



GOOD THINGS in a small parcel

BY WARREN STEPTOE

Over the last few years Integrity Motor Yachts' popular range of trawler style displacement cruisers has gradually expanded in a process often involving development of preceding models into larger boats which have invariably made already excellent basic configurations into something even better.

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Having reviewed each new model as they were released, to my mind one development in particular stands out as a truly profound step forward. This was while evolving a new 380 Sedan from earlier and slightly smaller models. Along with the numerous developments ongoing evolution creates, they raised the deck level in the forward half of the boat by 100mm.

The difference this made to interior space 'downstairs' in the cabins and bathrooms was remarkable, despite it being achieved without compromising the boat's overall height. Overall height of course being quite a critical consideration

for owners living in places like Queensland's Gold Coast where boats often have to pass underneath bridges during the normal course of a day on the water.

New models seem to have become an annual event for Integrity and this year, after progressing through boats up to 44ft long, they reversed direction and presented us with an all new 32 footer, the 320 Express.

Funnily enough the first Integrity that really focussed attention in Australia towards characteristics the marque is now so well known for was a '320' Sedan. It was a great little displacement cruiser which sold very well indeed, and very much laid a solid foundation for the boats they've presented to us subsequently.

That this new boat follows the successful theme established by its predecessor closely is hardly surprising. Nor I suppose is that it incorporates the higher deck level first introduced in larger models.

However the end result that higher deck achieves, successful though it was when utilised by the likes of their 380 Sedan and Flybridge and the upmarket 420 Aspire, is what makes the new 320 Express really stand out amongst its competition.



far left: Ample room in the both the toilet and bathroom seen here are features of Integrity's all new 320 Express.

left: The toilet and bathroom are separate in this new 32 footer from Integrity.

below: Seen cruising here on the sheltered waters of southern Moreton Bay north of Qld's Gold Coast, the 320 Express is at home on enclosed water like this, although its sea keeping abilities aren't to be underestimated either ...



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First impressions are always important in so many aspects of life, and what an impact the 320 Express makes when you first see it.

Even old hands exclaim, "What; this can't be a 32 footer?"

This superb little motor cruiser has many attributes; but one stands waaaay out – interior space.

Of course interior space is what trawler style displacement cruisers gain by comparison with, say sports cruisers the same length. But none I can bring to mind gain anywhere near this much! It's quite clearly the biggest '32 footer' I've ever seen!

As attributes go interior living space is a pretty persuasive one to have on your side. Taller folk should be nothing short of delighted with the headroom available both down in the stateroom and toilet and shower, and upstairs in the salon.

There simply isn't a down side to it, there's lots of space downstairs in the bedroom, the bathroom and toilet put lots of much larger craft to shame, and the salon/galley area and aft cockpit lounge are more than roomy for the two people this boat is basically configured for. With space to spare if another couple join them.

There's only a single stateroom, in the bows, with the connecting 'loo portside and the shower to starboard. Really really comfortable, for a couple, describes the downstairs sleeping accommodation in few words. It's well finished, designed to absolutely minimise 'housework', well lit thanks to massive amounts of glass around the salon, and with the choice of fabrics and timber finishes Integrity leave to individual clients, as stylish as you like to make it.

Our review boat featured Antico flooring in stonewash American oak, Ultra Leather upholstery, and Caesar stone bench tops in the galley area. Teak on the cockpit deck in this boat will probably end up on the options list.

If extra guests do sleep aboard, the dinette lounge converts to a full size double bed. When stowed, the tri fold table is neat and compact, leaving lots of space for entertaining. Folded down, four people can dine here without even tucking their elbows in.

The helm is on the starboard side with a nice wide seat behind the wheel and 'kitchen cupboards' stretching all the way aft to the salon bulkhead behind it. The kitchen sink is portside above more cupboards, with a 140 litre Waeco fridge and the cooktop incorporated into it, beneath another lengthy benchtop.

It's in the salon where the amount of space available inside the Integrity 320 Express has the greatest impact. And where competitors suffer the most in a comparison.

Sport yachts might steal a few points off it in the looks department, especially if you prefer lowslung and slinky over standing tall and proud traditional trawler styling. Nevertheless, in terms of headroom and space to move around, there's just no contest.

An observation that occurs to me while reviewing this boat is that it's so spacious it might just steal sales from larger stablemates. Or perhaps encourage some buyers to save a

few bucks by opting for a smaller lower cost package because there's precious little to lose by that decision.

