

# NOTES ON THE 1928-29 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 32,800 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. 6 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 850,000 tons of new ships afloat in course of classification*) which are now or have been classed by the Society is 15,277 of 40,424,144 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, 1928, AND JUNE, 1927.

WHERE OWNED.	1928.			1927.		
	Steamers and Motorships.	Sailing Vessels.	TOTAL.	Steamers and Motorships.	Sailing Vessels.	TOTAL.
Great Britain & Ireland	19,754,001	121,349	19,875,350	19,179,029	129,993	19,309,022
Other Countries ...	45,405,412	1,673,897	47,079,309	44,088,273	1,795,615	45,883,888
TOTAL ...	65,159,413	1,795,246	66,954,659	63,267,302	1,925,608	65,192,910

\* 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 1,892,111 tons (the largest yearly increase since June, 1922), and a decrease in the sailing tonnage of 130,362 tons, making a total world *net* increase of 1,761,749 tons; the net increase from June, 1926, to June, 1927, was 408,540 tons.

The countries showing the largest increases are Great Britain and Ireland and Germany, where the increase amounts to 566,328 tons and 414,205 tons respectively.

Of the vessels under the French flag there is a decrease of 125,515 tons; the decrease in the vessels registered in Italy amounts to 54,566 tons, as compared with an increase of 242,753 tons during the twelve months ended June, 1927.

#### COMPARISON OF STEAM AND MOTOR TONNAGE AT JUNE, 1914, AND JUNE, 1928.

Gross tonnage of Steamers and Motorships owned in the world as recorded in Lloyd's Register Book for the years 1914 and 1928.

COUNTRY.	1914.	1928.	DIFFERENCE.
GREAT BRITAIN & IRELAND ...	18,892,000	19,754,000	+ 862,000
BRITISH DOMINIONS ... ..	1,632,000	2,750,000	+ 1,118,000
DENMARK ... ..	770,000	1,042,000	+ 272,000
FRANCE ... ..	1,922,000	3,256,000	+ 1,334,000
GERMANY ... ..	5,135,000	3,738,000	- 1,397,000
GREECE ... ..	821,000	1,188,000	+ 367,000
HOLLAND ... ..	1,472,000	2,809,000	+ 1,337,000
ITALY ... ..	1,430,000	3,349,000	+ 1,919,000
JAPAN ... ..	1,708,000	4,140,000	+ 2,432,000
NORWAY ... ..	1,957,000	2,954,000	+ 997,000
SPAIN ... ..	884,000	1,138,000	+ 254,000
SWEDEN ... ..	1,015,000	1,412,000	+ 397,000
UNITED STATES (Sea) ... ..	2,027,000	11,154,000	+ 9,127,000
UNITED STATES (Lakes) ... ..	2,260,000	2,454,000	+ 194,000
OTHER COUNTRIES ... ..	3,479,000	4,021,000	+ 542,000
<b>TOTAL ... ..</b>	<b>45,404,000</b>	<b>65,159,000</b>	<b>+ 19,755,000</b>

The net addition during the 14 years 1914-1928 amounts to 19,755,000 tons, equal to 43½ per cent of the pre-war tonnage. It may be of interest to state that, during the 14 years 1900-1914, the net increase was 23,034,519 tons, equal to 103 per cent of the steam tonnage in existence in 1900.

If a shorter period be taken for comparison it will be seen that while during the 5 years 1909-1914 the world increase (8,931,000 tons) amounted to  $24\frac{1}{2}$  per cent of the tonnage owned in 1909, during the five years, June, 1923, to June, 1928, the increase (2,824,000 tons) is only equal to just over  $4\frac{1}{2}$  per cent of the world tonnage at June, 1923, the average yearly increase being less than 1 per cent.

As compared with 1914, the largest increases have taken place in the United States (9.3 million tons), and in Japan (2.4 million tons). Increases of over a million tons have also occurred in four other cases, namely, Italy (1,919,000 tons), Holland (1,337,000 tons), France (1,334,000 tons), and British Dominions (1,118,000 tons), while the increase in Norway is 997,000 tons. The increase of tonnage belonging to Great Britain and Ireland—862,000 tons—represents less than 4.6 per cent of the tonnage owned in 1914, whereas the increase of tonnage owned abroad represents over 71 per cent of the pre-war tonnage.

Notwithstanding an increase of 1,228,000 tons since June, 1923, Germany still shows a decrease of 1,397,000 tons as compared with June, 1914.

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	1928		1914	1928
UNITED STATES ... ..	9.4	21.0	FRANCE ... ..	4.2	5.0
JAPAN ... ..	3.8	6.4	NORWAY ... ..	4.3	4.5
GERMANY ... ..	11.3	5.7	HOLLAND ... ..	3.2	4.3
ITALY ... ..	3.1	5.1			

### SAILING TONNAGE.

The reduction in sailing tonnage since pre-war times, say June, 1914, amounts to about 2,180,000 tons gross. The present percentage of sailing vessels to the world's total tonnage is under 2.7. Of the world's sailing tonnage, 930,577 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, 121,000 tons, Canada, 98,000 tons, France, 89,000 tons, and Italy, 80,000 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 1,029,000 tons, of which 369,000 tons—equal to 35.8 per cent of the total—are owned in the United States, and only 18,400 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 6,165, of which 407 are of 10,000 tons and above, including 51 of 20,000 tons each and upwards. Of the 407 vessels 232 are under the British flag. It may be noted that just over one half of the *total* number of steamers and motorships in existence are of less than 1,000 tons each.

Table No. 8 shows that of the motorships now in existence there are 614 of 4,000 tons and above. Ninety-five of them are of between 8,000 and 10,000 tons, and thirty-nine are of 10,000 tons and upwards, with a total tonnage amounting to 573,105 tons.

From Table No. 5, in which steamers and motorships are classified according to their size and age, it will be noticed that there are 3,159 vessels less than five years old with a tonnage representing nearly 15 per cent of the total steam and motor tonnage. Vessels of 25 years and over amount to 7,771, but their tonnage is only 15·4 per cent of the total. Of the vessels built in 1903 or before, over 62 $\frac{1}{3}$  per cent are of less than 1,000 tons each and the average size of the others is 2,893 tons, while of the vessels built during the last five years only 36·6 per cent are of less than 1,000 tons each and the average of the others reaches 4,625 tons.

Of the 958 vessels of 8,000 tons and upwards now in existence, 233 have been built during the last five years.

Of the tonnage owned in Great Britain & Ireland 22·7 per cent is less than five years old. The only country which has a larger proportion of new tonnage (less than five years old), is Norway with 23·6 per cent; France, Greece, Japan and Spain have less than 10 per cent, and of the United States sea-going vessels only 3 per cent are less than five years old.

The group of vessels with the largest aggregate of tonnage is that of between 4,000 and 6,000 tons each, amounting to 18,722,109 tons, equal to 28·7 per cent of the world's total steam and motor tonnage. The big liners, say those of 15,000 tons each and upwards, represent only 4 $\frac{1}{8}$  per cent of the total tonnage; it may be added, however, that 57·7 per cent of the tonnage of those liners 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 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 1,418 steamers of 9,682,063 tons fitted with turbine engines and 2,933 vessels (including auxiliary vessels) of 5,432,302 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 only increased by about 280,000 tons, there has been an increase of 1,161,000 tons in the tonnage of motorships and of 453,000 tons in the tonnage of vessels fitted with steam turbines.

The increase in the motorship tonnage recorded during the last five years amounts to over 3 $\frac{3}{4}$  million tons.

An interesting feature is the comparatively large proportion of motor tonnage included in the merchant navies of some countries. While the total *motor* tonnage now owned in the world amounts only to 9·1 per cent of the *steam* tonnage (in Great Britain and Ireland 8·4 per cent), such percentage is much higher in the Scandinavian countries, viz.: Denmark 37·9, Sweden 34·83 and Norway 33·87. Amongst the principal countries, Germany has the next highest proportion—14·7 per cent—and the United States and Japan have the lowest with 3·7 and 3·9 per cent respectively.

An analysis of the type of machinery now employed also shows that there are recorded in Lloyd's Register Book 58 vessels, with a total tonnage of 662,951 tons (included in the above-mentioned totals for turbine vessels), which are fitted with a combination of steam turbines and reciprocating engines. Another interesting particular is that in the case of 53 vessels with a tonnage of 187,371 tons, a comparatively new system of propulsion has been adopted, viz. :—electric motors connected to the screw shaft, these motors being supplied with current from generators, which are driven either by steam turbines or oil engines. Of these vessels, 41 of 134,339 tons are owned in the United States.

