

STATISTICAL NOTES ON THE 1930-1931 EDITION OF LLOYD'S REGISTER BOOK.

The new edition of the **Register Book** issued by the **Committee of Lloyd's Register of Shipping** 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, and of other vessels classed with the Society. It thus includes a full record of about 33,000 steamers, motorships and sailing vessels.

These bulky volumes comprise also many lists of great practical value to the shipping community, such as :—Signal letters assigned to all sea-going vessels ; Shipbuilders and Marine Engineers in all Countries ; detailed particulars of dry and wet docks, ports, harbours, etc., in each country ; telegraphic and postal addresses of about 21,000 firms connected with shipping in all parts of the world ; steamers and motorships arranged according to nationality and gross tonnage ; particulars of the speed of merchant vessels capable of 12 knots and upwards ; particulars of deadweight and cubic capacities of cargo steamers and motorships ; lists of vessels carrying oil in bulk ; complete lists of Shipowners and Managers all over the world, 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, giving extensive and precise information respecting the various merchant fleets of the world. Special attention is drawn to the notice at the beginning of the Section, which defines the bases upon which the figures have been compiled, thus allowing an exact comparison to be made between the various countries as regards the number, material, description, size, age and type of the vessels owned.

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.

Before dealing with the other Statistical Tables special attention is 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** (including about 950,000 tons of new ships afloat in course of classification) which are now or have been classed by the Society is 15,693 of 43,176,933 tons. Practically all these vessels were built under the inspection of the Surveyors of Lloyd's Register, the most convincing proof of the appreciation of the work of this Society.

That this appreciation is world-wide is shown by the fact that of the tonnage actually holding the Society's class, 46·2 per cent. is registered in Great Britain and Ireland and 53·8 per cent. in other countries.

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

WORLD TONNAGE IN EXISTENCE AT JUNE, 1930, AND JUNE, 1929.

WHERE OWNED.	1930.			1929.		
	Steamers and Motorships.	Sailing Vessels.	TOTAL.	Steamers and Motorships.	Sailing Vessels.	TOTAL.
Great Britain & Ireland	20,321,920	116,524	20,438,444	20,046,270	120,061	20,166,331
Other Countries ...	47,701,884	1,467,316	49,169,200	46,361,123	1,546,858	47,907,981
TOTAL ...	68,023,804	1,583,840	69,607,644	66,407,393	1,666,919	68,074,312

The Tables show that during the last twelve months there has been an increase in the steam tonnage owned in the world of 148,176 tons, an increase of 1,468,235 tons in the motor tonnage, and a decrease in the sailing tonnage of 83,079 tons, making a total world *net* increase of 1,533,332 tons. The net increase from June, 1928, to June, 1929, was 1,119,653 tons.

The countries showing the largest increases for the last twelve months are :—Norway (443,796 tons), Great Britain and Ireland (272,113 tons), France (152,216 tons), and Holland (147,248 tons).

Amongst the principal maritime countries, only one shows a decrease, viz. :—the United States with a decrease of 436,214 tons. This is due to the tonnage broken up during the last twelve months having been higher than during the previous year.

COMPARISON OF STEAM AND MOTOR TONNAGE AT JUNE, 1898 ; JUNE 1914 ; AND JUNE, 1930.

Gross tonnage of Steamers and Motorships owned in the world as recorded in Lloyd's Register Book for the years 1898, 1914 and 1930.

COUNTRIES.	1898	1914.	1930.	DIFFERENCE BETWEEN	
				1914 and 1898.	1930 and 1914.
GREAT BRITAIN & IRELAND ... }	10,547,000	18,892,000	20,322,000	+ 8,345,000	+ 1,430,000
BRITISH DOMINIONS ...	621,000	1,632,000	2,788,000	+ 1,011,000	+ 1,156,000
DENMARK ...	308,000	770,000	1,072,000	+ 462,000	+ 302,000
FRANCE ...	973,000	1,922,000	3,471,000	+ 949,000	+ 1,549,000
GERMANY ...	1,644,000	5,135,000	4,199,000	+ 3,491,000	- 936,000
GREECE ...	151,000	821,000	1,391,000	+ 670,000	+ 570,000
HOLLAND ...	356,000	1,472,000	3,079,000	+ 1,116,000	+ 1,607,000
ITALY ...	442,000	1,430,000	3,262,000	+ 988,000	+ 1,832,000
JAPAN ...	454,000	1,708,000	4,317,000	+ 1,254,000	+ 2,609,000
NORWAY ...	619,000	1,957,000	3,663,000	+ 1,338,000	+ 1,706,000
SPAIN ...	545,000	884,000	1,207,000	+ 339,000	+ 323,000
SWEDEN ...	329,000	1,015,000	1,594,000	+ 686,000	+ 579,000
UNITED STATES (Sea) ...	1,176,000	2,027,000	10,646,000	+ 3,111,000	+ 8,619,000
UNITED STATES (Lakes) ...		2,260,000	2,458,000		+ 198,000
OTHER COUNTRIES ...	1,346,000	3,479,000	4,555,000	+ 2,133,000	+ 1,076,000
TOTALS ...	19,511,000	45,404,000	68,024,000	+ 25,893,000	+ 22,620,000

The preceding Table shows that during the 16 years 1898-1914, the net increase in the world's steam tonnage was 25,893,000 tons, equal to nearly 133 per cent. of the steam tonnage in existence in 1898, and that the net addition during the 16 years 1914-1930 amounts to over 22½ million tons, equal to nearly 50 per cent. of the pre-war tonnage.

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 24½ per cent. of the tonnage owned in 1909 during the five years, June, 1925, to June, 1930, the increase (5,643,000 tons) only represents 9 per cent. of the world tonnage at June, 1925, an average yearly increase of 1·8 per cent.

A comparison of the figures for 1898 and 1914 shows that the largest increases took place in Great Britain and Ireland (8,345,000 tons), Germany (3,491,000 tons), United States (3,111,000 tons), Norway (1,338,000 tons), and Japan (1,254,000 tons).

During the period 1914-1930, the largest increases have taken place in the sea-going tonnage of the United States (8,619,000 tons), and in Japan (2,609,000 tons). Increases of over a million tons have also occurred in six other cases, namely, Italy (1,832,000 tons), Norway (1,706,000 tons), Holland (1,607,000 tons), France (1,549,000 tons), Great Britain and Ireland (1,430,000 tons), and the British Dominions (1,156,000 tons).

The increase of tonnage belonging to Great Britain and Ireland represents only 7·6 per cent. of the tonnage owned in 1914, whereas the increase of tonnage owned abroad represents nearly 80 per cent. of the pre-war tonnage.

Notwithstanding an increase of 1,689,000 tons since June, 1923, the present totals for Germany are still 936,000 tons below those for June, 1914.

In 1898 Great Britain and Ireland owned 54 per cent. of the world's steam and motor tonnage, but owing to the continual increase which is taking place in the tonnage owned abroad, the percentage in 1914 had declined to 41·6, and has now been reduced to 29·9. Similar percentages for the three years respecting the next seven leading countries are:—

	1898	1914	1930		1898	1914	1930
UNITED STATES (Sea) ...	3·8	4·5	15·7	FRANCE	5·0	4·2	5·1
JAPAN	2·3	3·8	6·3	ITALY	2·3	3·1	4·8
GERMANY	8·4	11·3	6·2	HOLLAND	1·8	3·2	4·5
NORWAY	3·2	4·3	5·4				

TONNAGE OF SAILING VESSELS AND BARGES.

The reduction in the tonnage of sailing vessels and barges since pre-war times, say June, 1914, amounts to about 2,360,000 tons gross. The present percentage of such tonnage to the world's total tonnage is under 2·3. Of the world's tonnage of sailing vessels and barges, 843,547 tons—equal to 53·3 per cent. of the total—are now owned in the United States, and the other countries which still have an appreciable amount of such tonnage are:—Great Britain and Ireland, 117,000 tons, Canada, 90,000 tons, Finland, 70,000 tons, Italy, 69,000 tons, and France, 60,000 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 825,000 tons, of which 286,000 tons—equal to 34½ per cent. of the total—are owned in the United States, 70,000 tons are owned in Finland, and only 18,000 tons in Great Britain and Ireland.

SIZE AND AGE OF STEAMERS AND MOTORSHIPS.

A considerable increase has taken place in recent years in the number of *sea-going* steamers and motorships of 4,000 tons each and above. In 1914 there were 3,608 such vessels, and now the number reaches 6,556, of which 446 are of 10,000 tons and above, including 63 of 20,000 tons each and upwards. Of the 446 vessels, 240 are under the British flag. It may be noted that just under 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 915 of 4,000 tons and above, an increase of 171 as compared with June, 1929. One hundred and fifty-four of them are of between 8,000 and 10,000 tons, and 78 are of 10,000 tons and upwards.

From Table No. 5, in which steamers and motorships are classified according to their size and age, it will be noticed that there are 3,486 vessels less than five years old, with a tonnage representing 16.5 per cent. of the total steam and motor tonnage. Vessels of 25 years and over amount to 8,273, but their tonnage is less than that of the 3,486 newer vessels. Of the vessels built in 1905 or before, 62 per cent. are of less than 1,000 tons each, and the average size of the others is 2,926 tons; while of the vessels built during the last five years, only 39 per cent. are of less than 1,000 tons each and the average of the others reaches 5,055 tons.

Of the 1,059 vessels of 8,000 tons and upwards now in existence, 284 have been built during the last five years.

Of the tonnage owned in Great Britain & Ireland, 22.5 per cent. is less than five years old. The only countries which have a larger proportion of new tonnage (less than five years old), are Norway with 30.2 per cent. and Holland with 23.9 per cent. On the other hand, France, Japan and Spain have only between 11 and 13 per cent.; while of the United States sea-going vessels only 4.1 per cent. is less than five years old.

Of the tonnage registered in Great Britain and Ireland 84.2 per cent. is under 20 years old, while the percentage for the tonnage owned abroad is less than 71.

The group of vessels with the largest aggregate of tonnage is that of between 4,000 and 6,000 tons each, amounting to 19,711,241 tons, equal to 29 per cent. of the world's total steam and motor tonnage. The big liners, *e.g.* those of 15,000 tons each and upwards, represent only 4.9 per cent. of the total tonnage; it may be noted that 53.6 per cent. of this liner tonnage is owned in Great Britain and Ireland.

TYPE OF MACHINERY.

