

STATISTICAL NOTES ON THE 1934-1935 EDITION OF LLOYD'S REGISTER BOOK.

In October next will occur the Centenary of the Re-constitution of Lloyd's Register of Shipping on its present basis. The Register Book just published by the Committee is, therefore, the 101st annual issue by the Society as now constituted. The new edition contains, as usual, very complete particulars of all sea-going merchant vessels of the world of 100 tons and upwards, and also of steel and iron vessels trading on the Great Lakes of North America, and of other vessels classed with the Society. It thus includes a detailed record of about 31,000 steamers, motorships, sailing vessels and non-propelled craft.

The impressive volumes comprise also many lists of great practical value to the shipping community, such as :—Shipowners and Managers all over the world, with the names and tonnages of their respective vessels; Shipbuilders in all countries, with lists of iron and steel vessels built by them; detailed particulars of dry and wet docks, ports, harbours, etc., in each country; telegraphic and postal addresses of some 20,000 firms connected with shipping in all parts of the world; steamers and motorships of 10,000 tons and upwards, arranged according to nationality and gross tonnage; particulars of the speed of merchant vessels capable of 12 knots and upwards; particulars of deadweight and cubic capacities of cargo steamers and motorships; lists of vessels carrying oil in bulk; lists of vessels fitted with refrigerating appliances, etc.; and others.

The Section of the Book in which the public is probably generally most interested is that containing the **Statistical Tables**, which give extensive and precise information respecting the various merchant fleets of the world.

The contents of the Tables will repay careful study, as they enable an accurate comparison to be made of the number, material, description, size, age and type of vessels owned in the various countries. Special attention should be given to the notice at the beginning of the Section, which defines the bases upon which the figures have been compiled, and the following summary of an analysis of the Tables, and comparison with similar Tables issued by Lloyd's Register in previous years, is of considerable interest.

CLASSIFICATION OF VESSELS.

Before dealing with the other Statistical Tables, particular attention is drawn to the figures shown in Table No. 6 regarding the number and tonnage of **Vessels Classed by Lloyd's Register of Shipping**. The number and tonnage* of existing vessels recorded in the new edition of the Register Book which are now or have formerly been classed by the Society, or for which classification is contemplated, is 14,588 of 40,404,795 tons. Practically all these vessels were built under the inspection of the Surveyors of Lloyd's Register. Of the tonnage actually holding the Society's class, 43.3 per cent. is registered in Great Britain and Ireland and 56.7 per cent. in other countries.

* The figures regarding tonnage of vessels throughout these Notes refer to gross tonnage.

WORLD TONNAGE IN EXISTENCE AT JUNE, 1934, AND JUNE, 1933.

WHERE OWNED.	1934.			1933.		
	Steamers and Motorships.	Sail and Barges.	TOTAL.	Steamers and Motorships.	Sail and Barges.	TOTAL.
Great Britain & Ireland	17,629,548	105,364	17,734,912	18,592,204	108,535	18,700,739
Other Countries ...	46,728,244	1,113,456	47,841,700	48,035,320	1,184,126	49,219,446
TOTAL ...	64,357,792	1,218,820	65,576,612	66,627,524	1,292,661	67,920,185

The Tables show that during the last twelve months there has been a decrease in the steam tonnage owned in the world of 2,673,866 tons, an increase of 404,134 tons in the motor tonnage, and a decrease in the tonnage of sailing vessels and non-propelled craft of 73,841 tons, making a *net* decrease of 2,343,573 tons in the total tonnage for the world. Between June, 1932, and June, 1933, there was a *net* decrease of 1,814,125 tons.

The only countries showing notable increases for the last twelve months are:—Soviet Russia (99,047 tons); Greece (90,189 tons) and Finland (48,644 tons). In the case of Soviet Russia, owing to the difficulty experienced in obtaining precise information, the figures are probably not comprehensive; while the increase in the Finnish total is perhaps not to be ascribed primarily to the requirements of national trade.

The largest decreases amongst the principal maritime countries are the following, viz.:—Great Britain and Ireland (965,827 tons); United States of America (312,762 tons); Italy (221,411 tons); France (214,166 tons); Germany (210,284 tons); and Japan (185,452 tons).

COMPARISON OF STEAM AND MOTOR TONNAGE AT JUNE, 1914; JUNE 1924;
AND JUNE, 1934.

Gross tonnage of Steamers and Motorships owned in the world as recorded in Lloyd's Register Book for the years 1914, 1924 and 1934.

