



the ATOMIC SAILOR



IN WHITBY'S *World of Sailing* THE ATOMIC FOUR IS STANDARD!

One of the sleekest boats on the water in recent years has been the Alberg 30 racer-cruiser produced at the Whitby Boat Works in Ajax, Ontario, Canada. Since her introduction in 1963, the Alberg 30, powered by Universal's Atomic Four, enjoyed tremendous popularity.

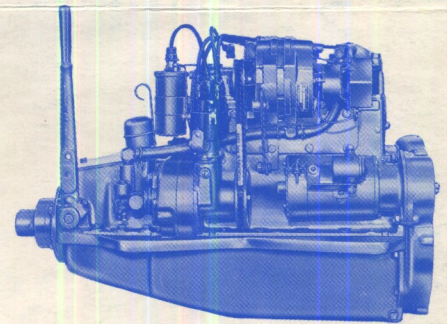
Now recently she has had to share the laurels with her new "big sister," the Alberg 37. Likewise powered by an Atomic Four (2:1 reduction), the Alberg 37 has also proven to be a standout performer and a contender in any racing fleet. The hull is a one piece fiberglass laminate to the highest quality Gibbs & Cox specifications. The deck and cabin

are an integral unit of molded fiberglass which is double-cored for extra strength and rigidity.

Below decks you'll find sleeping accommodations for six amid a harmonious blending of teak and fiberglass. Exceptional galley and chart areas are complemented with ample gear storage space. The Alberg 37 is fully equipped with many such extras as roller reefing, life lines, pulpits and such included in her base price.

According to the Whitby proprietors, Mr. and Mrs. Kurt Hansen, an even bigger sister in the 45' range is in the offing, perhaps even by next season.

ADDITIONAL IMPROVEMENTS LISTED FOR UNIVERSAL'S ATOMIC FOUR



The mottos of many large and well-known American firms bear the words "Forward" and "Progress." But in Oshkosh, Wisconsin, at the Universal plant, more time is spent on actual product improvements than on motto-concoction.

With that in mind, let us introduce you to several improvements to the Atomic Four.

A front oil fill top has been added above the flywheel housing, enabling the average boat owner to quickly and conveniently add oil to his engine.

A new addition, also, is the extended dipstick which allows for much easier oil level reading.

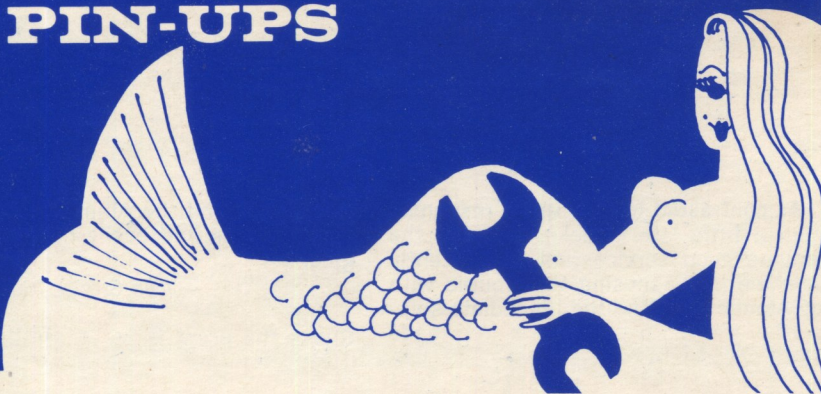
A new water drain arrangement is now being supplied, which makes it possible to drain the block through a pipe extension from the block's water jacket. The drain cock which was, for all practical purposes, inaccessible, has been eliminated.

ATOMIC ANTICS BY *Peter Wells*



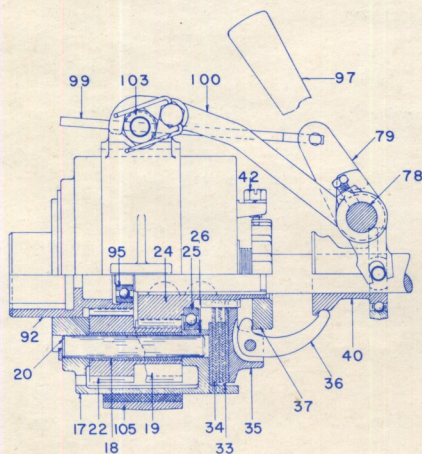
He's good at celestial navigation, too!

SERVICE PIN-UPS



ATOMIC FOUR: Reversing Gear Assembly Care, Adjustment and Servicing

L.T. Grill, forty year veteran at Universal and an outstanding authority on inboards, regularly provides boat owners with handy tips on service and maintenance in this feature of your ATOMIC SAILOR.



