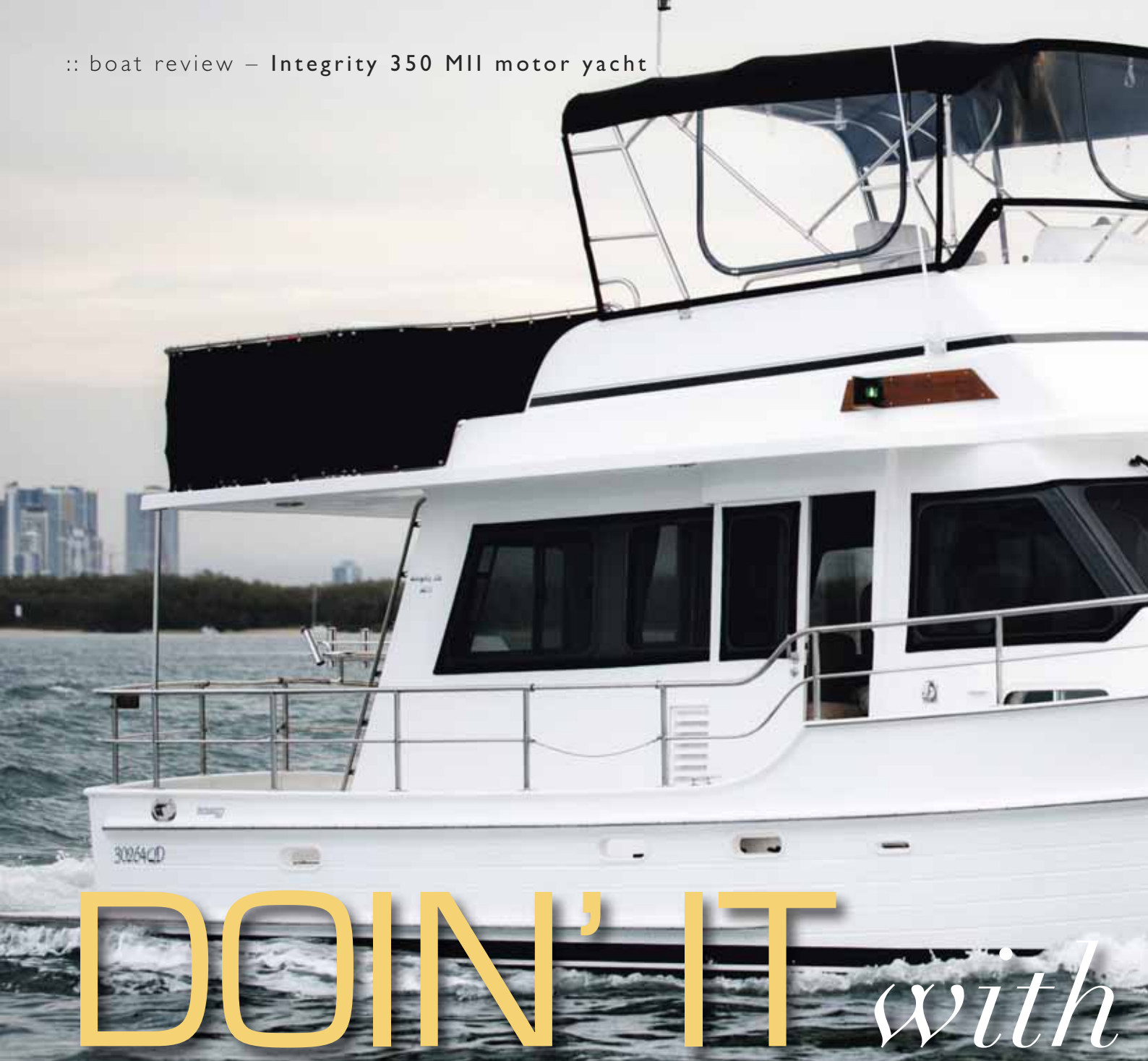


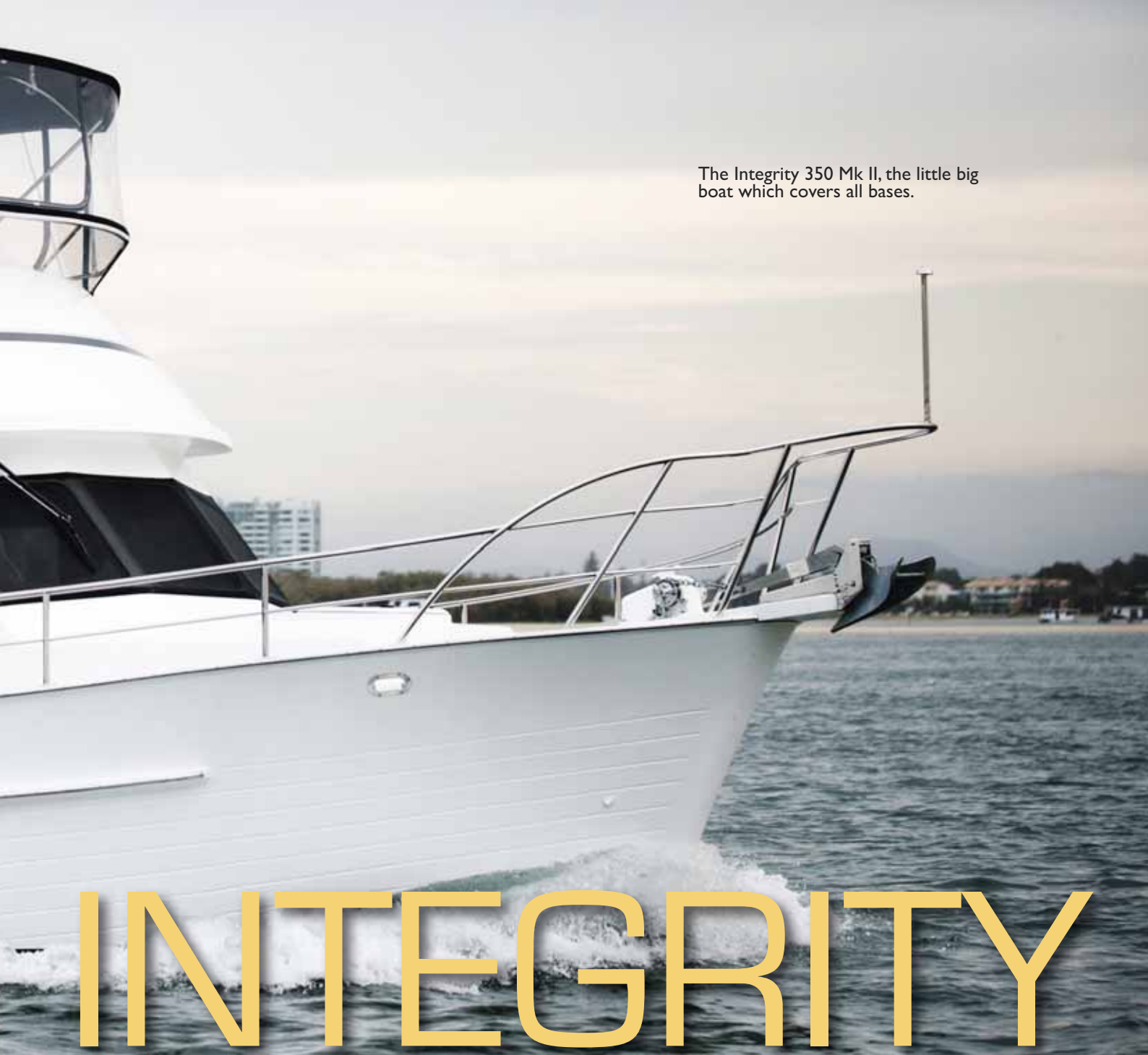
:: boat review – Integrity 350 Mk II motor yacht



▼ by Barry Tyler

▼ photos by Integrity Yachts Australia

As everyone will attest to, there is no such thing as a cruiser, a coastal cruiser into the bargain, that suits everyone's tastes for simply, every seafarer has their own individual interpretation of what makes a 'good' boat. There is a solution though for certainly you can get close to that perfect all-rounder by taking a consensus of ideas and starting all over again, incorporate all these good ideas into the one new boating package – precisely what Integrity Yachts Australia did with their new model, the Integrity 350 Mk II Motor Cruiser.