COUNTRIES.	1914.	1924.	1934.	DIFFERENCE BETWEEN			
				1924 and 1914.	1934 and 1924.	1934 and 1914.	Per Cent.
GREAT BRITAIN & IRELAND ... {	Gross Tons.	Gross Tons.	Gross Tons.	Gross Tons.	Gross Tons.	Gross Tons.	Per Cent.
	18,892,000	18,954,000	17,630,000	+ 62,000	- 1,324,000	- 1,262,000	- 6·7
BRITISH DOMINIONS	1,632,000	2,592,000	2,978,000	+ 960,000	+ 386,000	+ 1,346,000	+ 82·5
DENMARK ...	770,000	990,000	1,101,000	+ 220,000	+ 111,000	+ 331,000	+ 43·0
FRANCE ...	1,922,000	3,290,000	3,260,000	+ 1,368,000	- 30,000	+ 1,338,000	+ 69·6
GERMANY ...	5,135,000	2,872,000	3,680,000	- 2,263,000	+ 808,000	- 1,455,000	- 28·3
GREECE.....	821,000	757,000	1,507,000	- 64,000	+ 750,000	+ 686,000	+ 83·6
HOLLAND ...	1,472,000	2,542,000	2,612,000	+ 1,070,000	+ 70,000	+ 1,140,000	+ 77·5
ITALY ...	1,430,000	2,719,000	2,875,000	+ 1,289,000	+ 156,000	+ 1,445,000	+ 101·0
JAPAN ...	1,708,000	3,843,000	4,073,000	+ 2,135,000	+ 230,000	+ 2,365,000	+ 138·5
NORWAY ...	1,957,000	2,392,000	3,980,000	+ 435,000	+ 1,588,000	+ 2,023,000	+ 103·4
SPAIN ...	884,000	1,188,000	1,164,000	+ 304,000	- 24,000	+ 280,000	+ 31·7
SWEDEN ...	1,015,000	1,191,000	1,597,000	+ 176,000	+ 406,000	+ 582,000	+ 57·3
UNITED (Sea) ... {	2,027,000	12,431,000	9,795,000	+ 10,404,000	- 2,636,000	+ 7,768,000	+ 382·2
STATES (Lakes)	2,260,000	2,276,000	2,508,000	+ 16,000	+ 232,000	+ 248,000	+ 11·0
OTHER COUNTRIES	3,479,000	3,477,000	5,598,000	- 2,000	+ 2,121,000	+ 2,119,000	+ 60·9
TOTALS ...	45,404,000	61,514,000	64,358,000	+ 16,110,000	+ 2,844,000	+ 18,954,000	+ 41·7

The preceding Table shows that during the ten years, June, 1914, to June, 1924, the net increase in the world's steam and motor tonnage was 16,110,000 tons, equal to 35·5 per cent. of such tonnage in existence in 1914, and that the net addition since 1924 amounts to 2,844,000 tons, equal to 4·6 per cent. of the tonnage at 1924.

A comparison of the figures for 1914 and 1924 shows that the largest increases took place in the United States (10,420,000 tons), Japan (2,185,000 tons), France (1,368,000 tons), Italy (1,289,000 tons) and Holland (1,070,000 tons).

Since 1924, the largest increases have taken place in Norway (1,588,000 tons), Germany (808,000 tons), Greece (750,000 tons), and Sweden (406,000 tons); on the other hand the sea-going tonnage of the United States has decreased by 2,636,000 tons, and there has been a diminution of 1,324,000 tons in the tonnage of Great Britain and Ireland.

Since June, 1914, there has actually been a net decrease in the tonnage belonging to Great Britain and Ireland of 1,262,000 tons, or 6·7 per cent. of the tonnage owned in 1914, whereas the aggregate increase of tonnage owned in other countries during the same period represents more than 76 per cent. of the pre-war tonnage owned abroad.

Notwithstanding increases of 1,855,000 tons from June, 1921, to June, 1923, and of 1,171,000 tons since June, 1923, the present totals for Germany are still 1,455,000 tons below those for June, 1914.

The present century has witnessed unprecedented development in the mercantile fleets of the world, the steam and motor tonnage having increased from 24,008,883 tons in 1901 to 64,357,792 tons in 1934. The concurrent increase in the tonnage owned abroad is indicated in the following Table, comprising the eight leading countries :—

Country.	Percentage of Steam and Motor Tonnage owned in the World.			Country.	Percentage of Steam and Motor Tonnage owned in the World.		
	1901	1914	1934		1901	1914	1934
GREAT BRITAIN & IRELAND	50·2	41·6	27·4	GERMANY	...	...	5·7
UNITED STATES (Sea)	...	4·2	4·5	FRANCE	...	4·4	5·1
JAPAN	...	...	2·2	ITALY	...	2·7	4·5
NORWAY	...	...	3·4	HOLLAND	...	2·1	4·1

It will be seen that, apart from Great Britain and Ireland, France is the only country showing a decrease in the proportion of tonnage owned during the period 1901–1914.

TONNAGE OF SAILING VESSELS, NON-PROPELLED BARGES, ETC.

The reduction in the tonnage of sailing vessels and non-propelled barges, etc., since pre-war times, say June, 1914, amounts to about 2,744,000 tons gross. The present percentage of such tonnage to the world's total tonnage does not reach 2. Of the world's tonnage of such sailing vessels and barges, 663,000 tons (54·4 per cent. of the total) are now under the United States flag, and the other countries which still have an appreciable amount of similar tonnage are : Great Britain and Ireland, 105,000 tons ; Canada, 79,000 tons ; Finland, 67,000 tons ; Italy, 53,000 tons ; and France, 38,000 tons.

If barges such as 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 506,000 tons, of which 158,000 tons (31·2 per cent. of the total) are owned in the United States, 67,000 tons are owned in Finland, 53,000 tons in Italy, and only 13,000 tons in Great Britain and Ireland. It may be of interest to state that there are still in existence 11 sailing vessels of between 3,000 and 3,400 tons gross each.

SIZE AND AGE 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 6,104, of which 472 are of 10,000 tons and above, including 70 of 20,000 tons each and upwards. Of the 472 vessels, 228 are under the British flag.

It may be noted that over one-half of the total number of steamers and motorships recorded in Lloyd's Register Book are of less than 1,000 tons each.

Table No. 8 shows that of the motorships now in existence there are 1,177 of 4,000 tons and above. Two hundred and twenty-eight of them are between 8,000 and 10,000 tons each, and 120 are of 10,000 tons and upwards.

From Table No. 5, in which steamers and motorships are classified according to their size and age, it will be noticed that there are 2,425 vessels less than five years old, with a tonnage representing 10·4 per cent. of the total steam and motor tonnage. Vessels of 25 years and over amount to 8,926, with an average tonnage of 1,236 tons, compared with 2,764 tons for those under five years of age.

