

NOTES ON THE 1920-21 EDITION OF LLOYD'S REGISTER OF SHIPPING.

The new edition of Lloyd's Register Book contains as usual very complete particulars of all the seagoing vessels of the world. In the sail part there are over 5,000 sailing vessels and vessels fitted with auxiliary engines, while in the steam part are recorded some 27,000 vessels. In addition to these bulky volumes many lists of great interest to the Shipping Community are published in this work such as:—Signal letters assigned to all seagoing vessels; names of Shipbuilders and Engineers in every country; names, postal and telegraphic addresses of all firms connected with shipping all over the World; full particulars of dry docks, wet docks and harbours at home and abroad; particulars of merchant steamers capable of a speed of 12 knots and above; names, etc., of vessels built for the transport of petroleum in bulk; complete lists of shipowners and managers with the names and tonnages of their respective vessels, and many other lists of great practical value. It is no wonder, therefore, that Underwriters, Shipowners, Merchants, and Charterers subscribe in their thousands to this work, the most reliable authority on Merchant Shipping published.

One section of the book which has not yet been mentioned is probably the one of greatest interest to the general public, and that is the Statistical Tables issued with the new edition. In this connexion special attention should be drawn to the notes at the commencement of the Tables which quite clearly explain what vessels are included or excluded from the Tables; a most important point when dealing with Statistics.

The contents of the several Tables which are summarised below will repay a careful study, especially Table No. 3, which shows the enormous amount of tonnage holding Lloyd's Register Class, but the one of most immediate interest and importance is Table No. 1 setting forth the tonnage owned in different countries. This table shows that there are recorded in the new Register Book (excluding vessels of less than 100 tons) 5,082 sailing vessels of 3,409,377 tons and 26,513 steamers of 53,904,688 tons, thus making a World's total of 31,595 vessels of 57,314,065 tons gross.

Very interesting points can be ascertained by an analysis of this table and by comparison with similar tables issued by Lloyd's Register in previous years.

SAILING TONNAGE.

The reduction in sailing tonnage since pre-war time—say June, 1914—amounts to 641,000 tons which is a much smaller decrease than what occurred in previous periods of six years. This shows no doubt that the shortage of tonnage has to some extent given a new life to the construction of sailing vessels. The United States is the only country which has increased the sailing tonnage since

1914. Over 43 per cent of the World's sailing tonnage is now owned in that country. It should, however, be remembered that the figures for the United States include a large proportion of sailing barges.

The other countries which still have a considerable amount of sailing tonnage are the British Empire (440,000 tons), France (282,000 tons) and Norway (240,000 tons).

The percentage of sailing vessels to the World's tonnage is now under 6 per cent as compared with just over 8 per cent in 1914 and nearly 22 per cent in 1902, and in view of the present small percentage it will no doubt be convenient if sailing vessels are excluded from consideration of the present relative position of the various countries.

STEAM TONNAGE.

The following Table shows the Steam Tonnage Owned by the Principal Maritime Countries before and after the War.

COUNTRY.	JUNE 1914.	JUNE 1920.	DIFFERENCE BETWEEN 1914 and 1920.
	Tons gross.	Tons gross.	Tons gross.
UNITED KINGDOM	18,892,000	18,111,000	- 781,000
BRITISH DOMINIONS	1,632,000	2,032,000	+ 400,000
AMERICA (UNITED STATES):—			
SEAGOING... ..	2,027,000	12,406,000	+ 10,379,000
GREAT LAKES	2,260,000	2,119,000	- 141,000
AUSTRIA HUNGARY	1,052,000	Nil.	—
DENMARK	770,000	719,000	- 51,000
FRANCE	1,922,000	2,963,000	+ 1,041,000
GERMANY	5,135,000	419,000	- 4,716,000
GREECE	821,000	497,000	- 324,000
HOLLAND	1,472,000	1,773,000	+ 301,000
ITALY	1,430,000	2,118,000	+ 688,000
JAPAN	1,708,000	2,996,000	+ 1,288,000
NORWAY	1,957,000	1,980,000	+ 23,000
SPAIN	884,000	937,000	+ 53,000
SWEDEN	1,015,000	996,000	- 19,000
Total Abroad	26,512,000	35,794,000	+ 9,282,000
World's Total	45,404,000	53,905,000	+ 8,501,000

It will be seen that amongst the principal countries, apart from Germany, the United Kingdom and Greece are the only ones which show a considerable reduction in the tonnage now owned as compared with 1914. Notwithstanding the increased construction and the large amount of ex-enemy tonnage provisionally allocated to British management, and of course included in the figures, there are at the present time some 781,000 tons less of steamers owned in the United Kingdom than in 1914.

Most of the other countries show an increase, very considerable in some cases.

