

NOTES ON THE 1922-23 EDITION OF LLOYD'S REGISTER OF SHIPPING.

The new edition of **Lloyd's Register Book** contains as usual very complete particulars of all the sea-going vessels of the world of 100 tons and upwards, and in addition of the steel and iron vessels trading on the Great Lakes of North America. It thus includes a full record of upwards of 35,000 steamers, motor vessels and sailing vessels. These bulky volumes comprise also many lists of great practical value to the shipping community, such as :—Signal letters assigned to all sea-going vessels ; Shipbuilders and Marine Engineers in all Countries ; telegraphic and postal addresses of firms connected with shipping in all parts of the World ; particulars of dry and wet docks, ports, harbours, etc., at home and abroad ; particulars of speeds of merchant steamers capable of 12 knots ; particulars of deadweight and cubic capacities of cargo steamers and motor vessels ; lists of bulk oil carriers ; lists of Shipowners and Managers, with the names and tonnages of their respective vessels, etc. As is well known, the information contained in the Register Book is indispensable for carrying on any branch of shipping business.

The section of the book which is perhaps of the greatest interest to the general public is that containing the Statistical Tables. In dealing with these Tables it is important to draw special attention to the notice at the commencement of the Section, which defines with precision the bases on which the figures have been compiled.

The contents of the Tables will repay careful study, and attention may be drawn to Table No. 5, which shows that more than **twenty-eight and three quarter million tons of shipping are classed by Lloyd's Register.**

Table No. 1 is of interest and importance as giving the total tonnage owned in the several countries of the world. This table shows that there are recorded in the Register Book (excluding vessels of less than 100 tons) 4,680 sailing vessels of 3,027,834 tons and 29,255 steamers and motor vessels of 61,342,952 tons, making a World total of 33,935 vessels of 64,370,786 tons gross.

The following summary of some of the results which are to be obtained by an analysis of these Tables, and by a comparison of it with the similar Tables issued by Lloyd's Register in previous years, will be found of interest.

SAILING TONNAGE.

The reduction in sailing tonnage since pre-war time—say June, 1914—amounts to 952,000 tons, a much smaller decrease than occurred in the previous period of eight years. This result is principally due to the increase which has taken place in the United States, the only country that has added to its sailing tonnage since 1914, apart from any ex-German tonnage allocated. Over 41 per cent of the World's sailing tonnage is now owned in the United States. It should, however, be remembered that the figures for that country include a large proportion of sailing barges.

The other countries which still have a considerable amount of sailing tonnage are : France (308,000 tons), the United Kingdom (207,000 tons), Norway (183,000 tons) and Italy (168,000 tons).

The percentage of sailing vessels to the World's tonnage is now 4·7 per cent as compared with 8 per cent in 1914, and nearly 22 per cent in 1902, and in view of this small percentage it will no doubt be more convenient if sailing vessels be excluded from consideration in dealing with the present relative position of the various countries.

TONNAGE OF STEAMERS AND MOTOR VESSELS.

The tonnage of wood vessels owned in 1914 amounted to 1 per cent of the total steam tonnage whereas for the present year that percentage has risen to 3·6 per cent. This is, of course, one of the effects of the shortage of tonnage during the war, which resulted in the construction of a large number of wood vessels. Whereas in 1914 the wood sea-going steam tonnage owned in the United States amounted to 210,000 tons, the corresponding figure is now no less than 1,147,000 tons. Wood vessels, however, are not of great importance in international trade, and for the purposes of comparison it would perhaps be more accurate if they were excluded. For this reason in the following figures, which show the steam and motor tonnage owned by the principal maritime countries, now and eight years ago, *only steel and iron sea-going vessels* are included.

SEA-GOING STEEL AND IRON STEAMERS AND MOTOR VESSELS OWNED BY THE
PRINCIPAL MARITIME COUNTRIES.

COUNTRY.	JUNE, 1914.	JUNE, 1922.	DIFFERENCE BETWEEN 1922 and 1914.
	Tons gross.	Tons gross.	Tons gross.
UNITED KINGDOM	18,877,000	19,053,000	+176,000
BRITISH DOMINIONS	1,407,000	2,201,000	+794,000
AMERICA (UNITED STATES)	1,837,000	12,506,000	+10,669,000
AUSTRIA-HUNGARY	1,052,000	Nil.	—
DENMARK	768,000	944,000	+176,000
FRANCE	1,918,000	3,303,000	+1,385,000
GERMANY	5,098,000	1,783,000	-3,315,000
GREECE	820,000	653,000	-167,000
HOLLAND	1,471,000	2,613,000	+1,142,000
ITALY	1,428,000	2,600,000	+1,172,000
JAPAN	1,642,000	3,325,000	+1,683,000
NORWAY	1,923,000	2,337,000	+414,000
SPAIN	883,000	1,187,000	+304,000
SWEDEN	992,000	996,000	+4,000
OTHER COUNTRIES	2,398,000	3,301,000	+903,000
TOTAL ABROAD	23,637,000	37,749,000	+14,112,000
WORLD'S TOTAL	42,514,000	56,802,000	+14,288,000

It will be seen that amongst the principal countries, apart from Germany, Greece is the only one which still shows a reduction in the tonnage now owned as compared with 1914.

Notwithstanding the increased construction and the large amount of ex-enemy tonnage allocated to British ownership, and, of course, included in the figures, there are at the present time only 176,000 tons more owned in the United Kingdom than in 1914.

The sea-going tonnage of the United States has increased by over 10 $\frac{2}{3}$ million tons. The other countries in which the largest increases are recorded are :—Japan (1,683,000 tons) ; France (1,385,000 tons) ; Italy (1,172,000 tons) and Holland (1,142,000 tons). As in the case of the United Kingdom, the figures for France and Italy include a considerable amount of ex-enemy tonnage allocated to these countries.

The figures for Germany conclusively show the change in the maritime position of that country. While in 1914 Germany ranked next to the United Kingdom with over 5,000,000 tons of sea-going steel and iron steamers, such tonnage now stands at only 1,783,000 tons.

The United States percentage of the World's sea-going steel and iron steam tonnage has increased from 4.3 in 1914 to 22 in 1922.

The relative position of some other countries has also altered to a large extent. In 1914 the United Kingdom owned nearly 44½ per cent of the World's sea-going steam tonnage, the present percentage is just over 33½. Norway, which occupied the third place is now seventh, while Japan which was sixth is now third, closely followed by France with only 22,000 tons less.

Taken together, the Scandinavian countries—Norway, Sweden and Denmark—show an increase as compared with 1914, of 594,000 tons.

Summarising the totals it will be seen that the present position of the sea-going Merchant steel and iron steam tonnage as compared with 1914, is as follows :—

Increase in the United Kingdom	...	...	...	...	176,000 tons.
Increase in the United States	...	...	...	...	10,669,000 "
Increase in other countries	...	...	...	...	7,810,000 "
				Total	18,655,000 "
Loss to Germany	...	...	...	...	3,315,000 "
Ex-Austro-Hungarian Tonnage...	...	...	...	...	1,052,000 "
				Total	4,367,000 "

NET WORLD'S INCREASE SINCE 1914 14,288,000 „

A comparison between the Register Book shows that the population of the country exceeds by 2½ million tons.

The countries which follow are:-

Germany ...
Holland ...
British Dominion

The increase in the number of cars compared with the 1992 figures was 10 per cent, registered as German, and 15 per cent allocated or sold to other countries. The figures show a decrease for cars sold abroad.

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HOLLAND

ITALY ..

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NORWAY

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A comparison between the figures issued in the 1922-23 and the 1921-22 editions of Lloyd's Register Book shows that the World's *total* steam and motor tonnage recorded in the present edition exceeds by $2\frac{1}{2}$ million tons the figures for the previous year.

The countries where the largest increases have taken place during the twelve months are as follows :—

Germany	1,131,000 tons	France	239,000 tons
Holland	409,000 „	Japan	232,000 „
British Dominions ...	258,000 „	Italy	231,000 „

The increase in the tonnage recorded as German in the new edition of the Register Book as compared with the 1921 edition is due partly to new vessels built in the years 1920-1922 and now registered as German, and partly to the transfer to German flag of ex-German vessels which had been allocated or sold to other countries. On the other hand the figures for the United Kingdom actually show a decrease for the year of 231,000 tons, owing no doubt to the large amount of tonnage sold abroad.

SIZE OF VESSELS.

In 1914 there were 3,668 sea-going steamers each of 4,000 tons and above ; there are now 5,519. The greatest increase has taken place in those of between 6,000 and 10,000 tons, their number having increased from 1,004 in 1914 to 1,926 in 1922.

The following table shows the relative position of the principal maritime countries as regards the number of large vessels and also the progress during the last eight years :—

SEA-GOING STEAMERS AND MOTOR VESSELS OF 4,000 TONS AND ABOVE.

COUNTRY.	4,000 and under 6,000.	6,000 and under 10,000.	10,000 and under 15,000.	15,000 and above.	TOTAL.
BRITISH EMPIRE { 1914	1283	462	111	27	1883
... .. { 1922	1277	725	137	51	2190
AMERICA (UNITED STATES) ... { 1914	82	50	10	1	143
... .. { 1922	789	615	60	12	1476
FRANCE... .. { 1914	103	52	12	2	169
... .. { 1922	190	104	19	3	316
HOLLAND { 1914	62	42	5	3	112
... .. { 1922	108	129	7	4	248
ITALY { 1914	80	27	...	...	107
... .. { 1922	191	78	6	4	279
JAPAN { 1914	61	43	7	...	111
... .. { 1922	200	97	11	...	308
NORWAY { 1914	58	12	2	...	72
... .. { 1922	113	40	2	...	155
OTHER COUNTRIES { 1914	703	316	31	21	1071
... .. { 1922	394	138	13	2	547
GRAND TOTAL { 1914	2432	1004	178	54	3668
... .. { 1922	3262	1926	255	76	5519

AGE OF VESSELS.

The statistical tables for this year include, amongst others, a new table showing for the various countries of the world the number of steamers and motor vessels according to certain divisions of gross tonnage and according to certain divisions of age. It will be seen that, out of a total of 29,255 vessels of 100 tons and above, 8,522 are less than 5 years old, 4,165 are of 5 years and under 10 years, 3,540 are of 10 years and under 15 years, 3,750 are of 15 and under 20 years, 2,899 are of 20 and under 25 years, and 6,379 vessels are of 25 years and over.

A striking point is the large proportion of comparatively new vessels owned in some countries, no doubt due to the large number of vessels built during and after the war ; for instance, of the sea-going vessels of the United States nearly 63% have been built in the last five years. Similar percentages for other countries are :—Japan 40%, France and Holland both 33 $\frac{1}{3}$ %, Germany 31 $\frac{1}{2}$ %, Belgium 31% and Denmark 30%, whereas the percentage in the United Kingdom is less than 23.

Of the 76 largest vessels now owned in the world—those of 15,000 tons and above—33 are under 5 years old, 18 between 5 and 10 years old and the other 25 between 10 and 25 years old.

TYPE OF VESSELS.

A careful analysis made of the vessels entered in the special lists included in Lloyd's Register Book brings forth some very interesting points. Whereas in 1914 there were in existence 385 steamers for the carriage of petroleum in bulk with a total tonnage of 1,479,000 tons, the present book includes 977 steamers and motor vessels of 5,057,000 tons for that trade, an increase of 242 per cent in the tonnage. If the smaller vessels were excluded, say those of under 2,000 tons, which are mostly used for local trade, the average of the others (823 of 4,915,525 tons) would reach 5,973 tons each. Included in the total are 353 vessels of between 6,000 and 10,000 tons and 43 of over 10,000 tons each.

The number of vessels fitted with internal combustion engines has increased enormously since 1914. At that date 290 such vessels of 234,000 tons were recorded in the Register Book, and now the total figures are 1,639 of 1,511,000 tons, including 149 vessels of over 3,000 tons each with a total tonnage of 848,000 tons.