Of the 29,387 steamers and motorships of 100 tons gross and upwards recorded in Lloyd's Register Book, 3,439 are twin screw vessels and 119 have triple or quadruple screws.

From Table No. 4, it will be seen that there are recorded in the new Register Book 3,745 steamers of 19,053,014 tons fitted for burning oil fuel, of which 824 of 5,329,350 tons are registered in Great Britain and Ireland and 1,818 of 8,892,942 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.	1928 % of total gross tonnage.
Sailing vessels and sea-going barges ...	8·06	2·68
Oil, etc., in internal combustion engines ...	0·45	8·11
Oil fuel for boilers ... ..	2·65	28·46
Coal ... ..	88·84	60·75
	100·00	100·00

It will thus be seen that less than 61 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 1,167 tankers, of 1,000 tons gross and upwards, amounts to 6,544,263 tons; 377 of 2,101,869 tons are registered in Great Britain and Ireland, and 383 of 2,375,121 tons are registered in the United States. In addition, there are 75,765 tons of tankers of less than 1,000 tons each. The tonnage of trawlers and other fishing vessels amounts to 838,072 tons. An analysis of the vessels recorded in the Register Book shows that 359,306 tons represent tugs and salvage vessels, and 790,954 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 and recorded in Lloyd's Register Book still amounts to 355,162 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...	19,754,001	30·32	9,697,716	38·10
UNITED STATES ... ..	13,702,825	21·03	5,473,408	21·50
GERMANY ... ..	3,738,067	5·74	1,841,679	7·24
ITALY ... ..	3,348,732	5·14	1,572,908	6·18
HOLLAND... ..	2,809,375	4·31	1,538,160	6·04
JAPAN ... ..	4,139,815	6·35	1,527,729	6·00
FRANCE ... ..	3,255,832	5·00	1,452,491	5·71
NORWAY ... ..	2,953,944	4·53	482,063	1·89
OTHER COUNTRIES ... ..	11,456,822	17·58	1,866,146	7·34
WORLD TOTAL ... ..	65,159,413	100·00	25,452,300	100·00

The above Table shows the relatively high efficiency of the Merchant Fleet of Great Britain and Ireland, which, while comprising 30·32 per cent of the World tonnage as recorded in the Register Book, has actually 38·10 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 Germany—which from percentages of 4·31 and 5·74 respectively of the total tonnage, rise to 6·04 and 7·24 per cent of the larger ocean-going tonnage, and on the other hand Norway, which from 4·53 per cent is reduced to 1·89 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-four years, is Table No. 10, which shows for each of the years 1894–1928 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 1894 the *gross* tonnage of steamers amounted to 16,066,000 tons, and the *gross* tonnage of sailing vessels to about 9,150,000 tons. The steam and motor tonnage has increased by over 49 million tons, while the sailing tonnage has decreased by over 7,350,000 tons *gross*. Apart from the enormous increase which has taken place in the United States sea-going 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 34 years.

The sail tonnage registered in Great Britain and Ireland and in Norway, which in 1894 amounted to about 2,700,000 tons gross and 1,366,000 tons gross respectively, is now reduced to 121,349 and 14,263 tons respectively.

The increase in the steam and motor tonnage owned in Great Britain and Ireland amounts to nearly  $10\frac{1}{2}$  million tons. The most remarkable development has taken place in Japan, the steam tonnage of which country now reaches a figure equal to nearly 24 times the total owned in 1894. The present steam tonnage of Italy is over 10 times, that of Holland over 9 times, that of Norway nearly  $7\frac{1}{3}$  times, that of Sweden over 6 times, and the Danish tonnage  $5\frac{1}{4}$  times as great as in 1894.

#### TONNAGE LOST AND BROKEN UP.

The Statistical Tables include a Table (No. 14) showing the tonnage of steamers and motorships lost and broken up each year, from 1904 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 1923-27 only amounts to 0.71 per cent, while for instance, during the years 1909-13 the average was nearly 1.17 per cent. These figures may, of course, to some extent be 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, but during the year 1927 the vessels broken up only amounted to 403,000 tons. 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.

Although the table shows that of the vessels registered in Great Britain and Ireland only 946,000 tons were broken up during the last five years, as compared with 3,045,000 tons registered in other countries, this difference may be accounted for by the fact that a considerable number of the older British vessels are sold to foreign countries; another probable reason being that while of the tonnage now owned in Great Britain and Ireland only 18 per cent consists of vessels of 20 years of age and above, such tonnage owned in other countries reaches over 29 per cent.

**SUMMARY OF THE STATISTICAL TABLES ISSUED IN THE APPENDIX OF THE  
1928-29 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. *For the first time, the motorships are distinguished from the steamers.*

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 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. 4 shows the number and tonnage of oil tankers, of trawlers and other fishing vessels, and of steamers fitted for burning oil fuel.

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 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 different 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 1927. The tonnage of these vessels reached the total of 1,324,467 tons, an increase of 307,955 tons as compared with 1926.

Table No. 10 shows for each of the years 1894 to 1928 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 by the various countries of the world each year from 1894 onwards; and the number of vessels according to certain divisions of gross tonnage launched yearly since 1912 in Great Britain and Ireland, and also abroad during the years 1918-1927.

Table No. 14 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.



LIST OF STATISTICAL TABLES.

STATISTICAL TABLES.

1928-29.

TABLEAUX STATISTIQUES.

## LIST OF STATISTICAL TABLES.

- Table No. 1.**—Showing Number, Gross Tonnage, and Material of Vessels of 100 Tons and upwards, distinguishing Steamers, Motorships and Sailing Vessels, belonging to each of the several Countries of the World, as recorded in the 1928-1929 edition of Lloyd's Register Book.
- Table No. 2.**—Showing the Number of Steamers and Motorships, according to certain divisions of Gross Tonnage, owned in the World—distinguishing the principal Maritime Countries—as recorded in the 1928-1929 edition of Lloyd's Register Book.
- Table No. 3.**—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 1928-1929 edition of Lloyd's Register Book.
- Table No. 4.**—Showing the Number, Gross Tonnage and Nationality of Steam and Motor Tankers (excluding vessels of less than 1000 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 1928-1929 edition of Lloyd's Register Book.
- Table No. 5.**—Showing the Number and Gross Tonnage of Steamers and Motorships, according to certain divisions of gross tonnage, and according to certain divisions of age, owned in the World—distinguishing the principal Maritime Countries—as recorded in the 1928-1929 edition of Lloyd's Register Book.
- Table No. 6.**—Showing Number, Gross Tonnage, Classes, etc., of Existing Vessels now or formerly Classed by Lloyd's Register, as recorded in the 1928-1929 edition of Lloyd's Register Book.
- Table No. 7.**—Showing Number and Material of all Vessels, including Yachts, according to certain divisions of gross tonnage, and also the total Tonnage, Classed by different Classification Societies.
- Table No. 8.**—Showing the Number and Tonnage of Motorships, of 100 tons gross and upwards, according to certain divisions of gross tonnage, owned in the World, as recorded in the 1928-29 edition of Lloyd's Register Book.
- Table No. 9.**—Showing Number, Gross Tonnage, Material, Description, Country of Build, and Nationality of New Vessels Classed by Lloyd's Register during the year 1927.
- Table No. 10.**—Showing for the years 1894-1928 the Number, Gross Tonnage and Description of Vessels, of 100 tons and upwards, Owned in the World—distinguishing the principal Maritime Countries—as recorded in Lloyd's Register Books for the period mentioned.
- Table No. 11.**—Showing the Number of Merchant Vessels of 100 Tons Gross and upwards, according to certain divisions of Gross Tonnage, Launched in Great Britain and Ireland during each year from 1912 onwards.
- Table No. 12.**—Showing Number, Material and Description of Merchant Vessels of 100 Tons Gross and upwards, according to certain divisions of Gross Tonnage, Launched Abroad during the years 1918-1927.
- Table No. 13.**—Showing Number and Gross Tonnage of Merchant Vessels of 100 Tons Gross and upwards Launched in the various Countries of the World during each year from 1894 onwards.
- Table No. 14.**—Showing Number and Gross Tonnage of Steamers and Motorships of 100 Tons and upwards, Lost and Broken up, during the years 1904-1927, distinguishing the principal Maritime Countries and indicating the percentage lost of the tonnage owned by the various countries.

