

NOTES ON THE 1927-28 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 vessels 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 number and tonnage of existing vessels recorded in the new edition of the *Register Book* (excluding over 700,000 tons of new ships afloat in course of classification), which are now or have been classed by the Society is 15,397 of 39,199,525 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.

WORLD TONNAGE* IN EXISTENCE AT JUNE, 1927, AND JUNE, 1926.

WHERE OWNED.	1927.			1926.		
	Steamers and Motorships.	Sailing Vessels.	TOTAL.	Steamers and Motorships.	Sailing Vessels.	TOTAL.
Great Britain & Ireland	19,179,029	129,993	19,309,022	19,263,785	136,012	19,399,797
Other Countries ...	44,088,273	1,795,615	45,883,888	43,408,152	1,976,421	45,384,573
TOTAL ...	63,267,302	1,925,608	65,192,910	62,671,937	2,112,433	64,784,370

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

The preceding Table shows that during the last twelve months there has been an increase in the steam and motor tonnage owned in the world of 595,365 tons, and a decrease in the sailing tonnage of 186,825 tons, making a total world *net* increase of 408,540 tons; the net increase from June, 1925 to June, 1926 was 142,952 tons.

The countries showing the largest increases are Germany and Italy, where the increase amounts to 252,128 tons and 242,753 tons respectively.

Of the vessels under the United States flag there is a decrease of 208,489 tons due to the large number of vessels which have been broken up. The decrease in the vessels registered in Great Britain and Ireland amounts to 90,775 tons as compared with a decrease of 40,914 tons during the twelve months ended June, 1926.

COMPARISON OF STEAM AND MOTOR TONNAGE AT JUNE, 1914 AND JUNE, 1927.

Gross tonnage of Steamers and Motorships owned in the world as recorded in Lloyd's Register Book for the years 1914 and 1927.

COUNTRY.	1914.	1927.	DIFFERENCE.
GREAT BRITAIN & IRELAND ...	18,892,000	19,179,000	+ 287,000
BRITISH DOMINIONS	1,632,000	2,699,000	+ 1,067,000
DENMARK	770,000	1,032,000	+ 262,000
FRANCE	1,922,000	3,362,000	+ 1,440,000
GERMANY	5,135,000	3,320,000	- 1,815,000
GREECE	821,000	1,026,000	+ 205,000
HOLLAND	1,472,000	2,645,000	+ 1,173,000
ITALY	1,430,000	3,396,000	+ 1,966,000
JAPAN	1,708,000	4,033,000	+ 2,325,000
NORWAY	1,957,000	2,803,000	+ 846,000
SPAIN	884,000	1,136,000	+ 252,000
SWEDEN	1,015,000	1,329,000	+ 314,000
UNITED STATES (Sea)	2,027,000	11,171,000	+ 9,144,000
UNITED STATES (Lakes)	2,260,000	2,435,000	+ 175,000
OTHER COUNTRIES	3,479,000	3,701,000	+ 222,000
TOTAL	45,404,000	63,267,000	+ 17,863,000

The net addition during the 13 years 1914-1927 amounts to 17,863,000 tons, equal to $39\frac{1}{3}$ per cent of the pre-war tonnage. It may be of interest to state that, during the 13 years 1901-1914, the net increase was 21,395,000 tons, equal to 47.1 per cent of the tonnage in existence in 1901.

The largest increases have taken place in the United States (nearly $9\frac{1}{3}$ million tons), and in Japan (nearly $2\frac{1}{3}$ million tons). Increases of over a million tons have occurred in four cases, namely, Italy (1,966,000 tons), France (1,440,000 tons), Holland (1,173,000 tons), and British Dominions (1,067,000 tons). The increase of tonnage belonging to Great Britain and Ireland—287,000 tons—represents only $1\frac{1}{2}$ per cent of the tonnage owned in 1914, whereas the increase of tonnage owned abroad represents over $66\frac{1}{4}$ per cent of the pre-war tonnage.

In 1914 there was owned in Great Britain and Ireland 41·6 per cent of the world's steam and motor tonnage, but owing to the great increase which has taken place since 1914 in the tonnage owned abroad the percentage of 41·6 has now shrunk to 30·3. Similar percentages for the two years respecting the next seven leading countries are :—

	1914	1927		1914	1927
UNITED STATES	9·4	21·6	GERMANY	11·3	5·2
JAPAN	3·8	6·4	NORWAY	4·3	4·4
ITALY	3·1	5·4	HOLLAND	3·2	4·2
FRANCE	4·2	5·3			

SAILING TONNAGE.

The reduction in sailing tonnage since pre-war times, say June, 1914, amounts to about 2,055,000 tons gross. The present percentage of sailing vessels to the world's total tonnage is under 3. Of the world's sailing tonnage 979,000 tons—equal to more than 50 per cent of the total—are now owned in the United States, and the other countries which still have an appreciable amount of sailing tonnage are :—Great Britain and Ireland, 130,000 tons, France, 108,000 tons, Canada 104,000 tons, and Italy, 88,000 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 1,153,000 tons, of which 410,000 tons—equal to 35½ per cent of the total—are owned in the United States, and only 25,700 tons in Great Britain and Ireland.

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 5,930, of which 376 are of 10,000 tons and above, including 46 of 20,000 tons each and upwards. Of the 376 vessels 219 are under the British flag. It may be noted that more than one half of the total number of steamers and motorships in existence are of less than 1,000 tons each.

Table No. 13 shows that of the motorships now in existence there are 470 of 4,000 tons and above. Eighty-eight of them are of 8,000 tons and upwards, their total tonnage amounting to 956,081 tons.

From Table No. 3, in which steamers and motorships are classified according to their size and age, it will be noticed that there are 2,982 vessels less than five years old with a tonnage representing 14 per cent of the total tonnage in existence. Vessels of 25 years and over amount to 7,435 but their tonnage is only 15 per cent of the total. Of the vessels built in 1902 or before, over 62½ per cent are of less than 1,000 tons each and the average size of the others is 2,861 tons, while of the vessels built during the last five years only 37·2 per cent are of less than 1,000 tons each and the average of the others reaches 4,518 tons.

Of the 889 vessels of 8,000 tons and upwards now in existence, 212 have been built during the last five years.

Of the tonnage owned in Great Britain & Ireland over 20½ per cent is less than five years old. The only Merchant Navies which have a larger proportion of new tonnage (less than five years old), are Germany with 25·2 per cent, and Norway with 21·4 per cent.

The group of vessels with the largest aggregate of tonnage is that of between 4,000 and 6,000 tons each amounting to 18,197,405 tons, equal to $28\frac{3}{4}$ per cent of the world's total steam and motor tonnage. The big liners, say those of 15,000 tons each and upwards, represent less than 4 per cent of the total tonnage; it may be added, however, that over 60 per cent of the tonnage of those liners is owned in Great Britain and Ireland.

TYPE OF MACHINERY.

