

# THE STEAMER NATCHEZ



She's the ninth steamer to bear the name NATCHEZ. It was her predecessor, NATCHEZ VII, that raced the ROBERT E. LEE in the most famous steamboat race of all time. Even today, our NATCHEZ is proudly the undisputed champion of the Mississippi, never having been beaten in a race. She's the best of her line.

It's a line of steamers that follows the course of river history, from the placid antebellum plantation era through the turbulence of Civil War to the Gay Nineties, and ultimately, our own 21st Century.

When we launched the NATCHEZ in 1975, we revived more than a famous name. We created one of only six true steam powered sternwheelers plying the

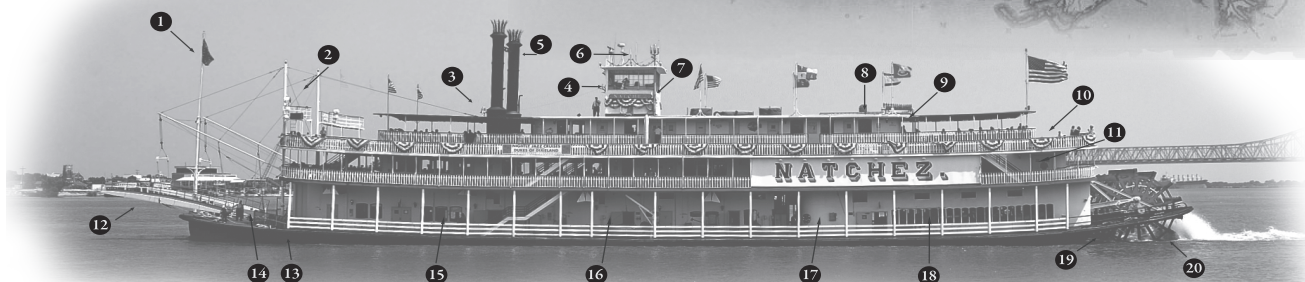
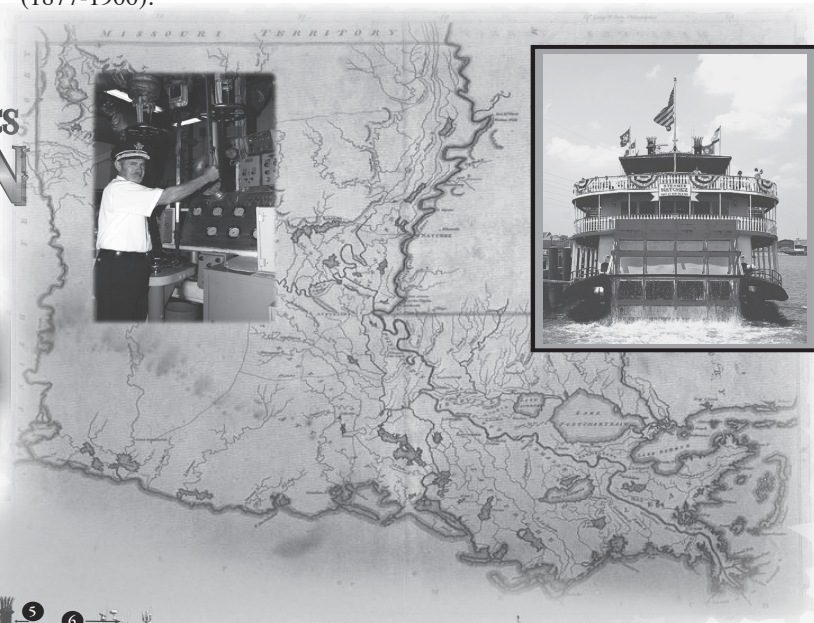
Mississippi. In 2013, only two remain. The NATCHEZ combines authenticity, safety, and comfort.

The NATCHEZ resembles the old world sternwheelers VIRGINIA and HUDSON in her profile and layout. Her powerful steam engines were built for U.S. Steel Corporation's sternwheeler CLAIRTON in 1925. Her genuine copper and steel steam whistle is a treasured antique. Her copper bell, inlaid with 250 silver dollars to produce a purer tone, once graced the steamer J.D. AYRES. Her 32 note steam calliope was custom-crafted and modeled after the music makers of the Gilded Age (1877-1900).

The NATCHEZ is the pride of the Mississippi River and is as beautiful as any of her namesakes, and has become an icon of the City of New Orleans. Many of her crew have been with her since her maiden voyage. There's a whole new chapter in the history of the river, and you are now a part of it.