A white Integrity 350 Mk II motorboat is shown from a side profile, moving across the water. The boat features a stainless steel railing, a black canvas cover on the deck, and a prominent outboard motor at the stern. The background shows a calm sea and a distant shoreline with buildings under a clear sky.

The Integrity 350 Mk II, the little big boat which covers all bases.

# INTEGRITY

**G**OLD COAST BROKERAGE IDENTITY BRETT Flanagan has been around the marine industry, selling boats, for more years than he cares to remember. Over that time he has heard it all from people pontificating on their version of the perfect boat. Some ideas were good, some were bad, still others were must-have features and over the years for him a picture had begun to evolve – of the perfect boat for Australians.

Not for him but for Australians in general, by consensus, which being a broker got him thinking more and more about what people were continually reminding him of also – that their idea of a perfect boat just wasn't available in Australia, nor was it available through manufacturers overseas. In his own words the message got louder and louder, until he decided to

do something about it. His search however proved just as fruitless as his clients, so he turned to plan B; finding a suitable manufacturer preferably either in Taiwan or China, from a cost perspective – who would build the boat to his precise design and specification criteria.

After frequenting many dead-end streets he finally landed at the door of the Zhuhai Jianghua Marine and Engineering Company (Integrity Trawlers to their friends), who were keen to listen to his proposition. To cut a long story short Flanagan sat down with the Integrity design team, told them exactly what he wanted in a boat, underhull shape, end usage, engineering, appointments and perhaps most important of all, the standard of finish and presentation required. “The Zhuhai Jianghua company have been building boats since the mid 70’s,” Flanagan explained, “so there really wasn’t too much back and



forth negotiation. Their quality was good, they certainly knew how to build boats, so we were both on the same page very early on in proceedings; they were most receptive to the idea of adapting their boats or indeed adding to their range, so as to attract a significantly wider audience."

A little over 12 months ago a deal was struck and since then Flanagan and his National Sales Manager, Peter Hill, have sold 10 of the boats to happy clients all over Australia. The boat had found a niche with those boaters who were wanting a smaller and more manageable user-friendly, sea-kindly 'mum and dad' style of coastal cruiser; precisely the style of boat Michael and Dianne Mather were looking for with boat# 11, our test boat. They had searched for longer than they cared to remember to replace their trusted 7.3m Whitley trailerboat with a traditional old-world style of dependable cruising boat, a good wholesome boat without all the bling and extraneous gear that weighs a boat down while proving nothing – that would take them up and down the eastern seaboard of Australia. It wasn't rocket science but until they found the Integrity, their search had been in vain.

#### Old world charm

From a distance the Integrity certainly had a distinct old-world charm all of its own, but after stepping aboard I got a far greater appreciation of just what Flanagan had been saying, for there were just so many good ideas – big-boat ideas that were



It's a coastal cruiser easily handled by mum and dad or the family, which looks the part in any bay! (top)

The skipper got his idyllic 'old-world' helm station. (inset)

still just as appreciated, on a smaller boat. The large boarding platform with telescopic boarding ladder and hot and cold deck shower; that even with the tender lying on its side in its cradle still allowed you to step aboard and enter through the central transom door; the sensible-height bulwarks with a substantial bowrail assembly on top again, which encapsulated the whole boat bow to stern for the full 360°; the sublime area up on the flybridge level; and the pilothouse door adjacent to the downstairs helm that necessitated just three steps from helm to wharf for mooring purposes – all this and I hadn't even

sampled what the interior had to offer!

Certainly from the outside our Integrity was a serious coastal cruiser in every facet and I guess it had to be for the Mathers were putting their pride and joy out to work, into a charter situation up in the Whitsunday Islands. As such, a lot of the gear was to survey standard and some of it to overkill may I add, like for instance the anchoring gear at the bow; a Muir HR2500 windlass with 10mm

chain attached to a 60lb Manson plough anchor – god knows what the survey people thought they were going to catch with tackle that big!