Table No. 6 shows the type of machinery used for the propulsion of vessels, and the following summary will not be without 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 1,374 steamers of 9,228,983 tons fitted with turbine engines and 2,552 vessels (including auxiliary vessels) of 4,270,824 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 267,000 tons, there has been an increase of 778,000 tons in the tonnage of motorships and of 91,000 tons in the tonnage of vessels fitted with steam turbines.

The increase in the motorship tonnage recorded in the new edition of Lloyd's Register Book, as compared with 1922, amounts to over $2\frac{3}{4}$ million tons, representing an increase of nearly 183 per cent on the total in existence five years ago.

An analysis of the type of machinery now employed also shows that there are now recorded in Lloyd's Register Book 31 vessels, with a total tonnage of 489,000 tons, which are fitted with a combination of steam turbines and reciprocating engines. Another interesting particular is that in the case of 48 vessels with a tonnage of 137,000 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. Over two-thirds of this tonnage is owned in the United States.

From Table No. 7, it will be seen that there are recorded in the new Register Book 3,623 steamers of 18,481,759 tons fitted for burning oil fuel, of which 788 of 5,087,612 tons are registered in Great Britain and Ireland and 1,822 of 8,875,820 tons are registered in the United States of America.

The above figures 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.	1927 % of total gross tonnage.
Sailing vessels and sea-going barges ...	8.06	2.95
Oil, etc., in internal combustion engines ...	0.45	6.55
Oil fuel for boilers	2.65	28.35
Coal	88.84	62.15
	100.00	100.00

It will thus be seen that less than $62\frac{1}{6}$ per cent of the tonnage of the Merchant Marine now depends entirely upon coal while in 1914 the percentage was nearly 89. It must of course be understood that oil is not always used in steamers fitted for burning oil fuel, as such installations can readily be replaced by coal-burning fittings should it happen that oil be unobtainable or its price render it unprofitable.

TYPE OF VESSELS.

The Tables show the total tonnage of certain types of vessels, which information is most useful in estimating the tonnage available for general cargo and passenger purposes. The tonnage of the 1,050 tankers, of 1,000 tons gross and upwards, amounts to 5,847,000 tons; 352 of 1,934,186 tons are registered in Great Britain and Ireland, and 374 of 2,293,539 tons are registered in the United States. In addition there are some 69,000 tons of tankers of less than 1,000 tons each. The tonnage of trawlers and other fishing vessels amounts to 819,000 tons. An analysis of the vessels recorded in the Register Book shows that some 362,000 tons represent tugs and salvage vessels, and 790,000 tons steam barges, dredgers and similar craft, ferries, river vessels and vessels owned by Municipal Corporations or Harbour Authorities. Although few paddle vessels are now built, the total tonnage of such vessels in existence still amounts to about 362,000 tons.

TONNAGE OF THE LARGER 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) Wood vessels,

(c) Vessels of less than 5,000 tons gross, and

(d) Vessels over 25 years old and presumably of less efficiency than more modern vessels,

the following figures are obtained which indicate the relative position of the principal Maritime Countries of the World, as regards the larger 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...	19,179,029	30·31	9,343,033	37·72
UNITED STATES	13,690,948	21·64	5,495,100	22·18
ITALY	3,395,522	5·37	1,680,890	6·79
GERMANY	3,320,492	5·25	1,528,742	6·17
FRANCE	3,361,679	5·31	1,506,158	6·08
JAPAN	4,033,304	6·37	1,496,549	6·04
HOLLAND... ..	2,645,025	4·18	1,410,722	5·69
NORWAY	2,802,552	4·43	480,712	1·90
OTHER COUNTRIES OR COUNTRY NOT STATED } ...	10,838,751	17·13	1,829,048	7·38
WORLD TOTAL	63,267,302	100	24,770,954	100

The above Table shows the relatively high efficiency of the Merchant Fleet of Great Britain and Ireland, which, while comprising 30·31 per cent of the World tonnage as recorded in the Register Book, has actually 37·72 per cent of the ocean-going tonnage available for general cargo and passenger purposes.

Considerable differences are also shown as regards three other countries, viz.:—Holland and Italy—which from a percentage of 4·18 and 5·37 respectively of the total tonnage, rise to 5·69 and 6·79 per cent of the larger ocean-going tonnage, and on the other hand Norway, which from 4·43 per cent is reduced to 1·9 per cent.

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 1893–1927 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 1893 the *gross* tonnage of steamers amounted to 15,264,000 tons, and the *gross* tonnage of sailing vessels to about 9,700,000 tons. The steam and motor tonnage has increased by over 48 million tons while the sailing tonnage has decreased by well over 7 $\frac{2}{3}$ million tons *gross*. Apart from the enormous increase which has taken place in the United States seagoing steam tonnage 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 1893 amounted to about 2,728,000 tons gross and 1,446,000 tons gross respectively, is now reduced to 130,000 and 22,000 tons respectively.

The increase in the steam and motor tonnage owned in Great Britain and Ireland amounts to 10,151,000 tons. The most remarkable development has taken place in Japan, the steam tonnage of which country now reaches a figure equal to nearly 27 times the total owned in 1893. The present steam tonnage of Italy is nearly 11 times, that of Holland nearly 9 times, that of Norway over 7 $\frac{1}{2}$ times, and the Danish and Swedish tonnages nearly 6 times larger than in 1893.

TONNAGE LOST AND BROKEN UP.

The new Statistical Tables include a Table (No. 12) showing the tonnage of steamers and motorships lost and broken up each year, from 1903 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 other quinquennial periods in pre-war times. The average yearly percentage of steam tonnage lost during the years 1922–26 amounts to less than 0·71 per cent, while for instance, during the years 1909–13 the average was nearly 1·19 per cent. These figures are, of course, to some extent influenced by the large amount of tonnage laid up during recent times.

The figures for steamers broken up 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; to 963,000 tons for 1923; and for the year 1924 the total reached 1,174,000 tons. The tonnage broken up during 1925 amounted to 653,000 tons, and to 799,000 tons during 1926. It is obvious that the tonnage broken up has an important bearing on the shipping position, and that if it had been continued for some years on the high level reached in 1924, it would have gone a long way towards solving the problems that confront shipowners; the figures for 1925 and 1926, however, and especially the most recent returns show a large falling off in the amount of tonnage being broken up.

SUMMARY OF THE STATISTICAL TABLES ISSUED IN THE APPENDIX OF THE
1927 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, distinguishing the principal Maritime Countries, 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 1893 to 1927 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 1893 onwards; and the number of vessels according to certain divisions of gross tonnage launched yearly since 1910 in Great Britain and Ireland, and also abroad during the years 1918-1926.

Table No. 12 shows the number and tonnage of steamers and motorships lost and broken up throughout the world during the last 24 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 1926. Notwithstanding the great depression in the shipbuilding industry during that year the tonnage of these vessels reached the total of 1,016,512 tons.