## LISTE DES TABLEAUX STATISTIQUES.

- Tableau No. 1.**—Nombre, tonnage brut, et matériel des navires de 100 tonneaux et au-dessus, distinction faite des navires à vapeur, à moteurs et à voiles appartenant aux divers pays du monde, et figurant dans l'édition 1928-1929 du "Lloyd's Register Book."
- Tableau No. 2.**—Nombre des navires à vapeur ou à moteurs appartenant aux divers pays du monde, répartis d'après certaines divisions de tonnage brut, distinction faite pour les principaux pays maritimes, et figurant dans l'édition 1928-1929 du "Lloyd's Register Book."
- Tableau No. 3.**—Nombre, tonnage brut et type de machines des navires à vapeur ou à moteurs, de 100 tonneaux et au-dessus, existant dans le monde—distinction faite pour les principaux pays maritimes—et figurant dans l'édition 1928-1929 du "Lloyd's Register Book."
- Tableau No. 4.**—Nombre, tonnage brut et nationalité des pétroliers à vapeur ou à moteurs (exception faite des navires de moins de 1000 tonneaux); des chalutiers et autres navires de pêche à vapeur ou à moteurs, et des vapeurs installés pour brûler du combustible liquide existant dans le monde, et figurant dans l'édition 1928-1929 du "Lloyd's Register Book."
- Tableau No. 5.**—Nombre et tonnage brut des navires à vapeur ou à moteurs, existant dans le monde, répartis d'après certaines divisions de tonnage et certaines divisions d'âge, distinction faite pour les principaux pays maritimes, et figurant dans l'édition 1928-1929 du "Lloyd's Register Book."
- Tableau No. 6.**—Nombre, tonnage brut, cotes, etc., des navires à flot, actuellement ou précédemment cotés auprès du Lloyd's Register, et figurant dans l'édition 1928-1929 du "Lloyd's Register Book."
- Tableau No. 7.**—Nombre et description de tous les navires, y compris les Yachts, suivant certaines répartitions par tonnage brut, ainsi que leur tonnage total, cotés par différentes Sociétés de Classification.
- Tableau No. 8.**—Nombre et tonnage des navires à moteurs de 100 tonneaux brut et au-dessus, existant dans le Monde, suivant certaines répartitions par tonnage brut, figurant dans l'édition 1928-1929 du "Lloyd's Register Book."
- Tableau No. 9.**—Nombre, tonnage brut, description, pays de construction, et nationalité des navires nouvellement construits, cotés par le Lloyd's Register pendant l'année 1927.
- Tableau No. 10.**—Montrant pour les années 1894-1928 le nombre, le tonnage brut et la description des navires de 100 tonneaux et au-dessus Appartenant aux divers Pays du Monde—distinction faite pour les principales marines marchandes—et figurant dans les "Lloyd's Register Books" pour la période mentionnée.
- Tableau No. 11.**—Nombre des navires marchands d'un tonnage brut de 100 tonneaux et au-dessus, suivant certaines répartitions par tonnage brut, lancés annuellement dans la Grande Bretagne et en Irlande, à partir de 1912.
- Tableau No. 12.**—Nombre et description des navires marchands de 100 tonneaux brut et au-dessus, suivant certaines répartitions par tonnage brut, lancés en dehors de la Grande Bretagne et de l'Irlande, pendant les années 1918-1927.
- Tableau No. 13.**—Nombre et tonnage des navires marchands de 100 tonneaux brut et au-dessus lancés chaque année dans les divers pays du monde, à partir de 1894.
- Tableau No. 14.**—Nombre et tonnage des navires à vapeur ou à moteurs de 100 tonneaux brut et au-dessus, perdus et démolis, pendant les années 1904-1927, distinction faite pour les principaux pays maritimes, avec le pourcentage du tonnage perdu, rapporté au tonnage total appartenant aux divers pays.

## GENERAL NOTES ON THE STATISTICAL TABLES.

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

Motorships are included in the figures indicated for steamers, unless shown separately, as in Tables 1, 3 and 8.

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.

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.

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 for this reason none are included 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 sont inclus dans les chiffres indiqués pour les vapeurs, à moins qu'ils ne soient montrés séparément, comme dans les Tableaux 1, 3 et 8.

Les navires à voiles munis de machines auxiliaires sont compris dans les chiffres indiqués pour les vapeurs et 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 qui le seront, on s'y attend, dans un avenir prochain.

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 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"; conséquemment, aucun d'eux n'a été inclus 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.



distinguishing Steamers, Motorships and Sailing Vessels, BELONGING TO each of the several edition of Lloyd's Register Book. (See Notes on Page 1169).

1171

COUNTRIES WHERE OWNED.	STEAMERS AND MOTORSHIPS.		SAILING VESSELS.								GRAND TOTAL.		
	No.	Gross Tonnage.	STEEL.		IRON.		WOOD AND COMPOSITE.		TOTAL.		No.	Gross Tonnage.	
			No.	Gross Tonnage.	No.	Gross Tonnage.	No.	Gross Tonnage.	No.	Gross Tonnage.			
BRITISH EMPIRE	Great Britain and Ireland	7,810	19,754,001	269	96,889	42	9,400	83	15,060	394	121,349	8,204	19,875,350
	Australia and New Zealand Coast ..	613	709,030	6	5,065	3	1,194	9	2,260	17	8,519	630	717,549
	Canada { Lakes ..	579	871,985	19	20,736	2	2,258	188	68,691	209	91,685	788	963,670
	Hong Kong ....	114	316,126	2	6,022	1	634	..	..	3	6,656	117	322,782
	India & Ceylon ..	124	309,376	..	..	..	..	..	..	..	..	124	309,376
	Other Dominions	138	175,400	5	2,455	..	..	41	9,470	46	11,925	184	187,325
	Total .....	462	368,258	18	6,814	3	2,501	153	28,948	174	33,263	636	406,521
AMERICA (United States)	Total .....	9,840	22,504,176	319	137,981	51	15,987	473	124,429	843	278,397	10,683	22,782,573
	Sea .....	3,005	11,153,844	94	171,454	26	36,784	634	635,359	754	843,597	3,759	11,997,441
	Northern Lakes .....	549	2,453,537	28	86,980	..	..	..	..	28	86,980	577	2,540,517
	Philippine Islands .....	99	95,444	..	..	..	..	..	..	..	..	99	95,444
Total .....	3,653	13,702,825	122	258,434	26	36,784	634	635,359	782	930,577	4,435	14,633,402	
ARGENTINE .....	252	264,898	32	19,085	3	1,603	5	2,028	40	22,716	292	287,614	
BELGIUM .....	230	488,219	1	2,738	1	1,423	1	229	3	4,390	233	492,609	
BRAZIL .....	344	542,092	9	3,446	3	4,751	32	9,179	44	17,376	388	559,468	
CHILI .....	116	159,568	2	5,035	3	4,183	9	2,078	14	11,296	130	170,864	
CHINA .....	212	315,729	..	..	..	..	6	1,550	6	1,550	218	317,279	
CURA .....	52	45,402	8	4,468	1	803	9	1,906	18	7,177	70	52,579	
DANZIG .....	33	127,568	..	..	..	..	..	..	..	..	33	127,568	
DENMARK .....	627	1,042,209	5	5,498	2	2,116	79	17,716	86	25,330	713	1,067,539	
ESTONIA .....	62	42,476	..	..	..	..	45	10,154	45	10,154	107	52,630	
FINLAND .....	239	213,991	15	31,556	6	6,445	94	28,589	115	66,590	354	280,581	
FRANCE .....	1,482	3,255,832	22	32,083	2	3,008	176	53,542	200	88,633	1,682	3,344,465	
GERMANY .....	2,053	3,738,067	21	37,559	..	..	6	1,625	27	39,184	2,080	3,777,251	
GREECE .....	515	1,187,508	..	..	..	..	..	..	..	..	515	1,187,508	
HOLLAND .....	1,270	2,809,375	14	5,820	..	..	6	1,510	20	7,330	1,290	2,816,705	
HONDURAS .....	28	69,277	..	..	..	..	2	347	2	347	30	69,624	
ITALY .....	1,142	3,348,732	13	6,286	7	8,134	267	65,665	287	80,085	1,429	3,428,817	
JAPAN .....	2,048	4,139,815	..	..	..	..	..	..	..	..	2,048	4,139,815	
JUGO-SLAVIA .....	145	260,912	..	..	..	..	..	..	..	..	145	260,912	
LATVIA .....	81	113,861	..	..	..	..	17	2,893	17	2,893	98	116,754	
MEXICO .....	43	46,916	13	6,847	..	..	2	638	15	7,485	58	54,401	
NORWAY .....	1,765	2,953,944	9	7,565	..	..	13	6,698	22	14,263	1,787	2,968,207	
PANAMA .....	29	71,442	..	..	..	..	2	800	2	800	31	72,242	
PERU .....	26	52,210	4	5,820	4	4,905	8	6,165	16	16,890	42	69,100	
PORTUGAL .....	169	219,337	2	252	2	2,261	97	24,276	101	26,789	270	246,126	
ROUMANIA .....	34	71,503	..	..	..	..	..	..	..	..	34	71,503	
RUSSIA (Soviet Union) .....	349	373,836	1	2,453	..	..	4	530	5	2,983	354	376,819	
SPAIN .....	789	1,137,813	8	6,236	2	2,767	85	17,456	95	26,459	884	1,164,272	
SWEDEN .....	1,239	1,411,730	6	4,271	3	3,871	135	27,598	144	35,740	1,383	1,447,470	
TURKEY .....	179	159,836	..	..	..	..	..	..	..	..	179	159,836	
VENEZUELA .....	32	45,193	3	4,706	..	..	5	702	8	5,408	40	50,601	
OTHER COUNTRIES .....	269	180,424	12	2,908	4	3,382	9	2,426	25	8,716	294	189,140	
COUNTRY NOT STATED .....	40	62,697	21	47,166	4	3,835	14	4,687	39	55,688	79	118,385	
Total .....	29,387	65,159,413	662	638,213	124	106,258	2,235	1,050,775	3,021	1,795,246	32,408	66,954,659	

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 1928-1929 edition of Lloyd's Register Book.

