a distance of 16 m. Fig. 36 shows the profile and deck plans of this vessel, for which, with other particulars of the Danish ferries, we are indebted to *International Marine Engineering.* Particulars

of the most important Danish train-carrying vessels are given in Table XIII.

The longest ferry, from Gjedser to Warnemunde, traverses a distance of 48 m. across the lower part of the Baltic Sea, and on this ferry the “ Prinsesse Alexandrine ” and “ Prins Christian "are

|  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Table XIII. | | | | | | | | | | | | |
| **Name of Ferry.** | **Typ«.** | **Lengths.** | | **Breadth.** | | **Depth.** | **Draught.** | **Dis­**  **place­**  **ment.**  **Tons.** | **Tonnage.** | | **Speed.**  **Knots.** | **Revolu­tions per minule.** |
| **Over ali.** | **On**  **L. W. L.** | **Moulded.** | **Over**  **Guards.** | **Gross.** | **Net.** |
| Christian IX. | Twin screw, double track | 293\*9\* | 290' 0' | 48’6" | 58'O' | 18’7r | 12'6' | 2600 | 1504 | 59⅛\* | I3∙o | , . |
| Prinsesse  Alexandrine | Paddle wheel, double track .... | 333' 6' | 333'6\* | 36'0' | 61'6\* | 18'9\* | 12'6r | 2425 | 1733\*4 | 676∙6 | I3∙8 | 36 |
| Prins Christian | Twin screw, double track | 284' 9' | 281'or | 41' 6' | 57'9' | 22'6r | 14'5' | 2065 | 1824-0 | 686∙o | 13,75 | i24 |
| Korsoer | Paddle wheel, double track | 252' 6' | 250'0\* | 34'0' | 58zo' | 16' o’ | 9' 6\* | 1267 | 971-0 | 43b∙o | 12∙25 | 33 |
| Kjoebenhavn | Paddle wheel, double track | 278' 0' | 272' or | 34'0' | 58'0' | 16'9r | 10’ 0\* | MSS | 1o9i∙o | 425∙o | 12∙5 | 36 |
| Helsingborg . | Single forward and aft screw, single track | 180'or | 177'0\* | 32'0\* | 43'or | 14\*6\* | 10'3' | 720 | 530-0 | l87∙o | ιo∙o | 138 |
| Marie . . . | Two screws aft, . one screw forward, single track | 204' 6r | 199, 3’ | 31' | 43'0' | 13'0\* | 9'o' | 950 | SOO·O | 250-0 | 1o∙o | í 125 î 150 |
| Valdemar ⅛r> . | Single screw, single track, ice-breaker | 144'0’ | 140' op | 3i'6\* | 43'or | 13,θ\* | 9' 0\* | 550 | 36ΙΌ | i29∙0 | IO∙O | 134 |
| Lille Baelt | Paddle wheel, single track | 140’ 6, | 139'or | 26' or | 44'6' | n'6' | 8'o' | 399 | 3o6∙o | I25∙o | 8∙o | 34 |
| lngeborg . . | Paddle wheel, single track | 168' 9' | 167'0' | 26' or | 44'or | 12'0' | 7'o' | 440 | 343∙o | 136∙0 | 10∙25 | 37 |

employed. Two other vessels belonging to the Prussian govern­ment also work on this ferry, and the great success of the service led to the Swedish and German governments undertaking a direct

ferry service between Sweden and. Germany from Trelleborg to Sassnitz, a distance of 65 m. For this service the “ Dröttning- Victoria ” (fig. 37, Plate IX.) was built by Messrs Swan, Hunter,

Wigham Richardson & Co. Her dimensions are: length 370 ft. over all, 350 ft. between perpendiculars, breadth extreme 53 ft. 6 in., 3050 tons gross, displacement 4270 tons dead-weight capacity, 600 tons at a draught of 16 ft. 6 in., 5400 I.H.P. and speed 16½ knots. Two rail tracks are provided, the trains are shipped at the stern and are

completely protected from the weather when on board, the bow of the ship being completed as usual for a sea-going vessel; ten full-sized passenger or sleeping carriages can be taken, or eighteen