

the ATOMIC SAILOR



"HOW TO" MARINE BOOKS CATALOGUED

There are boating magazines in abundance, as any able-bodied (tho only part-time) seaman will attest. "But where," wail so many boatmen, even seasoned ones, "can we find some "how to" books?"

Just about the most comprehensive listing of publications dealing with marine subjects is found in the catalog presented annually by Cornell Maritime Press, Inc.; Box 109: Cambridge, Maryland 21613.

Over 100 titles are listed that cover the whole wide spectrum of sailing. We doubt if you'll be interested in EXPORT/IMPORT TRAFFIC MANAGEMENT AND FORWARDING. We hope you'll never need to know first-hand anything about HOW TO ABANDON SHIP. But you might well find such compendiums as PRIMER OF CELESTIAL NAVIGATION quite handy.

At any rate, it's worth a look, this catalog. Send a card to the Cornell Maritime Press . . . or ask your local bookseller for his copy.

MUCH MORGAN YACHTING NEWS IS "IN THE WIND."

We have been about equally as impressed with the publication put out by the Morgan Yachting people of St. Petersburg, Florida as we have been with their fine line of sailing vessels. "IN THE WIND" is its title and therein lies our subtle cue for there certainly is a great deal of news about this boatbuilder in the air.

Down in sunny St. Pete they are finishing a brand new plant, hoping to have it in use by spring at latest.

And folks on Wall Street got a sniff of salt air when they recently read that Morgan Yachts was merging with Beatrice Foods of Chicago.

We found pretty Sally Maury, editor of "IN THE WIND," quite excited about

three (count 'em, three) new models to be introduced in 1969. Two are keel-centerboard sloops, 28- and 37-feet long, respectively. The third is a 33' keel sloop with trim tab and the works.

And one of the most amazing news items currently "in the wind" is the announcement that the Morgan 30, just introduced in April, 1968 will have hull number 150 molded in January, 1969!

This last tidbit is particularly gratifying since almost all the Morgan 30's are carrying the Universal Atomic Four engine. All of us at the Universal Motor Division of Medalist Industries want to extend congratulations to the Morgan Yacht people for their rapid growth which certainly reflects their criterion of craftsmanship.



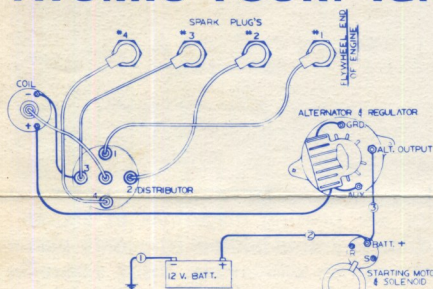
SEE YOU IN MIAMI?

The Miami International Boat Show is scheduled for February 21 thru February 26 at the beautiful Miami Beach Convention Hall. We'll be there. Hope you, too, can make it. Stop and visit, won't you?

SERVICE PIN-UPS



ATOMIC FOUR: IGNITION AND WIRING



Proper maintenance of the ignition system can help prevent problems.

We have found that best results are obtained with the use of Champion J8 spark plugs with the gap adjusted to .030. The plugs should be torqued into the cylinder head to about 30 ft. pounds tension. If the engine misfires check for broken or fowled spark plugs. It is usually good practice to start each season with new plugs. A new condenser and contact points should be installed in the distributor at the same time.

The ignition should also be carefully inspected periodically for hardness or cracks that may cause ignition leakage, which could cause hard starting or misfiring.

The distributor parts should be inspected at the start of the season. Clean and regap to .025 or dwell angle of 31 - 34. This applies to all 1968 models and later.

The engines built prior to 1968 were equipped with a Prestolite distributor. This distributor should be gapped to .018 to .020.

Apply a very thin coat of vasoline to the cam on the distributor shaft to lubricate the fibre on breaker point arm.

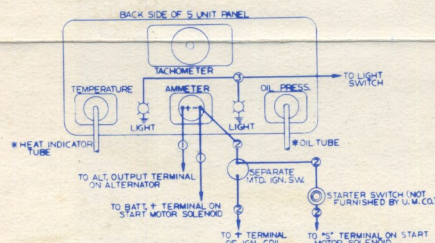
If any rust formations are noted on the governor weights (beneath the breaker point plate) add a very small amount of 3 in 1 oil, (or equal).

