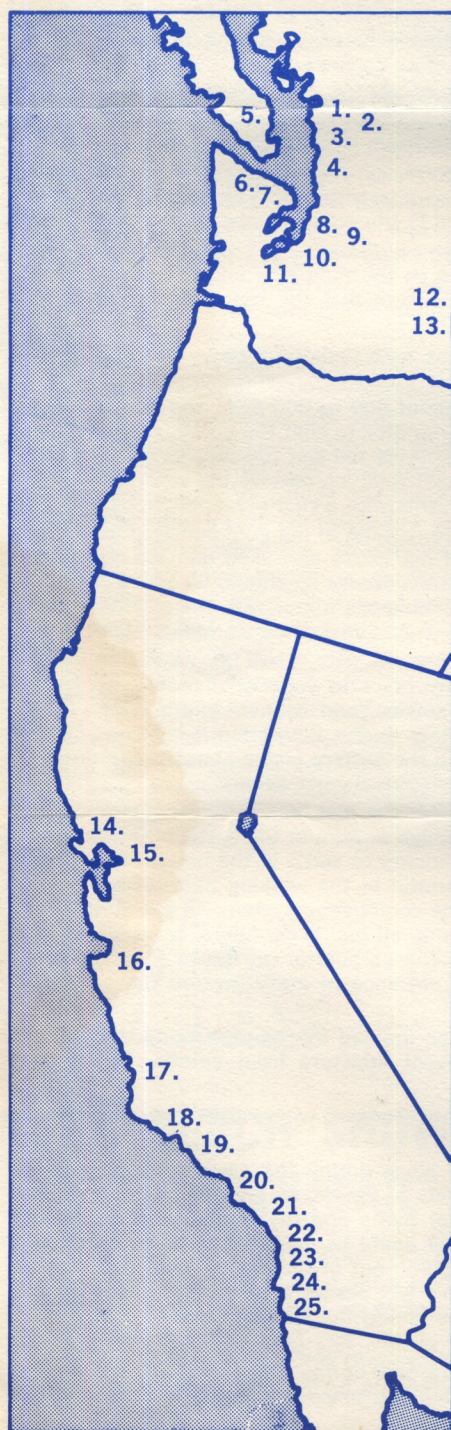


# the ATOMIC SAILOR

## LONG BEACH SAILBOAT SHOW ISSUE

### Universal Service Centers and Dealers Located for West Coast Atomic Sailors



Service — Atomic Four's long suit — available to Atomic Sailors on the Pacific through well-stocked distributors and dealers.

Universal dealers distributors and dealers specialize in boats and marine power. These dealers, many who have been selling and servicing Atomic Fours for many years, know auxiliary power. Their experience and parts inventories, supported by prompt factory back-up, makes Atomic Four, the most-cared for auxiliaries in the world.

Universal's commitment to providing the world's best service for the most popular auxiliary power extends to close cooperation with boat builders who install Atomic Fours in new boats.

Everybody wants good service.

### Atomic Four Service in the Far West

1. **Garrett Engine Company\***  
Vancouver 9, B.C., Canada  
(684-2835)
2. **Goble Engine Repairs**  
Vancouver 5, B.C.
3. **McLean Marine Serv. Ltd.**  
Vancouver 10, B.C.
4. **Marine Sls. & Equip.**  
Bellingham, Wash. 98225  
(206-733-2340)
5. **Orr Marine Distributors Ltd.**  
Victoria, B.C.
6. **Johnny's Marine**  
Port Angeles, Wash. 98362  
(206-457-4274)
7. **Dennis Marina**  
Port Townsend, Wash. 98368  
(206-385-0414)
8. **Doc Freeman's Seattle Mar. Exch.\***  
Seattle, Wash. 98103  
(206-633-1500)
9. **Lake Washington Yacht Basin**  
Seattle, Wash. 98122  
(206-EA4-4100)

