

POWERBOAT TEST

**Integrity 380 Sedan**

---

# TRUE INTEGRITY

---

*Displacement cruising with old-world charm and the  
convenience of new-gen technology.*

STORY **John Willis** PHOTOS **Matt Williams**



**“Much of the market still demands fast cruisers, yet when the high speed world gets you down it’s nice to step up to the world of displacement cruising”**



**T**his world would be a much better place if everyone had just a little more integrity, in more ways than one! The Integrity 380 Sedan doesn't pretend to be a craft for everyone, but it sure will please a great variety of cruising boat owners. Much of the market still demands fast cruisers, yet when the high speed world gets you down it's nice to step up to the world of displacement cruising.

Integrity Motor Yachts have always offered beautiful trawler-style boats at exceptionally reasonable prices. Their layouts and finishes have a grand mixture of traditional workmanship with an undertone of chic modern flair. Yet the latest-generation Integrity 380 has taken one more leap towards presenting a most appealing cruising sedan with a superb level of finish, backed up with the efficiency of single diesel shaft drive and some beautiful living spaces that will calm the savage beast. This is a very practical boat that makes terrific nautical sense and won't break the budget in purchase nor long term running costs.

Integrity Motor Yachts have a company ethic that says “discover more” and that’s the lure of the cruising grandeur. It’s about new locations and a happier, healthier lifestyle full of romantic nautical adventures that will charm your guests, or perhaps thrill 'em for life! We know of many Integritys that are currently cruising up the Queensland coast to the Whitsundays and on to destinations as yet unknown; as well as some happy new owners who are en-route to Tasmania in their 440 Sedan. One lucky boatie just had his new Integrity delivered to New Zealand’s Lake Taupo – how good would that be!

**CLOCKWISE FROM ABOVE** A removable ladder provides easy access to a roomy roof; Plenty of rails to keep you high and dry; A dignified ride from any angle





**“She’s a family boat, an efficient seafarer, a coastal cruiser and a high-class entertainer all rolled up into one gorgeous hull”**

At 11.58 metres OA (a whisker under 38 feet), with a beam of 4.11 metres (13 feet 6 inches), the 380 Sedan is a very appealing and functional size. In reality, you can quite easily manage her yourself with the 4 horse power bow and stern thrusters, combined with a displacement depth of 1.15 metres, giving terrific maneuverability and sideways stability even in the tightest pen. Its seakeeping ability is based on timeless trawler traditions making her surefooted and stable even when the going gets rough. Yet for cruising the harbour she’s a cosy “holiday home on the water” with a distinct attitude as an entertainer’s delight. She’s a family boat, an efficient seafarer, a coastal cruiser and a high-class entertainer all rolled up into one gorgeous hull. Integrity aptly says, “classic stylish lines with a contemporary feel.”

Solid fibreglass hulls with full-length keels, such as the 380 Sedan, make so much sense. It’s a traditional design forged over centuries of seamanship, ensuring terrific stability and full protection for the rudder and propeller. I’ve always said that it’s like fishing on the end of a pier and if you do happen to find that pesky sandbar that just jumps out in front of you there’s very little chance of damage. The economy is sensational and maintenance minimal.

Visually, the 380 Sedan is a treat. She has a beautiful clinker sided hull with a proud bow and a stepped sheerline. The saloon roof has a full length extension covering the cockpit with targa-style supports adding a modern touch to the traditional lines. The colour scheme is polar white with black window frames and trim plus a full length bow rail adding a feeling of security to the 360 degree walk around sides. It’s effortless to reach the bow where you find the sprit and ground tackle and deep chain lockers. There’s plenty of room out in front and it’s well defined by the high bow rail. I particularly liked the removable ladder up to the huge expanse on the roof, where we find a small navigation tower and plenty of room to store water toys or even a tender.

Entering the boat from the large rear platform you will immediately feel a sense of craftsmanship. The platform itself has a deep-water ladder, retractable hot/cold shower, stainless support rails and a rail mounted barbecue. Integrity have always presented a premium internal fit out, this one with lots of teak and

**Facts & Figures**  
INTEGRITY 380 SEDAN

**PRICED FROM**  
\$649,000

**OPTIONS FITTED**

Gloss teak timber finish, additional 140L Waeco fridge, Raymarine Navigation Package, extended swim platform, latex mattress, 32-inch TV with electric lifter, roof ladder, full all-weather cockpit covers, twin aft rails on swim platform, teak cockpit deck.

