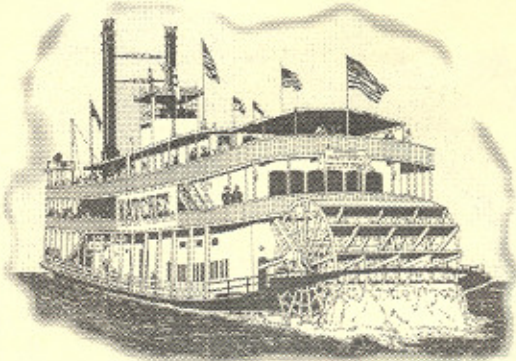


# THE STEAMER NATCHEZ



She's the ninth steamer to bear the name Natchez. It was her predecessor, Natchez VI, 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. In many ways, she's the best of her line.

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

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 today. The Natchez combines

the best of contemporary construction, safety and comfort standards with all the authenticity and style of her classic steamboat gothic predecessors.

The Natchez resembles the old 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.

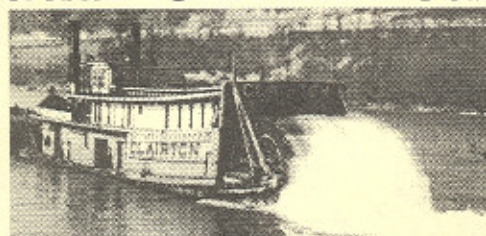
The Natchez is the pride of the Mississippi River and is as beautiful as any of her namesakes. Many of her crew have been with her since her maiden voyage.

Theirs is a whole new chapter in the history of the river, and you are now a part of it.

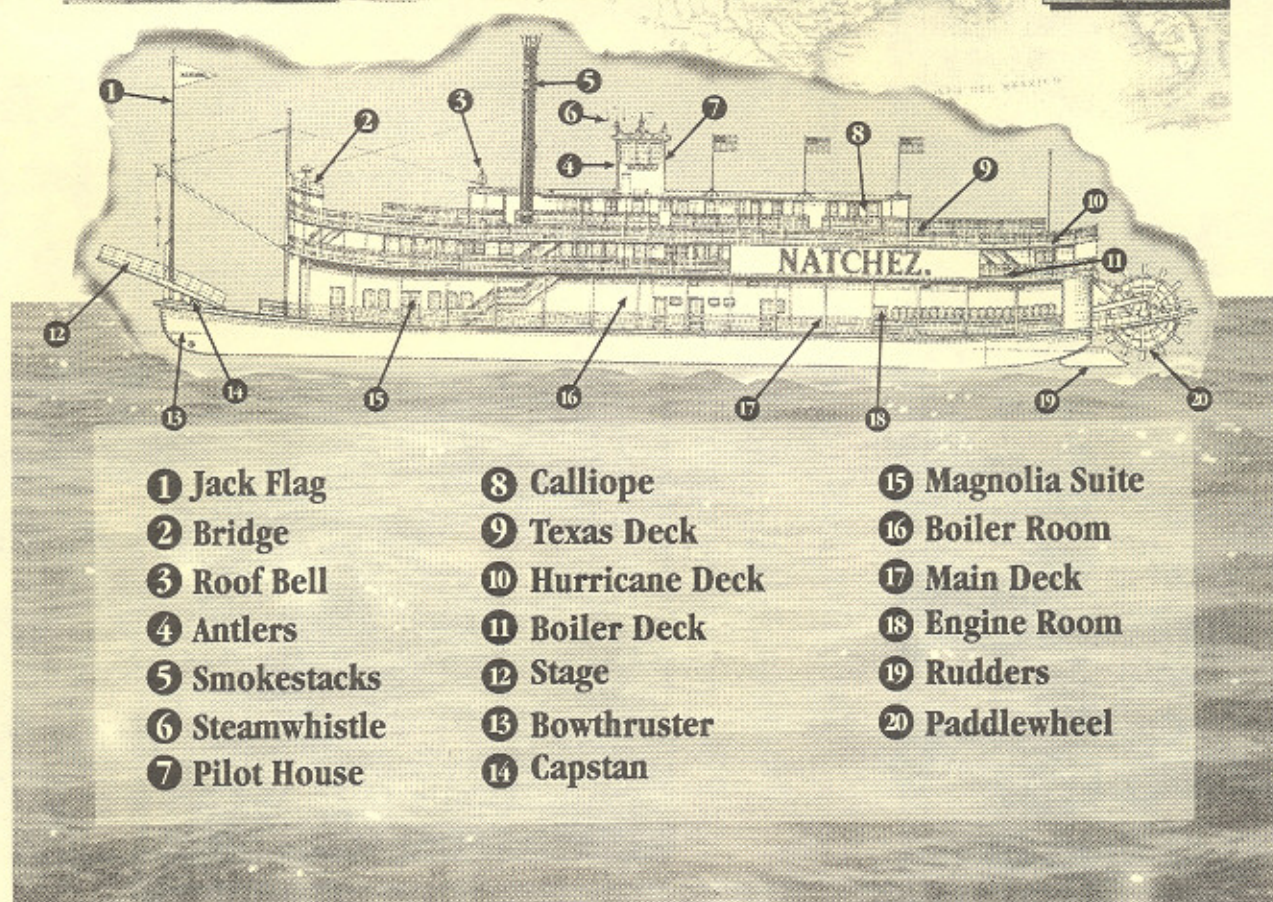
True to tradition in every detail, boarding the Natchez makes you feel as if you have entered another era. The captain barks his orders through an old-time hand held megaphone. The calliope trills a melody into the air while the great wheel, 25 tons of white oak, churns the heavy waters of the Mississippi. You soon find yourself slipping into a sense of the old, vast and timeless river.