Of the 1,113 vessels of 8,000 tons and upwards now in existence, 228 have been built during the last five years.

Of the tonnage owned in Great Britain and Ireland, 10·6 per cent. is less than five years old. The countries having the largest proportion of new tonnage (less than five years old), are Norway with 25·3 per cent., Denmark with 17·4 per cent., Holland with 15·8 per cent., France with 14·7 per cent., Spain with 12·8 per cent., Japan with 12·7 per cent., and Sweden with 11·1 per cent. On the other hand, among the principal maritime countries, Italy has only 8·9 per cent.; while of the United States sea-going tonnage only 5·6 per cent., of German tonnage only 5·3 per cent., and of Greek tonnage less than 0·6 per cent., is under five years old.

Of the tonnage registered in Great Britain and Ireland, 80·3 per cent. is *under* 20 years old and 63·5 per cent. is *under* 15 years old; while the corresponding percentages for the tonnage owned abroad are 68·6 and 48·7 per cent.

The size-group of vessels with the largest aggregate of tonnage is that from 4,000 to 6,000 tons each, comprising 17,738,768 tons, equal to 27·6 per cent. of the world's total steam and motor tonnage. The big liners, *e.g.*, those of 15,000 tons each and upwards, represent only 5·6 per cent. of the total tonnage; it may be noted, however, that nearly 50 per cent. of such liner tonnage is owned in Great Britain and Ireland.

TYPE OF MACHINERY.

Table No. 3 shows the type of machinery used for the propulsion of vessels, and the following summary is of interest:—

The figures show the great development which has taken place in the use of steam turbine engines and of internal combustion engines. There are now 1,500 steamers of 10,893,000 tons fitted with turbine engines or a combination of steam turbines and reciprocating engines, and 4,941 vessels (including auxiliary vessels) of 10,605,000 tons, fitted with internal combustion engines, as compared with 730,000 tons and 220,000 tons respectively in 1914.

While during the last twelve months there has been an increase of 405,000 tons in the tonnage of motorships, there has been a reduction of 130,000 tons in the tonnage of vessels fitted with steam turbines, and of 2,544,000 tons in steamers fitted solely with reciprocating steam engines. Since June, 1925, there has been an increase of 7,890,000 tons in the motorship tonnage.

It may be stated that of 8,668,477 tons of Oil Tankers, of 1,000 tons gross and upwards, 5,245,488 tons are steamers and 3,422,989 tons are fitted with internal combustion engines.

While the total motor tonnage amounts only to 16·2 per cent. of the aggregate tonnage owned in the world (in Great Britain and Ireland 15·3 per cent.), the highest percentages are to be found in the following countries, *viz.*: Norway 45·2, Denmark 41·2, and Sweden 34·5. Among the principal maritime countries, the United States and France have the smallest proportions of motor tonnage, *viz.*: 5·6 and 7·6 per cent. respectively.

An analysis of the type of machinery now employed also shows that there are recorded in Lloyd's Register Book 263 vessels, with a total tonnage of 1,868,000 tons which are fitted with a combination of steam turbines and reciprocating engines. Another interesting particular is that in the case of 95 vessels, with a tonnage of 563,000 tons, electric propulsion has been adopted, the motors being supplied with current from generators which are driven either by steam turbines or oil engines. It may be added that auxiliary electric drive has also been adopted in a number of other cases. Of the 95 vessels mentioned above, 60 of 298,000 tons are owned in the United States. Of electrically-driven vessels exceeding 20,000 tons gross, five fly the British flag, two are owned in the United States, and one (as yet uncompleted) is owned in France.

Of the 28,964 steamers and motorships of 100 tons gross and upwards recorded in Lloyd's Register Book, 3,693 are twin screw vessels, and 126 have triple or quadruple screws.

Although few paddle steamers are now built, there are still in existence and recorded in Lloyd's Register Book 369 such vessels, of 272,000 tons.

COAL AND OIL FUEL.

From Table No. 4, it will be seen that there are recorded in the new Register Book 3,865 steamers of 19,858,000 tons fitted for burning either coal or oil fuel, of which 814 of 5,237,000 tons are registered in Great Britain and Ireland, and 1,565 of 8,014,000 tons are registered in the United States of America.

The above figures, in conjunction with those given in the preceding section, 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.	1934 % of total gross tonnage.
Coal	88·84	51·69
Oil fuel for boilers	2·65	30·28
Oil, etc., in internal combustion engines	0·45	16·17
Sailing vessels, non-prop. barges, etc.	8·06	1·86
	100·00	100·00

It will thus be seen that about 52 per cent. of the tonnage of the World's Merchant Marine now depends entirely upon coal, while in 1914 the percentage was nearly 89. The tonnage of steamers using coal which in 1914 reached 43,860,000 tons is now 33,896,000 tons, or, say, about 10 million tons less.

It is, of course, to be understood that oil is not necessarily always used in steamers fitted for burning oil fuel, as a number of such installations can be replaced by coal-burning fittings when occasion demands the use of coal in preference to oil.

TYPE OF VESSELS.