The seagoing tonnage of the United States has increased by nearly 10,400,000 tons, an increase of over 500 per cent on the 1914 figures. The other countries in which the largest increases are recorded are :—Japan, 1,288,000 tons ; France, 1,041,000 tons ; and Italy, 638,000 tons. As in the case of the United Kingdom, the figures for France and Italy include a considerable amount of ex-enemy tonnage provisionally allocated to these countries.

The figures for Germany conclusively show the change in the maritime position of that country. While in 1914 Germany occupied, after the United Kingdom, the first position with over 5,000,000 tons of merchant steamers, only 419,000 tons are now recorded in the book as German, everything else having been either captured, requisitioned, or allocated to the Allies in accordance with the peace treaty.

The relative position of some other countries has also altered to a large extent. In 1914 the United Kingdom owned 41·6 per cent of the World's steam tonnage, the present percentage is 33·6. Norway, which occupied the fourth place, is now seventh, while Japan, which was sixth, is now third.

Excluding vessels trading on the Great Lakes of North America (about 2,300,000 tons), the United Kingdom percentage of the World's seagoing steam tonnage has decreased from 43·9 in 1914 to 35·1 in 1920, while the proportion of the United States, which was 4·7 per cent six years ago, now reaches 24 per cent.

It should be stated that with the exception of the United States most of the increase recorded by the various countries, as compared with 1914, has taken place during the last 12 months, during which period over 6 million tons of shipping have been added to the World's Merchant Navies.

Taken together, the Scandinavian countries—Norway, Sweden, and Denmark—still show a decrease, as compared with 1914, of 47,000 tons.

Summarising the totals it will be seen that the present position of the Merchant steam tonnage as compared with 1914, is as follows :—

Decrease in the United Kingdom	...	...	...	781,000 tons
Loss to Germany	...	...	...	4,716,000 ..
			Total	5,497,000 ..
Increase in the United States	...	...	...	10,379,000 ..
Increase in other Countries	...	...	...	3,619,000 ..
			Total	13,998,000 ..
Net World's increase	...	...	...	8,501,000 ..

These totals, of course, do not take into account the present efficiency of the World's tonnage as compared with 1914.

Without going into details on this subject, it is only right to point out that during the last few years practically no replacement of steam tonnage has taken place solely for reasons of age, while prior to the War a very considerable amount of old steam tonnage was broken up each year.

A question, very interesting, although not of immediate practical value, which has often been raised is what would the tonnage now be if there had been no War?

It will be noticed that of the 54 million tons of steamers in Table 1 nearly 50 million tons consist of steel steamers showing thus that for the purposes of comparison between the leading maritime countries the results would really be more accurate, from the point of view of international trade, if only steel steam tonnage were taken into account.

No doubt many intricate points are involved in making a close estimate, nevertheless the results of a careful attempt on this subject, based upon seagoing steel steam tonnage, apart from efficiency, *i.e.*, age, size, speed, etc., may not be without interest.

Eliminating, therefore, iron and wood tonnage and all vessels trading on the great Lakes of North America, and assuming that the ratio of increase during the period 1914-1920 would have been about four-fifths of the average ratio of increase which took place during the previous six years, which period, as it happens, included three poor years (1908-1911) and three good years (1911-1914) the result is as follows:—

**ESTIMATE OF THE TONNAGE OF SEAGOING STEEL STEAMERS WHICH WOULD
BE IN EXISTENCE IN 1920 IF THERE HAD BEEN NO WAR.**

UNITED KINGDOM	...	...	...	...	21,420,000 tons
UNITED STATES	...	...	...	...	2,155,000 "
GERMANY	...	...	...	...	6,478,000 "
OTHER COUNTRIES	...	...	...	...	21,050,000 "
TOTAL	...	...	...	...	51,103,000 "

To obtain figures regarding the actual tonnage owned at present which could be correctly compared with the above estimate it will be necessary to take into account the considerable amount of ex-German tonnage which, the allocation of it not being yet known, is included in Table No. 1 under "Flag not recorded." Presuming that such tonnage will be allocated in somewhat similar proportions to what has taken place up to now, the figures for tonnage owned at present shown in Table No. 1 could be summarised as follows:—

UNITED KINGDOM	...	...	...	...	18,500,000 tons
UNITED STATES	...	...	...	...	10,992,000 "
GERMANY	...	...	...	...	375,000 "
OTHER COUNTRIES	...	...	...	...	17,720,000 "
TOTAL	...	...	...	...	47,587,000 "

The difference, therefore, between the latter figures and the estimate of what would have occurred but for the War is as follows :—

UNITED STATES...	a gain of	...	...	8,837,000 tons
UNITED KINGDOM	a loss of...	...	...	2,920,000 tons
GERMANY	... a loss of...	...	...	6,103,000 „
OTHER COUNTRIES	a loss of...	...	...	3,330,000 „
TOTAL LOSS	...	...	...	12,353,000 „
Net WORLD'S LOSS	...	...	...	3,516,000 tons.