A great development has also taken place as regards the use of liquid fuel on board steamers. In 1914 there were 364 steamers of 1,310,000 tons fitted for burning oil fuel, whereas the present Register Book includes no less than 2,793 such vessels of 14,383,000 tons, which tonnage is nearly 11 times that of 1914. The following interesting comparison between the two years may be noted as regards the division of motive power:—

	1914 % of total gross tonnage.	1922 % of total gross tonnage.
Sail power only	7.95	4.70
Oil, etc., in internal combustion engines ...	0.47	2.35
Oil fuel for boilers	2.62	22.34
Coal	88.96	70.61
	100.00	100.00

It will thus be seen that only 70.6 per cent of the tonnage of the Merchant Marine now depends upon coal while in 1914 the percentage was 89.

SUMMARY OF THE STATISTICAL TABLES ISSUED IN THE APPENDIX OF THE 1922 EDITION OF LLOYD'S REGISTER BOOK.

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

Table No. 2 (a new table) shows the number and tonnage of steam and motor trawlers, drifters and other fishing vessels of 100 tons gross and above. There are at present 3,625 such vessels recorded in the Register Book and over 54 per cent of them are owned in the United Kingdom.

Table No. 3 illustrates the demand of each country for certain sizes of vessels. The table divides the steamers owned in the World, distinguishing the principal maritime countries, according to certain divisions of gross tonnage. It will be seen that just over half the total number of steamers in existence consists of vessels of less than 1,000 tons each, while of the 7,465 ocean-going steamers of 3,000 tons and upwards less than 4½ per cent consists of vessels of 10,000 tons and above.

Table No. 4 (a new table) shows the number of steamers and motor vessels according to certain divisions of tonnage and of age owned in the several countries of the World.

Table No. 5 shows the number and tonnage of all vessels in existence which are or were formerly classed with Lloyd's Register.

The table shows that over 28½ million tons of shipping are actually or are about to be classed by the Society, and that the existing vessels which were formerly classed total over 9½ million tons. These figures indicate 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 total of 28½ million tons includes over 15½ million tons of vessels owned abroad, and also that of the total steel and iron sea-going Merchant Tonnage now in existence 65 per cent has been built under the survey of Lloyd's Register.

Table No. 6 shows the number of vessels according to certain divisions of tonnage classed by different Classification Societies.

Tables Nos. 7, 8 & 10 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 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 1918-1921.

Table No. 9 (a new table) shows the number and tonnage of steamers and motor vessels lost throughout the world owing to marine and war casualties during the last 20 years, distinguishing the losses of the principal maritime countries. Cases of vessels broken up, condemned, etc., not due to stress of weather, are excluded.

A most interesting point of this table is that it gives for each country the percentage lost of the total tonnage owned. During this period of 20 years (excluding the five war years 1914-18) the average percentage of loss of United Kingdom vessels only amounts to 1 per cent of the tonnage owned.

The huge amount of war losses is well shown by the fact that, whereas the yearly average of the world's losses of steamers for the three pre-war years (1911-1913) was only 448,342 tons, the average for the four years 1915-18 reaches 3,628,800 tons.

Table No. 11 shows the number and gross tonnage of new vessels classed by Lloyd's Register during the calendar year 1921. Notwithstanding the general depression in the shipbuilding industry the tonnage of these vessels reached the high total of 2,893,865 tons. The Table gives the country of build of the vessels, showing that 1,240,000 tons were built in the United Kingdom as compared with 859,000 tons in the United States and 795,000 tons in other countries.

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Summarising the totals it will be seen that the present position of the sea-going Merchant steel and iron steam tonnage as compared with 1914, is as follows :—

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The statistical tables for this year include, amongst others, a new table showing for the various countries of the world the number of steamers and motor vessels according to certain divisions of gross tonnage and according to certain divisions of age. It will be seen that, out of a total of 29,255 vessels of 100 tons and above, 8,522 are less than 5 years old, 4,165 are of 5 years and under 10 years, 3,540 are of 10 years and under 15 years, 3,750 are of 15 and under 20 years, 2,899 are of 20 and under 25 years, and 6,379 vessels are of 25 years and over.

A striking point is the large proportion of comparatively new vessels owned in some countries, no doubt due to the large number of vessels built during and after the war ; for instance, of the sea-going vessels of the United States nearly 63% have been built in the last five years. Similar percentages for other countries are :—Japan 40%, France and Holland both 33½%, Germany 31½%, Belgium 31% and Denmark 30%, whereas the percentage in the United Kingdom is less than 23.

Of the 76 largest vessels now owned in the world—those of 15,000 tons and above—33 are under 5 years old, 18 between 5 and 10 years old and the other 25 between 10 and 25 years old.

TYPE OF VESSELS.

A careful analysis made of the vessels entered in the special lists included in Lloyd's Register Book brings forth some very interesting points. Whereas in 1914 there were in existence 385 steamers for the carriage of petroleum in bulk with a total tonnage of 1,479,000 tons, the present book includes 977 steamers and motor vessels of 5,057,000 tons for that trade, an increase of 242 per cent in the tonnage. If the smaller vessels were excluded, say those of under 2,000 tons, which are mostly used for local trade, the average of the others (823 of 4,915,525 tons) would reach 5,973 tons each. Included in the total are 353 vessels of between 6,000 and 10,000 tons and 43 of over 10,000 tons each.

The number of vessels fitted with internal combustion engines has increased enormously since 1914. At that date 290 such vessels of 234,000 tons were recorded in the Register Book, and now the total figures are 1,639 of 1,511,000 tons, including 149 vessels of over 3,000 tons each with a total tonnage of 848,000 tons.

A great development has also taken place as regards the use of liquid fuel on board steamers. In 1914 there were 364 steamers of 1,310,000 tons fitted for burning oil fuel, whereas the present Register Book includes no less than 2,793 such vessels of 14,383,000 tons, which tonnage is nearly 11 times that of 1914. The following interesting comparison between the two years may be noted as regards the division of motive power:—

	1914 % of total gross tonnage.	1922 % of total gross tonnage.
Sail power only	7.95	4.70
Oil, etc., in internal combustion engines ...	0.47	2.35
Oil fuel for boilers	2.62	22.34
Coal	88.96	70.61
	100.00	100.00

It will thus be seen that only 70.6 per cent of the tonnage of the Merchant Marine now depends upon coal while in 1914 the percentage was 89.

SUMMARY OF THE STATISTICAL TABLES ISSUED IN THE APPENDIX OF THE 1922 EDITION OF LLOYD'S REGISTER BOOK.

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

Table No. 2 (a new table) shows the number and tonnage of steam and motor trawlers, drifters and other fishing vessels of 100 tons gross and above. There are at present 3,625 such vessels recorded in the Register Book and over 54 per cent of them are owned in the United Kingdom.

Table No. 3 illustrates the demand of each country for certain sizes of vessels. The table divides the steamers owned in the World, distinguishing the principal maritime countries, according to certain divisions of gross tonnage. It will be seen that just over half the total number of steamers in existence consists of vessels of less than 1,000 tons each, while of the 7,465 ocean-going steamers of 3,000 tons and upwards less than 4½ per cent consists of vessels of 10,000 tons and above.

Table No. 4 (a new table) shows the number of steamers and motor vessels according to certain divisions of tonnage and of age owned in the several countries of the World.

Table No. 5 shows the number and tonnage of all vessels in existence which are or were formerly classed with Lloyd's Register.

The table shows that over 28½ million tons of shipping are actually or are about to be classed by the Society, and that the existing vessels which were formerly classed total over 9½ million tons. These figures indicate 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 total of 28½ million tons includes over 15½ million tons of vessels owned abroad, and also that of the total steel and iron sea-going Merchant Tonnage now in existence 65 per cent has been built under the survey of Lloyd's Register.

Table No. 6 shows the number of vessels according to certain divisions of tonnage classed by different Classification Societies.

Tables Nos. 7, 8 & 10 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 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 1918-1921.

Table No. 9 (a new table) shows the number and tonnage of steamers and motor vessels lost throughout the world owing to marine and war casualties during the last 20 years, distinguishing the losses of the principal maritime countries. Cases of vessels broken up, condemned, etc., not due to stress of weather, are excluded.

A most interesting point of this table is that it gives for each country the percentage lost of the total tonnage owned. During this period of 20 years (excluding the five war years 1914-18) the average percentage of loss of United Kingdom vessels only amounts to 1 per cent of the tonnage owned.

The huge amount of war losses is well shown by the fact that, whereas the yearly average of the world's losses of steamers for the three pre-war years (1911-1913) was only 448,342 tons, the average for the four years 1915-18 reaches 3,628,800 tons.

Table No. 11 shows the number and gross tonnage of new vessels classed by Lloyd's Register during the calendar year 1921. Notwithstanding the general depression in the shipbuilding industry the tonnage of these vessels reached the high total of 2,893,865 tons. The Table gives the country of build of the vessels, showing that 1,240,000 tons were built in the United Kingdom as compared with 859,000 tons in the United States and 795,000 tons in other countries.

Compare with Annual Report.
Quote Annual Report.

STATISTICAL TABLES.

22-23

TABLEAUX STATISTIQUES.

LIST OF STATISTICAL TABLES.

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- Table No. 2.—Showing Number, Gross Tonnage and Material of **Steam and Motor Trawlers, Drifters and other Fishing Vessels**, of 100 Tons and upwards, owned in the World, as recorded in the 1922-1923 edition of Lloyd's Register Book.
- Table No. 3.—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 1922-1923 edition of Lloyd's Register Book.
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- Tableau No. 11.—Nombre, tonnage brut et description des **navires nouvellement construits**, cotés par le Lloyd's Register pendant l'année 1921.

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. 11.

NOTES RESPECTING TABLES NOS. 1 TO 4.

A considerable number of vessels, which are not yet completed, appear in the Register Book and are therefore included in Tables Nos. 1 to 4.

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 most of the Sailing vessels belonging 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.

Under the heading of "Country not stated" are included all vessels 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.

Ces Tableaux sont tous basés 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. 11.

NOTES RELATIVES AUX TABLEAUX NOS. 1 À 4.

Un nombre considérable de navires qui ne sont pas encore achevés, figurent au "Lloyd's Register Book" et par suite sont inclus dans les Tableaux Nos. 1 à 4.

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

Les navires naviguant sur la Mer Caspienne, et les navires *en bois* naviguant sur les grands lacs de l'Amérique du Nord, ne sont pas compris dans ces Tableaux.

En l'absence de renseignements authentiques, la plupart des voiliers appartenant à la Grèce, à la Turquie et au sud de la Russie n'ont pas été inclus dans le "Lloyd's Register Book"; ils ne figurent donc pas non plus dans le Tableau No. 1.

Les navires à voiles japonais ne sont pas consignés au "Lloyd's Register Book"; par suite ils ne figurent pas dans le Tableau No. 1.

Sous la rubrique "Country not stated" (Pays non indiqué) sont compris tous les navires qui figurent au "Lloyd's Register Book" sans indication de pavillon, des renseignements positifs à ce sujet n'étant pas encore en possession de la Société, au moment de l'impression de l'ouvrage.

TABLE No. 1.—Showing Number, Gross Tonnage, and Description of the Vessels, of 100 Tons and upwards, BELONGING TO each of the several Countries of the World, as recorded in the 1078 1922-1923 edition of Lloyd's Register Book.

SEE NOTES ON PAGE 1077.

