

NOTES ON THE 1925-26 EDITION OF LLOYD'S REGISTER OF SHIPPING.

The new edition of *Lloyd's Register Book* contains as usual very complete particulars of all the sea-going vessels of the world, of 100 tons and upwards, and in addition of the steel and iron vessels trading on the Great Lakes of North America. It thus includes a full record of about 33,000 steamers, motorships and sailing vessels. These bulky volumes comprise also many lists of great practical value to the shipping community, such as :—Signal letters assigned to all sea-going vessels ; Shipbuilders and Marine Engineers in all Countries : telegraphic and postal addresses of firms connected with shipping in all parts of the World ; particulars of dry and wet docks, ports, harbours, etc., at home and abroad ; particulars of speeds of merchant steamers capable of 12 knots ; particulars of deadweight and cubic capacities of cargo steamers and motor vessels ; lists of bulk oil carriers ; lists of Shipowners and Managers, with the names and tonnages of their respective vessels, etc.

The Section of the book which is perhaps of the greatest interest to the general public is that containing the Statistical Tables. Special attention is drawn to the notice at the commencement of the Section, which defines with precision the bases on which the figures have been compiled.

The contents of the Tables will repay careful study, and the following summary of some of the results which are to be obtained by an analysis of these Tables, and by a comparison with similar Tables issued by *Lloyd's Register* in previous years, will be found of interest.

CLASSIFICATION OF VESSELS.

It is perhaps only right that before dealing with the other Statistical Tables special attention be drawn to the figures shown in Table No. 4 respecting the number and tonnage of vessels classed by *Lloyd's Register of Shipping*. The new edition of the Register Book contains 32,916 vessels of 100 tons each and upwards with a total tonnage of 64,641,418 tons and the number and tonnage of existing vessels which are now or have been classed by the Society is 15,774 of 39,252,462 tons. Practically all these vessels were built under the inspection of the Surveyors of *Lloyd's Register*, the most convincing proof of the World-wide appreciation of the work of this Society.

COMPARISON OF GROSS TONNAGE OWNED AT JUNE, 1925, AND JUNE, 1924.

WHERE OWNED.	1925.			1924.		
	Steamers and Motorships.	Sailing Vessels.	TOTAL.	Steamers and Motorships.	Sailing Vessels.	TOTAL.
Great Britain & Ireland	19,304,670	136,041	19,440,711	18,954,158	151,680	19,105,838
Other Countries ...	43,075,706	2,125,001	45,200,707	42,559,982	2,357,747	44,917,729
TOTAL ...	62,380,376	2,261,042	64,641,418	61,514,140	2,509,427	64,023,567

The above Table shows that during the last twelve months there has been an increase in the steam and motor tonnage owned in the World of 866,236 tons, and a decrease in the sailing tonnage of 248,385 tons, making a total World *net* increase of 617,851 tons. An appreciable increase, as compared with 1924, has taken place in the tonnage owned in many countries. In Great Britain and Ireland the increase amounts to 334,873 tons ; in Italy to 196,449 tons ; and in Norway to 175,249 tons. A considerable reduction is, however, shown in the United States tonnage, which is now 579,487 tons less than twelve months ago.

SAILING TONNAGE.

The reduction in sailing tonnage since pre-war times, say June, 1914, amounts to about 1,718,000 tons gross. The present percentage of sailing vessels to the World's total tonnage is only 3½. Of the World's sailing tonnage 1,105,000 tons—equal to 48½ per cent of the total tonnage—are now owned in the United States, and the other countries which still have an appreciable amount of sailing tonnage are :—France, 192,000 tons, Great Britain and Ireland, 136,000 tons, Canada 106,000 tons, and Italy, 98,000 tons.

If barges which are generally towed, and other craft included in the sailing tonnage because not fitted with engines for self propulsion, be excluded, the World tonnage of *real* sailing vessels only amounts to about 1,611,000 tons, of which 659,000 tons—equal to about 41 per cent of the total—are owned in the United States.

TONNAGE OF STEAMERS AND MOTORSHIPS.

Although there are still over one million tons of wood and composite steamers in existence at the present time, in view of the comparatively small importance in international trade of such tonnage, it would perhaps be more accurate, for the purpose of comparison between the relative positions of the various Merchant Marines, if only steel and iron sea-going vessels were taken into account.

SEA-GOING STEEL AND IRON STEAMERS AND MOTORSHIPS OWNED BY THE PRINCIPAL MARITIME COUNTRIES.

COUNTRY.	JUNE, 1914.	JUNE, 1925.	DIFFERENCE BETWEEN 1925 and 1914.	TYPE OF VESSELS (1) The type of machinery used (2) Particulars of the Oil Tank steamers fitted for service in oil tankers The following summary will not be entirely correct as far as the number of internal combustion engines is concerned, as compared with 730. It may be stated that while during the last five years the use of steam engines has actually decreased, there has been an increase in the tonnage of motorships and tugs. In regard to the type of machinery used by oil tankers, with a total tonnage of 1,100,000 tons, a considerable portion are connected to the screw propellers by steam turbines There are 100 tankers (of 1,000 tons each) registered in Great Britain and Ireland. Of the 3,490 steamers now existing in Great Britain and Ireland.
	Tons gross.	Tons gross.	Tons gross.	
GREAT BRITAIN & IRELAND ...	18,877,000	19,274,000	+397,000	
BRITISH DOMINIONS ...	1,407,000	2,230,000	+823,000	
AMERICA (UNITED STATES) ...	1,837,000	11,605,000	+9,768,000	
AUSTRIA-HUNGARY ...	1,052,000			
BELGIUM ...	341,000	538,000	+197,000	
DENMARK ...	768,000	1,008,000	+240,000	
FRANCE ...	1,918,000	3,262,000	+1,344,000	
GERMANY ...	5,098,000	2,993,000	-2,105,000	
GREECE ...	820,000	890,000	+70,000	
HOLLAND ...	1,471,000	2,585,000	+1,114,000	
ITALY ...	1,428,000	2,894,000	+1,466,000	
JAPAN ...	1,642,000	3,741,000	+2,099,000	
NORWAY ...	1,923,000	2,555,000	+632,000	
SPAIN ...	883,000	1,120,000	+237,000	
SWEDEN ...	992,000	1,215,000	+223,000	
OTHER COUNTRIES ...	2,057,000	2,875,000	+818,000	
TOTAL ABROAD ...	23,637,000	39,511,000	+15,874,000	
WORLD'S TOTAL ...	42,514,000	58,785,000	+16,271,000	

It will be seen that all the principal countries, apart from Germany, show an increase in the tonnage now owned as compared with 1914.

The sea-going tonnage of the United States has increased by over 9½ million tons. The other countries in which the largest increases are recorded are:—Japan, 2,099,000 tons; Italy, 1,466,000 tons; France, 1,344,000 tons; and Holland, 1,114,000 tons. Taken together, the Scandinavian countries—Norway, Sweden, and Denmark—show an increase as compared with 1914, of 1,095,000 tons.

In 1914 the United Kingdom owned nearly 44½ per cent. of the world's sea-going steel and iron steam tonnage; the present percentage is under 33. The United States occupy now second place with 11,605,000 tons—equal to nearly 20 per cent. The other leading countries are:—Japan, 3,741,000 tons; France, 3,262,000 tons; Germany, 2,993,000 tons; Italy, 2,894,000 tons; Holland, 2,585,000 tons; and Norway, 2,555,000 tons.

Notwithstanding recent increases in the tonnage owned in Germany, the above Table shows the change which has taken place in the maritime position of that country, where the tonnage now owned is some 2,105,000 tons less than in 1914.

Obviously the above figures do not take into consideration the question of the efficiency of the various Merchant Navies, as in addition to such factors as size, age, type, and speed of the vessels, other circumstances, which do not lend themselves to a statistical analysis, would have to be taken into account.

AGE AND SIZE OF STEAMERS AND MOTORSHIPS.

A considerable increase has taken place in recent years in the number of sea-going steamers and motorships of 4,000 tons each and above. In 1914 there were 3,608 such vessels, and now the number reaches 6,069, of which 356 are of 10,000 tons each and upwards, including 36 of 20,000 tons each and upwards. Of the 356 vessels 211 are under the British flag. It may be noted that more than one half of the total number of steamers and motorships in existence consists of those of less than 1,000 tons each.

Table No. 13 shows that of the motorships now in existence there are 264 of 4,000 tons and above. Forty-three of them are of 8,000 tons and upwards, their total tonnage amounting to 441,520 tons.

From Table No. 3, in which all existing steamers and motorships are classified according to their size and age, it will be noticed that there are 4,003 vessels less than five years old and their tonnage represents just under 21 per cent. of the total tonnage in existence. Vessels of 25 years and over amount to 7,068 but their tonnage is under 13½ per cent. of the total. Of the vessels built in 1900 or before, nearly 65 per cent. are of less than 1,000 tons each and the average size of the others is 2,705 tons, while of the vessels built during the last five years only one-third are of less than 1,000 tons each and the average of the others reaches 4,708 tons.

Of the 823 vessels of 8,000 tons and upwards now in existence, 322 have been built during the last five years.

Of the tonnages
Merchant Navies which have the
largest tonnages are—Germany 16½ per cent., Holland 13½
and Norway 11 per cent.
The group of vessels which form the largest
tonnage in the world are the big liners, say those of 15,000 tons and
over.

TYPE OF VESSELS

Tables Nos. 6 and 7 show—
(1) The type of machinery used
(2) Particulars of the Oil Tank
steamers fitted for service
in oil tankers

The following summary will not be entirely
correct as far as the number of internal combustion engines
is concerned, as compared with 730.
It may be stated that while during
the last five years the use of steam engines has actually decreased,
there has been an increase in the tonnage of motorships
and tugs.

In regard to the type of machinery
used by oil tankers, with a total tonnage
of 1,100,000 tons, a considerable
portion are connected to the screw
propellers by steam turbines

There are 100 tankers (of 1,000 tons
each) registered in Great Britain and
Ireland. Of the 3,490 steamers
now existing in Great Britain and
Ireland.

Figures in these two Tables ex-
clude tugs at the present time

Steam vessels and sea-g
oing vessels and sea-g
oing vessels and sea-g
oil, etc., in internal com
Oil fuel for boilers
Gal

It will thus be seen that only 64
vessels were built while in 1914 the p
Tables show the total tonnage
and in estimating the tonnage av
in tankers of 1,000 tons gross and
the 10,000 tons of vessels of less
tonnage amounts to 724,000 tons,
or 330,000 tons represent tugs
and other craft. Although few paddle
vessels now exist, their tonnage
amounts to about 400,000 tons

TONNAGE OWNED

Another Table, most useful
for comparing the growth of
Navies during the last thirty-five
years, is given in Table No. 14,
which shows the number and the gross tonnage
of the World's Merchant Navies,
distinguishing also the
various types of vessels
From this Table some remarkable
facts are revealed. The
total tonnage has increased
from 13,816,000 tons, in
1914, to 26,000,000 tons, in
1925, an increase of 12,184,000 tons, or
7½ million tons.

Of the tonnage owned in Great Britain & Ireland $25\frac{1}{2}$ per cent. is less than five years old. The Merchant Navies which have the largest proportion of new tonnage (less than five years old), are as follows:—Germany 50·6 per cent., Holland 33·2 per cent., France 27 per cent., Denmark 26·7 per cent., and Norway 24 per cent.

The group of vessels which form the largest tonnage is that of between 4,000 and 6,000 tons each amounting to 17,768,634 tons, equal to 28·2 per cent. of the World's total steam and motor tonnage, while the big liners, say those of 15,000 tons each and upwards, only represent 3·4 per cent. of such total tonnage.

TYPE OF VESSELS AND OF MACHINERY.

Tables Nos. 6 and 7 show:—

- (1) The type of machinery used for the propulsion of vessels.
- (2) Particulars of the Oil Tankers, of the Trawlers and other fishing vessels, and of the steamers fitted for burning oil fuel.

The following summary will not be without interest:—

The first Table shows the great development which has taken place in the use of steam turbine engines and of internal combustion engines. There are now 1,404 steamers of 9,100,274 tons fitted with turbine engines and 2,145 vessels (including auxiliary vessels) of 2,714,073 tons, fitted with internal combustion engines as compared with 730,000 tons and 220,000 tons respectively in 1914.

It may be stated that while during the last 12 months the tonnage of steamers fitted with reciprocating steam engines has actually decreased by about 152,000 tons, there has been an increase of 738,000 tons in the tonnage of motorships and of 305,000 tons in the tonnage of vessels fitted with steam turbines.

An analysis of the type of machinery now employed shows that there are now recorded in Lloyd's Register Book 28 vessels, with a total tonnage of 440,000 tons, which are fitted with a combination of steam turbines and reciprocating engines. Another interesting particular is that in the case of 36 vessels, with a tonnage of 110,000 tons, a comparatively new system of propulsion has been adopted, viz.:—electric motors connected to the screw shaft, these motors being supplied with current from generators which are driven either by steam turbines or oil engines.

Of the 939 tankers (of 1,000 tons and upwards) with a total tonnage of 5,177,630 tons, 315 of 1,768,978 tons are registered in Great Britain and Ireland and 374 of 2,281,824 tons are registered in the United States. Of the 3,490 steamers of 17,804,122 tons fitted for burning oil fuel 730 of 4,679,695 tons are registered in Great Britain and Ireland and 1,855 of 8,999,050 tons are registered in the United States of America.

The figures in these two Tables enable a comparison to be made between the respective employment of coal and oil fuel at the present time as compared with 1914.

		1914 % of total gross tonnage.	1925 % of total gross tonnage.
Sailing vessels and sea-going barges	...	8·06	3·50
Oil, etc., in internal combustion engines	...	0·45	4·20
Oil fuel for boilers	...	2·65	27·54
Coal	...	88·84	64·76
		100·00	100·00

It will thus be seen that only 64·76 per cent. of the tonnage of the Merchant Marine now depends entirely upon coal while in 1914 the percentage was nearly 89.

The Tables show the total tonnage of certain types of vessels, which information would be most useful in estimating the tonnage available for general cargo and passenger purposes. The tonnage of the tankers of 1,000 tons gross and upwards amounts to 5,178,000 tons, and in addition there are some 50,000 tons of vessels of less than 1,000 tons each. The tonnage of trawlers and other fishing vessels amounts to 796,000 tons. An analysis of the vessels recorded in the Register Book shows that some 353,000 tons represent tugs and salvage vessels, and 325,000 tons steam barges, dredgers and similar craft. Although few paddle vessels are now built, the total tonnage of such vessels in existence still amounts to about 406,000 tons.

TONNAGE OWNED IN THE WORLD AT VARIOUS DATES.

Another Table, most useful for the purpose of ascertaining the development of the Merchant Navies during the last thirty-five years, is Table No. 8, which shows for each of the years 1891–1925 the number and the gross tonnage of the steamers and motorships, and of the sailing vessels owned in the World distinguishing also the principal Maritime Countries.

From this Table some remarkable increases can be observed. In 1891 the gross tonnage of steamers amounted to 13,816,000 tons, and the *net* tonnage of sailing vessels to over 9,000,000 tons. The steam and motor tonnage has increased by over 48·2 million tons while the sailing tonnage has decreased by over 7·2 million tons *gross*. Apart from the enormous increase which has taken place in the United States

seagoing steam tonnage (11½ million tons) and the recent decrease in the German tonnage, both due to the War, the following are the most noticeable changes during this period of 35 years.

The sail tonnage registered in Great Britain and Ireland and in Norway, which in 1891 amounted to about 2,611,000 tons gross and 1,468,000 tons gross respectively, is now reduced to 136,000 and 62,000 tons respectively.

Well over 11,000,000 tons of steamers and motorships have been added to the shipping owned in Great Britain and Ireland, and the steam tonnage of the following countries is now more than six times as large as it was in 1891:—Denmark, Holland, Italy, Japan, Norway, and Sweden. The most remarkable increases have taken place in Japan and Holland, the steam tonnage of which countries now reaches a figure equal respectively to nearly 26 times and nearly 12 times the total owned in 1891.

The 12 months period prior to the war, during which the greatest increase took place in the Merchant Navies of the World, was from June, 1912, to June, 1913, when 2,354,000 tons gross were added. The average yearly increase during the 10 years 1894 to 1904 was 1,005,200 tons, and during the 10 years 1904 to 1914 it reached 1,410,600 tons. Since the war, say from 1919 to 1925, the average yearly increase has amounted to no less than 2,287,000 tons, due to the enormous amount of new tonnage recorded from June, 1920, to June, 1922, during which period over 7,000,000 tons were added to the World's Merchant Navies.

TONNAGE BROKEN UP.

The new Statistical Tables include a Table (No. 12) showing for the first time the tonnage of steamers and motorships broken up each year, from 1902 onwards. The figures vary to an enormous extent from year to year. During the period 1905–1909 the minimum was 120,003 tons, and the maximum 251,900 tons; during 1910–1914 the variation is from 87,737 tons to 245,891 tons. During the years 1915–1920 practically no tonnage was broken up, the yearly average only amounting to 10,000 tons. Quite different conditions are shown for recent years. During 1921 the tonnage broken up amounted to 77,500 tons; it increased to 315,000 tons for 1922, and to 963,000 tons for 1923, and for the year 1924 the total reached 1,174,000 tons. It is obvious that these figures have an important bearing on the shipping position, and that if they were to continue on this high level for a few years they would go some way towards solving the problems that confront shipowners; but the most recent returns show a decided falling off in the amount of tonnage being broken up.

SUMMARY OF THE STATISTICAL TABLES ISSUED IN THE APPENDIX OF THE 1925 EDITION OF LLOYD'S REGISTER BOOK.

Table No. 1 shows the number, gross tonnage, description and material of the vessels of 100 tons and upwards, belonging to each of the several countries of the World.

Table No. 2 illustrates the demand of each country for certain sizes of vessels. The Table classifies the steamers and motorships owned in the World, distinguishing the principal Maritime Countries, according to certain divisions of gross tonnage.

Table No. 3 shows the number and tonnage of steamers and motorships according to certain divisions of tonnage and of age.

Table No. 4 shows the number and tonnage of all vessels in existence which are or were formerly classed with Lloyd's Register.

Table No. 5 shows the number of vessels according to certain divisions of tonnage and the *total tonnage* classed by different Classification Societies.

Table No. 6 shows the type of machinery used for the propulsion of vessels, dividing the vessels according to whether they are steamers with reciprocating engines or turbine engines; or motorships; or sailing vessels fitted with auxiliary steam or motor power.

Table No. 7 shows the number and tonnage of oil tankers, of trawlers and other fishing vessels, and of steamers fitted for burning oil fuel.

Table No. 8 shows for each one of the years 1891 to 1925 the number and tonnage of the vessels owned in the World distinguishing the principal Maritime Countries.

Tables Nos. 9, 10 & 11 are extracted from the Annual Shipbuilding Returns issued by the Society. They show the total number and tonnage of vessels launched by the various countries of the World each year from 1892 onwards; and the number of vessels according to certain divisions of gross tonnage launched yearly since 1909 in Great Britain and Ireland, and also abroad during the years 1918–1924.

Table No. 12 shows the number and tonnage of steamers and motorships lost and broken up throughout the world during the last 23 years, distinguishing the losses of the principal Maritime Countries.

Table No. 13 shows the number and tonnage of motorships according to certain divisions of tonnage, distinguishing the principal countries owning such tonnage.

Table No. 14 shows the number and gross tonnage of new vessels classed by Lloyd's Register during the calendar year 1924. Notwithstanding the great depression in the shipbuilding industry during that year the tonnage of these vessels reached the total of 1,177,746 tons.

STATISTICAL TABLES.

STATISTICAL TABLES.

1925-26.

TABLEAUX STATISTIQUES.



LIST OF STATISTICAL TABLES.