Dealing only with these figures apart from the question of efficiency the result appears to be that notwithstanding the great expansion in the shipbuilding industry, the World, as a whole, is still about $3\frac{1}{2}$ million tons of steel steam tonnage to the bad as compared with the above estimate.

As regards the United Kingdom, in which country during the war merchant shipbuilding had to take second place, and which after the war has transferred so many vessels to other flags, the present totals show a decrease of nearly 3 million tons of steel steamers as compared with what could reasonably have been expected but for the World War.

On the contrary, in the United States the increase during this period has been such as to bring the total tonnage of seagoing steel steamers actually equal to the combined totals of the principal European Maritime Countries mentioned in the above Table (other than the United Kingdom).

SUMMARY OF THE STATISTICAL TABLES ISSUED IN THE APPENDIX OF THE 1920 EDITION OF LLOYD'S REGISTER BOOK.

TABLE No. 1 shows the merchant tonnage owned in each country in the world. Steamers of less than 100 tons gross, and sailing vessels of less than 100 tons net are excluded.

The steamers of 100 tons and above, recorded in the new edition of Lloyd's Register Book amount to 26,513, with a total gross tonnage of 53,904,688 tons.

The sailing vessels are 5,082, with a total gross tonnage of 3,409,377 tons.

Steam and Sail combined, 31,595 vessels of 57,314,065 tons gross.

TABLE No. 2 points to the demand of each country for certain sizes of vessels. The table divides the steamers owned in the world according to certain divisions of gross tonnage. It will be seen that the total numbers of steamers now in existence of 5,000 tons gross and over is no less than 3,573, of which 257 are of 10,000 tons and above. The United Kingdom's share of the large vessels is 1,324 including 147 of 10,000 tons and above. The other countries which have more than 100 vessels of 5,000 tons and above are:—The United States of America 1,284 (185 of which are for trade on the Great Lakes of North America), Japan 176, France 167, Italy 155, and Holland 110.

The steamers of not less than 1,000 tons gross amount to 13,512, *i.e.*, more than half of the total number of steamers of 100 tons and upwards recorded in Lloyd's Register Book.

TABLE No. 3 shows the number and tonnage of all vessels in existence which are or were formerly classed with Lloyd's Register.

The table shows that nearly 27 $\frac{3}{4}$ million tons of shipping are actually or about to be classed by the Society, and that the existing vessels which were formerly classed total about 5,850,000 tons. The vessels actually appearing as classed in the new book amount to over 25 million tons. These figures show the general appreciation of the value of the classification of Lloyd's Register, and that such recognition is world-wide is proved by the fact that the latter figure includes 14 million tons of vessels owned abroad; and that of the total steel and iron Merchant Tonnage now in existence about 62 per cent has been built under the survey of Lloyd's Register, and if non-seagoing tonnage be excluded the percentage reaches 64 per cent. Of the total tonnage actually classed, 90 per cent is composed of Steel Steamers classed 100A1.

TABLE No. 4 shows the number of vessels according to certain divisions of tonnage classed by different Classification Societies.

It may be stated that taking into account only steel steamers of 4,000 tons and above two-thirds of the total number are classed with Lloyd's Register while all other Classification Societies together have one-third.

TABLES Nos. 5, 6 & 7 are extracted from the Annual Shipbuilding Returns issued by the Society. They show the total number of vessels launched by the various countries of the world during each year from 1892 onwards; and the number of vessels according to certain divisions of gross tonnage launched yearly during that period in the United Kingdom, and also Abroad during the years 1918 and 1919.

TABLE No. 8 shows the number and gross tonnage of new vessels classed by Lloyd's Register during the calendar year 1919. The tonnage of these vessels amounted to the enormous total of 4,283,540 tons. The Table gives the country of build of the vessels, showing that, nearly 2,200,000 tons were built in the United States of America.

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GENERAL NOTES.

These tables are based throughout on the *Gross* tonnage of vessels.

Motor vessels and Sailing vessels fitted with auxiliary power are included throughout in the figures shown for steamers.

Reinforced Concrete vessels are included in the figures shown for steel, except as regards Table No. 8.

NOTES RESPECTING TABLES NOS. 1 & 2.

A considerable number of vessels, which are not yet completed, appear in the Register Book and are therefore included in Tables Nos. 1 & 2. Steamers of less than 100 tons gross, and Sailing vessels of less than 100 tons net, are not included.

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

In the absence of satisfactory information, the records of numerous small Sailing vessels (belonging chiefly to Greece, Turkey, and Southern Russia) are omitted from the Register Book and therefore do not appear in Table No. 1.

Japanese Sailing vessels are not recorded in Lloyd's Register Book and therefore do not appear in Table No. 1.

The figures for Russia exclude vessels registered at Esthonian ports.

