



Big Boat Review

Sedate Sedan



Integrity Motor Yachts merges old and new in its impressive new 440 Sedan cruiser.

By Kevan Wolfe

Even sitting quietly alongside its pontoon in the Sanctuary Cove marina on the Gold Coast, the new Integrity 440 Sedan demands a second look.

It may be a traditional sedan design, but the sleek lines and modern styling give it the contemporary look of a boat with serious cruising credentials.

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The 440 keeps alive the timeless profile and style of cruising displacement boats of earlier times, but with a modern twist. It also embodies and embraces the concept of liveaboard cruising that is becoming increasingly appealing to baby boomers as they look for ways to enjoy their leisure time.

In just over three years the Integrity range has become a big success story for its founder, Brett Flanagan, who engaged the Jianghai Marine and Engineering Company in China, which had been building boats of all shapes and sizes since 1981, to produce his designs.

It seems that Flanagan's ideas are shared by many of the boating community's cruising set and in just over three years since the brand was introduced, some 35 boats, ranging from the 320 to the 380, have been sold.

The Integrity 440 is a brand new design that retains classic styling, yet incorporates all the functionality that modern technology and building techniques can offer.

RIGHT FROM THE START

As Flanagan admits, the 440 Sedan has taken a little longer to build, but he wanted to get it right.

For example, there is a new bow treatment. This has been extended to give it a prouder profile which, in turn, has added headroom to the forward cabin and extends the beam to 4.3m (14ft 2in), which is huge for a 44ft boat.

It's a sturdy boat, with the solid glass hull finished with two layers of vinyl ester resin. With its broad beam, it is very stable underway and at anchor. The extra beam also gives the boat wide and safe side decks to move around on.

The hull is moulded in the style of the old wooden plank boats from which it is derived. Achieving the look of planks in fiberglass is not easy and requires special techniques, but it certainly pays off aesthetically.



The 440 comes with a big keel, which runs from just forward of the helm station back to the stern and encapsulates the propeller as well as providing protection for the rudder. So if the odd sandbank is encountered, it's just a matter of backing the boat off and going around it, with little chance of damage to the running or steering gear.

SLEEPS EIGHT

Flanagan toyed with the idea of adding a third cabin, but chose to use the extra space for the two cabins and the head and shower.

The two cabins sleep four people but, with the solid teak dining table folding down to a double

bed and the table in the aft cockpit likewise, there is effectively sleeping accommodation for eight people.

The galley is located aft and with the big hopper window opened to the cockpit the 440 becomes a very social single-level craft, with a straight-through view all the way to the helm.

The helm station is pretty conventional, with a big stainless steel destroyer-type wheel, Raymarine touchscreen plotter, autopilot, depth sounder, analogue engine instruments and bowthrustrer controls. Easy access to the side deck when docking is provided by a door next to the helm.

The saloon and galley feature a teak and holly sole, sumptuous Ultraleather lounges and blinds on the large picture windows.

There are no less than 16 drawers in the galley, along with cupboards under the double sink. A two-burner cook-top is standard and there is plenty of cold storage capacity, with the two Waeco 140 fridge/freezers.

The 440 is powered by a single, conventionally injected John Deere 225hp diesel that is easy to service and is backed by a large dealer network. Access to the engine room is by three hatches in the main saloon. When lifted, the hatches give easy access to the top of the engine and all sides.

Below: Two-cabin layout includes the spacious bow cabin.

Bottom: The saloon and galley are well-lit with an airy and contemporary layout.



The engine drives a five-blade propeller through a two-inch stainless steel shaft with drip-less seals.

SEDATE RATE

As expected, on the water the 440 runs along sedately and untroubled at 10.5 knots (19.5km/h) and gave every impression that it would be a

good sea boat. Experience would suggest that the proud bow and wide beam would certainly keep it stable in a seaway or on a long offshore cruise.

The sweet spot is at 2000rpm, where the single diesel is using just 19.5lt/h to give the boat a range of around 800nm (1480km) from the 1500lt fuel tank.

Owner Olympics

As part of its program to encourage owners to make the most of their boats, Integrity Motor Yachts recently organised a four-day owner cruise taking in all that Moreton Bay, in south-eastern Queensland, has to offer. Ten boats joined the touring fleet of displacement cruisers departing Sanctuary Cove Marina and heading north for a tour through Moreton Bay and up to Tangalooma on Moreton Island.

After an evening on the marina, the flotilla navigated its way to Horseshoe Bay on Peel Island for its first night at anchor. Fresh prawns, local bread and icy cold Coronas were delivered to each boat for a relaxed afternoon overlooking the bay. Guests were then invited to the nearby beach for an evening barbecue and light music, with a high tide and vivid sunset creating a beautiful backdrop.

The next morning the flotilla departed for Tangalooma for its second night at anchor and an

afternoon exploring the wrecks and marine life that abounds in the area. After an early afternoon walk to the Tangalooma Resort, the Integrity crew enjoyed a delightful buffet dinner prior to experiencing the magic of feeding the local dolphins from the beach.

Day three saw the flotilla head south through the Rous Channel to an evening anchorage at Myora, near Dunwich on Stradbroke Island. Cruisers spent the afternoon relaxing in readiness for the inaugural Integrity Olympics held at the Little Ships Club at Dunwich, a delightful slice of paradise with amazing bay views. After hearty competition, the winners of the mini golf, bocce and quoits were crowned, with the presentation dinner and dance lasting well into the evening.

The final day took the fleet south through the Caniapa Passage and down through some of the narrow, windy waters of the northern Broadwater, which at high tide is stunning. Cruisers then peeled off to their various home destinations after a great four days of boating.

"We thoroughly enjoyed ourselves, but the best thing about being on the Integrity rally was that it took the worry out of boating, knowing that someone is close at hand to lend a help if you need it," said Integrity 380 Sedan owner Russell Dahl.

"It is hard to pick any one particular moment, but the beach barbecue, bucket of beautiful prawns and the Coronas takes some beating. The fancy dress and games were a lot of fun. My body aches all over, but hey, I would do it all again tomorrow!" enthused Dahl.



Above: The fleet at rest off Tangalooma.

Right: Four days of sun, sea and social activities.




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It's an easy boat to drive, and it is simply a matter of setting the autopilot and relaxing – the perfect definition of life aboard a cruising motor yacht. Docking, using the Teleflex controls and bow and stern thrusters, is fuss-free.

And when the boat is safely alongside, it's just a matter of stepping off through the handy side gate to secure the lines.

The 440 is modern, but not so sophisticated that it requires a lifetime of knowledge of the sea or a bottomless bank account to safely operate.

For those wanting to seek out far off anchorages, or just to savour a sun-drenched day on their favourite waterway, the Integrity 440 Sedan is a boat more than capable of doing it in style and comfort. 

SPECIFICATIONS: INTEGRITY 440 SEDAN

Length overall:	13.8m
Length of water line:	12.6m
Beam:	4.3m
Draught:	1.21m
Engine:	Single John Deere 225hp diesel
Fuel capacity:	1500lt
Water capacity:	950lt
Displacement:	13,000kg
Construction:	Hand-laid fibreglass
Base price:	
Price as tested:	

For more information, contact .



Left: Helm access to the side deck makes docking easy.