

**The Integrity 47XL Grand Sedan luxury motor yacht has an all-new hull and a fuel-efficient engine, ideal for coastal cruising.**

The success of Integrity Motoryachts was built on producing strong seagoing displacement boats for a mature market that embraces the slow and steady lifestyle. However, owner Integrity says customers were asking for more speed than the 9kt average his boats were delivering. Owners were setting their sights on more distant horizons and a few extra knots make a big difference over a day's steaming.

So Integrity went back to the drawing board and the result is a hull with a more exposed prop, a gullwing shape to the hull and a flatter running surface at the transom. The new hull offers better lift and speed while retaining the bulletproof keel, which aids stability and offers protection to the shaft and prop.

## **INTEGRITY 47XL GRAND SEDAN**



Along with the hull modifications, the Integrity 47XL Grand Sedan includes subtle interior design tweaks. a new side door fitting flush with the wall gives access to the wide side-deck for easy docking or a faster approach to the bow when needed.

The Grand Sedan retains the classic looks the brand has displayed since its introduction, a sharp entry and flared bow leading to a beamy body where a stepped sheerline runs under a flat roof that extends to the transom. The longer length of the 47XL and the low profile saloon layout add to the lithe impression while big windows in the sides are a new feature allowing light in and views out from below.

### **Layout and design**



A wide rear platform invites you aboard and a removable gate protects the entry but can be removed for swimming. Step up into the cockpit and there's a profusion of teak and comfortable seating, all covered by the fibreglass roof extension, making a great outdoors entertainment area.

The sliding door opens to the reardeck. It looks impressive and inviting with elegant modern timberwork and a roomy open-air quality.

Wrap-around windows flood the saloon with light, illuminating a bright interior of cloth furnishings with white walls and ceiling. Extending along the port side is fully loaded galley, while the dining table opposite has an inlaid gloss teak finish for a very glamorous impression.

This layout leaves a wide central walkway and ample room for working in the galley as well as space to bring in more chairs for entertaining.



The galley bench has loads of space for food preparation and is big enough to lay out a generous buffet. It includes a stainless steel sink, four burner cooktop and convection microwave, with covers over the sink and cooker to keep things tidy when not in use.

Storage is impressive, with bench and overhead cupboards at the galley as well as room under the dinette and cockpit lounges and in a pantry in the passageway below decks. But all this pales when you open the cockpit lazarette where there's room for all sorts of water toys and extra equipment for extended voyaging.

Couples who want to stay on board beyond an occasional overnighter will truly be impressed by the cabin layout. The master is in the front, to baboard of a central passageway that leads to a guest cabin with toilet and shower it is accessed through a sliding door that can be left open for a feeling of greater space or closed for privacy when guests are on board.

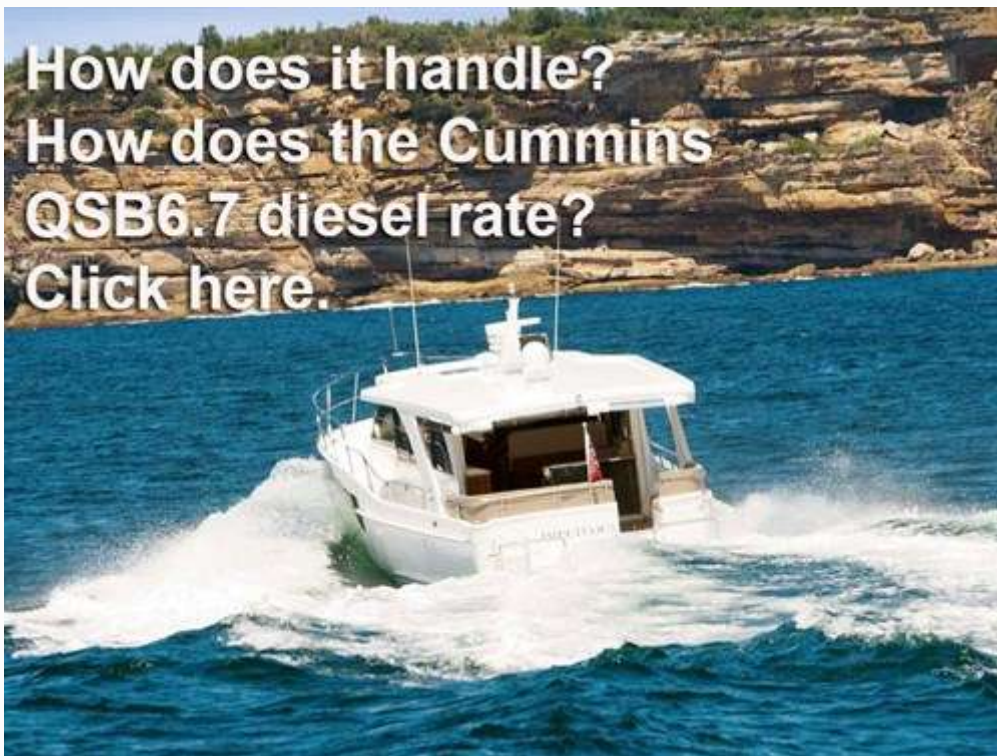
When I first inspected the en suite next to the master I was impressed by the quality fit-out but it was only on reflection that I wondered where the shower might be. Good point – it's hidden behind the door and is one of the biggest and best designed showers you'll find on a boat this size. With its own moulded seat and storage shelves there is plenty of room to move and lots of fresh water on tap from the 1000L tank.