As the Natchez glides past the French Quarter and through one of the world's most active ports, you begin to understand the magic of the experience. For all its history and romance, the excitement of riding a steamboat is as real and rich and genuine now as it was a century ago.

## THE ORIGINAL STEAM ENGINES THE CLAIRTON



Charleston "The Natchez" April 11, 1975



- 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 Stage
- ⑬ Bowthruster
- ⑭ Capstan

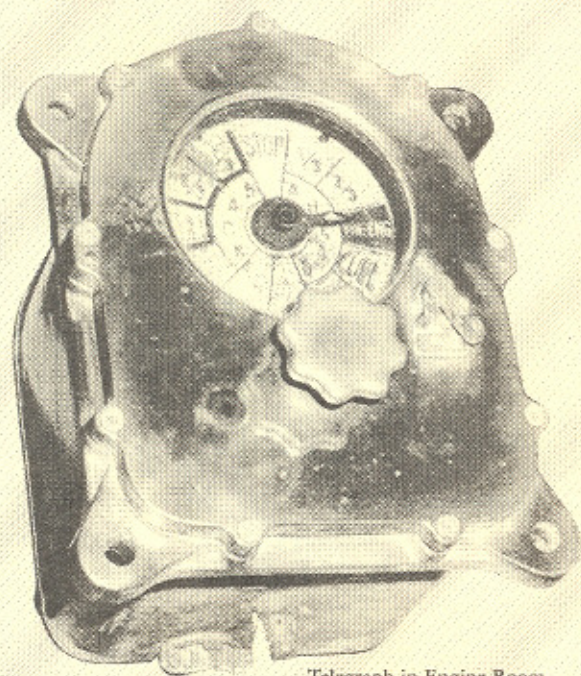
- ⑮ Magnolia Suite
- ⑯ Boiler Room
- ⑰ Main Deck
- ⑱ Engine Room
- ⑲ Rudders
- ⑳ Paddlewheel



# 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

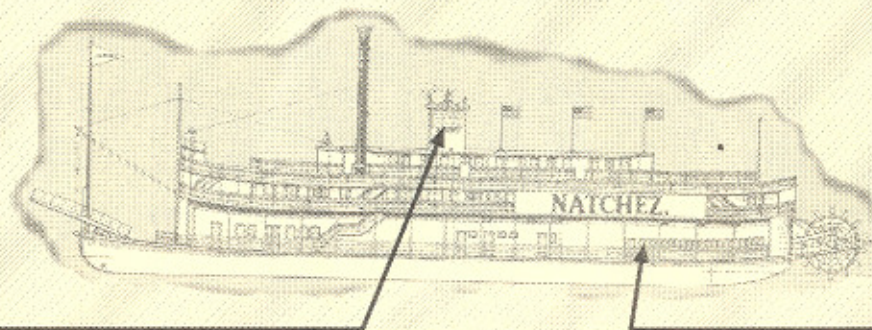
dial in the Engine Room and sounds a bell. The Engineer then moves his knob to the corresponding position which stops the bell, indicating to the Pilot that the Engineer has received the signal.