The survey ramifications were also most illuminating in that this particular boat at just 10.82m in length was surveyed for six people overnight and 12 people for day trips. The stability capabilities were confirmed too for it has survey approval for six people up on the flybridge; I guess that has plenty to do with the generous beam of 4.11m and the draft of 1.16m

The Integrity was visually a very well balanced boat and by that I mean the profile lines between hull, cabin and flybridge were in proportion and certainly aspects such as bow area and the cockpit which was surprisingly generous in dimension, were



The galley was compact yet still very cruising-capable.

boat harbour marine

Generous refrigeration potential was included within the base of this aft lounge. (below left)

Accommodation befitting the master. (below right)

Safe, sheltered and with million dollar views – what more could you ask for? (bottom)



the right ratio too. Features within the fishing-friendly uncluttered cockpit included a huge fully insulated self draining ice box, an outside storage cupboard, a large under deck storage area for diving gear, tackle and/or fishing rods and the easy-on-the-eye teak and stainless steel ladder up to the flybridge level.

### Sublime flybridge

This flybridge level was what could only be described as sublime in area, almost a waste for the regulated six people. But then again, there was an ulterior motive for this vast area

doubled as much appreciated overhead protection for the cockpit and the side walkways. All the same, there was enough room up there for the tender and a davit (arguably an overkill on a boat of this dimension, and cost!) – and the lifestyle side of things which included plush- padded bench-style lounges down each side of the skipper who was seated at a skipper's chair atop a fridge and servery module. For the skipper there was virtually a duplication of the helm station below in the saloon (yes another plus, upstairs and downstairs helms – on a 10.8m vessel), even down to the Garmin 5012 integrated electronics package!

At the same level as the cockpit was the decidedly roomy saloon, I have to say magnificently presented in teak. Not just any old teak, but satin-finish teak with gloss-finish teak trimmings and cupboard doors and drawers. Contrasting well with the teak and holly floors this style of presentation was not only unique, but also very appealing to one such as myself who just loves the traditional look of wood in a boat. I could see why the Mathers with their 'traditional old-world' prerequisite, would fall in love with this style of presentation!

“With a generous Corian bench-top for serving and/or meal preparation area, there were plenty of cupboards and drawers for storage”

To portside as you entered was a wall lounge, with opposite this the dining setting of an L-shaped lounge and eye-catching (solid) wood-patterned table which dropped down if so desired, to form yet more (double) accommodation. Forward of these two features and to portside was the galley, still close enough for serving but out of the eye if you were dining. With a generous Corian bench-top for serving and/or meal preparation area, there were plenty of cupboards and drawers for storage – since the Mathers had Flanagan add a cutlery drawer and a larger pot drawer – plus a microwave oven, a two-burner cook-top, a 150-litre Waeco refrigerator and even panoramic views outside to the water, for the chef!

Just on refrigeration, this fridge/freezer in the galley was complemented by the fridge upstairs on the flybridge level, but if you felt so inclined the two ice-boxes/storage facilities under the portside aft lounge as well as the ice-box in the cockpit,

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Not too many cruisers of this size, boast a bathroom of this dimension! (above)

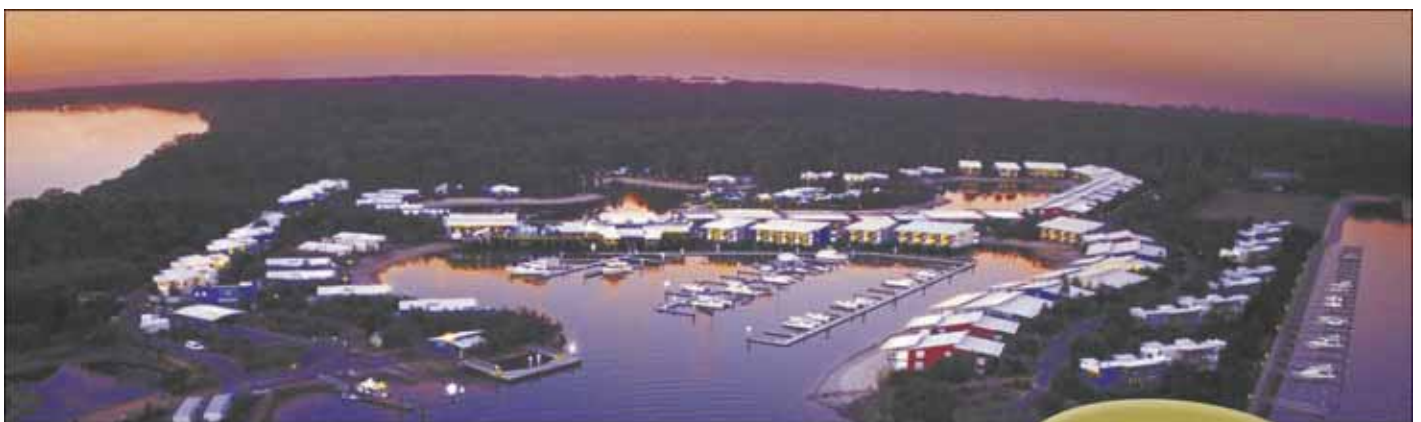
A traditional, practical layout – with impeccable presentation! (above right)