10. **Quartermaster Marine**  
Burton, Wash. 98013  
(206-463-9892)
11. **Wright's Automotive & Marine**  
Tacoma, Washington 98402  
(206-MA7-1579)
12. **Lakeshore Marina Inc.**  
Coeur d'Alene, Idaho 83814  
(208-664-4114)
13. **Valley Boat & Motor**  
Lewiston, Idaho 83501  
(208-743-7131)
14. **Marine Engineering Assoc.\***  
San Rafael, Calif. 94901  
(415-456-7886)
15. **Marine Parts Co.\***  
Oakland, Calif. 94606  
(415-534-1550)
16. **Windward Yacht & Repair, Inc.\***  
Marina del Ray, Calif. 90292  
(408-823-4581)
17. **Marine Serv. & Equip.**  
Morro Bay, Calif. 93442  
(805-772-7337)
18. **Santa Barbara Mar. Sls. & Serv.\***  
Santa Barbara, Calif. 93103  
(805-965-0215)
19. **Marine Mechanical**  
Ventura Marina, Calif. 93003  
(805-642-7783)
20. **Dolphin Marine**  
Redondo Beach, Calif. 90277  
(213-376-1310)
21. **Bill Walsh Marine**  
San Pedro, Calif. 90733  
(213-832-7237)
22. **Yorktown Mar. Eng. Service**  
Wilmington, Calif. 90744  
(213-830-6122)
23. **Bill & Sylver Marine**  
Seal Beach, Calif. 90740  
(213-430-4812)
24. **Boatswain's Locker, Inc.\***  
Newport Beach, Calif. 92660  
(714-548-2322)
25. **Kettenburg Marine\***  
San Diego, Calif. 92106  
(714-224-8211)

\*Denotes distributor.



# SHIP to SHORE

I recently read in the National Triton Association Improvement Bulletin #3 that you have started publication of an excellent periodical "The Atomic Sailor". I would be most appreciative if you would include my name on your mailing list for this periodical . . .

— Harry H. Bristol  
Santa Monica, Calif.

I have just returned from a 5½ week trip in my sailboat Lydia II, equipped with one of your Universal Atomic Four engines, and I am most happy to say that it worked fine . . .

It is certainly a pleasure to have such a dependable unit on board.

— L. J. Fletcher, Jr., Peoria, Ill.

I am writing to thank you for your letter of May 27th and to advise that I have had a limited opportunity to try out the 10 x 6 3 blade propeller on my Alberg 30. It performs beautifully and it is a pleasure now to hear the Atomic 4 perform.

— R. A. Cole, West Vancouver, B. C.

In future issues perhaps you can continue your maintenance series with possible subjects being:

1. Fresh water cooling (on life of engine)
2. Thermostat to be used in very cold waters (and spark plugs to accompany any change)
3. Any advantage to be gained by electronic ignition
4. How to adjust noisy valves.

Keep the maintenance articles coming.

— Leo Culjat, Bellevue, Washington

**Editor's Note:** Many letters are offering ideas for service articles in future issues of the Atomic Sailors. Send in your request to help us make ATOMIC SAILOR as useful as possible to all Atomic Sailors.

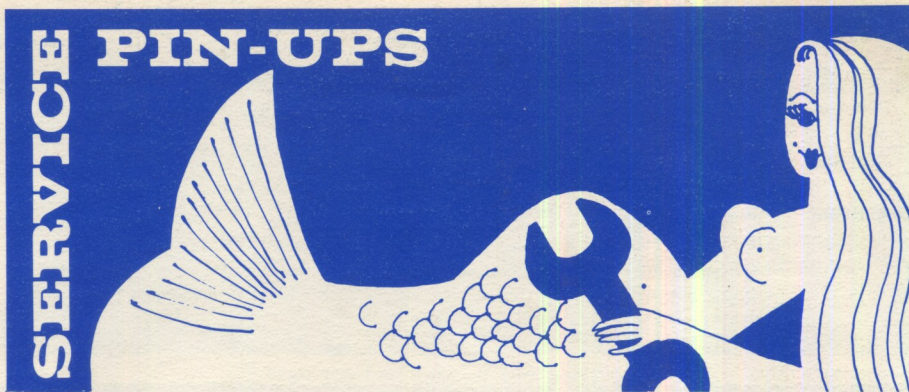


## JOIN THE CROWD

Thousands of sailors around the nation and across keep up to date on the finest in auxiliary power by reading the Atomic Sailor.

Are you reading someone else's Atomic Sailor? Would you like to receive your own copy each quarter? Just write to Universal for a complimentary subscription.

## SERVICE PIN-UPS



## ATOMIC FOUR: WINTER LAYUP

Proper preparation of an engine for winter storage or when storing for an indefinite period of time, will add considerably to the life of an engine and will greatly facilitate the work of preparing the engine for spring service, or placing it in service after it has been in storage for a considerable period of time.