COUNTRY.		STEAMERS AND MOTOR VESSELS.								SAILING VESSELS.								GRAND TOTAL.	
		STEEL.		IRON.		WOOD AND COMPOSITE.		TOTAL.		STEEL.		IRON.		WOOD AND COMPOSITE.		TOTAL.			
		No.	Gross Tonnage.	No.	Gross Tonnage.	No.	Gross Tonnage.	No.	Gross Tonnage.	No.	Gross Tonnage.	No.	Gross Tonnage.	No.	Gross Tonnage.	No.	Gross Tonnage.		
BRITISH EMPIRE	United Kingdom	7,558	18,803,440	683	249,844	189	35,354	8,430	19,088,638	248	164,037	50	20,253	121	22,709	419	206,999	8,849	19,295,637
	Australia & New Zealand	390	677,412	65	25,004	140	44,798	595	747,214	6	5,847	12	7,746	23	5,231	41	18,824	636	766,038
	Canada { Coast ..	337	803,233	27	18,261	193	72,824	557	894,318	10	17,334	3	2,892	307	106,440	320	126,666	877	1,020,984
		Lakes ..	66	164,187	6	5,883	..	..	72	170,070	..	..	..	..	..	..	..	..	72
	Hong Kong ..	82	218,435	6	8,285	5	1,393	93	228,113	1	3,756	..	..	..	..	1	3,756	94	231,869
	India & Ceylon ..	146	209,613	11	8,318	9	5,579	166	223,510	1	990	..	..	47	10,600	48	11,590	214	235,100
	Other Dominions	236	198,277	52	33,948	62	30,921	350	263,146	17	8,090	14	5,197	198	46,389	229	59,676	579	322,822
	Total	8,815	21,074,597	850	349,543	598	190,869	10,263	21,615,009	283	200,054	79	36,088	696	191,369	1,058	427,511	11,321	22,042,520
AMERICA (United States)	Sea	2,828	12,260,793	114	181,380	823	1,134,467	3,765	13,576,640	92	169,172	43	58,248	986	934,446	1,121	1,161,866	4,886	14,738,506
	Northern Lakes	462	2,148,015	7	7,889	..	..	469	2,155,904	26	91,786	..	..	..	..	26	91,786	495	2,247,690
	Philippine Islands ..	34	42,403	22	21,079	41	12,436	97	75,918	..	..	..	..	2	346	2	346	99	76,264
	Total	3,324	14,451,211	143	210,348	864	1,146,903	4,331	15,808,462	118	260,958	43	58,248	988	934,792	1,149	1,253,998	5,480	17,062,460
ARGENTINE		144	144,045	22	12,880	7	4,663	173	161,588	25	12,827	5	3,566	13	3,574	43	19,967	216	181,555
BELGIUM		258	562,066	5	1,988	7	7,020	270	571,074	3	6,751	1	1,423	1	229	5	8,403	275	579,477
BRAZIL		314	433,533	30	33,616	5	2,295	349	469,444	9	4,423	5	7,443	36	11,261	50	23,127	399	492,571
CHILI		71	93,457	20	22,574	16	5,091	107	121,122	..	..	4	4,628	15	5,651	19	10,279	126	131,401
CHINA		95	156,424	16	18,267	23	13,697	134	188,388	..	..	..	..	..	..	..	..	134	188,388
CUBA		33	45,046	7	5,377	9	4,756	49	55,179	4	3,513	3	2,249	9	1,736	16	7,498	65	62,677
DANZIG		31	93,104	5	3,736	2	662	38	97,502	4	9,729	..	..	..	..	4	9,729	42	107,231
DENMARK		524	918,936	44	25,112	54	19,094	622	963,142	25	19,144	14	18,491	161	37,361	200	74,996	822	1,038,138
ESTHONIA		26	25,864	11	5,978	1	307	38	32,149	1	178	..	..	59	12,932	60	13,110	98	45,259
FINLAND		85	90,702	31	12,013	74	20,239	190	122,954	26	41,270	12	18,421	124	31,026	162	90,717	352	213,671
FIUME		53	77,041	6	3,645	4	524	63	81,210	..	..	..	..	1	152	1	152	64	81,362
FRANCE		1,415	3,205,259	137	97,645	171	234,478	1,723	3,537,382	116	232,950	6	8,175	249	67,285	371	308,410	2,094	3,845,792
GERMANY		1,427	1,730,763	98	52,591	8	2,413	1,533	1,785,767	152	88,492	5	3,632	33	9,517	190	101,641	1,723	1,887,408
GREECE		241	585,988	108	67,132	12	4,484	361	657,604	2	4,240	1	1,042	15	5,241	18	10,523	379	668,127
HOLLAND		1,046	2,598,039	46	15,012	8	4,434	1,100	2,617,485	48	9,953	1	1,152	15	4,123	64	15,228	1,164	2,632,713
ITALY		754	2,447,494	150	152,400	112	98,828	1,016	2,698,722	31	43,941	27	33,864	339	89,808	397	167,613	1,413	2,866,335
JAPAN		1,201	3,214,691	81	110,085	744	262,142	2,026	3,586,918	..	..	..	..	..	..	..	..	2,026	3,586,918
JUGO-SLAVIA		55	78,352	9	2,721	1	131	65	81,204	..	..	..	..	..	..	..	..	65	81,204
LATVIA		27	26,834	8	5,051	2	413	37	32,298	..	..	..	..	30	7,826	30	7,826	67	40,124
NORWAY		1,310	2,249,686	142	87,740	264	80,254	1,716	2,417,680	54	88,438	53	77,029	29	17,714	136	183,181	1,852	2,600,861
PERU		23	59,871	3	2,789	4	5,703	30	68,363	4	8,232	5	9,086	35	15,528	44	32,846	74	101,209
PORTUGAL		126	218,706	14	11,916	15	6,717	155	237,339	4	5,157	2	1,827	125	41,555	131	48,539	286	285,878
ROUMANIA		29	70,299	2	1,998	..	..	31	72,297	..	..	..	..	..	..	..	..	31	72,297
SPAIN		503	1,065,026	160	122,372	117	27,878	780	1,215,276	7	7,791	11	16,661	175	43,029	193	67,481	973	1,282,757
SWEDEN		650	835,190	269	160,844	203	43,998	1,122	1,040,032	19	16,845	14	16,600	190	41,898	223	75,343	1,345	1,115,375
URUGUAY		31	60,331	6	3,220	4	1,714	41	65,265	2	3,766	6	6,036	4	1,244	12	11,046	53	76,311
OTHER COUNTRIES		535	550,771	171	96,064	38	16,474	744	663,309	19	18,312	1	1,909	35	8,105	55	28,326	799	691,635
COUNTRY NOT STATED		104	239,568	31	30,416	13	8,804	148	278,788	10	18,022	1	1,009	38	11,313	49	30,344	197	309,132
Total		23,250	57,402,894	2,625	1,725,073	3,380	2,214,985	29,255	61,342,952	966	1,104,986	299	328,579	3,415	1,594,269	4,680	3,027,834	33,935	64,370,786

TABLE No. 2.—Showing the Number, Gross Tonnage, Material, and Nationality of Steam and Motor Trawlers, Drifters and other Fishing Vessels, of 100 tons and upwards, owned in the World, as recorded in the 1922-1923 edition of Lloyd's Register Book. (These Vessels are also included in Table No. 1.) 1079

MATERIAL.	UNITED KINGDOM.		AMERICA (United States)		FRANCE.		GERMANY.		HOLLAND.		NORWAY.		SPAIN.		OTHER COUNTRIES.		TOTAL.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
STEEL	1,720	389,230	54	18,148	320	91,505	475	99,134	172	31,639	68	9,494	43	13,031	252	61,910	3,104	714,091
IRON	202	32,745	1	213	34	5,406	3	416	32	5,213	14	1,975	15	2,592	68	10,923	369	59,483
WOOD	49	5,094	33	8,664	3	597	...	...	...	...	38	5,709	4	783	25	5,974	152	26,821
TOTAL	1,971	427,069	88	27,025	357	97,508	478	99,550	204	36,852	120	17,178	62	16,406	345	78,807	3,625	800,395

TABLE No. 3.—Showing the Number of Steamers and Motor Vessels, according to certain divisions of Gross Tonnage, owned in the World—distinguishing the principal Maritime Countries—as recorded in the 1922-1923 edition of Lloyd's Register Book.

SEE NOTES ON PAGE 1077.

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 EMPIRE	UNITED KINGDOM ...	1,539	2,300	756	470	343	433	570	569	582	505	185	130	34	7	7	8,430
	AUSTRALIA AND NEW ZEALAND	139	169	87	41	22	52	47	21	5	7	1	4	...	...	...	595
	CANADA	142	134	54	56	55	70	39	20	35	13	5	3	3	...	...	629
	OTHER DOMINIONS ...	146	175	95	47	26	46	20	25	20	9	...	...	...	...	...	609
	TOTAL	1,966	2,778	992	614	446	601	676	635	642	534	191	137	37	7	7	10,263
AMERICA (UNITED STATES)	SEA	224	391	198	96	105	918	359	232	555	528	87	60	7	4	1	3,765
	NORTHERN LAKES ...	8	8	14	17	21	39	59	115	39	138	11	...	...	...	...	469
	PHILIPPINE ISLANDS ...	18	34	18	13	8	3	1	2	...	...	...	...	...	...	...	97
	TOTAL	250	433	230	126	134	960	419	349	594	666	98	60	7	4	1	4,331
BELGIUM		25	52	25	27	30	41	18	17	26	6	3	...	...	...	...	270
BRAZIL		48	129	40	33	27	24	17	12	6	8	4	1	...	...	...	349
DENMARK		80	100	97	113	89	68	27	22	6	12	4	4	...	...	...	622
FRANCE		252	435	135	176	77	235	97	92	98	70	34	19	1	1	1	1,723
GERMANY		289	526	305	117	65	60	36	41	33	48	9	2	1	1	...	1,533
GREECE		45	65	73	25	14	37	54	22	22	2	2	...	...	...	...	361
HOLLAND		228	159	92	108	81	92	92	55	53	100	29	7	3	1	...	1,100
ITALY		135	144	90	80	39	130	119	73	118	66	12	6	1	2	1	1,016
JAPAN		439	384	333	168	90	184	120	67	133	79	18	11	...	...	...	2,026
NORWAY		456	242	214	272	145	127	105	66	47	40	...	2	...	...	...	1,716
SPAIN		162	152	94	66	52	105	90	23	24	7	1	4	...	...	...	780
SWEDEN		374	256	140	137	88	49	28	19	25	4	...	2	...	...	...	1,122
OTHER COUNTRIES OR COUNTRY NOT STATED		472	549	302	196	140	153	107	57	39	21	7	...	...	...	...	2,043
TOTAL		5,221	6,404	3,162	2,258	1,517	2,866	2,005	1,550	1,866	1,663	412	255	50	16	10	29,255

TABLE No. 4.—Showing the number of Steamers and Motor Vessels according to certain divisions of Maritime Countries—as recorded in 1080