The Tables show the total tonnage of certain types of vessels, and this information is of great service in enabling an estimate to be made of the tonnage available for *general cargo and passenger purposes*. The tonnage of the 1,420 oil tankers, of 1,000 tons gross and upwards, amounts to 8,668,477 tons; 369 of 2,211,720 tons are registered in Great Britain and Ireland, 385 of 2,480,155 tons are registered in the United States, and 213 of 1,506,887 tons in Norway. In addition, there are 107,532 tons of tankers of less than 1,000 tons each. The tonnage of steam and motor trawlers and other fishing vessels and whalers amounts to 1,053,089 tons. An analysis of the vessels recorded in the Register Book shows that 396,277 tons represent tugs and salvage vessels; ferries amount to 333,898 tons; cable vessels to 75,552 tons; while river vessels and vessels owned by Municipal Corporations or Harbour Authorities, and steam barges, dredgers and similar craft, amount to 508,433 tons.

It will thus be seen that, without taking into account size, age or material, there are about 11,143,000 tons of vessels which are not used for ordinary cargo and passenger purposes.

TONNAGE OF OCEAN-GOING STEAMERS AND MOTORSHIPS AVAILABLE FOR GENERAL CARGO AND PASSENGER PURPOSES.

If all vessels of the types mentioned in the preceding paragraph be omitted, and disregarding also

- (a) Vessels trading on the Great Lakes of North America,
- (b) Wooden and composite vessels,
- (c) Vessels of less than 4,000 tons gross, and
- (d) Vessels over 25 years old (*with the exception of a few which although up to 30 years old are still capable of a high speed*) and presumably of less efficiency than more modern vessels,

the following figures are obtained which indicate the relative position of the principal maritime countries as regards the more efficient ocean-going vessels available for general cargo and passenger purposes.

COUNTRIES.	TOTAL STEAM AND MOTOR TONNAGE IN TABLE I.		OCEAN-GOING TONNAGE AS DEFINED ABOVE.	
	Tonnage Owned.	Percentage of World Total.	Tonnage Owned.	Percentage of World Total.
GREAT BRITAIN AND IRELAND...	17,629,548	27·39	11,255,936	36·72
UNITED STATES	12,381,919	19·24	5,421,168	17·69
GERMANY	3,680,353	5·72	2,215,195	7·23
JAPAN	4,072,707	6·33	2,093,573	6·83
FRANCE	3,259,594	5·06	1,850,332	6·04
ITALY	2,875,183	4·47	1,712,065	5·59
HOLLAND	2,612,377	4·06	1,550,947	5·06
NORWAY	3,980,101	6·18	1,005,286	3·28
OTHER COUNTRIES ...	13,866,010	21·55	3,548,513	11·56
WORLD TOTALS ...	64,357,792	100·00	30,653,015	100·00

The above Table shows the relatively high efficiency of the merchant fleet of Great Britain and Ireland, which, while including 27·39 per cent. of the world tonnage as recorded in the Register Book actually comprises 36·72 per cent. of the more efficient ocean-going tonnage available for general cargo and passenger purposes.

Considerable differences are also shown as regards four other countries, viz.: Germany, Italy and Holland—which from percentages of 5·72, 4·47 and 4·06 respectively of the total tonnage, rise to 7·23, 5·59 and 5·06 per cent. of the ocean-going tonnage as defined above—and on the other hand Norway, which from 6·18 per cent. is reduced to 3·28 per cent. This reduction is, of course, due to the very large proportion of tanker tonnage included in the Norwegian merchant marine, such tonnage being deducted for the purposes of the second part of this table.

TONNAGE OWNED IN THE WORLD AT VARIOUS DATES.

Another Table, clearly illustrating the development of the Merchant Navies during the last thirty-five years, is Table No. 10, which shows for each of the years 1900–1934 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 variations can be observed. In 1900 the *gross tonnage* of steamers amounted to 22,369,000 tons, and the *gross tonnage* of sailing vessels to about 7,043,000 tons. Since then, the steam and motor tonnage has increased by 42 million tons, while the sailing tonnage has decreased by nearly 6 million tons. Apart from the enormous increase which has taken place in the United States sea-going steam tonnage since 1916, and the decrease, during the period 1914-1921, in the German tonnage, both due to the War, the following are the most noticeable changes during the thirty-five years :—

The sail tonnage registered in Great Britain and Ireland and in Norway, which in 1900 amounted to about 1,870,000 tons gross and 950,000 tons gross respectively, is now reduced to 105,000 tons (mostly non-propelled barges, etc.), and 1,300 tons, respectively.

The increase in the steam and motor tonnage owned in Great Britain and Ireland amounts to 6,116,000 tons. As compared with 1900, the most notable increases in steam and motor tonnage owned—other than in the case of the United States—are shown at the present time by the following five countries, viz.: Greece, with a tonnage now equal to 8·5 times the earlier figures; Japan, 8·3 times; Holland, 5·6 times; Italy, 5·3 times; and Norway, 5·2 times.

TONNAGE LOST AND BROKEN UP.

The Statistical Tables include one (No. 14) showing the tonnage of steamers and motorships lost and broken up each year, from 1910 onwards. As regards losses one point deserves special mention, and that is the considerable decrease in the percentage lost during the last five years as compared with the pre-war quinquennial period. The average yearly percentage of steam and motor tonnage lost during the years 1929-33 only amounts to 0·58 per cent., whereas during the years 1909-13, for instance, the average was 1·17 per cent. Apart from the improvement in means of communication and safety appliances generally, these figures may, of course, be influenced by the large amount of tonnage laid up during recent times.

The figures for steamers and motorships broken up vary to a very large extent from year to year. During the period 1905-1914 the minimum was 87,737 tons, and the maximum 251,900 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, since which year it has kept at a high level with the exception of the year 1927. Since 1930, in fact, the figure has risen sharply, and the figures for 1933 are the highest on record, viz.: 2,413,189 tons. While the million mark had been exceeded three times previously, viz.: in 1924, 1931 and 1933, when 1,174,258 tons, 1,018,174 tons and 1,346,140 tons respectively were broken up, the two-million mark was passed for the first time in 1933.

