



POWERBOAT TEST

Integrity 340SX

SLOW DANCING

The new 340SX is a push by Integrity into a younger market. Is it just a pretty face or is there something more underneath?

STORY AND PHOTOS **John Ford**



CLOCKWISE FROM LEFT The classic 340 hull proved a great starting point; With a bit of that Misha Merzliakov style; A proud bow will make for proud owners

Like all the Integrity range, the 340 hull is sturdily built. A solid keel, protecting the propeller and rudder, runs full length under a thick, hand-laid fibreglass layup with vinyl ester in the top two layers to impede osmosis. A clinker appearance moulded into the lower section of the hull has been a hallmark of the Integrity range, retained on the SX series despite its traditional appearance.

The change in recent times from John Deere to the compact Volvo D4 has allowed the engine room to be shortened by 500 millimetres. This frees up the accommodation space forward to include a second cabin and a larger bathroom.

But the changes don't stop there, because the

superstructure has also undergone major updates. To allow for the second cabin, the saloon moves back 500 millimetres but with a 180-millimetre higher roofline to improve spaciousness. Up forward, the foredeck is 300 millimetres higher for more head height in the master cabin.

Side on, a new curved windscreen has moved back and larger side windows with dark surrounds add to the modern impression. Meanwhile, raised side decks at the rear of the drooping sheerline do away with the stainless-steel rails of the Classic and help balance the appearance of the higher saloon roof. Other exterior changes include swept-back windows in the forward cabin and a cleaner fibreglass cap rail.

“The SX is just SXier.”



The locally conceived Integrity brand has been a winner with boat owners who like the idea of covering vast nautical miles at a leisurely pace, or slipping into a sheltered cove near home for some uninterrupted downtime.

Up until now, their single engine shaft drive and traditional displacement trawler design has targeted experienced couples looking to downsize into something more easily managed. They also appeal to tired yachties, converted by the reliable power and a longing to take a direct path to their destination.

The brand has recently come into the Whitehaven family of boats and the 340SX is the company's latest model, expanding an already wide choice. The previous sedan, flybridge and pilothouse layouts now become the Classic Range with hulls between 34- and 51-feet long.

Eventually the SX versions will include 38-, 46- and 51-foot versions.

The 340SX squarely aims at a younger audience with its sleeker profile and a number of interior tweaks from the pen of Queensland marine architect Misha Merzliakov, who also drew the new Whitehaven Harbour Classic 40.

Boats are constructed at the Jianghua Marine complex in Mainland China, about 90 kilometres north of Hong Kong, and in the last 10 years more than a hundred examples of the brand have found a home in Australia and New Zealand.

Taking the well-proven 340 hull as a platform, the new design adds sparkle to the old-school conservatism. That's not to dis the 340 Classic by any means, which has a timeless nautical appeal loved by lots of people, including me. The SX is just SXier.



ON BOARD

Entry is simple from a dock or a tender. An 800-millimetre wide, teak trimmed boarding platform runs full-width across the transom and there's a hot/cold fresh water shower to wash down after a swim. Once on deck, it was reassuring to see Integrity's easy-flowing and open layout remains a feature of the new model.

In the cockpit, comfortable vinyl lounges wrap around a large table, finished in the light-coloured oak option but you can choose teak or walnut for the cabinetry throughout the boat if you prefer. This outside area converts to a double bed, taking overnight capacity to five. The roofline extends back to the transom for good weather protection making the cockpit an all-weather entertaining and relaxing space. And if you'd like a drink with that sunset, there's a 50 litre Waeco under the lounge for a cold one.

Because the cockpit is so well shaded, you might like to take a beanbag to the bow and soak up some sun. Access along the rear section of the side deck is somewhat narrow, but if it's a challenge there's always the helm door for a shortcut.

At the bow, a ladder leads to the cabin roof where a lot of Integrity owners set up a rack for kayaks or paddleboards. I'm told you can even install a davit crane to store a small tender on board. A 20 kilogram plough anchor sits on the moulded bowsprit with a foot-operated Lewmar winch for retrieval and another deck wash to hose it down.