- Table No. 1.—Showing Number, Gross Tonnage, and Description of Vessels of 100 Tons and upwards, belonging to each of the several Countries of the World, as recorded in the 1925–1926 edition of Lloyd's Register Book.
- Table No. 2.—Showing the Number of Steamers and Motorships, according to certain divisions of Gross Tonnage, owned in the World—distinguishing the principal Maritime Countries—as recorded in the 1925–1926 edition of Lloyd's Register Book.
- Table No. 3.—Showing the Number and Gross Tonnage of Steamers and Motorships, according to certain divisions of gross tonnage, and according to certain divisions of age, owned in the World—distinguishing the principal Maritime Countries—as recorded in the 1925–1926 edition of Lloyd's Register Book.
- Table No. 4.—Showing Number, Gross Tonnage, Classes, etc., of Existing Vessels now or formerly Classed by Lloyd's Register, as recorded in the 1925–1926 edition of Lloyd's Register Book.
- Table No. 5.—Showing Number and Material of all Vessels, including Yachts, according to certain divisions of gross tonnage, and also the total Tonnage, Classed by different Classification Societies.
- Table No. 6.—Showing the Number, Gross Tonnage and Type of Machinery of the Steamers and Motorships, of 100 tons gross and upwards, owned in the World—distinguishing the principal Maritime Countries—as recorded in the 1925–1926 edition of Lloyd's Register Book.
- Table No. 7.—Showing the Number, Gross Tonnage and Nationality of Steam and Motor Tankers, Steam and Motor Trawlers and other Fishing Vessels, and of Steamers fitted for burning Oil Fuel—excluding vessels of less than 100 tons—owned in the World, as recorded in the 1925–1926 edition of Lloyd's Register Book.
- Table No. 8.—Showing for the years 1891–1925 the Number, Gross Tonnage and Description of Vessels of 100 tons and upwards, OWNED IN THE WORLD—distinguishing the principal Maritime Countries—as recorded in Lloyd's Register Books for the period mentioned.
- Table No. 9.—Showing the Number of Merchant Vessels of 100 Tons Gross and upwards, according to certain divisions of Gross Tonnage, Launched in Great Britain and Ireland during each year from 1909 onwards.
- Table No. 10.—Showing Number, Material and Description of Merchant Vessels of 100 Tons Gross and upwards, according to certain divisions of Gross Tonnage, Launched Abroad during the years 1918–1924.
- Table No. 11.—Showing Number and Gross Tonnage of Merchant Vessels of 100 Tons Gross and upwards Launched in the various Countries of the World during each year from 1892 onwards.
- Table No. 12.—Showing Number and Gross Tonnage of Steamers and Motorships of 100 Tons and upwards, Lost and Broken up, during the years 1902–1921, distinguishing the principal Maritime Countries and indicating the percentage lost of the tonnage owned by the various countries.
- Table No. 13.—Showing the Number and Tonnage of Motorships, of 100 tons gross and upwards, according to certain divisions of gross tonnage, owned in the World, as recorded in the 1925–26 edition of Lloyd's Register Book.
- Table No. 14.—Showing Number, Gross Tonnage, Material, Description, Country of Build, and Nationality of New Vessels Classed by Lloyd's Register during the year 1924.

LISTE DES TABLEAUX STATISTIQUES.

- Tableau No. 1.—Nombre, tonnage brut, et description des navires de 100 tonneaux et au-dessus, appartenant aux divers pays du monde, et figurant dans l'édition 1925–1926 du "Lloyd's Register Book."
- Tableau No. 2.—Nombre des navires à vapeur ou à moteurs appartenant aux divers pays du monde, répartis d'après certaines divisions de tonnage brut, distinction faite pour les principaux pays maritimes, et figurant dans l'édition 1925–1926 du "Lloyd's Register Book."
- Tableau No. 3.—Nombre et tonnage brut des navires à vapeur ou à moteurs, existant dans le monde, répartis d'après certaines divisions de tonnage et certaines divisions d'âge, distinction faite pour les principaux pays maritimes, et figurant dans l'édition 1925–1926 du "Lloyd's Register Book."
- Tableau No. 4.—Nombre, tonnage brut, cotes, etc., des navires à flot, actuellement ou précédemment cotés auprès du Lloyd's Register, et figurant dans l'édition 1925–1926 du "Lloyd's Register Book."
- Tableau No. 5.—Nombre et description de tous les navires, y compris les Yachts, suivant certaines répartitions par tonnage brut, ainsi que leur tonnage total, cotés par différentes Sociétés de Classification.
- Tableau No. 6.—Nombre, tonnage brut et type de machines des navires à vapeur ou à moteurs, de 100 tonneaux et au-dessus, existant dans le monde—distinction faite pour les principaux pays maritimes—et figurant dans l'édition 1925–1926 du "Lloyd's Register Book."
- Tableau No. 7.—Nombre, tonnage brut et nationalité des pétroliers à vapeur ou à moteurs, des chalutiers et autres navires de pêche à vapeur ou à moteurs, et des vapeurs installés pour brûler du combustible liquide—exception faite des navires de moins de 100 tonneaux—existant dans le monde, et figurant dans l'édition 1925–1926 du "Lloyd's Register Book."
- Tableau No. 8.—Montrant pour les années 1891–1925 le nombre, le tonnage brut et la description des navires de 100 tonneaux et au-dessus APPARTENANT AUX DIVERS PAYS DU MONDE—distinction faite pour les principales marines marchandes—et figurant dans les "Lloyd's Register Books" pour la période mentionnée.
- Tableau No. 9.—Nombre de navires marchands d'un tonnage brut de 100 tonneaux et au-dessus, suivant certaines répartitions par tonnage brut, lancés annuellement dans la Grande Bretagne et en Irlande, à partir de 1909.
- Tableau No. 10.—Nombre et description des navires marchands de 100 tonneaux brut et au-dessus, suivant certaines répartitions par tonnage brut, lancés en dehors de la Grande Bretagne et de l'Irlande, pendant les années 1918–1924.
- Tableau No. 11.—Nombre et tonnage des navires marchands de 100 tonneaux brut et au-dessus lancés chaque année dans les divers pays du monde, à partir de 1892.
- Tableau No. 12.—Nombre et tonnage des navires à vapeur ou à moteurs de 100 tonneaux brut et au-dessus, perdus et démolis, pendant les années 1902–1924, distinction faite pour les principaux pays maritimes, avec le pourcentage du tonnage perdu, rapporté au tonnage total appartenant aux divers pays.
- Tableau No. 13.—Nombre et tonnage des navires à moteurs de 100 tonneaux brut et au-dessus, existant dans le Monde, suivant certaines répartitions par tonnage brut, figurant dans l'édition 1925–1926 du "Lloyd's Register Book."
- Tableau No. 14.—Nombre, tonnage brut, description, pays de construction, et nationalité des navires nouvellement construits, cotés par le Lloyd's Register pendant l'année 1924.

GENERAL NOTES ON THE STATISTICAL TABLES.

These Tables are based throughout on the *Gross tonnage*.

Motorships and Sailing vessels fitted with auxiliary power are included throughout in the figures indicated for steamers unless shown separately.

Reinforced Concrete vessels are included in the figures shown for steel.

The Register Book includes a certain number of vessels which although not actually completed at the date of printing are expected to be completed in the near future.

Steamers of less than 100 tons gross, and Sailing vessels of less than 100 tons net, are not included, except in Tables 4, 5 & 14.

Vessels trading on the Caspian Sea, and *Wood* or *Composite* vessels trading on the Great Lakes of North America, are not included.

In the absence of satisfactory information, the records of most of the Sailing vessels belonging to Greece, Turkey, and Southern Russia, are omitted from the Register Book and therefore do not appear in these Tables.

Sailing vessels owned in Japan are not recorded in Lloyd's Register Book and therefore do not appear in the Tables.

Under the heading of "Country not stated" are included all vessels which are entered in the Register Book without record of flag owing to no definite information having been received up to the time of going to press.

NOTES GÉNÉRALES RELATIVES AUX TABLEAUX STATISTIQUES.

Ces Tableaux sont tous basés sur le tonnage *brut*.

Les navires à moteurs et les navires à voiles munis de machines auxiliaires sont toujours inclus dans les chiffres indiqués pour les auteurs, à moins qu'ils ne soient montrés séparément.

Les navires en béton armé sont inclus dans les chiffres des navires en acier.

Le Register Book comprend un certain nombre de navires qui n'étaient pas encore achevés à l'époque de l'impression de l'ouvrage, mais qui seront, on s'y attend, dans un avenir prochain.

Les vapeurs d'un tonnage brut inférieur à 100 tonneaux et les voiliers d'un tonnage net inférieur à 100 tonneaux, ne sont pas compris dans ces Tableaux, exception faite des Tableaux 4, 5 et 14.

Les navires naviguant sur la Mer Caspienne, et les navires *en bois ou composite* naviguant sur les grands lacs de l'Amérique du Nord, ne sont pas compris dans ces Tableaux.

En l'absence de renseignements authentiques, la plupart des voiliers appartenant à la Grèce, à la Turquie et au sud de la Russie n'ont pas été inclus dans le "Lloyd's Register Book"; ils ne figurent donc pas non plus dans ces Tableaux.

Les navires à voiles appartenant au Japon ne figurent pas au "Lloyd's Register Book"; par suite ils ne figurent pas dans les Tableaux.

Sous l'en-tête "Country not stated" (Pays non indiqué) sont compris tous les navires qui figurent au "Lloyd's Register Book" sans indication de pavillon, des renseignements positifs à ce sujet n'étant pas encore en possession de la Société, à l'époque de l'impression de l'ouvrage.

TABLE No. 1.—Showing Number, Gross Tonnage, and Description of the Vessels, of 100 Tons and upwards, BELONGING TO each of the several Countries of the World, as recorded in the 1925-1926 edition of Lloyd's Register Book.

1156

SEE NOTES ON PAGE 1155.

COUNTRIES WHERE OWNED.	STEAMERS AND MOTORSHIPS.								SAILING VESSELS.								GRAND TOTAL.		
	STEEL.		IRON.		WOOD AND COMPOSITE.		TOTAL.		STEEL.		IRON.		WOOD AND COMPOSITE.		TOTAL.				
	No.	Gross Tonnage.	No.	Gross Tonnage.	No.	Gross Tonnage.	No.	Gross Tonnage.	No.	Gross Tonnage.	No.	Gross Tonnage.	No.	Gross Tonnage.	No.	Gross Tonnage.	No.	Gross Tonnage.	
BRITISH EMPIRE	Great Britain and Ireland	7,441	19,099,858	546	173,878	174	30,934	8,161	19,304,670	238	105,706	43	10,487	117	19,848	398	136,041	8,559	19,440,711
	Australia & New Zealand	443	783,321	60	18,416	131	25,250	634	826,987	4	4,408	4	1,865	14	3,698	22	9,971	656	836,868
	Canada { Coast ..	333	754,005	26	18,282	189	66,014	548	838,301	12	19,670	2	2,258	236	83,415	250	105,343	798	943,644
	Lakes	99	250,432	4	4,606	9	3,414	112	258,452	..	..	1	634	1	331	2	965	114	259,417
	Hong Kong	93	224,418	3	4,291	7	2,643	103	231,352	..	..	..	..	..	..	..	..	103	231,352
	India & Ceylon ..	138	175,858	8	4,093	7	3,838	153	183,789	4	1,530	..	..	47	11,834	51	13,364	204	197,153
	Other Dominions ..	261	222,712	42	24,792	54	16,869	357	264,373	21	10,007	10	3,987	167	34,596	198	48,590	555	312,963
	Total	8,808	21,510,604	689	248,358	571	148,962	10,068	21,907,924	279	141,321	60	19,231	582	153,722	921	314,274	10,989	22,222,198
	AMERICA (United States) { Sea	2,707	11,442,109	88	108,424	534	381,029	3,329	11,931,562	97	184,661	33	50,270	806	782,139	936	1,017,070	4,265	12,948,632
	Northern Lakes	492	2,267,723	8	9,116	..	..	500	2,276,839	25	88,081	..	..	..	..	25	88,081	525	2,364,920
	Philippine Islands	32	34,473	22	19,776	38	9,679	92	63,928	..	..	..	..	..	..	..	..	92	63,928
	Total	3,231	13,744,305	118	137,316	572	390,708	3,921	14,272,329	122	272,742	33	50,270	806	782,139	961	1,105,151	4,882	15,377,480
ARGENTINE		168	191,912	18	6,752	6	4,028	192	202,692	25	15,592	4	2,449	5	2,026	84	20,067	226	222,759
BELGIUM		232	535,245	3	2,401	2	547	237	538,193	1	2,738	1	1,423	1	229	3	4,390	240	542,583
BRAZIL		298	414,702	26	27,348	6	5,504	330	447,554	9	3,772	3	4,751	32	9,566	44	18,089	374	465,843
CHILI		82	138,602	17	20,141	24	7,157	123	165,900	5	12,039	3	4,183	13	3,636	21	19,858	144	185,758
CHINA		137	231,370	17	24,605	19	8,325	173	267,300	3	864	..	..	2	1,773	5	2,637	178	269,937
CUBA		38	45,475	7	6,711	8	1,548	53	53,734	6	4,173	2	1,437	9	2,158	17	7,768	70	61,507
DANZIG		27	88,655	6	4,661	..	..	33	98,316	..	..	..	..	..	..	..	..	33	98,316
DENMARK		580	996,517	27	11,921	45	13,179	652	1,021,617	8	7,809	5	6,581	107	23,839	120	38,229	772	1,059,345
ESTHONIA		36	29,874	13	8,148	10	2,619	59	34,641	..	..	3	495	49	11,141	52	11,636	111	46,277
FINLAND		90	102,026	26	7,569	69	19,299	185	128,894	21	39,622	11	12,451	107	29,862	139	81,935	324	210,829
FRANCE		1,362	3,209,717	100	51,864	65	58,064	1,527	3,319,645	68	117,880	2	1,992	231	72,467	301	192,339	1,828	3,511,984
GERMANY		1,830	2,941,679	90	51,297	27	13,294	1,947	3,006,270	57	58,806	..	..	24	8,637	81	67,443	2,028	3,073,713
GREECE		328	822,452	106	67,424	14	4,666	448	894,542	..	..	..	..	11	3,336	11	3,336	459	897,878
HOLLAND		992	2,571,025	48	14,421	6	2,343	1,046	2,587,789	42	10,709	..	..	11	2,333	53	13,042	1,099	2,600,831
HONDURAS		21	47,941	3	5,062	..	..	24	53,008	..	..	..	..	2	270	2	270	26	53,273
ITALY		846	2,814,563	103	79,650	86	36,623	1,035	2,930,836	19	15,247	8	10,749	291	71,829	318	97,825	1,353	3,028,661
JAPAN		1,415	3,641,612	71	99,690	601	178,505	2,087	3,919,807	..	..	..	..	..	..	..	..	2,087	3,919,807
JUGO-SLAVIA		116	163,724	10	3,426	3	393	129	167,543	..	..	..	..	..	..	..	..	129	167,543
LATVIA		34	43,399	5	1,919	6	1,230	45	46,548	..	..	..	..	27	6,164	27	6,164	72	52,712
MEXICO		46	53,357	1	1,302	4	1,527	51	56,186	14	9,084	..	..	5	1,593	19	10,677	70	66,863
NORWAY		1,408	2,491,023	115	64,358	222	63,064	1,745	2,618,445	30	39,178	9	12,141	21	10,873	60	82,197	1,805	2,680,642
PANAMA		15	92,330	..	..	3	5,236	18	97,566	..	..	..	..	..	..	..	..	18	97,566
PERU		17	52,450	4	5,869	1	210	22	58,529	3	5,704	4	7,129	10	4,361	17	17,194	39	75,723
PORTUGAL		156	252,111	9	9,488	15	5,711	180	267,310	4	3,290	3	2,880	97	26,441	104	32,611	284	299,921
ROUMANIA		31	66,697	5	1,047	1	107	37	67,851	..	..	..	..	..	..	..	..	37	67,851
RUSSIA (Soviet Union)		248	272,930	103	39,113	10	1,811	361	313,854	5	6,911	..	..	11	1,492	16	8,403	377	322,257
SPAIN		539	1,025,008	148	95,336	102	22,580	789	1,142,924	5	4,783	5	6,914	131	30,100	141	41,797	930	1,184,721
SWEDEN		742	1,047,864	263	166,850	198	39,186	1,203	1,253,900	10	5,222	6	6,279	170	35,725	186	47,226	1,389	1,301,126
TURKEY		120	88,948	49	39,538	4	3,268	173	131,754	..	..	..	1	490	1	490	174	132,244	
URUGUAY		34	60,460	9	5,367	7	1,895	50	67,722	..	..	6	6,036	9	3,012	15	9,048	65	76,770
OTHER COUNTRIES		169	151,565	26	19,139	19	9,910	214	180,614	5	2,807	1	884	10	1,528	16	5,219	230	185,833
COUNTRY NOT STATED		27	48,784	10	3,324	11	11,536	48	63,644	3	6,203	6	9,210	17	6,314	26	21,727	74	85,371
Total		24,223	59,985,926	2,245	1,331,415	2,737	1,063,035	29,205	62,380,376	744	786,496	175	167,485	2,792	1,307,061	3,711	2,261,042	32,916	64,641,418

TABLE No. 2.—Showing the Number of Steamers and Motorships, according to certain divisions of Gross Tonnage, owned in the World—distinguishing the principal Maritime Countries—as recorded in the 1925-1926 edition of Lloyd's Register Book.

SEE NOTES ON PAGE 1155.

1157

COUNTRIES WHERE OWNED.		100 and under 200 tons.	200 and under 500 tons.	500 and under 1000 tons.	1000 and under 1500 tons.	1500 and under 2000 tons.	2000 and under 3000 tons.	3000 and under 4000 tons.	4000 and under 5000 tons.	5000 and under 6000 tons.	6000 and under 8000 tons.	8000 and under 10000 tons.	10000 and under 15000 tons.	15000 and under 20000 tons.	20000 and under 25000 tons.	25000 tons and above.	TOTAL.
BRITISH EMPIRE	GREAT BRITAIN AND IRELAND	1,457	2,124	769	435	397	422	495	576	598	513	175	134	43	15	8	8,161
	AUSTRALIA AND NEW ZEALAND	137	190	102	38	21	46	53	21	8	10	3	5	...	...	...	634
	CANADA ...	153	132	56	72	67	66	35	12	38	19	4	3	3	...	...	660
	OTHER DOMINIONS ...	152	171	110	49	31	37	16	17	15	13	2	...	...	...	...	613
	TOTAL ...	1,899	2,617	1,037	594	516	571	599	626	659	555	184	142	46	15	8	10,068
(UNITED STATES)	SEA ...	248	388	179	110	106	615	302	218	529	502	86	37	6	2	1	3,329
	NORTHERN LAKES ...	8	10	21	21	19	45	63	114	87	143	19	...	...	...	...	500
	PHILIPPINE ISLANDS ...	20	35	13	15	5	2	...	2	...	...	...	...	...	...	...	92
	TOTAL ...	276	433	213	146	130	662	365	334	566	645	105	37	6	2	1	3,921
	BELGIUM	30	39	20	21	23	32	15	19	26	8	4	...	...	...	...	237
BRAZIL		43	121	36	30	25	25	21	18	7	7	2	...	...	...	...	330
DENMARK		90	92	98	128	91	73	27	27	7	11	5	3	...	...	...	652
FRANCE		262	405	97	105	67	179	96	92	91	66	41	22	2	1	1	1,527
GERMANY		340	571	357	164	92	109	74	63	59	68	31	14	1	3	1	1,947
GREECE		45	77	74	37	14	50	89	39	19	3	1	...	...	...	...	448
HOLLAND		255	148	60	84	77	95	80	50	50	98	33	10	4	1	1	1,046
ITALY		135	171	90	71	31	92	104	81	134	91	27	4	2	2	...	1,035
JAPAN		491	338	284	175	90	203	151	93	141	90	19	12	...	...	...	2,087
NORWAY		433	238	221	276	172	118	98	83	55	44	5	2	...	...	...	1,745
SPAIN		195	162	89	55	49	100	84	20	24	5	2	4	...	...	...	789
SWEDEN		369	251	150	175	105	59	32	22	28	7	1	2	2	...	...	1,203
OTHER COUNTRIES OR COUNTRY NOT STATED		498	612	321	201	141	160	105	62	32	26	7	2	3	...	...	2,170
TOTAL ...		5,361	6,275	3,147	2,262	1,623	2,528	1,940	1,624	1,898	1,724	467	254	66	24	12	29,205

TABLE No. 3.—Showing the number of Steamers and Motorships according to certain divisions of Maritime Countries—as recorded in

