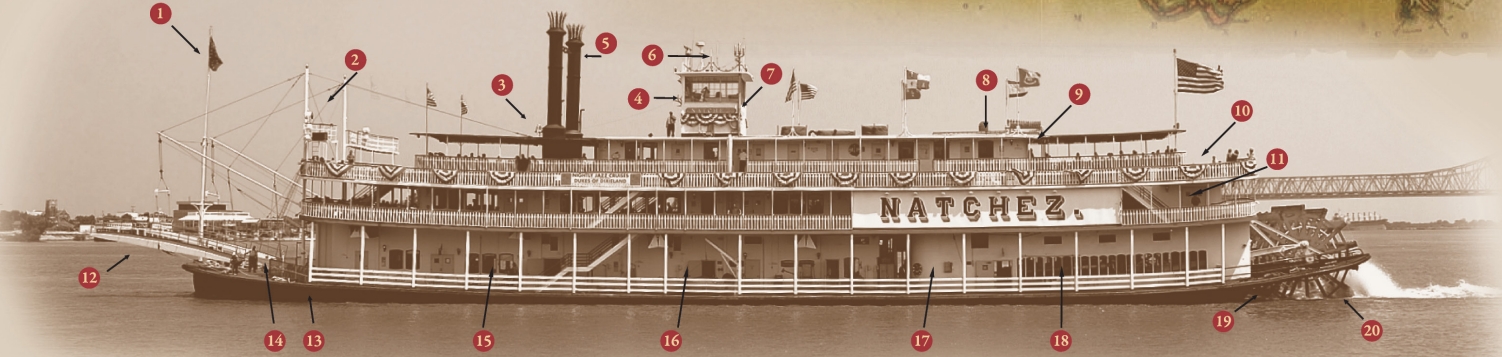


THE ORIGINAL STEAM ENGINES

THE CLAIRTON



- | | | |
|----------------|-------------------|--------------------|
| 1 Jack Flag | 8 Calliope | 15 Captain’s Salon |
| 2 Bridge | 9 Texas Deck | 16 Boiler Room |
| 3 Roof Bell | 10 Hurricane deck | 17 Main Deck |
| 4 Antlers | 11 Boiler Deck | 18 Engine Room |
| 5 Smokestacks | 12 Stages | 19 Rudders |
| 6 Steamwhistle | 13 Bowthruster | 20 Paddlewheel |
| 7 Pilot House | 14 Capstan | |

THE STEAM CALLIOPE

The steam calliope, a 32-note steam pipe organ, is a uniquely American instrument. It has been identified with, and inseparable from, the steamboat since November of 1856. This marks when the Steamboat Amazon first pulled into New Orleans playing her calliope. The dulcet tones of this “steam piano” graced the waterfront of the “Big Easy,” starting a tradition that would last for years to come.

The Steamboat NATCHEZ, the only authentic steamboat that remains on the Mississippi River System today, carries on the tradition of calling people to the river with her calliope. When the NATCHEZ was christened in 1975, she was built with a calliope that replicates the original steam calliopes built over a century ago by Thomas J. Nichol of Cincinnati, OH.

A steam calliope’s music comes across as “pure” Americana, upbeat, circus-excitement; it is a visual music! A plume of steam shoots upward from each whistle played. The NATCHEZ calliope has synchronized colored lights that illuminate each time any given note (whistle) is struck. The instrument actually puts on an audiovisual show. It is a testament to the musical skill required to play this extraordinary instrument. The steam calliope is not merely a gimmick to attract attention, although it certainly does that, but it is the continuation of a unique American tradition.



Our “Miss Calliope” since 1989, Debbie Fagnano

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 River, 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 Steamer “NEW ORLEANS” of 1812, through the turbulence of the Civil War, the Gay Nineties, two World Wars, 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 fully steam-powered sternwheelers plying the Inland Rivers. In 2026, only three remain. The NATCHEZ combines the best of contemporary construction, safety, and comfort standards with all the authenticity and style of her classic steamboat predecessors.