Late enemy vessels captured or requisitioned by other countries prior to the date of the Armistice are included in the figures given for such countries.

Ex-Austro-Hungarian vessels, ex-German steamers and new steamers recently built in Germany, which have been provisionally allocated to the Allied Countries since the date of the Armistice and appear in the Register Book with a record of the new flag are included in the figures shown for such Countries. New vessels built and owned in the Trieste district (Venezia Giulia) are recorded as Italian in the Register Book and are included in the figures for Italy.

Under the heading of "No flag recorded" are included all vessels entered in the Register Book without record of flag, viz:—

(a) Ex-German steamers of 1600 tons gross and above, the allocation of which is not yet known, and a number of ex-Austro-Hungarian vessels inserted in the Register Book as being registered at Fiume or ports south of Fiume.

(b) Vessels registered at Danzig, Memel, Apenrade and the Northern part of Schleswig, and vessels owned in Montenegro and Albania.

(c) Some other vessels regarding which no definite information has been received up to the time of going to press.

Sailing vessels which were under the German flag in 1914 and were not captured prior to the Armistice, are still recorded as German in the Register Book and in Table No. 1.

NOTES GÉNÉRALES.

Ces Tableaux sont basés entièrement sur le tonnage *brut* des navires.

Les navires à moteurs et les navires à voiles munis de machines auxiliaires sont toujours inclus dans les chiffres indiqués pour les vapeurs.

Les navires en béton armé sont inclus dans les chiffres des navires en acier, exception faite du Tableau No. 8.

NOTES RELATIVES AUX TABLEAUX NOS. 1 & 2.

Un nombre considérable de navires qui ne sont pas encore achevés, figurent au Livre-Registre et conséquemment, ils sont inclus dans les Tableaux Nos. 1 & 2.

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

Les navires naviguant sur la Mer Caspienne, et les navires *en bois* naviguant sur les grands lacs de l'Amérique du Nord, sont exclus de ces Tables.

Dans l'absence de renseignements authentiques, un nombre considérable de petits voiliers (appartenant principalement à la Grèce, à la Turquie et au sud de la Russie) n'ont pas été inclus dans le Livre-Registre; ils ne figurent donc pas non plus dans le Tableau No. 1.

Les navires à voiles japonais ne sont pas renseignés au Livre-Registre; conséquemment ils ne figurent pas dans le Tableau No. 1.

Les chiffres pour la Russie ne comprennent pas les navires enregistrés dans les ports esthoniens.

Les navires qui appartenaient aux pays récemment hostiles et qui furent saisis ou requisitionnés par d'autres pays, antérieurement à la date de l'armistice, sont compris dans les chiffres indiqués pour de tels autres pays.

Les navires précédemment sous pavillon austro-hongrois et les vapeurs précédemment sous pavillon allemand et ceux, récemment construits en Allemagne, qui ont été alloués provisoirement aux pays alliés depuis la date de l'armistice et qui figurent au Livre-Registre avec la mention du nouveau pavillon, sont inclus dans les chiffres indiqués pour de tels pays alliés. Pour les navires nouvellement construits dans le district de Trieste (Venezia Giulia) et appartenant à des armateurs de ce district, le pavillon italien est donné au Livre-Registre; ils sont donc inclus dans les chiffres pour l'Italie.

Sous la rubrique "No flag recorded" (Pavillon non indiqué) sont compris tous les navires qui figurent au Livre-Registre sans indication de pavillon, c.à.d. :—

(a) Les vapeurs de 1600 tonneaux bruts et au-dessus, antérieurement battant pavillon allemand, pour lesquels il n'est pas encore connu à quels pays ils ont été alloués, et un certain nombre de navires précédemment sous pavillon austro-hongrois, qui sont renseignés au Livre-Registre comme étant attachés au port de Fiume ou à des ports au sud de Fiume.

(b) Les navires enregistrés dans les ports de Dantzig, Memel, Apenrade et autres ports du nord de Slesvig, et les navires appartenant au Montenegro et à l'Albanie.

(c) Quelques autres navires pour lesquels des renseignements positifs n'étaient pas encore en possession de la Société, au moment de l'impression de l'ouvrage.

Les navires à voiles qui battaient pavillon allemand en 1914 et qui ne furent pas saisis antérieurement à l'armistice, figurent encore comme allemands dans le Livre-Registre et dans le Tableau No. 1.

TABLE No. 2.—Showing the Number of Steamers according to certain divisions of Gross Tonnage, owned in the World—distinguishing the principal Maritime Countries—as recorded in the 1920-21 edition of Lloyd's Register Book.