A well-insulated Onan 7KW generator takes care of power but if you'd like complete silence, switch over to a pair of 250ah batteries and a 3000W inverter.

At the helm, the raised seat at extra height means better vision all around. Our test boat came with a vast array of electronics easily accommodated on the dash – there's a single Raymarine GS12in screen, along with a Raymarine wireless autopilot, VHF, 48nm radar and remote chain counter, as well as a TV, so it's a boat set up for serious travel.



How does it perform? See how we rated the [Cummins QSB 6.7 marine diesel](#).

### The Trade-a-Boat verdict



This latest Integrity takes the brand to new levels of luxury while still offering comfortable and practical cruising. Starting at €479.000,- it truly is the expression of the company's charter to offer world-class boating.

#### HIGHS

- Top quality finish in a stylish design
- Superior sea handling with a soft, purposeful ride
- Long-distance ability with good fuel load and efficient engine

#### LOWS

- Forward vision reduces as speed rises



## INTEGRITY 47XL GRAND SEDAN SPECS

### GENERAL

**MATERIAL** GRP

**TYPE** Semi-displacement cruiser monohull

**LENGTH** 14.4m

**BEAM** 4.3m

**WEIGHT** 19000kg

### CAPACITIES

**People** 6 (night)

**Fuel** 2000L

**Water** 1000L

**Holding tank** 250L

### ENGINE

**MAKE/MODEL** Cummins QSB 6.7 marine diesel engine

**TYPE** Diesel

**RATED HP** 480

**DISPLACEMENT** 6700cc

**WEIGHT** 658kg

**GEAR RATIO** 1:2.5

**PROPELLER** Five-blade bronze

Import:Swanta-yachting VOF  
[www.integritytrawlers.nl](http://www.integritytrawlers.nl)



## CUMMINS QSB 6.7 MARINE DIESEL



Engine access aboard the Integrity 47XL Grand Sedan was through a hatch in the saloon floor and down an easily accessed ladder. With only a single engine in the beamy and clean enclosure you have acres of space for maintenance. Head height is limited but the non-skid rubber mat means you have a soft floor to move on.

Introduced in 2012, the Cummins QSB 6.7 marine diesel brought higher capacity and high-pressure common rail diesel technology to the inline six-cylinder marine range. Depending on computer mapping, these engines deliver 250 to 550hp; our review marine engine makes 480hp (353kW) at 3300rpm.

A 24-valve head and turbocharger boost performance while SmartCraft electronics supply real-time readouts of engine performance and condition. Another modern must-have is the digital throttle and shift ease operation which worked perfectly, without any clunks when engaging gear and no resetting the throttle while cruising.

Emissions meet current US EPA Tier 3 and International Emissions Standards (IMO), which means virtually no smell or smoke – this was borne out during our boat review, both below and from the exhaust.

The common rail technology reduces noise levels by injecting small bursts of diesel prior to the main dose, reducing engine rattles, especially at idle.

Driving the boat revealed a silky smooth engine with none of the annoying vibration through the hull and fittings. At wide-open throttle, noise increased but not to the point of being annoying or limiting conversation.

### How does it perform?





Manoeuvring at low speed is a cinch, with wireless remote 9hp thrusters at each end and the gentle output of the 480hp Cummins getting us out of the dock without incident.

At around 1500rpm we maintained a leisurely 6.6kt down Sydney Harbour but as we opened the throttle there was a gradual increase in speed until the bow started to lift out of the water, the GPS showing 12kt at 3000rpm. Wide-open throttle delivered 14.8kt at 3300rpm, which is a marked improvement on the capability of the displacement models.

Fuel burn during the original sea trials was 38L/h at 14kt, so you could expect a range of 663nm with 10 per cent in reserve, and more at lower revs.

Into turns at full power, the boat retains a very flat stance through a wide arc, with no adverse reactions even in offshore conditions.

In a two-metre swell off Sydney Heads the boat was stable and soft-riding right through the rev range. It has the feel of a steady mile-cruncher without any jolting over sharp waves and with good noise suppression.

We had the owner – with 25 years' experience – on board and he related the experience of his first offshore trip, from Pittwater to Sydney in a very steep three-metre swell that the 47XL handled superbly, convincing him he had made the right choice.



See the full boat test: [Integrity 47 XL Sedan GS review](#).

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**RATED HP** 480

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**GEAR RATIO** 1:2.5

**PROPELLER** Five-blade bronze

### [Cummins QSB 6.7 sea trials](#)

Three on board Integrity 460 Grand Sedan, with 70 per cent fuel load and water.

RPM	SPEED (KTS)
600	4
1000	5
1500	6.6
2000	8.6
2500	10
3000	12
3300	14.1

\* Sea-trial data supplied by the author.