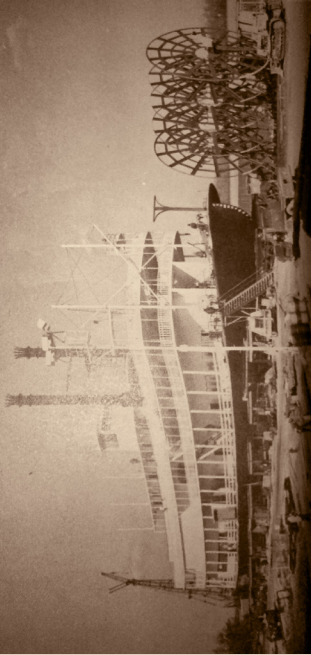
The NATCHEZ resembles the old Ohio River sternwheelers VIRGINIA and HUDSON in her profile and layout. Her powerful steam engines were built for the U.S. Steel Corporation’s sternwheeler CLAIRTON in 1925. Her genuine copper and steel steam whistle is a treasured antique. Her copper bell, inlaid with 250 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 (1877-1920).

The NATCHEZ is the pride of the Mississippi River, and has become an icon of the city of New Orleans. Many of her crew have been with her since her maiden voyage, and younger generations of their family have joined the crew and now carry on the tradition. 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 calls his orders through an

old-time hand held megaphone. The calliope trills a melody into the air while the great paddlewheel, 26 tons of white oak and steel, churns the heavy waters of the Mississippi. You soon find yourself slipping into the spirit 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.



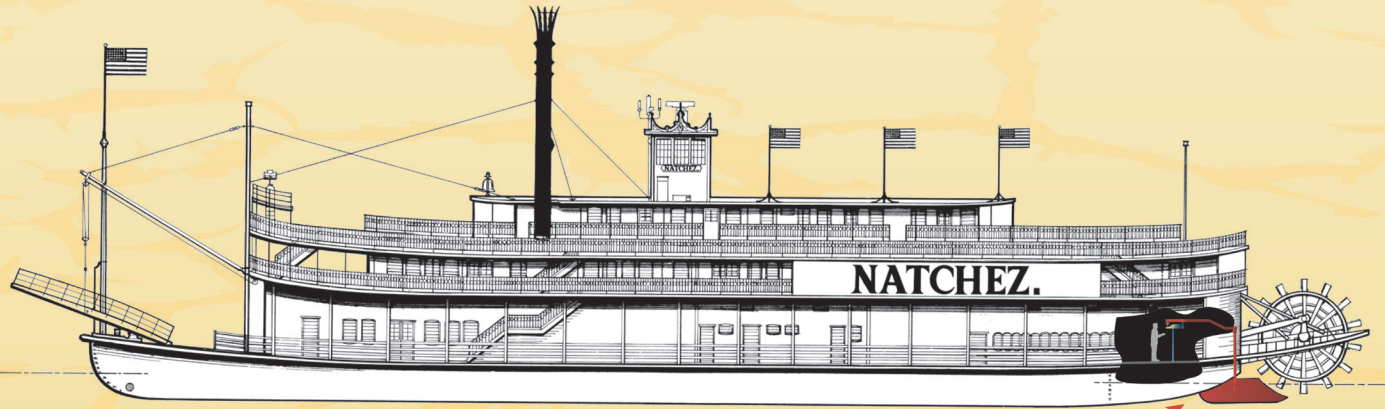
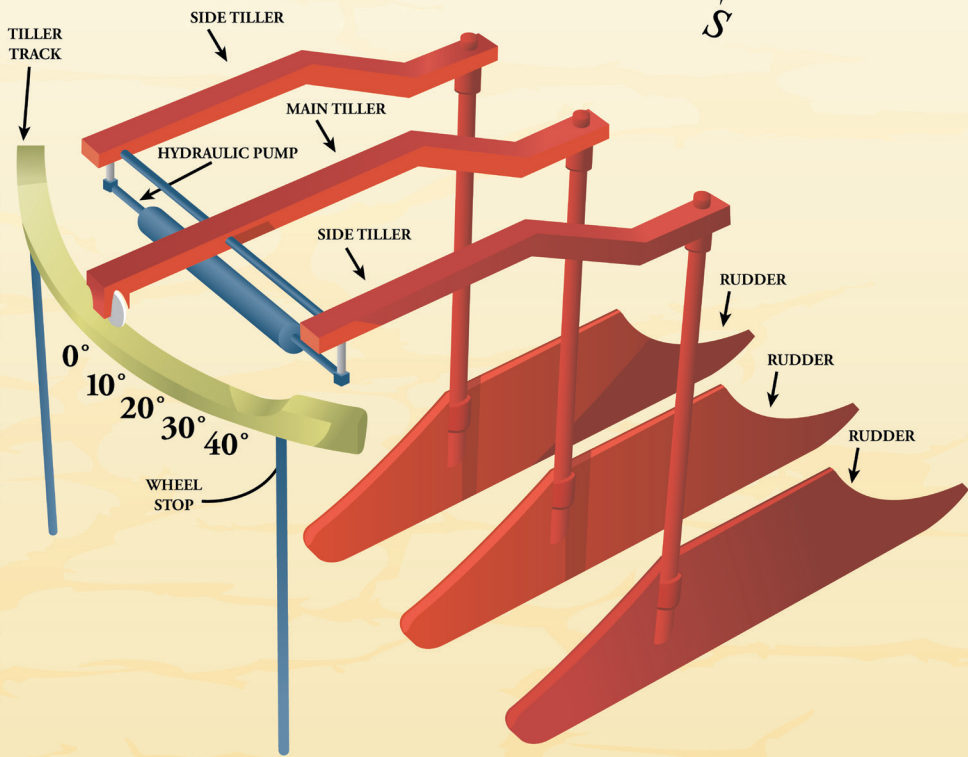
HOW THE RUDDER SYSTEM WORKS