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STATISTICAL TABLES.

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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 vapeurs, 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 le 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, 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.

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 1927-1928 edition of Lloyd's Register Book.

SEE NOTES ON PAGE 117L.

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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 and under 30000 tons.	30000 tons and above.	TOTAL.	
BRITISH EMPIRE {	GREAT BRITAIN AND IRELAND	1,378	2,051	700	395	357	388	467	563	616	526	169	137	48	17	2	6	7,820
	AUSTRALIA AND NEW ZEALAND	121	188	112	41	19	44	51	17	6	7	3	5	614
	CANADA	161	121	53	66	85	57	40	21	35	17	7	4	2	669
	OTHER DOMINIONS ...	165	191	117	50	34	47	24	25	16	12	1	682
	TOTAL	1,825	2,551	982	552	495	536	582	626	673	562	180	146	50	17	2	6	9,785
AMERICA (UNITED STATES) {	SEA	248	386	178	109	89	410	239	225	518	502	86	39	6	2	...	1	3,038
	NORTHERN LAKES ...	5	13	20	26	26	68	63	104	36	146	32	539
	PHILIPPINE ISLANDS ...	19	36	13	14	4	6	2	2	...	1	97
	TOTAL	272	435	211	149	119	484	304	331	554	649	118	39	6	2	...	1	3,674
BELGIUM	31	48	20	18	11	23	14	19	22	9	6	...	...	...	...	...	221
BRAZIL	37	109	41	33	27	24	23	17	8	11	2	...	...	...	...	...	332
DENMARK	99	84	99	131	86	68	26	21	12	14	7	2	...	...	...	...	649
FRANCE	283	384	109	99	74	157	95	101	89	60	45	22	4	1	...	2	1,525	
GERMANY	367	527	333	152	99	117	81	64	66	86	35	14	4	5	...	1	1,951	
GREECE	36	75	68	44	18	54	107	48	22	1	1	...	...	...	...	...	474
HOLLAND	319	156	54	92	75	97	79	51	50	100	36	11	3	1	1	...	1,125	
ITALY	151	172	101	72	43	101	108	92	139	106	33	5	2	3	2	2	1,132	
JAPAN	464	316	246	162	98	216	157	103	148	94	20	11	...	...	...	...	2,035
NORWAY	422	258	216	281	170	114	93	94	65	51	10	3	...	...	...	...	1,777
SPAIN	196	183	84	47	50	95	79	21	25	6	3	4	...	...	...	...	793
SWEDEN	355	246	157	184	117	63	30	26	29	8	...	2	3	...	...	...	1,220
OTHER COUNTRIES OR COUNTRY NOT STATED {	509	633	326	218	168	194	94	60	33	23	15	1	...	...	...	...	2,274
TOTAL	5,366	6,177	3,047	2,234	1,650	2,343	1,872	1,674	1,935	1,780	511	260	72	29	5	12	28,967	

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

STEEL VESSELS.

STEAMERS & MOTORSHIPS.									SAILING SHIPS.								
CLASS.	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.	Tonnage.		No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
100A	4,557	13,601,187	426	1255387	3,731	14062544	8,714	28,919,118	100A	54	24,141	8	5,948	54	93,116	116	123,205
95A	...	...	...	...	...	...	...	...	95A	...	...	...	...	...	...	...	...
90A	3	2,889	...	...	5	3,721	8	6,610	90A	...	...	...	...	...	...	...	...
A	98	52,783	55	39,835	113	89,692	266	182,310	A	99	24,623	17	5,319	38	19,287	154	49,229
LvA1*	}	...	...	...	...	...	...	...	LvA1*	}	...	...	...	1	2,301	1	2,301
LvA1*																	
Total / Classed	4,658	13,656,859	481	1295222	3,849	14155957	8,988	29,108,038	Total / Classed	153	48,764	25	11,267	93	114,704	271	174,735
Formerly / Classed	1,238	1,134,446	363	361,090	2,829	7,325,902	4,430	8,821,438	Formerly / Classed	75	25,595	18	22,412	89	122,065	182	170,072
Totals...	5,896	14,791,305	844	1656312	6,678	21481859	13418	37,929,476	Totals...	228	74,359	43	33,679	182	236,769	453	344,807

IRON VESSELS.

STEAMERS & MOTORSHIPS.									SAILING SHIPS.								
CLASS.	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.	Tonnage.		No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
100A	56	26,783	4	928	115	126,860	175	154,571	100A	...	...	...	...	17	26,969	17	26,969
95A	...	...	...	...	...	...	...	...	95A	...	...	...	...	...	...	...	...
90A	6	2,554	1	425	4	3,979	11	6,958	90A	...	...	...	...	...	...	...	...
80A	...	...	...	...	...	...	...	...	80A	...	...	...	...	...	...	...	...
A	4	764	...	...	7	1,000	11	1,764	A	...	...	...	...	...	...	...	...
*A	1	637	...	...	...	...	1	637	*A	2	548	1	402	1	807	4	1,757
A	...	...	...	...	...	...	...	...	A	...	...	...	...	...	...	...	...
A	1	876	...	...	...	...	1	876	A	...	...	...	...	...	...	...	...
A	...	...	...	...	...	...	...	...	A	...	...	...	...	...	...	...	...
LvA1*	}	2	2,322	...	7	11,057	9	13,379	LvA1*	}	...	...	...	...	...	...	...
LvA1*																	
LvA1	}	...	...	...	1	981	1	981	LvA1	}	...	...	...	...	...	...	...
LvA1																	
Total / Classed	70	33,936	5	1,353	134	143,877	209	179,166	Total / Classed	2	548	1	402	18	27,776	21	28,726
Formerly / Classed	211	61,739	52	31,213	506	409,323	769	502,275	Formerly / Classed	6	1,367	3	3,599	48	57,556	57	62,522
Totals...	281	95,675	57	32,566	640	553,200	978	681,441	Totals...	8	1,915	4	4,001	66	85,332	78	91,248

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	11	1,887	3	915	14	20,024	28	22,826
	Sail	1	105	4	4,595	14	8,764	19	13,464
A	Steam	...	...	...	...	...	...	...	...
	Sail	...	...	2	484	...	...	2	484
A	Steam	1	76	...	...	...	...	1	76
	Sail	2	191	...	...	1	650	3	841
Æ	Steam	...	...	...	...	...	...	...	...
	Sail	2	273	...	...	...	...	2	273
Total Classed	Steam	12	1,963	3	915	14	20,024	29	22,902
	Sail	5	569	6	5,079	15	9,414	26	15,062
	Total	17	2,532	9	5,994	29	29,438	55	37,964
Formerly Classed	Steam	126	13,162	22	12,548	27	30,741	175	56,451
	Sail	198	22,342	4	958	38	34,838	240	58,138
	Total	324	35,504	26	13,506	65	65,579	415	114,589
Grand Total	341	38,036	35	19,500	94	95,017	470	152,553	

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 ..	9,226	29,310,106	5,374	9,380,164	14,600	38,690,270
Sailing Vessels	318	218,523	479	290,732	797	509,255
Total.....	9,544	29,528,629	5,853	9,670,896	15,397	39,199,525

In addition to the above, 133 vessels of 710,387 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:—

Classed with Lloyd's Register	No.	Tons.
Formerly classed with Lloyd's Register	9,677	30,239,016
Grand Total	5,853	9,670,896
	15,530	39,909,912

VESSLS NOW OR FORMERLY CLASSED RECORDED IN LLOYD'S REGISTER BOOK, 1927-1928.