1158

COUNTRY IN WHICH OWNED.	DIVISIONS OF TONNAGE.	DIVISIONS OF AGE.										TOTAL.			
		UNDER 5 YEARS.		5 AND UNDER 10 YEARS.		10 AND UNDER 15 YEARS.		15 AND UNDER 20 YEARS.		20 AND UNDER 25 YEARS.		25 YEARS AND OVER.			
		No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.		
GREAT BRITAIN & IRELAND.	100 and under 500	289	70,602	773	204,486	627	146,708	463	109,956	423	93,675	1,056	214,238	3,581	839,665
	500 " 1,000	161	116,766	183	131,251	98	69,078	72	52,466	83	56,660	172	125,222	769	551,448
	1,000 " 2,000	207	319,195	159	234,351	132	193,587	116	167,793	83	119,981	135	193,802	832	1,228,709
	2,000 " 4,000	186	533,218	179	514,904	127	401,312	130	422,388	159	490,855	136	421,504	917	2,784,211
	4,000 " 6,000	242	1,219,767	360	1,887,043	270	1,325,784	149	697,019	103	479,126	50	247,035	1,174	5,855,774
	6,000 " 8,000	166	1,153,605	138	962,932	104	711,115	37	252,778	34	232,407	34	233,609	513	3,546,446
	8,000 " 10,000	36	315,142	52	452,047	36	315,641	25	218,680	16	137,533	10	88,057	175	1,527,100
	10,000 " 15,000	38	461,443	19	229,831	37	439,697	18	207,392	11	133,861	11	126,153	134	1,598,377
	15,000 " 20,000	25	425,786	6	100,878	6	99,008	4	68,279	2	39,348	...	...	23	639,640
	20,000 and above	12	299,993	1	27,132	4	166,173	2	55,237	4	91,111	...	...
	TOTAL ...	1,312	4,915,517	1,870	4,744,855	1,441	3,868,103	1,016	2,251,988	918	1,874,587	1,604	1,649,620	8,161	19,304,670
AUSTRALIA & NEW ZEALAND.	100 and under 500	21	6,442	31	7,978	61	16,812	53	12,629	40	9,739	121	26,580	327	80,180
	500 " 1,000	15	9,873	7	5,195	17	12,277	27	19,787	8	5,960	28	20,120	102	73,212
	1,000 " 2,000	6	8,289	2	2,767	15	20,996	12	16,527	11	17,087	13	18,558	59	84,224
	2,000 " 4,000	19	60,185	28	71,963	12	35,827	19	51,599	12	33,419	14	35,262	99	288,256
	4,000 " 6,000	5	22,472	5	23,916	6	28,581	7	34,541	6	27,358	...	...	29	136,568
	6,000 " 8,000	...	...	1	6,205	3	19,979	5	33,070	1	6,983	...	...	10	66,237
	8,000 " 10,000	2	19,344	...	...	1	9,424	...	...	...	...	...	...	3	28,768
	10,000 " 15,000	5	69,243	...	...	...	...	...	...	...	...	...	...	5	69,243
	15,000 " 20,000	...	...	...	...	...	...	...	...	...	...	...	...	...
	20,000 and above	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL ...	73	195,848	69	118,024	115	143,896	123	168,153	78	100,546	176	100,520	634	826,987
CANADA—	100 and under 500	19	3,796	75	16,202	30	7,270	52	10,601	35	7,385	74	17,435	285	62,689
	500 " 1,000	1	582	6	4,645	12	7,646	11	8,043	4	2,164	22	15,511	56	38,991
	1,000 " 2,000	21	34,473	20	27,004	13	20,346	20	29,878	20	29,485	45	64,789	139	205,375
	2,000 " 4,000	14	33,503	34	92,782	5	18,029	16	42,786	11	37,720	21	54,576	101	274,396
	4,000 " 6,000	14	75,428	17	94,462	6	30,161	7	94,176	4	18,342	2	10,363	50	262,932
	6,000 " 8,000	5	36,649	4	29,511	4	29,248	4	26,172	...	...	2	13,721	19	135,301
	8,000 " 10,000	2	17,225	1	9,394	1	8,811	...	...	...	...	...	...	4	35,230
	10,000 " 15,000	2	21,656	1	10,893	...	...	...	...	...	...	...	...	3	32,549
	15,000 " 20,000	1	15,371	...	...	2	33,719	...	...	...	...	...	...	3	49,090
	20,000 and above	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL ...	79	238,683	158	284,893	73	150,030	110	151,656	74	95,096	166	176,395	660	1,096,763
OTHER BRITISH DOMINIONS	100 and under 500	33	7,052	48	13,511	61	12,797	51	11,632	40	9,555	90	20,162	323	74,709
	500 " 1,000	19	13,904	24	17,258	20	14,552	11	7,795	6	4,852	30	22,720	110	81,081
	1,000 " 2,000	9	14,498	5	7,043	12	16,315	11	14,633	18	26,981	25	35,265	80	114,730
	2,000 " 4,000	9	24,219	5	13,861	2	5,488	4	10,368	13	37,234	20	51,869	53	143,039
	4,000 " 6,000	3	14,437	7	33,080	4	21,186	5	24,367	8	39,804	5	24,170	32	157,044
	6,000 " 8,000	1	7,244	...	...	5	35,072	3	19,718	...	...	4	29,395	13	91,429
	8,000 " 10,000	2	17,482	...	...	...	...	...	...	...	...	...	...	2	17,482
	10,000 " 15,000	...	...	...	...	...	...	...	...	...	...	...	...	...
	15,000 " 20,000	...	...	...	...	...	...	...	...	...	...	...	...	...
	20,000 and above	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL ...	76	98,831	89	84,753	104	105,410	85	88,513	85	118,426	174	183,581	613	679,514
AMERICA (UNITED STATES) SEA.	100 and under 500	31	9,335	216	65,517	67	16,408	63	15,397	95	24,240	164	38,446	636	169,338
	500 " 1,000	11	8,504	24	19,089	28	22,926	44	31,355	19	18,016	53	38,787	179	133,677
	1,000 " 2,000	45	65,575	71	111,137	18	28,431	11	18,151	16	26,780	55	79,807	216	329,881
	2,000 " 4,000	20	61,750	693	1,910,057	48	141,709	38	103,221	34	98,934	84	236,675	917	2,552,346
	4,000 " 6,000	35	188,828	596	3,201,825	46	231,649	34	162,617	21	97,683	15	75,469	747	3,958,066
	6,000 " 8,000	71	498,235	382	2,547,490	27	179,375	13	82,836	4	27,441	5	32,562	502	3,867,439
	8,000 " 10,000	39	336,814	30	261,085	5	43,992	2	17,922	7	61,072	3	29,367	86	750,252
	10,000 " 15,000	23	298,408	8	94,685	2	21,991	...	...	2	23,874	2	22,905	37	461,863
	15,000 " 20,000	...	...	1	17,281	...	...	2	36,282	3	50,248	...	...	6	103,811
	20,000 and above	...	...	...	...	1	59,957	1	23,788	1	21,144	...	...	3	104,889
	TOTAL ...	275	1,467,444	2,021	8,228,166	242	746,433	208	491,069	202	444,432	381	554,018	3,329	11,931,562

Gross Tonnage, and according to certain divisions of AGE, owned in the world—distinguishing the principal
the 1925-26 edition of Lloyd's Register Book. (See Notes on Page 1155).

1159

COUNTRY IN WHICH OWNED.	DIVISIONS OF TONNAGE.	DIVISIONS OF AGE.										TOTAL.			
		UNDER 5 YEARS.		5 AND UNDER 10 YEARS.		10 AND UNDER 15 YEARS.		15 AND UNDER 20 YEARS.		20 AND UNDER 25 YEARS.		25 YEARS AND OVER.			
		No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.		
AMERICA (UNITED STATES) LAKES.	100 and under 500	1	205	1	145	2	308	7	2,221	1	296	6	1,430	18	4,605
	500 " 1,000	2	1,434	1	746	4	2,872	6	4,879	1	968	7	5,344	21	16,243
	1,000 " 2,000	7	7,715	...	...	3	3,734	4	6,247	8	10,828	18	29,650	40	58,174
	2,000 " 4,000	3	8,918	2	4,983	9	24,303	11	35,419	41	141,079	42	131,715	108	346,417
	4,000 " 6,000	2	9,423	2	10,178	3	13,148	46	230,449	58	269,962	40	182,399	151	715,559
	6,000 " 8,000	8	61,167	12	89,181	16	109,061	87	589,511	19	121,583	1	6,874	143	977,327
	8,000 " 10,000	8	66,977	8	66,284	2	17,206	1	8,047	...	...	...	...	19	158,514
	10,000 " 15,000	...	...	...	...	...	...	...	...	...	...	...	...	...
	15,000 " 20,000	...	...	...	...	...	...	...	...	...	...	...	...	...
	20,000 and above	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL ...	31	155,839	26	171,467	39	170,632	162	876,773	128	544,716	114	357,412	500	2,276,839
BELGIUM	100 and under 500	2	262	31	7,655	11	2,203	6	1,340	7	1,325	12	2,160	69	14,945
	500 " 1,000	1	598	4	2,914	2	1,502	5	4,483	2	1,267	6	4,141	20	14,905
	1,000 " 2,000	3	5,276	13	21,994	5	7,166	7	11,615	7	10,167	9	10,470	44	66,688
	2,000 " 4,000	4	9,751	20	54,007	...	...	4	11,399	11	29,057	8	22,816	47	127,030
	4,000 " 6,000	1	5,038	26	132,184	5	26,202	5	22,324	7	33,006	1	4,144	45	222,898
	6,000 " 8,000	2	14,063	2	12,874	3	22,727	...	...	...	...	1	7,660	8	57,324
	8,000 " 10,000	2	16,354	1	8,301	...	...	...	...	1	9,748	...	...	4	34,403
	10,000 " 15,000	...	...	...	...	...	...	...	...	...	...	...	...	...
	15,000 " 20,000	...	...	...	...	...	...	...	...	...	...	...	...	...
	20,000 and above	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL ...	15	51,342	97	239,929	26	59,800	27	51,161	35	84,570	37	51,391	237	538,193
BRAZIL	100 and under 500	3	997	1	347	26	6,609	45	11,492	18	4,387	71	22,895	164	46,727
	500 " 1,000	...	...	1	536	5	3,589	9	6,754	1	680	20	14,717	36	26,276
	1,000 " 2,000	1	1,928	1	1,598	12	15,941	15	23,957	7	11,409	19	27,920	55	82,753
	2,000 " 4,000	...	...	3	7,456	13	34,852	13	41,321	1	3,081	16	42,984	46	129,694
	4,000 " 6,000	...	...	...	...	2	9,787	7	35,211	5	23,294	6	29,261	20	97,493
	6,000 " 8,000	...	...	...	...	3	20,183	4	26,452	...	...	...	...	7	46,585
	8,000 " 10,000	...	...	...	...	2	18,026	...	...	...	...	...	...	2	18,026
	10,000 " 15,000	...	...	...	...	...	...	...	...	...	...	...	...	...
	15,000 " 20,000	...	...	...	...	...	...	...	...	...	...	...	...	...
	20,000 and above	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL ...	4	2,925	6	9,937	63	108,937	93	145,187	32	42,791	132	137,777	330	447,554
DENMARK	100 and under 500	15	3,145	51	12,496	15	3,384	19	3,879	25	6,820	57	14,894	182	44,118
	500 " 1,000	19	15,202	27	21,810	13	10,604	7	5,282	8	5,949	24	16,749	98	75,596
	1,000 " 2,000	69	101,552	51	72,796	18	25,565	26	39,714	25	39,724	30	44,640	219	323,991
	2,000 " 4,000	32	82,718	19	49,057	2	4,757	6	15,933	18	48,982	23	66,248	100	267,695
	4,000 " 6,000	11	52,734	7	33,912	10	46,154	2	8,819	1	4,549	3	13,146	34	159,814
	6,000 " 8,000	...	...	2	18,933	8	52,999	1	7,500	...	...	...	...	11	74,432
	8,000 " 10,000	2	17,395	2	17,145	...	...	...	1	9,993	...	...	5	44,473	
	10,000 " 15,000	...	...	...	...	1	11,850	...	2	20,148	...	...	3	31,998	
	15,000 " 20,000	...	...	...	...	...	...	...	...	...	...	...	...	...
	20,000 and above	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL ...	148	272,686	159	221,149	67	155,313	61	81,127	80	135,665	137	155,677	652	1,021,617
FRANCE	100 and under 500	48	12,930	162	44,634	101	23,975	119	29,545	56	13,498	181	35,621	667	160,203
	500 " 1,000	10	8,124	17	11,948	16	10,534	17	12,641	10	6,428	27	19,806	97	69,481
	1,000 " 2,000	17	24,050	51	75,432	23	33,119	17	23,129	18	24,723	46	67,435	172	247,888
	2,000 " 4,000	63	171,571	92	240,478	25	77,087	27	75,849	21	60,513	47	131,261	275	756,759
	4,000 " 6,000	48	233,626	38	194,505	39	194,024	18	89,052	30	149,780	10	47,289	183	908,276
	6,000 " 8,000	23	164,954	5	34,400	16	111,108	7	48,375	8	54,877	7	46,188	66	459,902
	8,000 " 10,000	15	133,220	8	69,633	9	79,289	7	61,858	2	16,695	...	...	41	360,695
	10,000 " 15,000	8	96,247	...	...	9	114,171	2	21,657	1	11,948	2	21,226	22	265,249
	15,000 " 20,000	1	17,707	1	15,147	...	...	...	...	...	...	...	...	2	32,854
	20,000 and above	1	34,569	...	...	1	28,769	...	...	...	...	...	...	2	58,338
	TOTAL ...	234	896,998	374	686,177	239	667,076	214	362,106	146	338,462	320	368,826	1,527	3,319,645

TABLE No. 3 (*continued*).—Showing the number of Steamers and Motorships according to certain
the principal Maritime Countries—as recorded in the 1925-26

COUNTRY IN WHICH OWNED.	DIVISIONS OF TONNAGE.	DIVISIONS OF AGE.												TOTAL.	
		UNDER 5 YEARS.		5 AND UNDER 10 YEARS.		10 AND UNDER 15 YEARS.		15 AND UNDER 20 YEARS.		20 AND UNDER 25 YEARS.		25 YEARS AND OVER.			
		No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
GERMANY	100 and under 500	181	44,060	237	57,323	128	25,386	139	26,193	61	11,195	165	37,935	911	202,092
	500 " 1,000	69	59,597	47	35,280	36	28,633	51	38,206	38	28,169	116	84,384	357	274,269
	1,000 " 2,000	100	146,755	34	47,233	19	25,809	16	23,922	33	45,932	54	76,940	256	366,591
	2,000 " 4,000	88	248,573	7	21,467	7	22,188	11	32,007	22	67,886	48	132,962	183	525,083
	4,000 " 6,000	62	315,551	5	28,397	11	57,840	14	65,269	14	67,542	16	75,648	122	610,247
	6,000 " 8,000	40	273,424	6	44,129	8	54,487	9	63,156	3	18,974	2	13,441	68	467,611
	8,000 " 10,000	23	206,096	...	...	3	24,961	4	36,618	1	8,049	...	...	31	275,724
	10,000 " 15,000	12	152,983	...	...	1	10,121	...	...	...	...	1	10,826	14	173,930
	15,000 " 20,000	...	...	...	...	...	...	...	...	...	...	1	16,376	1	16,376
	20,000 and above	3	73,771	...	...	1	20,576	...	...	...	...	...	...	4	94,347
	TOTAL ...	578	1,520,810	336	233,829	214	270,001	244	285,371	172	247,747	403	448,512	1,947	3,006,970
GREECE	100 and under 500	1	303	21	5,856	7	1,652	3	488	5	1,304	85	23,480	122	33,083
	500 " 1,000	...	...	6	4,567	1	539	2	1,456	2	1,771	63	46,368	74	54,701
	1,000 " 2,000	2	3,387	5	6,852	...	...	...	...	5	7,359	39	51,785	51	69,383
	2,000 " 4,000	5	17,668	4	11,140	11	39,049	23	79,907	37	115,873	59	173,857	139	437,494
	4,000 " 6,000	1	5,728	16	81,181	7	29,505	13	58,813	13	59,963	8	37,309	58	272,499
	6,000 " 8,000	...	...	...	...	...	...	1	6,045	2	13,163	...	...	3	19,208
	8,000 " 10,000	...	...	...	...	...	...	...	...	1	8,174	...	...	1	8,174
	10,000 " 15,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	15,000 " 20,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	20,000 and above	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL ...	9	27,086	52	109,596	26	70,745	42	146,709	65	207,607	254	332,799	448	894,542
HOLLAND	100 and under 500	35	6,849	127	26,605	40	8,289	47	10,201	58	11,171	96	18,361	403	81,476
	500 " 1,000	7	4,780	22	15,338	14	9,643	4	2,387	6	4,376	7	5,505	60	42,029
	1,000 " 2,000	40	59,140	41	58,572	27	41,113	22	36,005	16	23,196	15	20,881	161	238,907
	2,000 " 4,000	43	125,802	53	157,201	36	113,431	24	68,628	12	33,666	7	17,778	175	516,506
	4,000 " 6,000	26	130,206	22	110,185	17	87,617	23	125,844	10	46,800	2	8,434	100	509,086
	6,000 " 8,000	29	197,334	32	222,604	30	211,298	4	26,933	1	6,859	2	12,980	98	678,008
	8,000 " 10,000	21	188,586	2	18,047	9	76,827	1	8,085	...	...	...	...	33	291,545
	10,000 " 15,000	5	53,786	1	10,519	2	25,560	...	...	2	25,035	...	...	10	114,900
	15,000 " 20,000	3	45,884	...	...	...	...	1	17,149	...	...	...	...	4	63,033
	20,000 and above	1	28,150	...	...	...	...	1	24,149	...	...	...	...	2	52,299
	TOTAL ...	210	840,517	300	619,071	175	573,778	127	319,381	105	151,103	129	83,939	1,046	2,587,789
ITALY	100 and under 500	37	10,233	58	16,320	57	12,658	39	7,095	27	9,055	88	18,027	306	73,388
	500 " 1,000	10	6,448	9	6,433	4	2,369	6	4,836	3	2,455	58	42,996	90	65,532
	1,000 " 2,000	11	14,279	10	14,198	7	11,093	5	7,440	5	7,367	64	86,070	102	140,447
	2,000 " 4,000	7	19,260	30	76,690	11	38,306	27	92,147	33	108,978	88	262,139	196	597,520
	4,000 " 6,000	30	165,655	63	339,662	27	133,477	24	116,568	38	177,465	33	156,783	215	1,089,610
	6,000 " 8,000	35	227,210	19	124,218	10	67,021	10	71,265	12	82,589	5	33,693	91	605,996
	8,000 " 10,000	9	75,290	5	41,054	3	27,943	7	59,781	1	9,599	2	16,430	27	230,097
	10,000 " 15,000	...	...	2	23,433	1	12,578	...	...	...	...	1	10,484	4	46,495
	15,000 " 20,000	2	35,813	...	...	...	...	...	...	...	...	...	...	2	35,813
	20,000 and above	2	45,938	...	...	...	...	...	...	...	...	...	...	2	45,938
	TOTAL ...	143	600,121	196	642,008	120	305,445	118	359,132	119	397,508	339	626,622	1,035	2,930,836
JAPAN	100 and under 500	111	24,285	360	87,554	100	22,465	77	15,305	75	14,293	106	22,606	829	186,508
	500 " 1,000	29	20,985	137	109,560	26	18,574	22	14,065	18	12,343	52	38,358	284	214,785
	1,000 " 2,000	24	34,931	131	175,419	8	10,538	14	21,859	24	35,199	64	99,003	265	376,949
	2,000 " 4,000	42	122,471	102	284,467	20	58,844	15	42,374	43	129,752	132	370,545	354	1,008,453
	4,000 " 6,000	21	107,932	118	627,646	9	47,636	22	106,137	28	135,999	36	183,236	234	1,208,586
	6,000 " 8,000	23	155,228	41	285,058	7	46,936	6	44,207	3	20,834	10	61,770	90	614,033
	8,000 " 10,000	3	26,622	7	62,578	6	57,096	3	26,240	...	...	...	...	19	172,536
	10,000 " 15,000	5	51,856	...	...	4	49,104	1	13,402	2	23,595	...	...	12	137,957
	15,000 " 20,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	20,000 and above	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL ...	258	544,310	896	1,632,282	180	311,193	160	284,489	193	372,015	400	775,518	2,087	3,919,807