Unfortunately the boat reviewed was preproduction so a few details were still to be finalised, not the least of them being the inventory. Thought is being given to supplementing the galley cooktop with a portable 'Weber' style barbecue/oven for use out in the cockpit area. What a great idea both for the food preparation options it offers, and for the social ones.

left: High bow and side rails and wide side decks ensure safe easy access to the 320 Express' bows while anchoring and mooring.

inset: The starboard helm has a wide and comfortable seat behind the wheel, while the 'kitchen cupboards' stretch aft all the way to the salon bulkhead.



above left: Aft the entire stern area is occupied with this spacious cockpit lounge (and a swim/boarding deck across the transom that's out of sight here.)

above right: Up in the bows there's room to work if need be. The anchor CAN be raised and lowered from the helm, but if someone on the bows is necessary, they can go forward and work there safely.

Apparently the salon's aft bulkhead will in future feature fully opening doors which this particular boat didn't have either. A choice between completely integrating the cockpit lounge area with the salon interior by opening the salon bulkhead's multi fold doors, or separating them by closing up has long been an Integrity feature with equal appeal here.

Similar sentiments apply to Integrity's transom deck. For swimming, ease of access from a tender (or for visiting boaties,) and a simple step aboard from marina pontoon to transom deck is yet another feature Integrity have made their own.

As a proud grandad I also noted twin transom doors to contain little folk when necessary. And as a boatie who invariably needs lots of gear for the various activities



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above left and right: Looking forward inside the salon that roomy dinette portside converts easily to a full size double bed for overnight guests. Tri fold table makes it compact when space is needed on the lounge, and plenty big enough for 4 (or more) to dine.

below: A new higher deck line first introduced for larger Integrity models creates a remarkable amount of interior space, and yet doesn't compromise the traditional 'trawler' lines.

associated with boating I'm pleased to report there's a voluminous lazarette stowage compartment beneath the cockpit lounge's deck.

Sales wise the concept with this boat is to offer it fully functional at an attractive price point – with an extensive options list; and it's good to see that Integrity's signature salon bulkhead arrangement and transom deck aren't considered as optional.

Speaking of price points Integrity intend to break the 300K barrier for a fully functional boat, although with things like camper covers to weather and insect proof the cockpit lounge, and a table to make it a dinette on the options list, it will be interesting to see how many 320 Express owners succeed in containing their investment to that figure.

Another signature Integrity feature that's NOT on the options list is easy bow access. The bow and side rail on this new model are high and the side deck amply wide enough to make your way forward whilst mooring or to handle ground tackle when anchoring in complete safety. These things I'm sure readers will agree are no more than how they should be; but too often aren't.

One thing about trawler style displacement motor cruisers even people who don't own them agree is a definite asset wherever shallow banks are common, is the way the propeller and rudder trail behind a solid keel. An odd bump with the bottom isn't a problem and the way the heavy engine and transmission can be mounted so low in the hull keeps the centre of gravity down where it literally keeps the boat on an even keel.

This boat displaces around 7.5 tonnes and carries another tonne of fuel and water when the tanks are full so it's as sure footed under way and stable at anchor as only trawler style displacement motor cruisers can be. In themselves these factors add considerably to the comfort of all aboard and score some more plus points against competitors.

The standard power unit is a 150hp John Deere '4045T' 4 cylinder turbo diesel with a 225hp 6 cylinder '6068T' engine from the same maker amongst the options. Precise performance from the 4 cylinder motor was at the time of this review yet to be determined.

On the day we were cruising along at 7-8kts in much the same style as every other Integrity Motor Yacht I've ever been aboard. However the lads from Integrity weren't happy with the prop this preproduction came from the factory with, and were going to change it as soon as a new prop arrived.

What they could tell us was that the same engine delivers top speeds around 11kts, maybe a bit more lightly loaded with a clean bottom, in their 34ft models. At least similar performance seems a reasonable expectation

from this smaller and lighter boat. It was certainly interesting to hear that the same engine burned seven litres per hour powering a 34ft Integrity with much the same hull, only slightly larger, en route to Papua New Guinea.

This to my mind is what Integrity is ALL about, comfortable, absolutely no stress cruising on the smell of a proverbial oily rag, no stress handling while anchoring and docking – and stress being the furthest thing from the minds of skipper and crew alike the rest of the time they're aboard! There's little doubt this excellent new 32 footer is destined to take all of that to the next level ...

above left: The bow stateroom is roomy with connected toilet and bathroom, and a remarkable amount of headroom created by a new raised deck level.

above right: Looking aft through the Integrity 320 Express' salon gives an accurate impression of the space available inside this largest of 32 footers. Multi fold salon doors will make for (a choice of) complete integration of the cockpit lounge in production boats.

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