WOOD (INCLUDING COMPOSITE).	STEAM, MOTOR AND SAIL.						TOTAL.		
	Gt. Britain & Ireland.			Foreign Countries.			No.		
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	
STEAM AND MOTOR.	Great Britain & Ireland.		Foreign Countries.		Total.		Total.		
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	
SAIL.	Gt. Britain & Ireland.		Foreign Countries.		Total.		Total.		
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	
IRON.	Gt. Britain & Ireland.		Foreign Countries.		Total.		Total.		
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	
STEEL.	Gt. Britain & Ireland.		Foreign Countries.		Total.		Total.		
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	
Classed.....		4,058	13,646,859	481	1,295,322	3,840	14,156,967	9,544	29,528,629
Formerly Classed.....		1,228	1,134,446	365	281,090	2,820	7,325,902	5,853	9,670,896
Totals		5,853	14,791,305	846	1,656,312	6,675	21,481,869	15,397	39,199,525

TABLE No. 5.—Showing Number and Material of all Vessels, including Yachts—according to certain 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.		
LOYD'S REGISTER	Under 100	150	9	68	227	41	3	152	193	420	Steam & Motor } 29,384,783 Sail } 220,520 TOTAL 29,605,303
	100 & under 500	2,034	88	27	2,149	130	12	145	2,294		
	500 " 1000	747	27	3	777	54	4	7	842		
	1000 " 2000	1,112	88	2	1,202	20	10	5	1,237		
	2000 " 4000	1,831	5	6	1,842	27	4	..	1,873		
	4000 " 7000	2,472	..	..	2,472	..	..	..	2,472	
	7000 " 10000	632	..	..	632	..	..	..	632	
10000 & above	177	..	..	177	..	..	..	177		
Total.....		9,155	217	106	9,478	272	21	176	469	9,947	
AMERICAN BUREAU OF SHIPPING. Record of American and Foreign Shipping.	Under 100	3	3	3	Steam & Motor } 8,384,689 Sail } 195,843 TOTAL 8,580,532
	100 & under 500	28	..	28	56	10	..	32	42	98	
	500 " 1000	33	1	5	39	8	..	50	58	97	
	1000 " 2000	66	2	11	79	6	1	47	54	133	
	2000 " 4000	423	7	9	439	1	..	23	24	463	
	4000 " 7000	875	..	..	875	2	..	..	2	877
	7000 " 10000	182	..	..	182	..	..	..	..	182
10000 & above	40	..	..	40	..	..	..	..	40	
Total.....		1,647	10	56	1,713	27	1	152	180	1,893	
AMERICAN BUREAU OF SHIPPING. Great Lakes Register.	Under 100	7	7	7	Steam & Motor } 1,147,926 Sail } 49,670 TOTAL 1,197,596
	100 & under 500	6	..	16	22	1	..	14	15	37	
	500 " 1000	3	1	16	20	..	..	28	28	48
	1000 " 2000	40	5	4	49	1	..	4	5	54	
	2000 " 4000	78	..	6	84	5	..	1	6	90	
	4000 " 7000	86	..	..	86	..	..	..	..	86
	7000 " 10000	36	..	..	36	..	..	..	..	36
10000 & above	1	..	..	1	..	..	..	..	1	
Total.....		250	6	49	305	7	..	47	54	359	
BRITISH CORPORATION	Under 100	12	2	4	18	18	Steam & Motor } 4,477,576 Sail } 7,206 TOTAL 4,484,782
	100 & under 500	167	4	4	175	4	..	1	5	180	
	500 " 1000	95	4	1	100	1	..	..	1	101
	1000 " 2000	239	4	..	243	3	..	..	3	246
	2000 " 4000	292	2	..	294	1	..	..	1	295
	4000 " 7000	406	..	..	406	..	..	..	..	406
	7000 " 10000	69	..	..	69	..	..	..	..	69
10000 & above	29	..	..	29	..	..	..	..	29	
Total.....		1,309	16	9	1,334	9	..	1	10	1,344	
BUREAU VERITAS	Under 100	314	15	232	561	54	2	253	309	870	Steam & Motor } 5,486,425 Sail } 384,475 TOTAL 5,870,900
	100 & under 500	1,001	72	181	1,254	229	1	666	896	2,150	
	500 " 1000	335	50	9	394	21	2	58	81	475	
	1000 " 2000	531	71	9	611	11	9	27	47	658	
	2000 " 4000	449	7	2	458	13	1	3	17	475	
	4000 " 7000	286	2	..	288	..	..	..	..	288
	7000 " 10000	90	..	..	90	1	..	..	1	91
10000 & above	36	..	..	36	..	..	..	..	36	
Total.....		3,042	217	433	3,692	329	15	1,007	1,351	5,043	
GERMANISCHER LLOYD	Under 100	202	4	64	270	56	2	22	80	350	Steam & Motor } 3,689,598 Sail } 147,624 TOTAL 3,837,222
	100 & under 500	941	18	7	966	213	..	10	223	1,189	
	500 " 1000	380	26	..	406	62	..	1	63	469	
	1000 " 2000	299	10	1	310	2	..	..	2	312
	2000 " 4000	203	..	..	203	14	..	..	14	217
	4000 " 7000	177	..	..	177	..	..	..	..	177
	7000 " 10000	88	..	..	88	..	..	..	..	88
10000 & above	30	..	..	30	..	..	..	..	30	
Total.....		2,320	58	72	2,450	347	2	33	382	2,832	
NOBSE VERITAS	Under 100	45	2	20	67	1	1	68	Steam & Motor } 1,837,450 Sail } 9,884 TOTAL 1,847,334
	100 & under 500	271	16	87	374	3	..	3	6	380	
	500 " 1000	164	7	17	188	2	2	1	5	193	
	1000 " 2000	422	9	1	432	2	..	..	2	434
	2000 " 4000	132	3	..	135	..	1	..	1	136	
	4000 " 7000	100	..	..	100	..	..	..	..	100
	7000 " 10000	10	..	..	10	..	..	..	..	10
10000 & above	2	..	..	2	..	..	..	..	2	
Total.....		1,146	37	125	1,308	8	3	4	15	1,323	
REGISTRO ITALIANO	Under 100	17	3	93	113	1	..	586	587	700	Steam & Motor } 2,639,897 Sail } 72,419 TOTAL 2,712,316
	100 & under 500	91	5	37	133	7	..	190	197	330	
	500 " 1000	39	9	4	52	..	..	1	1	53
	1000 " 2000	65	11	1	77	..	..	..	..	77
	2000 " 4000	148	5	1	154	2	..	..	2	156
	4000 " 7000	239	..	..	239	..	..	..	..	239
	7000 " 10000	55	1	..	56	..	..	..	..	56
10000 & above	12	..	..	12	..	..	..	..	12	
Total.....		666	34	136	836	10	..	777	787	1,623	

NOTE.—It will be understood that many vessels are not exclusively classed in one Register.