1925

TOTAL COUNTRY IN WHICH OWNED.	DIVISIONS OF TONNAGE.	DIVISIONS OF AGE.												TOTAL. No. Tons.	
		UNDER 5 YEARS.		5 AND UNDER 10 YEARS.		10 AND UNDER 15 YEARS.		15 AND UNDER 20 YEARS.		20 AND UNDER 25 YEARS.		25 YEARS AND OVER.			
		No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.		
NORWAY	100 and under 500	51	10,871	137	33,658	123	23,166	91	16,802	56	9,279	213	42,131	671 135,907	
	500 " 1,000	28	23,395	75	55,914	14	10,994	23	17,552	28	22,297	53	37,336	221 167,488	
	1,000 " 2,000	93	141,202	138	206,564	61	88,617	54	71,242	57	76,167	45	59,347	448 643,139	
	2,000 " 4,000	30	88,152	77	214,912	17	47,566	34	104,080	22	71,029	36	105,088	216 630,827	
	4,000 " 6,000	48	239,863	36	182,425	20	94,859	12	56,088	11	51,427	11	49,708	138 674,370	
	6,000 " 8,000	13	87,955	14	94,141	10	66,257	2	13,621	3	22,284	2	14,110	44 298,368	
	8,000 " 10,000	4	35,953	...	...	...	...	...	1	8,224	...	...	5	44,177
	10,000 " 15,000	...	...	1	13,156	1	11,013	...	...	...	...	...	2	24,169
	15,000 " 20,000	...	...	...	...	...	...	...	...	...	...	...	...	...
	20,000 and above	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ...		267	627,391	478	800,770	246	342,472	216	279,385	178	260,707	360	307,720	1,745 2,618,445	
SPAIN	100 and under 500	14	2,414	125	27,768	28	7,174	35	7,477	20	4,108	135	29,365	357 78,306	
	500 " 1,000	6	4,488	22	15,534	5	3,835	...	...	1	964	55	42,624	89 67,445
	1,000 " 2,000	1	1,194	3	4,046	2	2,318	6	9,722	10	14,475	82	118,230	104 149,985	
	2,000 " 4,000	26	80,575	38	117,343	12	32,768	10	24,469	10	31,395	88	247,982	184 534,532	
	4,000 " 6,000	11	57,504	10	52,976	2	8,604	3	15,317	5	21,892	13	65,046	44 221,339	
	6,000 " 8,000	3	19,820	1	6,635	...	...	...	...	...	...	1	6,748	5 38,203
	8,000 " 10,000	...	...	...	...	1	8,182	...	...	...	...	1	8,063	2 16,245
	10,000 " 15,000	2	21,384	...	...	2	20,485	...	...	...	...	...	4	41,869
	15,000 " 20,000	...	...	...	...	...	...	...	...	...	...	...	...	...
	20,000 and above	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ...		63	187,379	199	224,302	52	83,366	54	56,985	46	72,834	375	518,058	789 1,142,924	
SWEDEN	100 and under 500	16	3,731	100	25,468	48	11,201	61	12,523	61	11,946	334	67,276	620 132,145	
	500 " 1,000	12	9,465	29	20,716	10	7,056	13	8,203	13	9,359	73	52,280	150 107,079	
	1,000 " 2,000	27	41,151	51	74,871	25	32,306	23	29,770	26	36,599	128	184,143	380 398,840	
	2,000 " 4,000	11	30,539	15	39,281	12	42,776	15	40,193	9	26,550	29	72,742	91 252,081	
	4,000 " 6,000	20	104,424	13	68,431	7	32,826	8	36,208	1	4,085	1	4,191	50 250,165	
	6,000 " 8,000	4	27,927	1	6,508	1	6,840	1	7,759	...	...	...	7	49,034
	8,000 " 10,000	1	8,200	...	...	...	...	...	...	...	...	...	1	8,200
	10,000 " 15,000	1	11,182	...	...	...	...	...	...	...	...	1	12,835	2 24,017
	15,000 " 20,000	2	32,339	...	...	...	...	...	...	...	...	...	2	32,339
	20,000 and above	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ...		94	268,958	209	235,275	103	133,005	121	134,656	110	88,539	566	393,467	1,203 1,253,900	
OTHER COUNTRIES	100 and under 500	56	13,689	189	53,672	129	28,343	152	33,643	145	33,908	494	121,687	1,165 284,942	
	500 " 1,000	26	17,803	26	17,747	36	24,588	46	33,007	30	21,353	170	122,294	334 236,792	
	1,000 " 2,000	24	35,040	32	44,519	33	48,342	38	54,311	54	77,792	181	262,025	362 522,029	
	2,000 " 4,000	14	40,785	25	65,825	31	95,927	36	113,442	45	138,116	116	316,206	267 770,301	
	4,000 " 6,000	9	41,170	8	40,293	14	65,957	12	58,656	20	94,206	33	158,126	96 458,408	
	6,000 " 8,000	6	42,208	3	20,284	4	27,993	1	6,848	6	39,656	6	37,619	26 174,608	
	8,000 " 10,000	...	...	4	36,004	2	19,281	1	8,965	...	...	...	7	64,250
	10,000 " 15,000	...	...	...	...	1	10,000	...	...	...	...	1	11,397	2 21,397
	15,000 " 20,000	...	...	2	34,056	...	...	1	15,746	...	...	...	3	49,802
	20,000 and above	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ...		135	190,695	289	312,400	250	320,431	287	324,618	300	405,031	1,001	1,029,354	2,262 2,582,529	
WORLD TOTAL	100 and under 500	914	231,201	2,743	707,195	1,661	376,813	1,522	338,469	1,248	276,729	3,548	774,889	11,636 2,705,296	
	500 " 1,000	426	321,943	667	496,481	361	261,811	376	274,097	281	201,031	1,036	755,322	3,147 2,310,685	
	1,000 " 2,000	707	1,059,625	818	1,186,396	433	625,336	417	605,915	443	641,251	1,067	1,530,760	3,885 5,649,283	
	2,000 " 4,000	616	1,759,658	1,421	3,947,874	400	1,229,249	460	1,398,876	557	1,712,808	1,014	2,893,749	4,468 12,942,209	
	4,000 " 6,000	589	2,989,781	1,349	7,142,301	505	2,485,007	411	1,977,545	383	1,802,223	285	1,371,777	3,522 17,768,634	
	6,000 " 8,000	429	2,967,023	663	4,500,053	259	1,771,649	195	1,325,746	96	647,650	82	550,370	1,724 11,762,491	
	8,000 " 10,000	169	1,480,640	120	1,041,572	80	706,479	51	446,196	31	269,087	16	141,917	467 4,085,891	
	10,000 " 15,000	100	1,227,006	32	382,517	61	726,570	21	242,451	21	249,643	19	215,826	254 3,044,013	
	15,000 " 20,000	34	572,900	10	167,362	8	132,727	8	137,456	5	89,596	1	16,376	66 1,116,417	
	20,000 and above	19	482,421	1	27,132	7	270,475	4	103,174	5	112,255	...	36	995,457	
TOTAL ...		4,003	13,092,198	7,824	19,598,883	3,775	8,586,116	3,465	6,849,925	3,070	6,002,268	7,068	8,250,986	29,205 62,380,376	

TABLE No. 4.—Showing the Number, Gross Tonnage, Classes, &c., of Existing Vessels

STEEL VESSELS.																		
CLASS.	STEAMERS & MOTORSHIPS.							SAILING SHIPS.										
	GREAT BRITAIN AND IRELAND.		BRITISH DOMINIONS.		FOREIGN COUNTRIES.		TOTAL.	CLASS.	GREAT BRITAIN AND IRELAND.		BRITISH DOMINIONS.	FOREIGN COUNTRIES.	TOTAL.					
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.		No.	Tonnage.	No.	Tonnage.	No.					
100A	4,705	18,871,103	393	122,528	8,559	130,606	16	8,657	27,657,007	100A	43	23,016	12	12,812	75	147,410	130	183,238
95A	95A
90A	2	1,920	5	3,794	7	5,714	...	90A
A	106	56,284	35	30,306	116	99,174	257	185,764	...	A	104	29,675	6	1,832	46	24,964	156	56,471
LvA1*	LvA1*	LvA1*	1	2,301	1	2,301	...
Total Classed		4,813	13,429,307	428	125,559	43,680	131,635	84	8,921	27,848,485	Total Classed	147	52,691	18	14,644	122	174,675	287	242,010
Formerly Classed	1,247	1,229,145	346	351,577	2,866	7,553,914	4,459	9,134,636	...	Formerly Classed	65	23,014	15	13,089	96	136,242	176	172,345
Totals...	6,060	14,658,452	774	160,717	16,546	207,174	98	133,80	36,983,121	Totals...	212	75,705	33	27,733	218	310,917	463	414,355
IRON VESSELS.																		
CLASS.	STEAMERS & MOTORSHIPS.							SAILING SHIPS.										
	GREAT BRITAIN AND IRELAND.		BRITISH DOMINIONS.		FOREIGN COUNTRIES.		TOTAL.	CLASS.	GREAT BRITAIN AND IRELAND.		BRITISH DOMINIONS.	FOREIGN COUNTRIES.	TOTAL.					
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.		No.	Tonnage.	No.	Tonnage.	No.					
100A	82	45,068	6	2,900	129	147,212	217	195,180	100A	...	...	...	...	34	52,304	34	52,304
95A	...	...	...	...	...	...	...	...	95A	...	...	...	...	...	...	...	...
90A	8	3,547	1	425	5	4,982	14	8,954	90A	...	...	...	...	...	...	...	...
80A	...	...	...	...	...	...	...	...	80A	...	...	...	...	...	...	...	...
A	4	764	...	...	5	630	9	1,394	A	...	...	...	...	...	...	...	...
*A	1	637	...	...	...	...	1	637	*A	2	548	1	409	3	2,835	6	3,792
A	1	803	...	...	...	...	1	803	A	...	...	...	...	1	1,318	1	1,318
A	1	876	...	...	...	...	1	876	A	...	...	...	...	...	...	...	...
A	...	...	...	...	...	...	...	...	A	...	...	...	...	...	...	...	...
LvA1*	LvA1*	4	4,606	6	9,822	10	14,428	LvA1*
LvA1		1	981	1	981	LvA1
Total Classed	101	56,301	7	3,325	146	163,627	254	223,253	Total Classed	2	548	1	409	38	56,457	41	57,414	
Formerly Classed	240	69,798	58	36,710	560	474,678	858	581,186	Formerly Classed	7	2,526	4	3,370	57	71,268	68	77,164	
Totals...	341	126,099	65	40,035	706	638,305	1,112	804,439	Totals...	9	3,074	5	3,779	95	127,725	109	134,578	

**WOOD VESSELS.
(INCLUDING COMPOSITE.)**

CLASS.	GREAT BRITAIN & IRELAND.		BRITISH DOMINIONS.		FOREIGN COUNTRIES.		TOTAL.		
	No.	Tonnage	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	
A (For a period of years.)	Steam	21	2,518	9	5,319	19	30,253	49	38,090
	Sail	1	105	3	2,990	22	22,808	26	25,903
A	Steam	...	...	...	...	...	...	...
	Sail	...	...	...	...	...	...	...
A	Steam	1	101	...	...	...	...	1	101
	Sail	9	1,059	...	...	1	650	10	1,709
AE	Steam	...	...	...	...	...	...	...
	Sail	...	...	...	...	...	...	...
Total Classed	Steam	22	2,619	9	5,319	19	30,253	50	38,191
	Sail	10	1,164	3	2,990	23	23,458	36	27,612
Formerly Classed	Total	32	3,783	12	8,309	42	53,711	86	65,803
	Steam	129	15,233	22	12,988	38	50,330	189	78,551
	Sail	220	25,233	7	1,771	43	33,312	270	60,816
	Total	349	40,466	29	14,759	81	83,642	459	138,867
Grand Total		381	44,249	41	23,068	123	137,353	545	204,670

SUMMARY OF EXISTING VESSELS NOW OR FORMERLY CLASSED BY
LLOYD'S REGISTER.

	VESSELS NOW CLASSED.		EXISTING VESSELS FORMERLY CLASSED.		TOTAL.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
Steamers & Motorships ...	9,225	28,109,929	5,506	9,794,373	14,731	37,904,302
Sailing Vessels	364	327,036	514	309,825	878	636,861
Total.....	9,589	28,436,965	6,020	10,104,198	15,609	38,541,163

In addition to the above, 165 vessels of 711,299 tons appear in the Register Book with the notation "Class contemplated." A considerable number of these have been completed and classed during the printing of the Register Book and the construction of the remainder is far advanced.

Including these vessels the totals are as follows :-

	No.	Tons.
Classed with Lloyd's Register	9,754	29,148,264
Formerly classed with Lloyd's Register	6,020	10,104,198
<i>Grand Total</i>	<u>15,774</u>	39,252,462

VESSELS NOW OR FORMERLY CLASSED RECORDED IN LLOYD'S REGISTER BOOK, 1925-1926.

TABLE No. 5.—Showing Number and Material of all Vessels, including Yachts—according to certain
1164 divisions of Gross Tonnage—and the Total Tonnage CLASSED by different Classification Societies.

NAME OF CLASSIFICATION SOCIETY.	TONNAGE.	STEAMERS AND MOTORSHIPS.				SAILING VESSELS.				TOTAL NUMBER OF VESSELS.	TOTAL TONNAGE CLASSED IN EACH REGISTER.
		Steel.	Iron.	Wood and Comp.	Total.	Steel.	Iron.	Wood and Comp.	Total.		
LLOYD'S REGISTER	Under 100	154	8	77	239	39	..	149	188	427	Steam & Motor } 28,177,669
	100 & under 500	2,131	102	29	2,262	110	3	15	128	2,390	
	500 " 1000	742	41	4	787	61	8	8	77	864	
	1000 " 2000	1,112	103	6	1,221	38	22	11	71	1,292	
	2000 " 4000	1,830	8	9	1,847	39	8	1	48	1,895	
	4000 " 7000	2,365	2,365	1	1	2,366	Sail 329,129
	7000 " 10000	579	579	579	TOTAL 28,506,798
	10000 & above	160	..	..	160	..	..	..	..	160
	Total.....	9,073	262	125	9,460	288	41	184	513	9,973	TOTAL 28,506,798
	Under 100	3	..	..	3	..	..	1	1	4
AMERICAN BUREAU OF SHIPPING.	100 & under 500	27	1	34	62	6	..	49	55	117	Steam & Motor } 8,923,077
	500 " 1000	16	..	6	22	6	..	66	72	94	
	1000 " 2000	70	2	11	83	5	1	51	57	140	
	2000 " 4000	637	11	15	663	..	..	23	23	686
	4000 " 7000	870	870	2	2	872	Sail 213,808
	7000 " 10000	179	179	179	TOTAL 9,136,885
	10000 & above	39	..	..	39	..	..	..	..	39
	Total.....	1,841	14	66	1,921	19	1	190	210	2,131	
	Under 100	7	7	7	TOTAL 1,203,895
	100 & under 500	3	..	19	22	..	..	18	18	40
GREAT LAKES REGISTER.	500 " 1000	4	..	18	22	41	41	63	Steam & Motor } 1,132,297
	1000 " 2000	40	8	11	59	1	..	6	7	66	
	2000 " 4000	68	..	5	73	5	..	5	10	83	
	4000 " 7000	88	..	..	88	..	..	..	..	88
	7000 " 10000	36	..	..	36	..	..	..	..	36
	10000 & above	..	..	..	..	..	..	..	..	..
	Total.....	239	8	60	307	6	..	70	76	383	
	Under 100	15	2	1	18	3	3	21	TOTAL 1,203,895
	100 & under 500	157	4	7	168	1	..	1	2	170	
	500 " 1000	96	3	2	101	2	2	103	Steam & Motor } 4,056,093
	1000 " 2000	231	5	..	236	..	..	..	..	236
	2000 " 4000	265	2	..	267	1	..	..	1	268
	4000 " 7000	367	..	..	367	..	..	..	..	367
	7000 " 10000	64	..	..	64	..	..	..	..	64
	10000 & above	24	..	..	24	..	..	..	..	24
	Total.....	1,219	16	10	1,245	7	..	1	8	1,253	
BRITISH CORPORATION	Under 100	281	17	205	503	56	2	312	370	873	TOTAL 4,060,556
	100 & under 500	856	67	178	1,101	483	..	741	1,224	2,325	
	500 " 1000	302	46	15	363	27	4	65	96	459	
	1000 " 2000	511	64	9	584	9	7	22	38	622	
	2000 " 4000	433	8	3	444	15	..	4	19	463	
	4000 " 7000	275	1	..	276	..	..	..	..	276
	7000 " 10000	84	..	..	84	1	..	..	1	85
	10000 & above	32	..	..	32	..	..	..	..	32
	Total.....	2,774	203	410	3,387	591	13	1,144	1,748	5,135	
	Under 100	191	3	32	226	110	4	61	175	401	TOTAL 5,642,862
BUREAU VERITAS	100 & under 500	865	23	6	894	305	1	16	322	1,216	
	500 " 1000	372	29	..	401	61	..	..	61	462
	1000 " 2000	281	9	..	290	9	1	..	10	300	
	2000 " 4000	194	..	..	194	17	..	..	17	211
	4000 " 7000	167	..	..	167	..	..	..	..	167
	7000 " 10000	71	..	..	71	..	..	..	..	71
	10000 & above	27	..	..	27	..	..	..	..	27
	Total.....	2,168	64	38	2,270	502	6	77	585	2,855	
	Under 100	45	3	27	75	1	..	1	2	77	TOTAL 3,631,725
	100 & under 500	237	26	82	339	3	..	5	8	347	
GERMANISCHER LLOYD	500 " 1000	160	8	18	186	1	2	1	4	190	Steam & Motor } 3,428,861
	1000 " 2000	378	10	1	389	3	1	..	4	393	
	2000 " 4000	123	4	..	127	..	1	..	1	128	
	4000 " 7000	79	..	..	79	..	..	..	..	79
	7000 " 10000	4	..	..	4	..	..	..	..	4
	10000 & above	2	..	..	2	..	..	..	..	2
	Total.....	1,028	45	128	1,201	8	4	7	19	1,220	
	Under 100	28	4	130	162	3	..	699	702	864	TOTAL 1,609,552
NORSKE VERITAS	100 & under 500	82	5	51	138	9	1	252	262	400	
	500 " 1000	39	9	8	56	..	..	1	1	57
	1000 " 2000	47	14	4	65	..	..	..	..	65
	2000 " 4000	141	4	6	151	..	..	..	..	151
	4000 " 7000	228	1	1	230	..	..	..	..	230
	7000 " 10000	45	1	..	45	..	..	..	..	46
	10000 & above	13	..	..	13	..	..	..	..	13
	Total.....	623	38	200	861	12	1	952	965	1,828	
REGISTRO ITALIANO	Under 100	28	4	130	162	3	..	699	702	864	TOTAL 2,520,857
	100 & under 500	82	5	51	138	9	1	252	262	400	
	500 " 1000	39	9	8	56	..	..	1	1	57
	1000 " 2000	47	14	4	65	..	..	..	..	65
	2000 " 4000	141	4	6	151	..	..	..	..	151

TABLE No. 6.—Showing the Number, Gross Tonnage and TYPE OF MACHINERY of the Steamers and Motorships, of 100 tons gross and upwards, owned in the World—distinguishing the principal Maritime Countries—as recorded in the 1925-1926 edition of Lloyd's Register Book.