The aggregate steam and motor tonnage broken up during the ten years 1924-33—10,334,000 tons—represents a yearly average of 1·6 per cent. of the tonnage owned. Adding to these figures the tonnage of steamers and motorships lost through casualties during the same period—4,015,000 tons—it will be seen that the average wastage of sea-going merchant tonnage (excluding sailing vessels) only slightly exceeds 2 per cent. per year of the tonnage owned.

The total figures for tonnage broken up during the ten years include 2,838,000 tons registered in Great Britain and Ireland; 2,488,000 tons in the United States (excluding Lake vessels); 1,317,000 tons in Italy; 697,000 tons in France; and 515,000 tons in Germany.

Although as regards Great Britain and Ireland the tonnage broken up during this period represents a smaller percentage of the total tonnage owned than is the case in respect of tonnage owned abroad, this difference is, no doubt, largely influenced by the fact that considerable numbers of the older vessels are purchased from Great Britain and Ireland by other countries, the result being that, while of the tonnage now owned in Great Britain and Ireland only 19·7 per cent. consists of vessels of 20 years of age and above, the tonnage owned abroad comprises over 31·4 per cent. of vessels of such age.

SUMMARY OF THE STATISTICAL TABLES ISSUED IN THE APPENDIX OF THE 1934-1935 EDITION OF LLOYD'S REGISTER BOOK.

Table No. 1 shows the number, gross tonnage and material of the vessels, of 100 tons and upwards, belonging to each of the several countries of the world, distinguishing steamers, motorships and sailing vessels.

Table No. 2 indicates the number of steamers and motorships of certain sizes owned in the various countries of the world. The Table classifies steamers and motorships separately, according to certain divisions of gross tonnage, and distinguishing the Principal Maritime Countries.

Table No. 3 shows the type of machinery used for the propulsion of vessels, differentiating steamers with reciprocating engines or turbine engines; motorships; and sailing vessels fitted with auxiliary steam or motor power.

Table No. 4 shows the number and tonnage of oil tankers, distinguishing steamers from motorships; of steam and motor trawlers and other fishing vessels; and of steamers fitted for burning oil fuel; distinguishing the principal countries owning such tonnage.

Table No. 5 shows the number and tonnage of steamers and motorships, distinguishing the Principal Maritime Countries, according to certain divisions of tonnage and of age.

Table No. 6 shows the number and tonnage of all vessels in existence and recorded in the Register Book, which are or were formerly classed with Lloyd's Register.

Table No. 7 shows the number of vessels, according to certain divisions of tonnage, and the *total tonnage* classed by various Classification Societies.

Table No. 8 shows the number and tonnage of motorships according to certain divisions of tonnage, distinguishing the principal countries owning such tonnage.

Table No. 9 shows the number and gross tonnage of new vessels classed by Lloyd's Register during the calendar year 1933. The tonnage of these vessels amounted to 302,823 tons.

Table No. 10 shows for each of the years 1900 to 1934 the number, tonnage and description of the vessels owned in the world, distinguishing the Principal Maritime Countries.

Tables Nos. 11, 12 & 13 are extracted from the Annual Shipbuilding Returns issued by the Society. They show the total number and tonnage of vessels launched in the various countries of the world each year from 1900 onwards; and the number, material and description of vessels according to certain divisions of gross tonnage launched yearly in Great Britain and Ireland, and also abroad, during the years 1924-1933.

Table No. 14 shows the number and tonnage of steamers and motorships lost and of those broken up throughout the world during the last twenty-four years, distinguishing the losses of the Principal Maritime Countries, and indicates the yearly percentage *lost* of the tonnage owned by the various countries.

STATISTICAL TABLES.

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GENERAL NOTES ON THE STATISTICAL TABLES.

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

Steamers and Motorships of less than 100 tons *gross*, and Sailing vessels of less than 100 tons *net*, are not included, except in Tables 6, 7, & 9.

Sailing vessels fitted with auxiliary power are included in the figures indicated for Steamers or Motorships, according to the type of the auxiliary engines.

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.

Vessels trading on the Caspian Sea, *Wood* or *Composite* vessels trading on the Great Lakes of North America, and Sailing vessels owned in Japan, Greece, Turkey, and Southern Russia, 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.

Tous ces Tableaux sont basés sur le tonnage *brut*.

Les vapeurs et navires à moteurs 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 6, 7, et 9.

Les navires à voiles munis de machines auxiliaires sont compris dans les chiffres indiqués pour les vapeurs ou navires à moteurs, suivant le type des machines auxiliaires.

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 dont on prévoit l'achèvement prochain.

Les navires naviguant sur la Mer Caspienne, les navires *en bois ou composite* naviguant sur les grands lacs de l'Amérique du Nord et les navires à voiles appartenant au Japon, à la Grèce, à la Turquie et au sud de la Russie, 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, vu que des renseignements positifs à ce sujet ne se trouvaient pas en possession de la Société à l'époque de l'impression de l'ouvrage.