For both distributors be sure to wipe out the inside of the distributor cap and remove any carbon build-up on the contacts. Also check for cracked or worn distributor cap. Check the rotor and make sure it does not have a carbon build-up.

It is good practice to have a spare ignition on board for emergency use.

Various types of instrument panels are available with the Atomic Four. One of

these panels is illustrated on this page and the proper wiring of this panel to the engine is shown. The illustration should be self-explanatory, but, if you have any questions, contact us.



The alternator mounted on the engine has a three-phase full wave rectifier system employing six silicon rectifying diodes. A solid state regulator is mounted. There are definite precautions that must be taken to prevent damage to the alternator and regulators when connection wires to the battery or when using shore current to recharge batteries.

CAUTION — Observe proper polarity when installing battery. Ground polarity of battery and ground polarity of alternator must be the same. Reverse polarity will destroy the rectifier and/or isolation diodes in alternator, particularly if a fast charger is used.

As a precautionary measure, disconnect ground battery terminal when charging battery in the boat. Connecting charger in reverse will destroy the rectifier diodes in the alternator.

TEST PRECAUTIONS — DO NOT, under any circumstances, short the field terminal of the alternator to ground, as permanent damage to the regulator may occur.

DO NOT disconnect the voltage regulator while the alternator is operating, because the large voltage transient that occurs when disconnection takes place may damage the regulator.

DO NOT disconnect the alternator output lead from the alternator while the alternator is operation, as damping effect of the battery will be lost. The voltage will rise to an extreme value and permanent damage to the regulator may occur.

DO NOT remove the alternator from the vehicle without first disconnecting the grounded battery cable.

MIAMI MARINE ENGINEERING BLOWS OUT 20 CANDLES!

Jolly Cholly Lauter and his wife, Mattie, are celebrating twenty years in business with their popular Miami Marine Engineering firm. They chuckle when they think back to the facilities and equipment they had when they started. "Four wooden walls, our own palmetto bugs," says Charlie grinning, "and a little will power."

"How's business nowadays?" we asked Charlie.

"Well, lessee now. We got 150 feet of dock space down here and a shed which handles 4 or 5 eighty foot boats. Our shop is 50' by 50' and we're just opening another shop building of concrete block with a prestressed roof that's 75 feet by 25. These buildings plus our five-ton derrick give us just about what we need to take care of our customers."

We imagined that some of Charlie's customers must have been with him a long time.

"That's right. Matter of fact I serviced some of them when I was still working for somebody else before I started this business. And, of course, a great deal of our trade is from out-of-state."

Oh, really? we said.

"Yes," said Charlie, "some 65% of our boats in the 60 to 80 foot range we service for (again grinning) non-crackers."

Are there any youngsters in the business with you and Mattie? we wondered. "No, although they all grew up in the business really. The oldest is an electrical engineer at the Navy Research Center up in D.C. The second boy you gotta watch out for. He's a rookie cop here in Miami. Our baby the daughter, is still in school. We feel, if it weren't for dislocated arm, she may have made the Olympic gymnastic team. We're proud of them all."

How about hobbies, Charlie?

"Oh, Mother and I like to fish whenever we get a chance. Then there's our model railroad."

Model railroad?!

"Yes, we've been at it for some time now. It's worth quite a chunk of dough by now."

Any closing thoughts for our Atomic Sailors? sez we.

"Yes. Tell them if they have any mechanical problem, to come and see us. We'd love to service them."

It was surely nice talking with you, we said.

"Shucks, the pleasure was all ours," said Charlie.

And, funny thing, when we hung up we had no reason at all to doubt him.

SHIP to SHORE

Machines, as well as men, must be hardy to take the rough elements of our great Northwest. Witness the following:

These engines have been worked summer and winter, year 'round, under the severest conditions; salt water cooling, freezing temperatures, infrequent oil changes, poor fuel, etc. Each one of these engines were doing three jobs at once. Simultaneously furnishing main propulsion, driving an auxiliary pump and driving a heavy duty 60 amp generator.