COUNTRY IN WHICH OWNED.	DIVISION OF TONNAGE.	DIVISION OF AGE.						TOTAL.	COUNTRY IN WHICH OWNED.	DIVISION OF TONNAGE.	DIVISION 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.				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.	
UNITED KINGDOM	100 and under 500	629	788	484	566	417	955	3,839	AMERICA (United States) NORTHERN LAKES	100 and under 500	...	1	6	2	2	5	16
	500 " 1,000	234	82	90	94	78	178	756		500 " 1,000	1	1	3	2	3	4	14
	1,000 " 2,000	168	120	145	133	79	168	813		1,000 " 2,000	5	3	2	5	5	18	38
	2,000 " 4,000	205	129	130	222	155	162	1,003		2,000 " 4,000	1	5	13	14	31	34	98
	4,000 " 6,000	359	228	210	186	110	58	1,151		4,000 " 6,000	2	3	20	61	56	12	154
	6,000 " 8,000	198	112	68	41	65	21	505		6,000 " 8,000	...	21	45	70	2	...	138
	8,000 " 10,000	70	39	20	32	20	4	185		8,000 " 10,000	4	4	3	...	...	...	11
	10,000 " 15,000	40	28	33	9	17	3	130		10,000 " 15,000	...	...	...	...	...	...	...
	15,000 " 20,000	21	6	4	3	...	...	34		15,000 " 20,000	...	...	...	...	...	...	...
	20,000 and above	3	3	2	5	1	...	14		20,000 and above	...	...	...	...	...	...	...
TOTAL ...		1,927	1,535	1,186	1,291	942	1,549	8,430	TOTAL ...		13	38	92	154	99	73	469
AUSTRALIA AND NEW ZEALAND	100 and under 500	19	33	75	42	33	106	308	BELGIUM	100 and under 500	15	21	12	15	7	7	77
	500 " 1,000	4	11	25	11	11	25	87		500 " 1,000	7	5	4	2	2	5	25
	1,000 " 2,000	3	5	17	9	11	18	63		1,000 " 2,000	16	13	8	10	6	4	57
	2,000 " 4,000	30	10	9	22	12	16	99		2,000 " 4,000	24	2	4	13	3	13	59
	4,000 " 6,000	5	6	5	9	1	...	26		4,000 " 6,000	19	8	7	5	3	1	43
	6,000 " 8,000	1	1	4	1	...	...	7		6,000 " 8,000	2	1	2	...	...	1	6
	8,000 " 10,000	...	1	...	...	...	...	1		8,000 " 10,000	1	1	...	1	...	...	3
	10,000 " 15,000	4	...	...	...	...	...	4		10,000 " 15,000	...	...	...	...	...	...	...
	15,000 " 20,000	...	...	...	...	...	...	...		15,000 " 20,000	...	...	...	...	...	...	...
	20,000 and above	...	...	...	...	...	...	...		20,000 and above	...	...	...	...	...	...	...
TOTAL ...		66	67	135	94	68	165	595	TOTAL ...		84	51	37	46	21	31	270
CANADA	100 and under 500	48	31	54	48	27	68	276	BRAZIL	100 and under 500	1	5	54	33	25	59	177
	500 " 1,000	5	6	15	5	3	20	54		500 " 1,000	...	1	7	8	...	24	40
	1,000 " 2,000	13	8	13	25	6	46	111		1,000 " 2,000	1	3	16	13	4	23	60
	2,000 " 4,000	42	5	12	14	14	22	109		2,000 " 4,000	1	5	13	5	3	14	41
	4,000 " 6,000	28	3	9	9	2	4	55		4,000 " 6,000	...	...	5	5	6	2	18
	6,000 " 8,000	3	5	2	1	2	...	13		6,000 " 8,000	...	2	4	2	...	...	8
	8,000 " 10,000	2	2	...	...	1	...	5		8,000 " 10,000	...	1	2	1	...	...	4
	10,000 " 15,000	3	...	...	...	...	...	3		10,000 " 15,000	...	...	...	...	1	...	1
	15,000 " 20,000	1	2	...	...	...	...	3		15,000 " 20,000	...	...	...	...	...	...	...
	20,000 and above	...	...	...	...	...	...	...		20,000 and above	...	...	...	...	...	...	...
TOTAL ...		145	62	105	102	55	160	629	TOTAL ...		3	17	101	67	39	122	349
OTHER BRITISH DOMINIONS	100 and under 500	46	52	64	38	40	81	321	DENMARK	100 and under 500	48	25	13	19	28	47	180
	500 " 1,000	21	18	9	12	7	28	95		500 " 1,000	30	11	11	8	7	30	97
	1,000 " 2,000	5	11	7	12	12	26	73		1,000 " 2,000	62	27	14	47	16	36	202
	2,000 " 4,000	11	3	6	9	8	29	66		2,000 " 4,000	29	8	2	20	15	21	95
	4,000 " 6,000	7	7	4	9	9	9	45		4,000 " 6,000	13	8	4	...	2	1	28
	6,000 " 8,000	1	4	3	1	...	...	9		6,000 " 8,000	2	8	2	...	...	...	12
	8,000 " 10,000	...	...	...	...	...	...	...		8,000 " 10,000	3	...	1	...	...	...	4
	10,000 " 15,000	...	...	...	...	...	...	...		10,000 " 15,000	...	1	...	1	2	...	4
	15,000 " 20,000	...	...	...	...	...	...	...		15,000 " 20,000	...	...	...	...	...	...	...
	20,000 and above	...	...	...	...	...	...	...		20,000 and above	...	...	...	...	...	...	...
TOTAL ...		91	95	93	81	76	173	609	TOTAL ...		187	88	47	95	70	135	622
AMERICA (United States) SEA	100 and under 500	203	56	68	77	85	126	615	FRANCE	100 and under 500	149	79	124	115	71	149	687
	500 " 1,000	18	31	34	42	23	50	198		500 " 1,000	25	19	20	19	10	42	135
	1,000 " 2,000	43	52	16	19	26	45	201		1,000 " 2,000	105	27	22	23	10	66	253
	2,000 " 4,000	962	70	50	42	45	108	1,277		2,000 " 4,000	179	21	29	24	22	57	332
	4,000 " 6,000	607	58	44	29	32	17	787		4,000 " 6,000	73	26	25	29	24	13	190
	6,000 " 8,000	432	58	19	11	8	...	528		6,000 " 8,000	26	11	4	13	7	9	70
	8,000 " 10,000	65	10	...	4	8	...	87		8,000 " 10,000	12	9	6	6	...	1	34
	10,000 " 15,000	36	9	...	2	7	6	60		10,000 " 15,000	4	7	4	...	4	...	19
	15,000 " 20,000	2	2	...	2	1	...	7		15,000 " 20,000	...	1	...	...	...	...	1
	20,000 and above	...	2	1	2	...	...	5		20,000 and above	1	...	1	...	...	...	2
TOTAL ...		2,368	348	232	230	235	352	3,765	TOTAL ...		574	200	235	229	148	337	1,723

gross tonnage, and according to certain divisions of age, owned in the world—distinguishing the principal the 1922-23 edition of Lloyd's Register Book.

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COUNTRY IN WHICH OWNED.	DIVISION OF TONNAGE.	DIVISION OF AGE.						TOTAL.	COUNTRY IN WHICH OWNED.	DIVISION OF TONNAGE.	DIVISION 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.				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.	
GERMANY	100 and under 500	238	161	115	115	50	136	815	NORWAY	100 and under 500	123	122	128	71	52	202	698
	500 " 1,000	72	20	57	37	31	88	305		500 " 1,000	69	26	21	26	17	55	214
	1,000 " 2,000	64	14	14	29	23	38	182		1,000 " 2,000	124	80	58	68	39	48	417
	2,000 " 4,000	37	3	4	10	16	26	96		2,000 " 4,000	81	26	18	45	30	32	232
	4,000 " 6,000	33	4	6	11	15	5	74		4,000 " 6,000	47	28	18	11	3	6	113
	6,000 " 8,000	33	...	7	7	1	...	48		6,000 " 8,000	20	14	5	1	...	...	40
	8,000 " 10,000	6	1	...	1	1	...	9		8,000 " 10,000	...	...	...	...	...	...	...
	10,000 " 15,000	1	...	...	...	1	...	2		10,000 " 15,000	1	1	...	...	...	...	2
	15,000 " 20,000	...	...	...	...	1	...	1		15,000 " 20,000	...	...	...	...	...	...	...
	20,000 and above	...	1	...	...	...	...	1		20,000 and above	...	...	...	...	...	...	...
	TOTAL ...	484	204	203	210	139	293	1,533		TOTAL ...	465	297	248	222	141	343	1,716
GREECE	100 and under 500	15	8	2	8	6	71	110	SPAIN	100 and under 500	105	24	23	24	16	122	314
	500 " 1,000	4	2	3	2	2	60	73		500 " 1,000	27	2	3	...	4	58	94
	1,000 " 2,000	3	2	...	1	4	29	39		1,000 " 2,000	4	3	3	6	16	86	118
	2,000 " 4,000	8	4	11	19	21	28	91		2,000 " 4,000	60	11	12	6	22	84	195
	4,000 " 6,000	23	4	3	6	7	1	44		4,000 " 6,000	20	4	3	2	6	12	47
	6,000 " 8,000	...	...	...	2	...	...	2		6,000 " 8,000	3	2	...	...	...	2	7
	8,000 " 10,000	...	1	...	...	1	...	2		8,000 " 10,000	...	...	1	...	...	...	1
	10,000 " 15,000	...	...	...	...	...	...	...		10,000 " 15,000	2	2	...	...	...	...	4
	15,000 " 20,000	...	...	...	...	...	...	...		15,000 " 20,000	...	...	...	...	...	...	...
	20,000 and above	...	...	...	...	...	...	...		20,000 and above	...	...	...	...	...	...	...
	TOTAL ...	53	21	19	38	41	189	361		TOTAL ...	221	48	45	38	64	364	780
HOLLAND	100 and under 500	101	79	40	53	67	47	387	SWEDEN	100 and under 500	66	85	50	60	73	296	630
	500 " 1,000	37	22	8	6	7	12	92		500 " 1,000	28	17	9	13	12	61	140
	1,000 " 2,000	70	43	23	15	20	18	189		1,000 " 2,000	44	32	16	17	21	95	225
	2,000 " 4,000	58	49	33	23	17	4	184		2,000 " 4,000	21	10	11	11	10	14	77
	4,000 " 6,000	36	15	17	26	8	6	108		4,000 " 6,000	27	5	7	4	1	...	44
	6,000 " 8,000	42	36	14	2	6	...	100		6,000 " 8,000	3	1	...	...	...	...	4
	8,000 " 10,000	18	9	2	...	...	...	29		8,000 " 10,000	...	...	...	...	...	...	...
	10,000 " 15,000	3	2	...	...	2	...	7		10,000 " 15,000	...	...	...	1	1	...	2
	15,000 " 20,000	2	...	...	1	...	...	3		15,000 " 20,000	...	...	...	...	...	...	...
	20,000 and above	...	...	1	...	...	...	1		20,000 and above	...	...	...	...	...	...	...
	TOTAL ...	367	255	138	126	127	87	1,100		TOTAL ...	189	150	93	106	118	466	1,122
ITALY	100 and under 500	50	29	54	39	21	86	279	OTHER COUNTRIES (or Country not stated)	100 and under 500	114	106	145	167	111	430	1,073
	500 " 1,000	17	13	7	3	9	51	90		500 " 1,000	33	27	39	33	41	147	320
	1,000 " 2,000	13	6	8	4	10	78	119		1,000 " 2,000	43	29	33	66	36	150	357
	2,000 " 4,000	56	7	20	25	66	75	249		2,000 " 4,000	15	28	31	49	35	106	264
	4,000 " 6,000	77	24	16	30	27	17	191		4,000 " 6,000	7	10	20	12	24	25	98
	6,000 " 8,000	36	10	7	10	2	1	66		6,000 " 8,000	7	2	2	5	4	1	21
	8,000 " 10,000	2	2	5	2	...	1	12		8,000 " 10,000	3	2	1	1	...	...	7
	10,000 " 15,000	1	2	1	...	2	...	6		10,000 " 15,000	...	...	...	...	...	...	...
	15,000 " 20,000	1	...	...	...	...	...	1		15,000 " 20,000	...	...	...	...	...	...	...
	20,000 and above	2	1	...	...	...	...	3		20,000 and above	...	...	...	...	...	...	...
	TOTAL ...	255	84	118	113	137	309	1,016		TOTAL ...	222	204	271	333	251	859	2,140
JAPAN	100 and under 500	294	213	83	89	44	100	825	TOTAL	100 and under 500	2,264	1,918	1,594	1,581	1,175	3,093	11,625
	500 " 1,000	144	76	20	31	10	52	333		500 " 1,000	776	380	385	354	277	990	3,162
	1,000 " 2,000	113	32	3	24	13	73	258		1,000 " 2,000	899	510	418	526	357	1,065	3,775
	2,000 " 4,000	75	41	14	20	35	119	304		2,000 " 4,000	1,895	437	422	593	560	964	4,871
	4,000 " 6,000	122	18	12	8	18	22	200		4,000 " 6,000	1,505	459	435	452	354	211	3,416
	6,000 " 8,000	46	13	6	2	6	6	79		6,000 " 8,000	855	301	194	169	103	41	1,663
	8,000 " 10,000	10	6	1	1	...	...	18		8,000 " 10,000	196	88	42	49	31	6	412
	10,000 " 15,000	4	2	3	...	2	...	11		10,000 " 15,000	99	54	41	13	39	9	255
	15,000 " 20,000	...	...	...	...	...	...	...		15,000 " 20,000	27	11	4	6	2	...	50
	20,000 and above	...	...	...	...	...	...	...		20,000 and above	6	7	5	7	1	...	26
	TOTAL ...	808	401	142	175	125	372	2,026		TOTAL ...	8,522	4,165	3,540	3,750	2,899	6,379	29,255