COUNTRIES WHERE OWNED.	STEAMERS AND MOTORSHIPS.		SAILING VESSELS AND BARGES.						GRAND TOTAL.				
	No.	Gross Tonnage.	STEEL.		IRON.		WOOD AND COMPOSITE.		TOTAL.				
			No.	Gross Tonnage.	No.	Gross Tonnage.	No.	Gross Tonnage.	No.	Gross Tonnage.			
BRITISH EMPIRE	Great Britain and Ireland	7,107	17,629,548	272	87,739	34	7,470	56	10,155	362	105,364	7,469	17,734,912
	Australia and New Zealand	543	619,775	7	2,993	4	1,283	11	4,276	554	624,051
	Canada { Great Lakes	629	892,581	20	23,778	3	2,892	102	42,614	125	69,284	754	961,865
	Hong Kong	168	423,227	4	9,903	4	9,903	172	433,130
	India & Ceylon	120	289,295	120	289,295
	Other Dominions	164	213,693	13	4,136	33	8,051	46	12,187	210	225,880
	Total	549	539,349	20	8,594	3	2,523	116	21,619	139	32,736	688	572,085
AMERICA (United States)	Total	9,280	20,607,468	336	137,143	40	12,885	311	83,722	687	233,750	9,967	20,841,218
	Sea	2,560	9,795,126	100	151,978	17	25,184	368	382,386	485	559,548	3,045	10,354,674
	Great Lakes	549	2,507,770	34	103,270	34	103,270	583	2,611,040
	Philippine Islands	109	79,023	2	300	2	300	111	79,323
	Total	3,218	12,381,919	136	255,548	17	25,184	368	382,386	521	663,118	3,739	13,045,037
ARGENTINA	304	316,153	34	21,648	2	527	4	1,867	40	24,042	344	340,195	
BELGIUM	192	413,232	..	..	1	1,423	..	..	1	1,423	193	414,655
BRAZIL	293	494,514	9	2,315	1	1,364	5	1,196	15	4,875	308	499,389	
CHILE	98	152,865	..	..	3	4,183	..	..	3	4,183	101	157,048
CHINA	252	397,712	1	350	..	..	..	..	1	350	253	398,062
CUBA	44	33,565	6	4,079	1	803	7	1,063	14	5,945	58	39,510	
DANZIG	41	263,776	..	..	..	..	..	..	..	..	41	263,776
DENMARK	686	1,100,778	1	689	..	..	13	2,930	14	3,619	700	1,104,397
EGYPT	51	76,149	1	496	1	930	..	..	2	1,426	58	77,575
ESTONIA	106	109,772	..	..	..	..	42	11,557	42	11,557	148	121,329
FINLAND	295	402,801	20	44,834	3	2,916	61	18,885	84	66,635	379	469,436	
FRANCE	1,459	3,259,594	20	9,741	1	1,027	87	27,691	108	38,459	1,567	3,298,053	
GERMANY	2,032	3,680,353	6	9,032	..	..	5	1,605	11	10,637	2,043	3,690,990
GREECE	550	1,507,260	..	..	..	..	..	..	..	..	550	1,507,260
HOLLAND	1,407	2,612,377	9	3,954	..	..	10	1,685	19	5,639	1,426	2,618,016
HONDURAS	29	74,959	..	..	..	..	2	347	2	347	31	75,306
ITALY	1,031	2,875,183	8	1,725	2	2,104	201	49,384	211	53,213	1,242	2,928,396	
JAPAN	1,949	4,072,707	..	..	..	..	..	..	..	..	1,949	4,072,707
LATVIA	101	191,140	..	..	..	..	9	1,457	9	1,457	110	192,597
NORWAY	1,904	3,980,101	2	830	..	..	2	423	4	1,253	1,908	3,981,354
PANAMA	71	271,380	..	..	..	..	1	129	1	129	72	271,509
PERU	22	32,819	4	5,820	3	5,725	6	5,112	13	16,657	35	49,476	
POLAND	38	61,947	..	..	..	..	..	..	..	..	38	61,947
PORTUGAL	181	240,674	4	808	1	1,155	76	20,534	81	22,497	262	263,171	
ROUMANIA	34	91,743	..	..	..	..	..	..	..	..	34	91,743
RUSSIA (Soviet Union)	489	939,308	1	2,453	..	..	1	498	2	2,951	491	942,259
SPAIN	782	1,164,489	3	1,923	..	..	55	11,215	58	13,138	840	1,177,627
SWEDEN	1,309	1,597,314	4	5,810	..	..	26	5,748	30	11,558	1,339	1,608,872
TURKEY	183	192,683	..	..	..	..	..	..	..	..	183	192,683
VENEZUELA	38	62,645	1	960	..	..	6	896	7	1,856	45	64,501
YUGOSLAVIA	174	356,831	..	..	..	..	..	..	..	..	174	356,831
OTHER COUNTRIES	262	196,102	26	7,505	3	2,240	11	2,850	40	12,595	302	208,697	
COUNTRY NOT STATED	59	145,479	5	3,124	1	1,106	7	1,281	13	5,511	72	150,990	
Total	28,964	64,357,792	637	520,787	80	63,572	1,316	634,461	2,033	1,218,820	30,997	65,576,612	

702 TABLE No. 6.—Showing the Number, Gross Tonnage, Classes, &c., of Existing Vessels

STEEL VESSELS.																	
STEAMERS & MOTORSHIPS.																	
CLASS.	GREAT BRITAIN AND IRELAND.		BRITISH DOMINIONS.		OTHER COUNTRIES.		TOTAL.		CLASS.	GREAT BRITAIN AND IRELAND.		BRITISH DOMINIONS.		OTHER COUNTRIES.		TOTAL.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.		No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
100A	4,267	13,271,057	462	1,339,281	3,782	15,893,534	8,511	30,503,872	100A	73	33,174	9	2,806	38	44,116	120	80,096
90A	...	...	...	...	3	2,209	3	2,209	90A	...	...	...	...	...	...	...	...
A	77	42,460	55	35,403	87	70,986	219	148,849	A	80	13,170	12	11,204	41	16,103	133	40,477
LvA1*	LvA1*	...	...	...	...	...	...	...	LvA1*	...	...	...	1	2,301	1	2,301	
Total Classed		4,344	13,313,517	517	1,374,684	3,872	15,966,729	8,733	30,654,930	Total Classed	153	46,344	21	14,010	80	62,520	254	122,874
Formerly Classed	1,128	880,319	439	432,160	2,937	7,374,482	4,504	8,686,961	Formerly Classed	91	22,610	35	22,359	108	117,365	234	162,334
Totals...	5,472	14,193,836	956	1,806,844	6,809	23,341,211	13,237	39,341,891	Totals...	244	68,954	56	36,369	188	179,885	488	285,208