Table No. 3 shows the type of machinery used for the propulsion of vessels, and the following summary 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 1,464 steamers of 10,413,000 tons fitted with turbine engines or a combination of steam turbines and reciprocating engines, and 3,696 vessels (including auxiliary vessels) of 8,096,337 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 there has been an increase of 1,468,000 tons in the tonnage of motorships, and of 368,000 tons in the tonnage of vessels fitted with steam turbines, **the tonnage of steamers fitted solely with reciprocating steam engines has actually decreased by 220,000 tons.**

The increase in the motorship tonnage at June, 1930, as compared with June, 1925, amounts to 5,382,000 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 amounts only to 11.6 per cent. of the total tonnage owned in the World (in Great Britain and Ireland 11.1 per cent.), such percentage is much higher in the Scandinavian countries, *viz.*: Norway 35.2, Denmark 32.5, and Sweden 29.4. Amongst the principal maritime countries, France and the United States have the smallest proportions of motor tonnage, *viz.*: 4.1 and 4.7 per cent. respectively.

An analysis of the type of machinery now employed also shows that there are recorded in Lloyd's Register Book 150 vessels, with a total tonnage of 1,265,929 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 67 vessels with a tonnage of 308,281 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, 53 of 235,947 tons are owned in the United States, including 3 vessels of over 20,000 tons each.

Of the 29,996 steamers and motorships of 100 tons gross and upwards recorded in Lloyd's Register Book, 3,695 are twin screw vessels, and 128 have triple or quadruple screws.

COAL AND OIL FUEL.

From Table No. 4, it will be seen that there are recorded in the new Register Book 3,904 steamers of 19,857,788 tons fitted for burning oil fuel, of which 858 of 5,519,291 tons are registered in Great Britain and Ireland, and 1,698 of 8,448,805 tons are registered in the United States of America.

The above figures, in conjunction with those given in the preceding section, enable a comparison to be made between the respective employment of coal and oil fuel at the present time as compared with 1914.

	1914 % of total gross tonnage.	1930 % of total gross tonnage.
Sailing vessels and sea-going barges ...	8·06	2·27
Oil, etc., in internal combustion engines ...	0·45	11·63
Oil fuel for boilers	2·65	28·53
Coal	88·84	57·57
	100·00	100·00

It will thus be seen that under 57·6 per cent. of the tonnage of the Merchant Marine now depends entirely upon coal, while in 1914 the percentage was nearly 89. It must of course be understood that oil is not necessarily always used in steamers fitted for burning oil fuel, as such installations can readily be replaced by coal-burning fittings when occasion demands the use of coal in preference to oil.

TYPE OF VESSELS.

The Tables show the total tonnage of certain types of vessels, which information is most useful in estimating the tonnage available for general cargo and passenger purposes. The tonnage of the 1,308 tankers, of 1,000 tons gross and upwards, amounts to 7,536,368 tons; 380 of 2,167,297 tons are registered in Great Britain and Ireland, 389 of 2,419,977 tons are registered in the United States, and 154 of 1,059,550 tons in Norway. In addition, there are 91,536 tons of tankers of less than 1,000 tons each. The tonnage of trawlers and other fishing vessels and whalers amounts to 965,864 tons. An analysis of the vessels recorded in the Register Book shows that 371,677 tons represent tugs and salvage vessels; while steam barges, dredgers and similar craft, ferries, river vessels and vessels owned by Municipal Corporations or Harbour Authorities amount to 791,468 tons. 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 319,094 tons.

It will thus be seen that, without taking into account size, age or material, there are over 10,000,000 tons of vessels which are not used for ordinary cargo and passenger purposes.

**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 (with the exception of a few which although up to 30 years old are still capable of a high speed) and presumably of less efficiency than more modern vessels,

the following figures are obtained which indicate the relative position of the principal Maritime Countries 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...	20,321,920	29·87	10,439,753	38·47
UNITED STATES	13,202,261	19·41	5,372,806	19·80
GERMANY	4,199,096	6·17	2,151,162	7·93
JAPAN	4,316,804	6·35	1,739,031	6·41
HOLLAND... ..	3,079,000	4·53	1,731,881	6·38
FRANCE	3,470,591	5·10	1,587,905	5·85
ITALY	3,261,922	4·80	1,492,391	5·50
NORWAY	3,663,237	5·39	515,496	1·90
OTHER COUNTRIES	12,508,973	18·38	2,105,770	7·76
WORLD TOTALS	68,023,804	100·00	27,136,195	100·00

The above Table shows the relatively high efficiency of the Merchant Fleet of Great Britain and Ireland, which, while comprising less than 30 per cent. of the World tonnage as recorded in the Register Book, has nearly 38½ per cent. of the more efficient 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 4·53 and 6·17 respectively of the total tonnage, rise to 6·38 and 7·93 per cent. of the larger ocean-going tonnage, and on the other hand Norway, which from 5·39 per cent. is reduced to 1·90 per cent. It should be stated, however, that this reduction is due to the very large proportion of tanker tonnage included in the Norwegian Merchant Marine.

TONNAGE OWNED IN THE WORLD AT VARIOUS DATES.

Another Table, most useful for the purpose of ascertaining the development of the Merchant Navies during the last thirty-five years, is Table No. 10, which shows for each of the years 1896-1930 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 1896 the *gross* tonnage of steamers amounted to 17,738,000 tons, and the *gross* tonnage of sailing vessels to about 8,400,000 tons. The steam and motor tonnage has increased by over 50½ million tons, while the sailing tonnage has decreased by over 6,800,000 tons. Apart from the enormous increase which has taken place in the United States sea-going steam tonnage since 1916, and the decrease, during the period 1914-1921, in the German tonnage, both due to the War, the following are the most noticeable changes during this period of 35 years.

The sail tonnage registered in Great Britain and Ireland and in Norway, which in 1896 amounted to about 2,480,000 tons gross and 1,220,000 tons gross respectively, is now reduced to 117,000 tons (mostly barges), and 5,052 tons respectively.

The increase in the steam and motor tonnage owned in Great Britain and Ireland amounts to 10,353,000 tons. The most remarkable development has taken place in Japan, the steam tonnage of which country now reaches a figure equal to nearly 13 times the total owned in 1896. The present figures of steam tonnage for Greece, Holland and Italy are about 9 times, those for Norway 7 times, and those for Sweden nearly 6½ times, as great as in 1896.

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 1906 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 1925-29 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 a very large 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. The figures for 1928 and 1929 show an increase, having reached 736,000 tons and 944,000 tons, respectively.

The aggregate steam tonnage broken up during the seven years 1923-29—5,670,000 tons—represents a yearly average of under 1½ per cent. of the tonnage owned. Adding to these figures the tonnage of steamers and motorships lost through casualties during the same period—3,137,000 tons—it will be seen that the average wastage of seagoing merchant tonnage (excluding sailing vessels) barely exceeds 2 per cent. per year of the tonnage owned.

The total figures for tonnage broken up during the seven years include 1,340,000 tons registered in Great Britain and Ireland; 1,939,000 tons in the United States; 713,000 tons in Italy; and 592,000 tons in France.

Although as regards Great Britain and Ireland the tonnage broken up during this period represents a smaller percentage of the total tonnage owned than is the case of tonnage owned abroad, this difference is accounted for by the fact that a considerable number of the older vessels are purchased from Great Britain and Ireland by other countries, the result being that while of the tonnage now owned in Great Britain and Ireland less than 16 per cent. consists of vessels of 20 years of age and above, the tonnage owned abroad comprises over 29 per cent. of vessels of this age.

SUMMARY OF THE STATISTICAL TABLES ISSUED IN THE APPENDIX OF THE
1930-1931 EDITION OF LLOYD'S REGISTER BOOK.

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

Table No. 2 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, distinguishing steamers from motorships; 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 and recorded in the Register Book, which are or were formerly classed with Lloyd's Register.

Table No. 7 shows the number of vessels, according to certain divisions of tonnage, and the *total tonnage* classed by 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 1929. **The tonnage of these vessels reached the total of 1,720,142 tons.**

Table No. 10 shows for each of the years 1896 to 1930 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 1896 onwards; and the number, material and description of vessels according to certain divisions of gross tonnage launched yearly in Great Britain and Ireland, and also abroad during the years 1921-1929.

Table No. 14 shows the number and tonnage of steamers and motorships lost and of those broken up throughout the world during the last 24 years, distinguishing the losses of the principal Maritime Countries, and indicates the yearly percentage *lost* of the tonnage owned by the various countries.

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STATISTICAL TABLES.

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- Tableau No. 4.—Nombre, tonnage brut et nationalité des pétroliers à vapeur ou à moteurs respectivement (exception faite des navires de moins de 1000 tonneaux); des chalutiers et autres navires de pêche à vapeur ou à moteurs; et des vapeurs pourvus d'installations pour brûler du combustible liquide, existant dans le monde, et figurant dans l'édition 1930-1931 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 des principaux pays maritimes, et figurant dans l'édition 1930-1931 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 1930-1931 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, et figurant dans l'édition 1930-1931 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 1929.
- Tableau No. 10.—Montrant pour les années 1896-1930 le nombre, le tonnage brut et la description des navires de 100 tonneaux et au-dessus appartenant aux divers Pays du Monde—distinction faite des principales marines marchandes—et figurant dans les "Lloyd's Register Books" pour la période mentionnée.
- Tableau No. 11.—Nombre, matériel et description des navires marchands d'un tonnage brut de 100 tonneaux et au-dessus, suivant certaines répartitions par tonnage brut, lancés en Grande Bretagne et Irlande, pendant les années 1921-1929.
- Tableau No. 12.—Nombre, matériel 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 Irlande, pendant les années 1921-1929.
- 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 1896.
- 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 1906-1929, distinction faite des principaux pays maritimes, avec le pourcentage perdu du tonnage appartenant aux divers pays.

GENERAL NOTES ON THE STATISTICAL TABLES.

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

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

Motorships are included in the figures indicated for steamers, unless shown separately, as in Tables 1, 3, 8, 11 and 12.

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

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

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

Vessels trading on the Caspian Sea, 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.

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

Les vapeurs et navires à moteurs d'un tonnage *brut* inférieur à 100 tonneaux et les voiliers d'un tonnage *net* inférieur à 100 tonneaux, ne sont pas compris dans ces Tableaux, exception faite des Tableaux 6, 7 et 9.

Les navires à moteurs sont inclus dans les chiffres indiqués pour les vapeurs, à moins qu'ils ne soient montrés séparément, comme dans les Tableaux 1, 3, 8, 11 et 12.

