

With an eye on a younger market, the appeal of the latest Integrity 460SX lifts thanks to improved styling and a more powerful engine.

Change at Integrity yachts runs apace with the boats themselves — slow and deliberate. Getting **somewhere** slowly is a badge worn proudly by Integrity's owners. It's part of the fun. Sit back and enjoy the ride, the view and economical flow of diesel through the single engine's injectors.

Over the last decade, the Integrity has delivered around 100 displacement cruisers to owners who generally fit the older demographic. For the last 10 years, the lines of the Classic range have remained just that — classic. But in recent times a younger group has discovered boating and, for many of these, the traditional style wasn't alluring.

To achieve a broader appeal the builder realised a redesign was in order and sought the youthful eye of Gold Coast naval architect, Misha Merzliakov.

Because the hull design is integral to Integrity's success, changes were sensibly restricted to the profile above the waterline, and the SX series was launched. The 340SX was the first of the new line, and we reviewed that boat last year. A 380SX followed closely, and the 460SX on review here is the latest in the range.

When we drove the 340SX, it impressed with its more modern look, but the changes are even better suited to the latest version's longer waterline. In the larger boat, the new lines look even leaner and sportier.

Compared to the Classic 460, the SX has a higher deck, more freeboard and a prouder bow. A full flow of dark side windows complements the more modern look and improves the views and airy feeling once on board. Gone is the trawler-inspired receding sheerline, replaced by a straighter contour that drops amidships and flows cleanly to the stern where a black stripe gives the illusion of a lower side deck.

A raked and more prominent radar mount seem less of an afterthought and, on the test boat, the roof-mounted davit and inflatable add a serious cruising tone. I'm told a flybridge version will be coming down the track but, in the meantime, the flat roofline looks ready for the second floor.

Construction is a solid fibreglass build, but stylised carvel plank lines in the gelcoat recall the traditional timber boating era. Like all in the Integrity family, the 460 is a heavy displacement

boat with a full keel protecting the propeller. From a moderate flare upfront, the lines underneath run to a beamy and relatively flat transom that maximises stability at rest.

WELCOME ABOARD

In true cruiser style, side gates give access from a high dock, but most will choose the substantial swim platform down the back when tied up on a floating berth. A stainless steel rail adds to the safety and can be removed when swimming, and a drop-down step helps reboarding. A storage box against the transom has a padded seat, and I imagine it should be a popular spot for fishing.

It's a quick step up through a central gate to the roomy and comfortable cockpit where cream vinyl lounges wrap around under the extended hardtop. A glossy teak table with holly inlay is built on sturdy stainless steel legs and drops down to make a bed for relaxing in the fresh air or for occasional guest accommodation. I imagine this would be an excellent overnight proposition at a balmy tropical anchorage.

The bottom section of the two-piece door slides open while a large hopper window and the top part of the door lift to give unfettered opening to the saloon. Tinted drop-down clears all round the cockpit combine with the open interior to create a large enclosed area and turn the cockpit into an all-season prospect.

Provisioning for longer voyages or time onboard is essential, and plenty of attention has been given to storage on the 460. Seats around the cockpit have stowage below, including a large drained icebox, and a vast lazarette under the sole should satisfy most owners.

TAKE A WALK AROUND

Access to the bow along both side decks is easy, even if the walkways' rear section is a little narrow at the rear arches. The skipper gets direct access for better views and quick access to lines when docking.

Three steps lead up to the big open area at the bow, and with a non-skid deck and high rails, it would feel safe even in a bit of a roll when anchoring. Timber-clad steps lead up to the cabin top where there's room to negotiate the four solar panels to the AB inflatable. A 250kg davit will make launching a breeze, and for short hops between anchorages, there's room to store the little tender on the swim platform.

MORE POWER

Almost every Integrity launched has had a single engine and generally of modest output. Speed isn't necessary to most owners, and the heavy displacement design has hull speed limits that need to be respected. The 480hp Cummins on our review boat is a fair increase over the standard 300hp Volvo, and everyone was keen to see what difference it would make.

But we are jumping ahead, so let's have a look at the engine room layout. It's pretty easy to check. A hatch in the floor opens for inspection, and it's a short drop to the single Cummins sitting on mounts over the keel line.

Thick insulation overhead keeps noise down, and basic maintenance points such as Racor fuel filters, oil level and water strainer are relatively easy to reach. The Cummins is a neat fit being only 100mm longer than the standard Volvo, and with a ZF gearbox weights are similar to the Swedish offering.

A 400Ah house battery is charged from either the engine or the solar panels, and 240V appliances can run from a Victron 3000W inverter or a 7kW genset. But the bow and stern thrusters are hydraulic, powered by pumps aft of the gearbox.

A NAUTICAL LIFESTYLE

Beautifully executed satin-finish teak joinery and a holly-inlaid teak floor gives the interior that nautical ambience that cranks any stress levels down a notch. You're aboard, and it's time to relax.

A white Corian-topped counter returns along the rear window and extends right along the portside so there should be no complaints about galley bench space. Appliances include a two-burner Westinghouse electric cooktop and an EFS inverter microwave, both of which are powered through a 3000W inverter. If I had a complaint, it might be that refrigeration could be a bit light on with just a compact compressor freezer and fridge under the bench.

The impressive storage options continue with a line of cupboards overhead and ample cabinets and drawers with steel runners and positive catches below the bench.

All the hardware looks top shelf, and I like the way lids for the sink and rubbish bin fit snugly into place and have their own slots cut into the bench when not needed.