IRON VESSELS.																		
STEAMERS & MOTORSHIPS.																		
CLASS.	GREAT BRITAIN AND IRELAND.		BRITISH DOMINIONS.		OTHER COUNTRIES.		TOTAL.		CLASS.	GREAT BRITAIN AND IRELAND.		BRITISH DOMINIONS.		OTHER COUNTRIES.		TOTAL.		
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.		No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	
100A	22	10,764	3	734	51	71,549	76	83,047	100A	2	2,608	2	2,608
90A	3	1,002	...	...	1	990	4	1,992	90A	...	...	...	...	...	...	...	...
80A	...	...	...	...	...	...	...	...	80A	...	...	...	...	...	...	...	...
A	3	328	...	...	5	632	8	960	A	...	...	...	...	...	...	...	...
*A	1	637	...	...	...	...	1	637	*A	...	...	...	...	...	...	...	...
A	...	...	...	...	...	...	...	...	A	...	...	...	...	...	...	...	...
A	...	...	...	...	...	...	...	...	A	...	...	...	...	...	...	...	...
A	...	...	...	...	...	...	...	...	A	...	...	...	...	...	...	...	...
LvA1*	LvA1*	1	662	2	3,284	3	3,946	LvA1*
LvA1*		1	981	1	981	LvA1*
Total Classed	30	13,393	3	734	60	77,436	93	91,563	Total Classed	2	2,608	2	2,608
Formerly Classed	132	26,601	28	11,053	343	217,732	503	255,386	Formerly Classed	3	548	3	3,764	29	38,073	35	42,385	
Totals...	162	39,994	31	11,787	403	295,168	596	346,949	Totals...	3	548	3	3,764	31	40,681	37	44,993	

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

CLASS.	GREAT BRITAIN & IRELAND.		BRITISH DOMINIONS.		OTHER COUNTRIES.		TOTAL.		
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	
A (For a period of years.)	Steam & Motor	3	439	2	445	1	234	6	1,118
	Sail & Barges...	1	108	...	...	1	700	2	808
A	Steam & Motor	...	...	...	...	...	...	...
	Sail & Barges...	...	...	...	...	...	...	...
A	Steam & Motor	1	76	...	...	...	...	1	76
	Sail & Barges...	...	...	...	...	...	...	...
E	Steam & Motor	...	...	...	...	...	...	...
	Sail & Barges...	...	...	...	...	...	...	...
Total Classed	Steam & Motor	4	515	2	445	1	234	7	1,194
	Sail & Barges...	1	108	...	...	1	700	2	808
	Total	5	623	2	445	2	934	9	2,002
Formerly Classed	Steam & Motor	43	5,728	17	6,258	25	23,255	85	35,241
	Sail & Barges...	44	6,990	4	3,718	18	16,284	66	26,992
	Total	87	12,718	21	9,976	43	39,539	151	62,233
Grand Total		92	13,341	23	10,421	45	40,473	160	64,235

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

Description	VESSELS NOW CLASSED.		EXISTING VESSELS FORMERLY CLASSED.		TOTAL.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
Steamers & Motorships...	8,833	30,747,687	5,092	8,977,588	13,925	39,725,275
Sailing Vessels & Barges	258	126,290	335	231,711	593	358,001
Total.....	9,091	30,873,977	5,427	9,209,299	14,518	40,083,276

In addition to the above, 70 vessels of 321,519 tons appear in the Register Book with the notation "Class contemplated." A 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 ...	...	9,161	31,195,496
Formerly classed with Lloyd's Register	...	5,427	9,209,299
Grand Total ...	...	14,588	40,404,795

VESSELS NOW OR FORMERLY CLASSED RECORDED IN LLOYD'S REGISTER BOOK, 1934-1935.

STEEL.												IRON.																			
STEAM AND MOTOR.						SAIL AND BARGES.						STEAM AND MOTOR.						SAIL AND BARGES.													
Great Britain & Ireland.			British Dominions.			Other Countries.			Great Britain & Ireland.			British Dominions.			Other Countries.			Gt. Britain & Ireland.			British Dominions.										
No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.								
4,244	13,113,517	517	1,374,684	5,872	15,986,726	153	46,344	21	14,010	80	63,253	30	13,393	3	734	60	77,426	2,608	6	623	2	445	2	9,001	10,872,977			
Glassed.....	4,244	13,113,517	517	1,374,684	5,872	15,986,726	153	46,344	21	14,010	80	63,253	30	13,393	3	734	60	77,426	2,608	6	623	2	445	2	9,001	10,872,977		
Formerly Classed	1,128	880,319,449	449	412,169	2,937	7,374,452	91	22,610	35	22,259	168	117,365	132	26,001	28	11,063	343	217,732	3	548	3	3,764	29	38,073	87	12,718	21	3,972	43	20,539	5,497
Total.....	5,472,14,193,866	956	1,806,844	6,890,23,341,21	244	68,954	56	36,389	186	179,585	162	39,994	31	11,787	403	295,168	3	548	3	3,764	31	40,681	82	13,341	23	10,421	45	40,473	14,518	40,084,376	

and upwards, totally LOST (including WAR LOSSES) and BROKEN UP during the years 1910 to 1933,
the percentage LOST of the tonnage owned by the various countries.