1172

SEE NOTES ON PAGE 1169.

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 AUSTRALIA AND NEW ZEALAND	1,342	2,004	690	407	359	383	450	595	630	546	182	146	49	19	2	6	7,810
	CANADA ... ..	123	186	113	45	19	42	51	17	8	7	1	1	...	...	...	...	613
	OTHER DOMINIONS ...	159	188	57	62	93	57	39	20	33	22	6	4	3	...	...	...	693
	TOTAL ... ..	1,782	2,532	985	566	506	529	563	658	686	589	191	153	53	19	2	6	9,840
	SEA ... ..	250	382	176	103	87	384	238	221	519	497	90	42	7	3	...	1	3,005
AMERICA (UNITED STATES)	NORTHERN LAKES ...	5	20	19	27	26	70	61	106	35	147	32	1	...	...	...	...	549
	PHILIPPINE ISLANDS ...	19	34	16	15	3	4	3	3	...	2	...	...	...	...	...	...	99
	TOTAL ... ..	274	436	211	150	116	458	302	330	554	646	122	43	7	3	...	1	3,653
BELGIUM ... ..	33	56	21	19	11	21	15	18	21	9	5	1	...	...	...	...	230	
BRAZIL ... ..	40	111	41	34	27	23	23	24	8	11	2	...	...	...	...	...	344	
DENMARK ... ..	97	75	91	126	84	70	26	17	13	15	11	2	...	...	...	...	627	
FRANCE ... ..	269	377	114	98	69	154	91	96	83	57	45	22	4	1	...	2	1,482	
GERMANY ... ..	417	514	329	150	113	115	89	73	76	102	49	15	4	5	1	1	2,053	
GREECE ... ..	37	77	68	45	18	56	120	64	26	1	3	...	...	...	...	...	515	
HOLLAND ... ..	426	170	56	86	77	109	77	51	55	105	36	16	4	1	1	...	1,270	
ITALY ... ..	160	174	103	75	37	112	114	88	131	106	26	6	2	4	2	2	1,142	
JAPAN ... ..	465	313	237	160	100	221	165	102	153	99	22	11	...	...	...	...	2,048	
NORWAY ... ..	413	259	211	265	164	105	92	100	75	61	17	3	...	...	...	...	1,765	
SPAIN ... ..	194	181	84	50	47	94	79	21	25	7	3	4	...	...	...	...	789	
SWEDEN ... ..	352	240	164	191	119	68	31	27	30	10	1	2	4	...	...	...	1,239	
OTHER COUNTRIES OR COUNTRY NOT STATED	532	642	329	219	188	219	108	73	37	25	16	2	...	...	...	...	2,390	
TOTAL ... ..	5,511	6,157	3,044	2,234	1,676	2,354	1,895	1,742	1,973	1,843	549	280	78	33	6	12	29,387	

TABLE No. 3.—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 1928-1929 edition of Lloyd's Register Book. 1173

COUNTRIES WHERE OWNED.	STEAMERS.				MOTORSHIPS.		AUXILIARIES.				TOTAL.		
	RECIPROCATING ENGINES.		TURBINE (a) ENGINES.				STEAM.		MOTOR.				
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	
BRITISH EMPIRE	GREAT BRITAIN AND IRELAND	7,054	15,217,252	331	2,999,754	351	1,520,826	1	347	73	15,822	7,810	19,754,001
	AUSTRALIA AND NEW ZEALAND	554	646,047	6	31,895	22	25,415	...	...	31	5,673	613	709,030
	CANADA ... ..	607	1,041,217	7	49,718	59	90,014	...	...	20	7,162	693	1,188,111
	OTHER DOMINIONS	649	800,759	2	5,993	36	33,141	4	2,130	33	11,011	724	853,034
AMERICA (UNITED STATES)	SEA ... ..	2,087	6,699,341	687	3,996,584	196	438,424	...	...	35	19,495	3,005	11,153,844
	NORTHERN LAKES	539	2,412,453	2	16,532	8	24,552	...	...	...	...	549	2,453,537
	PHILIPPINE ISLANDS	78	88,657	...	...	9	2,721	...	...	12	4,066	99	95,444
BELGIUM ... ..	209	430,134	11	30,076	8	27,365	...	...	2	644	230	488,219	
BRAZIL ... ..	314	486,240	...	...	18	49,458	...	...	12	6,394	344	542,092	
DENMARK ... ..	490	693,947	20	60,824	71	272,432	2	1,019	44	13,987	627	1,042,209	
FRANCE ... ..	1,362	2,743,731	65	459,191	28	47,191	1	353	26	5,366	1,482	3,255,832	
GERMANY ... ..	1,619	2,647,559	82	610,882	146	433,707	4	1,709	202	44,210	2,053	3,738,067	
GREECE ... ..	502	1,181,355	...	...	5	1,655	...	...	8	4,498	515	1,187,508	
HOLLAND ... ..	896	2,014,607	62	479,279	194	296,115	...	...	118	19,374	1,270	2,809,375	
ITALY ... ..	944	2,465,148	57	476,866	76	386,632	3	900	62	19,186	1,142	3,348,732	
JAPAN ... ..	1,718	3,699,424	44	261,736	91	135,187	74	21,898	121	21,630	2,048	4,139,815	
NORWAY ... ..	1,456	2,153,581	12	48,401	218	736,088	18	4,496	61	11,378	1,765	2,953,944	
SPAIN ... ..	689	975,134	14	98,975	28	51,653	3	786	55	11,265	789	1,137,813	
SWEDEN ... ..	1,012	1,021,590	10	25,285	122	349,181	1	178	94	15,496	1,239	1,411,730	
OTHER COUNTRIES OR COUNTRY NOT STATED...	2,143	2,592,526	6	30,072	122	231,359	3	590	116	42,529	2,390	2,897,076	
TOTAL ... ..	24,922	50,010,702	1,418	9,682,063	1,808	5,153,116	114	34,346	1,125	279,186	29,387	65,159,413	

(a) The total figures for turbine engines include 58 vessels, of 662,951 tons, fitted with a combination of reciprocating and turbine engines.

TABLE No. 4.—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 1928—1929 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 ... ..	377	2,101,869	1,684	372,281	824	5,329,350
CANADA ... ..	18	119,427	21	5,775	67	181,799
OTHER BRITISH DOMINIONS ... ..	21	109,671	54	11,341	101	294,031
AMERICA (United States) ... ..	383	2,375,121	134	35,052	1,818	8,892,942
BELGIUM... ..	7	43,291	45	10,163	6	32,474
DENMARK ... ..	8	52,562	9	1,671	17	59,475
FRANCE ... ..	27	150,017	418	118,990	99	557,619
GERMANY ... ..	24	113,964	465	99,899	68	443,633
HOLLAND ... ..	67	228,272	293	49,514	189	837,848
ITALY ... ..	54	239,152	36	9,174	95	595,119
JAPAN ... ..	12	64,287	101	24,030	98	591,098
NORWAY ... ..	88	564,210	109	15,707	116	550,714
SPAIN ... ..	8	30,602	127	32,772	25	110,463
SWEDEN ... ..	6	37,541	43	8,512	17	77,110
OTHER COUNTRIES ... ..	67	314,277	167	43,191	205	499,339
TOTALS ... ..	1,167	6,544,263	3,706	838,072	3,745	19,053,014