1165

COUNTRIES WHERE OWNED.	STEAMERS.				MOTORSHIPS.		AUXILIARIES.				TOTAL.		
	RECIPROCATING ENGINES.		TURBINE ENGINES.				STEAM.		MOTOR.				
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	
BRITISH EMPIRE	GREAT BRITAIN AND IRELAND	7,558	15,942,078	296	2,606,637	220	733,734	2	1,460	85	20,761	8,161	19,304,670
	AUSTRALIA AND NEW ZEALAND	587	721,928	9	89,480	11	10,678	1	267	26	4,634	634	826,987
	CANADA	606	1,029,063	7	54,806	30	6,472	...	...	17	6,412	660	1,096,753
	OTHER DOMINIONS	557	646,376	1	2,198	28	20,122	2	281	25	10,537	613	679,514
AMERICA (UNITED STATES)	SEA	2,413	7,503,528	743	4,180,393	128	215,961	2	2,468	43	29,212	3,329	11,931,562
	NORTHERN LAKES	494	2,263,013	...	...	6	13,826	...	...	...	...	500	2,276,839
	PHILIPPINE ISLANDS	72	55,808	...	...	4	928	...	...	16	7,192	92	63,928
BELGIUM	...	221	500,067	11	29,946	2	7,217	...	...	3	963	237	538,193
BRAZIL	...	317	434,306	...	...	5	6,992	...	...	8	6,256	330	447,554
DENMARK	...	514	767,017	25	62,406	56	171,964	1	357	56	19,873	652	1,021,617
FRANCE	...	1,412	2,871,288	57	400,748	27	34,824	3	5,565	28	7,220	1,527	3,319,845
GERMANY	...	1,706	2,447,798	44	281,523	78	233,612	1	1,293	118	42,044	1,947	3,006,270
GREECE	...	437	890,793	...	...	4	1,601	...	...	7	2,148	448	894,542
HOLLAND	...	859	1,999,674	59	449,718	64	124,262	...	...	64	14,185	1,046	2,587,789
ITALY	...	875	2,349,612	62	438,342	41	124,901	2	724	55	17,257	1,035	2,930,836
JAPAN	...	1,778	3,599,058	35	226,295	42	41,376	91	26,919	141	26,159	2,087	3,919,807
NORWAY	...	1,471	2,177,727	22	91,676	156	324,567	19	3,077	77	21,398	1,745	2,618,445
SPAIN	...	708	1,043,901	11	68,637	17	18,442	3	862	50	11,082	789	1,142,924
SWEDEN	...	981	949,683	10	25,792	120	259,900	1	478	91	18,047	1,203	1,253,900
OTHER COUNTRIES OR COUNTRY NOT STATED...	1,955	2,324,090	12	91,677	77	51,691	7	5,470	119	45,673	2,170	2,518,601	
TOTAL	...	25,521	50,516,808	1,404	9,100,274	1,116	2,403,070	135	49,221	1029	311,003	29,205	62,380,376

TABLE No. 7.—Showing the Number, Gross Tonnage and Nationality of Steam and Motor Tankers, Steam and Motor Trawlers and other Fishing Vessels, and of Steamers fitted for burning Oil Fuel—excluding Vessels of less than 100 tons—owned in the World, as recorded in the 1925—1926 edition of Lloyd's Register Book.

COUNTRIES WHERE OWNED.	TANKERS (excluding Vessels of less than 1,000 tons.)		TRAWLERS & OTHER FISHING VESSELS.		STEAMERS FITTED FOR BURNING OIL FUEL.	
	No.	Tons.	No.	Tons.	No.	Tons.
Countries where owned	No.	Tons.				
Great Britain & Ireland	524	1,769,205			1,776	387,169
Canada	16	89,963			22	5,651
Other British Dominions	18	95,873			41	8,152
America (United States)	564	2,511,723			111	30,993
Belgium	8	42,061			41	8,606
Denmark	3	12,660			361	95,217
France	26	151,089			496	105,285
Germany	15	57,857			213	38,509
Netherlands	52	159,764			30	8,327
Italy	29	155,372			111	26,784
Japan	9	46,201			112	16,004
Norway	44	261,450			93	21,466
Spain	8	30,648			43	6,896
Sweden	3	10,355			141	35,277
Other Countries	31	146,894			155	368,998
TOTAL	972	5,383,137			3,599	796,369
					3,490	17,804,122

972 5,383,137 for details see page at end of Pg 1178.

TABLE No. 6.—Showing the Number, Gross Tonnage and TYPE OF MACHINERY of the Steamers and Motorships, of 100 tons gross and upwards, owned in the World—distinguishing the principal Maritime Countries—as recorded in the 1925-1926 edition of Lloyd's Register Book.

1165

COUNTRIES WHERE OWNED.	STEAMERS.				MOTORSHIPS.		AUXILIARIES.				TOTAL.	
	RECIPROCATING ENGINES.		TURBINE ENGINES.				STEAM.		MOTOR.			
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
BRITISH EMPIRE	GREAT BRITAIN AND IRELAND	7,558	15,942,078	296	2,606,637	220	733,734	2	1,460	85	20,761	8,161 19,304,670
	AUSTRALIA AND NEW ZEALAND	587	721,928	9	89,480	11	10,678	1	267	26	4,634	634 826,987
	CANADA	606	1,029,063	7	54,806	30	6,472	...	...	17	6,412	660 1,096,753
	OTHER DOMINIONS	557	646,376	1	2,198	28	20,122	2	281	25	10,537	613 679,514
AMERICA (UNITED STATES)	SEA	2,413	7,503,528	743	4,180,393	128	215,961	2	2,468	43	29,212	3,329 11,931,562
	NORTHERN LAKES	494	2,263,013	...	...	6	13,826	...	...	...	...	500 2,276,839
	PHILIPPINE ISLANDS	72	55,808	...	...	4	928	...	...	16	7,192	92 63,928
BELGIUM	...	221	500,067	11	29,946	2	7,217	...	...	3	963	237 538,193
BRAZIL	...	317	434,306	...	...	5	6,902	...	...	8	6,256	330 447,554
DENMARK	...	514	767,017	25	62,406	56	171,964	1	357	56	19,873	652 1,021,617
FRANCE	...	1,412	2,871,288	57	400,748	27	34,824	3	5,565	28	7,220	1,527 3,319,645
GERMANY	...	1,706	2,447,798	44	281,523	78	238,612	1	1,293	118	42,044	1,947 3,006,270
GREECE	...	437	890,793	...	...	4	1,601	...	...	7	2,148	448 894,542
HOLLAND	...	859	1,999,674	59	449,718	64	124,262	...	...	64	14,135	1,046 2,587,789
ITALY	...	875	2,349,612	62	438,342	41	124,901	2	724	55	17,257	1,035 2,930,836
JAPAN	...	1,778	3,599,058	35	226,295	42	41,376	91	26,919	141	26,159	2,087 3,919,807
NORWAY	...	1,471	2,177,727	22	91,676	156	324,567	19	3,077	77	21,398	1,745 2,618,445
SPAIN	...	708	1,043,901	11	68,637	17	18,442	3	862	50	11,082	789 1,142,924
SWEDEN	...	981	949,683	10	25,792	120	259,900	1	478	91	18,047	1,203 1,253,900
OTHER COUNTRIES OR COUNTRY NOT STATED...	1,955	2,324,090	12	91,677	77	51,691	7	5,470	119	45,673	2,170 2,518,601	
TOTAL	...	25,521	50,516,808	1,404	9,100,274	1,116	2,403,070	135	49,221	1029	311,003	29,205 62,380,376

TABLE No. 7.—Showing the Number, Gross Tonnage and Nationality of Steam and Motor Tankers, Steam and Motor Trawlers and other Fishing Vessels, and of Steamers fitted for burning Oil Fuel—excluding Vessels of less than 100 tons—owned in the World, as recorded in the 1925-1926 edition of Lloyd's Register Book.

COUNTRIES WHERE OWNED.	TANKERS (excluding Vessels of less than 1,000 tons.)		TRAWLERS & OTHER FISHING VESSELS.		STEAMERS FITTED FOR BURNING OIL FUEL.	
	No.	Tons.	No.	Tons.	No.	Tons.
AIN AND IRELAND	315	1,708,978	1,776	387,169	730	4,679,695
...	16	89,963	22	5,651	61	230,197
ISH DOMINIONS	18	95,873	41	8,152	53	254,709
United States)	374	2,281,324	111	30,993	1,855	8,999,050
...	7	34,982	41	8,606	11	42,607
...	2	9,647	8	2,033	19	64,751
...	28	151,089	361	95,217	87	446,950
...	12	55,754	496	105,285	48	281,353
...	46	148,109	213	38,509	178	800,839
...	28	128,904	30	8,327	72	438,242
...	8	47,137	111	26,784	85	538,149
...	42	243,455	112	16,004	99	498,784
...	8	30,648	93	21,466	22	90,379
...	2	4,873	43	6,896	15	69,419
TRIES	33	146,894	141	35,277	155	368,998
TOTALS	939	5,177,630	3,599	796,369	3,490	17,804,122

972 5,323,137 for details see next end of Pg 1178.

TABLE No. 8—Showing for the Years 1891 to 1925 the Number, Gross Tonnage and Description
Maritime Countries—as recorded in Lloyd's
The Sail Tonnage prior to 1919 is given in tons net.

Year.	GREAT BRITAIN & IRELAND.						BRITISH DOMINIONS.						DENMARK.					
	STEAM.		SAIL.		TOTAL.		STEAM.		SAIL.		TOTAL.		STEAM.		SAIL.		TOTAL.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
1891	5,756	8,167,762	3,842	2,417,985	9,098	10,585,747	839	485,781	1,969	857,096	2,808	1,342,877	231	169,483	587	126,461	818	295,944
1892	6,035	8,601,679	3,225	2,555,983	9,260	11,157,662	846	515,204	1,859	782,821	2,705	1,298,025	236	173,894	604	136,782	840	310,676
1893	6,227	9,028,258	3,106	2,535,739	9,333	11,563,997	848	516,136	1,678	708,149	2,526	1,224,285	243	184,528	601	139,273	844	323,801
1894	6,322	9,307,783	2,939	2,499,227	9,261	11,807,010	863	530,570	1,536	632,371	2,399	1,162,941	253	198,577	562	134,654	815	333,231
1895	6,446	9,695,976	2,781	2,421,981	9,227	12,117,957	874	542,025	1,435	582,657	2,309	1,124,682	264	222,477	548	134,237	812	356,714
1896	6,508	9,968,573	2,632	2,324,966	9,140	12,293,539	865	539,870	1,324	525,617	2,189	1,065,487	283	250,200	527	131,528	810	381,728
1897	6,655	10,213,569	2,452	2,189,840	9,107	12,403,409	879	585,877	1,251	498,590	2,130	1,079,467	298	283,214	493	124,221	791	407,435
1898	6,783	10,547,355	2,261	2,040,549	9,044	12,587,904	919	620,834	1,180	456,574	2,099	1,077,408	305	308,410	455	114,446	760	422,856
1899	6,920	11,086,241	2,053	1,840,688	8,973	12,926,924	917	633,006	1,108	428,578	2,025	1,061,584	360	403,339	436	108,619	796	511,958
1900	7,020	11,513,759	1,894	1,727,687	8,914	13,241,446	910	635,331	1,014	384,477	1,924	1,019,808	369	412,273	433	106,738	802	519,011
1901	7,161	12,053,394	1,773	1,602,767	8,934	13,656,161	946	685,786	989	366,259	1,935	1,052,045	365	410,468	414	97,726	779	508,194
1902	7,358	12,897,592	1,685	1,533,480	9,043	14,431,072	994	754,863	1,004	360,962	1,998	1,115,825	366	440,010	411	98,483	777	538,493
1903	7,530	13,410,894	1,622	1,478,677	9,152	14,889,571	1,023	782,688	959	334,115	1,982	1,116,803	385	483,968	414	97,279	799	581,247
1904	7,699	13,999,218	1,537	1,392,132	9,236	15,391,350	1,088	867,309	926	322,186	2,014	1,189,495	396	505,127	407	92,857	803	597,984
1905	7,893	14,496,763	1,455	1,306,417	9,348	15,803,180	1,136	912,775	881	293,765	2,017	1,206,540	431	537,242	394	89,270	825	626,512
1906	8,083	15,207,410	1,325	1,174,440	9,408	16,381,850	1,178	959,338	825	269,908	2,003	1,229,246	459	579,464	376	80,837	835	660,301
1907	8,292	15,930,368	1,225	1,069,300	9,517	16,999,668	1,219	1,070,771	781	250,229	2,000	1,321,000	501	650,955	358	77,635	859	728,590
1908	8,405	16,336,869	1,187	981,482	9,542	17,318,351	1,275	1,162,673	746	228,513	2,021	1,391,186	528	660,582	342	73,208	870	733,790
1909	8,419	16,472,602	1,072	905,334	9,491	17,377,936	1,339	1,230,112	735	218,394	2,074	1,448,506	558	677,098	312	65,060	870	742,158
1910	8,460	16,767,683	957	748,796	9,417	17,516,479	1,377	1,291,354	701	204,461	2,078	1,495,815	553	671,828	310	64,734	863	736,562
1911	8,487	17,292,715	847	579,982	9,334	17,872,697	1,414	1,350,934	694	195,193	2,108	1,546,127	551	692,718	303	60,036	854	752,754
1912	8,524	17,730,940	755	482,680	9,279	18,213,620	1,490	1,471,830	675	188,910	2,165	1,660,740	548	703,520	281	54,079	829	757,999
1913	8,514	18,273,944	700	422,293	9,214	18,696,237	1,495	1,575,223	578	160,083	2,073	1,735,306	552	711,094	259	50,960	811	762,054
1914	8,587	18,892,089	653	364,677	9,240	19,256,766	1,536	1,631,617	552	156,666	2,088	1,788,283	576	770,430	246	49,751	822	820,181
1915	8,675	19,235,705	610	305,663	9,285	19,541,368	1,543	1,595,213	525	137,487	2,068	1,732,700	586	803,701	249	51,295	835	854,996
1916	8,454	18,825,356	615	309,501	9,069	19,134,857	1,576	1,638,525	496	128,617	2,072	1,767,142	589	797,371	265	60,231	854	857,602
1917	7,535	16,344,843	429	210,628	7,964	16,555,471	1,610	1,863,365	531	189,039	2,141	2,052,404	446	631,331	199	71,105	645	702,436
1918	8,113	18,110,653	448	219,771	8,561	18,330,424	1,666	2,032,227	604	220,001	2,270	2,252,228	522	719,444	223	83,967	745	803,411
1919	8,579	19,320,053	455	251,501	9,034	19,571,554	1,745	2,268,553	654	230,691	2,399	2,499,244	587	883,052	211	81,412	798	964,464
1920	8,430	19,088,638	419	206,999	8,849	19,295,637	1,833	2,526,371	639	220,512	2,472	2,746,883	622	963,142	200	74,996	822	1,038,138
1921	8,299	19,115,178	395	166,371	8,694	19,281,549	1,865	2,579,896	576	196,667	2,441	2,776,563	614	937,743	166	59,119	780	996,862
1922	8,169	18,954,158	390	151,680	8,559	19,105,838	1,909	2,591,886	540	180,776	2,449	2,772,662	622	989,703	142	46,240	764	1,035,943
1923	8,161	19,304,670	398	136,041	8,559	19,440,711	1,907	2,603,254	523	178,233	2,430	2,781,487	652	1,021,617	120	38,229	772	1,059,846

Owing to the War, statistics were not compiled regarding the vessels

of the Vessels of 100 Tons and upwards OWNED in the World—distinguishing the principal Register Books for the period mentioned. 1167

(See also Notes on Page 1155).

FRANCE.						GERMANY.						HOLLAND.						Year.
STEAM.		SAIL.		TOTAL.		STEAM.		SAIL.		TOTAL.		STEAM.		SAIL.		TOTAL.		Year.
No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	
542	848,522	803	234,152	1,345	1,082,674	806	1,054,899	1,058	623,547	1,864	1,678,446	181	247,070	352	154,203	533	401,273	1891
532	853,799	678	203,909	1,210	1,057,708	846	1,088,830	1,005	614,924	1,851	1,703,754	201	284,804	316	150,987	517	435,791	1892
537	855,798	637	196,224	1,174	1,052,022	869	1,125,952	950	609,731	1,819	1,735,683	211	297,198	303	144,873	514	442,071	1893
555	891,720	623	197,820	1,178	1,089,540	912	1,214,830	853	569,895	1,765	1,784,725	207	307,145	254	130,034	461	437,179	1894
571	903,105	593	191,647	1,164	1,094,752	953	1,343,357	777	543,455	1,730	1,886,812	209	315,196	249	131,665	458	446,861	1895
585	930,785	572	198,790	1,157	1,129,575	984	1,436,539	673	507,212	1,657	1,943,751	217	323,147	233	120,815	450	443,962	1896
602	954,916	549	207,466	1,151	1,162,382	1,029	1,549,961	594	479,951	1,623	2,029,912	225	340,780	149	92,994	374	433,774	1897
617	972,617	534	206,898	1,151	1,179,515	1,066	1,644,337	538	469,644	1,604	2,113,981	244	355,699	139	88,751	383	444,450	1898
639	997,235	543	244,856	1,182	1,242,091	1,133	1,946,732	543	506,602	1,676	2,453,334	263	389,253	118	66,356	381	455,609	1899
662	1,052,193	552	298,369	1,214	1,350,562	1,209	2,159,919	501	490,114	1,710	2,650,033	289	467,209	117	63,068	406	530,277	1900
679	1,068,036	568	338,847	1,247	1,406,883	1,293	2,417,410	493	488,372	1,786	2,905,782	307	515,530	116	62,579	423	578,109	1901
690	1,104,893	601	415,029	1,291	1,519,922	1,365	2,636,338	500	502,230	1,865	3,138,568	320	555,047	109	57,873	429	612,920	1902
717	1,153,761	638	468,255	1,355	1,622,016	1,425	2,794,311	473	488,986	1,898	3,283,247	360	613,219	98	45,626	458	658,845	1903
755	1,252,457	621	440,909	1,376	1,693,366	1,483	2,891,869	452	477,938	1,935	3,369,807	394	643,529	102	44,000	496	687,529	1904
764	1,260,973	733	467,065	1,497	1,728,038	1,556	3,093,702	440	471,096	1,996	3,564,798	405	659,409	100	42,845	505	701,754	1905
780	1,253,737	728	487,458	1,508	1,741,195	1,628	3,875,743	399	434,610	2,027	3,810,353	426	683,180	96	36,115	522	719,295	1906
809	1,284,368	674	477,415	1,483	1,761,783	1,713	3,705,700	381	404,862	2,094	4,110,562	455	776,855	92	36,772	547	813,627	1907
869	1,416,987	648	466,907	1,517	1,883,894	1,806	3,839,378	372	392,767	2,178	4,232,145	478	841,870	87	34,750	565	876,620	1908
884	1,445,976	625	447,617	1,509	1,893,593	1,808	3,889,046	363	377,667	2,171	4,266,713	503	904,536	98	37,704	601	942,240	1909
875	1,448,172	590	434,108	1,465	1,882,280	1,822	3,959,318	356	373,868	2,178	4,333,186	532	983,049	96	32,144	628	1,015,193	1910
890	1,542,568	588	434,294	1,478	1,976,862	1,856	4,092,015	343	374,865	2,199	4,466,880	559	1,029,596	100	28,691	659	1,058,287	1911
932	1,638,501	559	414,017	1,491	2,052,518	1,908	4,276,191	305	352,792	2,213	4,628,983	602	1,104,220	99	25,686	701	1,129,906	1912
987	1,793,310	565	407,854	1,552	2,201,164	2,019	4,743,046	302	389,015	2,321	5,082,061	662	1,286,742	97	28,107	759	1,309,849	1913
1,025	1,922,286	551	397,152	1,576	2,319,438	2,090	5,134,720	298	324,576	2,388	5,459,296	709	1,471,710	97	24,745	806	1,496,455	1914
1,016	1,909,609	523	376,119	1,539	2,285,728	1,897	4,419,167	269	286,860	2,166	4,706,027	710	1,498,519	99	24,028	809	1,522,547	1915
998	1,851,120	512	365,523	1,510	2,216,643	1,708	3,890,542	245	261,010	1,953	4,151,552	697	1,486,368	95	22,548	792	1,508,916	1916
1,099	1,961,753	341	271,878	1,440	2,233,631	1,543	3,247,253	225	256,127	1,768	3,503,380	870	1,573,720	61	18,191	931	1,591,911	1919
1,400	2,963,229	358	281,965	1,758	3,245,194	901	419,438	237	253,233	1,138	672,671	922	1,773,392	65	20,004	987	1,793,396	1920
1,662	3,298,795	382	353,454	2,044	3,652,249	1,090	654,407	165	63,043	1,255	717,450	1,004	2,208,433	65	17,354	1,069	2,225,787	1921
1,723	3,537,382	371	308,410	2,094	3,845,792	1,533	1,785,767	190	101,641	1,723	1,887,408	1,100	2,617,485	64	15,228	1,164	2,632,713	1922
1,659	3,452,940	362	284,304	2,021	3,737,244	1,745	2,509,768	98	80,305	1,843	2,590,073	1,051	2,607,210	63	18,531	1,114	2,625,741	1923
1,540	3,289,834	317	208,399	1,857	3,498,233	1,906	2,872,220	97	81,451	2,003	2,953,671	1,027	2,542,180	55	14,237	1,082	2,556,417	1924
1,527	3,319,645	301	192,339	1,828	3,511,984	1,947	3,006,270	81	67,443	2,028	3,073,713	1,046	2,587,789	53	13,042	1,099	2,600,831	1925

TABLE No. 8 (*continued*).—Showing for the Years 1891 to 1925 the Number, Gross Tonnage and Description
Maritime Countries—as recorded in Lloyd's Register

1168

The Sail Tonnage prior to 1919 is given in tons net.

