



Genteel cruiser

Within its seaworthy exterior, the Integrity 380 Flybridge is a family cruiser that's well-equipped for extended cruises in comfort, style and safety.

It's always pleasing to report on an Australian success, especially so when it has been achieved during the recent tougher-than-usual economic times. Around a decade back, Gold Coast-based marine industry entrepreneur Brett Flanagan found a common theme amongst clients. They liked a particular feature from one boat, another feature from a second boat, and a third feature from elsewhere ... and wouldn't it be great if they could all be combined in one vessel?

Brett assembled this litany of desirable attributes and sought an established boat

builder who could bring the resulting design into reality. Brett's wife Brenda is part of the team and develops the interiors for the boats. They commissioned the Guangzhou Jianghua Marine and Engineering Company in China to use its existing expertise in top-quality, trawler-style hulls and thus was born the Integrity marque. It has since seen more than 50 motoryachts cruising inshore and coastal waters in the hands of enthusiastic owners, including this elegant Integrity 380 Flybridge.

Featuring a generous beam of 4.11m, the 11.7m (38.5ft) 380 Flybridge offers a great deal of onboard room, especially as the flybridge has its own aft deck that extends back over the cockpit. With a basic theme of reliable simplicity, the Integrity packs a lot of standard features into its base price of \$549,000 which, at the time of writing, included a host of options such as aircon/heating, flatscreen television, an outboard-powered RIB tender, an Onan 4kVa generator, upgraded Ultraleather upholstery, teak and holly flooring, Corian counter tops, cockpit seating, camping covers and much more. By the time you read this, that package may no longer be available, but it's indicative of the excellent value the 380 will provide.

Stepping aboard the Integrity gives the first clues as to its remarkable liveability

Power comes from a John Deere six-cylinder turbo-diesel rated at 168kw (225hp) that cruises the 380 at a comfortable seven or eight knots (13 to 15km/h) and can run up to around 10 knots (18.5km/h). Twin fuel tanks provide 1135lt for extended voyages at an average 8lt/h and the hull design can easily handle offshore conditions. A full keel protects the prop and rudder and delivers directional stability even in difficult quartering seas, while bow and stern thrusters make manoeuvring around marinas and jetties easy.

POLISHED INTERIOR

Stepping aboard the Integrity gives the first clues as to its remarkable liveability. Wide sidedecks below properly sized bulwarks, and the clip-out

By Graham Lloyd



sections of the strong guardrails, make it safe and convenient to board or disembark from directly alongside. The full-beam boarding platform offers an equally viable alternative (at a lower level) with another central guardrail across the back and a small step up into the cockpit through a starboard entry port in the transom.

The cockpit has plenty of floor space, even with L-shaped lounges in the port quarter and a reclining lounge to starboard. Under the sole is a sizeable lazarette for storing bulky items such as fenders.

Above: The saloon helm station is efficiently laid out, with excellent visibility and the convenience of a side door to quickly and safely access anywhere from stem to stern.

Right: When opened, large stainless steel-framed 'hopper' doors provide a clear passage that merges the cockpit and saloon into one flowing relaxation and entertainment delight.



Stainless steel-framed glass 'hopper' doors can seal off the main saloon but when opened – the lower door slides away and two upper doors hinge upward – they leave an unrestricted flow between saloon and cockpit. The galley is L-shaped in the aft starboard corner of the saloon so anyone prepping snacks or meals is right in the centre of both the saloon and cockpit for conversations and social mingling.

A two-burner electric cooktop on the Corian-topped work area is behind large sliding windows that admit all the light and fresh air you could want, while twin sinks in the work area facing the cockpit can be partially covered by a removable Corian panel. In craftsman-finished cabinets above and below are a microwave and fridge/freezer with doors and drawers opening into plentiful storage areas. For longer cruises, a second freezer can be fitted.

It was pleasing to see the Corian worktops had integral fiddles which, although small, would help to keep things from rolling off. The corners of the tops are rounded for safety. Opposite the galley, another L-shaped lounge forms a dinette around a table with fold-out panels so it can either be a compact coffee table or a full-size dining table. That area also converts to a double berth, as does the lounge/table combination in the cockpit. A large section of the beautifully finished teak cabinetry flowing back from the port front

quarter lifts to reveal a flatscreen television. There, too, is a recessed area for keeping remotes and similar items.

The blend of cream-coloured acoustic vinyl in the overhead panels, the Ultraleather upholstery and the teak/holly flooring is both traditional and very appealing. Integrity can provide alternative timber finishes such as cherrywood or American oak, if desired.

Deep and wide windows down the saloon sides and large screen panels across the front make the entire area light, bright and airy, while blinds and curtains can add privacy to the saloon.