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 1927-1928 edition of Lloyd's Register Book. 1181

COUNTRIES WHERE OWNED.	STEAMERS.				MOTORSHIPS.		AUXILIARIES.				TOTAL.	
	RECIPROCATING ENGINES.		TURBINE ENGINES.		No.	Tons.	STEAM.		MOTOR.			
	No.	Tons.	No.	Tons.			No.	Tons.	No.	Tons.	No.	Tons.
BRITISH EMPIRE { GREAT BRITAIN AND IRELAND	7,136	15,186,729	318	2,808,069	291	1,167,301	3	1,100	72	15,830	7,320	19,179,029
BRITISH EMPIRE { AUSTRALIA AND NEW ZEALAND	555	656,797	9	89,480	20	22,221	...	...	30	5,311	614	773,809
BRITISH EMPIRE { CANADA	591	1,032,757	7	50,584	50	60,486	...	...	21	7,667	669	1,151,494
BRITISH EMPIRE { OTHER DOMINIONS	616	743,081	2	5,694	30	12,252	4	2,130	30	10,480	682	773,637
AMERICA (UNITED STATES) { SEA	2,130	6,827,618	687	3,971,094	182	348,506	...	...	39	24,065	3,038	11,171,283
AMERICA (UNITED STATES) { NORTHERN LAKES	530	2,402,415	1	7,726	8	24,552	...	...	...	...	539	2,434,693
AMERICA (UNITED STATES) { PHILIPPINE ISLANDS	78	79,379	...	...	6	1,280	...	...	13	4,313	97	84,972
BELGIUM	203	441,304	12	36,498	3	16,074	...	...	3	963	221	494,839
BRAZIL	308	472,474	...	...	13	29,199	...	...	11	6,052	332	507,725
DENMARK	503	727,252	24	67,789	68	219,246	2	1,019	52	16,492	649	1,031,798
FRANCE	1,409	2,865,457	61	455,436	26	34,377	1	353	28	6,056	1,525	3,361,679
GERMANY	1,623	2,573,919	52	389,420	112	315,141	4	1,710	160	40,302	1,951	3,320,492
GREECE	464	1,022,292	...	...	3	1,236	...	...	7	2,202	474	1,025,730
HOLLAND	872	1,995,951	57	437,750	85	192,807	...	...	111	18,517	1,125	2,645,025
ITALY	947	2,556,501	58	453,889	64	363,822	3	900	60	18,410	1,132	3,395,522
JAPAN	1,723	3,631,987	43	257,535	73	99,290	77	22,595	119	21,897	2,035	4,033,304
NORWAY	1,478	2,152,314	13	51,221	197	580,551	19	4,629	70	13,837	1,777	2,802,552
SPAIN	695	993,528	12	82,813	25	45,927	3	786	58	12,671	793	1,135,725
SWEDEN	1,011	991,358	11	28,162	119	295,646	...	...	79	13,579	1,220	1,328,745
OTHER COUNTRIES OR COUNTRY NOT STATED...	2,047	2,377,702	7	33,823	101	161,209	6	1,458	113	41,057	2,274	615,249
TOTAL	24,919	49,730,815	1,374	9,228,983	1,476	3,991,123	122	36,680	1076	279,701	23,967	63,267,302

TABLE No. 7.—Showing the Number, Gross Tonnage and Nationality of Steam and Motor Tankers (excluding Vessels of less than 1,000 tons); Steam and Motor Trawlers and other Fishing Vessels, and of Steamers fitted for burning Oil Fuel owned in the World, as recorded in the 1927-1928 edition of Lloyd's Register Book.

COUNTRIES WHERE OWNED.	TANKERS <i>(excluding Vessels of less than 1,000 tons.)</i>		TRAWLERS & OTHER FISHING VESSELS.		STEAMERS FITTED FOR BURNING OIL FUEL.	
	No.	Tons.	No.	Tons.	No.	Tons.
GREAT BRITAIN AND IRELAND	352	1,934,186	1,699	375,679	788	5,087,612
CANADA	16	86,060	16	4,075	68	190,088
OTHER BRITISH DOMINIONS	18	94,981	50	10,759	84	304,797
AMERICA (United States)	374	2,293,539	134	35,068	1,822	8,875,820
BELGIUM	6	39,533	43	9,651	7	34,118
DENMARK	3	12,660	12	2,491	18	65,971
FRANCE	27	146,872	423	115,050	90	536,831
GERMANY	20	94,258	470	100,364	58	363,720
HOLLAND	58	199,110	215	38,944	180	784,375
ITALY	45	205,871	33	8,612	92	560,557
JAPAN	9	47,531	102	24,254	92	571,402
NORWAY	63	403,812	110	16,004	104	505,311
SPAIN	8	30,602	120	27,960	24	108,646
SWEDEN	3	16,270	50	9,492	18	82,754
OTHER COUNTRIES	48	241,801	158	40,949	178	409,757
TOTALS	1,050	5,847,086	3,635	819,352	3,623	18,481,759

TABLE No. 8—Showing for the Years 1893 to 1927 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.
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	2,989	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	493,590	2,130	1,079,467	298	283,214	493	124,221	791	407,435
1898	6,783	10,547,855	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	1,840,683	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	1,137	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	736,563
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
1924	7,964	19,263,785	405	136,012	8,369	19,399,797	1,959	2,688,675	518	181,652	2,477	2,870,327	661	1,049,386	110	31,760	771	1,081,146
1925	7,820	19,179,029	396	129,993	8,216	19,309,022	1,965	2,698,940	474	166,115	2,439	2,865,055	649	1,031,798	99	28,048	748	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.

1183

(See also Notes on Page 1171.)

FRANCE.						GERMANY.						HOLLAND.						Year.
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.	
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	130,031	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	488,936	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	42,345	505	701,754	1905
780	1,253,737	728	487,458	1,508	1,741,195	1,628	3,375,743	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	339,015	2,321	5,082,061	662	1,286,742	97	23,107	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
1,498	3,324,397	271	166,209	1,769	3,490,606	1,928	3,062,095	58	48,823	1,986	3,110,918	1,061	2,552,613	48	12,291	1,109	2,564,904	1926
1,525	3,361,679	227	108,301	1,752	3,469,980	1,951	3,320,492	39	42,554	1,990	3,363,046	1,125	2,645,025	31	8,978	1,156	2,654,003	1927

recorded in Lloyd's Register Books for the years 1917 and 1918.