Year.	ITALY.						JAPAN.						NORWAY.					
	STEAM.		SAIL.		TOTAL.		STEAM.		SAIL.		TOTAL.		STEAM.		SAIL.		TOTAL.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
1891	217	303,924	1,357	524,234	1,574	828,158	255	151,595			255	151,595	473	305,236	2,921	1,360,241	3,394	1,665,477
1892	227	317,197	1,173	501,643	1,400	818,840	250	142,492			250	142,492	515	335,547	2,818	1,346,212	3,333	1,681,759
1893	229	319,327	1,129	476,920	1,358	796,247	272	151,773			272	151,773	542	371,844	2,762	1,338,469	3,304	1,710,313
1894	224	318,706	1,052	453,053	1,276	771,759	288	174,466			288	174,466	559	403,813	2,578	1,265,274	3,137	1,669,087
1895	228	339,088	1,011	439,853	1,239	778,941	339	279,668			339	279,668	586	446,384	2,455	1,212,628	3,041	1,659,012
1896	232	358,704	949	420,598	1,181	779,202	373	334,592			373	334,592	638	526,484	2,264	1,142,984	2,902	1,669,468
1897	247	402,205	904	408,296	1,151	810,501	434	404,475			434	404,475	664	564,533	2,098	1,069,965	2,762	1,634,498
1898	272	441,585	890	413,893	1,162	855,478	462	454,163			462	454,163	710	618,617	1,953	1,024,600	2,663	1,643,217
1899	282	445,565	868	430,286	1,150	875,851	477	473,704			477	473,704	779	737,412	1,749	956,818	2,528	1,694,230
1900	312	540,349	864	443,306	1,176	983,655	484	488,187			484	488,187	806	764,683	1,574	876,129	2,380	1,640,812
1901	339	657,981	874	459,557	1,213	1,117,538	503	524,125			503	524,125	859	810,335	1,462	816,885	2,321	1,627,220
1902	361	691,841	862	467,241	1,223	1,159,082	535	555,230			535	555,230	905	866,754	1,345	766,003	2,250	1,632,757
1903	365	704,109	861	476,226	1,226	1,180,335	544	585,542			544	585,542	962	935,229	1,256	718,511	2,218	1,653,740
1904	368	720,209	870	467,357	1,238	1,187,566	591	668,360			591	668,360	1,038	1,017,248	1,180	700,406	2,218	1,717,654
1905	375	741,110	834	447,956	1,209	1,189,066	691	870,839			691	870,839	1,076	1,081,335	1,134	694,883	2,210	1,776,218
1906	377	775,069	804	429,359	1,181	1,204,428	775	996,553			775	996,553	1,114	1,145,545	1,076	692,334	2,190	1,837,879
1907	397	823,325	710	396,084	1,107	1,219,409	829	1,068,747			829	1,068,747	1,181	1,264,002	980	654,529	2,161	1,918,531
1908	419	903,567	679	381,658	1,098	1,285,225	865	1,140,177			865	1,140,177	1,256	1,351,647	892	631,231	2,148	1,982,878
1909	437	961,132	663	358,785	1,100	1,319,917	861	1,150,858			861	1,150,858	1,292	1,388,423	833	605,201	2,125	1,993,624
1910	450	987,559	630	333,094	1,080	1,320,653	846	1,146,977			846	1,146,977	1,312	1,422,006	753	592,527	2,065	2,014,533
1911	479	1,026,823	598	313,685	1,077	1,340,508	861	1,200,975			861	1,200,975	1,373	1,537,873	697	616,458	2,070	2,154,331
1912	536	1,119,121	554	279,461	1,090	1,398,582	960	1,344,991			960	1,344,991	1,495	1,695,321	637	597,275	2,132	2,292,596
1913	591	1,274,127	523	247,815	1,114	1,521,942	1,037	1,500,014			1,037	1,500,014	1,597	1,870,793	594	587,097	2,191	2,457,890
1914	637	1,430,475	523	237,821	1,160	1,668,296	1,103	1,708,386			1,103	1,708,386	1,656	1,957,353	535	547,369	2,191	2,504,723
1915	655	1,513,631	522	222,914	1,177	1,736,545	1,155	1,826,068			1,155	1,826,068	1,658	1,977,809	516	551,379	2,174	2,529,188
1916	684	1,685,720	517	210,814	1,201	1,896,534	1,151	1,847,453			1,151	1,847,453	1,793	2,263,900	460	507,122	2,255	2,771,022
1919	523	1,237,844	335	132,253	858	1,370,097	1,418	2,325,266			1,418	2,325,266	1,433	1,597,299	196	260,530	1,629	1,857,829
1920	789	2,118,429	326	123,964	1,115	2,242,393	1,940	2,995,878			1,940	2,995,878	1,596	1,979,560	181	239,828	1,777	2,219,388
1921	893	2,467,537	378	183,036	1,271	2,650,573	2,033	3,354,806			2,033	3,354,806	1,730	2,371,051	159	213,007	1,889	2,584,058
1922	1,016	2,698,722	397	167,613	1,413	2,866,335	2,026	3,586,918			2,026	3,586,918	1,716	2,417,680	136	183,181	1,852	2,600,861
1923	1,043	2,880,776	372	152,966	1,415	3,033,742	2,003	3,604,147			2,003	3,604,147	1,669	2,375,970	131	175,942	1,800	2,551,912
1924	971	2,718,606	328	113,606	1,299	2,832,212	2,055	3,842,707			2,055	3,842,707	1,664	2,392,404	89	112,989	1,753	2,505,393
1925	1,035	2,930,836	318	97,825	1,353	3,028,661	2,087	3,919,807			2,087	3,919,807	1,745	2,618,445	60	62,197	1,805	2,680,642

Owing to the War, statistics were not compiled regarding the vessels

of the Vessels of 100 Tons and upwards OWNED in the World—distinguishing the principal Books for the period mentioned.

(See Notes on Page 1155).

SPAIN.						SWEDEN.						UNITED STATES (SEA.)						Year
STEAM.		SAIL.		TOTAL.		STEAM.		SAIL.		TOTAL.		STEAM.		SAIL.		TOTAL.		Year
No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	
1,390	423,254	478	116,118	868	539,372	491	189,863	961	283,238	1,452	473,101	460	587,442	2,897	1,356,000	3,357	1,943,442	1891
1,409	436,925	471	118,037	880	554,962	517	209,754	960	288,751	1,477	498,505	481	572,252	2,866	1,354,174	3,297	1,926,426	1892
1,414	445,745	463	117,659	877	564,404	532	222,152	947	283,559	1,479	505,711	460	630,646	2,825	1,333,713	3,285	1,964,359	1893
1,492	449,044	368	98,314	760	547,358	535	226,769	914	271,285	1,449	498,004	610	887,766	2,704	1,283,693	3,314	2,171,459	1894
1,402	459,945	346	94,293	748	554,238	536	233,545	896	264,332	1,432	497,877	626	920,672	2,594	1,244,081	3,220	2,164,753	1895
1,403	485,441	320	87,415	723	572,856	538	247,183	837	241,790	1,375	488,973	680	1,005,459	2,535	1,229,266	3,215	2,234,725	1896
1,420	506,580	303	81,207	723	587,787	570	292,660	811	230,284	1,381	522,944	733	1,105,423	2,427	1,221,415	3,160	2,326,838	1897
1,436	544,775	276	76,368	712	621,143	594	328,555	779	224,230	1,373	552,785	780	1,175,762	2,370	1,272,915	3,150	2,448,677	1898
1,438	537,840	263	71,045	701	608,885	642	380,572	766	225,419	1,408	605,991	605	759,750	2,184	1,112,495	2,739	1,872,245	1899
1,422	642,231	175	52,549	597	694,780	678	418,550	755	218,722	1,433	637,272	690	878,564	2,130	1,156,498	2,820	2,035,062	1900
1,466	734,557	163	51,798	629	786,355	703	451,020	780	225,199	1,483	676,219	760	1,008,795	2,176	1,228,130	2,936	2,231,925	1901
1,464	736,209	150	48,364	614	784,573	719	464,705	789	225,468	1,508	690,173	776	1,095,788	2,155	1,247,125	2,931	2,342,913	1902
1,459	720,822	136	43,625	595	764,447	750	502,581	764	218,535	1,514	721,116	862	1,220,995	2,119	1,259,986	2,981	2,480,981	1903
1,455	714,172	124	40,683	579	754,855	785	539,481	732	212,052	1,517	751,533	880	1,311,208	2,090	1,279,141	2,970	2,590,349	1904
1,450	693,265	119	38,316	569	731,581	827	592,695	721	211,651	1,548	804,346	923	1,338,670	2,080	1,310,741	3,003	2,649,411	1905
1,461	684,339	118	38,178	579	722,517	865	650,768	693	205,930	1,558	856,698	974	1,387,991	2,014	1,284,051	2,988	2,672,042	1906
1,468	673,301	110	35,448	578	708,749	889	686,517	649	191,031	1,538	877,548	1,029	1,503,059	1,905	1,225,652	2,934	2,728,711	1907
1,469	677,345	82	23,933	551	701,278	934	732,280	608	171,875	1,542	904,155	1,090	1,615,767	1,830	1,186,620	2,920	2,802,387	1908
1,479	686,875	80	23,143	559	710,018	960	774,288	543	148,510	1,503	922,798	1,106	1,618,508	1,793	1,172,774	2,899	2,791,282	1909
1,511	746,748	68	18,712	579	765,460	964	782,508	508	135,571	1,472	918,079	1,073	1,641,919	1,701	1,119,686	2,774	2,761,605	1910
1,526	758,097	65	17,454	591	775,551	975	808,898	465	122,584	1,440	931,482	1,115	1,715,427	1,647	1,093,257	2,762	2,808,684	1911
1,526	756,136	64	15,849	590	771,985	1,006	866,853	403	103,090	1,409	969,943	1,171	1,797,929	1,558	1,050,900	2,729	2,848,829	1912
1,547	826,261	60	14,734	607	840,995	1,043	948,926	393	103,344	1,436	1,047,270	1,209	1,971,903	1,487	1,026,554	2,696	2,998,457	1913
1,589	883,926	58	14,897	647	898,823	1,088	1,015,364	378	102,722	1,466	1,118,086	1,113	2,026,908	1,977	943,376	2,490	2,970,284	1914
1,588	885,755	54	13,449	642	899,204	1,090	1,021,796	372	101,087	1,462	1,122,883	1,233	2,579,645	1,847	943,288	2,580	3,522,933	1915
1,552	815,166	54	14,670	606	829,836	1,037	926,650	343	98,370	1,380	1,025,020	1,285	2,852,535	1,302	938,048	2,587	3,790,578	1916
1,486	709,095	90	41,516	576	750,611	1,033	916,627	230	75,984	1,263	992,611	3,134	9,772,921	1,216	1,009,249	4,350	10,782,170	1919
1,601	937,280	148	59,750	749	997,030	1,072	996,423	225	76,502	1,297	1,072,925	3,573	12,406,123	1,316	1,388,751	4,889	13,789,874	1920
1,689	1,111,563	139	53,978	828	1,165,541	1,125	1,085,984	228	74,227	1,353	1,160,211	3,779	13,511,142	1,179	1,185,946	4,958	14,697,088	1921
1,780	1,215,276	193	67,481	973	1,282,757	1,122	1,040,032	223	75,343	1,345	1,115,375	3,765	13,576,640	1,121	1,161,866	4,886	14,738,506	1922
1,779	1,198,716	170	61,490	949	1,260,206	1,164	1,135,612	221	72,115	1,385	1,207,727	3,729	13,426,221	1,083	1,170,814	4,812	14,597,035	1923
1,800	1,187,900	150	51,621	950	1,239,521	1,197	1,191,076	208	63,474	1,405	1,254,550	3,493	12,430,596	1,015	1,099,948	4,508	13,530,544	1924
1,789	1,142,924	141	41,797	930	1,184,721	1,203	1,253,900	186	47,226	1,389	1,301,126	3,329	11,931,562	936	1,017,070	4,265	12,948,632	1925

1170 TABLE No. 8 (*continued*).—Showing for the Years 1891 to 1925 the Number, Gross Tonnage and Description of the Vessels of 100 Tons and upwards OWNED in the World—distinguishing the principal Maritime Countries—as recorded in Lloyd's Register Books for the period mentioned.

The Sail Tonnage prior to 1919 is given in tons net. (See also Notes on Page 1153.)

Year	UNITED STATES (LAKES).						OTHER COUNTRIES.						WORLD.					
	STEAM.		SAIL.		TOTAL.		STEAM.		SAIL.		TOTAL.		STEAM.		SAIL.		TOTAL.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
1891							1,064	881,678	3,797	1,042,969	4,861	1,924,647	11,705	13,816,509	20,522	9,096,244	32,277	22,912,755
1892							1,148	1,029,626	3,735	1,056,472	4,883	2,086,098	12,193	14,562,003	19,790	9,110,695	31,983	23,672,698
1893							1,174	1,115,061	3,967	1,088,138	5,141	2,203,199	12,558	15,264,418	19,368	8,972,447	31,926	24,236,887
1894	Included under United States (Sea).						1,187	1,155,013	3,350	945,825	4,537	2,100,838	12,907	16,066,202	17,733	8,481,395	30,640	24,547,597
1895							1,222	1,186,533	3,347	937,399	4,569	2,133,932	13,256	16,887,971	17,032	8,198,228	30,288	25,086,199
1896							1,346	1,330,848	3,283	924,380	4,629	2,255,228	13,652	17,737,825	16,149	7,855,361	29,801	25,593,186
1897							1,427	1,402,419	2,066	683,203	3,493	2,085,622	14,183	18,606,612	14,097	7,282,432	28,280	25,889,041
1898							1,513	1,498,583	1,906	643,200	3,429	2,141,783	14,701	19,511,292	13,281	7,032,068	27,982	26,543,360
1899	216	476,558	55	116,584	271	593,142	1,653	1,610,539	1,856	627,764	3,509	2,238,303	15,324	20,877,746	12,492	6,736,105	27,816	27,613,851
1900	242	576,402	73	138,807	315	715,209	1,805	1,819,708	1,860	631,536	3,665	2,451,244	15,898	22,369,358	11,942	6,588,000	27,840	28,957,358
1901	276	700,361	74	145,058	350	845,419	1,871	1,976,085	1,799	587,911	3,670	2,563,996	16,528	24,008,883	11,681	6,471,088	28,209	30,479,371
1902	318	858,380	59	135,863	377	994,243	1,985	2,202,337	1,804	584,304	3,789	2,786,641	17,156	25,859,987	11,474	6,442,425	28,630	32,302,419
1903	349	1,001,072	56	129,903	405	1,130,975	2,030	2,274,174	1,744	558,816	3,774	2,832,990	17,761	27,183,365	11,140	6,318,490	28,901	33,501,851
1904	386	1,129,586	55	129,465	441	1,259,051	2,149	2,372,911	1,720	554,322	3,869	2,927,233	18,467	28,632,684	10,816	6,153,448	29,288	34,786,182
1905	402	1,220,024	52	127,044	454	1,347,068	2,224	2,464,590	1,654	534,239	3,878	2,998,829	19,153	29,963,392	10,597	6,034,788	29,750	35,998,180
1906	428	1,396,661	51	122,389	479	1,519,050	2,329	2,649,106	1,705	549,964	4,034	3,199,070	19,877	31,744,904	10,210	5,805,573	30,087	37,550,477
1907	465	1,618,718	47	119,045	512	1,737,763	2,499	2,913,125	1,539	527,975	4,038	3,441,100	20,746	33,969,811	9,451	5,465,977	30,197	39,435,781
1908	515	1,895,412	45	112,469	560	2,007,881	2,641	3,148,541	1,506	512,043	4,147	3,660,584	21,550	35,723,095	8,974	5,197,456	30,524	40,920,551
1909	538	2,005,807	45	112,469	583	2,118,276	2,725	3,267,841	1,465	502,065	4,190	3,769,906	21,909	36,473,102	8,627	4,974,723	30,536	41,447,825
1910	563	2,146,769	43	109,850	606	2,256,619	2,670	3,294,805	1,332	454,274	4,002	3,749,079	22,008	37,290,695	8,045	4,621,825	30,053	41,912,520
1911	579	2,201,866	35	99,757	614	2,301,623	2,808	3,531,067	1,227	427,081	4,035	3,958,148	22,473	38,781,572	7,609	4,363,337	30,082	43,144,909
1912	588	2,262,480	34	96,854	622	2,359,334	2,981	3,750,144	1,175	420,907	4,106	4,171,051	23,217	40,518,177	7,099	4,082,500	30,316	44,600,877
1913	593	2,285,836	34	96,854	627	2,382,690	3,051	4,022,958	1,102	411,226	4,158	4,484,184	23,897	43,079,177	6,694	3,890,936	30,591	46,970,113
1914	579	2,260,441	31	92,323	610	2,352,764	3,156	4,298,172	1,093	429,870	4,249	4,728,042	24,444	45,403,877	6,392	3,685,675	30,836	49,089,552
1915	569	2,231,074	31	92,323	600	2,323,397	3,133	4,231,066	1,095	426,669	4,228	4,657,735	24,508	45,729,207	6,212	3,532,561	30,720	49,261,769
1916	561	2,225,900	31	92,323	592	2,318,223	3,045	4,141,118	1,100	426,640	4,145	4,567,758	24,132	45,247,724	6,035	3,435,412	30,167	48,683,136
1919	477	2,159,694	29	98,092	506	2,257,786	2,779	3,556,396	987	387,274	3,766	3,943,670	24,386	47,897,407	4,869	3,021,866	29,255	50,919,273
1920	466	2,118,568	26	88,861	492	2,207,429	2,952	4,334,044	925	357,780	3,877	4,691,824	26,513	53,904,688	5,082	3,409,377	31,595	57,314,065
1921	468	2,163,144	26	91,786	494	2,254,930	3,049	4,147,805	732	328,893	3,781	4,476,698	28,433	58,846,325	4,773	3,128,328	33,206	61,974,653
1922	469	2,155,904	26	91,786	495	2,247,690	3,120	4,132,995	701	362,778	3,821	4,495,773	29,255	61,342,952	4,680	3,027,834	33,935	64,370,786
1923	488	2,197,008	25	89,611	513	2,286,619	3,138	4,314,188	599	302,630	3,737	4,616,818	29,246	62,835,373	4,261	2,830,865	33,507	65,166,238
1924	499	2,275,911	25	85,553	524	2,361,464	3,172	4,234,959	576	299,453	3,748	4,534,412	29,024	61,514,140	3,932	2,509,427	32,956	64,023,567
1925	500	2,276,839	25	88,081	525	2,364,920	3,277	4,462,818	569	281,519	3,846	4,744,337	29,205	62,380,376	3,711	2,261,042	32,916	64,641,418

Owing to the War, statistics were not compiled regarding the Vessels recorded in Lloyd's Register Books for the years 1917 and 1918.

TABLE No. 9.—Showing the Number of Merchant Vessels of 100 tons gross and upwards, according to certain divisions of Gross Tonnage, LAUNCHED in GREAT BRITAIN AND IRELAND during each year from 1910 onwards.