Here's how it works

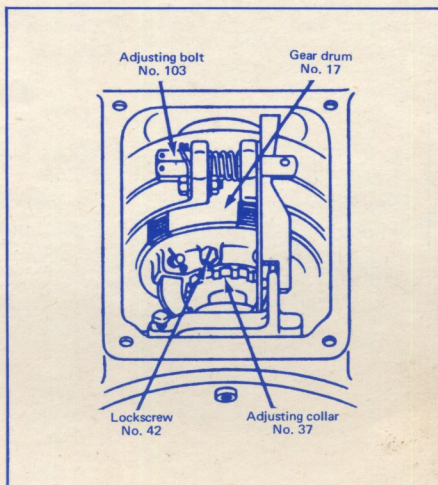
The forward drive is obtained by means of a multiple disc clutch. The locking or clamping of these discs is brought about by the pressure produced by the outward movement of the fingers when the operating lever is thrown into the forward position. The ends of these fingers lock into the groove at the front end of the cone. On the forward drive, the whole reverse gear is locked together as a solid coupling. Unless the pressure on these discs is great enough to lock the whole gear together under full load, the clutch will slip and heat, and score and destroy the discs.

The reverse drive is obtained by clamping the brake band around the outside drum or case which carries the pinion gears. The reverse motion is obtained by driving through the gears. Unless this band is clamped tight enough to keep this gear cage from revolving, it will slip in the reverse position and score the contact surfaces of the drum and brake band.

In the neutral position, both the discs and the brake band are free and the gears run idle.

Lubrication

Use SAE 30 viscosity nonfoaming lubricating oil of any reliable make. Good oil will save you money. Fill the oil base up to the proper mark on the oil dipstick.



Oil should be completely changed every 200 hours of operation and gear and housing thoroughly washed out.

Adjustment for the forward drive

If the gear slips in the forward drive, back out the lock screw No. 42 until the end of it is clear of the notch in the adjusting collar No. 37. Then turn the adjusting collar No. 37 to the right until the lock screw No. 42 is opposite one of the notches in the adjusting collar No. 37.

Then tighten up the lock screw No. 42 and be sure the end of the screw enters the notch in the adjusting collar No. 37. Repeat this procedure until the reverse gear holds on the forward drive. An adjustment of one or two holes is usually sufficient.

Adjustment for the reverse drive

Throw the lever into the reverse position. Then tighten up the adjusting bolt No. 103 until the brake band clamps or grips the gear drum No. 17 and holds it from revolving. It is well to screw up this adjusting bolt No. 103 a little tighter than is necessary. This will compensate for any wear on the brake band. The lock wire holds the adjusting bolt nut and keeps it from loosening.

BOATSWAIN'S LOCKER:

BIG NAME IN WEST COAST MARINE SERVICE!

For close to twenty years now Southern Californians have expected and gotten great marine service from Boatswain's Locker, Inc. at their two locations in Newport Beach and Seal Beach, California.

Founded at the Newport Beach location in 1949 by John Webster, the Seal Beach branch was opened 10 years later. While primarily an engine company, Boatswain's Locker has experienced tremendous growth as it expanded into marine hardware and related lines. Webster's partners in this flourishing venture are Ed Gribble who joined the firm in 1960 and Hank Hill who joined in 1963. General management and yard supervision is the task of Webster, the firm's president. Gribble, the company's v.p. and secretary, is in charge of sales and purchasing; and Hill, v.p. and treasurer, handles the billing and credit. According to Gribble, "Our franchised territory covers primarily Southern California, but through our dealer body we service Ha-



John Webster, president and founder of Boatswain's Locker, is flanked by partners Ed Gribble (l.) and Hank Hill at Newport Beach.

waii, Southern Nevada and Mexico." Their Newport Beach facility has complete marine services, including marine ways and engine rebuilding, while the Seal Beach (Long Beach Marina) store is primarily parts and hardware sales.

Excellent teamwork is evident in this dealership and we salute them!

SEE YOU IN CHICAGO!?

Many of our dealers from all over the country will be in attendance at the Marine Trades Exhibit & Conference in Chicago, September 19-22, at the International Amphitheatre. We'll be there showing five of our engines—from the Atomic Four to some surprising prototypes. Our booth is No. S-301. Stop and visit with us when you get there, won't you? Always nice to see you.

SHIP to SHORE

When "skippers" get together, it's great fun to spin yarns about their sailing experiences, be they adventures, hilarities or downright educational. This column is intended for such "yarn-spinning." Share your experiences with others . . . drop us a line.

—Editor



An unfortunate fellow limped into our booth at the N.Y. Boat Show with a torn calf muscle:

It was very kind of you and the people at the Universal Motor's exhibit to give me a place to rest and await rescue. This is an additional service that I never suspected comes with ownership of an Atomic Four.

Once again, many thanks.

— Eugene Farrell, Editor, *The Jersey Journal*

Nothing but the best for any Atomic Sailor, we always say.

I have a Universal engine installed in a Cal-28 and, having always previously sailed in a Cal-20 with an outboard engine, my wife and I can't get over the smoothness and quietness of the Atomic Four. We have also been tremendously impressed with the complete lack of any smell of gasoline or exhaust fumes either in the cabin or cockpit.

