

INTEGRITY 380 SEDAN



STORY & PHOTOS ALLAN WHITING

EASY going

Unashamedly aimed at those who aren't in a particular hurry to get anywhere, the Integrity 380 sedan is a budget-priced, well-finished trawler-style cruiser that maximises living space, so says **ALLAN WHITING**

Integrity-brand boats are produced by the Jianghai Marine & Engineering Company in a brand-new 70,000m² facility on the Pearl River. This factory complex replaced the previous 20,000m² site that the company outgrew in the 2007-12 period. The company's origin dates back to 1981 and its Integrity trawler-style boats are sold around the world.

Integrity's displacement cruiser concept has been stretched from the successful 330 to the 380, with a second-cabin option and a vast

entertainment cockpit. Integrity's appealing, traditional trawler design is retained and the larger boat's lines are well balanced, with no hint of tacked-on extra length.

Approaching the 380 Sedan, berthed stern-to and with the saloon completely opened-up, I was knocked out by how inviting it looked. A full-width FRP and teak-grate swimplatform made boarding easy and, once in the large teak-surfaced cockpit, I could see how the open-saloon impression had been achieved.

A heavily framed, two-piece

'window' swung-up on gas struts and clipped to the cockpit ceiling, thus opening-up the entire rear-wall width of the saloon. A galley that doubled as a bar filled the lower part of the saloon rear wall and the half-height sliding 'stable door' disappeared into it, to allow a walk-through into the saloon.

In good weather this open-air living space effectively increased the size of the boat. Should things turn nasty, standard clears can enclose the space, or the saloon can be isolated from the cockpit by dropping the broad window down



The single level galley and saloon (top) continues without obstruction through to the cockpit. It's comprehensively equipped and boasts glorious views through panoramic windows. The helm station (above) looks and feels traditional and is totally appropriate.

and closing the sliding stable door. Although natural ventilation through roof hatches and sliding windows was generous, there was cooling backup and heating in the form of reverse-cycle air-conditioning, with outlets in the saloon and both cabins.

The 330 (tested last year) comes with one interior layout, but the 380 Sedan has the option of a one- or two-cabin plan. In the solo-cabin layout the master island vee-berth is flanked by a toilet cubicle and a separate shower room, as in the 330. In the two-cabin layout the toilet is accommodated in the starboard shower room and a double berth or twin-single cabin is located to port.

The 380 Sedan's saloon is bright and airy, with an L-shaped lounge/dinette to port and an L-shaped galley to starboard. The leather-covered lounge is longer in the single-cabin 380 Sedan than in the two-cabin version, but there's slightly less flat surface area beside the companionway. Galley inclusions are Corian counter tops, an electric stove, exhaust fan and fridge.

The test boat's two-cabin layout

had a combined toilet/shower that was quite roomy. Access to the cabins and loo was via a short companionway that lifted to reveal a manual bilge pump. An electric pump and plumbing sat under an under-stair floor hatch.

A large portion of the teak/holly saloon floor was devoted to engineroom hatches that were heavily made, and heat and sound insulated. Fortunately they were gas-strut assisted or lifting them would have been problematic. Engineroom access was wide and all service and maintenance items seemed easily reached and were labelled clearly. A standard Onan 4kVa generator and twin battery boxes fitted easily into the test boat's engineroom.

A John Deere 225 turbocharged 6.8lt six-cylinder diesel dominated the white-painted engineroom. Rated power is a claimed 225hp (168kW) at 2600rpm, with peak torque of 780Nm at 1800rpm. Calculated fuel burn is between 5 and 45lt/h, across the 1000 to 2600rpm operating range.

This engine promises simple servicing, being an old-style wet-liner, mechanical-injection donk,



The Integrity 380 has a certain water-loving grey nomad appeal, albeit with a level of comfort few on the road will ever get to experience. Look for generous master cabin space (top right), a comfortable head and shower unit (top left), a guest cabin (above right), reliable manual safety systems (above left) and an abundance of mood-enhancing timber trim.

with nary a common rail pump, computer or electronic control unit in sight. Freshwater cooling includes a turbocharger cooling circuit.