Telegraph in Engine Room.



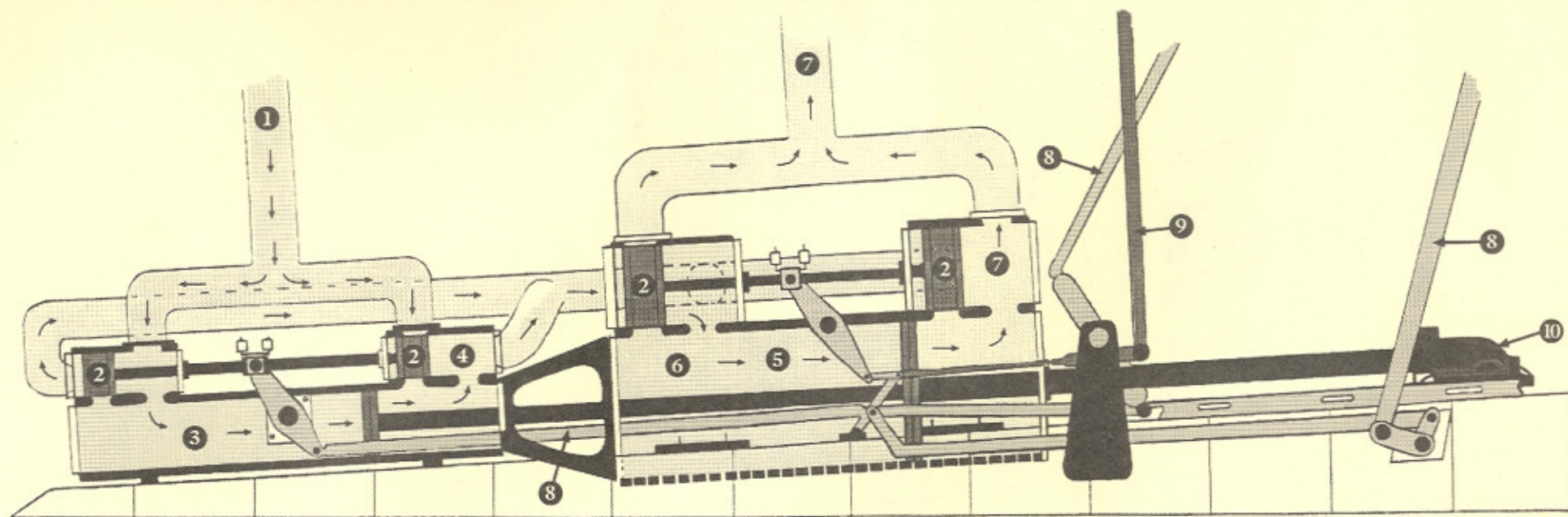
Pilot sends signal to Engine Room.



Chief Engineer receives signal from Pilot.



# HOW THE STEAM ENGINE WORKS



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Charles J. Lardner Jr.  
Chief Engineer  
New Orleans Steamboat Co.