For all its history and romance, riding a steamboat is as exciting and genuine as a century ago. From the calliope to the paddlewheel's 26 tons of white oak, your time on the mighty Mississippi River will be a lifetime memory.

## THE ORIGINAL STEAM ENGINES THE CLAIRTON



- ① Jack Flag
- ② Bridge
- ③ Roof Bell
- ④ Antlers
- ⑤ Smokestacks

- ⑥ Steamwhistle
- ⑦ Pilot House
- ⑧ Calliope
- ⑨ Texas Deck
- ⑩ Hurricane deck

- ⑪ Boiler Deck
- ⑫ Stages
- ⑬ Bowthruster
- ⑭ Capstan
- ⑮ Magnolia Suite

- ⑯ Boiler Room
- ⑰ Main Deck
- ⑱ Engine Room
- ⑲ Rudders
- ⑳ Paddlewheel

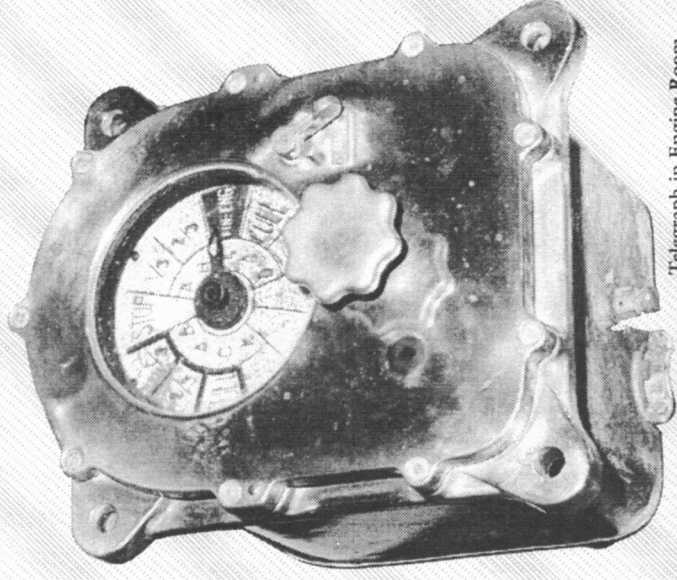


# ENGINE ORDER TELEGRAPH

The Pilot uses a telegraph for communication to the Chief Engineer. Identical telegraphs are in the Pilot House and the Engine Room. The Pilot turns the knob to the position he wants- it turns the corresponding dial in the Engine Room and sounds a bell. The Engineer then moves his knob to the corresponding position which stops the bell, indicating to the Pilot that the Engineer has received the signal.



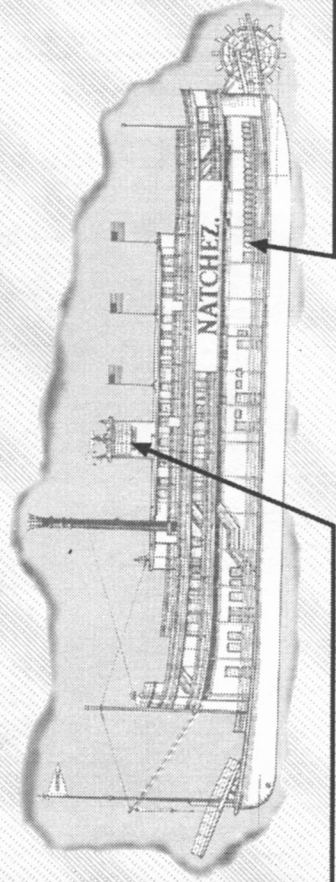
Pilot sends signal to Engine Room.



Telegraph in Engine Room.

