

THE NEW STEAM-SHIP FULDA.

ARRIVAL OF THE LATEST ADDITION TO THE NORTH GERMAN LLOYD FLEET.

The steam-ship Fulda, which arrived yesterday from Bremen and Southampton, is the latest addition to the fleet of the North German Lloyd Company. She is a sister ship to the Werra, of the same line, and, like the latter, is ornately, tastefully, and substantially decorated in saloons and cabins. What with fine woods, æsthetic arrangement of colors in upholstery, carpets, and wall decorations, a profusion of mirrors, and most elaborate wood-carving, the interior of the ship challenges comparison with any other. As a sailing craft the Fulda realized on her outward voyage to this port the expectations of her designers and contractors, proving herself to be in every particular buoyant, steady in all weather, and a fast steamer even against headwinds and adverse seas. The weather during the four days after leaving Southampton was good, and the steamer placed to her credit runs as high as 411 miles, and, until Thursday last, showing no day's work of less than 380 miles. In the stormy weather following, a strong head-sea tested to a high degree the Fulda's staying powers, but she took the heavy seas which broke over her bow as gracefully as though riding a lazy swell, meeting the oncoming seas with rising prow and laboring not at all under the buffetings she constantly received. Capt. Leist says he has seldom met with a ship that possessed the quality of reciprocity with the seas, so to speak, as fully as does the Fulda, and he expects that after one or two more voyages she will astonish the people on both sides the ocean with her rapid passages.

The Fulda, like the Werra, is 445 feet in length over deck, has 46 feet beam, and is 36½ feet deep. Her registered capacity is 5,200 tons, and her motive power is supplied by three cylinder engines of 6,000 indicated horse-power, operated by four double-headed steel boilers, each 4 feet 6 inches in diameter. The steam pressure is 90 pounds, and the coal consumption averages 120 tons per day. The engine has a stroke of five feet, and the connection with the Whitworth steel propeller shaft is made with a Krupp cast-steel crank shaft. The propeller blades, four in number, of manganese bronze, weigh three tons each. The Fulda, contracted for in August, 1881, was launched Nov. 17, 1882. On the 27th of last February she made her trial trip on the Clyde, and during a six hours' run averaged 17.8 knots per hour. She will carry 130 first class, 168 second class, and upward of 1,100 steerage passengers. Every part of the steamer is lighted by electricity, the Swan incandescent system being used. Two Siemens dynamos, used alternately, supply the electric force, and these are driven by two Tangye engines of 30-horse power each. The light worked very well during the passage. The Fulda was built at the yards of John Elder & Co., at Govan, near Glasgow, which firm also constructed the Elbe and the Werra, of the North German Lloyd Company's fleet. It is expected that the two forthcoming steam-ships of this line—the Ems and the Eider—to be completed within the coming year and a half, will rival all which have preceded them. The keel of the Eider has already been laid, and Capt Leist, who brings the Fulda out and who superintended the construction of all the company's new ships, will give up his present charge after his second voyage and return to Glasgow, where he will oversee the building of the new vessels. The Fulda made the run from the Needles in eight days three hours, and from the longitude of Queens-town in seven days seven hours. The steam-ship is officered as follows: Captain—Christian Leist; first officer—L. Störmer; second officer—H. Walker; third officer—G. Meyer; fourth officer—G. Wilhelm; doctor—Adolph Messner; purser—F. Blumenstein; chief engineer—F. Kruse.

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