Making the layup preparations on a step by step basis is as follows:

1. Drain all of the water out of the cylinder block, cylinder head, manifold, and water pump. For draining the block, there is a drain pipe with a pipe cap on the distributor side of the engine. Remove this cap and pull in the pipe to make sure that the block is completely drained.
2. There is a pipe plug in the exhaust manifold on the right side and to the rear of the exhaust manifold. Remove this plug and be sure that the water drains out of the manifold casting.
3. Loosen the cover on the water pump and be sure that the water drains out of this part. The pump should be dry during the winter months.
4. Fog the engine. Run the engine slowly at about 600 to 800 RPM and pour a couple of ounces of Marine Care slowly into the carburetor to coat the combustion chamber and the cylinder walls. Stall the engine by pouring the last two ounces of the Marine Care rapidly in the carburetor. We also suggest that you remove the valve cover plate and thoroughly coat all of the valve mechanisms with a rust preventative oil.
5. The oil pan and lubricating system should be drained of old contaminated oil so that any moisture or acid present in the oil will not cause corrosion damage during the storage period. Two or three quarts of rust preventative oil should be added to the oil base and pumped through the system by turning the motor with the electric starter. This will distribute a film of clean oil and act as a rust preventative during the storage season.
6. Remove the battery and store it at a boatyard or at your local battery dealer. It should be slowly charged when placed in service, and it is usually a good idea to occasionally put a trickle charge in the battery during the period it is stored as this will prevent a coating of sulphate to form on the battery plates. Loosen the distributor cap for ventilation and protect all other electrical parts against moisture.
7. It is good practice to drain all of the fuel from the fuel tank during the storage season. This will prevent the development of sludge or gum in the system. The additives and present modern day gasoline have a tendency to settle at the bottom of the tank during the storage period, and which is harmful to the working parts of the engine when used in concentrated forms through the combustion system. All gasoline should be drained from the carburetor, the fuel pump, all fuel lines, filters, or from any part where it might accumulate during storage. The carburetor air intake should be covered with waterproof paper to prevent the entrance of moisture into the engine by way of any open intake valves.
8. The water jacketed exhaust system should be drained free of water, and the exhaust end of the pipe should be sealed to prevent moisture from entering the engine through any open exhaust valves.
9. Any exposed metal parts liable to rust should be coated with a light rust preventative compound.

A considerable amount of oxidation takes place during the storage period and we suggest that you consider filling the water jackets of the engine with an anti-freeze solution such as Zerex. The pipe between the water pump and the engine must be disconnected and plugged as the pump rubber impeller might be damaged by some anti-freeze solutions. The anti-freeze solution will readily pump out of the engine when it is started in the spring fitting-out season, but it certainly will act as a rust preventative on the internal portions of the water jacketed castings during the storage season.

Be sure the engine is carefully covered to give complete protection from elements of the weather. We are sure you will find that extra care during the preparation for storage layup, will pay off in dividends at the time when you place the engine in service in the spring.



# COLUMBIA BUILDS THE LARGEST AND SIX MORE

Taking great pride in its reputation as the builder of some of the finest engineered sailing auxiliaries on the market, Columbia Yacht Corporation presently offers a line of seven models ranging in length from 22 feet to 57 feet.

The recently introduced Tripp-designed Columbia 57 holds the distinction of being the largest fiberglass sailing yacht currently in production. No one familiar with deepwater yacht racing has to be reminded that Columbia's second largest model, the Columbia 50, is one of the top racing craft regularly making the nation's racing circuits.

One of the most popular racing/cruising auxiliaries to be introduced in recent years is the Columbia 36. Since the first hull was launched a scant year-and-a-half ago, over 270 of these rugged and spacious sloops have been delivered, and a considerable number are back-logged at the company's two modern plants in Costa Mesa, California, and Portsmouth, Virginia.

Featuring superb construction and one of the most practical interior arrangements afloat, she sleeps six adults in complete comfort, sports a modern in-line galley with three-burner range and oven, stainless steel sink, and huge ice chest.

Her rail-to-rail head compartment is the talk of the cruising set. In addition to a full-height shower stall, it sports a roomy vanity area, loads of drawer and locker space, wash basin and head.