## 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	4,632	14,255,736	463	12,776,163	3,775	14,576,212	8,870	30,109,564	100A	56	22,648	14	7,303	43	73,866	113	103,817
95A	...	...	...	...	...	...	...	...	95A	...	...	...	...	...	...	...	...
90A	3	2,889	...	...	4	2,853	7	5,742	90A	...	...	...	...	...	...	...	...
A	95	60,406	52	40,300	108	89,323	255	190,029	A	80	15,724	20	5,703	52	20,664	152	42,091
Lv A1*	...	...	...	...	...	...	...	...	Lv A1*	...	...	...	...	1	2,301	1	2,301
Lv A1*	...	...	...	...	...	...	...	...	Lv A1*	...	...	...	...	...	...	...	...
Total / Classed	4,730	14,319,031	515	13,179,163	3,887	14,668,388	9,132	30,305,335	Total / Classed	136	38,372	34	13,006	96	96,831	266	148,209
Formerly / Classed	1,096	1,014,876	367	363,261	2,900	7,602,138	4,363	8,980,275	Formerly / Classed	89	28,450	18	19,496	84	112,069	191	160,015
Totals...	5,826	15,333,907	882	16,811,777	6,787	22,270,526	13,495	39,285,610	Totals...	225	66,822	52	32,502	180	208,900	457	308,224

## 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	45	22,205	3	734	107	118,651	155	141,590	100A	...	...	...	...	11	15,777	11	15,777
95A	...	...	...	...	...	...	...	...	95A	...	...	...	...	...	...	...	...
90A	3	983	1	425	4	3,894	8	5,302	90A	...	...	...	...	...	...	...	...
80A	...	...	...	...	...	...	...	...	80A	...	...	...	...	...	...	...	...
A	4	764	...	...	7	1,000	11	1,764	A	...	...	...	...	...	...	...	...
* A	1	637	...	...	...	...	1	637	* A	1	399	1	402	1	807	3	1,608
A	...	...	...	...	...	...	...	...	A	...	...	...	...	...	...	...	...
A	1	876	...	...	...	...	1	876	A	...	...	...	...	...	...	...	...
A	...	...	...	...	...	...	...	...	A	...	...	...	...	...	...	...	...
Lv A1*	...	...	...	...	...	...	...	...	Lv A1*	...	...	...	...	...	...	...	...
Lv A1*	2	2,322	...	...	7	11,057	9	13,379	Lv A1*	...	...	...	...	...	...	...	...
Lv A1	...	...	...	...	1	981	1	981	Lv A1	...	...	...	...	...	...	...	...
Lv A1	...	...	...	...	...	...	...	...	Lv A1	...	...	...	...	...	...	...	...
Total / Classed	56	27,787	4	1,159	126	135,583	186	164,529	Total / Classed	1	399	1	402	12	16,584	14	17,385
Formerly / Classed	197	50,849	57	32,892	473	373,965	727	457,706	Formerly / Classed	7	1,581	2	3,362	47	56,830	56	61,773
Totals...	253	78,636	61	34,051	599	509,548	913	622,235	Totals...	8	1,980	3	3,764	59	73,414	70	79,158

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	7	1,146	3	589	10	12,621	20	14,356
	Sail	1	105	2	2,513	9	7,914	12	10,532
A	Steam	...	...	...	...	...	...	...	...
	Sail	...	...	2	484	...	...	2	484
A	Steam	...	...	...	...	...	...	...	...
	Sail	...	...	...	...	...	...	...	...
Æ	Steam	...	...	...	...	...	...	...	...
	Sail	3	387	...	...	4	40	7	427
Total Classed	Steam	7	1,146	3	589	10	12,621	20	14,356
	Sail	4	492	4	2,997	13	7,954	21	11,443
	Total	11	1,638	7	3,586	23	20,575	41	25,799
Formerly Classed	Steam	58	6,454	14	8,431	27	31,163	99	46,048
	Sail	158	18,406	4	958	40	37,706	202	57,070
	Total	216	24,860	18	9,389	67	68,869	301	103,118
Grand Total .....	227	26,498	25	12,975	90	89,444	342	128,917	

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...	9,338	30,484,220	5,189	9,484,029	14,527	39,968,249
Sailing Vessels .....	301	177,037	449	278,858	750	455,895
Total.....	9,639	30,661,257	5,638	9,762,887	15,277	40,424,144

In addition to the above, 176 vessels of 852,422 tons appear in the Register Book with the notation "Class contemplated." A considerable number of these have been completed and classed during the printing of the Register Book, and the construction of the remainder is far advanced.

Including these vessels the totals are as follows:—

	No.	Tons.
Classed with Lloyd's Register ... ..	9,815	31,513,679
Formerly classed with Lloyd's Register ... ..	5,638	9,762,887
Grand Total ... ..	15,453	41,276,566

VESSLS NOW OR FORMERLY CLASSED RECORDED IN LLOYD'S REGISTER BOOK, 1928-1929.

WOOD (INCLUDING COMPOSITE).	STEAM, MOTOR AND SAIL.						TOTAL.	
	Gt. Britain & Ireland.		British Dominions.		Foreign Countries.		No.	Tons.
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
STEAM AND MOTOR.	Gt. Britain & Ireland.		British Dominions.		Foreign Countries.		TOTAL.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
SAIL.	Gt. Britain & Ireland.		British Dominions.		Foreign Countries.		TOTAL.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
STEEL.	STEAM AND MOTOR.		SAIL.		TOTAL.		TOTAL.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Classed .....	4,730	14,319,031	615	1,317,916	3,887	14,668,398	9,639	30,661,257
Formerly Classed .....	1,096	1,014,876	367	363,261	2,000	7,602,128	5,638	9,762,887
Totals .....	5,826	15,333,907	982	1,681,177	5,787	22,270,526	15,277	40,424,144

TABLE No. 7.—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 BY EACH SOCIETY.
		Steel.	Iron.	Wood and Comp.	Total.	Steel.	Iron.	Wood and Comp.	Total.		
LLOYD'S REGISTER .....	Under 100	145	9	72	226	53	..	165	218	444	Steam & Motor } 30,564,903 Sail } 179,794 TOTAL 30,744,697
	100 & under 500	1,999	74	26	2,099	134	2	11	147	2,246	
	500 " 1000	766	23	1	790	45	4	5	54	844	
	1000 " 2000	1,117	82	2	1,201	17	6	4	27	1,228	
	2000 " 4000	1,826	5	3	1,834	21	2	..	23	1,857	
	4000 " 7000	2,599	..	..	2,599	..	..	..	..	2,599	
	7000 " 10000	669	..	..	669	..	..	..	..	669	
	10000 & above	190	..	..	190	..	..	..	..	190	
	Total.....	9,311	193	104	9,608	270	14	185	469	10,077	
	AMERICAN BUREAU OF SHIPPING. Record of American and Foreign Shipping.	Under 100	..	..	2	2	..	..	..	..	
100 & under 500		36	..	23	59	41	..	31	72	131	
500 " 1000		32	1	8	41	11	..	38	49	90	
1000 " 2000		68	2	11	81	15	1	44	60	141	
2000 " 4000		430	5	10	445	1	..	20	21	466	
4000 " 7000		882	..	..	882	2	..	..	2	884	
7000 " 10000		173	..	..	173	..	..	..	..	173	
10000 & above		41	..	..	41	..	..	..	..	41	
Total.....		1,662	8	54	1,724	70	1	133	204	1,928	
AMERICAN BUREAU OF SHIPPING. Great Lakes Register.		Under 100	..	..	7	7	..	..	..	..	7
	100 & under 500	4	..	17	21	1	1	11	13	34	
	500 " 1000	5	1	17	23	..	..	26	26	49	
	1000 " 2000	39	4	4	47	2	..	3	5	52	
	2000 " 4000	88	..	5	93	11	..	1	12	105	
	4000 " 7000	99	..	..	99	..	..	..	..	99	
	7000 " 10000	35	..	..	35	..	..	..	..	35	
	10000 & above	2	..	..	2	..	..	..	..	2	
	Total.....	272	5	50	327	14	1	41	56	383	
	BRITISH CORPORATION .....	Under 100	10	2	5	17	2	..	..	2	19
100 & under 500		162	3	4	169	11	..	1	12	181	
500 " 1000		103	4	1	108	4	..	..	4	112	
1000 " 2000		260	3	..	263	2	..	..	2	265	
2000 " 4000		318	2	..	320	2	..	..	2	322	
4000 " 7000		420	..	..	420	..	..	..	..	420	
7000 " 10000		69	..	..	69	..	..	..	..	69	
10000 & above		29	..	..	29	..	..	..	..	29	
Total.....		1,371	14	10	1,395	21	..	1	22	1,417	
BUREAU VERITAS .....		Under 100	338	13	249	600	41	..	241	282	882
	100 & under 500	1,023	75	196	1,294	242	1	628	871	2,165	
	500 " 1000	357	46	8	411	35	2	47	84	495	
	1000 " 2000	541	72	8	621	10	6	31	47	668	
	2000 " 4000	453	8	3	464	10	1	2	13	477	
	4000 " 7000	278	2	..	280	..	..	..	..	280	
	7000 " 10000	89	..	..	89	1	..	..	1	90	
	10000 & above	40	..	..	40	..	..	..	..	40	
	Total.....	3,119	216	464	3,799	339	10	949	1,298	5,097	
	GERMANISCHER LLOYD .....	Under 100	241	5	58	304	44	..	11	55	359
100 & under 500		983	16	9	1,008	182	..	4	186	1,194	
500 " 1000		393	27	..	420	70	..	1	71	491	
1000 " 2000		318	9	..	327	3	..	..	3	330	
2000 " 4000		215	..	..	215	12	..	..	12	227	
4000 " 7000		190	..	..	190	..	..	..	..	190	
7000 " 10000		90	..	..	90	..	..	..	..	90	
10000 & above		33	..	..	33	..	..	..	..	33	
Total.....		2,463	57	67	2,587	311	..	16	327	2,914	
NORSKE VERITAS .....		Under 100	44	2	21	67	..	..	..	..	67
	100 & under 500	279	13	73	365	..	..	1	1	366	
	500 " 1000	164	9	18	191	2	1	..	3	194	
	1000 " 2000	420	7	1	428	2	..	..	2	430	
	2000 " 4000	128	1	..	129	..	..	..	..	129	
	4000 " 7000	109	..	..	109	..	..	..	..	109	
	7000 " 10000	10	..	..	10	..	..	..	..	10	
	10000 & above	2	..	..	2	..	..	..	..	2	
	Total.....	1,156	32	113	1,301	4	1	1	6	1,307	
	REGISTRO ITALIANO .....	Under 100	23	2	104	129	..	..	567	567	696
100 & under 500		93	7	34	134	9	1	217	227	361	
500 " 1000		44	11	3	58	..	..	3	3	61	
1000 " 2000		68	11	..	79	1	..	..	1	80	
2000 " 4000		154	4	..	158	2	..	..	2	160	
4000 " 7000		260	..	..	260	..	..	..	..	260	
7000 " 10000		59	1	..	60	..	..	..	..	60	
10000 & above		15	..	..	15	..	..	..	..	15	
Total.....		716	36	141	893	12	1	787	800	1,693	