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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 tons and above.	TOTAL.	
BRITISH	UNITED KINGDOM ...	1,514	2,223	637	425	306	436	618	630	564	444	169	113	23	7	4	8,113
	AUSTRALIA AND NEW ZEALAND	148	177	78	41	23	55	28	18	1	8	2	579
	CANADA ...	136	129	57	64	40	71	32	14	27	8	2	...	2	582
	OTHER DOMINIONS ...	115	154	79	38	34	31	18	18	12	6	505
	TOTAL ...	1,913	2,683	851	568	403	593	696	680	604	466	173	113	25	7	4	9,779
AMERICA (UNITED STATES)	SEA ...	188	362	200	107	120	957	350	190	441	550	58	41	5	2	2	3,573
	NORTHERN LAKES ...	11	8	12	12	24	40	60	114	41	132	12	466
	PHILIPPINE ISLANDS ...	15	23	16	12	2	2	...	1	71
	TOTAL ...	214	393	228	131	146	999	410	305	482	682	70	41	5	2	2	4,110
BELGIUM ...	23	35	26	20	18	39	16	7	20	3	1	...	...	...	...	208
BRAZIL ...	44	127	44	32	27	24	18	13	6	8	4	1	...	...	...	348
DENMARK ...	70	107	74	90	71	47	35	13	3	7	3	3	...	...	...	522
FRANCE ...	220	302	115	176	91	190	81	58	73	49	26	16	1	1	1	1,400	
GERMANY ...	248	350	197	88	18	...	...	...	...	...	...	...	...	...	...	901
GREECE ...	30	64	64	25	10	34	33	11	20	2	1	...	...	...	...	294
HOLLAND ...	219	167	85	101	50	76	79	35	33	60	11	4	1	1	...	922	
ITALY ...	101	91	74	67	33	108	99	61	96	40	11	6	...	2	...	789	
JAPAN ...	487	384	312	154	88	170	110	59	102	57	11	6	...	...	...	1,940
NORWAY ...	447	267	207	244	113	118	95	53	29	21	...	2	...	...	...	1,596
RUSSIA ...	115	163	78	60	32	41	16	6	12	1	...	...	...	...	...	524
SPAIN ...	111	99	82	62	52	91	64	20	15	2	1	2	...	...	...	601
SWEDEN ...	330	262	151	130	88	46	29	19	13	2	...	2	...	...	...	1,072
OTHER COUNTRIES AND FLAG NOT RECORDED	331	330	197	117	130	148	93	56	51	34	11	3	3	1	2	1,507	
TOTAL ...	4,903	5,824	2,785	2,065	1,370	2,724	1,874	1,396	1,559	1,434	323	199	35	14	9	26,513	

TABLE No. 3.—Showing the Number, Gross Tonnage, Classes, &c. of Existing Vessels

STEEL VESSELS.																	
STEAMERS.									SAILING SHIPS.								
CLASS.	UNITED KINGDOM.		BRITISH DOMINIONS.		FOREIGN COUNTRIES.		TOTAL.		CLASS.	UNITED KINGDOM.		BRITISH DOMINIONS.		FOREIGN COUNTRIES.		TOTAL.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.		No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
100A	4,450	10,677,844	285	757,251	3,467	12,082,066	8,202	23,517,161	100A	57	59,907	8	12,471	143	264,308	208	336,686
95A	...	...	...	...	...	...	...	...	95A	...	...	...	...	...	...	...	...
90A	5	9,779	...	...	6	4,359	11	14,138	90A	...	...	...	...	...	...	...	...
A	169	120,541	33	23,247	61	66,508	263	210,296	A	17	8,370	5	1,328	19	10,419	41	20,117
LvA1*	}	...	1	1,212	1	1,710	2	2,922	LvA1*	}	...	...	...	2	4,258	2	4,25
LvA1*																	
Total / Classed	4,624	10,808,164	319	781,710	3,535	12,154,643	8,478	23,744,517	Total / Classed	74	68,277	13	13,799	164	278,985	251	361,061
Formerly / Classed	964	1,601,257	289	321,680	1,543	2,693,111	2,796	4,616,048	Formerly / Classed	50	15,705	12	8,186	132	242,682	194	266,573
Totals...	5,588	12,409,421	608	1,103,390	5,078	14,847,754	11,274	28,360,565	Totals...	124	83,982	25	21,985	296	521,667	445	627,634