TABLE No. 8 (continued).—Showing for the Years 1893 to 1927 the Number, Gross Tonnage and Description Maritime Countries—as recorded in Lloyd's Register

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

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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.
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	1,710,311
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	1,669,466
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	1,982,876
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	2,014,531
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	2,504,722
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	2,529,186
1916	684	1,685,720	517	210,814	1,201	1,896,534	1,151	1,847,453			1,151	1,847,453	1,795	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	898	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	2,551,911
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	2,505,391
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
1926	1,099	3,150,246	302	90,384	1,401	3,240,630	2,087	3,967,617			2,087	3,967,617	1,802	2,806,544	42	35,361	1,844	2,841,905
1927	1,132	3,395,522	297	87,861	1,429	3,483,383	2,035	4,033,304			2,035	4,033,304	1,777	2,802,552	28	21,673	1,805	2,824,225

Sailing Vessels owned in this Country are not recorded in Lloyd's Register Book.

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 1185 Books for the period mentioned.

(See Notes on Page 1171.)

SPAIN.						SWEDEN.						UNITED STATES (SEA).						Year.
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.	
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
392	449,044	368	98,314	760	547,358	535	226,769	914	271,235	1,449	498,004	610	887,766	2,704	1,283,693	3,314	2,171,459	1894
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
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
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
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
438	537,840	263	71,045	701	608,885	642	380,572	766	225,419	1,408	605,991	605	759,750	2,134	1,112,495	2,739	1,872,245	1899
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
466	734,557	163	51,798	629	786,355	703	451,020	780	225,199	1,483	676,219	760	1,003,795	2,176	1,228,130	2,936	2,231,925	1901
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
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
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
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
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
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
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
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
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
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
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
547	826,261	60	14,734	607	840,995	1,043	943,926	393	103,344	1,436	1,047,270	1,209	1,971,903	1,487	1,026,554	2,696	2,998,457	1913
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	1,377	943,376	2,490	2,970,284	1914
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	1,347	943,288	2,580	3,522,933	1915
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	938,043	2,587	3,790,578	1916
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
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	1,383,751	4,889	13,789,874	1920
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
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
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
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
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
802	1,126,284	122	36,724	924	1,163,008	1,205	1,294,576	175	43,513	1,380	1,333,089	3,116	11,391,780	885	972,888	4,001	12,364,668	1926
793	1,135,725	92	25,644	885	1,161,369	1,220	1,328,745	151	36,645	1,371	1,365,390	3,038	11,171,283	805	898,767	3,843	12,070,050	1927

recorded in Lloyd's Register Books for the years 1917 and 1918.

1186 TABLE No. 8 (continued).—Showing for the Years 1893 to 1927 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 1171.)

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.
1893							1,174	1,115,061	3,967	1,088,138	5,141	2,203,199	12,558	15,264,418	19,868	8,972,447	31,926	24,236,868
1894							1,187	1,155,013	3,350	945,825	4,537	2,100,838	12,907	16,066,202	17,738	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	25,889,044
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	30,479,971
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	32,302,412
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	27,188,365	11,140	6,318,490	28,901	33,501,855
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	29,283	34,786,132
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	2,49	2,913,125	1,539	527,975	4,038	3,441,100	20,746	33,969,811	9,451	5,465,977	30,197	39,435,788
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	2,931	3,750,144	1,175	420,907	4,106	4,171,051	23,217	40,518,177	7,099	4,082,500	30,316	44,600,677
1913	593	2,285,836	34	96,854	627	2,382,690	3,051	4,022,958	1,102	411,226	4,153	4,434,184	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	45,729,208	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	4,778	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	62,335,373	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
1926	505	2,348,319	24	84,730	529	2,433,049	3,405	4,645,620	563	272,086	3,968	4,917,706	29,092	62,671,937	3,523	2,112,433	32,615	64,784,370
1927	539	2,434,693	24	80,557	563	2,515,250	3,398	4,728,515	545	290,472	3,943	5,018,987	28,967	63,267,302	3,208	1,925,608	32,175	65,192,910

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. 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.	
	No.	Tons.	TOTALS, excluding Canadian Lake Ports.		CANADIAN LAKE PORTS.		No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
			No.	Tons.	No.	Tons.												
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	761	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	13,824	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	‡27	650,919	27	13,289	4	8,725	No Returns	No Returns	No Returns	23	45,198	6	25,402	No Returns	No Returns	120	113,075	
1916	‡06	608,235	36	22,577	4	8,994	No Returns	No Returns	No Returns	28	35,277	9	42,752	No Returns	No Returns	201	180,197	
1917	‡86	1,162,896	80	66,475	25	27,996	No Returns	No Returns	No Returns	23	20,445	6	18,828	No Returns	No Returns	146	148,779	
1918	‡01	1,348,120	184	230,514	22	49,390	No Returns	No Returns	No Returns	13	26,150	3	13,715	No Returns	No Returns	74	74,026	
1919	612	1,620,442	235	298,495	28	60,233			2	2,433	46	37,766	34	32,633	No Returns	No Returns	100	137,086
1920	618	2,055,624	90	174,557	13	29,087			5	8,371	30	60,669	50	93,449	No Returns	No Returns	99	183,149
1921	426	1,538,052	49	118,303	5	11,372			3	17,909	37	77,238	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	163,132
1923	222	645,651	41	37,072	3	4,191			5	1,102	24	49,479	27	96,644	109	345,062	35	65,632
1924	494	1,439,885	29	29,815	2	15,064			2	3,997	33	63,937	26	79,685	108	175,113	41	63,627
1925	342	1,084,633	47	32,220	4	13,858			3	4,206	21	73,268	35	75,569	121	406,374	47	78,823
1926	197	639,568	39	22,842	3	10,836			8	3,627	25	72,108	34	121,342	60	180,548	47	93,671

† The figures for the years 1892-1906 include vessels of less than 100 tons which were intended to be classed by Lloyd's Register.

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

Vessels of 100 tons gross and upwards Launched in the various
each year from 1893 onwards.