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

TABLE No. 8.—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 1928-29 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 to 14,999 tons.		15,000 tons and above.		TOTAL.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
GREAT BRITAIN & IRELAND	183	37,304	13	16,745	25	79,781	78	391,392	85	593,663	31	278,477	5	57,480	4	81,806	424	1,536,648
DENMARK ...	63	14,137	4	6,523	11	34,071	18	90,265	11	72,963	8	68,460	...	...	...	...	115	286,419
GERMANY ...	269	53,583	14	22,516	13	38,012	14	68,784	28	191,366	7	62,368	3	41,288	...	...	348	477,917
HOLLAND ...	262	45,594	12	16,994	11	35,431	6	27,518	9	62,243	5	44,676	6	67,360	1	15,673	312	315,489
ITALY ...	79	24,031	5	6,920	14	36,535	14	78,302	14	92,906	7	62,147	2	23,387	3	81,590	138	405,818
JAPAN ...	184	33,973	8	12,961	5	13,683	8	44,795	7	51,405	...	...	...	...	...	...	212	156,817
NORWAY ...	139	36,855	9	14,709	25	81,872	70	342,844	24	162,082	12	109,104	...	...	...	...	279	747,466
SWEDEN ...	154	29,757	5	7,223	17	57,167	28	146,872	7	47,230	1	9,000	...	...	4	67,428	216	364,677
UNITED STATES	144	41,042	46	64,895	28	76,009	18	98,288	11	80,791	8	71,566	5	56,667	...	...	260	489,258
OTHER COUNTRIES	516	143,790	36	50,819	25	73,341	22	106,978	8	54,655	16	141,784	4	44,904	2	35,522	629	651,793
TOTAL	1,993	460,066	152	220,305	174	525,902	276	1,396,038	204	1,409,304	95	847,582	25	291,086	14	282,019	2,933	5,432,302

TABLE No. 9.—Showing the Number, Gross Tonnage, Material, and Description of NEW VESSELS classed by Lloyd's Register during the year 1927.

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.....	232	759,725	5	554	237	760,279	23	4,970	8	78	31	5,048	268	765,327
AMERICA, U.S. OF .....	13	104,493	...	...	13	104,493	11	1,432	5	21	16	1,453	29	105,946
BELGIUM .....	1	1,891	...	...	1	1,891	...	...	...	...	...	...	1	1,891
BRITISH DOMINIONS .....	2	1,436	1	70	3	1,506	2	182	...	...	2	182	5	1,688
CHINA .....	1	921	...	...	1	921	...	...	...	...	...	...	1	921
DENMARK .....	9	38,128	...	...	9	38,128	...	...	...	...	...	...	9	38,128
FINLAND .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...
FRANCE .....	9	41,430	1	20	10	41,450	...	...	...	4	1	4	10	41,450
GERMANY.....	8	34,432	...	...	8	34,432	...	...	14	280	14	280	22	34,712
HOLLAND.....	27	112,027	1	57	28	112,084	4	732	2	15	6	747	34	112,831
ITALY .....	17	140,802	...	...	17	140,802	3	1,609	...	...	3	1,609	20	142,411
JAPAN .....	11	39,755	...	...	11	39,755	...	...	...	...	...	...	11	39,755
RUSSIA .....	4	9,663	...	...	4	9,663	...	...	...	...	...	...	4	9,663
SPAIN .....	3	13,525	...	...	3	13,525	...	...	1	5	1	5	4	13,530
SWEDEN .....	5	16,185	...	...	5	16,185	...	...	2	25	2	25	7	16,210
Total.....	342	1,314,413	8	701	350	1,315,114	43	8,925	33	428	76	9,353	426	1,324,467

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.	No.	Tons.	No.	Tons.	No.	Tons.
Gt. Britain & Ireland	187	669,032	26	4,079	213	673,111	Italy	12	126,883	1	180	13	127,063						
America, U.S. of ...	14	104,829	20	414	34	105,243	Japan	11	39,755	...	...	11	39,755						
Argentina .....	4	456	6	1,769	10	2,225	Jugo-Slavia .....	2	10,701	1	61	3	10,762						
Brazil .....	5	24,713	1	170	6	24,883	Norway .....	11	59,451	...	...	11	59,451						
British Dominions...	34	60,397	8	1,527	42	61,924	Poland .....	1	2,018	...	...	1	2,018						
Denmark .....	3	19,246	...	...	3	19,246	Russia .....	4	9,663	...	...	4	9,663						
Finland .....	1	2,047	1	4	2	2,051	Spain .....	3	13,525	1	5	4	13,530						
France .....	9	23,041	...	...	9	23,041	Sweden .....	4	7,888	2	25	6	7,913						
Germany .....	6	20,968	...	...	6	20,968	Venezuela .....	6	15,894	...	...	6	15,894						
Greece .....	2	4,580	...	...	2	4,580	Other Countries ...	6	1,907	7	1,104	13	3,011						
Holland.....	25	98,120	2	15	27	98,135	Total ...	350	1,315,114	76	9,353	426	1,324,467						

TABLE No. 10—Showing for the Years 1894 to 1928 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.
1894	6,322	9,307,783	2,939	2,499,227	9,261	11,807,010	863	530,570	1,536	632,371	2,399	1,162,941	253	198,577	562	134,654	815	333,231
1895	6,446	9,695,976	2,781	2,421,981	9,227	12,117,957	874	542,025	1,435	582,657	2,309	1,124,682	264	222,477	548	134,237	812	356,714
1896	6,508	9,968,573	2,632	2,324,966	9,140	12,293,539	865	539,870	1,324	525,617	2,189	1,065,487	283	250,200	527	131,528	810	381,728
1897	6,655	10,213,569	2,452	2,189,840	9,107	12,403,409	879	585,877	1,251	493,590	2,130	1,079,467	298	283,214	493	124,221	791	407,435
1898	6,783	10,547,355	2,261	2,040,549	9,044	12,587,904	919	620,834	1,180	456,574	2,099	1,077,408	305	308,410	455	114,446	760	422,856
1899	6,920	11,086,241	2,053	1,840,683	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	736,562
1911	8,487	17,292,715	847	579,982	9,334	17,872,697	1,414	1,350,934	694	195,193	2,108	1,546,127	551	692,718	303	60,036	854	752,754
1912	8,524	17,730,940	755	482,880	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
1919	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
1920	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
1921	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
1922	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
1923	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
1924	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
1925	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
1926	7,964	19,268,785	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
1927	7,820	19,179,029	396	129,998	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
1928	7,810	19,754,001	394	121,349	8,204	19,875,350	2,030	2,750,175	449	157,048	2,479	2,907,223	627	1,042,209	86	25,330	713	1,067,539

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.