The test boat's engine sat on massive bearers that suggested a robust build, confirmed by the boat's hefty 10 tonnes

displacement. Construction was monolithic, handlaid FRP and

The boat you want is now easier to find

[GREY NomAD AppEAl]

Although the Integrity 380 Sedan has an optional second cabin the boat seems intended for a couple, who may want to accommodate overnight visitors in a second cabin and on the bed-convertible saloon lounge. The boat has ample space and ease of use to suit a liveaboard pair.

If viewed as an alternative to a mobile home on wheels, for example, the Integrity 380 Sedan costs about the same as a fully-equipped luxury motorhome. It can operate for around \$12 to \$20 per hour at 7 to 8kts; around the same fuel cost as a diesel motorhome. Of course, the motorhome will go a lot farther every hour, but for the relaxed retirees that's probably not the point.

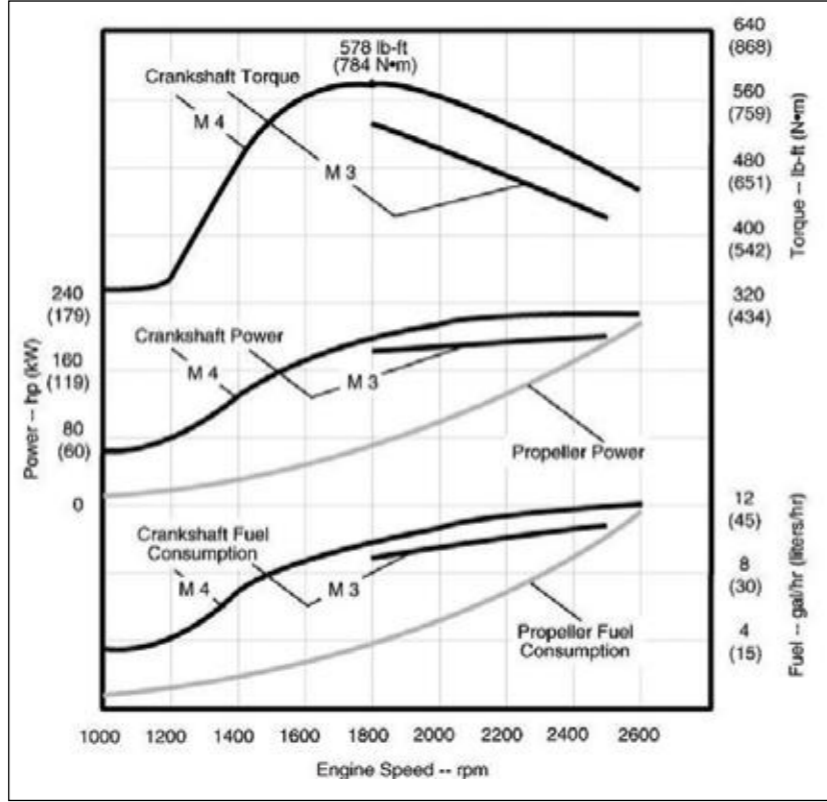
Operational stress levels should be less in the Integrity than in a motorhome, because there isn't anything like the traffic density on the water. Parking, the nemesis of the motorhome driver, shouldn't be as difficult either.

Boats are obviously susceptible to bad weather but motorhomes also aren't much fun to drive in gale-force winds and driving rain. Both modes of transport are best done in good weather and that's not normally a problem because motorhome people and cruiser people aren't time-driven.

As for ambience, I know I'd rather wake-up in a pleasant anchorage to the sounds of water birds and splashing fish than the din of early risers' idling diesels in an overcrowded camp ground.

[pERfoRmANce boATING SALES AND INTEGRITY poWER boATS]

Although Ron Jacobs and Lee Condell (below, left and right respectively) have been associated with high-performance racing and cruising yachts for many years and are best known now as NSW distributors of Jeanneau Yachts, their company PBS has a dark secret: Ron is a powerboat tragic as well as a recognised yacht-racing expert. While maintaining his yacht-racing edge Ron has owned powerboats for many years and understands this market well. Like many yacht agents these days PBS has branched out into powerboats, choosing the cruising-oriented Integrity range for its appeal to traditional powerboat buyers and ex-yachties.