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



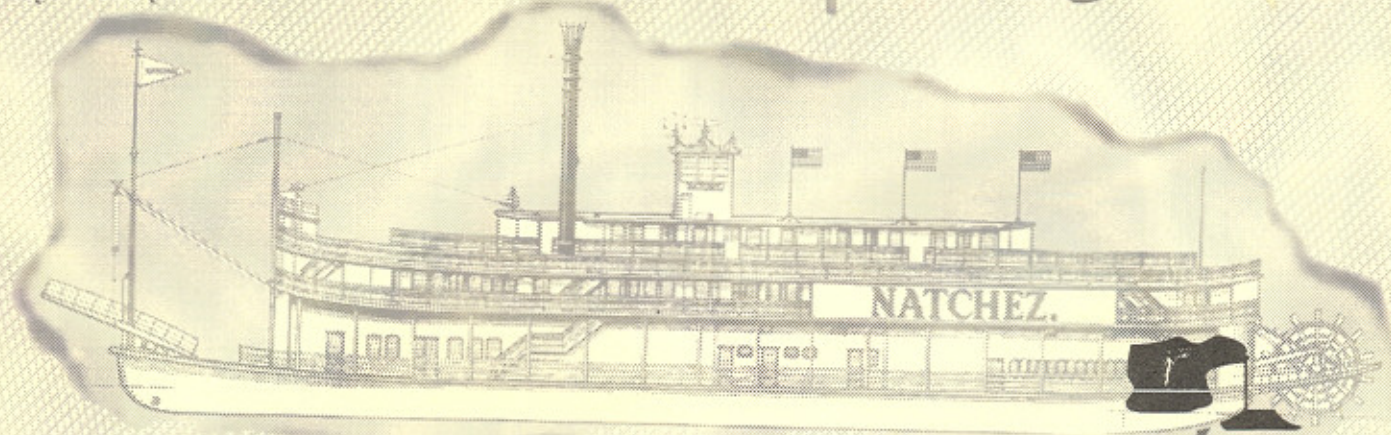
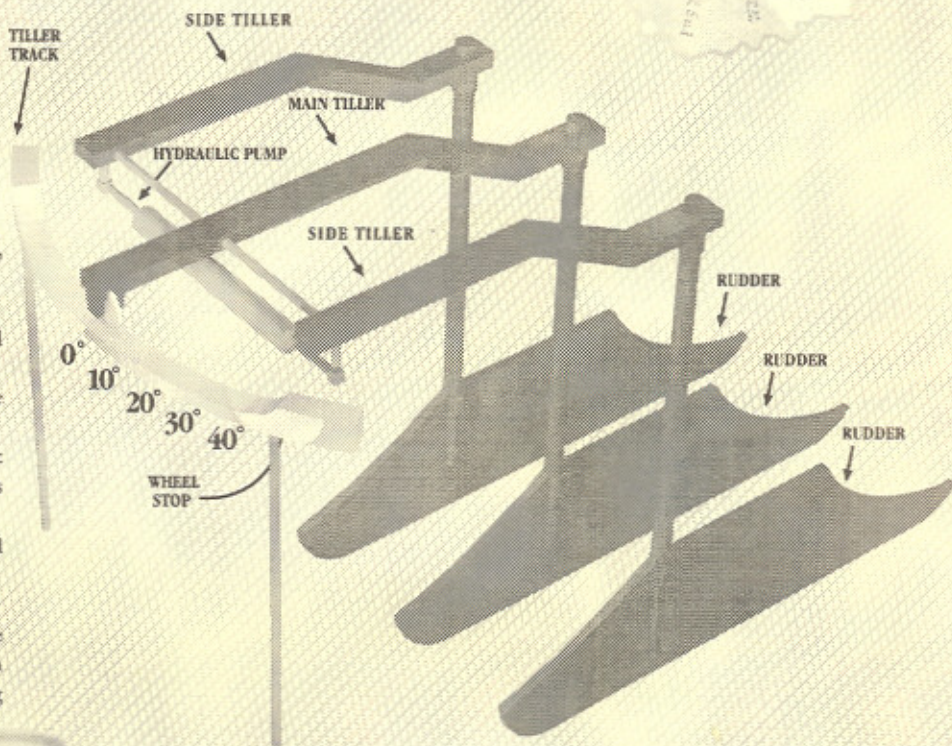
# HOW THE RUDDER SYSTEM WORKS



The NATCHEZ steering system was taken, in its entirety, from the Sternwheel towboat CLAIRTON. The system was reinstalled, in 1975, aboard the then-building NATCHEZ. The ram which turns the rudders was originally steam driven and was converted to hydraulic when placed aboard the NATCHEZ.

Electric signals are transmitted down from the Pilot House 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 gold 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, each 17 feet in length, can be seen in the accompanying diagram and photo.



Arrow indicates area shown by drawing.