(See also Notes on Page 1169.)

1183

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.	
555	891,720	623	197,820	1,178	1,089,540	912	1,214,830	853	569,895	1,765	1,784,725	207	307,145	254	130,034	461	437,179	1894
571	903,105	593	191,647	1,164	1,094,752	953	1,348,357	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
1,482	3,255,832	200	88,633	1,682	3,344,465	2,053	3,738,067	27	39,184	2,080	3,777,251	1,270	2,809,375	20	7,330	1,290	2,816,705	1928

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

TABLE No. 10 (continued).—Showing for the Years 1894 to 1928 the Number, Gross Tonnage and Description Maritime Countries—as recorded in Lloyd's Register

1184

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

Year.	ITALY.						JAPAN.						NORWAY.					
	STEAM.		SAIL.		TOTAL.		STEAM.		SAIL.		TOTAL.		STEAM.		SAIL.		TOTAL.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
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	1,669,463
1897	247	402,205	904	408,296	1,151	810,501	434	404,475			434	404,475	664	564,533	2,098	1,069,965	2,762	1,634,498
1898	272	441,585	890	413,893	1,162	855,478	462	454,163			462	454,163	710	618,617	1,953	1,024,600	2,663	1,643,217
1899	282	445,565	868	430,286	1,150	875,851	477	473,704			477	473,704	779	737,412	1,749	956,818	2,528	1,694,230
1900	312	540,349	864	443,306	1,176	983,655	484	488,187			484	488,187	806	764,683	1,574	876,129	2,380	1,640,812
1901	339	657,981	874	459,557	1,213	1,117,538	503	524,125			503	524,125	859	810,335	1,462	816,885	2,321	1,627,220
1902	361	691,841	862	467,241	1,223	1,159,082	535	555,230			535	555,230	905	866,754	1,345	766,003	2,250	1,632,757
1903	365	704,109	861	476,226	1,226	1,180,335	544	585,542			544	585,542	962	935,229	1,256	718,511	2,218	1,653,740
1904	368	720,209	870	467,357	1,238	1,187,566	591	668,360			591	668,360	1,038	1,017,248	1,180	700,406	2,218	1,717,654
1905	375	741,110	834	447,956	1,209	1,189,066	691	870,839			691	870,839	1,076	1,081,335	1,134	694,883	2,210	1,776,218
1906	377	775,069	804	429,359	1,181	1,204,428	775	996,553			775	996,553	1,114	1,145,545	1,076	692,334	2,190	1,837,879
1907	397	823,325	710	396,084	1,107	1,219,409	829	1,068,747			829	1,068,747	1,181	1,264,002	980	654,529	2,161	1,918,531
1908	419	903,567	679	381,658	1,098	1,285,225	865	1,140,177			865	1,140,177	1,256	1,351,647	892	631,231	2,148	1,982,878
1909	437	961,132	663	358,785	1,100	1,319,917	861	1,150,858			861	1,150,858	1,292	1,388,423	833	605,201	2,125	1,993,624
1910	450	987,559	630	333,094	1,080	1,320,653	846	1,146,977			846	1,146,977	1,312	1,422,006	753	592,527	2,065	2,014,533
1911	479	1,026,823	598	313,685	1,077	1,340,508	861	1,200,975			861	1,200,975	1,373	1,537,873	697	616,458	2,070	2,154,331
1912	536	1,119,121	554	279,461	1,090	1,398,582	960	1,344,991			960	1,344,991	1,495	1,695,321	637	597,275	2,132	2,292,596
1913	591	1,274,127	523	247,815	1,114	1,521,942	1,037	1,500,014			1,037	1,500,014	1,597	1,870,793	594	587,097	2,191	2,457,890
1914	637	1,430,475	523	237,821	1,160	1,668,296	1,103	1,708,386			1,103	1,708,386	1,656	1,957,353	535	547,369	2,191	2,504,722
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	2,529,188
1916	684	1,685,720	517	210,814	1,201	1,896,534	1,151	1,847,453			1,151	1,847,453	1,795	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	893	2,467,537	378	183,036	1,271	2,650,573	2,033	3,354,806			2,033	3,354,806	1,730	2,371,051	159	213,007	1,889	2,584,058
1922	1,016	2,698,722	397	167,613	1,413	2,866,335	2,026	3,586,918			2,026	3,586,918	1,716	2,417,680	136	183,181	1,852	2,600,861
1923	1,043	2,880,776	372	152,966	1,415	3,033,742	2,003	3,604,147			2,003	3,604,147	1,669	2,375,970	131	175,942	1,800	2,551,912
1924	971	2,718,606	328	113,606	1,299	2,832,212	2,055	3,842,707			2,055	3,842,707	1,664	2,392,404	89	112,989	1,753	2,505,393
1925	1,035	2,930,836	318	97,825	1,353	3,028,661	2,087	3,919,807			2,087	3,919,807	1,745	2,618,445	60	62,197	1,805	2,680,642
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
1928	1,142	3,348,732	287	80,085	1,429	3,428,817	2,048	4,139,815			2,048	4,139,815	1,765	2,953,944	22	14,263	1,787	2,968,207

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 1169.)

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.	
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	12,480,596	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	1,338,089	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
789	1,137,813	95	26,459	884	1,164,272	1,239	1,411,730	144	35,740	1,383	1,447,470	3,005	11,153,844	754	843,597	3,759	11,997,441	1928

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





TABLE No. 13:—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.												
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	99,430
1913	688	1,932,153	77	26,744	14	21,595	17	61,757	54	30,181	31	40,932	89	176,095	162	465,226	95	104,296
1914	656	1,683,553	58	22,288	22	25,246	11	*34,335	8	17,145	25	32,815	33	114,052	89	*387,192	130	118,153
1915	†327	650,919	27	13,289	4	8,725	No Returns	No Returns	23	45,198	6	25,402	No Returns	No Returns	120	113,075		
1916	†306	608,235	36	22,577	4	8,994	No Returns	No Returns	28	35,277	9	42,752	No Returns	No Returns	201	180,197		
1917	†286	1,162,896	80	66,475	25	27,996	No Returns	No Returns	23	20,445	6	18,828	No Returns	No Returns	146	148,779		
1918	†301	1,348,120	184	230,514	22	49,390	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
1927	371	1,225,873	24	20,119	5	10,131			8	4,693	20	72,038	22	44,335	105	289,622	68	119,790

† The figures for the years 1894-1906 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 1894 onwards.

1189

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.	
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
81	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
86	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	81,217	75	52,319	45	28,601	1	2,174	12	6,316	73	80,485	29	129,119	17	4,470	1,063	1,602,057	1909
21	23,019	70	30,215	64	36,931	1	3,234	17	8,904	156	177,601	39	153,717	39	11,037	1,277	1,957,853	1910
14	17,401	109	44,359	71	35,435	1	8,838	11	9,427	112	95,693	30	75,876	31	6,463	1,599	2,650,140	1911
27	25,196	168	57,755	89	50,255	12	4,260	22	13,968	144	194,273	30	89,950	30	23,852	1,719	2,901,769	1912
38	50,356	152	64,664	74	50,637	12	8,488	25	18,524	182	228,232	23	48,216	17	4,786	1,750	3,332,882	1913
47	42,981	32	85,861	61	54,204	5	5,163	26	15,163	84	162,937	10	37,825	22	13,840	1,319	*2,852,753	1914
30	22,132	26	49,408	59	62,070	5	12,765	27	20,319	76	157,167	8	20,293	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	30	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
25	101,076	19	42,359	12	5,363	5	22,899	18	67,361	58	124,270	8	54,948	34	80,802	802	2,285,679	1927

\* Returns not complete.





and upwards, totally LOST (including WAR LOSSES), and BROKEN UP during the years 1904 to 1927, the percentage LOST of the tonnage owned by the various countries, 1101

