



MARJORIE ANNE DATA

1 – The Marjorie Anne is a round bottomed, fantail displacement hull steam launch, 26' long with an 8' beam. It draws approximately 18" of water, and normally carries up to 10 passengers.

2 – The hull and cuddy cabin are fiberglass and the full-length roof over the rest of the boat is fiberglass over oak framing. The bottom of the hull is laid up double thick with heavy mountings for the engine and boiler. The boat has been stored under cover its whole life. It needs a good cleaning, but I don't think it will require refinishing.

3 – The engine is a 3&5-1/2 x 4 compound. The High-Pressure cylinder has a piston valve; the Low-Pressure cylinder has a "D" valve. This engine is one of 12 built by John York (York Machine Works) in the 1970s. John's personal engine is #1, and mine is #2. It is a very traditional inline launch design with crosshead driven feed water and vacuum pumps. Engine is equipped with a Manzel lubricator. The boiler is a 3-drum, water tube, express type. I normally operated the system at 180 psi with mild superheat. There is a stainless steel tank for liquid fuel and a tank for make-up water. The burner is the atomizing style and burns everything from diesel fuel to JP4. Steam for this burner is run through a dedicated pressure regulator and then through a drying coil in the bottom of the boiler which produces a very steady, consistent flame. The fire box is big enough to allow solid fuel operation. All plumbing is schedule 80 black iron pipe and all steam valves are from Lunkenheimer. The boat has 4 ways of feeding water to the boiler: an engine cross-head driven feed water pump, a Penberthy injector, a general purpose steam powered duplex pump, and an emergency manual feed pump. The system is fully condensing with under the hull copper condenser tubes, hot well/oil separator, pre-heaters etc. The bronze propeller is 22" in diameter with a 32" pitch.

4 – Miscellaneous: Rudder control is hydraulic. The rudder itself and heavy duty skeg are stainless steel. Smokestack, roof supports, and boiler shell are also stainless. Boat is equipped with all required running lights plus a remote steerable search light, a large steam whistle, plus a steam siren. Cabin port-lights are cast bronze and can be opened. A marine flushable head is installed under the front cuddy cushion (there is no holding tank – direct under hull discharge). Cabin is equipped with a full set of steam and vacuum gauges plus digital tachometer, depth finder, and marine radios. All electrical wiring runs through a master breaker/control panel. Boat is equipped with a folding fluke anchor.

5 – The boat trailer has dual axles and an overall length of approximately 30'. It is equipped with 4 new tires. The boat and trailer combined weigh about 4,000 lbs.

Please send any other questions you have to: pvgarin3@gmail.com

Or phone (559) 299-8057

Happy Steaming,



MARJORIE ANNE DETAIL PICTURES



Ship's wheel and electrical controls



Aft view of engine while being installed



Cabin overhead



Engine—Port side
Note hot well between engine and boiler



Boiler back-head looking forward



Engine—top



22X32 Propeller w/
stainless steel skeg and
rudder support



Worthington duplex
steam pump:
Can feed boiler, pump
bilge, or spray water



Stern seating area