IRON VESSELS.																	
STEAMERS.									SAILING SHIPS.								
CLASS.	UNITED KINGDOM.		BRITISH DOMINIONS.		FOREIGN COUNTRIES.		TOTAL.		CLASS.	UNITED KINGDOM.		BRITISH DOMINIONS.		FOREIGN COUNTRIES.		TOTAL.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.		No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
100A	168	90,720	15	18,290	173	207,630	356	316,640	100A	11	19,405	5	6,121	108	168,094	124	193,620
95A	...	...	...	...	...	...	...	...	95A	...	...	...	...	...	...	...	...
90A	14	9,344	...	...	12	10,359	26	19,703	90A	...	...	...	...	...	...	...	...
80A	2	564	...	...	...	...	2	564	80A	...	...	...	...	...	...	...	...
A	18	2,794	...	...	2	319	20	3,113	A	...	...	...	...	...	...	...	...
*A	1	632	...	...	...	...	1	632	*A	2	548	...	...	6	5,343	8	5,891
A	1	808	...	...	2	1,209	3	2,012	A	...	...	...	...	2	2,660	2	2,660
A	3	3,693	...	...	...	...	3	3,693	A	...	...	...	...	...	...	...	...
A	...	...	...	...	...	...	...	...	A	...	...	...	...	...	...	...	...
LvA1*	}	7,966	...	...	9	13,291	16	21,257	LvA1*	}	...	...	...	...	...	...	...
LvA1*																	
LvA1	}	1,101	...	...	2	2,024	3	3,125	LvA1	}	...	...	...	...	...	...	...
LvA1																	
Total / Classed	215	117,617	15	18,290	200	234,832	430	370,739	Total / Classed	13	19,953	5	6,121	116	176,097	134	202,171
Formerly / Classed	271	106,728	75	55,701	654	595,230	1,000	757,659	Formerly / Classed	9	1,943	15	9,150	93	114,405	117	125,498
Totals...	486	224,345	90	73,991	854	830,062	1,430	1,128,398	Totals...	22	21,896	20	15,271	209	290,502	251	327,669

WOOD VESSELS. (INCLUDING COMPOSITE.)									
CLASS.	UNITED KINGDOM.		BRITISH DOMINIONS.		FOREIGN COUNTRIES.		TOTAL.		
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	
A (For a period of years.)	Steam	85	15,657	21	26,675	111	239,676	217	282,008
	Sail	12	4,280	8	3,306	37	47,946	57	55,532
A	Steam	...	...	...	...	...	...	...	...
	Sail	...	...	...	...	...	...	...	...
A	Steam	...	...	...	...	...	...	...	...
	Sail	14	1,725	...	...	2	374	16	2,099
Æ	Steam	1	125	...	...	...	...	1	125
	Sail	2	232	...	...	1	435	3	667
Total Classed	Steam	86	15,782	21	26,675	111	239,676	218	282,133
	Sail	28	6,237	8	3,306	40	48,755	76	58,298
	Total	114	22,019	29	29,981	151	288,431	294	340,431
Formerly Classed	Steam	32	4,473	15	7,258	18	13,015	65	24,746
	Sail	322	35,663	10	2,375	55	22,864	387	60,902
	Total	354	40,136	25	9,633	73	35,879	452	85,648
Grand Total	468	62,155	54	39,614	224	324,310	746	426,079	

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.....	9,126	24,397,389	3,861	5,398,453	12,987	29,795,842
Sailing Vessels	461	621,530	698	452,973	1,159	1,074,503
Total.....	9,587	25,018,919	4,559	5,851,426	14,146	30,870,345

In addition to the above, 669 vessels of 2,681,353 tons appear in the Register Book with the notation "Class contemplated." A large proportion 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	10,256	27,700,272
Grand Total	4,559	5,851,426
	<u>14,815</u>	<u>33,551,698</u>

VESELS NOW OR FORMERLY CLASSED RECORDED IN LLOYD'S REGISTER BOOK, 1920-1921.

CLASS.	WOOD (INCLUDING COMPOSITE).						IRON.						STEEL.																					
	STEAM AND SAIL.						STEAM.						SAIL.																					
	United Kingdom.		British Dominions.		Foreign Countries.		United Kingdom.		British Dominions.		Foreign Countries.		United Kingdom.		British Dominions.		Foreign Countries.																	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.																
Classed	4,624	10,808,164	319	781,710	3,335	12,164,645	74	68,277	13	13,769	164	278,986	216	117,617	15	18,290	260	234,632	13	19,353	5	6,121	116	176,097	114	22,019	29	29,981	151	288,431	0,887	25,018,919		
Formerly Classed	904	1,601,237	280	321,650	1,343	2,693,111	80	15,705	12	8,186	132	242,632	271	106,728	76	55,701	654	595,230	9	1,943	15	1,943	15	9,160	93	114,405	334	40,136	25	9,633	73	35,879	4,660	5,851,426
Grand Totals	5,528	12,409,401	609	1,103,360	5,078	14,847,756	124	83,982	25	21,955	296	521,617	486	224,345	90	73,991	864	830,062	22	21,296	20	15,271	209	290,502	468	62,155	54	39,614	224	324,310	14,146	30,870,345		

TABLE No. 6 :—Showing Number and Gross Tonnage of Merchant Countries of the World during