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

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

Le Register Book comprend un certain nombre de navires qui n'étaient pas encore achevés à l'époque de l'impression de l'ouvrage, mais dont on prévoit l'achèvement prochain.

Les navires naviguant sur la Mer Caspienne, 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 1183).

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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	7,856	20,321,920	268	93,986	41	9,161	73	13,377	382	116,524	8,238	20,438,444
	Australia and New Zealand Coast ..	603	677,981	5	4,731	1	731	5	1,456	11	6,918	614	684,899
	Canada Lakes ..	629	919,464	23	29,691	3	2,892	156	57,804	182	90,387	811	1,009,851
	Hong Kong	121	286,845	121	286,845
	India & Ceylon ..	147	182,313	7	3,343	41	9,722	48	13,065	195	195,378
	Other Dominions	490	406,338	17	6,294	3	2,523	147	29,092	167	37,909	657	444,247
	Total	9,961	23,110,110	323	144,746	48	15,307	422	111,451	793	271,504	10,754	23,381,614
AMERICA (United States)	Sea	2,857	10,645,730	91	155,249	23	31,598	559	555,790	673	742,637	3,530	11,388,367
	Northern Lakes	542	2,457,569	33	100,910	33	100,910	575	2,558,479
	Philippine Islands	118	98,962	118	98,962
Total	3,517	13,202,261	124	256,159	23	31,598	559	555,790	706	843,547	4,223	14,045,808	
ARGENTINA	292	297,564	36	22,909	2	526	5	2,026	43	25,461	335	323,025	
BELGIUM	238	546,002	3	5,383	1	1,423	1	229	5	7,035	243	553,037	
BRAZIL	346	543,613	10	3,626	2	2,685	30	8,853	42	15,164	388	558,777	
CHILE	120	184,973	2	2,205	3	4,183	6	1,770	11	8,158	131	193,131	
CHINA	210	314,817	1	3,091	..	..	5	1,407	6	4,498	216	319,315
DANZIG	36	134,961	..	..	..	..	..	..	..	..	36	134,961
DENMARK	643	1,071,521	2	1,918	2	2,116	58	12,451	62	16,485	705	1,088,006	
ESTONIA	79	60,982	..	..	..	..	47	11,107	47	11,107	126	72,089
FINLAND	244	243,112	17	36,917	5	5,254	89	27,860	111	70,031	355	313,143	
FRANCE	1,501	3,470,591	17	15,773	2	3,008	131	41,507	150	60,288	1,651	3,530,879	
GERMANY	2,138	4,199,096	13	28,509	..	..	6	1,630	19	30,139	2,157	4,229,235
GREECE	546	1,390,899	..	..	..	..	..	..	..	..	546	1,390,899
HOLLAND	1,381	3,079,000	12	5,377	..	..	8	1,938	20	7,315	1,401	3,086,315
HONDURAS	35	98,439	..	..	..	..	2	347	2	347	37	98,786
ITALY	1,105	3,261,922	13	2,915	3	2,716	259	63,673	275	69,304	1,380	3,331,226	
JAPAN	2,060	4,316,804	..	..	..	..	..	..	..	..	2,060	4,316,804
JUGO-SLAVIA	161	302,481	..	..	..	..	..	..	..	..	161	302,481
LATVIA	114	193,669	..	..	..	..	11	1,858	11	1,858	125	195,527
MEXICO	41	45,809	5	2,228	..	..	2	638	7	2,366	48	48,675
NORWAY	1,905	3,663,237	4	2,300	..	..	7	2,752	11	5,052	1,916	3,668,289
PANAMA	28	74,697	..	..	..	..	2	800	2	800	30	75,497
PERU	24	44,754	4	5,820	3	5,725	8	8,046	15	19,591	39	64,345	
POLAND	29	52,325	1	363	..	..	..	..	1	363	30	52,688
PORTUGAL	174	238,669	4	808	2	2,261	92	23,527	98	26,596	272	265,265	
ROUMANIA	35	68,650	..	..	..	..	..	..	..	..	35	68,650
RUSSIA (Soviet Union)	344	529,095	1	2,453	..	..	2	548	3	3,001	347	532,096
SPAIN	795	1,207,093	8	4,397	2	2,767	86	17,480	96	24,644	891	1,231,737	
SWEDEN	1,306	1,594,313	5	5,878	1	2,104	105	21,643	111	29,625	1,417	1,623,938	
TURKEY	190	177,199	..	..	..	..	..	..	..	..	190	177,199
VENEZUELA	38	57,999	2	3,325	..	..	5	702	7	4,027	45	62,026
OTHER COUNTRIES	336	212,250	27	8,456	6	5,115	17	4,183	50	17,754	386	230,004	
COUNTRY NOT STATED	24	34,897	2	428	1	1,492	10	5,360	13	7,290	37	42,177	
Total	29,996	68,023,804	636	565,984	106	88,280	1,975	929,576	2,717	1,583,840	32,713	69,607,644	

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 1930-1931 edition of Lloyd's Register Book.

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SEE NOTES ON PAGE 1183.

COUNTRIES WHERE OWNED.		100 and under 200 tons.	200 and under 500 tons.	500 and under 1000 tons.	1000 and under 1500 tons.	1500 and under 2000 tons.	2000 and under 3000 tons.	3000 and under 4000 tons.	4000 and under 5000 tons.	5000 and under 6000 tons.	6000 and under 8000 tons.	8000 and under 10000 tons.	10000 and under 15000 tons.	15000 and under 20000 tons.	20000 and under 25000 tons.	25000 and under 30000 tons.	30000 tons and above.	TOTAL.
BRITISH EMPIRE	GREAT BRITAIN AND IRELAND	1,280	2,081	681	399	368	355	402	650	668	556	187	143	54	21	4	7	7,856
	AUSTRALIA AND NEW ZEALAND	121	194	112	41	19	39	45	15	6	6	4	1	603
	CANADA	175	155	60	66	106	57	33	17	38	23	7	5	2	744
	OTHER DOMINIONS ...	192	215	125	61	32	50	21	27	18	12	1	3	1	758
	TOTAL	1,768	2,645	978	567	525	501	501	709	730	597	199	152	57	21	4	7	9,961
AMERICA (UNITED STATES)	SEA	260	398	160	103	84	322	189	210	498	477	99	44	7	5	...	1	2,857
	NORTHERN LAKES ...	4	21	17	26	25	67	60	103	34	153	31	1	542
	PHILIPPINE ISLANDS ...	18	45	21	19	4	6	2	2	...	1	118
	TOTAL	282	464	198	148	113	395	251	315	532	631	130	45	7	5	...	1	3,517
BELGIUM	40	49	19	16	13	20	21	18	24	9	7	2	...	...	...	...	238
BRAZIL	39	112	48	29	27	23	23	24	8	11	2	...	...	...	...	...	346
DENMARK	110	78	81	124	86	79	20	25	14	13	10	3	...	...	...	...	643
FRANCE	277	365	118	90	67	167	84	99	86	67	50	21	5	2	...	3	1,501	
GERMANY	465	508	306	147	111	134	94	83	84	122	54	15	6	5	1	3	2,138	
GREECE	36	74	54	43	22	48	138	97	30	1	2	1	...	...	...	...	546
HOLLAND	477	177	72	89	74	119	77	57	59	109	49	12	8	1	1	...	1,381	
ITALY	169	174	93	64	29	101	103	95	135	104	21	7	2	5	1	2	1,105	
JAPAN	472	314	231	156	101	220	160	101	154	103	29	16	3	...	...	...	2,060
NORWAY	418	294	195	252	170	133	95	124	84	102	27	9	2	...	...	...	1,905
SPAIN	200	173	74	48	46	103	87	24	23	9	3	5	...	...	...	...	795
SWEDEN	363	222	175	215	132	72	40	31	32	11	8	1	3	1	...	...	1,306
OTHER COUNTRIES OR COUNTRY NOT STATED	503	657	360	255	199	256	140	80	45	36	20	3	...	...	...	...	2,554
TOTAL	5,619	6,306	3,002	2,243	1,715	2,371	1,834	1,882	2,040	1,925	611	292	93	40	7	16	29,996	

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 1930-1931 edition of Lloyd's Register Book. 1187

COUNTRIES WHERE OWNED.	STEAMERS. (a)				MOTORSHIPS. (b)		AUXILIARIES.				TOTAL.		
	RECIPROCATING ENGINES.		TURBINE ENGINES.				STEAM.		MOTOR.				
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	
BRITISH EMPIRE	GREAT BRITAIN AND IRELAND	7,004	15,237,836	324	2,821,863	453	2,246,166	1	347	74	15,708	7,856	20,321,920
	AUSTRALIA AND NEW ZEALAND	535	594,111	6	31,536	30	44,900	32	7,434	603	677,981
	CANADA	612	1,020,560	16	111,333	95	95,275	21	7,545	744	1,234,713
	OTHER DOMINIONS	668	821,843	3	6,981	42	34,764	3	2,012	42	9,896	758	875,496
AMERICA (UNITED STATES)	SEA	1,968	6,410,648	596	3,615,185	258	600,453	1	502	34	18,942	2,857	10,645,730
	NORTHERN LAKES	525	2,401,763	4	23,186	13	32,620	542	2,457,569
	PHILIPPINE ISLANDS	84	86,717	22	7,961	12	4,284	118	98,962
BELGIUM	211	451,906	14	37,570	12	56,130	...	...	1	396	238	546,002
BRAZIL	312	486,801	...	...	22	50,418	...	...	12	6,394	346	543,613
DENMARK	478	666,723	16	50,388	89	341,509	2	1,019	58	11,882	643	1,071,521	
FRANCE	1,350	2,858,407	69	464,920	46	139,186	1	353	35	7,725	1,501	3,470,591	
GERMANY	1,651	3,031,889	63	581,404	183	537,261	5	1,856	236	46,686	2,138	4,199,096	
GREECE	533	1,885,029	...	...	2	393	...	...	11	5,477	546	1,990,899
HOLLAND	932	2,044,836	62	481,192	272	534,373	...	...	115	18,599	1,381	3,079,000
ITALY	875	2,278,005	54	471,853	112	494,709	3	697	61	16,658	1,105	3,261,922	
JAPAN	1,667	3,622,453	46	267,784	157	385,097	68	20,376	122	21,094	2,060	4,316,804	
NORWAY	1,528	2,329,004	10	40,180	292	1,279,847	17	3,981	58	10,225	1,905	3,663,237	
SPAIN	683	1,006,391	11	71,542	47	117,940	3	786	51	10,434	795	1,207,093	
SWEDEN	1,034	1,082,917	12	33,607	143	459,099	1	178	116	18,512	1,306	1,594,313	
OTHER COUNTRIES OR COUNTRY NOT STATED...	2,228	2,930,341	8	36,066	186	358,058	3	590	129	42,287	2,554	3,367,342	
TOTAL	24,878	50,748,180	1,314	9,146,590	2,476	7,816,159	108	32,697	1,220	280,178	29,996	68,023,804	

(a) The figures for reciprocating engines include 150 vessels, of 1,265,929 tons, fitted with a combination of reciprocating and turbine engines; and the figures for turbines include 30 vessels, of 218,688 tons, fitted with turbo-electric drive.