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ITALY.		JAPAN.		NORWAY.		SPAIN.		SWEDEN.		UNITED STATES.				OTHER COUNTRIES.		TOTALS.		YEAR.
										COAST.		GREAT LAKES.						
No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	
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	7,310	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	234	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	42,489	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	52,839	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	3,838	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	51,204	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	20,293	5	876	743	*1,201,638	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	40	38,855	13	45,950	46	63,823	467	2,348,725	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	49,308	12	21,673	924	2,247,751	1924
31	142,046	23	55,784	48	28,805	1	127	17	53,750	94	78,766	7	50,010	14	15,165	855	2,193,404	1925
27	220,021	26	52,405	25	9,237	6	25,671	14	53,518	73	115,217	5	35,396	11	18,970	600	1,674,977	1926

* 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

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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.
1903	Lost ...	109	155,071	1.16	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	0.90
	Broken up ...	48	103,226		3	7,078		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	8,989	0.71	21	42,446	1.47	6	12,202	3.48	5	6,705	1.04
	Broken up ...	31	30,425		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	1.68	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	0.08
	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	0.78
	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	182,838	1.11	17	16,852	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	26,977	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	1.38	18	11,618	0.79	8	4,085	0.23	5	6,071	0.86	14	16,926	1.03	19	33,741	0.91	8	17,271	2.66	4	4,184	0.38
	Broken up ...	38	57,083		12	12,712		4	6,837		...	...		5	10,368		4	1,580		2	3,254		...	...
	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	13,532	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	2.33	3	1,150	0.08
	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	
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	

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

and upwards, totally LOST (including WAR LOSSES), and BROKEN UP during the years 1903 to 1926, the percentage LOST of the tonnage owned by the various countries.

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ITALY.			JAPAN.			NORWAY.			SPAIN.			SWEDEN.			OTHER COUNTRIES.		WORLD.			LOST OR BROKEN UP. (a)	YEAR
No.	Tons.	Per Cent.	No.	Tons.	Per Cent.	No.	Tons.	Per Cent.	No.	Tons.	Per Cent.	No.	Tons.	Per Cent.	No.	Tons.	No.	Tons.	Per Cent.		
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	237	298,376	1.14	Lost ... Broken up ... TOTAL ...	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	280	424,175	1.54	Lost ... Broken up ... TOTAL ...	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	297	407,975	1.42	Lost ... Broken up ... TOTAL ...	1905
10	24,038		1	114		5	4,237		6	3,512		2	842		...	...	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	284	367,176	1.21	Lost ... Broken up ... TOTAL ...	1906
14	34,612		...	...		1	578		8	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	273	408,328	1.26	Lost ... Broken up ... TOTAL ...	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	23,726	2.13	9	7,368	1.09	11	9,452	1.29	28	32,925	304	419,806	1.24	Lost ... Broken up ... TOTAL ...	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	256	393,770	1.14	Lost ... Broken up ... TOTAL ...	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	293	421,549	1.20	Lost ... Broken up ... TOTAL ...	1910
9	23,298		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	49,273	305	449,087	1.23	Lost ... Broken up ... TOTAL ...	1911
7	13,644		1	151		4	2,888		5	11,612		2	1,123		8	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	23	18,858	292	450,675	1.18	Lost ... Broken up ... TOTAL ...	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	26,433	1.41	12	15,804	1.91	11	12,862	1.36	31	38,819	295	445,265	1.09	Lost ... Broken up ... TOTAL ...	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			
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	437	773,934	1.79	Lost ... Broken up ... TOTAL ...	1914
1	154		1	4,254		1	1,342		...	...		1	475		11	15,535	54	96,728	
10	11,825		23	33,151		39	45,387		7	10,811		24	31,800		41	50,371	491	870,662			

* 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 distinguishing the principal maritime countries, and indicating

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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.
1915	Lost...	544	1,092,924	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	41,393	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	1,186		...	...		...	...	1	523		...	...		...	...	...	...	...	...
	TOTAL	572	1,411,856		33	32,582		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	19,760		89	241,546		49	84,331	
	Broken up...	2	300		2	577		...	...		1	546		...	...		...	...		...	...	...	...	...
	TOTAL	1,386	4,094,017		51	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		...	...		...	...		...	...	...
	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		...	...		...	...	...	...		...	...		...	...		...	...	...
	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	10,317	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	0.02
	Broken up...	116	254,089		29	55,732		145	488,865		7	10,844		57	111,610		14	27,366		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	
1925	Lost...	54	61,778	0.32	25	15,574	0.60	11	27,416	0.23	4	1,842	0.18	16	12,949	0.39	23	18,370	0.61	11	21,477	2.40	5	14,431	0.54
	Broken up...	79	198,637		28	48,458		22	56,453		1	295		26	84,001		10	37,537		3	18,205		2	6,038	
	TOTAL	133	260,415		53	64,032		33	83,869		5	2,137		42	96,950		33	55,907		14	39,682		7	20,469	
1926	Lost...	55	111,780	0.58	31	29,680	1.10	20	39,547	0.35	3	771	0.07	13	26,981	0.81	21	24,512	0.80	9	16,034	1.74	6	9,991	0.36
	Broken up...	67	151,894		36	42,994		146	403,944		4	2,698		22	37,024		7	8,667		1	1,476		2	4,477	
	TOTAL	122	263,674		67	72,674		166	443,491		7	3,469		35	64,005		28	33,179		10	17,510		8	14,468	

(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 1903 to 1926 the percentage LOST of the tonnage owned by the various countries.