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.	No.	Tons.	Per Cent.	(*)	
10 8	17,769 19,937	2.47	34 1	69,718 272	10.43	13 2	12,954 3,516	1.27	7 ...	11,539 ...	1.62	5 ...	4,071 ...	0.75	35 9	36,144 15,293	280 64	424,175 88,704	1.54	Lost Broken up	1904
18	37,706		35	69,990		15	16,470		7	11,539		5	4,071		44	51,437	344	512,879	TOTAL		
5 10	11,518 24,038	1.55	30 1	33,125 114	3.80	26 5	30,945 4,237	2.36	15 6	22,551 3,512	3.25	15 2	19,080 342	3.22	20 ...	18,907 ...	297 85	407,975 120,003	1.42	Lost Broken up	
15	35,556		31	33,239		31	35,182		21	26,063		17	19,422		20	18,907	382	527,978	TOTAL		
9 14	19,649 34,612	2.54	21 ...	17,451 ...	1.75	20 1	23,364 578	2.04	5 3	5,597 3,600	0.82	11 1	8,325 200	1.28	19 9	26,070 7,986	284 94	367,176 142,531	1.21	Lost Broken up	1906
23	54,261		21	17,451		21	23,942		8	9,197		12	8,525		28	34,056	378	509,707	TOTAL		
4 9	4,805 19,437	0.59	27 5	33,644 4,444	3.15	20 2	27,676 6,738	2.18	13 2	22,922 673	3.40	7 1	7,790 112	1.13	25 6	24,514 24,659	273 83	408,328 156,791	1.26	Lost Broken up	
13	24,302		32	38,088		22	34,314		15	23,595		8	7,902		31	49,173	356	565,119	TOTAL		
7 1	7,859 329	0.87	29 4	25,082 11,399	2.20	28 2	28,726 1,772	2.13	9 3	7,368 5,000	1.09	11 1	9,452 295	1.29	28 8	32,925 15,764	304 78	419,806 146,681	1.24	Lost Broken up	1908
8	8,188		33	36,481		30	30,498		12	12,368		12	9,747		36	48,689	382	566,487	TOTAL		
3 8	6,153 13,482	0.64	15 1	10,162 2,399	0.88	24 2	34,016 2,222	2.45	8 ...	10,722 ...	1.56	9 3	5,625 2,665	0.73	25 16	26,153 22,343	256 127	393,770 251,900	1.14	Lost Broken up	
11	19,635		16	12,561		26	36,238		8	10,722		12	8,290		41	48,496	383	645,670	TOTAL		
3 9	8,060 28,298	0.82	22 8	21,505 14,020	1.88	25 4	30,146 7,830	2.12	13 1	17,147 831	2.30	11 6	10,985 4,664	1.40	26 11	37,526 20,323	293 128	421,549 245,891	1.20	Lost Broken up	1910
12	96,358		30	35,525		29	37,976		14	17,978		17	15,649		37	57,849	421	667,440	TOTAL		
6 7	14,313 13,644	1.39	20 1	17,946 151	1.49	23 4	24,551 2,888	1.60	13 5	22,530 11,612	2.97	10 2	10,659 1,123	1.32	38 8	49,278 10,989	305 122	449,087 170,665	1.23	Lost Broken up	
13	27,957		21	18,097		27	27,439		18	34,142		12	11,782		46	60,267	427	619,752	TOTAL		
8 7	16,265 19,046	1.45	33 2	27,553 937	2.05	22 3	23,801 1,372	1.39	7 2	12,050 1,262	1.59	10 2	8,094 1,046	0.93	28 6	18,858 6,573	295 87	450,675 122,070	1.18	Lost Broken up	1912
15	35,311		35	28,490		25	24,973		9	13,312		12	9,140		34	25,431	379	572,745	TOTAL		
13 5	20,127 6,588	1.58	25 ...	25,514 ...	1.70	23 1	26,438 933	1.41	12 1	15,804 2,040	1.91	11 2	12,862 2,626	1.36	31 10	38,819 16,721	295 76	445,265 87,737	1.09	Lost Broken up	
18	26,715		25	25,514		24	27,371		13	17,844		13	15,488		41	55,540	371	533,002	TOTAL		
9 1	11,671 154	0.82	22 1	28,897 4,254	1.69	38 1	44,045 1,342	2.25	7 ...	10,811 ...	1.28	23 1	31,325 475	3.08	30 11	34,836 15,535	437 54	773,934 96,728	1.79	Lost Broken up	1914
10	11,825		23	33,151		39	45,387		7	10,811		24	31,800		41	50,371	491	870,662	TOTAL		
20 1	53,980 1,214	3.56	20 1	43,041 3,272	2.36	81 1	116,501 371	5.89	13 ...	26,871 ...	3.03	37 1	62,359 322	6.10	75 4	109,158 2,950	968 24	1,867,386 26,332	4.29	Lost Broken up	
21	55,144		21	46,313		82	116,872		13	26,871		38	62,681		79	112,108	992	1,893,718	TOTAL		

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



and upwards, totally **LOST** (including **WAR LOSSES**), and **BROKEN UP** during the years 1904 to 1927, 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.	Tonn.	Per Cent.	No.	Tonn.	Per Cent.	No.	Tonn.	Per Cent.	No.	Tonn.	Per Cent.	No.	Tonn.	Per Cent.	No.	Tonn.	No.	Tonn.	Per Cent.	(a)	
82	228,290	13.54	28	81,068	4.39	208	288,448	12.74	30	66,456	8.15	43	43,528	4.70	58	95,034	1274	2,714,982	6.31	Lost ...	1916
5	6,347		3	438		1	158										14	9,059		Broken up ...	
87	234,637		31	81,506		209	288,604		30	66,456		43	43,528		58	95,034	1288	2,724,041		TOTAL ...	
128	398,790	...	36	92,113	...	368	601,209	...	34	73,565	...	56	75,132	...	94	219,477	2596	6,602,478	...	Lost ...	1917†
3	3,226										1	134				9	4,783		Broken up ...		
131	402,016		36	92,113		368	601,209		34	73,565		57	75,266		94	219,477	2605	6,607,261		TOTAL ...	
50	184,173	...	30	61,829	...	102	167,034	...	34	71,745	...	52	70,016	...	56	99,352	1288	3,330,354	...	Lost ...	1918†
1	429										1	146				6	2,437		Broken up ...		
51	184,602		30	61,829		102	167,034		34	71,745		53	70,162		56	99,352	1294	3,332,791		TOTAL ...	
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 ...	1919
									1	272		1	208				10	9,938		Broken up ...	
2	366		42	43,829		31	33,199		8	7,648		28	24,409		31	41,395	425	524,172		TOTAL ...	
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 ...	1920
											2	261				13	7,801		Broken up ...		
9	13,020		29	41,988		26	25,944		10	10,050		15	18,038		27	51,791	370	518,595		TOTAL ...	
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 ...	1921
									1	2,518					2	1,348	34	77,545		Broken up ...	
15	28,069		29	51,185		16	29,210		31	56,290		8	9,698		23	26,559	344	536,537		TOTAL ...	
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 ...	1922
6	15,735		22	15,580		5	3,088		1	1,039		2	251				160	315,110		Broken up ...	
21	46,794		86	69,716		32	26,098		21	28,956		9	6,389		37	33,334	511	743,866		TOTAL ...	
22	49,629	1.72	33	58,548	1.62	27	36,085	1.52	9	10,779	0.90	18	12,537	1.11	23	27,847	324	494,364	0.82	Lost ...	1923
59	157,080		4	5,498		6	4,622		6	13,760		9	2,130		9	26,792	385	962,506		Broken up ...	
81	206,709		37	64,046		33	40,707		15	24,599		27	14,747		32	54,639	709	1,456,870		TOTAL ...	
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 ...	1924
43	110,633		8	4,616		7	3,456		9	24,283		7	1,265		24	62,549	485	1,174,258		Broken up ...	
55	148,758		50	75,549		28	26,319		15	33,619		18	15,349		56	108,448	777	1,614,662		TOTAL ...	
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 ...	1925
31	100,869		24	37,759		4	3,579		14	15,189		6	4,186		23	41,840	273	653,046		Broken up ...	
48	138,605		62	80,547		25	23,946		28	32,705		21	18,690		49	62,840	553	980,794		TOTAL ...	
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 ...	1926
17	45,988		12	16,474		6	5,760		10	23,488		8	4,800		20	48,949	358	798,633		Broken up ...	
36	93,893		55	61,050		28	32,170		22	39,442		17	15,310		55	72,538	656	1,226,873		TOTAL ...	
19	53,442	1.58	42	76,212	1.89	27	21,055	0.85	10	10,424	0.94	8	9,933	0.75	27	22,406	280	449,700	0.74	Lost ...	1927
6	9,483		11	12,376		1	162		6	19,390		9	1,439		21	41,841	189	402,698		Broken up ...	
25	62,925		53	88,588		28	21,217		16	29,814		17	11,372		48	64,247	469	852,398		TOTAL ...	

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