(b) These figures include 37 vessels, of 82,593 tons, fitted with Diesel-electric drive.

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 1930-1931 edition of Lloyd's Register Book.

COUNTRIES WHERE OWNED.	TANKERS of 1,000 tons and upwards.						TRAWLERS AND OTHER FISHING VESSELS.		STEAMERS FITTED FOR BURNING OIL FUEL.	
	STEAMERS.		MOTORSHIPS.		TOTAL.		No.	Tons.	No.	Tons.
	No.	Tons.	No.	Tons.	No.	Tons.				
GREAT BRITAIN AND IRELAND	301	1,608,276	79	559,021	380	2,167,297	1,762	403,000	858	5,519,291
CANADA	9	24,256	7	70,548	16	94,804	21	5,648	92	271,568
OTHER BRITISH DOMINIONS...	21	137,632	2	2,662	23	140,294	55	11,889	129	325,546
AMERICA (United States) ...	336	2,165,395	53	254,582	389	2,419,977	158	40,163	1,698	8,448,805
BELGIUM	1	4,622	8	55,238	9	59,860	37	8,608	8	30,277
DENMARK	2	9,647	7	49,828	9	59,475	8	1,428	17	55,568
FRANCE	27	165,866	5	26,155	32	192,021	413	123,794	131	782,393
GERMANY	17	69,950	11	67,025	28	136,975	480	105,747	83	670,986
HOLLAND	48	154,270	26	116,135	74	270,405	328	55,691	198	922,008
ITALY	60	270,372	10	48,327	70	318,699	44	10,569	121	746,982
JAPAN	11	69,802	6	31,312	17	101,114	104	24,579	109	647,424
NORWAY	70	462,115	84	597,435	154	1,059,550	118	17,258	177	686,700
SPAIN	5	18,692	2	8,663	7	27,355	137	35,707	26	125,440
SWEDEN ... ..	...	...	12	93,986	12	93,986	26	5,463	14	56,902
OTHER COUNTRIES	61	216,224	27	178,332	88	394,556	185	51,248	243	567,898
TOTALS	969	5,377,119	339	2,159,249	1,308	7,536,368	3,876	900,792	3,904	19,857,788

Gross Tonnage, and according to certain divisions of AGE, owned in the world—distinguishing the principal the 1930-31 edition of Lloyd's Register Book. (See Notes on Page 1183.)

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COUNTRY IN WHICH OWNED.	DIVISIONS OF TONNAGE.	DIVISIONS OF AGE.										TOTAL.			
		UNDER 5 YEARS.		5 AND UNDER 10 YEARS.		10 AND UNDER 15 YEARS.		15 AND UNDER 20 YEARS.		20 AND UNDER 25 YEARS.				25 YEARS AND OVER.	
		No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
AMERICA (UNITED STATES) LAKE.	100 and under 500	1	301	1	205	12	4,852	1	167	4	1,392	6	1,745	25	8,662
	500 " 1,000	...	...	2	1,381	2	1,379	3	2,279	6	4,373	4	3,557	17	12,969
	1,000 " 2,000	2	2,769	7	7,715	6	11,200	4	5,633	2	3,733	30	45,875	51	76,925
	2,000 " 4,000	8	24,699	4	12,726	12	28,856	10	26,597	10	25,190	83	268,351	127	386,419
	4,000 " 6,000	2	8,930	1	5,412	2	10,178	3	13,339	50	245,171	79	366,371	137	649,401
	6,000 " 8,000	5	39,572	11	84,664	12	89,130	16	109,061	88	596,588	21	134,869	153	1,053,884
	8,000 " 10,000	9	74,517	11	92,861	9	74,545	2	17,206	...	...	...	...	31	259,129
	10,000 " 15,000	1	10,180	...	...	...	...	...	...	...	...	...	...	1	10,180
	15,000 " 20,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	20,000 and above	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ...		28	160,968	37	204,964	55	220,140	39	174,282	160	876,447	223	820,768	542	2,457,569
BELGIUM	100 and under 500	7	877	8	1,750	41	9,903	15	3,317	2	477	16	3,567	89	19,891
	500 " 1,000	2	1,354	1	753	6	4,287	1	932	1	783	8	5,184	19	13,293
	1,000 " 2,000	...	...	1	1,821	5	7,643	5	7,348	7	11,310	11	13,908	29	42,030
	2,000 " 4,000	8	23,576	4	9,908	11	31,941	1	2,248	7	22,026	10	28,943	41	118,642
	4,000 " 6,000	5	27,296	1	5,038	19	96,903	4	22,155	6	26,465	7	31,485	42	209,342
	6,000 " 8,000	2	12,499	1	7,099	2	13,042	2	15,033	...	...	2	13,448	9	61,121
	8,000 " 10,000	2	17,024	3	25,152	...	...	1	8,199	...	...	1	9,748	7	60,123
	10,000 " 15,000	2	21,560	...	...	...	...	...	...	...	...	...	...	2	21,560
	15,000 " 20,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	20,000 and above	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ...		23	104,186	19	51,521	84	163,719	29	59,232	23	61,061	55	106,283	238	546,002
BRAZIL	100 and under 500	12	3,264	7	1,940	9	2,796	24	6,295	31	7,975	68	20,988	151	43,258
	500 " 1,000	3	2,790	2	1,132	2	1,266	11	9,295	10	7,279	20	14,995	48	36,757
	1,000 " 2,000	1	1,249	2	3,262	3	4,128	8	12,422	18	27,439	24	36,797	56	85,297
	2,000 " 4,000	...	...	...	...	2	4,324	13	34,882	10	32,667	21	60,419	46	132,292
	4,000 " 6,000	10	49,390	...	...	...	...	2	10,773	7	35,281	13	61,354	32	166,798
	6,000 " 8,000	...	...	...	...	...	...	4	26,231	6	38,951	1	6,003	11	71,185
	8,000 " 10,000	...	...	...	...	...	...	2	18,026	...	...	...	...	2	18,026
	10,000 " 15,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	15,000 " 20,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	20,000 and above	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ...		26	56,693	11	6,334	16	12,514	64	117,924	82	149,592	147	200,556	346	543,613
DENMARK	100 and under 500	13	2,658	21	4,565	37	7,661	20	4,217	23	4,841	74	17,429	188	41,371
	500 " 1,000	3	2,473	17	14,103	20	16,484	11	9,103	8	6,006	22	15,142	81	63,311
	1,000 " 2,000	15	23,352	72	105,521	47	66,461	18	26,432	20	31,777	38	57,296	210	310,839
	2,000 " 4,000	18	47,589	29	71,092	19	48,607	2	4,757	5	13,282	26	68,880	99	254,207
	4,000 " 6,000	16	80,603	10	49,489	5	23,785	6	28,762	...	...	2	8,866	39	191,505
	6,000 " 8,000	2	15,382	2	12,898	2	13,933	6	40,132	1	7,500	...	...	13	89,845
	8,000 " 10,000	3	25,668	3	25,726	2	17,145	...	...	...	...	2	19,932	10	88,471
	10,000 " 15,000	1	10,110	...	...	...	...	1	11,850	...	...	1	10,012	3	31,972
	15,000 " 20,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	20,000 and above	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ...		71	207,835	154	283,394	132	194,076	64	125,253	57	63,406	165	197,557	643	1,071,521
FRANCE	100 and under 500	17	4,729	40	9,984	166	42,522	91	21,082	117	29,058	211	42,062	642	149,437
	500 " 1,000	15	11,549	16	12,126	30	21,758	16	10,835	13	9,274	28	20,004	118	85,546
	1,000 " 2,000	15	17,544	23	35,181	31	47,493	22	31,993	19	27,628	47	68,710	157	228,549
	2,000 " 4,000	24	64,295	57	161,503	73	192,202	23	69,759	30	82,745	44	126,003	251	696,507
	4,000 " 6,000	10	46,783	56	270,233	46	239,292	32	157,805	19	90,484	22	106,981	185	911,578
	6,000 " 8,000	11	79,477	18	123,994	6	41,805	16	109,158	7	48,439	9	61,383	67	464,236
	8,000 " 10,000	8	70,495	17	154,681	7	61,325	8	69,644	8	71,917	2	16,695	50	444,757
	10,000 " 15,000	1	10,982	9	101,457	1	10,092	8	101,311	2	21,657	...	...	21	245,499
	15,000 " 20,000	1	17,043	3	48,140	1	15,363	...	...	...	...	...	...	5	80,546
	20,000 and above	3	105,598	1	34,569	...	...	1	23,769	...	...	...	...	5	163,936
TOTAL ...		105	428,495	240	951,868	361	671,852	217	595,336	215	381,202	363	441,838	1,501	3,470,591

TABLE No. 5 (continued).—Showing the number of Steamers and Motorships according to certain the principal Maritime Countries—as recorded in the 1930-31