YEAR.	UNITED KINGDOM.		BRITISH DOMINIONS.				AUSTRIA-HUNGARY.		BELGIUM.		DENMARK.		FRANCE.		GERMANY.		HOLLAND.	
	†		TOTALS, excluding Canadian Lake Ports.		CANADIAN LAKE PORTS.													
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
1892	681	1,109,950	58	19,792	No	Returns	7	2,302	1	2,000	22	12,707	19	17,228	73	64,888	15	14,368
1893	536	836,383	41	17,089	No	Returns	6	7,435	1	1,525	18	10,719	22	20,337	65	60,167	8	1,339
1894	614	1,046,508	26	6,055	1	748	5	1,703	1	2,700	16	7,300	28	19,636	77	119,702	41	15,360
1895	579	950,967	23	6,105	7	4,276	10	7,371	1	1,270	14	10,982	27	28,851	75	87,786	25	8,292
1896	696	1,159,751	36	8,394	5	2,730	9	6,246	2	1,675	14	11,814	41	44,565	63	103,295	28	12,405
1897	591	952,486	36	10,489	4	1,942	6	6,601	3	1,899	13	13,539	39	49,341	84	139,728	42	20,351
1898	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	327	650,919	27	13,289	4	8,725	No	Returns	No	Returns	23	45,198	6	25,402	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	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	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	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	100	137,086

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

* Returns not

WOOD VESSELS.
(INCLUDING COMPOSITE.)

CLASS.	UNITED KINGDOM.		BRITISH DOMINIONS.		FOREIGN COUNTRIES.		TOTAL.		
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	
A (For a period of years.)	Steam	63	35,753	28	46,253	56	106,528	147	188,534
	Sail	11	1,394	5	3,523	22	23,009	38	27,926
A	Steam	...	...	...	...	...	...	...	...
	Sail	...	...	...	...	...	...	...	...
A	Steam	1	517	...	...	...	...	1	517
	Sail	13	1,671	...	...	3	486	16	2,157
Æ	Steam	...	...	...	...	...	...	...	...
	Sail	4	481	...	...	1	434	5	915
Total Classed	Steam	64	36,270	28	46,253	56	106,528	148	189,051
	Sail	28	3,546	5	3,523	26	23,929	59	30,998
	Total	92	39,816	33	49,776	82	130,457	207	220,049
Formerly Classed	Steam	23	2,630	16	7,967	15	6,258	54	16,855
	Sail	349	40,152	11	1,857	62	23,930	422	67,939
	Total	372	42,782	27	9,824	77	32,188	476	84,794
Grand Total	464	82,598	60	59,600	159	162,645	683	304,843	

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.....	8,260	21,299,730	3,735	5,182,990	11,995	26,482,720
Sailing Vessels	496	641,730	724	452,117	1,220	1,093,847
Total.....	8,756	21,941,460	4,459	5,635,107	13,215	27,576,567

Practically the whole tonnage, both steam and sail, now classed in Lloyd's Register Book, as well as almost the whole tonnage formerly classed, has been built under the Society's inspection.

VESSLS NOW OR FORMERLY CLASSED RECORDED IN LLOYD'S REGISTER BOOK, 1919-1920.

Classed Formerly Classed Gross Totals	WOOD (INCLUDING COMPOSITE).																														
	STEAM.						SAIL.						TOTAL.																		
	UNITED KINGDOM.			BRITISH DOMINIONS.			FOREIGN COUNTRIES.			UNITED KINGDOM.			BRITISH DOMINIONS.			TOTAL.															
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.															
4,474	10,904,339	312	710,651	2,856	9,073,784	96	88,098	21	14,713	173	291,143	232	138,022	20	26,188	218	268,625	14	18,372	6	6,569	128	191,840	92	30,816	33	49,776	82	130,457	8,766	21,941,460
733	1,146,349	307	337,548	1,068	2,917,280	39	9,766	13	6,100	134	236,109	273	96,419	75	4,414	675	612,028	8	1,674	14	8,696	96	121,844	272	45,792	27	9,824	77	32,188	4,459	5,635,107
5,257	12,052,858	619	1,048,199	4,024	11,991,164	135	97,864	33	20,813	307	527,252	505	234,441	95	79,572	893	880,653	22	20,046	19	15,264	223	313,684	464	82,598	60	59,600	159	162,645	13,215	27,576,567

Vessels of 100 tons and upwards Launched in the various
each year from 1892 onwards.

ITALY.		JAPAN.		NORWAY.		SPAIN.		SWEDEN.		UNITED STATES.				OTHER COUNTRIES.		TOTALS.		YEAR.
No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	COAST.		GREAT LAKES.		No.	Tons.	No.	Tons.	
										No.	Tons.	No.	Tons.					
21	13,888	...	...	42	24,572	1	841	12	4,659	73	62,588	No Returns		26	8,262	1,051	1,358,045	1892
21	10,626	3	1,132	30	16,552	...	...	18	6,566	36	27,174	No Returns		41	9,697	846	1,026,741	1893
10	5,396	14	3,173	25	17,169	...	...	14	7,310	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	3,231	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	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	480,877	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

complete.