TABLE No. 5.—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	4,820	12,098,353	396	122,144	3,500	125,761	8,716	25,895,991	100A	49	52,321	9	14,382	115	215,045	173	281,748
95A	...	...	...	...	...	...	...	...	95A	...	...	...	...	...	...	...	...
90A	4	3,847	...	...	6	4,359	10	8,206	90A	...	...	...	...	...	...	...	...
A	133	86,053	34	25,824	89	92,889	256	204,766	A	81	39,791	7	1,49	34	20,049	122	61,332
LvA1*	}	...	...	...	1	1,710	1	1,710	LvA1*	}	...	...	...	2	4,438	2	4,438
LvA1*									LvA1*								
Total Classed	4,957	12,188,253	430	124,726	3,596	126,751	8,983	26,110,673	Total Classed	130	92,112	16	15,874	151	239,532	297	347,518
Formerly Classed	1,103	1,498,177	295	303,074	2,509	6,725,843	3,907	8,527,094	Formerly Classed	58	22,270	9	8,809	137	240,186	204	271,265
Totals...	6,060	13,686,430	725	155,034	6,105	194,009	12,890	34,637,767	Totals...	188	114,382	25	24,683	288	479,718	501	618,783

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	137	84,713	13	14,223	152	188,938	302	287,874	100A	6	10,134	1	1,470	97	149,057	104	160,661
95A	...	...	...	...	...	...	...	...	95A	...	...	...	...	...	...	...	...
90A	11	6,292	...	...	7	6,653	18	12,945	90A	...	...	...	...	...	...	...	...
80A	2	564	...	...	...	...	2	564	80A	...	...	...	...	...	...	...	...
A	14	1,498	...	...	4	1,431	18	2,929	A	...	...	...	...	...	...	...	...
*A	1	637	...	...	...	...	1	637	*A	2	548	...	...	6	5,366	8	5,914
A	1	803	...	...	2	1,164	3	1,967	A	...	...	...	...	1	1,318	1	1,318
A	2	1,632	...	...	...	...	2	1,632	A	...	...	...	...	...	...	...	...
A	...	...	...	...	...	...	...	...	A	...	...	...	...	...	...	...	...
LvA1*	}	5,096	...	...	9	14,115	14	19,211	LvA1*	}	...	...	...	...	...	...	...
LvA1*									LvA1*								
LvA1									LvA1								
LvA1									LvA1								
Total Classed	173	101,235	13	14,223	174	212,301	360	327,759	Total Classed	8	10,682	1	1,470	104	155,741	113	167,893
Formerly Classed	277	92,875	69	48,346	666	596,470	1,012	737,691	Formerly Classed	7	1,607	9	6,729	82	100,555	98	108,891
Totals...	450	194,110	82	62,569	840	808,771	1,372	1,065,450	Totals...	15	12,289	10	8,199	186	256,296	211	276,784

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	100	13,098	16	29,336	88	181,246	204	223,680
	{ Sail	6	1,526	13	7,152	37	42,399	56	51,077
A	{ Steam	...	...	...	...	...	...	...	
	{ Sail	...	...	...	...	...	...	...	
A	{ Steam	...	...	...	...	...	...	...	
	{ Sail	13	2,082	...	...	1	195	14	2,277
E	{ Steam	2	252	...	...	...	...	2	252
	{ Sail	...	...	...	...	...	...	...	...
Total Classed	{ Steam	102	13,350	16	29,336	88	181,246	206	223,932
	{ Sail	19	3,608	13	7,152	38	42,594	70	53,354
	{ Total	121	16,958	29	36,488	126	223,840	276	277,286
Formerly Classed	{ Steam	50	5,862	19	13,249	29	40,353	98	59,464
	{ Sail	273	30,079	8	1,855	44	21,346	325	53,280
	{ Total	323	35,941	27	15,104	73	61,699	423	112,744
Grand Total		444	52,899	56	51,592	199	285,539	699	390,030

**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.....	9,549	26,662,364	5,017	9,324,249	14,566	35,986,613
Sailing Vessels	480	563,765	627	433,436	1,107	1,002,201
Total.....	10,029	27,231,129	5,644	9,757,685	15,673	36,988,814

In addition to the above, 296 vessels of 1,524,013 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:—

	No.	Tons.
Classed with Lloyd's Register	10,325	28,755,142
Formerly classed with Lloyd's Register	5,644	9,757,685
Grand Total	15,969	38,512,827

VESSELS NOW OR FORMERLY CLASSED RECORDED IN LLOYD'S REGISTER BOOK, 1922-1923.

WOOD (INCLUDING COMPOSITE).	STEAM AND SAIL.						TOTAL.	
	STEAM.			SAIL.				
	United Kingdom.		Foreign Countries.	United Kingdom.		Foreign Countries.		
	No.	Tons.	No.	No.	Tons.	No.	No.	Tons.
WOOD (INCLUDING COMPOSITE).	STEAM.			SAIL.			TOTAL.	
	United Kingdom.		Foreign Countries.	United Kingdom.		Foreign Countries.		
	No.		Tons.	No.		Tons.		
	No.		Tons.	No.		Tons.		
IRON.	STEAM.			SAIL.			TOTAL.	
	United Kingdom.		Foreign Countries.	United Kingdom.		Foreign Countries.		
	No.		Tons.	No.		Tons.		
	No.		Tons.	No.		Tons.		
STEEL.	STEAM.			SAIL.			TOTAL.	
	United Kingdom.		Foreign Countries.	United Kingdom.		Foreign Countries.		
	No.		Tons.	No.		Tons.		
	No.		Tons.	No.		Tons.		
Classed	4,557	12,188,253	430	1,247	207,359	12	10,029	27,231,129
Formerly Classed	1,103	1,488,177	295	303,074	2,509	6,725,842	5,644	9,757,685
Gross Totals	5,660	13,676,430	725	1,550	341	6,105	15,673	38,512,827

TABLE No. 6.—Showing Number and Material of all Vessels, including Yachts, according to certain divisions of Gross Tonnage, CLASSED by different Classification Societies.

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NAME OF CLASSIFICATION SOCIETY.	TONNAGE.	STEAMERS.				SAILING VESSELS.				TOTAL NUMBER OF VESSELS CLASSED IN EACH REGISTER.	TONNAGE.
		Steel.	Iron.	Wood and Comp.	Total.	Steel.	Iron.	Wood and Comp.	Total.		
LLOYD'S REGISTER	Under 100	214	16	118	348	19	..	118	137	485	Under 100
	100 & under 500	2,413	150	43	2,606	75	3	45	123	2,729	100 & under 500
	500 " 1000	686	55	11	752	74	20	14	108	860	500 " 1000
	1000 " 2000	999	129	23	1,151	78	67	16	161	1,312	1000 " 2000
	2000 " 4000	1,951	19	65	2,035	56	23	4	83	2,118	2000 " 4000
	4000 " 7000	2,210	2	..	2,212	1	..	..	1	2,213	4000 " 7000
	7000 " 10000	508	..	..	508	..	..	..	..	508	7000 " 10000
	10000 & above	136	..	..	136	..	..	..	..	136	10000 & above
	Total.....	9,117	371	260	9,748	303	113	197	613	10,361	Total.
AMERICAN BUREAU OF SHIPPING.	Under 100	3	..	2	5	..	..	1	1	6	Under 100
	100 & under 500	28	2	71	101	20	..	101	121	222	100 & under 500
	500 " 1000	60	..	13	73	11	..	107	118	191	500 " 1000
	1000 " 2000	47	3	26	76	2	1	84	87	163	1000 " 2000
	2000 " 4000	629	11	244	884	5	1	35	41	925	2000 " 4000
	4000 " 7000	823	..	..	823	2	..	..	2	825	4000 " 7000
	7000 " 10000	190	..	..	190	..	..	..	..	190	7000 " 10000
	10000 & above	43	..	..	43	..	..	..	..	43	10000 & above
	Total.....	1,823	16	356	2,195	40	2	328	370	2,565	Total.
Record of American and Foreign Shipping.	Under 100	..	..	3	3	..	..	1	1	4	Under 100
	100 & under 500	..	..	28	28	..	..	29	29	57	100 & under 500
	500 " 1000	4	..	34	38	..	..	46	46	84	500 " 1000
	1000 " 2000	23	4	26	53	..	..	8	8	61	1000 " 2000
	2000 " 4000	48	..	14	62	1	..	4	5	67	2000 " 4000
	4000 " 7000	92	..	..	92	..	..	..	..	92	4000 " 7000
	7000 " 10000	17	..	..	17	..	..	..	..	17	7000 " 10000
	10000 & above	..	..	..	..	..	..	..	..	..	10000 & above
	Total.....	184	4	105	293	1	..	88	89	382	Total.
Great Lakes Register.	Under 100	50	..	1	51	..	..	..	..	51	Under 100
	100 & under 500	291	3	4	298	8	..	..	8	306	100 & under 500
	500 " 1000	152	3	1	156	10	..	..	10	166	500 " 1000
	1000 " 2000	167	4	..	171	2	1	..	3	174	1000 " 2000
	2000 " 4000	216	3	2	221	2	..	..	2	223	2000 " 4000
	4000 " 7000	350	..	..	350	..	..	..	..	350	4000 " 7000
	7000 " 10000	53	..	..	53	..	..	..	..	53	7000 " 10000
	10000 & above	18	..	..	18	..	..	..	..	18	10000 & above
	Total.....	1,297	13	8	1,318	22	1	..	23	1,341	Total.
BRITISH CORPORATION	Under 100	341	21	306	668	52	2	760	814	1,482	Under 100
	100 & under 500	1,014	99	258	1,371	172	3	1,034	1,209	2,580	100 & under 500
	500 " 1000	362	83	31	476	58	9	130	197	673	500 " 1000
	1000 " 2000	530	102	89	721	24	16	64	104	825	1000 " 2000
	2000 " 4000	461	13	67	541	61	1	14	76	617	2000 " 4000
	4000 " 7000	260	1	..	261	1	..	..	1	262	4000 " 7000
	7000 " 10000	55	..	..	55	1	..	..	1	56	7000 " 10000
	10000 & above	26	..	..	26	..	..	..	..	26	10000 & above
	Total.....	3,049	319	751	4,119	369	31	2,002	2,402	6,521	Total.
BUREAU VERITAS	Under 100	92	4	15	111	199	6	112	317	428	Under 100
	100 & under 500	720	21	2	743	222	4	20	246	989	100 & under 500
	500 " 1000	279	17	1	297	43	1	3	47	344	500 " 1000
	1000 " 2000	145	6	..	151	8	2	1	11	162	1000 " 2000
	2000 " 4000	115	..	..	115	7	..	..	7	122	2000 " 4000
	4000 " 7000	102	..	..	102	..	..	..	..	102	4000 " 7000
	7000 " 10000	45	..	..	45	..	..	..	..	45	7000 " 10000
	10000 & above	27	..	..	27	..	..	..	..	27	10000 & above
	Total.....	1,525	48	18	1,591	479	13	136	628	2,219	Total.
GERMANISCHER LLOYD (1921 Register)	Under 100	59	5	38	102	1	..	1	2	104	Under 100
	100 & under 500	213	22	113	348	1	1	11	13	361	100 & under 500
	500 " 1000	155	11	20	186	1	5	4	10	196	500 " 1000
	1000 " 2000	329	13	..	342	12	16	..	28	370	1000 " 2000
	2000 " 4000	108	5	..	113	1	..	..	1	114	2000 " 4000
	4000 " 7000	67	..	..	67	..	..	..	..	67	4000 " 7000
	7000 " 10000	3	..	..	3	..	..	..	..	3	7000 " 10000
	10000 & above	2	..	..	2	..	..	..	..	2	10000 & above
	Total.....	936	56	171	1,163	16	22	16	54	1,217	Total.
NORSKE VERITAS	Under 100	25	5	120	150	..	..	811	811	961	Under 100
	100 & under 500	80	11	44	135	4	1	273	278	413	100 & under 500
	500 " 1000	40	12	1	53	2	1	2	5	58	500 " 1000
	1000 " 2000	53	26	2	81	..	1	1	2	83	1000 " 2000
	2000 " 4000	186	17	13	216	..	..	..	..	216	2000 " 4000
	4000 " 7000	213	..	..	213	..	..	..	..	213	4000 " 7000
	7000 " 10000	35	..	..	35	..	..	..	..	35	7000 " 10000
	10000 & above	8	..	..	8	..	..	..	..	8	10000 & above
	Total.....	640	71	180	891	6	3	1,087	1,096	1,987	Total.
REGISTRO ITALIANO	Under 100	25	5	120	150	..	..	811	811	961	Under 100
	100 & under 500	80	11	44	135	4	1	273	278	413	100 & under 500
	500 " 1000	40	12	1	53	2	1	2	5	58	500 " 1000
	1000 " 2000	53	26	2	81	..	1	1	2	83	1000 " 2000
	2000 " 4000	186	17	13	216	..	..	..	..	216	2000 " 4000
	4000 " 7000	213	..	..	213	..	..	..	..	213	4000 " 7000
	7000 " 10000	35	..	..	35	..	..	..	..	35	7000 " 10000
	10000 & above	8	..	..	8	..	..	..	..	8	10000 & above
	Total.....	640	71	180	891	6	3	1,087	1,096	1,987	Total.