— Joe Horvath, Elfin Cove, Alaska

Let a word from the distaff side be a word to the wise:

The dependability of your motor is why I chose it, as I am no engineer. We are able to troll for hours without using more gas than a small outboard. I figured out my cruising speed, but "like a woman", have completely forgotten what it is! — 6 or 7 knots I think — maybe 8? Anyway, I like your motor and all the men who see it think it is wonderful too — particularly the one's who are engineers.

— (Mrs.) Louise Bezdek, Washington, D.C.

After six months and over 400 hours of use, hard use, the engine runs like a fine jeweled watch and this owner couldn't be more satisfied.

— Harold Meyer, Napoli, Italia

Attas shoo nica you to say, Harold!

Fourteen years of excellent service with these engines have established tremendous respect for these little power plants.

— F. Heerde, Benton, Kentucky

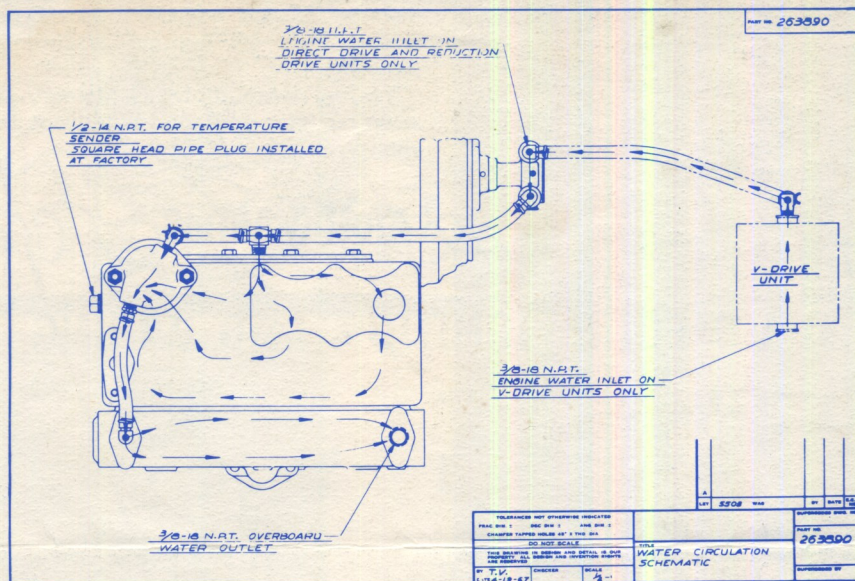
Time certainly flies by, doesn't it?

Well, we finally have a sweet running engine in BALLERINA. It works beautifully, and I want to thank you for your efforts on my behalf. Incidentally, we won another race last week.. Will have to quit racing pretty soon — we have won so much silver we are running out of places to store it.

— Clifford Gould, Coral Gables, Florida

We just cannot believe Mr. Gould was serious with his threat to stop. Especially with today's market for silver.

WATER CIRCULATING SYSTEM



The circulation of cooling water through the Atomic Four engine was changed on the late 1968 models. The automatic temperature control thermostat has been relocated. The cylinder head casting was re-designed and the thermostat is now mounted in the head. The water is directed into the cylinder block and head water jackets through a tee connection on the water inlet plate. When these water jackets are filled, water from the water pump by-passes over the top of the thermostat to the exhaust manifold and overboard.

A 145 degree thermostat element is installed. As the water in the block and head reaches this temperature, the thermostat opens and allows cold water to enter into the water jackets to maintain the correct operating temperature at all times.

A tapped hole is provided in the cylinder head for installing a water temperature gauge connection. It is necessary to change the cylinder head, exhaust manifold and water inlet plate on the engine to use this arrangement on earlier models built prior to 1968.



NEW YORK BOAT SHOW — JAN. 22 — FEB. 2

As the calendar flips over to 1969 it's time, once again, for the "big one", the New York Boat Show. The show opens January 22, but, for the first three days, is limited to dealers only. The public gains entry on the 25th and is welcome each afternoon and evening until the show closes on the 2nd of February.