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.	(#)	
15 6	31,059 15,735	1.15	64 22	54,136 15,580	1.51	27 5	23,010 3,088	0.95	20 1	27,917 1,039	2.30	7 2	6,138 251	0.59	37 ...	33,334	351 160	428,756 315,110	0.72	Lost Broken up	... ...	1922
21	46,794		86	69,716		32	26,098		21	28,956		9	6,389		37	33,334	511	743,866		TOTAL	...	
22 59	49,629 157,080	1.72	33 4	58,548 5,498	1.62	27 6	36,085 4,622	1.52	9 6	10,779 13,760	0.90	18 9	12,587 2,180	1.11	23 9	27,847 26,792	324 385	494,364 962,506	0.82	Lost Broken up	... ...	1923
81	206,709		37	64,046		33	40,707		15	24,539		27	14,747		32	54,639	709	1,456,870		TOTAL	...	
12 43	38,125 110,633	1.40	42 8	70,933 4,616	1.85	21 7	22,863 3,456	0.96	6 9	9,336 24,283	0.79	11 7	14,084 1,265	1.18	32 24	45,899 62,549	292 485	440,404 1,174,258	0.74	Lost Broken up	... ...	1924
55	148,758		50	75,549		28	26,319		15	33,619		18	15,349		56	108,448	777	1,614,662		TOTAL	...	
17 31	37,736 100,869	1.29	38 24	42,788 37,759	1.09	21 4	20,367 3,579	0.78	14 14	17,516 15,189	1.53	15 6	14,504 4,186	1.16	26 23	21,000 41,840	280 273	327,748 653,046	0.55	Lost Broken up	... ...	1925
48	138,605		62	80,547		25	23,946		28	32,705		21	18,690		49	62,840	553	980,794		TOTAL	...	
19 17	47,905 45,988	1.52	43 12	44,576 16,474	1.12	22 6	26,410 5,760	0.94	12 10	15,954 23,488	1.42	9 8	10,510 4,800	0.81	35 20	23,589 48,949	298 358	428,240 798,633	0.71	Lost Broken up	... ...	1926
36	93,893		55	61,050		28	32,170		22	39,442		17	15,310		55	72,538	656	1,226,873		TOTAL	...	
19 6	53,442 9,483	1.58	42 11	76,212 12,376	1.89	27 1	21,055 162	0.85	10 6	10,424 19,390	0.94	8 9	9,933 1,439	0.75	27 21	22,406 41,841	280 189	449,700 402,698	0.74	Lost Broken up	... ...	1927
25	62,925		53	88,588		28	21,217		16	29,814		17	11,372		48	64,247	469	852,398		TOTAL	...	
18 47	28,836 160,541	0.86	35 6	69,416 9,558	1.68	28 2	23,721 5,413	0.80	7 11	14,113 28,460	1.24	10 5	15,891 1,766	1.13	38 10	46,027 23,052	288 296	481,528 735,547	0.77	Lost Broken up	... ...	1928
65	189,377		41	78,974		30	29,134		18	42,573		15	17,857		48	69,079	584	1,217,075		TOTAL	...	
19 37	36,684 128,460	1.14	33 25	67,032 33,345	1.60	30 3	25,460 1,675	0.79	9 7	16,805 9,382	1.48	7 8	7,462 2,656	0.50	38 10	44,396 21,225	320 352	515,056 943,609	0.81	Lost Broken up	... ...	1929
56	165,144		58	100,377		33	27,135		16	26,187		15	10,118		48	65,621	672	1,458,665		TOTAL	...	
11 16	14,147 32,727	0.43	41 33	64,870 51,281	1.50	18 2	24,615 629	0.67	12 7	9,211 10,958	0.76	11 4	11,955 2,790	0.75	28 30	30,943 43,527	250 311	383,983 848,538	0.59	Lost Broken up	... ...	1930
27	46,874		74	116,151		20	25,244		19	20,169		15	14,745		58	74,470	561	1,232,521		TOTAL	...	
10 25	23,401 93,611	0.71	37 16	54,011 28,687	1.26	14 5	17,681 6,853	0.44	7 8	9,334 26,955	0.77	9 3	8,503 766	0.51	31 11	32,744 34,026	234 324	317,534 1,018,174	0.48	Lost Broken up	... ...	1931
35	117,012		53	82,698		19	24,534		15	36,239		12	9,269		42	66,770	558	1,335,708		TOTAL	...	
8 85	16,943 369,013	0.51	24 25	55,777 21,054	1.31	10 2	10,680 3,600	0.26	6 6	15,760 13,535	1.26	6 5	6,194 2,469	0.37	26 18	38,030 58,502	208 365	350,105 1,346,140	0.58	Lost Broken up	... ...	1932
93	385,956		49	76,831		12	14,280		12	29,295		11	8,663		44	96,532	573	1,696,245		TOTAL	...	
7 67	14,881 265,211	0.48	19 67	35,524 200,921	0.83	20 20	33,558 62,534	0.82	12 17	11,393 38,208	0.94	12 24	10,057 27,535	0.61	43 65	61,070 180,430	244 686	320,269 2,413,189	0.50	Lost Broken up	... ...	1933
74	280,092		86	236,445		40	96,092		29	49,601		36	37,592		108	241,500	930	2,733,458		TOTAL	...	

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