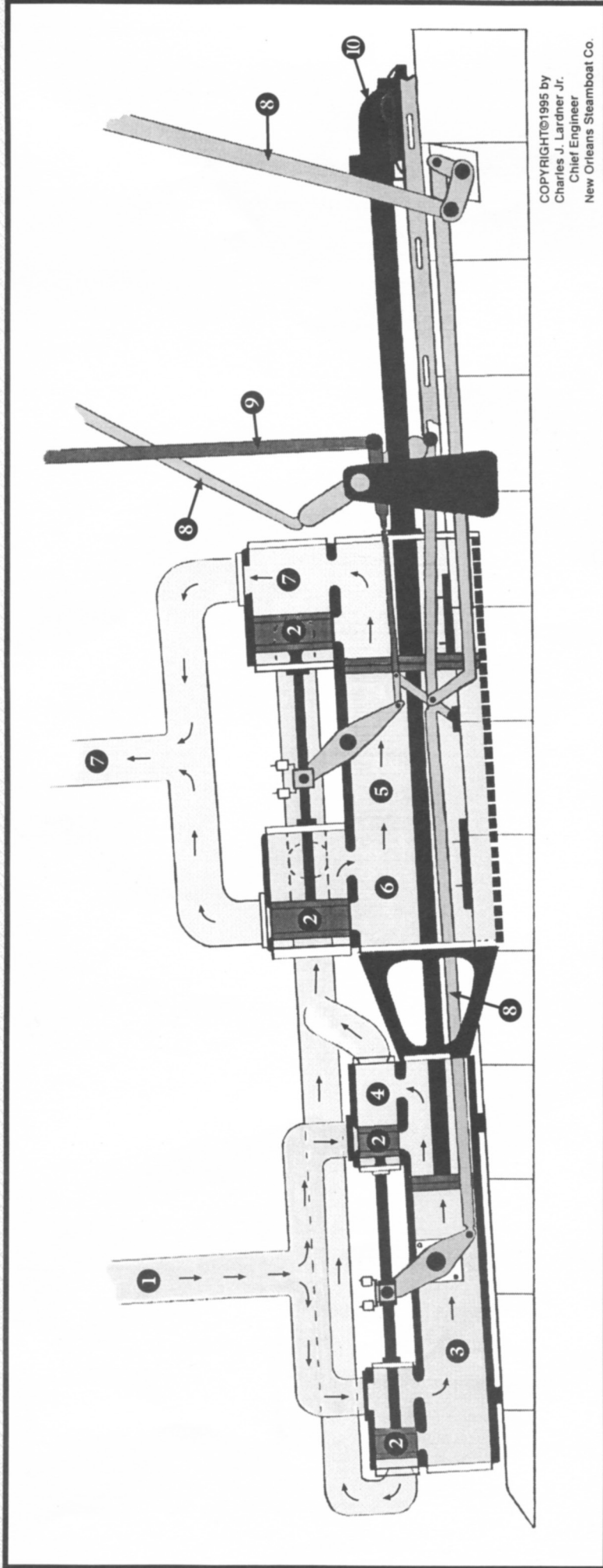


Engineer receives signal from Pilot



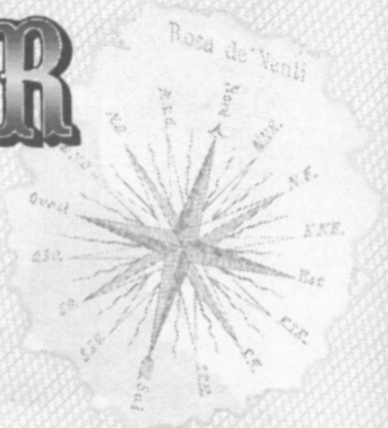


# HOW THE STEAM ENGINE WORKS



- 1. HIGH PRESSURE STEAM FROM THROTTLE VALVE
- 2. VALVES DIRECTING STEAM TO BOTH SIDES OF PISTON
- 3. HIGH PRESSURE CYLINDER
- 4. EXHAUST STEAM FROM HIGH PRESSURE CYLINDER
- 5. LOW PRESSURE CYLINDER
- 6. SECOND EXPANSION OF STEAM IN LOW PRESSURE CYLINDER
- 7. EXHAUST STEAM FROM LOW PRESSURE CYLINDER TO CONDENSER
- 8. VALVE TRAIN LINKAGE
- 9. REVERSING LINKAGE
- 10. CROSSHEAD AND SLIDE