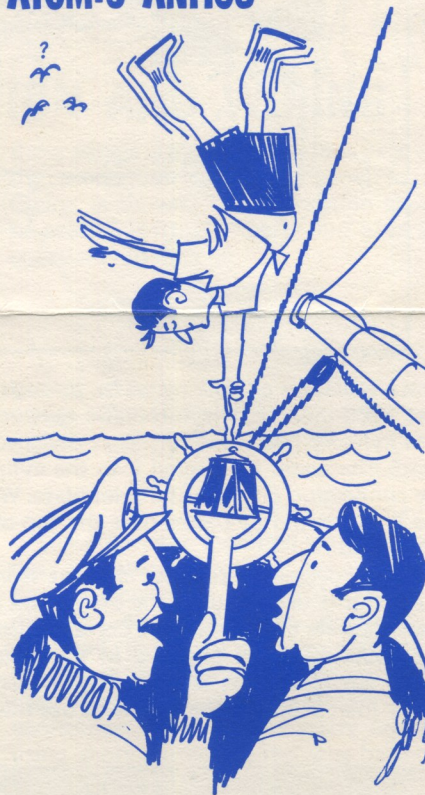
We'll be there looking forward to saying "Hi" to everyone. Stop at booth number "B-4" in the New York Coliseum. We'd love to visit with you.



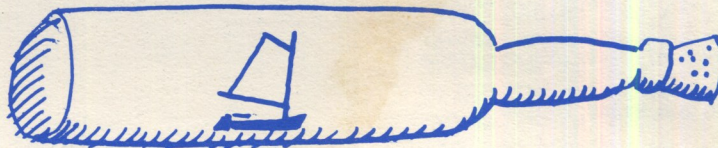
the job as well as on. You'll find him down at the church frequently (he's a member of the council) and, if not kegling, he's off hunting or fishing—somewhere.

Yes, we're proud of Dick Malnory. He steers our shop with solid experience and vitality.

ATOMIC ANTICS



"That Harry sure doesn't kid around when it's his trick at the wheel."



SUGGESTED OIL LEVELS FOR THE "ATOMIC FOUR" ENGINE

TO CLARIFY OIL LEVELS FOR VARIOUS MODELS OF THE UNIVERSAL "ATOMIC FOUR", PLEASE REFER TO THE FOLLOWING CHARTS:

MODELS UJ AND UJVD

Angle of Installation	Amount of Oil in Engine at "Full"	Amount of Oil in Engine at "Low"
0° Angle	5- $\frac{1}{4}$ Quarts	5 Quarts
5° Angle	4- $\frac{1}{4}$ Quarts	4 Quarts
10° Angle	3- $\frac{1}{2}$ Quarts	2- $\frac{3}{4}$ Quarts
15° Angle	2- $\frac{1}{2}$ Quarts	2- $\frac{1}{4}$ Quarts

MODEL UJR

Angle of Installation	Amount of Oil in Engine at "Full"	Amount of Oil in Engine at "Low"
0° Angle	6 Quarts	5- $\frac{1}{2}$ Quarts
5° Angle	5- $\frac{1}{4}$ Quarts	3- $\frac{3}{4}$ Quarts
10° Angle	4 Quarts	2- $\frac{3}{4}$ Quarts
15° Angle	3- $\frac{1}{4}$ Quarts	2- $\frac{1}{2}$ Quarts

BE SURE TO CHECK THE OIL LEVEL EACH TIME YOU USE THE BOAT.

IT IS ALSO IMPORTANT TO CHECK THE OIL GAUGE FREQUENTLY WHEN THE ENGINE IS IN OPERATION TO MAKE SURE YOU HAVE GOOD OIL PRESSURE AT ALL TIMES.

Every company is able to (or should be able to) point with pride to key personnel, employees in positions of responsibility. And any company (like Universal Motor Division of Medalist Industries) which takes pride in its craftsmanship looks keenly upon its general foreman.

Richard Malnory is just starting his fourteenth year with Universal having joined our outfit several short weeks after leaving another, Uncle Sam's Navy, late in 1955.

He hired on as an engine tester and mechanical inspector. We remember being very impressed with his four-year record in the navy as a diesel and generator mechanic on both sea- and land-based equipment. He transferred into our Research & Development section in 1965 and was promoted to his present position this past August.

Equally as proud of Dick are his wife, Beverly, and their two youngsters, Debra (6) and Mark (4). Dick keeps busy off



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