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ITALY.			JAPAN.			NORWAY.			SPAIN.			SWEDEN.			OTHER COUNTRIES.		WORLD.			LOST OR BROKEN UP. (a)	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.
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 ... Broken up ... TOTAL ...	1915
1	1,214		1	3,272		1	371		...	...		1	322		4	2,950	24	26,332	
21	55,144		21	46,313		82	116,872		13	26,871		38	62,681		79	112,108	992	1,893,718			
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 ... Broken up ... TOTAL ...	1916
5	6,347		3	438		1	158		...	...		...	...		...	14	9,059		
87	234,637		31	81,506		209	288,604		30	66,456		43	43,528		58	95,034	1288	2,724,041			
128	398,790	...	36	92,113	...	368	601,209	...	84	73,565	...	56	75,132	...	94	219,477	2596	6,602,478	...	Lost ... Broken up ... TOTAL ...	1917†
8	3,226		...	...	...	...	...	...	...	...	1	134	...	...	...	9	4,783	...	
131	402,016		36	92,113		368	601,209		84	73,565		57	75,266		94	219,477	2605	6,607,261			
50	184,173	...	30	61,829	...	102	167,034	...	34	71,745	...	52	70,016	...	56	99,352	1288	3,330,354	...	Lost ... Broken up ... TOTAL ...	1918†
1	429		...	...	...	...	...	...	...	...	1	146	...	...	...	6	2,437	...	
51	184,602		30	61,829		102	167,034		34	71,745		53	70,162		56	99,352	1294	3,332,791			
2	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 ... Broken up ... TOTAL ...	1919
...	...		...	...		...	...		1	272		1	208		...	...	10	9,938	
2	366		42	43,829		31	33,199		8	7,648		28	24,409		31	41,395	425	524,172			
9	13,020	0.61	29	41,988	1.40	26	25,944	1.31	10	10,050	1.07	13	17,777	1.78	27	51,791	357	510,794	0.99	Lost ... Broken up ... TOTAL ...	1920
...	...		...	...		...	...		...	...	2	261		...	...	13	7,801		
9	13,020		29	41,988		26	25,944		10	10,050		15	18,038		27	51,791	370	518,595			
15	28,069	1.14	29	51,185	1.53	16	29,210	1.23	30	53,772	4.84	8	9,698	0.89	21	25,211	310	458,992	0.81	Lost ... Broken up ... TOTAL ...	1921
...	...		...	...		...	...		1	2,518		...	...		2	1,348	34	77,545	
15	28,069		29	51,185		16	29,210		31	56,290		8	9,698		23	26,559	344	536,537			
15	31,059	1.15	64	54,136	1.51	27	23,010	0.95	20	27,917	2.30	7	6,138	0.59	37	33,334	351	428,756	0.72	Lost ... Broken up ... TOTAL ...	1922
6	15,735		22	15,580		5	3,088		1	1,039		2	251		...	...	160	315,110	
21	46,794		86	69,716		32	26,098		21	28,956		9	6,389		37	33,334	511	743,866			
22	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 ... Broken up ... TOTAL ...	1923
59	157,080		4	5,498		6	4,622		6	13,760		9	2,160		9	26,792	385	962,506			
81	206,709		37	64,046		33	40,707		15	24,539		27	14,747		32	54,639	709	1,456,870			
12	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	0.74	Lost ... Broken up ... TOTAL ...	1924
43	110,633		8	4,616		7	3,456		9	24,283		7	1,265		24	62,549	485	1,174,258			
55	148,758		50	75,549		28	26,319		15	33,619		18	15,349		56	108,448	777	1,614,662			
17	37,736	1.29	38	42,788	1.09	21	20,367	0.78	14	17,516	1.53	15	14,504	1.16	26	21,000	280	327,748	0.55	Lost ... Broken up ... TOTAL ...	1925
31	100,869		24	37,759		4	3,579		14	15,189		6	4,186		23	41,840	273	653,046			
48	138,605		62	80,547		25	23,946		28	32,705		21	18,690		49	62,840	553	980,794			
19	47,905	1.52	43	44,576	1.12	22	26,410	0.94	12	15,954	1.42	9	10,510	0.81	35	23,589	298	428,240	0.71	Lost ... Broken up ... TOTAL ...	1926
17	45,988		12	16,474		6	5,760		10	23,488		8	4,800		20	48,949	358	798,633			
36	93,893		55	61,050		28	32,170		22	39,442		17	15,310		55	72,598	656	1,226,873			

† 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.

1194 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 1927-28 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...	176	34,344	8	10,317	26	80,246	62	311,356	67	472,613	17	155,389	7	118,866	363	1,183,131
DENMARK	76	18,978	5	7,798	9	28,347	16	79,329	10	66,963	4	34,323	...	...	120	235,738
GERMANY	206	42,338	16	25,184	15	42,177	10	52,734	18	121,427	5	44,208	2	27,375	272	355,443
HOLLAND	158	28,857	13	18,394	7	23,810	5	23,029	5	34,644	5	44,676	3	37,914	196	211,324
ITALY	75	23,032	4	5,920	5	13,013	15	83,809	13	87,231	7	62,387	5	106,840	124	333,23
NORWAY	151	39,709	10	15,757	23	74,910	63	308,887	13	92,538	7	62,587	...	...	267	594,388
SWEDEN	144	29,485	4	6,187	16	54,349	26	135,817	5	34,959	...	...	3	48,428	198	309,225
UNITED STATES	141	40,620	44	62,266	31	81,539	15	80,993	11	80,610	5	44,178	1	12,510	248	402,716
OTHER COUNTRIES	660	166,428	37	51,134	22	60,026	17	84,747	11	77,892	15	133,782	2	22,618	764	596,627
TOTAL	1,787	423,791	141	202,957	154	458,417	229	1,160,701	153	1,068,877	65	581,530	23	374,551	2,552	4,270,824

TABLE No. 14.—Showing the Number, Gross Tonnage, Material, and Description of NEW VESSELS classed by Lloyd's Register during the year 1926.

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.....	174	551,385	3	179	177	551,564	21	5,388	9	151	30	5,539	207	557,103
AMERICA, U.S. OF	6	24,498	...	...	6	24,498	4	2,238	4	40	8	2,278	14	26,776
BELGIUM	1	1,886	...	...	1	1,886	...	...	...	...	...	...	1	1,886
BRITISH DOMINIONS	10	7,044	...	...	10	7,044	3	634	...	...	3	634	13	7,678
DANZIG.....	1	1,930	...	...	1	1,930	...	...	...	...	...	...	1	1,930
DENMARK.....	11	47,008	...	...	11	47,008	...	...	1	15	1	15	12	47,023
FRANCE	10	27,055	...	...	10	27,055	...	...	1	8	1	8	11	27,063
GERMANY.....	21	148,163	...	...	21	148,163	1	3,064	...	...	1	3,064	22	151,227
HOLLAND.....	18	29,378	...	...	18	29,378	3	292	...	...	3	292	21	29,670
ITALY	13	109,708	1	26	14	109,734	...	...	2	13	2	13	16	109,747
JAPAN	11	41,401	...	...	11	41,401	...	...	...	...	...	...	11	41,401
SPAIN	11	3,330	...	...	11	3,330	1	35	...	...	1	35	12	3,365
SWEDEN	4	11,638	...	...	4	11,638	...	...	1	5	1	5	5	11,643
Total.....	291	1,004,424	4	205	295	1,004,629	33	11,651	18	232	51	11,883	346	1,016,512

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

	STEAM AND MOTOR.		SAIL.		TOTAL.			STEAM AND MOTOR.		SAIL.		TOTAL.	
	No.	Tons.	No.	Tons.	No.	Tons.		No.	Tons.	No.	Tons.	No.	Tons.
Gt. Britain & Ireland	137	485,101	19	3,179	156	488,280	Italy	14	118,956	1	10	15	118,966
America, U.S. of ...	9	25,220	4	2,238	13	27,458	Japan	11	41,401	...	...	11	41,401
Argentina	3	2,260	4	40	7	2,300	Jugo-Slavia	1	5,607	...	...	1	5,607
British Dominions...	34	73,415	10	2,335	44	75,750	Norway	17	76,777	...	...	17	76,777
Danzig	4	35,173	...	...	4	35,173	Poland	1	2,017	...	...	1	2,017
Denmark	6	31,345	1	15	7	31,360	Spain.....	13	5,712	1	35	14	5,747
Finland	1	2,622	...	...	1	2,622	Sweden	2	7,297	1	5	3	7,302
France	7	13,184	2	11	9	13,195	Venezuela	3	6,716	...	...	3	6,716
Germany	7	37,274	1	3,064	8	40,338	Other Countries ...	11	4,529	6	939	17	5,468
Holland.....	13	26,691	1	12	14	26,703	Total ...	295	1,004,629	51	11,883	346	1,016,512
Honduras	1	3,332	...	...	1	3,332							