CLOCKWISE FROM ABOVE A comprehensive galley serves both the indoor dinette and cockpit; The cockpit is well shaded and makes a perfect entertaining area; Side access is narrow, but sufficient; Clean and simple saloon layout

THE INTERIOR

The typical Integrity system of hopper windows opening right to the roof and a lower barn door readily integrates the saloon with the cockpit. This open, single-level space lends itself to entertaining or just letting the breeze flow through when cruising or at anchor. But, like any 34-footer, the Integrity isn't a huge boat so the guest list needs to be modest – up to three couples and a few youngsters would be ideal for day tripping.

Windows all around the saloon give almost uninterrupted views of the scenery and combine with the white walls and ceiling for a bright and breezy interior with enough timber trim to keep it nautical.

A split galley is located to the rear of the saloon, making it central to the action, and with benches both sides of the entryway, it's an ideal servery for meals al fresco. A 140-litre Dometic fridge/freezer is built into a white Corian bench to port, with the remainder of the kitchen in an L-shaped module opposite.



Covers over the sinks, storage bin and two-burner electric cooktop all lift when they are being used and are stored in slots to the rear. It's an idea that is catching on across the industry and a neat way to store these lids without them flying across the saloon in a seaway. A Samsung microwave sits low in the bench and those twin rectangular stainless-steel sinks are deep and practical, matched with a sleek Grohe tap.

Storage includes high cupboards along the port side and drawers under the lounge so there would be no worries provisioning for a week or two on the water.

OVERNIGHT SUCCESS

Not everyone who has a boat with sleeping facilities actually uses them regularly. Plenty of folk think they will, but the reality is different.

However, if you are cruising then there won't be much choice, and many Integrity owners use the boat the way it's intended. I'm aware of an early 320 that ventured to Tasmania from Sydney and the path to the Whitsundays is well worn. The SX is aimed right at boating types who actually want to stay overnight and the extra cabin is ideally suited to families with young children (or grandchildren).

CLOCKWISE FROM ABOVE Owners would be remiss to not make use of such relaxing accommodation; There's a lot of bathroom for such a small space; An extra cabin is perfect for young families



The companionway leads down five steps to the accommodation, which is the main change in the SX version over its Classic equivalent. Immediately to port, a sliding door opens to a cabin with a single bunk measuring 1.95 metres by 0.78. It includes a skylight above as well as an opening port and adequate storage in a small wardrobe and under the bed.

The combination ensuite opposite is compact but very usable, especially with nearly two metres head height in a generous size shower cubicle that is separated by an acrylic door. A Jabsco marine toilet connects to a 200-litre holding tank and I noted good ventilation from an overhead hatch and opening side port.

An island bed in the bow master cabin has a foam mattress that's upgradable to latex and with steps up to the side, access and bed making would be simple. Storage shelves each side and drawers under the bed complement two sets of hanging lockers, so there's a generous amount for extra clothes for this size boat.

Tradeboat says

The latest model from Integrity motor Yachts brings more zing to the styling while retaining the single engine shaft drive reliability of the brand. It's aimed at a younger audience prepared to settle back and enjoy boating at a slower pace.



A large Ocean Air escape hatch in the roof has blockouts and fly screens and more air flows from two opening ports each side to keep the cabin bright and breezy. Reading lamps have USB charging points, which is great, but it would be good to also see a shelf handy to the bedhead for phones and such.

Access to the engine room is through panels in the saloon floor that lift on gas struts. It's a bit of a squeeze around the 225 horsepower Volvo but regular maintenance checkpoints are quite accessible. Electronics include a 4kva Onan genset and a combination of 400ah house batteries connected to a Victron 3000w inverter for running appliances without the generator.