DRIVER'S SEAT

The main helm position is in the starboard front quarter of the saloon. It is both efficient and stylish with a stainless ship-style wheel and clearly sighted dash panel. An overhead cabinet holds the stereo system's control unit and a Raymarine VHF radio. There is plenty of space to add navigation electronics and a sliding door gives immediate access to the side deck and up to the foredeck for mooring.

Entry to the engine room is under the sole of the saloon. For routine checks, two panels in the floor lift on gas-assisted struts and hinge to starboard for an easy step-down into a spotless engineer's delight. For more serious work, another panel under the saloon table can be lifted. Twin fuel tanks feed through independent water-separating Racor filters and are plumbed so that the engine can feed from either or both tanks.

The John Deere turbo-diesel is immaculate; these engines have a reputation for low maintenance and solid reliability and, because of that, they are often the preferred brand for commercial trawlers.

Back in the saloon, three steps located centrally forward lead down to the staterooms and bathroom. To port is the guest cabin with double berth, hanging locker and other storage compartments while, opposite that, is the bathroom with electric toilet and separate shower area. Further forward is the owner's stateroom with island double bed, cedar-lined hanging locker, angled corner shelving and more stowage capacity, as well as the second flatscreen television.

All the accommodation is well lit through large portholes and, for the main stateroom, a



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screened overhead hatch. The quality finish of trim and timber with, in the bathroom, shiny white easy-clean surfaces and non-slip teak-grate underfoot platforms is welcoming and comfortable.

The interior of the 380 Flybridge is hard to fault for live-aboard enjoyment and relaxed entertaining. The two staterooms and the two convertible double berths in the saloon and cockpit mean you could sleep four couples, and there's enough room to remain uncrowded over a weekend.

The commodious flybridge is reached via a set of rail-protected teak steps from the cockpit. Once aloft, a large floorspace extends aft over the cockpit while forward are L-shaped lounges each side of a central helm chair. Triangular tables are perfect for holding snacks and drinks, and there is stacks of stowage under seats and in the front of the flybridge main moulding.



Above: Positioned to be among everyone in both the cockpit and saloon, the galley has all the facilities any chef could need.

Left: The owner's stateroom is forward with an island double berth, television and plenty of stowage areas.



Top: The flybridge extends aft over the cockpit to shade the latter and provide yet more space for convivial conversation.

Above: A full-beam boarding/swimming platform is across the transom with a deeper-than-usual swimladder which will please everyone re-boarding from the water.

Overhead is a bimini for sun protection while the helm is a full duplicate of the one below, although with the added benefit of a great view across the foredeck and the surrounding waters. The layout allows the skipper to be surrounded by crew and guests in a very convivial setting, and the aft extension allows for a quite separate group to mingle if desired.

Matching all the upstairs/downstairs amenities, the anchoring/mooring facilities are well thought out, with a strong power winch and plenty of room in the anchor locker. Those excellent wide and protected side decks mean getting around from cockpit to foredeck is safe, even in a seaway,

and the deck hardware is intelligently located and well-sized to take care of the boat in all conditions.

NOD OF APPROVAL

A smaller 340 Integrity was delivered from the Gold Coast to Cairns between two cyclones by Adam Workman from Integrity's Sydney dealer Performance Boating. Adam noted: "I wanted to see what it was like as a true offshore boat. We had three- to four-metre seas on the beam and on the quarter and I was imagining we were going to slide off waves, but it just tracked so true – the keel and the low centre of gravity helped."

Accompanying Adam on the delivery voyage was Dale Cuthbert, a life-long boating man with plenty of experience.

"I was very impressed with the way it handled seaways," he said. "The beam-on seas threw everything at us as we dodged a couple of cyclones, but the Integrity ticked every box as far as I was concerned. It proved very reliable and was quiet and extremely manoeuvrable with the bow and stern thrusters – it's just a great all-round boat."

There's so much more to the Integrity 380 Flybridge – you'll need to see one for yourself to fully appreciate all of the 'Designed for the Aussie Lifestyle' attributes. 

SPECIFICATIONS: INTEGRITY 380 FLYBRIDGE

Overall Length:	11.73m
Beam:	4.11m
Draft:	1.12m
Weight (dry):	10,000kg
Capacity:	12 persons
Sleeping capacity:	Two cabins, four persons (plus convertible double beds in saloon and cockpit)
Fuel capacity:	1135lt
Water capacity:	780lt
Power:	John Deere six-cylinder turbo diesel 168kW (225hp)
Generator:	Onan 4kVa

Price:

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INTEGRITY

PEARL OF THE SEA