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incorporated a full keel, with hull and keel-pivoted rudder. Standard equipment levels were luxury level and the only options needed for extended cruising would be chartplotter, radar and autopilot.

UNDERWAY

Being a full-keel, shaftdrive boat the Integrity can't have a swivelling pod-drive manoeuvring Integrity's open plan approach (right middle) is probably our favourite feature of the 380 Sedan. Deep wells and sturdy handholds add confidence for those negotiating the bow (right).

- [HIGHS]**
- › Exceptional value-for-money
 - › Unprecedented level of standard equipment
 - › Simplicity of maintenance
 - › Low noise and vibration levels
 - › Safe side and forward deck access
 - › Open cockpit and saloon connection
 - › Intuitive bow and stern thruster control
- [LoWS]**
- › Small second cabin



facts & figures

INTEGRITY 380 SEDAN

PRICE AS TESTED
€329,000,--

SEA TRIALS

Single 2 25hp John Deere diesel

RPM	SPEED	FUEL BURN
1550	7.5kts	8lt/h
2000	8.4kts	13lt/h
2600	10.5kts	45lt/h

* Sea trial data supplied by the author, John Deere and PBS.

GENERAL

MATERIAL Handlaid FRP
T YPE Displacement monohull
LENGTH OVERALL 11.58 m
BEAM 4.11m
DRAFT 1.1m
WEIGHT 10,000kg

CAPACITIES

BERTHS 1 double (additional double or twin optional)
FUEL 1140lt (2 x 570lt)
WATER 780lt (530lt + 250lt)
HOLDING TANK 115lt

ENGINE

MAKE/MODEL John Deere 2 25
T YPE Mechanically injected turbo-diesel
RATED HP 225
PROP Four-blade

[tradeboat SAYS...]

The Integrity 380 Sedan is a budget priced, highly equipped and seemingly well-built displacement cruiser that combines economical cruising with ease of handling. Thanks to its ingenious space management this boat will work as an entertainer, a weekend excursion craft, an extended traveller or a liveaboard. It doesn't have a turn-of-speed of boats like the Beneteau Swift Trawler or Pelorus, but it doesn't have the price tag either.

system, but the test boat compensated totally with optional twin thrusters, worked by stubby joysticks at the nav station. The bulky 38-footer edged its way out of a tight marina berth without any effort. Berthing after our test was as simple, with the main engine providing sternwards push and the bow and stern thrusters doing the steering. Novices need not fear!

The Integrity 380 Sedan felt unstressed in its 7.5 to 8.4-knot cruising speed range — 1550 to 2000rpm — and we measured fuel consumption at 8 to 13lt/h in this band. Sure, it'll go harder; up to 10.5kts with full tanks, but the extra noise isn't worth it and fuel consumption trebling at high engine speeds.

If you're happy to cruise along at 7kts-plus (and many ex-yachties would be delighted with that average), you'd comfortably travel from Sydney to Yeppoon and still have around a 300lt reserve supply in the tanks.

We didn't get to check the Integrity 380 Sedan out in a seaway but some Broken Bay swells failed to upset its stately progress. Several owners of other Integrity models have reported successful ocean passages in rough conditions.

Although the Integrity is far



from being a big gameboat the full bulwarks and rails encourage safe family fishing. The foredeck bulwarks are particularly reassuring. Those who want to spot fish from a distance can opt for the Flybridge version.

At thE WhEEl

The Integrity's saloon steering position was complemented by a comfortable high-set chair and sliding door. Helm feel was positive, with little play at cruising speeds, but was a tad indefinite at low speeds at which point the thrusters took over. Vision forward and all around was excellent, and the triple screens were swept by individual wiper blades.

The dashboard was easily scanned and had stacks of spare space for additional instrumentation, if required.

Engine noise was subdued at cruising speeds and there was very little vibration in the cockpit and saloon. ⚓

INTEGRITY
PEARL OF THE SEA

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