THE DRIVE

A single helm seat is set to starboard adjacent a sliding door with immediate access to the side deck. Ahead is a two-level dash with instruments and switches on the lower section and a more vertical panel for your choice of navigation screens.



“Slow-speed cruising is the Integrity’s forte and it was happiest around six to eight knots”



Facts & Figures
INTEGRITY 340SX

PRICED FROM
\$550,000

PRICED AS TESTED
\$559,500

OPTIONS FITTED
Roof and swim platform rail, air conditioning

GENERAL
MATERIAL GRP
TYPE Monohull displacement cruiser
LENGTH 10.7m
BEAM 3.65m
DRAFT 1.05m
WEIGHT 9t

CAPACITIES
PEOPLE 5 (Night) 10 (Day)
FUEL 980L
WATER 450L

ENGINE
MAKE/MODEL Volvo D4
TYPE In-line four cylinder four-cycle turbo diesel
DISPLACEMENT 3670cc
WEIGHT 1644kg
GEAR RATIO 2.52:1
PROPELLER 5 blade

MANUFACTURED BY
Integrity Motor Yachts, China

SUPPLIED BY
Integrity Motor Yachts,
Sanctuary Cove Qld 4212
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CLOCKWISE FROM LEFT You can't beat a big wheel for an authentic nautical feel; Easy access for roof-mounted accessories; Engine access is sufficient for the basics

Sea Trials



Two on board, light load, 30% fuel

RPM	SPEED (kts)	FUEL (L/h)	RANGE (nm)
700	2.6	.9	2548
1000	4	2.5	1411
1200	5	3.4	1297
1400	6	4.2	1260
1600	6.6	5.2	1119
1800	6.8	8.5	705
2000	7.4	11	593
2200	8	14	504
2400	8.3	18	406
2600	8.6	23	329
2800	9	29	273
3000	9.2	33	245
3200	9.3	40	205
3280	9.6	43	196

* Sea-trial data supplied by the author.
Range calculated leaving a 10 per cent reserve.



BELOW The bright saloon and cockpit flow nicely, thanks to hydraulic lifting windows



The large diameter, vinyl clad wheel is freely reached from the helm seat and has a light touch. Front and rear thrusters got us away from the dock without incident and we were soon on our way down Middle Harbour to the ocean.

Slow-speed cruising is the Integrity's forte and it was happiest around six to eight knots with the lower speed reached at 1,400rpm and a fuel burn at 4.2 litres per hour. I'd call that economic boating and an impressive range of 1,260 nautical miles from the 980-litre tank with 10 per cent reserve. At eight knots fuel flowed at 14 litres per hour for a range of 504 nautical miles. Just for fun I worked out that without taking tide into account, it would take 16 hours to travel 100 nautical miles at six knots, or 12.5 hours at eight knots. But at the slower speed you should save over 100 litres.

Things are smooth and quiet up to 2,200rpm and eight knots, which is just about hull speed. Above that, vibrations start to creep in with only small gains in speed, and a significant jump in fuel burn. Wide-open throttle saw 3,280rpm and 9.6 knots, consuming 43 litres per hour so it's best to throttle back, settle back and enjoy the journey.

Steering was a little vague but the test boat was virtually straight off the ship so I wasn't surprised to find some teething problems. I'm told an air lock in the hydraulic line caused the issue and once fixed steering was back to Integrity's normal steady tracking.

The ride offshore was soft and predictable in the one metre sea and long swell, so I can easily imagine owners setting a course north in the right conditions to put city life behind them for a while.

Highs

Simple single engine, easy drive boating
Relatively low running and maintenance costs
Robust engineering and competent sea handling.

Lows

Helm seat could be more comfortable.



THE WRAP

This SX340's more upbeat appearance and extra overnight accommodation should appeal to a younger generation looking for a safe and economic boating experience. That said there are already Integrity owners eyeing off a new SX.