TABLE No. 7.—Showing the Number and Material of Merchant Vessels of 100 Tons Gross and upwards, 976 according to certain divisions of Gross Tonnage, LAUNCHED ABROAD during the years 1918 and 1919.

DIVISIONS OF GROSS TONNAGE.	1918.		1919.		DIVISIONS OF GROSS TONNAGE.	1918.		1919.	
	STEEL.	WOOD.	STEEL.	WOOD.		STEEL.	WOOD.	STEEL.	WOOD.
100 to 499 tons {Steam {Sail	59 ...	60 103	125 8	113 149	5,000 to 5,999 tons {Steam {Sail	155 ...	...	217...	...
500 ,, 999 ,, {Steam {Sail	50 ...	43 42	56 ...	32 39	6,000 ,, 7,999 ,, {Steam {Sail	99 ...	...	263...	...
1,000 ,, 1,999 ,, {Steam {Sail	147 1	41 16	102 ...	60 53	8,000 ,, 9,999 ,, {Steam {Sail	19 ...	...	17...	...
2,000 ,, 2,999 ,, {Steam {Sail	249 ...	335 6	256 2	100 57	10,000 tons and above {Steam {Sail	1 ...	...	5...	...
3,000 ,, 3,999 ,, {Steam {Sail	50 ...	34 ...	149 ...	10 8					
4,000 ,, 4,999 ,, {Steam {Sail	55 ...	... ...	49 1	... ...	Total {Steam {Sail	884 1	513 167	1,239 11	315 306

TABLE No. 8.—Showing the Number, Gross Tonnage, Material, and Description of NEW VESSELS classed by Lloyd's Register during the year 1919.

WHERE BUILT.	STEAMERS AND MOTORS.								SAILING VESSELS.								GRAND TOTAL.		
	STEEL.		FERRO-CONCRETE.		WOOD AND COMPOSITE.		TOTAL.		STEEL.		FERRO-CONCRETE.		WOOD AND COMPOSITE.		TOTAL.		No.	Tons.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.			
UNITED KINGDOM.....	487	1,273,277	5	1,972	82	5,257	524	1,280,506	19	5,089	23	15,822	1	3	43	20,914	567	1,301,420	
AMERICA, U.S. OF	478	2,044,687	1	2,564	41	111,678	520	2,158,929	3	4,597	...	...	14	23,620	17	28,217	537	2,187,146
BRITISH DOMINIONS ...	56	159,717	...	...	40	79,053	96	238,770	...	...	...	...	7	5,181	7	5,181	103	243,951
DENMARK	1	7,014	...	...	...	...	1	7,014	...	...	...	...	...	...	...	...	1	7,014
FRANCE	1	9,717	...	...	...	...	1	9,717	...	...	...	...	...	...	...	...	1	9,717
HOLLAND	21	30,040	...	...	...	...	21	30,040	1	333	...	...	...	...	1	333	22	30,373
ITALY	1	3,085	...	...	...	...	1	3,085	...	...	...	...	...	...	...	...	1	3,085
JAPAN.....	86	444,108	...	...	...	...	86	444,108	...	...	...	...	...	...	...	...	86	444,108
SIAM	1	535	1	535	1	535	1	535
SPAIN	13	21,187	...	...	1	186	14	21,373	...	...	...	...	4	941	4	941	18	22,314
SWEDEN	12	33,604	...	...	1	273	13	33,877	...	...	...	...	...	...	...	...	13	33,877
Total.....	1156	4,026,436	6	4,536	115	196,447	1277	4,227,419	23	10,019	23	15,822	27	30,280	73	56,121	1350	4,283,540	

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

	STEAM.		SAIL.		TOTAL.			STEAM.		SAIL.		TOTAL.	
	No.	Tons.	No.	Tons.	No.	Tons.		No.	Tons.	No.	Tons.	No.	Tons.
United Kingdom ...	529	1,305,941	41	20,834	570	1,326,775	Italy	2	5,302	...	...	2	5,302
British Dominions...	53	119,313	7	2,599	60	121,912	Japan.....	83	426,637	...	...	83	426,637
America, U.S. of ...	488	2,155,797	14	25,982	502	2,181,749	Norway	6	11,063	4	4,484	10	15,547
Belgium	12	28,563	...	...	12	28,563	Portugal.....	1	2,570	1	413	2	2,983
Denmark	6	16,177	1	535	7	16,712	Siam	1	1,311	...	...	1	1,311
France	46	45,535	...	...	46	45,535	Spain	16	26,376	4	941	20	27,317
Greece	7	26,847	...	...	7	26,847	Sweden	16	34,751	...	...	16	34,751
Holland.....	11	21,286	1	333	12	21,619	Total ...	1,277	4,227,419	73	56,121	1,350	4,283,540