could very easily have cooling 'plates' fitted to them, that would transform them into either fridges and/or freezers (depending on the type of plate and regulator fitted).

### Traditional helm

Opposite the galley was the very traditional helm station; certainly the Mathers got exactly what they wanted here for it was 'old-world' personified. Seated at a neat single bench-style seat which offered great all-round visibility when seated, the skipper had before him a comprehensive resume of navigational and operational gear such the TMQ AP47 autopilot, the interfaced Garmin 5012 GPS/plotter/sounder, the VHF, GME / Raymarine ST60 digital



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sounder; the GME GD9520 stereo and the Morse steering and remote controls.

Forward and down two steps was the perhaps predictable layout of two cabins and a refreshingly spacious bathroom off to starboard, at the bottom of the steps. This bathroom featured a separate shower and electric TMC head, along with a vanity, mirror, side opening window, and, a toilet roll holder on the inside (no wet toilet paper) of the vanity door!

The master cabin in the bow offered the skipper a lockable entry door; a queen-size-plus island berth, good drawer, cupboard and hanging wardrobe storage provision, an overhead hatch and courtesy of the high cabin sides nestled inside the exterior walkway, two 'opening' side windows. Wood was again the predominant theme in here as well as in the second cabin opposite the bathroom. Normally a king-single berth, in this instance the Mathers had sensibly insisted this berth be widened so as to provide double (just) accommodation for another couple.

“ these side-opening cabin windows when combined with the side-opening saloon windows, the pilothouse door and the saloon door at the rear; provided wonderful 'cross-draft' ventilation ”

While there was 16,000btu of air-conditioning to ease the pain of those hot sticky days/nights in the Whitsundays, these side-opening cabin windows when combined with the side-opening saloon windows, the pilothouse door and the saloon door at the rear; provided wonderful 'cross-draft' ventilation.

### Idyllic cruisin'

While the Integrity was constructed of a solid GRP axial laminate, with two vinylester 'tie layers' for added salt-impregnation protection, the displacement was just on 10-tonnes. Arguably I would venture to suggest, why 'Much Karma' absolutely revelled in the choppy condition we encountered on our test day. The huge wake we traversed along the way (from one of the local production cruisers), without backing the

Easy access to the engine and peripherals, was through the hatch on the middle of the saloon. (below left)

You can never have too much wood, presentation was just superb! (below right)

You can dine inside or out, depending on the weather! (bottom)



throttles off, was also testament to her prowess; but for me the best part of the ride was when our skipper put the Integrity into a turn at full speed – and it turned virtually in its own length and without leaning inwards or outwards.

Yes it handled the rough conditions well, but I have never been in a cruiser regardless of size, weight, speed or whatever, which turned that tightly. Which was somewhat of a surprise for this particular design gains its directional stability from what was a huge and deep keel; obviously it had a 'big' rudder, which

is most comforting to know if you happen to do a lot of boating in a displacement boat, in bar-like conditions!