Seating for six or so around another beautiful teak table takes pride of place to starboard. This space can also convert to a bed, so with two doubles below there's plenty of encouragement for the extended family to join the crew.

The comfortable lounge has of room to stretch out and a 32in television hooked to Fusion Sound should help wile away some hours of serious cricket watching. Roman blinds drop down for privacy and side windows slide open to catch the breeze.

TWO CABINS BELOW

Five steps adjacent to the starboard side helm lead below to the accommodation area. Most Integrity boats of this size will have a two-cabin, two-ensuite layout, but the owner has chosen to do away with the main cabin ensuite to include office space instead.

Double sliding doors from the passageway give the master cabin a roomy, open feeling when they are left open or privacy when closed. Timber panelling and teak and holly floor continue the traditional theme and clothes should remain fresh in the cedar-lined wardrobe. Although high ports and a skylight bring in abundant light, there are no views.

To port of the hallway is a roomy ensuite that serves both cabins and as a day head. A moulded vanity has a rectangular ceramic sink with an upmarket tap, while overhead is a timber cabinet with mirror and an opening hatch for ventilation. The freshwater Jabsco toilet flows to a 400L holding tank, and the full-size shower includes a glass door, a teak base and another opening port.

Guests should feel well spoilt in the bow cabin. It even has its own access to the ensuite. With a high ceiling and generous beam, there's a roomy feeling and the island double bed has excellent access even as the shape of the hull folds around. High ports and an overhead hatch stream light, which reflects from the cream vinyl wall lining.

THE HELM

With two proper helm chairs, the skipper is bound to have company on the voyage. Clad in white vinyl, they are comfortable and command excellent vision through the raked screen and to the sides.

Ahead is a well laid out dash built into a teak cabinet and a large diameter leather-clad wheel. Centre stage on a high panel is a 16in Garmin Map XSV display for navigation, radar and

sounder, while alongside are the VesselView for engine readouts, VHF and autopilot. A lower panel has switches, and ancillary control panels and everything is thoughtfully laid out for ease of use.

THE DRIVE

Manoeuvring the boat away from the dock and back into the narrow space at the end of our day's review was child's play. Thrusters each end matched with Twin Disc EJS joystick control ensured movement was safe and trouble-free. On top of this, the Express Positioning System (EPS) kept the boat in place at the push of a button while lines were readied or secured.

Gliding along at the leisurely six-knot speed limit on our journey down the channel to the Broadwater, the 460SX was in familiar territory. The Cummins ticked over at a lazy 1250rpm consuming a miserly 5L/h. Fuel evaporates quicker than that on a hot day.

Steering was light and precise through the sometimes-narrow openings between traffic, but mind you there was plenty of time to think about it.

Out on the open expanses of the Broadwater, we saw two-way wide open throttle average speeds of 12 knots, so there is extra on tap if you need to make a run for shelter if the weather turns foul. But at these higher revs, fuel use jumps to 90L/hour, the engine starts to get noisy and vibration increases.

Ten knots at 2600rpm is a comfortable, fast cruiser for a range of just over 300nm with 10 per cent in reserve from the 1500L tanks. But back off two knots, and you can double the anticipated distance.

THE WRAP

Many Integrity owners have been bluewater sailors, and that group is used to a slower pace. At around seven knots expect to see destinations over 1000nm miles away or a full day on the water with a \$30 fuel bill.

Pricing starts at €489,000. To be realistic, though, there are options that serious long-distance seafarers would need. Our review boat had an extensive list of extras that tipped the price over the € 649,000 point as tested. Even so, I think this is a good value in today's market for a vessel of this size and capability.

The 460SX is made for extended time onboard, and there are plenty of Integrity owners who travel for months at a time. But, because operation of the boat is so simple, you can also ease out of the pen for a quick afternoon to go fishing, diving or just to watch the sun go down.

There's a lot to like about the Integrity brand. I really like the traditional, nautical ambience, the leisurely, comfortable pace and the ease of operation.

But for me, the economy of the miserly fuel use and single-engine maintenance costs is where the 460SX shines.

FACTS & FIGURES

PRICED FROM

€ 489.000,--

PRICE AS TESTED

Engine upgrade to Cummins 480hp, Twin Disc EJS joystick drive system with hydraulic bow and stern thrusters, Express positioning system (EPS push-button dynamic positioning), Victron 700W solar system, 250kg davit to roof, AB VS10 RIB with 20hp Mercury OB, teak to the swim platform, 27kg Ultra Anchor, 16in Garmin plotter/sounder with radar, twin custom stainless rails on the aft deck, midship ensuite transformed to an office

PRICE AS TESTED

€ 659.000,--

GENERAL

MATERIAL

TYPE GRP

LENGTH 14.06m (46ft 2in)

BEAM 4.23m (13ft 8in)

DRAFT 1.3m (4ft 2in)

WEIGHT 13.5t

CAPACITIES

PEOPLE 6 (Night) 10 (Day)

FUEL 1500L

WATER 950L

HOLDING TANK 200L

ENGINE

MAKE/MODEL Cummins 480QSD

TYPE In-line, six-cylinder, common-rail turbo four-stroke diesel

RATED HP 480hp

DISPLACEMENT 6700cc

WEIGHT 658kg

GEAR RATIO 2.5:1

PROPELLER Standard four-blade fixed

MANUFACTURED BY

INTEGRITY

TRAWLERS & YACHTS



www.integritytrawlers.nl