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

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 NACHEZ three rudders, each 17 feet in length, can be seen in the accompanying diagram and photo.



Arrow indicates area shown in drawing.

DIGITAL
BROCHURE



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A REVIEW



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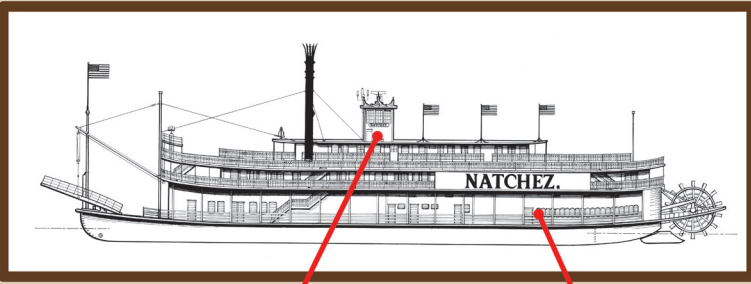
on LinkedIn @Steamboat-NACHEZ

ENGINE ORDER TELEGRAPH

The Pilot uses a telegraph for communication to the Chief Engineer. Identical telegraphs are in the Pilothouse 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 the knob on his telegraph to the corresponding position which stops the bell, indicating to the Pilot that the Engineer has received the signal.



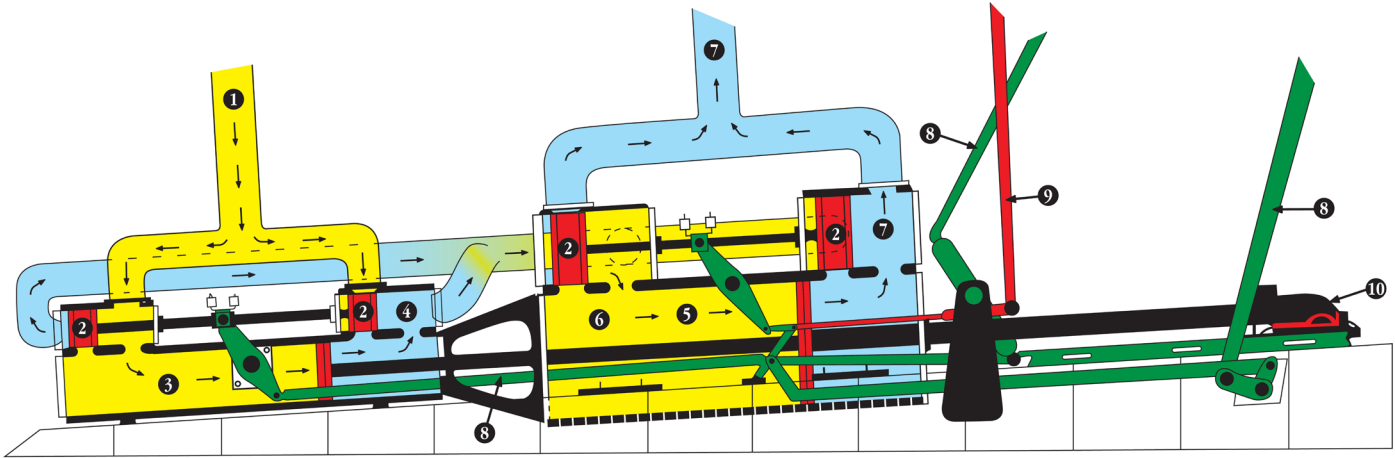
Pilot sounds signal to Engine Room.



Chief Engineer receives signal from Pilot.

July 2013

HOW THE STEAM ENGINE WORKS



- | | |
|---|--|
| 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 |