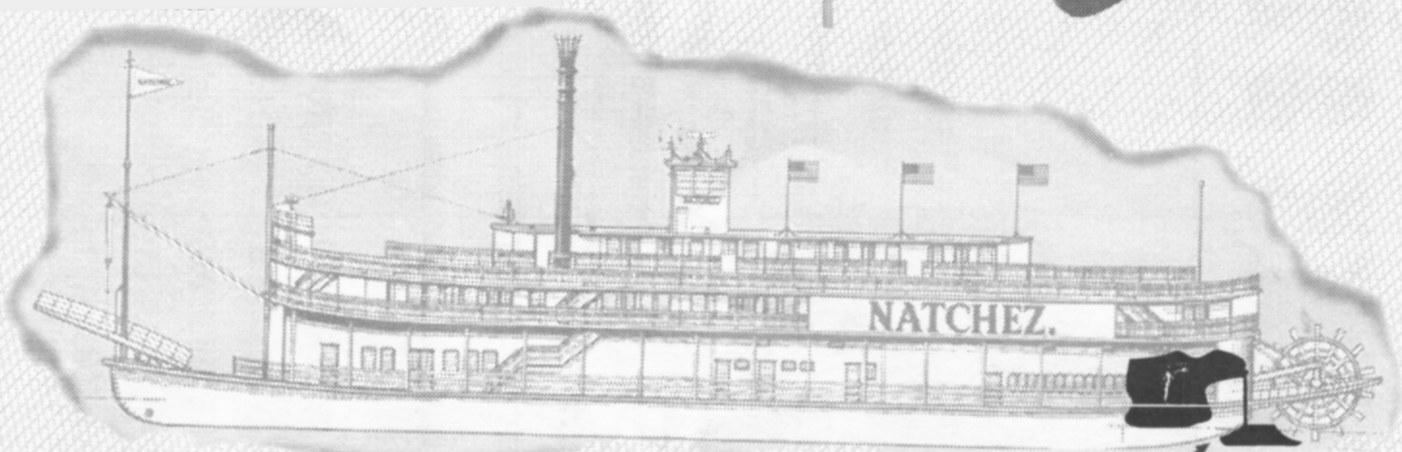
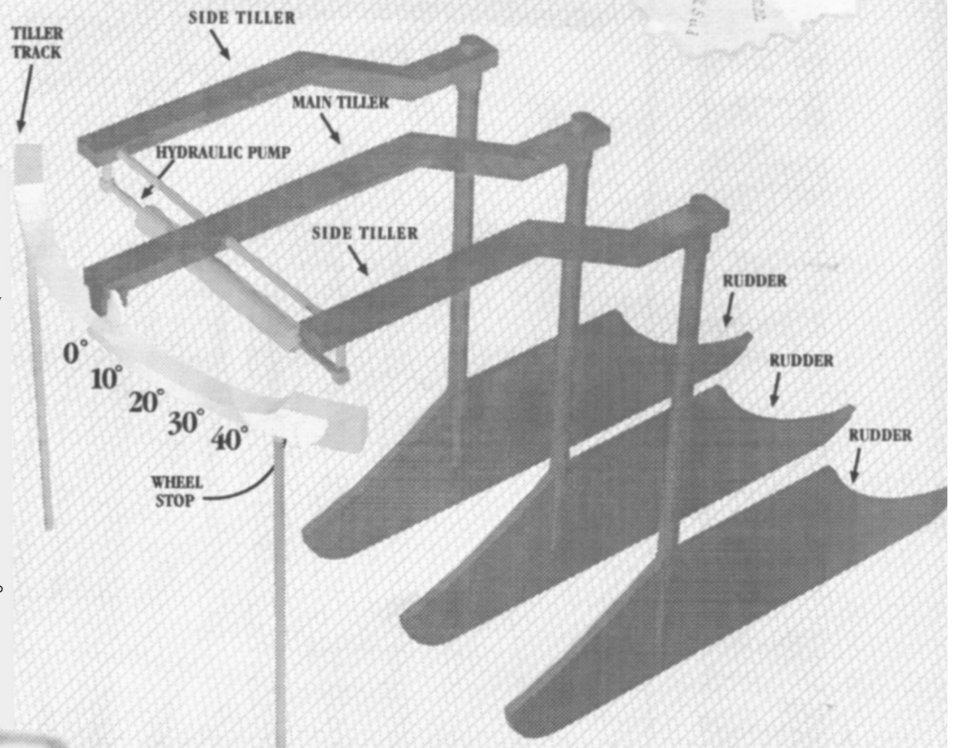
# HOW THE RUDDER SYSTEM WORKS



The NATCHEZ' steering system was taken, in its entirety, from the Sternwheel Towboat CLAIRTON. The system was reinstalled aboard the NATCHEZ during her construction in the Bergeron Shipyard in 1975. The ram which turns the rudders was originally steam driven and was converted to hydraulic when placed aboard this vessel.

Electric signals are transmitted down from the Pilothouse to a receiver in the Engine Room. The receiver then sends the signal to the hydraulic pumps which drive the ram, which in turn, moves the gilded tiller arm.

The tiller arm rides along an arch that is marked in degrees, starting at 0° (midship) and running up to 40° towards port and starboard. The tiller is connected to the tops of, and rotates, the three rudder posts. The NATCHEZ' three rudders are each 17 feet in length and can be seen in accompanying diagram and photo.



Arrow indicates area shown by drawing.

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