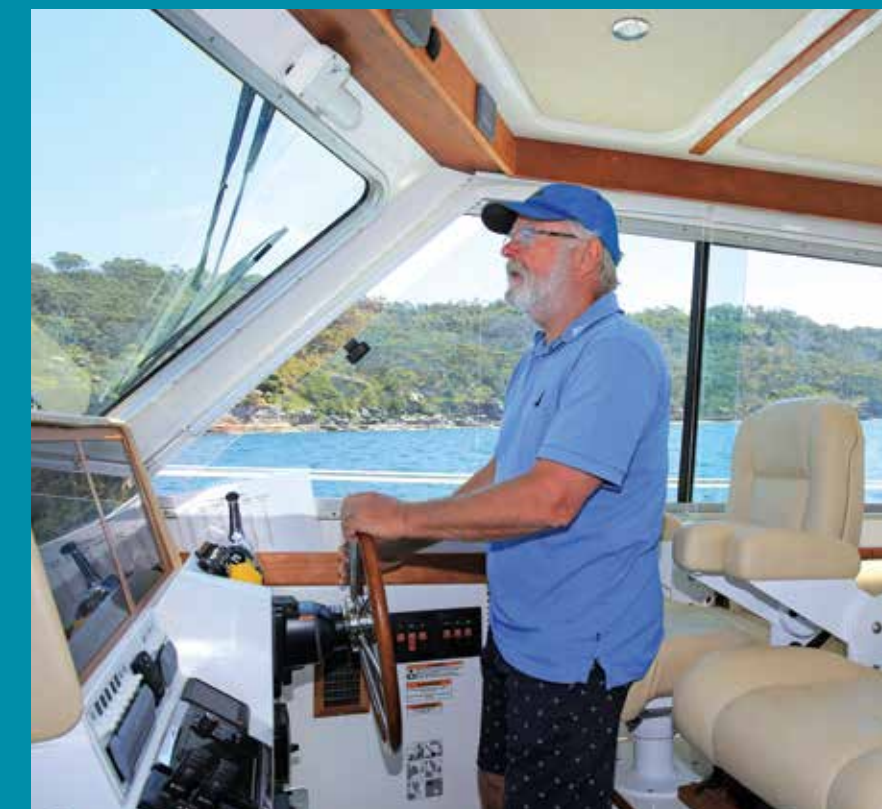
It's large enough to entertain friends, take the family for a weekend around your homeport or hit the high seas for extended coastal cruising.

Extras on the test boat including the roof ladders, swim platform rail and air conditioning add \$9,500 to the base price of \$550,000. You would only need to add navigation electronics from \$2,000 or so to complete the package and you would be on your way. While it's no speed monster, life at a slower pace has a lot going for it as you unwind as the scenery glides past. [32](#)



“life at a slower pace has a lot going for it as you unwind as the scenery glides past.”

RIGHT The updated look gives a sense of speed and purpose to the sedate cruiser



About the author

JOHN FORD

John Ford's background as a photographer saw him start with Trade-a-Boat in the days when the Packer family held the reins, making him one of our longest-serving contributors.

He initially shot boats for other journalists, but graduated to writing reviews when editors realised he knew more about boats than he was letting on.

His boating experience grew out a love of fishing on the South Coast of NSW, and he has owned many trailer boats over the years – he's currently running a 2001 six-metre Seafarer Victory.

He is on the committee of the Merimbula Fishing Club, and his recent catches include the boating of a 128 kilogram striped marlin.

As well as motorboats, he and wife Heather have owned a 30-foot sailing yacht, and for a long time, he campaigned a six-metre two-man Flying Dutchman dinghy, competing at Australian championships with moderate success (in his own words, he didn't sink or run into anyone).

John also writes extensively for caravan and travel magazines, spending much of each year on the backroads searching for photographs and stories.

With more than 500 photoshoots and reviews behind him, John quickly gets a feel for what a boat is all about.

And with his sharp eye for detail can give the reader a feel for what it would be like to live with, whether it be a 3-metre inflatable or a luxury 80-foot cruiser.