Sited amidships and accessed through a hatch in the saloon sole, was the engine along with peripherals such as the 4kVA genset, the Onan 4 kVA genset, the Victron Centaur 3000W/40A inverter/charger combo, the Marine Air 16,000btu air-conditioning and the battery bank of three house and one engine, AC Delco 200Ah batteries. A busy engine room, yet there was still room to access all this gear, from a maintenance perspective!

The standard engine for the 350 is a 150hp Cummins and while there is the option of extending that to a 315hp Yanmar, the bottom line is this was a displacement-style hull that was seemingly purposefully suited to an engine the size of the one fitted in this instance – a 220hp B-Series 6BT Cummins 5.9M diesel engine through a ZF 63A 2.02:1 gearbox and conventional shaft drive to the Hung Shen 4-blade propeller – which provided a cruise speed of 8.6kts, a top speed of 11.4kts. Range for our 'passagemaker' was note-worthy also; 728nm at 7.5kts (supplied by an Integrity 350 owner who had averaged

out his last six months of cruising the eastern seaboard of Australia), 653nm at 8.6kts and even with a 10% safety margin it still equated to a most impressive 588nm and 655nm respectively.

## Conclusion

Okay, as per the flash brochure – the name says it all – but aside from that this boat does very much live up to its name. It is no pretender and what I really like about this boat was the fact it doesn't try to do too much, be something it isn't! The innovation was clever and entirely appropriate, the woodwork exemplary, the many cruising-dedicated features and the general presentation – were all spot-on. Look around and you will find a hell of a lot of traditionally optional gear was standard, items such as the genset, air-conditioning, bowthruster, microwave, canvas package and the Corian bench-tops. Value for money – \$469K compares very well with the opposition, even moreso when you start comparing apples with apples and realise what the Integrity 350 Mk II Trawler Series Motor Cruiser has, that many other comparable vessels – don't have!

## SPECIFICATIONS

Boat Design Name	Integrity 350 Mark II Trawler Series
Year Launched	2010
Designer	Integrity Trawlers
Interior Designer	Integrity Trawlers
Builder	Integrity Trawlers
LOA	10.82 metres
LWL	9.78 metres
Beam	4.11 metres
Draft	1.16 metres
Displacement	10,000kg
Max Speed	11.4 knots
Cruise Speed	8.6 knots
Construction	Solid GRP axial Laminate, 2 x Vinylester Tie Layers
Fuel Cap	1140 litres
Water Cap	520 litres
Engines Make	B-Series 6BT Cummins 5.9M
Horsepower	220hp @2600rpm
Gearboxes	ZF 63A 2.02:1
Drive Train	Conventional Shaft Drive
Propellers	Hung Shen 4-blade
Generator	Onan 4 kVA
Inverter / Charger	Victron Centaur 3000W / 40A
Air Conditioning	Marine Air 16,000btu
Watermaker	NA
Bow Thruster	Quick 4hp
Anchor Winch	Muir Cougar HR 1200 Chain and/or rope Windlass
Anchors	Manson Plough 35lbs
Steering	Morse Capilino Hydraulic
Engine Controls	Morse Cable
Lighting	Cantalupi
Paint (Topsides)	Gelcoat
Paint (Antifouling)	Jotun

Hatches	Bomar
Wipers	Xalto
Windscreens/windows	Integrity Trawlers
Porthole Hatches	Integrity Trawlers
Heads	TMC Electric With Macerator & Holding Tank
Veneer/Plywood	Teak - Satin Finish with Gloss Appointments
Tender	Gemini 3.9 RIB / 6hp Mariner Outboard
Stainless Steel Fabrication	Integrity Trawlers – 316 StainlessSteel
Saloon Doors	Integrity - Wood/GRP
Helm Chair	Integrity Trawlers
Batteries House	3 x AC Delco 200Ah
Engine	1 x AC Delco 200Ah
Upholstery	Integrity Trawlers

## Electronics

Autopilot	TMQ AP47
GPS/Plotter/Sounder	Garmin 5012
VHF	GME / Raymarine ST60
Entertainment Systems	Soniq / GME GD9520
Engine Instruments	Cummins
Software System	Garmin
Switch Panel	Integrity Trawlers

Base Price of Boat	\$449,000
Price As Tested	\$469,000 (plus Survey Costs)

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