**PRICE AS TESTED**  
\$695,000

**GENERAL**

**MATERIAL** Fibreglass  
**TYPE** Monohull displacement sedan  
**LENGTH** 11.7m  
**BEAM** 4.11m  
**WEIGHT** 10,000kg

**CAPACITIES**

**PEOPLE (NIGHT)** 6  
**FUEL** 1170L  
**WATER** 550L

**ENGINE**

**MAKE/MODEL** John Deere 6068TFM50  
**TYPE** In-line 6-cylinder, turbocharged 4-stroke diesel engine  
**RATED hp** 168 KW (225hp)  
**DISPLACEMENT** 6.8L  
**WEIGHT** 730kg (dry)  
**GEAR RATIO** 2.04 : 2.02  
**PROPELLER** Holytech NiBrAl

**SUPPLIED BY**

Integrity Motor Yachts  
Quay Street, F Pier,  
Sanctuary Cove, QLD, 4212  
P 1300 798 735  
W [www.integrityboats.com.au](http://www.integrityboats.com.au)

**CLOCKWISE FROM ABOVE** Open alfresco dining with optional protection from inclement weather; There’s plenty of room to play on the extended swim platform; Large trawler-style windows offer maximum visibility



## Sea Trials

REVS	SPEED (KTS)	ECONOMY (L/HR)	RANGE (NM)
1600	7.3	10.4	821
1800	7.8	14.4	634
2000	8.1	19.5	486
2200	8.3	25.9	375
2300	8.5	29.7	335
2400	8.8	34	303
2600	9.5	44.3	251



Fuel consumption supplied by author. Range calculated leaving ten per cent in reserve.



holly panelling, flooring and trim accented by superb ivory-coloured leather upholstery, vinyl head liners with brushed alloy and stainless lighting, plus a gorgeous alfresco rear door and cafe style hob.

The rear deck features an L-shaped lounge/dinette with gloss teak/holly table that is ideal for dining and entertaining, but also drops down as a convertible day bed. There's plenty of under seat storage plus a self-draining ice box. To starboard is a north/south lounge and the entry in between is secured by a hinged teak handrail while underway. The entire cockpit is shaded by the roof extension and can be enclosed by the canvas infills with awnings and insect screens. What a lovely setting to lay back and relax in a sheltered cove, or perhaps a more cosmopolitan brunch at the marina.

The layout transitions beautifully as you enter the saloon with a more formal internal dinette to starboard, and galley to port. The galley features are extensive, with large Waeco under-bench fridge/freezers, double bowl sinks with flick mixer, Corian style bench tops, microwave and twin glass-top induction hotplates. There are infills for the sinks to extend the large amount of functional bench space, and plenty of storage and pantry room including overhead cupboards. They haven't forgotten the requisite television either – it pops up behind the helm from the dinette cabinetry.



**CLOCKWISE FROM TOP** The quality of craftsmanship is second to none; Teak, holly and ivory-coloured upholstery create comfortable setting; Her proud bow rides steady and true



**CLOCKWISE FROM ABOVE**

The business end has an intuitive layout; Not a care in the world in the dual helm seat; A clean, moulded vanity; The shower isn't huge, but it's adequate; Comfort is sewn into the seams of this island bed

Many trawler style designs can be a bit overwhelming, particularly with a large amount of timber cabinetry, yet I found the 380's saloon homely and inviting with big windows all around adding to the splendor. The skipper is never far from the party with a dual seat helm unit with footrest and storage, and a tonne of vision. Of course the bow horizon moves very little in a displacement cruiser so the view angle is constant through the three sectioned windscreen. The skipper is presented with a simple but stylish helm that features a Raymarine electronics package with 12-inch multi-function GPS/plotter/sounder and VHF, single binnacle controls, full switchgear, the John Deere engine management gauges, safety monitor panel for bilge and sump pumps, fuel and water gauges, Fusion Bluetooth entertainment system, plus windless and thruster controls. I just love the sliding side doors on displacement cruisers and