COUNTRY IN WHICH OWNED.	DIVISIONS OF TONNAGE.	DIVISIONS OF AGE.												TOTAL.	
		UNDER 5 YEARS.		5 AND UNDER 10 YEARS.		10 AND UNDER 15 YEARS.		15 AND UNDER 20 YEARS.		20 AND UNDER 25 YEARS.		25 YEARS AND OVER.			
		No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
		No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
GERMANY	100 and under 500	92	22,620	176	40,494	213	49,152	144	26,449	150	25,674	198	39,470	973	203,859
	500 " 1,000	19	14,860	63	54,137	33	25,646	34	27,245	49	38,517	108	78,550	306	238,955
	1,000 " 2,000	35	57,264	91	136,380	30	43,077	18	26,146	18	26,452	66	93,250	258	332,569
	2,000 " 4,000	39	108,533	94	268,729	9	27,053	11	34,378	21	62,069	54	157,226	228	657,988
	4,000 " 6,000	14	70,171	63	321,097	14	73,573	29	147,043	19	90,574	28	134,659	167	837,117
	6,000 " 8,000	41	290,951	41	280,489	10	71,880	13	86,959	11	75,972	6	39,950	122	846,201
	8,000 " 10,000	18	157,438	25	223,028	4	34,253	3	25,056	3	26,854	1	8,049	54	474,678
	10,000 " 15,000	1	11,590	11	138,245	...	...	2	24,746	...	...	1	10,826	15	185,407
	15,000 " 20,000	2	33,431	1	15,286	2	39,494	...	...	1	16,970	...	...	6	105,181
	20,000 and above	5	172,521	3	74,103	...	...	1	20,517	...	...	...	...	9	267,141
TOTAL ...	266	939,379	568	1,551,988	315	364,128	255	418,539	272	363,082	462	561,980	2,138	4,199,096	
GREECE—	100 and under 500	2	675	1	307	15	4,011	5	828	5	1,176	82	22,758	110	29,755
	500 " 1,000	...	...	...	...	4	3,382	1	542	...	...	49	36,094	54	40,018
	1,000 " 2,000	1	1,654	...	...	4	4,895	...	...	3	4,042	57	79,458	65	90,049
	2,000 " 4,000	3	11,560	4	14,156	3	9,055	12	41,469	40	140,881	124	392,001	186	609,122
	4,000 " 6,000	5	21,565	2	10,836	20	100,591	23	102,770	41	187,414	36	163,536	127	636,712
	6,000 " 8,000	...	...	...	...	...	...	1	6,694	...	...	...	...	1	6,694
	8,000 " 10,000	...	...	...	...	...	...	1	9,272	...	...	1	8,174	2	17,446
	10,000 " 15,000	...	...	...	...	...	...	...	...	...	...	1	11,103	1	11,103
	15,000 " 20,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	20,000 and above	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ...	11	35,454	7	25,299	46	121,934	43	161,575	89	333,513	350	713,124	546	1,390,899	
HOLLAND	100 and under 500	120	23,945	55	10,712	168	30,270	77	13,275	63	12,031	171	31,547	654	121,780
	500 " 1,000	26	18,474	10	7,764	11	8,075	12	8,243	3	1,696	10	7,139	72	51,391
	1,000 " 2,000	31	46,250	38	53,979	31	42,796	25	37,884	20	33,117	18	24,534	163	238,580
	2,000 " 4,000	42	107,577	38	111,281	48	142,014	34	107,449	20	57,759	14	37,136	196	563,216
	4,000 " 6,000	27	132,328	25	124,374	21	107,128	17	88,015	18	100,207	8	36,033	116	588,085
	6,000 " 8,000	17	122,421	31	209,831	28	193,767	29	204,399	4	26,933	...	...	109	757,351
	8,000 " 10,000	14	124,958	23	205,531	2	17,842	9	76,548	1	8,069	...	...	49	432,948
	10,000 " 15,000	4	44,222	5	57,733	1	10,355	2	25,008	...	...	...	...	12	137,313
	15,000 " 20,000	5	86,658	2	30,884	...	...	...	...	1	17,149	...	...	8	134,691
	20,000 and above	1	29,511	...	...	...	...	...	...	1	24,149	...	...	2	53,660
TOTAL ...	287	736,344	227	812,089	310	552,247	205	560,821	131	281,110	221	136,389	1,381	3,079,000	
ITALY—	100 and under 500	27	4,567	44	11,143	49	13,523	64	14,761	40	7,280	119	27,133	343	78,457
	500 " 1,000	9	6,600	9	6,333	13	9,141	4	2,724	4	3,503	54	40,586	93	68,887
	1,000 " 2,000	5	6,928	10	13,259	8	11,677	8	13,260	5	6,299	57	76,142	93	127,565
	2,000 " 4,000	28	77,713	11	28,255	24	62,239	8	27,567	28	92,801	105	327,322	204	615,897
	4,000 " 6,000	15	83,730	32	175,522	59	317,832	30	146,064	38	181,868	56	260,392	230	1,165,408
	6,000 " 8,000	16	108,580	33	215,527	13	87,763	12	81,229	4	27,141	26	176,237	104	696,477
	8,000 " 10,000	4	36,709	7	58,851	3	24,423	1	8,448	1	8,347	5	42,652	21	179,430
	10,000 " 15,000	3	36,382	...	...	3	36,176	1	12,272	...	...	...	...	7	84,830
	15,000 " 20,000	...	...	2	35,813	...	...	...	...	...	...	...	...	2	35,813
	20,000 and above	5	138,804	3	70,354	...	...	...	...	...	...	...	...	8	209,158
TOTAL ...	112	500,013	151	615,057	172	562,774	128	306,325	120	327,239	422	950,514	1,105	3,261,922	
JAPAN—	100 and under 500	73	14,586	118	24,466	289	67,661	86	19,915	72	14,208	148	31,228	786	172,064
	500 " 1,000	27	19,809	29	21,191	80	66,638	20	15,095	20	13,749	55	40,618	231	177,100
	1,000 " 2,000	20	32,982	26	38,878	128	173,367	8	10,537	12	19,598	63	97,216	257	372,578
	2,000 " 4,000	34	93,496	45	130,988	126	343,872	24	72,614	17	47,319	134	387,158	380	1,075,447
	4,000 " 6,000	17	89,148	25	127,320	121	640,751	13	67,557	27	129,935	52	260,656	255	1,315,367
	6,000 " 8,000	11	77,097	24	162,893	41	284,842	7	46,936	6	44,207	14	89,318	103	705,293
	8,000 " 10,000	7	63,015	3	26,651	7	62,578	9	84,610	3	26,235	...	...	29	263,089
	10,000 " 15,000	5	56,740	4	41,634	...	...	4	49,091	1	13,401	2	23,600	16	184,466
	15,000 " 20,000	3	51,400	...	...	...	...	...	...	...	...	...	...	3	51,400
	20,000 and above	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ...	197	498,273	274	574,021	792	1,639,709	171	366,355	158	308,652	468	929,794	2,060	4,316,804	

divisions of Gross Tonnage, and according to certain divisions of Age, owned in the world—distinguishing edition of Lloyd's Register Book. (See Notes on Page 1183.)

COUNTRY IN WHICH OWNED.	DIVISIONS OF TONNAGE.	DIVISIONS OF AGE.												TOTAL.		
		UNDER 5 YEARS.		5 AND UNDER 10 YEARS.		10 AND UNDER 15 YEARS.		15 AND UNDER 20 YEARS.		20 AND UNDER 25 YEARS.		25 YEARS AND OVER.		No.	Tons.	
		No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.			
NORWAY	100 and under 500	71	17,658	70	15,916	106	23,590	108	20,372	95	17,169	262	48,962	712	143,667	
	500 " 1,000	8	7,129	24	19,876	55	40,760	16	12,725	25	19,112	67	47,892	195	146,994	
	1,000 " 2,000	32	50,587	95	143,919	135	202,066	58	83,601	40	53,377	62	79,749	422	613,299	
	2,000 " 4,000	26	74,769	34	101,367	89	238,191	17	47,615	21	64,507	41	126,639	228	653,088	
	4,000 " 6,000	70	339,424	50	246,099	46	236,962	20	95,056	6	29,342	16	71,751	208	1,018,634	
	6,000 " 8,000	61	417,683	13	86,059	14	95,033	8	52,203	2	13,621	4	30,386	102	694,985	
	8,000 " 10,000	18	165,389	5	46,425	...	...	...	...	1	9,593	3	25,858	27	247,265
	10,000 " 15,000	...	...	...	...	1	13,156	4	48,688	...	...	4	48,926	9	110,770
	15,000 " 20,000	2	34,535	...	...	...	...	...	...	...	...	...	...	2	34,535
	20,000 and above	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL ...		288	1,107,174	291	659,661	446	849,758	231	360,260	190	206,721	459	479,663	1,905	3,663,237
SPAIN	100 and under 500	17	2,545	18	2,776	135	29,673	24	6,637	28	6,562	151	31,970	373	80,163	
	500 " 1,000	2	1,720	7	5,339	20	14,233	4	3,201	...	...	41	32,300	74	56,793
	1,000 " 2,000	12	16,059	1	1,194	4	5,378	1	1,118	6	9,710	70	103,101	94	136,560	
	2,000 " 4,000	17	50,393	28	91,313	46	143,548	11	28,929	10	25,993	78	219,725	190	559,901	
	4,000 " 6,000	2	8,723	14	73,310	9	48,288	3	12,797	2	8,169	17	80,931	47	232,218	
	6,000 " 8,000	5	32,064	3	19,667	1	6,646	...	...	...	...	...	...	9	58,377
	8,000 " 10,000	3	29,575	...	...	...	...	...	...	...	...	...	...	3	29,575
	10,000 " 15,000	1	11,637	2	21,384	...	...	2	20,485	...	...	...	...	5	53,506
	15,000 " 20,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	20,000 and above	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL ...		59	152,716	73	214,983	215	247,766	45	73,167	46	50,434	357	468,027	795	1,207,093
SWEDEN	100 and under 500	10	2,743	21	4,172	85	19,697	50	10,500	73	14,865	346	67,221	585	119,198	
	500 " 1,000	6	4,581	15	11,872	33	24,732	12	8,075	17	11,197	92	67,957	175	128,354	
	1,000 " 2,000	19	28,656	35	50,544	66	99,797	31	41,319	32	41,320	164	235,213	347	496,849	
	2,000 " 4,000	9	26,181	15	39,239	16	42,788	13	44,650	18	50,955	41	109,278	112	313,091	
	4,000 " 6,000	9	43,171	24	121,998	12	63,534	8	37,094	8	36,208	2	8,276	63	310,281	
	6,000 " 8,000	4	25,659	4	27,927	1	6,508	1	6,840	1	7,759	...	...	11	74,693
	8,000 " 10,000	8	72,141	...	...	...	...	...	...	...	...	...	...	8	72,141
	10,000 " 15,000	1	11,055	1	11,055
	15,000 " 20,000	...	...	3	48,428	...	...	...	...	...	...	...	...	3	48,428
	20,000 and above	1	20,223	...	...	...	...	...	...	...	...	...	...	1	20,223
	TOTAL ...		66	223,355	117	304,180	213	257,056	115	148,478	149	162,244	646	499,000	1,306	1,594,313
OTHER COUNTRIES	100 and under 500	94	26,193	83	19,136	218	61,473	149	32,072	155	35,620	524	124,743	1,223	299,237	
	500 " 1,000	45	29,814	30	20,644	44	29,734	39	26,861	46	32,619	177	129,121	381	268,793	
	1,000 " 2,000	32	45,673	45	65,609	44	63,481	36	53,705	51	77,188	269	384,133	477	689,789	
	2,000 " 4,000	60	162,794	25	72,075	43	113,007	36	109,917	42	125,147	198	557,954	404	1,140,894	
	4,000 " 6,000	28	136,703	9	41,165	17	85,818	19	93,362	15	73,764	39	180,378	127	611,190	
	6,000 " 8,000	12	81,202	4	27,669	3	20,365	8	52,953	2	13,384	8	51,541	37	247,114	
	8,000 " 10,000	8	69,085	4	35,157	3	26,926	2	17,654	3	25,426	...	...	20	174,248
	10,000 " 15,000	1	13,247	...	...	...	...	1	10,353	...	...	1	11,439	3	35,039
	15,000 " 20,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	20,000 and above	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL ...		280	564,711	200	281,455	372	400,804	290	396,877	314	383,148	1,216	1,439,309	2,672	3,466,304
WORLD TOTAL	100 and under 500	1,064	257,194	1,053	257,289	2,583	641,080	1,650	366,477	1,484	323,751	4,091	880,953	11,925	2,726,744	
	500 " 1,000	297	222,839	437	331,894	540	404,115	339	248,995	350	256,005	1,039	756,609	3,002	2,230,457	
	1,000 " 2,000	398	615,815	742	1,108,014	766	1,115,986	401	583,389	397	582,279	1,254	1,790,971	3,958	5,796,454	
	2,000 " 4,000	505	1,433,568	629	1,812,334	1,048	2,919,179	388	1,191,268	420	1,271,972	1,215	3,581,465	4,205	12,209,786	
	4,000 " 6,000	626	3,098,636	612	3,100,646	1,312	6,928,909	482	2,364,258	396	1,895,142	494	2,323,650	3,922	19,711,241	
	6,000 " 8,000	312	2,158,964	433	2,991,711	625	4,250,418	255	1,741,230	180	1,222,238	120	804,736	1,925	13,169,297	
	8,000 " 10,000	164	1,454,235	186	1,636,866	113	981,987	80	704,479	38	334,501	30	263,504	611	5,375,572	
	10,000 " 15,000	67	774,145	98	1,204,067	30	352,557	57	682,636	19	218,614	21	249,664	292	3,481,683	
	15,000 " 20,000	25	440,866	36	606,646	12	203,788	8	132,354	7	121,433	5	89,827	93	1,594,914	
	20,000 and above	28	765,650	19	479,574	1	27,132	7	270,388	4	103,312	4	91,600	63	1,737,656	
	TOTAL ...		3,486	11,221,912	4,245	13,529,041	7,030	17,825,151	3,667	8,285,474	3,295	6,329,247	8,273	10,832,979	29,996	68,023,804