1171

*Vessels built to the order of the Admiralty for other than Mercantile purposes are not included.

TABLE No. 10.—Showing the Number and Material of Merchant Vessels of 100 Tons Gross and upwards, according to certain divisions of Gross Tonnage, LAUNCHED ABROAD during the years 1918-1924.

TABLE No. 11.—Showing Number and Gross Tonnage of Merchant Countries of the World during

YEAR.	GREAT BRITAIN AND IRELAND. †		BRITISH DOMINIONS.				AUSTRIA-HUNGARY.	BELGIUM.		DENMARK.		FRANCE.		GERMANY.		HOLLAND.			
			TOTALS, excluding Canadian Lake Ports.		CANADIAN LAKE PORTS.														
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	
1892	681	1,109,950	58	19,792	No	Returns	7	2,302	1	2,000	22	12,707	19	17,228	73	64,888	15	14,368	
1893	536	836,383	41	17,089	No	Returns	6	7,435	1	1,525	18	10,719	22	20,337	65	60,167	8	1,339	
1894	614	1,046,508	26	6,055	1	748	5	1,703	1	2,700	16	7,300	28	19,636	77	119,702	41	15,360	
1895	579	950,967	23	6,105	7	4,276	10	7,371	1	1,270	14	10,982	27	28,851	75	87,786	25	8,292	
1896	696	1,159,751	36	8,394	5	2,730	9	6,246	2	1,675	14	11,814	41	44,565	63	103,295	28	12,405	
1897	591	952,486	36	10,489	4	1,942	6	6,601	3	1,899	13	13,539	39	49,341	84	139,728	42	20,351	
1898	781	1,367,570	65	22,664	5	2,357	9	5,432	5	833	17	12,703	48	67,160	104	153,147	27	19,468	
1899	726	1,416,791	31	6,475	3	1,989	8	9,248	3	423	30	26,613	51	89,794	93	211,684	50	34,384	
1900	692	1,442,471	38	6,967	2	2,596	12	14,889	7	3,270	17	11,060	66	116,858	93	204,731	61	45,074	
1901	639	1,524,739	68	16,610	6	11,524	7	20,013	3	5,631	41	22,856	92	177,543	101	217,593	33	29,927	
1902	694	1,427,558	65	18,235	4	10,584	16	15,192	13	14,946	44	27,148	99	192,196	108	213,961	114	69,101	
1903	697	1,190,618	64	20,866	9	18,824	6	11,328	16	12,804	39	28,609	75	92,768	120	184,494	109	59,174	
1904	712	1,205,162	55	27,253	6	3,712	40	16,645	6	6,686	30	15,859	69	81,245	149	202,197	109	55,636	
1905	795	1,623,168		45 — 10,798			27	16,402	1	2,000	19	17,557	43	73,124	148	255,423	58	44,135	
1906	886	1,828,343	50	16,026	7	10,016	25	18,590	6	5,813	18	24,712	48	35,214	205	318,230	89	66,809	
1907	841	1,607,890	83	21,479	14	24,964	7	8,717	18	16,542	29	28,819	50	61,635	188	275,003	60	68,623	
1908	523	929,669	111	25,512	8	8,669	24	23,502	7	16,300	24	19,172	50	83,429	120	207,777	76	58,604	
1909	526	991,066	35	6,592	3	869	15	25,006	6	6,316	11	7,508	51	42,197	84	128,696	52	59,106	
1910	500	1,143,169	53	14,601	7	11,742	8	14,304	7	6,226	18	12,154	55	80,751	117	159,303	105	70,945	
1911	772	1,803,844	59	16,006	3	3,656	16	37,836	6	7,563	18	18,689	79	125,472	154	255,532	113	93,050	
1912	712	1,738,514	76	25,090	8	9,700	12	38,821	10	18,542	22	26,103	80	110,734	165	375,317	112	99,439	
1913	688	1,932,153	77	26,744	14	21,595	17	61,757	54	30,181	31	40,932	89	176,095	162	465,226	95	104,296	
1914	656	1,683,553	58	22,288	22	25,246	11	*34,335	8	17,145	25	32,815	33	114,052	89	*387,192	130	118,153	
1915	‡327	650,919	27	13,289	4	8,725	No Returns	No Returns	No Returns	23	45,198	6	25,402	No Returns	120	113,075	142		
1916	‡306	608,235	36	22,577	4	8,994	No Returns	No Returns	No Returns	28	35,277	9	42,752	No Returns	201	180,197	151		
1917	‡286	1,162,896	80	66,475	25	27,996	No Returns	No Returns	No Returns	23	20,445	6	18,828	No Returns	146	148,779	106		
1918	‡301	1,348,120	184	230,514	22	49,390	No Returns	No Returns	No Returns	13	26,150	3	13,715	No Returns	74	74,026	171		
1919	612	1,620,442	235	298,495	28	60,233				2	2,433	46	37,766	34	32,633	No Returns	100	137,086	271
1920	618	2,055,624	90	174,557	13	29,087				5	8,371	30	60,669	50	93,449	No Returns	99	183,149	201
1921	426	1,538,052	49	118,303	5	11,872				3	17,909	37	77,298	65	210,663	242	509,064	98	232,402
1922	235	1,031,081	37	53,347	2	9,418				4	7,497	23	41,016	62	184,509	187	525,829	60	163,182
1923	222	645,651	41	37,072	3	4,191				5	1,102	24	49,479	27	96,644	109	345,062	35	65,682
1924	494	1,439,885	29	29,815	2	15,064				2	3,997	33	63,937	26	79,685	108	175,113	41	68,627

The figures for the years 1892-1906 include vessels of less than 100 tons which were intended to class with Lloyd's Register.
 1 Vessels built to the order of the Admiralty for other than Mercantile purposes are not included.

ITALY.		JAPAN.		NORWAY.		SPAIN.		SWEDEN.		UNITED STATES.				OTHER COUNTRIES.		TOTALS.		YEAR.
No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	
21	13,888	...	...	42	24,572	1	841	12	4,659	73	62,588	No	Returns	26	8,262	1,051	1,358,045	1892
21	10,626	3	1,132	30	16,552	...	...	18	6,566	36	27,174	No	Returns	41	9,697	846	1,026,741	1893
10	5,396	14	3,173	25	17,169	...	...	14	7,810	36	44,847	7	22,047	17	3,884	932	1,323,538	1894
10	5,603	3	2,296	21	12,873	1	949	13	2,767	41	42,431	20	42,446	10	2,895	880	1,218,160	1895
10	6,779	26	7,849	17	12,059	...	...	14	4,405	112	77,964	32	106,211	8	1,740	1,113	1,567,882	1896
8	12,910	22	6,740	25	17,248	2	1,115	14	6,984	63	34,076	21	52,762	17	3,713	990	1,331,924	1897
19	26,530	9	11,424	29	22,670	...	...	12	4,385	141	110,186	21	63,064	18	3,750	1,290	1,893,343	1898
31	49,472	3	6,775	34	27,853	...	...	29	10,367	127	146,108	21	78,170	29	5,592	1,269	2,121,738	1899
36	67,522	3	4,543	42	32,751	2	2,572	19	5,735	196	190,962	39	142,565	39	9,597	1,364	2,304,163	1900
35	60,526	94	37,208	40	36,875	...	...	31	8,241	284	268,091	52	165,144	62	15,018	1,538	2,617,539	1901
62	46,270	53	27,181	46	37,878	...	...	32	9,030	206	223,360	45	155,814	49	14,301	1,650	2,502,755	1902
81	50,089	62	34,514	54	41,599	...	...	30	11,855	195	211,219	51	170,601	42	11,269	1,650	2,145,631	1903
35	30,016	67	32,969	67	50,469	2	1,464	32	10,267	208	189,430	19	49,088	37	9,837	1,643	1,987,935	1904
46	61,629	81	31,725	58	52,580	2	2,885	20	5,282	157	107,368	43	195,459	33	15,387	1,576	2,514,922	1905
30	30,560	107	42,480	69	60,774	8	2,943	23	11,579	192	169,358	50	271,729	23	6,578	1,836	2,919,763	1906
31	44,666	78	66,254	82	57,556	3	3,966	28	11,781	208	217,530	47	257,145	21	5,518	1,788	2,778,088	1907
34	26,864	73	59,725	81	52,889	3	5,210	23	9,546	202	158,645	36	145,898	10	1,925	1,405	1,833,286	1908
28	31,217	75	52,319	45	28,601	1	2,174	12	6,316	73	80,485	29	129,119	17	4,470	1,063	1,602,057	1909
21	23,019	70	30,215	64	36,931	1	3,234	17	8,904	156	177,601	39	153,717	39	11,037	1,277	1,957,853	1910
14	17,401	109	44,359	71	35,435	1	8,838	11	9,427	112	95,693	30	75,876	31	6,463	1,599	2,650,140	1911
27	25,196	168	57,755	89	50,255	12	4,260	22	13,968	144	194,273	30	89,950	30	23,852	1,719	2,901,769	1912
38	50,356	152	64,664	74	50,637	12	8,488	25	18,524	182	228,232	23	48,216	17	4,786	1,750	3,332,882	1913
47	42,981	32	85,861	61	54,204	5	5,163	26	15,163	84	162,937	10	37,825	22	13,840	1,319	*2,852,753	1914
30	22,132	26	49,408	59	62,070	5	12,765	27	20,319	76	157,167	8	20,298	5	876	743	*1,201,688	1915
10	56,654	55	145,624	52	42,458	6	10,847	34	26,769	167	384,899	44	119,348	12	3,449	964	*1,688,080	1916
11	38,906	104	350,141	44	46,103	10	22,777	34	26,760	266	821,115	60	176,804	17	9,761	1,112	*2,937,786	1917
15	60,791	198	489,924	51	47,723	18	17,389	36	39,583	741	2,602,153	188	430,877	22	17,089	1,866	*5,447,444	1918
32	82,713	133	611,883	82	57,578	41	52,609	53	50,971	852	3,579,826	199	495,559	34	24,322	2,483	*7,144,549	1919
82	133,190	140	456,642	30	38,855	13	45,950	46	63,823	467	2,848,725	42	127,528	34	42,047	1,759	*5,861,666	1920
85	164,748	43	227,425	35	51,458	11	47,256	27	65,911	166	995,129	7	11,284	78	63,465	1,377	4,341,679	1921
42	101,177	49	83,419	23	32,391	2	7,776	14	30,038	55	97,161	4	21,977	53	77,316	852	2,467,084	1922
21	66,523	44	72,475	48	42,619	7	4,488	10	20,118	69	96,491	14	76,326	22	19,308	701	1,643,181	1923
19	82,526	31	72,757-	34	25,139	2	3,859	12	31,211	71	90,155	8	43,308	12	21,673	924	2,247,751	1924

* Returns not complete.

TABLE No. 12.—Showing the number and gross tonnage of STEAMERS & MOTORSHIPS of 100 tons gross
distinguishing the principal maritime countries, and indicating

1174

YEAR	LOST OR BROKEN UP. (a)	GREAT BRITAIN AND IRELAND.			BRITISH DOMINIONS.			AMERICA (UNITED STATES).			DENMARK.			FRANCE.			GERMANY.			GREECE.			HOLLAND.		
		No.	Tons.	Per Cent.	No.	Tons.	Per Cent.	No.	Tons.	Per Cent.	No.	Tons.	Per Cent.	No.	Tons.	Per Cent.	No.	Tons.	Per Cent.	No.	Tons.	Per Cent.	No.	Tons.	Per Cent.
1902	Lost...	82	108,786	0·84	19	25,471	3·37	7	8,796	0·80	3	2,488	0·57	9	8,505	0·77	19	36,021	1·37	5	9,089	3·12	8	8,355	1·01
	Broken up...	33	51,341		5	1,718		2	589		3	734		6	15,935		3	4,836		...	...	4	8,485		
	TOTAL	115	160,127		24	27,189		9	9,385		6	3,223		15	24,440		22	40,857		5	9,089		12	14,840	
1903	Lost...	109	155,071	1·18	9	8,349	1·07	11	12,307	1·01	1	2,567	0·53	13	20,037	1·74	22	19,879	0·71	...	...	6	5,512	0·93	
	Broken up...	48	103,226		3	7,678		1	2,607		...	...		1	2,599		2	5,481		...	...	...	...	...
	TOTAL	157	258,297		12	16,027		12	14,914		1	2,567		14	22,636		24	25,360		...	...	6	5,512		
1904	Lost...	98	166,826	1·19	14	5,783	0·67	16	15,671	1·20	5	13,448	2·66	11	8,899	0·71	21	42,446	1·47	6	12,202	3·48	5	6,705	1·45
	Broken up...	31	80,425		4	2,548		...	...		1	820		5	11,914		2	3,316		...	...	1	663		
	TOTAL	129	197,251		18	8,331		16	15,671		6	14,268		16	20,813		23	45,762		6	12,202		6	7,368	
1905	Lost...	106	155,603	1·07	13	15,115	1·66	14	14,742	1·10	4	10,795	2·01	13	14,147	1·12	19	36,071	1·17	11	21,951	6·26	6	3,425	0·52
	Broken up...	42	61,742		6	5,055		1	3,945		...	...		4	9,844		3	2,624		1	504		4	4,046	
	TOTAL	148	217,345		19	20,170		15	18,687		4	10,795		17	23,991		22	38,695		12	22,455		10	7,471	
1906	Lost...	115	168,793	1·11	18	11,521	1·20	15	14,988	1·05	6	6,689	1·15	8	11,894	0·95	26	37,354	1·11	6	8,176	2·19	5	7,305	1·07
	Broken up...	34	41,421		10	9,477		5	6,817		1	2,813		13	31,091		2	3,818		...	...	1	118		
	TOTAL	149	210,214		28	20,998		20	21,805		7	9,502		21	42,985		28	41,172		6	8,176		6	7,423	
1907	Lost...	90	150,893	0·95	19	16,964	1·58	11	35,004	2·27	6	5,920	0·91	14	16,190	1·26	27	46,405	1·25	9	14,999	3·56	1	642	0·05
	Broken up...	33	58,304		10	15,651		1	251		...	...		10	21,117		1	1,993		1	1,250		2	2,162	
	TOTAL	123	209,197		29	32,615		12	35,255		6	5,920		24	37,307		28	48,398		10	16,249		3	2,804	
1908	Lost...	114	181,988	1·11	25	21,049	1·81	8	10,342	0·63	...	...		12	21,129	1·49	21	46,058	1·20	9	21,693	4·5	3	6,135	0·71
	Broken up...	41	71,481		4	7,825		1	832		...	...		6	12,137		6	19,629		...	...	1	218		
	TOTAL	155	253,469		29	28,874		9	11,174		...	...		18	33,266		27	65,687		9	21,693		4	6,353	
1909	Lost...	83	182,836	1·11	17	18,852	1·37	14	20,706	1·25	4	2,956	0·44	10	10,191	0·70	30	43,896	1·13	8	17,652	3·64	6	5,850	0·65
	Broken up...	62	138,976		8	4,063		1	2,525		1	380		11	28,472		9	27,075		2	3,868		3	3,430	
	TOTAL	145	321,812		25	20,915		15	23,231		5	3,336		21	38,663		39	70,971		10	21,520		9	9,280	
1910	Lost...	102	190,135	1·13	21	14,703	1·14	14	15,800	0·94	5	7,034	1·05	14	15,900	1·10	26	31,594	0·80	7	12,893	2·58	4	8,121	0·83
	Broken up...	62	128,095		9	5,846		2	5,199		2	299		8	20,907		1	3,190		1	1,083		4	5,306	
	TOTAL	164	318,230		30	20,549		16	20,999		7	7,333		22	36,807		27	34,784		8	13,976		8	13,427	
1911	Lost...	112	187,062	1·08	20	28,977	1·91	10	13,409	0·78	4	1,934	0·28	11	9,894	0·64	20	29,408	0·73	13	30,774	5·49	5	9,952	0·97
	Broken up...	51	68,276		15	14,913		1	517		4	1,804		13	31,541		6	4,410		2	4,113		3	4,684	
	TOTAL	163	255,338		35	41,890		11	13,926		8	3,738		24	41,435		26	33,818		15	34,887		8	14,636	
1912	Lost...	108	245,358	1·28	18	11,618	0·79	8	4,085	0·23	5	6,071	0·86	14	16,928	1·03	19	38,741	0·91	8	17,271	2·66	4	4,184	0·98
	Broken up...	88	57,083		12	12,712		4	6,837		...	...		5	10,368		4	1,580		2	3,254		4	4,184	
	TOTAL	146	302,441		30	24,330		12	10,922		5	6,071		19	27,294		23	40,321		10	20,525		4	4,184	
1913	Lost...	93	182,248	1·00	14	13,832	0·88	20	21,583	1·09	5	5,267	0·74	15	25,948	1·45	21	39,235	0·83	9	16,438	2·93	3	1,150	0·09
	Broken up...	34	40,478		15	10,392		...	...		...	...		6	6,114		2	1,845		...	...	...	...	...
	TOTAL	127	222,726		29	24,224		20	21,583		5	5,267		21	32,062		23	41,080		9	16,438		3	1,150	

(a) Cases of breaking up consequent upon casualty are included under "Lost".

and upwards, totally LOST (including WAR LOSSES), and BROKEN UP during the years 1902 to 1924,
the percentage LOST of the tonnage owned by the various countries.

1175

ITALY.			JAPAN.			NORWAY.			SPAIN.			SWEDEN.			OTHER COUNTRIES.			WORLD.			LOST OR BROKEN UP.		YEAR		
No.	Tons.	Per Cent.	No.	Tons.	Per Cent.	No.	Tons.	Per Cent.	No.	Tons.	Per Cent.	No.	Tons.	Per Cent.	No.	Tons.	Per Cent.	No.	Tons.	Per Cent.	(a)				
5	9,643	1.39	12	7,178	1.29	18	15,443	1.78	12	23,359	3.17	6	5,622	1.21	27	39,425	1.23	232	308,182	1.23	Lost Broken up	... ... ...	1902		
7	12,866		1	366		...	...		1	308		...	...		4	5,003		69	100,181				TOTAL ...		
12	22,509		13	7,544		18	15,443		13	23,667		6	5,622		31	44,428		301	408,363						
2	1,232	0.17	13	9,200	1.57	21	24,751	2.65	5	6,214	0.86	8	10,809	2.15	17	22,448	1.14	237	298,376	1.14	Lost Broken up	... ... ...	1903		
18	36,552		1	3,092		2	2,419		4	1,969		...	...		9	15,082		89	180,705						
20	37,784		14	12,292		23	27,170		9	8,183		8	10,809		26	37,530		326	479,081						
10	17,769	2.47	34	69,718	10.43	13	12,954	1.27	7	11,539	1.62	5	4,071	0.75	35	36,144	1.54	280	424,175	1.54	Lost Broken up	... ... ...	1904		
8	19,937		1	272		2	3,516		...	...		...		9	15,293		64	88,704							
18	37,706		35	69,990		15	16,470		7	11,539		5	4,071		44	51,437		344	512,879						
5	11,518	1.55	30	33,125	3.80	26	30,945	2.36	15	22,551	3.25	15	19,080	3.22	20	18,907	1.42	297	407,975	1.42	Lost Broken up	... ... ...	1905		
10	24,038		1	114		5	4,237		6	3,512		2	342		...	...	85	120,003							
15	35,556		31	33,239		31	35,182		21	26,063		17	19,422		20	18,907		382	527,978						
9	19,649	2.54	21	17,451	1.75	20	23,364	2.04	5	5,597	0.82	11	8,325	1.28	19	26,070	1.21	284	367,176	1.21	Lost Broken up	... ... ...	1906		
14	34,612		...	...		1	578		3	3,600		1	200		9	7,986		94	142,531						
23	54,261		21	17,451		21	23,942		8	9,197		12	8,525		28	34,056		378	509,707						
4	4,865	0.59	27	33,644	3.15	20	27,576	2.18	13	22,922	3.40	7	7,790	1.13	25	24,514	1.26	273	408,328	1.26	Lost Broken up	... ... ...	1907		
9	19,437		5	4,444		2	6,738		2	673		1	112		6	24,659		83	156,791						
13	24,302		32	38,088		22	34,314		15	23,595		8	7,902		31	49,173		356	565,119						
7	7,859	0.87	29	25,082	2.20	28	28,726	2.13	9	7,368	1.09	11	9,452	1.29	28	32,925	1.24	304	419,806	1.24	Lost Broken up	... ... ...	1908		
1	329		4	11,399		2	1,772		3	5,000		1	295		8	15,764		78	146,681						
8	8,188		33	36,481		30	30,498		12	12,368		12	9,747		36	48,689		382	566,487						
3	6,153	0.64	15	10,162	0.88	24	34,016	2.45	8	10,722	1.56	9	5,625	0.73	25	26,153	1.14	256	393,770	1.14	Lost Broken up	... ... ...	1909		
8	13,482		1	2,399		2	2,222		...	...		3	2,665		16	22,343		127	251,900						
11	19,635		16	12,561		26	36,238		8	10,722		12	8,290		41	48,496		383	645,670						
3	8,060	0.82	22	21,505	1.88	25	30,146	2.12	13	17,147	2.30	11	10,985	1.40	26	37,526	1.20	293	421,549	1.20	Lost Broken up	... ... ...	1910		
9	28,298		8	14,020		4	7,830		1	831		6	4,664		11	20,323		128	245,891						
12	36,358		30	35,525		29	37,976		14	17,978		17	15,649		37	57,849		421	667,440						
6	14,313	1.39	20	17,946	1.49	23	24,551	1.60	13	22,530	2.97	10	10,659	1.32	38	49,278	1.23	305	449,087	1.23	Lost Broken up	... ... ...	1911		
7	13,644		1	151		4	2,888		5	11,612		2	1,123		2	10,989		122	170,665						
13	27,957		21	18,097		27	27,439		18	34,142		12	11,782		46	60,267		427	619,752						
8	16,265	1.45	33	27,553	2.05	22	23,601	1.39	7	12,050	1.59	10	8,094	0.93	28	18,858	1.18	292	450,675	1.18	Lost Broken up	... ... ...	1912		
7	19,046		2	937		3	1,372		2	1,262		2	1,046		6	6,573		87	122,070						
15	35,311		35	28,490		25	24,973		9	13,312		12	9,140		34	25,431		379	572,745						
13	20,127	1.58	25	25,514	1.70	23	26,438	1.41	12	15,804	1.91	11	12,862	1.36	31	38,819	1.09	295	445,265	1.09	Lost Broken up	... ... ...	1913		
5	6,588		...	...		1	933		1	2,040		2	2,626		10	16,721		76	87,737						
18	26,715		25	25,514		24	27,371		13	17,844		13	15,488		41	55,540		371	533,002						
3																									

* Excluding vessels trading on the Great Lakes of North America.