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

TABLE No. 7.—Showing the Number of Merchant Vessels of 100 tons gross and upwards, according to certain divisions of Gross Tonnage, LAUNCHED in the UNITED KINGDOM during each year from 1892 onwards. 1085

YEAR WHEN LAUNCHED	DIVISIONS OF GROSS TONNAGE.	100 to 499 tons.	500 to 999 tons.	1000 to 1999 tons.	2000 to 2999 tons.	3000 to 3999 tons.	4000 to 4999 tons.	5000 to 5999 tons.	6000 to 6999 tons.	8000 to 8999 tons.	10000 to 11999 tons.	12000 to 14999 tons.	15000 to 19999 tons.	20000 to 24999 tons.	25000 to 29999 tons.	30000 to 34999 tons.	35000 to 39999 tons.	40000 and above tons.	TOTAL.
1892	Steam	166	43	63	104	67	23	8	5	..	..	1	..	..	..	..	..	..	480
	Sail	23	5	59	58	7	..	..	..	..	..	..	..	..	..	..	..	..	152
1893	Steam	150	43	42	75	63	18	5	7	3	..	1	..	..	..	..	..	..	407
	Sail	29	6	28	24	1	..	..	..	..	..	..	..	..	..	..	..	..	88
1894	Steam	168	65	65	100	90	25	14	6	..	..	..	..	..	..	..	..	..	533
	Sail	13	..	27	13	1	..	..	..	..	..	..	..	..	..	..	..	..	54
1895	Steam	187	42	61	88	75	30	9	6	4	1	..	..	..	..	..	..	..	503
	Sail	23	..	22	2	..	..	..	..	..	..	..	..	..	..	..	..	..	47
1896	Steam	226	57	82	89	83	23	35	10	2	1	..	..	..	..	..	..	..	608
	Sail	36	3	17	4	..	..	..	..	..	..	..	..	..	..	..	..	..	60
1897	Steam	226	34	66	73	74	23	15	13	2	2	1	..	..	..	..	..	..	529
	Sail	18	6	8	2	..	..	..	..	..	..	..	..	..	..	..	..	..	34
1898	Steam	299	52	69	79	141	28	23	26	2	4	..	..	..	..	..	..	..	723
	Sail	12	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	13
1899	Steam	299	39	76	57	129	39	27	24	4	4	4	1	..	..	..	..	..	703
	Sail	8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	8
1900	Steam	254	41	60	47	119	56	26	29	6	4	4	..	..	..	..	..	..	646
	Sail	15	1	4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	20
1901	Steam	132	48	73	51	117	82	22	25	3	2	5	..	1	..	..	..	..	561
	Sail	33	3	2	..	3	..	..	..	..	..	..	..	..	..	..	..	..	41
1902	Steam	209	45	67	55	84	62	21	28	9	2	3	1	1	..	..	..	..	587
	Sail	41	4	7	6	4	..	..	..	..	..	..	..	..	..	..	..	..	62
1903	Steam	229	45	92	52	77	45	5	21	4	3	2	3	1	..	..	..	..	579
	Sail	48	5	5	1	..	..	..	..	..	..	..	..	..	..	..	..	..	59
1904	Steam	196	63	54	71	123	51	8	9	3	2	..	..	1	..	..	..	..	581
	Sail	74	9	2	2	2	..	..	..	..	..	..	..	..	..	..	..	..	89
1905	Steam	271	36	78	54	139	150	17	12	9	..	1	2	1	..	..	..	..	720
	Sail	49	3	..	1	..	..	1	..	..	..	..	..	..	..	..	..	..	54
1906	Steam	299	55	82	49	141	107	23	26	6	2	1	..	1	..	2	..	..	794
	Sail	56	8	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	65
1907	Steam	272	74	100	161	114	15	9	6	1	..	..	..	..	..	..	..	..	752
	Sail	84	3	1	..	..	1	..	..	..	..	..	..	..	..	..	..	..	89
1908	Steam	189	58	62	59	58	10	8	3	5	1	1	..	..	..	..	..	..	454
	Sail	60	9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	69
1909	Steam	163	38	82	89	74	10	3	2	4	..	..	..	..	..	..	..	..	465
	Sail	53	8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	61
1910	Steam	169	36	69	88	75	25	3	4	2	1	..	..	..	..	..	..	..	473
	Sail	27	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	27
1911	Steam	256	52	91	90	158	27	9	12	3	1	..	..	..	..	..	..	1	700
	Sail	61	11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	72
1912	Steam	221	53	70	98	132	40	13	11	2	3	..	..	..	..	..	..	..	643
	Sail	60	9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	69
1913	Steam	206	54	68	24	56	105	44	50	13	10	5	5	..	..	..	..	1	641
	Sail	40	7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	47
1914	Steam	259	45	46	31	45	81	43	38	20	3	5	2	..	1	1	..	1	621
	Sail	31	4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	35
1915*	Steam	156	20	33	17	23	26	9	20	10	2	1	..	..	..	..	..	..	317
	Sail	10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10
1916*	Steam	165	10	18	20	20	24	26	15	5	1	..	..	..	..	..	..	..	304
	Sail	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2
1917*	Steam	52	18	21	22	25	37	46	39	10	5	6	4	..	..	..	..	..	285
	Sail	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1
1918*	Steam	8	11	13	40	42	14	127	31	9	3	2	..	..	..	..	..	..	300
	Sail	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1
1919	Steam	157	59	45	37	44	10	127	47	11	..	2	1	1	..	..	..	..	541
	Sail	27	44	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	71
1920	Steam	125	50	67	55	56	45	71	67	30	3	4	5	3	..	..	..	..	581
	Sail	29	7	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	37
1921	Steam	71	47	46	43	33	32	31	56	16	3	15	6	..	..	..	..	..	399
	Sail	27	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	27

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

TABLE No. 8 :—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
1920	618	2,055,624	90	174,557	13	29,087	—	—	5	8,371	30	60,669	50	93,449	No	Returns	99	188,149
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

† The figures for the years 1892-1906 include vessels of less than 100 tons which were intended to class with Lloyd's Register.
 * Vessels built to the order of the Admiralty for other than Mercantile purposes are not included.

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

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each year from 1892 to 1921																		
ITALY.		JAPAN.		NORWAY.		SPAIN.		SWEDEN.		UNITED STATES.				OTHER COUNTRIES.		TOTALS.		YEAR.
										COAST.		GREAT LAKES.						
No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	
21	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	3,234	17	8,904	156	177,601	39	153,717	39	11,037	1,277	1,957,853	1910
14	17,401	109	44,359	71	35,435	1	3,838	11	9,427	112	95,693	30	75,876	31	6,463	1,599	2,650,140	1911
27	25,196	168	57,755	89	50,255	12	4,260	22	13,968	144	194,273	30	89,950	30	23,852	1,719	2,901,769	1912
38	50,356	152	64,664	74	50,637	12	8,488	25	18,524	182	228,232	23	48,216	17	4,786	1,750	3,332,882	1913
47	42,981	32	85,861	61	54,204	5	5,163	26	15,163	84	162,937	10	37,825	22	13,840	1,319	*2,852,753	1914
30	22,132	26	49,408	59	62,070	5	12,765	27	20,319	76	157,167	8	20,293	5	876	743	*1,201,638	1915
10	56,654	55	145,624	52	42,458	6	10,847	34	26,769	167	384,899	44	119,348	12	3,449	964	*1,688,080	1916
11	38,906	104	350,141	44	46,103	10	22,777	34	26,760	266	821,115	60	176,804	17	9,761	1,112	*2,937,786	1917
15	60,791	198	489,924	51	47,723	18	17,389	36	39,583	741	2,602,153	188	430,877	22	17,089	1,866	*5,447,444	1918
32	82,713	133	611,883	82	57,578	41	52,609	53	50,971	852	3,579,826	199	495,559	34	24,322	2,483	*7,144,549	1919
82	133,190	140	456,642	30	38,855	13	45,950	46	63,823	467	2,348,725	42	127,528	34	42,047	1,759	*5,861,666	1920
85	164,748	43	227,425	35	51,458	11	47,256	27	65,911	166	995,129	7	11,284	78	63,465	1,377	4,341,679	1921

* Returns not complete.

TABLE No. 9:—Showing the number and gross tonnage of STEAMERS & MOTOR VESSELS
the years 1902 to 1921, distinguishing the principal maritime countries, and