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

STEEL VESSELS.																	
STEAMERS & MOTORSHIPS.									SAILING SHIPS.								
CLASS.	GREAT BRITAIN AND IRELAND.		BRITISH DOMINIONS.		OTHER COUNTRIES.		TOTAL.		CLASS.	GREAT BRITAIN AND IRELAND.		BRITISH DOMINIONS.		OTHER COUNTRIES.		TOTAL.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.		No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
100A	4,745	14,846,095	478	1263967	4,007	15,830,101	9,230	31,940,163	100A	61	24,888	11	4,811	44	59,018	116	88,717
95A	...	...	...	...	...	...	...	...	95A	...	...	...	...	...	...	...	...
90A	2	1,926	...	...	2	1,646	4	3,572	90A	...	...	...	...	...	...	...	...
A	95	47,607	64	39,197	106	88,944	265	175,688	A	75	14,033	17	5,142	71	20,881	163	40,056
Lv A1*	}	...	...	...	...	...	...	...	Lv A1*	}	...	...	...	1	2,301	1	2,301
Lv A1*									Lv A1*								
Total / Classed / Formerly Classed	4,842	14,895,628	542	1303104	4,115	15,920,691	9,499	32,119,423	Total / Classed / Formerly Classed	136	38,921	28	9,953	116	82,200	280	131,074
Totals...	5,922	15,919,175	925	1668838	7,083	23,634,299	13930	41,222,312	Totals...	225	64,311	55	41,428	200	194,443	480	300,182

IRON VESSELS.																	
STEAMERS & MOTORSHIPS.									SAILING SHIPS.								
CLASS.	GREAT BRITAIN AND IRELAND.		BRITISH DOMINIONS.		OTHER COUNTRIES.		TOTAL.		CLASS.	GREAT BRITAIN AND IRELAND.		BRITISH DOMINIONS.		OTHER COUNTRIES.		TOTAL.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.		No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
100A	39	17,624	4	941	88	103,856	131	122,421	100A	...	...	...	...	7	10,589	7	10,589
95A	...	...	...	...	...	...	...	...	95A	...	...	...	...	...	...	...	...
90A	3	1,004	1	425	4	3,894	8	5,323	90A	...	...	...	...	...	...	...	...
80A	...	...	...	...	...	...	...	...	80A	...	...	...	...	...	...	...	...
A	3	328	...	...	6	877	9	1,205	A	...	...	...	...	...	...	...	...
*A	1	637	...	...	...	...	1	637	*A	1	399	...	...	...	...	1	399
A	...	...	...	...	...	...	...	...	A	...	...	...	...	...	...	...	...
A	1	876	...	...	...	...	1	876	A	...	...	...	...	...	...	...	...
A	...	...	...	...	...	...	...	...	A	...	...	...	...	...	...	...	...
Lv A1*	}	2,322	...	...	5	8,024	7	10,346	Lv A1*	}	...	...	...	...	...	...	...
Lv A1*									Lv A1*								
Lv A1									Lv A1								
Lv A1									Lv A1								
Total / Classed / Formerly Classed	49	22,791	5	1,366	104	117,632	158	141,789	Total / Classed / Formerly Classed	1	399	...	...	7	10,589	8	10,988
Totals...	215	65,575	42	20,263	546	444,159	803	527,997	Totals...	7	1,765	3	3,764	48	62,379	58	67,908

WOOD VESSELS.
(INCLUDING COMPOSITE.)

CLASS.	GREAT BRITAIN & IRELAND.		BRITISH DOMINIONS.		OTHER COUNTRIES		TOTAL.		
	No.	Tonnage	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	
A (For a period of years.)	Steam	5	705	2	273	3	5,013	10	5,991
	Sail	1	108	...	...	3	2,935	4	3,043
A	Steam	...	...	...	...	...	...	...	...
	Sail	...	...	...	...	...	...	...	...
A	Steam	1	76	...	...	...	...	1	76
	Sail	...	...	...	...	...	...	...	...
Æ	Steam	...	...	...	...	...	...	...	...
	Sail	2	224	...	...	...	...	2	224
Total Classed	Steam	6	781	2	273	3	5,013	11	6,067
	Sail	3	332	...	...	3	2,935	6	3,267
	Total	9	1,113	2	273	6	7,948	17	9,334
Formerly Classed	Steam	44	5,710	20	9,320	33	34,290	97	49,320
	Sail	70	10,530	7	5,190	38	34,514	115	50,234
	Total	114	16,240	27	14,510	71	68,804	212	99,554
Grand Total	123	17,353	29	14,783	77	76,752	229	108,883	

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...	9,668	32,267,279	5,173	9,538,417	14,841	41,805,696
Sailing Vessels	294	145,329	365	276,262	659	421,591
Total.....	9,962	32,412,608	5,538	9,814,679	15,500	42,227,287

In addition to the above, 193 vessels of 949,646 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	10,155	33,362,254
Formerly classed with Lloyd's Register	5,538	9,814,679
Grand Total	15,693	43,176,933

VESSLS NOW OR FORMERLY CLASSED RECORDED IN LLOYD'S REGISTER BOOK, 1930-1931.

	WOOD (INCLUDING COMPOSITE).																															
	STEAM, MOTOR AND SAIL.						TOTAL.																									
	STEAM AND MOTOR.			SAIL.			STEAM, MOTOR AND SAIL.			TOTAL.																						
	Great Britain & Ireland.	British Dominions.	Other Countries.	Great Britain & Ireland.	British Dominions.	Other Countries.	Great Britain & Ireland.	British Dominions.	Other Countries.	Great Britain & Ireland.	British Dominions.	Other Countries.																				
Classed.....	4,842	14,595,628	542	1,293,104	4,115	15,926,601	136	38,071	28	9,053	116	82,200	49	22,791	8	1,266	104	117,032	1	399	...	7	10,659	9	1,113	2	273	6	7,948	0,962	32,412,608	
Formerly Classed	1,680	1,023,547	353	305,734	2,968	7,715,608	59	25,390	27	31,475	84	112,243	106	49,754	37	18,807	442	359,027	6	1,366	3	3,764	41	51,790	114	16,240	27	14,510	71	68,804	5,538	9,814,679
Totals.....	5,522	15,919,175	925	1,668,838	7,083	23,634,299	295	64,311	55	41,428	200	194,443	215	63,575	42	20,933	546	444,159	7	1,765	3	3,764	48	62,579	123	17,353	29	14,783	77	76,752	15,990	43,227,287

