

Origin 7500

(with a Lombardini 240hp diesel & Bravo 2 sterndrive)

Choosing between a diesel or an outboard power plant is one of the most complex decisions facing fishermen and boatowners today and that decision is made more complex by the recent release of the second generation 4-stroke outboards in the bigger classes. Most brands now have extremely fuel efficient, powerful, reliable outboard motors that match even sophisticated diesels for fuel efficiency and reliability. In this special report, the F&B team study a private owner's craft where the decision has been made in favour of the diesel, which today, is at odds with most fishos' enthusiasm for big 4-stroke outboards. Join us now, as we travel up to north Brisbane, to find out why . .

The Origin 7500 was first featured in F&B #169, when we published the first photographs of the craft in its raw state, the hot welding finished, and being readied for the paint shop.

Last month, Richard Pozzey, Origin's MD, rang to let us know that the 7500 had not only come back from the paint shop, but the unusual diesel sterndrive combination was being installed. Interestingly, the owners in Townsville had selected the MTU Lombardini diesel linked to

the long serving MerCruiser Bravo Two sterndrive.

The Bravo Two is popular with many of the diesel manufacturers around the world, who link up with MerCruiser to utilise the Bravo Two and sometimes the Bravo Three leg.

The difference between the two Bravo sterndrives is really about performance. The Bravo Two swings a bigger prop with a wider blade area that is better for pushing heavier boats than the Bravo Three. This is a twin prop set-up more suited to high performance or higher shaft speeds

How do you like our new billboard in the middle of Moreton Bay? Col Svensson pointed it out to us, and we were suitably impressed!



Origin have tried really hard to soften the lines of their 7500 platey, with a sweet sheer, and a very imposing, toughened glass windscreen. Duly noted and admired, team! Well done - and more please . . .