Standard power on this sturdy 36-footer is the Universal Atomic 4 with 2:1 reduction gear. Owners report that it is an ultra-reliable and quiet powerplant, and coupled with the yacht's generous tankage, provides unusually ample cruising range.



## LONG BEACH SHOW IS STRICTLY SAIL

Again this year, at the Long Beach Arena in Long Beach, Calif. there's a show just for sailors. Sailors and related equipment will be exhibited from Oct. 24 through Nov. 2. Of course, Universal is there with the world's leading line-up of auxiliary power for sailors.



*The Columbia 36, inside and out.*



## Been to Bonifacio?

From Naples, Italy, Harold W. Meyer Jr. reports on a summer cruise.

"On Friday August 23 during a trip from Ajaccio, Corsica to Porto Cervo (northeast coast of Sardinia) via the Straits of Bonifacio, in spite of a good weather forecast, we had the misfortune of being caught in one of the areas notorious "Mistral" wind storms aboard our "Northeast 38" . . . we depended largely

on a combination of storm jib, sea anchor, and Atomic Four engine to keep our boat safely upright. After 54 hours of fighting the storm winds (winds to 65 knots, seas force 6-8) and with a MAYDAY situation in progress, we are grateful to report our safe arrival in the port of Civitavecchia, 50 miles north of Rome.

We question whether many other engines could have sustained similar abuse and not be completely ruined and are happy as well as grateful for our choice of this engine for our boat."



## "Doc" Freeman Serves Atomic Sailors From Seattle

Doc Freeman's SEATTLE MARINE EXCHANGE, INC. was founded by the late O. H. "Doc" Freeman. Doc was one of the pioneers of boating on Lake Union and around Seattle.

At the close of World War II "Doc" started the marine supply business known as "Doc Freeman's" dealing mainly in surplus marine equipment. Pete Knudsen joined Doc in 1949 and Bob Braas a year or so later. The business prospered and in 1951 "Doc" wanted to take things a little easier so he sold the business to Bob and Pete, who are the sole owners.

The Company was incorporated in 1959 under the name of "Seattle Marine Exchange, Inc." The business has grown through the years and today is widely known over a large area of the West. One



Pete Knudsen

of the first major engine lines acquired by the company was "Universal" which they have continually sold and serviced. Doc Freeman's services all makes of marine engines and gears and has one of the most complete stocks of boating supplies in the Northwest.

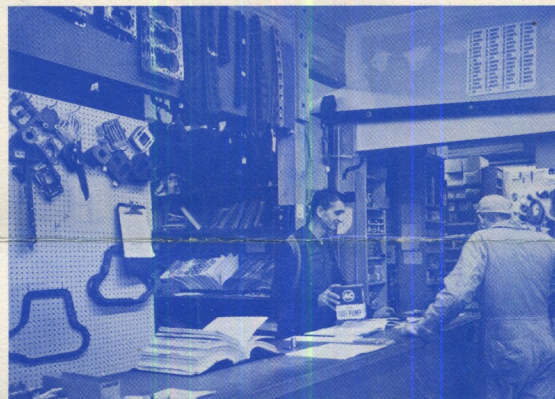
Both the owners are on deck every day, along with 15 other employees, caring for the needs of the boating public.



Well-stocked service and parts center



Bob Braas



Robert Murphy serving a customer.

## "Ask Louie" Column Looks Like Great Suggestion!

An Atomic Sailor reader, Charles C. Shackford of West Chester, Pa., asks why not a question box in the Atomic Sailor.

His suggestion is a good one. He feels that there are a number of specific questions covering service and operation of the Atomic Four which need answers.

Universal's answer man is L. T. Grill, a forty year veteran in the manufacture, operation and care of auxiliary-size in-

board engines. Starting with the next issue of the Atomic Sailor, he will cover readers questions in a new feature, "Ask Louie".

Mr. Grill's qualifications are extensive. Through his 40 years at Universal he contributed importantly to the evolution of dependable power for sailors. His experience in assisting sailors, dealers and boat builders across the world gives him an amazing storehouse of engine know-how. Well-known in the marine industry, he was dubbed one of "the gentlemen of boating" by Publisher John R. Whiting in the September issue of Motor Boating.

Next issue watch for "Ask Louie". In the meantime throw a question at him.



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

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