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	169	9	97	275	58	..	181	242	517	Steam & Motor } 32,367,667 Sail } 148,980 TOTAL } 32,516,647
	100 & under 500	2,101	63	22	2,186	154	1	5	160	2,346	
	500 " 1000	782	13	..	795	42	1	2	45	840	
	1000 " 2000	1,104	74	..	1,178	12	5	1	18	1,196	
	2000 " 4000	1,827	4	2	1,833	17	1	..	18	1,851	
	4000 " 7000	2,781	..	..	2,781	..	..	..	..	2,781
	7000 " 10000	725	..	..	725	..	..	..	..	725
	10000 & above	215	..	..	215	..	..	..	..	215
Total.....		9,704	163	121	9,988	283	8	192	483	10,471	
AMERICAN BUREAU OF SHIPPING. Record of American and Foreign Shipping.	Under 100	4	..	5	9	1	1	10	Steam & Motor } 7,766,546 Sail } 215,677 TOTAL } 7,982,223
	100 & under 500	52	4	19	75	120	..	21	141	216	
	500 " 1000	39	1	9	49	49	..	27	76	125	
	1000 " 2000	63	1	10	74	2	1	39	42	116	
	2000 " 4000	314	2	6	322	4	..	19	23	345	
	4000 " 7000	832	..	..	832	2	..	..	2	834
	7000 " 10000	166	..	..	166	..	..	..	..	166
	10000 & above	45	..	..	45	..	..	..	..	45
Total.....		1,515	8	49	1,572	178	1	106	285	1,857	
GREAT LAKES REGISTER. <i>A 372,552</i>	Under 100	4	4	4	Steam & Motor } 1,340,661 Sail } 49,668 TOTAL } 1,390,329
	100 & under 500	4	..	11	15	..	1	3	4	19	
	500 " 1000	5	..	11	16	1	..	12	13	29	
	1000 " 2000	34	1	7	42	1	..	1	2	44	
	2000 " 4000	85	..	3	88	11	..	1	12	100	
	4000 " 7000	111	..	..	111	..	..	..	..	111
	7000 " 10000	45	..	..	45	..	..	..	..	45
	10000 & above	1	..	..	1	..	..	..	..	1
Total.....		285	1	36	322	13	1	17	31	353	
BRITISH CORPORATION	Under 100	14	2	6	22	22	Steam & Motor } 5,104,581 Sail } 11,534 TOTAL } 5,116,115
	100 & under 500	213	1	3	217	15	..	1	16	233	
	500 " 1000	106	3	1	110	..	..	..	..	110
	1000 " 2000	311	3	..	314	1	..	..	1	315
	2000 " 4000	360	1	..	361	2	..	..	2	363
	4000 " 7000	447	..	..	447	..	..	..	..	447
	7000 " 10000	74	..	..	74	..	..	..	..	74
	10000 & above	31	..	..	31	..	..	..	..	31
Total.....		1,556	10	10	1,576	18	..	1	19	1,595	
BUREAU VERITAS	Under 100	323	9	340	672	42	..	233	275	947	Steam & Motor } 5,571,769 Sail } 359,563 TOTAL } 5,931,325
	100 & under 500	1,101	69	216	1,386	281	1	527	809	2,195	
	500 " 1000	376	36	12	424	42	1	42	85	509	
	1000 " 2000	545	62	7	614	10	4	32	46	660	
	2000 " 4000	450	6	5	461	9	1	4	14	475	
	4000 " 7000	276	2	..	278	..	..	..	..	278
	7000 " 10000	92	..	..	92	1	..	..	1	93
	10000 & above	39	..	..	39	..	..	..	..	39
Total.....		3,202	184	580	3,966	385	7	838	1,230	5,196	
GERMANISCHER LLOYD	Under 100	246	5	51	302	20	..	4	24	326	Steam & Motor } 4,414,680 Sail } 132,899 TOTAL } 4,547,579
	100 & under 500	979	14	13	1,006	187	..	2	189	1,195	
	500 " 1000	364	19	..	383	61	..	1	62	445	
	1000 " 2000	314	11	..	325	2	..	..	2	327
	2000 " 4000	239	..	..	239	11	..	..	11	250
	4000 " 7000	217	..	..	217	..	..	..	..	217
	7000 " 10000	120	..	..	120	..	..	..	..	120
	10000 & above	33	..	..	33	..	..	..	..	33
Total.....		2,512	49	64	2,625	281	..	7	288	2,913	
NORSKE VERITAS	Under 100	37	2	14	53	53	Steam & Motor } 2,078,264 Sail } 3,302 TOTAL } 2,081,566
	100 & under 500	305	14	62	381	..	..	1	1	382
	500 " 1000	162	7	10	179	1	..	..	1	180
	1000 " 2000	413	5	2	420	2	..	..	2	422
	2000 " 4000	146	1	..	147	..	..	..	..	147
	4000 " 7000	124	..	..	124	..	..	..	..	124
	7000 " 10000	15	..	..	15	..	..	..	..	15
	10000 & above	7	..	..	7	..	..	..	..	7
Total.....		1,209	29	88	1,326	3	..	1	4	1,330	
REGISTRO ITALIANO	Under 100	22	2	176	200	472	472	672	Steam & Motor } 3,150,580 Sail } 86,893 TOTAL } 3,237,473
	100 & under 500	161	11	51	223	15	..	262	277	500	
	500 " 1000	56	12	3	71	..	..	3	3	74
	1000 " 2000	77	12	..	89	..	1	..	1	90	
	2000 " 4000	190	2	..	192	..	..	..	..	192
	4000 " 7000	278	..	..	278	..	..	..	..	278
	7000 " 10000	59	..	..	59	..	..	..	..	59
	10000 & above	20	..	..	20	..	..	..	..	20
Total.....		863	39	230	1,132	15	1	737	753	1,885	

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 Countries owning 100,000 tons and upwards of such ships—as recorded in the 1930-31 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 } AMERICA, U.S. OF } BRITISH DOMINIONS } DANZIG ... } DENMARK ... } FRANCE ... } GERMANY ... } HOLLAND ... } ITALY ... } JAPAN ... } NORWAY ... } RUSSIA ... } SPAIN ... } SWEDEN ... } OTHER } COUNTRIES } TOTAL ...	193 193 234 ... 81 59 326 316 86 219 120 16 68 176 257 2,344	42,494 54,970 56,916 ... 16,776 14,662 58,838 67,149 25,450 41,997 29,024 5,865 13,714 32,221 89,802 549,878	16 53 13 ... 6 5 14 11 5 12 10 13 5 9 24 196	20,812 75,496 18,829 ... 9,283 5,970 22,628 15,821 7,303 19,724 17,026 16,222 6,960 14,645 33,718 284,437	32 31 3 ... 12 6 17 11 32 9 34 6 15 23 10 10 241	103,152 83,181 8,407 ... 36,104 15,114 53,959 35,431 86,611 25,339 110,711 22,808 45,201 75,001 28,112 729,131	106 20 2 ... 28 1 16 7 23 13 102 12 4 31 10 375	529,269 106,885 8,805 ... 138,782 5,063 77,448 31,588 126,014 71,096 497,579 56,115 18,798 161,366 49,217 1,878,025	109 21 1 ... 2 4 34 15 15 12 61 3 5 8 6 308	758,042 145,211 7,115 ... 13,879 31,144 235,031 107,111 99,895 85,554 417,068 23,391 32,064 53,586 39,246 2,130,632	42 15 4 ... 9 3 7 18 7 6 22 2 ... 4 154	377,649 132,509 35,224 ... 79,624 26,222 63,647 161,634 62,147 54,341 201,930 16,432 ... 72,141 34,769 1378,260	18 6 4 ... 1 1 3 4 2 5 ... 1 ... 4 32	214,256 66,008 45,432 ... 10,353 10,110 38,965 47,580 23,887 56,740 11,637 611,263	11 ... 1 2 3 5 3 32	216,200 ... 19,086 33,431 86,658 80,560 51,400 16,734 611,263	527 339 262 ... 12 147 81 419 387 173 279 350 52 98 259 311 3,696	2,261,874 664,260 199,814 ... 103,856 353,391 146,911 583,947 552,972 511,367 406,191 1,290,072 140,833 128,374 477,611 274,864 8,096,337

TABLE No. 9.—Showing the Number, Gross Tonnage, Material, and Description of NEW VESSELS classed by Lloyd's Register during the year 1929.

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.....	342	1,145,051	10	415	352	1,145,466	19	3,191	12	228	31	3,419	383	1,148,885
AMERICA, U.S. OF	8	6,090	...	...	8	6,090	8	1,592	8	89	16	1,681	24	7,771
BELGIUM	2	14,710	...	...	2	14,710	2	330	...	...	2	330	4	15,040
BRITISH DOMINIONS	10	3,986	...	...	10	3,986	1	1,057	...	...	1	1,057	11	5,043
DANZIG.....	2	4,800	...	...	2	4,800	...	...	...	...	...	...	2	4,800
DENMARK.....	18	77,911	...	...	18	77,911	...	...	...	...	...	...	18	77,911
FRANCE	2	16,196	...	...	2	16,196	...	...	...	...	...	...	2	16,196
GERMANY.....	13	74,400	...	...	13	74,400	...	...	...	...	...	...	13	74,400
HOLLAND.....	30	98,347	1	27	31	98,374	6	786	...	...	6	786	37	99,160
ITALY	10	54,106	...	...	10	54,106	...	...	1	42	1	42	11	54,148
JAPAN	12	68,549	...	...	12	68,549	...	...	...	...	...	...	12	68,549
RUSSIA	8	28,459	...	...	8	28,459	...	...	...	...	...	...	8	28,459
SPAIN	8	18,759	1	62	9	18,821	...	...	1	9	1	9	10	18,830
SWEDEN	20	98,881	...	...	20	98,881	...	...	...	...	...	...	20	98,881
OTHER COUNTRIES.....	4	2,023	...	...	4	2,023	2	36	2	10	4	46	8	2,069
Total.....	489	1,712,268	12	504	501	1,712,772	38	6,992	24	378	62	7,370	563	1,720,142

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

	STEAM AND MOTOR.		SAIL.		TOTAL.			STEAM AND MOTOR.		SAIL.		TOTAL.	
	No.	Tons.	No.	Tons.	No.	Tons.		No.	Tons.	No.	Tons.	No.	Tons.
Gt. Britain & Ireland	278	919,923	27	8,153	305	923,076	Italy	6	45,553	2	222	8	45,775
America, U.S. of ...	16	33,714	10	289	26	34,003	Japan	12	68,549	...	...	12	68,549
Argentina	5	4,431	...	...	5	4,431	Jugo-Slavia	3	18,148	2	36	5	18,184
Belgium	7	35,769	...	...	7	35,769	Norway	28	178,638	...	...	28	178,638
British Dominions...	28	54,368	2	1,122	30	55,490	Panama	2	13,648	...	...	2	13,648
Denmark	6	23,688	...	...	6	23,688	Russia	9	36,663	...	...	9	36,663
Finland	3	6,759	2	10	5	6,769	Spain	18	37,621	1	9	19	37,630
France	7	17,847	...	...	7	17,847	Sweden	15	52,945	...	...	15	52,945
Germany	2	6,352	...	...	2	6,352	Other Countries	26	10,428	16	2,529	42	12,957
Greece	3	12,981	...	...	3	12,981	Total ...	501	1,712,772	62	7,370	563	1,720,142
Holland.....	24	118,165	...	...	24	118,165							
Honduras	3	16,582	...	...	3	16,582							