YEAR.	UNITED KINGDOM.			BRITISH DOMINIONS.			AMERICA ^a (UNITED STATES.)			DENMARK.			FRANCE.			GERMANY.			GREECE.			HOLLAND.		
	No.	Tons.	Per Cent.	No.	Tons.	Per Cent.	No.	Tons.	Per Cent.	No.	Tons.	Per Cent.	No.	Tons.	Per Cent.	No.	Tons.	Per Cent.	No.	Tons.	Per Cent.	No.	Tons.	Per Cent.
1902	82	108,786	0·84	19	25,471	3·37	7	8,796	0·80	3	2,489	0·57	9	8,505	0·77	19	36,021	1·37	5	9,089	3·12	8	8,355	1·51
1903	109	155,071	1·16	9	8,349	1·07	11	12,307	1·01	1	2,567	0·53	13	20,037	1·74	22	19,879	0·71	NIL.			6	5,512	0·90
1904	98	166,826	1·19	14	5,783	0·67	16	15,671	1·20	5	13,448	2·66	11	8,899	0·71	21	42,446	1·47	6	12,202	3·48	5	6,705	1·04
1905	106	155,603	1·07	13	15,115	1·66	14	14,742	1·10	4	10,795	2·01	13	14,147	1·12	19	36,071	1·17	11	21,951	6·26	6	3,425	0·52
1906	115	168,793	1·11	18	11,521	1·20	15	14,988	1·05	6	6,689	1·15	8	11,894	0·95	26	37,354	1·11	6	8,176	2·19	5	7,305	1·07
1907	90	150,893	0·95	19	16,964	1·58	11	35,004	2·27	6	5,920	0·91	14	16,190	1·26	27	46,405	1·25	9	14,999	3·56	1	642	0·08
1908	114	181,988	1·11	25	21,049	1·81	8	10,342	0·63	...	...	...	12	21,129	1·49	21	46,058	1·20	9	21,693	4·5	3	6,135	0·73
1909	83	182,836	1·11	17	16,852	1·37	14	20,706	1·25	4	2,956	0·44	10	10,191	0·70	30	43,896	1·13	8	17,652	3·64	6	5,850	0·65
1910	102	190,135	1·13	21	14,703	1·14	14	15,800	0·94	5	7,034	1·05	14	15,900	1·10	26	31,594	0·80	7	12,893	2·58	4	8,121	0·83
1911	112	187,062	1·08	20	26,977	1·91	10	13,409	0·78	4	1,934	0·28	11	9,894	0·64	20	29,408	0·73	13	30,774	5·49	5	9,952	0·97
1912	108	245,358	1·38	18	11,618	0·79	8	4,085	0·23	5	6,071	0·86	14	16,926	1·03	19	38,741	0·91	8	17,271	2·66	4	4,184	0·38
1913	93	182,248	1·00	14	13,832	0·88	20	21,583	1·09	5	5,267	0·74	15	25,948	1·45	21	39,235	0·83	9	16,438	2·33	3	1,150	0·09
1914	194	410,965	2·12	25	20,333	1·24	18	24,329	1·20	11	21,920	2·85	13	13,837	0·72	32	89,056	1·73	6	15,178	1·85	9	16,731	1·13
1915	544	1,092,924	5·68	25	33,727	2·11	19	39,730	1·54	17	32,208	4·01	46	113,011	5·92	32	74,880	1·69	14	27,653	3·10	25	41,393	2·76
1916	571	1,411,429	7·50	30	31,396	1·92	27	57,255	2·01	45	60,531	7·59	57	148,051	8·00	25	39,506	1·02	38	91,645	12·78	32	72,347	4·87
†1917	1,384	4,093,717	...	49	71,262	...	60	166,630	...	81	109,949	...	144	355,007	...	24	19,750	...	89	241,546	...	49	84,331	...
†1918	661	1,974,182	...	46	97,812	...	90	308,742	...	21	31,960	...	92	186,083	...	18	13,249	...	20	54,386	...	16	9,791	...
1919	84	140,941	0·86	34	35,168	1·89	54	114,752	0·96	4	2,243	0·36	22	32,250	1·64	47	19,152	0·59	6	7,426	2·55	24	11,936	0·76
1920	86	123,861	0·68	26	16,574	0·89	45	112,040	0·90	6	2,163	0·30	25	50,874	1·72	17	9,061	2·16	26	31,915	6·42	12	3,736	0·21
1921	65	65,718	0·34	35	42,332	1·87	22	60,392	0·45	8	5,536	0·63	21	27,899	0·85	12	7,005	1·07	26	52,363	8·92	2	602	0·03

* Excluding vessels trading on the Great Lakes of North America. † Owing to the Great War statistics regarding Cases of breaking up, condemnation, &c., not known to be

of 100 tons and upwards, totally LOST, CONDEMNED, &c. (including WAR LOSSES), during showing also the percentage lost of the tonnage owned by the various countries.

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ITALY.			JAPAN.			NORWAY.			SPAIN.			SWEDEN.			OTHER COUNTRIES.		TOTAL.			YEAR.
No.	Tons.	Per Cent.	No.	Tons.	Per Cent.	No.	Tons.	Per Cent.	No.	Tons.	Per Cent.	No.	Tons.	Per Cent.	No.	Tons.	No.	Tons.	Per Cent.	
5	9,643	1.39	12	7,178	1.29	18	15,443	1.78	12	23,359	3.17	6	5,622	1.21	27	39,425	232	308,182	1.23	1902
2	1,232	0.17	13	9,200	1.57	21	24,751	2.65	5	6,214	0.86	8	10,809	2.15	17	22,448	237	298,376	1.14	1903
10	17,769	2.47	34	69,718	10.43	13	12,954	1.27	7	11,539	1.62	5	4,071	0.75	35	36,144	280	424,175	1.54	1904
5	11,518	1.55	30	33,125	3.80	26	30,945	2.36	15	22,551	3.25	15	19,080	3.22	20	18,907	297	407,975	1.42	1905
9	19,649	2.54	21	17,451	1.75	20	23,364	2.04	5	5,597	0.82	11	8,325	1.28	19	26,070	284	367,176	1.15	1906
4	4,865	0.59	27	33,644	3.15	20	27,576	2.18	13	22,922	3.40	7	7,790	1.13	25	24,514	273	408,323	1.20	1907
7	7,859	0.87	29	25,082	2.20	28	28,726	2.13	9	7,368	1.09	11	9,452	1.29	28	32,925	304	419,806	1.17	1908
3	6,153	0.64	15	10,162	0.88	24	34,016	2.45	8	10,722	1.56	9	5,625	0.73	25	26,153	256	393,770	1.08	1909
3	8,060	0.82	22	21,505	1.88	25	30,146	2.12	13	17,147	2.30	11	10,985	1.40	26	37,526	293	421,549	1.13	1910
6	14,313	1.39	20	17,946	1.49	23	24,551	1.60	13	22,530	2.97	10	10,659	1.32	38	49,278	305	449,087	1.15	1911
8	16,265	1.45	33	27,553	2.05	22	23,601	1.39	7	12,050	1.59	10	8,094	0.93	28	18,858	292	450,675	1.11	1912
13	20,127	1.58	25	25,514	1.70	23	26,438	1.41	12	15,804	1.91	11	12,862	1.36	31	38,819	295	445,265	1.03	1913
9	11,671	0.82	22	28,897	1.69	38	44,045	2.25	7	10,811	1.28	23	31,325	3.08	30	34,836	437	773,934	1.70	1914
20	53,930	3.56	20	43,041	2.36	81	116,501	5.89	13	26,871	3.03	37	62,359	6.10	75	109,158	968	1,867,386	4.08	1915
82	228,290	13.54	28	81,068	4.39	208	288,446	12.74	30	66,456	8.15	43	43,528	4.70	58	95,034	1,274	2,714,982	6.00	1916
128	398,790	...	36	92,113	...	368	601,209	...	34	73,565	...	56	75,132	...	94	219,477	2,596	6,602,478	...	1917†
50	184,173	...	30	61,829	...	102	167,034	...	34	71,745	...	52	70,016	...	56	99,352	1,288	3,330,354	...	1918†
2	366	0.03	42	43,829	1.88	31	33,199	2.07	7	7,376	1.04	27	24,201	2.64	31	41,395	415	514,234	1.01	1919
9	13,020	0.61	29	41,988	1.40	26	25,944	1.31	10	10,050	1.07	13	17,777	1.78	27	51,791	357	510,794	0.89	1920
15	28,069	1.14	29	51,185	1.53	16	29,210	1.23	30	53,772	4.84	8	9,698	0.89	21	25,211	310	458,992	0.78	1921

the tonnage owned by the Countries of the World were not compiled by Lloyd's Register for the years 1917 and 1918. consequent on stress of weather, &c., are excluded from the Table.

TABLE No. 10.—Showing the Number and Material of Merchant Vessels of 100 Tons Gross and upwards, according to certain divisions of Gross Tonnage, LAUNCHED ABROAD during the years 1918, 1919, 1920 and 1921.

DIVISIONS OF GROSS TONNAGE.	1918.		1919.		1920.		1921.		DIVISIONS OF GROSS TONNAGE.	1918.		1919.		1920.		1921.	
	STEEL	WOOD	STEEL	WOOD	STEEL	WOOD	STEEL	WOOD		STEEL	WOOD	STEEL	WOOD	STEEL	WOOD	STEEL	WOOD
TONS.									TONS.								
100 to 499 {Steam Sail	59 ...	60 103	125 8	113 149	105 10	29 86	144 24	35 81	5,000 to 5,999 {Steam Sail	155 ...	...	217 ...	...	197 ...	...	91 ...	...
500 „ 999 {Steam Sail	50 ...	43 42	56 ...	32 39	55 13	12 19	81 19	7 8	6,000 „ 7,999 {Steam Sail	99 ...	...	263 ...	...	163 ...	...	119 ...	...
1,000 „ 1,999 {Steam Sail	147 1	41 16	102 ...	60 53	121 2	13 16	113 7	1 4	8,000 „ 9,999 {Steam Sail	19 ...	...	17 ...	...	25 ...	...	44 ...	...
2,000 „ 2,999 {Steam Sail	249 ...	335 6	256 2	100 57	103 ...	2 12	63 ...	1 2	10,000 tons and above {Steam Sail	1 ...	...	5 ...	...	17 ...	...	23 ...	...
3,000 „ 3,999 {Steam Sail	50 ...	34 ...	149 ...	10 8	99 ...	3 ...	44 ...	...	Total		{Steam Sail						
4,000 „ 4,999 {Steam Sail	55 ...	...	49 1	...	38 1	...	40 ...	...									
										884	513	1,239	315	923	59	762	44
										1	167	11	306	26	133	50	95

TABLE No. 11.—Showing the Number, Gross Tonnage, Material, and Description of NEW VESSELS classed by Lloyd's Register during the year 1921.

WHERE BUILT.	STEAMERS AND MOTOR VESSELS.								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.....	373	1,235,494	...	...	5	597	378	1,236,091	20	3,687	...	...	13	120	33	3,807	411	1,239,898
AMERICA, U.S. OF	130	839,855	2	12,290	2	2,536	134	854,681	7	4,531	...	...	2	12	9	4,543	143	859,224
BELGIUM	3	6,929	...	...	...	...	3	6,929	...	...	...	...	...	...	...	...	3	6,929
BRAZIL	...	...	...	...	1	1,598	1	1,598	...	...	...	...	...	...	...	...	1	1,598
BRITISH DOMINIONS ...	28	101,653	...	...	2	964	30	102,617	...	...	...	...	2	1,821	2	1,821	32	104,438
DANZIG	1	4,932	...	...	...	...	1	4,932	...	...	...	...	...	...	...	...	1	4,932
DENMARK	11	43,188	...	...	...	...	11	43,188	...	...	...	...	1	3	1	3	12	43,191
FINLAND.....	2	2,382	...	...	...	...	2	2,382	...	...	...	...	...	...	...	...	2	2,382
FRANCE	8	28,282	...	...	...	...	8	28,282	...	...	...	...	...	...	...	...	8	28,282
GERMANY	8	51,409	...	...	...	...	8	51,409	1	629	...	...	...	...	1	629	9	52,038
HOLLAND	39	106,691	...	...	...	...	39	106,691	...	...	...	...	...	...	...	...	39	106,691
ITALY	20	109,726	...	...	...	...	20	109,726	...	...	...	...	1	4	1	4	21	109,730
JAPAN	48	240,173	...	...	...	...	48	240,173	...	...	...	...	...	...	...	...	48	240,173
NORWAY.....	1	4,917	...	...	...	...	1	4,917	...	...	...	...	...	...	...	...	1	4,917
SIAM	...	...	...	...	...	...	...	...	...	...	...	...	1	781	1	781	1	781
SPAIN	14	40,992	...	...	...	...	14	40,992	...	...	...	...	...	...	...	...	14	40,992
SWEDEN	18	47,669	...	...	...	...	18	47,669	...	...	...	...	...	...	...	...	18	47,669
Total.....	704	2,864,292	2	12,290	10	5,695	716	2,882,277	28	8,847	...	...	20	2,741	48	11,588	764	2,893,865

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 ...	278	818,516	28	2,031	306	820,547	Holland	42	184,606	42	184,606
America, U.S. of ...	112	723,212	8	3,789	120	727,001	Honduras	1	2,499	1	2,499
Argentina	6	11,148	1	363	7	11,511	Italy	27	163,407	1	4
Belgium	2	12,115	...	...	2	12,115	Japan	48	240,173	48	240,173
Brazil	2	2,021	1	363	3	2,384	Mexico	...	...	4	1,804
British Dominions...	43	165,988	2	1,821	45	167,809	Norway	38	155,376	38	155,376
China.....	1	1,293	...	...	1	1,293	Paraguay	2	3,250	2	3,250
Denmark	17	64,070	2	784	19	64,854	Portugal.....	1	191	1	191
Finland	6	8,110	...	...	6	8,110	Spain	27	92,600	27	92,600
France	36	135,130	...	...	36	135,130	Sweden	17	52,185	17	52,185
Germany	6	34,041	...	...	6	34,041	Total ...	716	2,382,277	48	11,588
Greece	4	12,346	...	...	4	12,346				764	2,393,865

Lloyd's Register of Shipping.