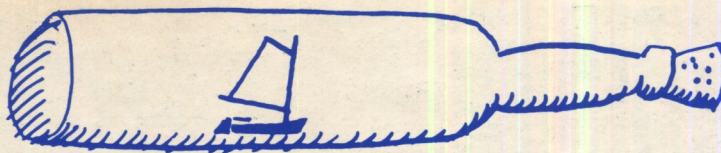
— John Watson, M.D., Honolulu, Hawaii

Only our wives can call us stinkers and get away with it!

Peace has once again descended upon the James T. Moeller household and you are to thank. Within an hour after our call to you today, your Wyandotte office contacted us and within three hours after that, our motor was in excellent working order. In this day and age when it seems that one is continually "PUT OFF" when any problems arise, it has been indeed refreshing to do business with such a conscientious and reliable a firm as you represent. We are most happy to be a part of the Universal family.

— James T. and Myra Moeller, Detroit

Aw, shucks, Jim, what can we say? Except we're glad to have you in our family, too.



As contrasted to your quick response, I am a little late in acknowledging the genuine good service that you recently gave me in diagnosing the trouble with my Atomic Four and the immediate shipment of the two head gaskets. You made a big hit, both with me and the mechanics at Rocknok's Yard. The Atomic Four is now running like clockwork. You can bet I am a Universal booster.

— E. J. Hawkins, Bound Brook, N.J.

Thank you and welcome aboard!

I have found the Atomic Four to be a most reliable and easily maintained engine.

— John Grozier, New York City

Guess the proof is in the putting, right John?

Well, that's it until next time, fellow Atomic Sailors. There's but one thing left for us to say and that's a very sincere "Good Sailing!"

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SERVICE WITH A SMILE!

"You say you've got a 'chung-a-chung' when you decelerate? Well, that sounds like your bullpin jumping over your heflin rod!"

Pardon us for the fanciful prevarication, but it represents fairly accurately the start of many conversations which Universal's parts order clerk, Marlene Paulick, has had with Atomic Sailors. Fact is, Marlene has been with Universal for 14 years and every day of each of those years has been spent in the service department.

Marlene is quick to point out that her job is far from monotonous. "Why, once



a man even called from aboard his boat somewhere in the Atlantic in urgent need of a part. We shipped it out within an hour by air and it was waiting for him when he sailed into his next port of call . . ."

You say you've got a "chung-a-chung"? Drop a note or place a call to Marlene. You'll get service with a smile.

the ATOMIC SAILOR

THE ATOMIC SAILOR, Universal Motor Div., Medalist Ind., 1552 Harrison Ave., Oshkosh, Wis. 54901

THE ATOMIC SAILOR is for me!

☐

Enter my name on your subscription list and send me my personal copy of THE ATOMIC SAILOR each month.

☐

I confess to be a "SAILOR Snatcher". Please send me my copy of THE ATOMIC SAILOR so I can return the copy I borrowed!

NAME _____

ADDRESS _____

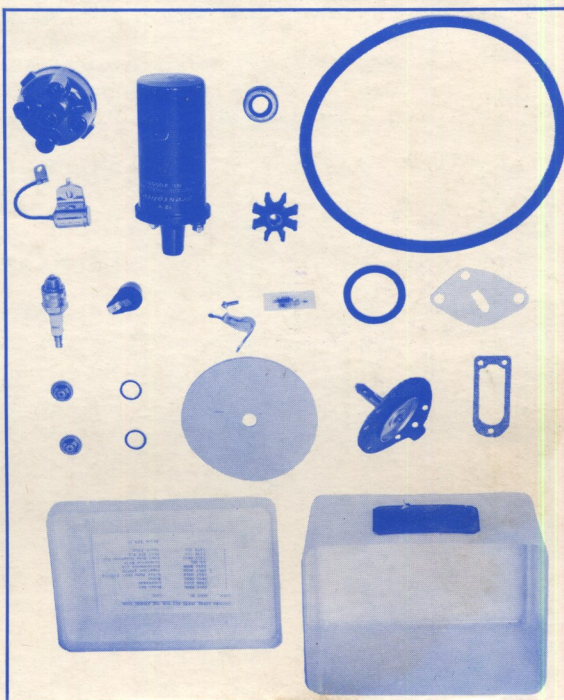
CITY _____

STATE _____

ZIP _____

TYPE OF SAILCRAFT OWNED _____

POWER _____



NEW! Onboard Spare Parts Kit

Frequently boat owners find themselves frustrated when unable to complete common-place servicing on their Universal engines due to the absence of parts. The Universal Service Department has compacted a group of parts which normally require replacement from time to time in a plastic water-proof box for storage on board your boat. We highly recommend this kit to you. Available through your local dealer it is normally priced at \$29.75 plus postage.



THE ATOMIC SAILOR, Universal Motor Div., Medalist Ind., 1552 Harrison Ave., Oshkosh, Wis. 54901

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