TABLE No. 10.—Showing for the Years 1896 to 1930 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.
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	482,680	9,279	18,213,620	1,490	1,471,830	675	188,910	2,165	1,660,740	548	703,520	281	54,079	829	757,999
1913	8,514	18,273,944	700	422,293	9,214	18,696,237	1,495	1,575,223	578	160,083	2,073	1,735,306	552	711,094	259	50,960	811	762,054
1914	8,587	18,892,089	653	364,677	9,240	19,256,766	1,536	1,631,617	552	156,666	2,088	1,788,283	576	770,430	246	49,751	822	820,181
1915	8,675	19,235,705	610	305,663	9,285	19,541,368	1,543	1,595,213	525	137,487	2,068	1,732,700	586	803,701	249	51,295	835	854,996
1916	8,454	18,825,356	615	309,501	9,069	19,134,857	1,576	1,638,525	496	128,617	2,072	1,767,142	589	797,371	265	60,231	854	857,602
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	19,263,785	405	136,012	8,369	19,399,797	1,959	2,688,675	518	181,652	2,477	2,870,327	661	1,049,386	110	31,760	771	1,081,146
1927	7,820	19,179,029	396	129,993	8,216	19,309,022	1,965	2,698,940	474	166,115	2,439	2,865,055	649	1,031,798	99	28,048	748	1,059,846
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
1929	7,783	20,046,270	389	120,061	8,172	20,166,331	2,077	2,795,369	430	154,447	2,507	2,949,816	623	1,032,744	78	23,123	701	1,055,867
1930	7,856	20,321,920	382	116,524	8,238	20,438,444	2,105	2,788,190	411	154,980	2,516	2,943,170	643	1,071,521	62	16,485	705	1,088,006

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

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.			
	↑		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.		
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	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	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	No Returns	No Returns	23	20,445	6	18,828	No Returns	No Returns	146	148,773		
1918	†301	1,348,120	184	230,514	22	49,390	No Returns	No Returns	No Returns	No Returns	13	26,150	3	13,715	No Returns	No Returns	74	74,026		
1919	612	1,620,442	235	298,495	28	60,233					2	2,433	46	37,766	34	32,633	No Returns	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	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	480,548	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
1928	420	1,445,920	47	22,959	1	734					3	16,243	31	138,712	20	81,416	81	376,416	74	166,754
1929	489	1,522,623	47	21,327	3	11,814					4	8,361	34	111,496	16	81,607	85	249,077	77	186,517

† The figures for the years 1895-1906 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 1896 onwards.

1203

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.	
10	6,779	26	7,849	17	12,059	...	...	14	4,405	112	77,964	32	106,211	8	1,740	1,113	1,567,882	1896
8	12,910	22	6,740	25	17,248	2	1,115	14	6,984	63	34,076	21	52,762	17	3,713	990	1,331,924	1897
19	26,530	9	11,424	29	22,670	...	...	12	4,385	141	110,186	21	63,064	18	3,750	1,290	1,893,343	1898
31	49,472	3	6,775	34	27,853	...	...	29	10,367	127	146,108	21	78,170	29	5,592	1,269	2,121,738	1899
36	67,522	3	4,543	42	32,751	2	2,572	19	5,735	196	190,962	39	142,565	39	9,597	1,364	2,304,163	1900
35	60,526	94	37,208	40	36,875	...	...	31	8,241	234	268,091	52	165,144	62	15,018	1,538	2,617,539	1901
62	46,270	53	27,181	46	37,878	...	...	32	9,030	206	223,360	45	155,814	49	14,301	1,650	2,502,755	1902
81	50,089	62	34,514	54	41,599	...	...	30	11,855	195	211,219	51	170,601	42	11,269	1,650	2,145,631	1903
35	30,016	67	32,969	67	50,469	2	1,464	32	10,267	208	189,430	19	49,088	37	9,837	1,643	1,987,935	1904
46	61,629	81	31,725	58	52,580	2	2,885	20	5,282	157	107,368	43	195,459	33	15,387	1,576	2,514,922	1905
30	30,560	107	42,489	69	60,774	8	2,943	23	11,579	192	169,358	50	271,729	23	6,578	1,836	2,919,763	1906
31	44,666	78	66,254	82	57,556	3	3,966	28	11,781	208	217,530	47	257,145	21	5,518	1,788	2,778,088	1907
34	26,864	73	59,725	81	52,839	3	5,210	23	9,546	202	158,645	36	145,898	10	1,925	1,405	1,833,286	1908
28	31,217	75	52,319	45	28,601	1	2,174	12	6,316	73	80,485	29	129,119	17	4,470	1,063	1,602,057	1909
21	23,019	70	30,215	64	36,931	1	3,234	17	8,904	156	177,601	39	153,717	39	11,037	1,277	1,957,853	1910
14	17,401	109	44,359	71	35,435	1	3,838	11	9,427	112	95,693	30	75,876	31	6,163	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
86	170,348	43	227,425	35	51,458	11	47,256	27	65,911	167	1,004,093	7	11,284	78	63,465	1,379	4,356,843	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	25,199	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
29	58,640	37	103,663	12	10,401	7	11,852	20	106,912	57	86,092	6	5,265	24	67,260	869	2,699,239	1928
32	71,497	40	164,457	51	39,604	8	37,023	29	107,246	59	100,632	4	25,431	34	54,498	1,012	2,793,210	1929

* Returns not complete.

and upwards, totally LOST (including WAR LOSSES), and BROKEN UP during the years 1906 to 1929 the percentage LOST of the tonnage owned by the various countries. 1207

ITALY.			JAPAN.			NORWAY.			SPAIN.			SWEDEN.			OTHER COUNTRIES.		WORLD.			LOST OR BROKEN UP. (α)	YEAR	
No.	Tons.	Per Cent.	No.	Tons.	Per Cent.	No.	Tons.	Per Cent.	No.	Tons.	Per Cent.	No.	Tons.	Per Cent.	No.	Tons.	Per Cent.	No.	Tons.			Per Cent.
50 1	184,173 429	...	30	61,829	...	102	167,034	...	34	71,745	...	52	70,016 146	...	56	99,352	...	1288 6	3,330,354 2,437	...	Lost ... Broken up ...	1918†
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 1	7,376 272	1.04	27 1	24,201 208	2.64	31	41,395		415 10	514,234 9,938	1.12	Lost ... Broken up ...	1919
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 2	17,777 261	1.78	27	51,791		357 13	510,794 7,801	0.99	Lost ... Broken up ...	1920
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 1	53,772 2,518	4.84	8	9,698	0.89	21 2	25,211 1,348		310 34	458,992 77,545	0.81	Lost ... Broken up ...	1921
15	28,069		29	51,185		16	29,210		31	56,290		8	9,698		23	26,559		344	536,537		TOTAL ...	
15 6	31,059 15,735	1.15	64 22	54,136 15,580	1.51	27 5	23,010 3,088	0.95	20 1	27,917 1,039	2.30	7 2	6,138 251	0.59	37 ...	33,334 ...		351 160	428,756 315,110	0.72	Lost ... Broken up ...	1922
21	46,794		86	69,716		32	26,098		21	28,956		9	6,389		37	33,334		511	743,866		TOTAL ...	
22 59	49,629 157,080	1.72	33 4	58,548 5,498	1.62	27 6	36,085 4,622	1.52	9 6	10,779 13,760	0.90	18 9	12,587 2,160	1.11	23 9	27,847 26,792		324 385	494,364 962,506	0.82	Lost ... Broken up ...	1923
81	206,709		37	64,046		33	40,707		15	24,539		27	14,747		32	54,639		709	1,456,870		TOTAL ...	
12 43	38,125 110,633	1.40	42 8	70,933 4,616	1.85	21 7	22,863 3,456	0.96	6 9	9,336 24,283	0.79	11 7	14,084 1,265	1.18	32 24	45,899 62,549		292 485	440,404 1,174,258	0.74	Lost ... Broken up ...	1924
55	148,758		50	75,549		28	26,319		15	33,619		18	15,349		56	108,448		777	1,614,662		TOTAL ...	
17 31	37,736 100,869	1.29	38 24	42,788 37,759	1.09	21 4	20,367 3,579	0.78	14 14	17,516 15,189	1.58	15 6	14,504 4,186	1.19	26 23	21,000 41,840		280 273	327,748 653,046	0.55	Lost ... Broken up ...	1925
48	138,605		62	80,547		25	23,946		28	32,705		21	18,690		49	62,840		553	980,794		TOTAL ...	
19 17	47,905 45,988	1.52	43 12	44,576 16,474	1.12	22 6	26,410 5,760	0.94	12 10	15,954 23,488	1.42	9 8	10,510 4,800	0.81	35 20	23,589 48,949		298 358	428,240 798,633	0.71	Lost ... Broken up ...	1926
36	93,893		55	61,050		28	32,170		22	39,442		17	15,310		55	72,538		656	1,226,873		TOTAL ...	
19 6	53,442 9,483	1.58	42 11	78,212 12,376	1.89	27 1	21,055 162	0.85	10 6	10,424 19,390	0.94	8 9	9,933 1,439	0.75	27 21	22,406 41,841		280 189	449,700 402,698	0.74	Lost ... Broken up ...	1927
25	62,925		53	88,588		28	21,217		16	29,814		17	11,372		48	64,247		469	852,398		TOTAL ...	
18 47	28,836 160,541	0.86	35 6	69,416 9,558	1.68	28 2	23,721 5,413	0.80	7 11	14,113 28,460	1.24	10 5	15,891 1,766	1.13	38 10	46,027 23,052		288 296	481,528 735,547	0.77	Lost ... Broken up ...	1928
65	189,377		41	78,974		30	29,134		18	42,573		15	17,657		48	69,079		584	1,217,075		TOTAL ...	
19 37	36,684 128,460	1.14	33 25	67,032 33,345	1.60	30 3	25,460 1,675	0.79	9 7	16,805 9,382	1.48	7 8	7,462 2,656	0.50	38 10	44,396 21,225		320 352	515,056 943,609	0.81	Lost ... Broken up ...	1929
56	165,144		58	100,377		33	27,185		16	26,187		15	10,118		48	65,621		672	1,458,665		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.