TABLE No. 12 (cont.).—Showing the number and gross tonnage of STEAMERS & MOTORSHIPS of 100 tons gross
1176 distinguishing the principal maritime countries, and indicating

YEAR	LOST OR BROKEN UP. (a)	GREAT BRITAIN AND IRELAND.			BRITISH DOMINIONS.			AMERICA* (UNITED STATES).			DENMARK.			FRANCE.			GERMANY.			GREECE.			HOLLAND.				
		No.	Tons.	Per Cent.	No.	Tons.	Per Cent.	No.	Tons.	Per Cent.	No.	Tons.	Per Cent.	No.	Tons.	Per Cent.	No.	Tons.	Per Cent.	No.	Tons.	Per Cent.	No.	Tons.	Per cent.		
1914	Lost...	194	410,965	2·12	25	20,333	1·24	18	24,329	1·20	11	21,920	2·85	13	13,837	0·72	32	89,056	1·73	6	15,178	1·85	9	16,731	1·13		
	Broken up	20	43,395	6	8,368	8	19,460	3	1,093	2	2,652	
	TOTAL	214	454,360	31	28,701	18	24,329	11	21,920	21	33,297	35	90,149	6	15,178	11	19,383	...	...	...	...	...	...	...	...
1915	Lost...	544	1,052,924	5·68	25	33,727	2·11	19	39,730	1·54	17	32,208	4·01	46	113,011	5·92	32	74,880	1·69	14	27,653	3·10	25	41,399	2·76		
	Broken up	9	9,853	4	814	...	...	...	...	1	544	...	...	2	6,992	...	...	...	...	...	...	...	...	...	...
	TOTAL	553	1,102,777	29	34,541	19	39,730	18	32,752	48	120,003	32	74,880	14	27,653	25	41,393	...	...	...	...	...	...	...	...
1916	Lost...	571	1,411,429	7·50	30	31,396	1·92	27	57,255	2·01	45	60,531	7·59	57	148,051	8·00	25	39,506	1·02	38	91,645	12·78	32	72,347	4·87		
	Broken up	1	427	3	1,166	...	...	...	...	...	...	...	...	1	523	...	...	...	...	...	...	...	...	...	...
	TOTAL	572	1,411,856	33	32,562	27	57,255	45	60,531	58	148,574	25	39,506	38	91,645	32	72,347	...	...	...	...	...	...	...	...
+1917	Lost...	1,384	4,093,717	...	49	71,262	...	60	166,630	...	81	109,949	...	144	355,007	...	24	19,750	...	89	241,546	...	49	84,331	...		
	Broken up	2	300	2	577	...	...	...	...	1	546	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL	1,386	4,094,017	61	71,839	60	166,630	82	110,495	144	355,007	24	19,750	89	241,546	49	84,331	...	...	...	...	...	...	...	...
+1918	Lost...	661	1,974,182	...	46	97,812	...	90	308,742	...	21	31,960	...	92	186,083	...	18	13,249	...	20	54,386	...	16	9,791	...		
	Broken up	2	1,558	1	128	...	...	...	...	1	176	...	...	1	176	...	...	...	...	...	...	...	...	...	...
	TOTAL	663	1,975,740	47	97,940	90	308,742	21	31,960	93	186,259	18	13,249	20	54,386	16	9,791	...	...	...	...	...	...	...	...
1919	Lost...	84	140,941	0·86	34	35,168	1·89	54	114,752	0·96	4	2,243	0·36	22	32,250	1·64	47	19,152	0·59	6	7,426	2·55	24	11,936	0·76		
	Broken up	1	244	4	1,646	2	7,294	1	274	...	
	TOTAL	85	141,185	38	36,814	54	114,752	4	2,243	24	39,544	47	19,152	6	7,426	25	12,210	...	...	...	...	...	...	...	...
1920	Lost...	86	123,861	0·68	26	16,574	0·89	45	112,040	0·90	6	2,163	0·30	25	50,874	1·72	17	9,061	2·16	26	31,915	6·42	12	3,736	0·21		
	Broken up	6	5,722	5	1,818	...	...	...	...	...	...	...	...	3	4,212	...	...	...	...	...	...	...	...	...	...
	TOTAL	92	129,583	31	18,392	45	112,040	6	2,163	25	50,874	17	9,061	26	31,915	12	3,736	...	...	...	...	...	...	...	...
1921	Lost...	65	65,718	0·34	35	42,332	1·87	22	60,392	0·45	8	5,536	0·63	21	27,899	0·85	12	7,005	1·07	26	52,363	8·92	2	602	0·03		
	Broken up	13	43,237	9	13,422	4	8,920	3	4,212	1	1,827	1	2,061	...
	TOTAL	78	108,955	44	55,754	26	69,312	8	5,536	24	32,111	13	8,832	26	52,363	3	2,663
1922	Lost...	77	119,297	0·62	15	11,897	0·47	24	54,842	0·40	4	6,773	0·70	23	23,770	0·67	27	24,380	1·37	5	7,136	1·09	6	5,037	0·19		
	Broken up	41	120,347	20	30,173	14	37,630	4	944	22	53,674	...	...	4	6,949	...	...	...	...	1	1,353	...	4	5,903	...
	TOTAL	118	239,644	35	42,070	38	92,472	8	7,717	45	77,444	31	31,329	6	8,489	10	10,940
1923	Lost...	84	138,744	0·73	17	17,836	0·69	28	65,939	0·49	5	6,966	0·74	20	12,936	0·37	29	35,710	1·42	4	9,941	1·33	5	10,817	0·41		
	Broken up	73	184,207	13	30,701	125	346,761	6	7,408	64	167,478	4	5,227	...	...	...	...	...	...	7	10,812	...	...	...	...
	TOTAL	157	322,951	30	48,537	153	412,700	11	14,374	84	180,414	33	40,937	4	9,941	12	21,629
1924	Lost...	67	108,077	0·57	31	26,518	1·02	26	42,445	0·34	7	12,248	1·24	13	23,908	0·73	20	15,542	0·54	3	9,625	1·27	1	801	0·03		
	Broken up	116	254,089	29	55,732	145	488,865	7	10,844	57	111,610	...	...	14	23,092	70	135,518	34	42,908	2	3,058	...	7	15,892	...
	TOTAL	183	362,166	60	82,250	171	531,310	14	23,092	70	135,518	34	42,908	5	12,683	8	16,693

(a) Cases of breaking up consequent upon casualty are included under "Lost."

* Excluding vessels trading on the Great Lakes of North America.

and upwards, totally LOST (including WAR LOSSES), and BROKEN UP during the years 1902 to 1924, the percentage LOST of the tonnage owned by the various countries.

1177

No.	Tons.	ITALY.			JAPAN.			NORWAY.			SPAIN.			SWEDEN.			OTHER COUNTRIES.			WORLD.			LOST OR BROKEN UP.		YEAR
		No.	Tons.	Per Cent.	No.	Tons.	Per Cent.	No.	Tons.	Per Cent.	No.	Tons.	Per Cent.	No.	Tons.	Per Cent.	No.	Tons.	Per Cent.	No.	Tons.	Per Cent.	(a)		
5	9	11,671	0.82	22	28,897	1.69	38	44,045	2.25	7	10,811	1.28	23	31,325	3.08	30	34,836	4.37	773,934	1.79	Lost ...	1914			
	2	154		1	4,254		1	1,342		...	...		1	475		11	15,585	54	96,728		Broken up ...		
	10	11,825		23	33,151		39	45,387		7	10,811		24	31,800		41	50,371	491	870,662		TOTAL ...				
10	25																								
	20	53,930	3.56	20	43,041	2.36	81	116,501	5.89	13	26,871	3.03	37	62,359	6.10	75	109,158	968	1,867,386	4.29	Lost ...	1915			
	1	1,214		1	3,272		1	371		...	...		1	322		4	2,950	24	26,332		Broken up ...		
	21	55,144		21	46,313		82	116,372		13	26,871		38	62,681		79	112,108	992	1,893,718		TOTAL ...				
78	32																								
	82	228,290	13.54	28	81,068	4.39	208	288,446	12.74	30	66,456	8.15	43	43,528	4.70	58	95,034	1274	2,714,982	6.31	Lost ...	1916			
	5	6,347		3	438		1	158			1	...		14	9,059					Broken up ...			
	87	234,637		31	81,506		209	288,604		30	66,456		43	43,528		58	95,034	1288	2,724,041		TOTAL ...				
49	128																								
	3	398,790		36	92,113	...	368	601,209		34	73,565	...	56	75,132		94	219,477	2596	6,602,478	...	Lost ...	1917+			
	3,226			...	...		...	...	...	...	...		1	134		...	...	9	4,783		Broken up ...	
	131	402,016		36	92,113		368	601,209		34	73,565		57	75,266		94	219,477	2605	6,607,261		TOTAL ...				
18	50	184,173	...	30	61,829	...	102	167,034	...	34	71,745	...	52	70,016	...	58	99,352	1288	3,330,354	...	Lost ...	1918+			
	1	429		...	...		...	...	...	...	...		1	146		...	...	6	2,487		Broken up ...	
	51	184,602		30	61,829		102	167,034		34	71,745		53	70,162		56	99,352	1294	3,332,791		TOTAL ...				
55	24	366	0.03	42	43,829	1.88	31	33,199	2.07	7	7,376	1.04	27	24,201	2.64	31	41,395	415	514,234	1.12	Lost ...	1919			
	1	...		...	...		...	...	1	272		1	208		...	...	10	9,938		Broken up ...		
	2	366		42	43,829		31	33,199		8	7,648		28	24,409		31	41,395	425	524,172		TOTAL ...				
42	12	13,020	0.61	29	41,988	1.40	28	25,944	1.31	10	10,050	1.07	13	17,777	1.78	27	51,791	357	510,794	0.99	Lost ...	1920			
	13	...		29	41,988		26	25,944		10	10,050		15	18,038		27	51,791	370	518,595		Broken up ...				
	9	13,020		29	51,185		16	29,210		31	56,290		8	9,698		23	26,559	344	536,537		TOTAL ...				
92	2	28,060	1.14	29	51,185	1.53	18	29,210	1.23	30	53,772	1.84	8	9,698	0.89	21	25,211	310	458,992	0.81	Lost ...	1921			
	1	...		...	...		...	...	1	2,518		...	...		2	1,348	34	77,545		Broken up ...		
	3	28,060		29	51,185		16	29,210		31	56,290		8	9,698		23	26,559	344	536,537		TOTAL ...				
09	6	31,059	1.15	64	54,136	1.51	27	23,010	0.95	20	27,917	2.80	7	6,138	0.59	37	33,334	351	428,756	0.72	Lost ...	1922			
	4	15,735		22	15,580		5	3,088		1	1,039		2	251		...	...	160	315,110		Broken up ...		
	10	21	46,794	86	69,716		32	26,098		21	28,956		9	6,389		37	33,334	511	743,866		TOTAL ...				
33	5	49,629	1.72	33	58,548	1.62	27	36,085	1.52	9	10,779	0.90	18	12,587	1.11	23	27,847	324	494,364	0.82	Lost ...	1923			
	7	157,080		4	5,498		6	4,622		6	13,760		9	2,160		9	26,792	385	962,506		Broken up ...				
	12	206,709		37	64,046		33	40,707		15	24,539		27	14,747		32	54,639	709	1,456,870		TOTAL ...				
27	1	38,125	1.40	42	70,933	1.85	21	22,863	0.96	6	9,336	0.79	11	14,084	1.18	32	45,899	292	440,404		Lost ...	1924			
	7	110,633		8	4,616		7	3,456		9	24,283		1,265		1	62,549	485	1,174,258		Broken up ...					
	8	148,758		50	75,549		8	26,319		15	23,619		18	15,349		56	108,448	777	1,614,662		TOTAL ...				

+ Owing to the War, statistics regarding the vessels owned by the various countries of the world were not compiled by Lloyd's Register for the years 1917 and 1918.

1178 TABLE No. 13.—Showing the Number and Tonnage of MOTORSHIPS (including Sailing Vessels fitted with Auxiliary Motors) of 100 Tons Gross and upwards, according to certain divisions of Gross Tonnage, owned in the World—distinguishing the principal Countries owning such Tonnage—as recorded in the 1925-26 Edition of Lloyd's Register Book.

COUNTRIES WHERE OWNED.	Under 1,000 tons.		1,000 to 1,999 tons.		2,000 to 3,999 tons.		4,000 to 5,999 tons.		6,000 to 7,999 tons.		8,000 to 9,999 tons.		10,000 tons and above.		TOTAL.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
GREAT BRITAIN & IRELAND...	178	36,581	11	14,486	17	50,582	43	213,776	43	298,388	11	101,191	2	39,491	305	754,491
DENMARK	78	20,689	3	4,904	6	18,670	14	67,577	8	54,065	3	25,932	...	...	112	191,837
GERMANY	145	34,708	15	23,714	10	28,593	7	35,179	13	89,187	4	37,050	2	27,225	196	275,656
HOLLAND	100	22,285	13	18,470	7	24,070	1	4,647	1	6,548	4	36,877	2	25,500	128	138,397
ITALY	73	23,456	4	5,920	10	47,820	1	5,900	5	33,410	3	25,652	...	...	96	142,153
NORWAY	161	44,902	12	18,665	20	64,854	33	162,888	4	27,329	3	27,327	...	...	233	345,963
SWEDEN	163	36,750	5	7,304	15	51,610	21	113,817	4	27,927	1	8,200	2	32,339	211	277,947
UNITED STATES	113	32,952	42	59,647	28	77,046	4	21,066	8	58,905	2	17,503	...	...	197	267,119
OTHER COUNTRIES	613	151,825	29	40,527	10	31,447	8	37,821	3	22,146	4	37,233	...	...	667	320,499
TOTAL	1,624	403,648	134	193,637	123	394,692	132	662,671	89	617,905	35	316,965	8	124,555	2,145	2,714,071

TABLE No. 14.—Showing the Number, Gross Tonnage, Material, and Description of NEW VESSELS classed by Lloyd's Register during the year 1924.

WHERE BUILT.	STEAMERS AND MOTORSHIPS.						SAILING VESSELS AND BARGES.						GRAND TOTAL.	
	STEEL.		WOOD AND COMPOSITE.		TOTAL.		STEEL.		WOOD AND COMPOSITE.		TOTAL.			
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
GREAT BRITAIN & IRELAND....	350	937,168	8	424	358	937,592	22	6,205	16	608	38	6,813	396	944,405
AMERICA, U.S. OF	2	15,526	...	...	2	15,526	...	...	8	25	8	25	10	15,551
BELGIUM.....	2	3,947	...	...	2	3,947	...	...	...	...	...	...	2	3,947
BRITISH DOMINIONS	6	28,404	...	...	6	28,404	...	...	...	...	...	...	6	28,404
DENMARK.....	10	28,264	...	...	10	28,264	...	...	2	4	2	4	12	28,268
FINLAND .....	...	...	...	...	...	...	...	...	2	7	2	7	2	7
FRANCE	4	7,998	...	...	4	7,998	...	...	1	5	1	5	5	8,003
GERMANY.....	11	25,212	...	...	11	25,212	...	...	2	4	2	4	13	25,216
HOLLAND.....	19	35,818	...	...	19	35,818	4	824	...	...	4	324	23	36,149
ITALY	3	17,937	...	...	3	17,937	...	...	...	...	...	...	3	17,937
JAPAN	8	34,939	...	...	8	34,939	4	609	...	...	4	609	12	35,548
JUGO-SLAVIA .....	...	...	1	146	1	146	...	...	...	...	...	...	1	146
SPAIN	1	3,741	...	...	1	3,741	...	...	...	...	...	...	1	3,741
SWEDEN	8	30,424	...	...	8	30,424	...	...	2	7	2	7	10	30,431
Total.....	424	1,169,378	9	570	433	1,169,948	30	7,138	33	660	63	7,798	496	1,177,746

The Countries for which the vessels included in the above statement were built are as follows:—

STEAM AND MOTOR. No.	Tons.	SAIL.		TOTAL.		STEAM AND MOTOR. No.	Tons.	SAIL.		TOTAL.			
		No.	Tons.	No.	Tons.			No.	Tons.	No.	Tons.		
Great Britain & Ireland	328	852,895	27	3,236	355	856,131	Italy	3	17,937	...	3	17,937	
America, U.S. of	6	18,075	8	25	14	18,100	Japan	10	49,986	3	220	13	50,206
Argentine	1	6,702	7	1,491	8	8,193	Norway	6	24,631	...	...	6	24,631
Belgium	1	1,937	2	4	3	1,941	Panama	2	7,288	...	...	2	7,288
British Dominions	22	61,346	5	2,147	27	63,493	Spain	3	9,818	...	...	3	9,818
Denmark	10	24,861	2	4	12	24,865	Sweden	9	27,883	2	7	11	27,890
France	8	18,520	2	16	8	18,536	Other Countries	10	3,137	5	648	15	3,785
Holland	14	36,593	...	...	14	36,593	Total	433	1,169,948	63	7,798	496	1,177,746
Honduras	2	8,839	...	...	2	8,839							

CORRECTED TABLE NO. 7 IN THE 1925-26 APPENDIX TO THE REGISTER BOOK.

Number and Tonnage of Tankers recorded in the 1925-26
Edition of Lloyd's Register Book.

(Excluding vessels of less than 1,000 tons.)

Countries where owned	No.	Tons.
Great Britain & Ireland	324	1,769,205
Canada	16	89,963
Other British Dominions	18	95,873
America (United States)	384	2,311,723
Belgium	8	42,081
Denmark	3	12,660
France	28	151,089
Germany	13	57,837
Holland	52	159,764
Italy	29	135,372
Japan	9	48,221
Norway	44	261,452
Spain	8	30,648
Sweden	3	10,355
Other Countries	33	146,894
TOTAL	972	5,323,137