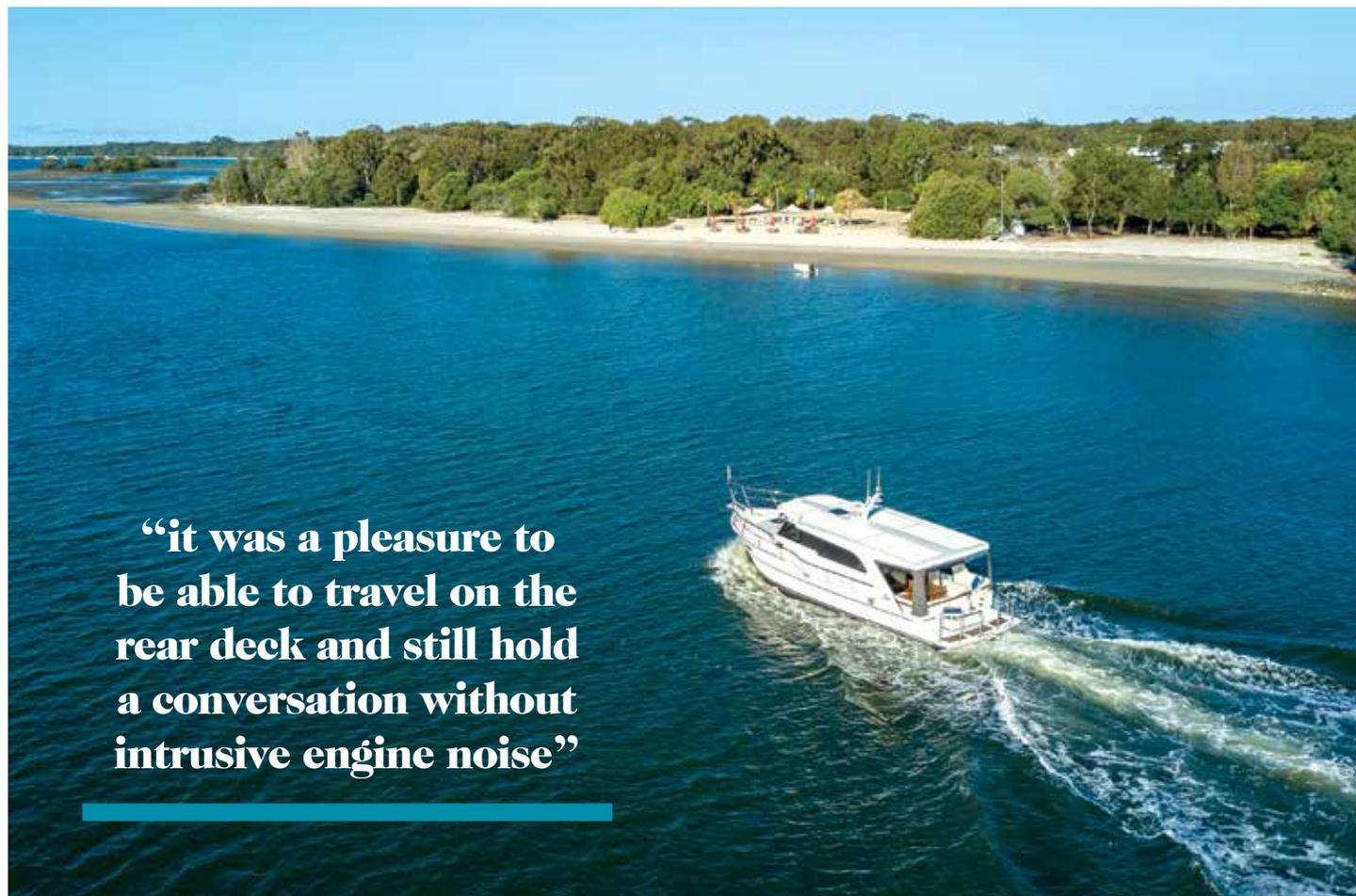
they really are very practical either boating alone or with a crowd. The large spoked stainless steel steering wheel completes the nautical tone.

The latest 380 Sedan layout has made the unit far more functional downstairs. It has a large forward berth as a master stateroom, complete with a comfortable double island bed, plus now a further double berth amidships to the starboard. Both featuring private entry doors, portholes and ventilation, plenty of storage, wardrobe and drawer space plus a variety of mood lighting.

To the port-side the head and bathroom isn't huge, but it is well equipped and more than adequate. The owner of our demonstration boat had removed the glass door to the shower cubical in favor of a soft screen, which I can appreciate being a big bloke. There's a moulded vanity with good lighting and port hole plus extraction fan and an electric freshwater flush toilet – all finished in a nice level of practical trim.



**“The latest 380 Sedan layout has made the unit far more functional downstairs”**



“it was a pleasure to be able to travel on the rear deck and still hold a conversation without intrusive engine noise”



**TOP** The hull powers along well with minimal vibration and noise

**ABOVE** The engines are easy to service and have great sound-deadening

#### POWER ME UP!

Integrity offer the 380 Sedan with a choice of Cummins QSB 6.7 litre 250hp diesel or the John Deere 6068TFM50 6.8 litre 168 KW (225hp) in-line 6-cylinder, turbocharged 4-stroke diesel engine that powered this hull along beautifully, with minimum noise or vibration. In fact it was a pleasure to be able to travel on the rear deck and still hold a conversation without intrusive

engine noise or exhaust fumes. The engine is rated to 225hp at 2,600rpm where it is quoted to use 44.3 litres per hour at 9.5 knots, yet like all displacement cruisers she likes to travel at a more sedate 2,000rpm where she's doing around 8 knots and a very efficient rate of around 20 litres per hour. However, by knocking off just a little more hull speed we half that fuel bill again to find 10.4 litres per hour at 7.3 knots and 1,600rpm. At that travelling speed we find an enormous range of around 740 nautical miles with a 10 per cent reserve from the 1,170 litre fuel tank.

Not only was the engine pleasing, so too was its fit up. The ease of serviceability and acoustic deadening, plus the high level of plumbing and electrical wiring throughout the boat was excellent. She also comes complete with 550 litres of fresh water and a 200-litre holding tank extending its flexibility in many environments. Add on a huge range of features including a 3000 watt inverter, Onan 7kva diesel generator and ducted air conditioning throughout – I'm sure you will love the new Integrity 380 Sedan as much as I did.

Weigh up the options, purchase and running costs as well as the level of premium manufacture and appealing comforts and I am sure you will come to the same conclusions as me – this 380 Sedan certainly comes with a high level of nautical Integrity. [📖](#)