AGE AND SIZE

OF THE

STEAM AND MOTOR VESSELS

OWNED IN EACH OF THE PRINCIPAL MARITIME COUNTRIES

AS RECORDED IN THE 1922-23 EDITION

OF

LLOYD'S REGISTER BOOK.

71, FENCHURCH STREET,
LONDON, E.C.3.

September, 1922.

INTRODUCTORY NOTE.

The following Table includes all the Steamers, Motor Vessels and Sailing Vessels fitted with auxiliary engines, of 100 tons gross and upwards, recorded in the current edition of Lloyd's Register Book, and the vessels are divided according to certain divisions of *age*, and also according to certain divisions of *gross tonnage*.

It is thus possible to tell at a glance, not only for the whole mercantile marine of the World, but also for each of the principal maritime countries, the number and gross tonnage of the vessels of practically any size and any age—both important factors when dealing with the question of efficiency.

Attention may be drawn to the following among other interesting facts which the Table brings out.

The percentage of the total tonnage now in existence in the World for each division of age is as follows:—

Under 5 years old	...	...	...	40·8
5 and under 10	..	...	...	14·6
10	..	15	..	11·5
15	..	20	..	11·9
20	..	25	..	9·7
25 years old and over	...	...	...	11·5
				100

The percentage of old tonnage—say vessels of 25 years and upwards—to the total tonnage owned in each country varies widely. Of the United Kingdom tonnage 8 per cent. is 25 years old or more, while the figures for other countries are as follows:—

	Per Cent.		Per Cent.
France ...	12·7	Norway ...	10·8
Holland ...	3·2	United States (Sea-going) ...	4·3
Italy ...	17·6	Other Countries (together) ...	21·9
Japan ...	18·2		

The percentage of new tonnage—say vessels built in or since 1918—to the total tonnage owned in each of the principal maritime countries is as follows:—

United Kingdom ...	31·5	Italy ...	34·1
British Dominions ...	27·4	Japan ...	46·1
Denmark ...	31·7	Norway ...	36·7
France ...	38·7	Spain ...	31·3
Germany ...	43·7	Sweden... ..	30·4
Holland ...	38·6	United States (Sea-going) ...	73·5

It will be seen that, out of the twelve countries mentioned, eight have a percentage of between 30 and 40. The United States stands by itself with 73·5 per cent., due, of course, to the enormous War-output in that country. This high percentage, however, includes a substantial proportion of wood vessels.

Vessels of between 4,000 and 6,000 tons and under 5 years old form the largest single division in the World totals, their total tonnage amounting to 7,951,912 tons. The next largest is composed of vessels of the same age but of between 6,000 and 8,000 tons each, with a total tonnage of 5,816,540 tons. Over 69 per cent. (42,598,939 tons) of the World's tonnage is composed of vessels between 2,000 and 8,000 tons.

If the large ocean-going vessels—say those of 10,000 tons and upwards—be considered separately the Table shows that they are divided as follows:—

Where Owned.	Gross Tonnage.	Per cent. of Total.
United Kingdom... ..	2,580,481	55·6
United States	981,776	21·1
Other Countries	1,080,352	23·3
Total	4,642,609	100

LLOYD'S REGISTER OF SHIPPING.

STEAM AND MOTOR VESSELS OWNED IN THE WORLD.

TONNAGES.	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.		TOTAL.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
UNITED KINGDOM--														
100 and under 500	629	191,123	788	191,732	484	114,267	566	130,721	417	86,863	955	196,854	3,839	911,560
500 " 1,000	234	164,651	82	58,445	90	64,872	94	66,177	78	55,008	178	128,883	756	538,036
1,000 " 2,000	168	254,341	120	166,961	145	214,478	133	193,350	79	108,744	168	242,651	813	1,180,525
2,000 " 4,000	205	586,702	129	388,046	130	413,489	222	699,292	155	506,058	162	465,160	1,003	3,058,747
4,000 " 6,000	359	1,879,028	228	1,139,569	210	1,016,449	186	868,502	110	539,815	58	284,825	1,151	5,728,188
6,000 " 8,000	198	1,371,835	112	773,202	68	464,763	41	283,861	65	443,041	21	144,513	505	3,481,215
8,000 " 10,000	70	609,226	39	334,634	20	171,449	32	283,463	20	176,621	4	34,493	185	1,609,886
10,000 " 15,000	40	483,545	28	345,152	33	379,392	9	102,866	17	205,891	3	32,807	130	1,549,653
15,000 " 20,000	21	358,923	6	99,039	4	68,627	3	55,068	...	...	...	...	34	581,657
20,000 and above	3	112,761	3	91,692	2	98,461	5	125,231	1	21,026	...	...	14	449,171
TOTAL ...	1,927	6,012,135	1,535	3,588,472	1,186	3,006,247	1,291	2,808,531	942	2,143,067	1,549	1,530,186	8,430	19,088,638
AUSTRALIA AND NEW ZEALAND--														
100 and under 500	19	5,461	33	8,393	75	19,908	42	10,292	33	7,402	106	23,269	308	74,725
500 " 1,000	4	2,652	11	8,105	25	18,640	11	7,892	11	7,934	25	16,819	87	62,042
1,000 " 2,000	3	4,136	5	7,033	17	22,493	9	13,422	11	16,348	18	26,693	63	90,125
2,000 " 4,000	30	94,952	10	30,599	9	29,275	22	58,229	12	33,723	16	40,711	99	287,489
4,000 " 6,000	5	24,224	6	28,735	5	23,073	9	40,496	1	4,058	...	...	26	120,586
6,000 " 8,000	1	6,205	1	7,710	4	26,550	1	6,983	...	...	...	...	7	47,448
8,000 " 10,000	...	...	1	9,424	...	...	...	...	...	...	...	...	1	9,424
10,000 " 15,000	4	55,375	...	...	...	...	...	...	...	...	...	...	4	55,375
15,000 " 20,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20,000 and above	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ...	66	193,005	67	99,999	135	139,939	94	137,314	68	69,465	165	107,492	595	747,214
CANADA--														
100 and under 500	48	11,366	31	6,215	54	11,194	48	10,193	27	6,603	68	16,157	276	61,728
500 " 1,000	5	3,700	6	4,063	15	9,901	5	3,308	3	2,275	20	14,528	54	37,775
1,000 " 2,000	13	20,529	8	13,627	13	19,450	25	37,878	6	8,048	46	65,390	111	164,922
2,000 " 4,000	42	115,183	5	11,220	12	30,442	14	44,440	14	44,215	22	55,816	109	301,316
4,000 " 6,000	28	153,247	3	15,980	9	43,566	9	40,166	2	8,742	4	19,741	55	281,442
6,000 " 8,000	3	20,854	5	36,640	2	13,818	1	6,133	2	13,721	...	...	13	91,166
8,000 " 10,000	2	17,225	2	18,005	...	...	...	...	1	9,170	...	...	5	44,400
10,000 " 15,000	3	32,549	...	...	...	...	...	...	...	...	...	...	3	32,549
15,000 " 20,000	1	15,371	2	33,719	...	...	...	...	...	...	...	...	3	49,090
20,000 and above	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ...	145	390,024	62	139,469	105	128,371	102	142,118	55	92,774	160	171,632	629	1,064,388
OTHER BRITISH DOMINIONS--														
100 and under 500	46	13,112	52	11,199	64	13,248	38	9,435	40	9,761	81	17,618	321	74,373
500 " 1,000	21	14,872	18	13,754	9	6,845	12	9,459	7	4,728	28	20,232	95	69,890
1,000 " 2,000	5	6,256	11	15,238	7	11,145	12	15,982	12	17,619	26	37,611	73	103,851
2,000 " 4,000	11	29,480	3	6,674	6	14,589	9	25,932	8	24,672	29	79,231	66	180,578
4,000 " 6,000	7	37,544	7	34,850	4	20,050	9	44,277	9	42,151	9	45,415	45	224,287
6,000 " 8,000	1	7,000	4	27,287	3	21,451	1	6,052	...	...	...	...	9	61,790
8,000 " 10,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...
10,000 " 15,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15,000 " 20,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20,000 and above	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ...	91	108,264	95	109,002	93	87,328	81	111,137	76	98,931	173	200,107	609	714,769
UNITED STATES (SEA)--														
100 and under 500	203	66,112	56	15,122	68	16,511	77	18,860	85	22,604	126	28,673	615	167,882
500 " 1,000	18	15,009	31	25,287	34	25,990	42	28,934	23	15,247	50	37,250	198	147,717
1,000 " 2,000	43	68,312	52	81,993	16	23,771	19	31,009	26	37,115	45	68,113	201	310,313
2,000 " 4,000	962	2,628,261	70	200,325	50	140,157	42	121,973	45	128,029	108	307,112	1,277	3,525,857
4,000 " 6,000	607	3,278,739	58	299,146	44	204,007	29	139,272	32	153,154	17	82,141	787	4,156,459
6,000 " 8,000	432	2,898,916	58	393,237	19	123,556	11	71,292	8	53,046	...	...	528	3,540,047
8,000 " 10,000	65	550,543	10	87,608	...	...	4	34,527	8	73,911	...	...	87	746,589
10,000 " 15,000	36	446,307	9	94,743	...	...	2	27,278	7	84,219	6	65,547	60	718,094
15,000 " 20,000	2	30,600	2	37,261	...	...	2	36,444	1	19,361	...	...	7	123,666
20,000 and above	...	...	2	74,482	1	23,788	2	41,746	...	...	...	...	5	140,016
TOTAL ...	2,368	9,982,799	348	1,309,204	232	557,780	230	551,335	235	586,686	352	588,836	3,765	13,576,640

LLOYD'S REGISTER OF SHIPPING.

STEAM AND MOTOR VESSELS OWNED IN THE WORLD—continued.

TONNAGES.	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.		TOTAL.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
UNITED STATES (Lakes)—														
100 and under 500	...	...	1	141	6	1,621	2	592	2	633	5	891	16	3,878
500 " 1,000	1	648	1	881	3	2,382	2	1,523	3	2,652	4	2,538	14	10,624
1,000 " 2,000	5	5,200	3	5,117	2	2,452	5	8,080	5	7,357	18	29,247	38	57,453
2,000 " 4,000	1	2,325	5	12,876	13	41,875	14	45,361	31	109,449	34	104,834	98	316,720
4,000 " 6,000	2	10,805	3	13,743	20	99,918	61	301,023	56	262,607	12	51,078	154	739,174
6,000 " 8,000	...	...	21	152,481	45	299,832	70	471,306	2	12,899	...	...	138	936,518
8,000 " 10,000	4	33,232	4	33,052	3	25,253	...	...	...	...	...	...	11	91,537
10,000 " 15,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15,000 " 20,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20,000 and above	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ...	13	52,210	38	218,291	92	473,333	154	827,885	99	395,597	73	188,588	469	2,155,904
BELGIUM—														
100 and under 500	15	4,699	21	5,418	12	2,571	15	2,975	7	1,080	7	1,561	77	18,304
500 " 1,000	7	4,842	5	3,713	4	3,421	2	1,368	2	1,286	5	3,500	25	18,130
1,000 " 2,000	16	24,264	13	21,424	8	13,743	10	15,330	6	7,942	4	4,963	57	87,666
2,000 " 4,000	24	65,143	2	5,081	4	10,516	13	36,965	3	8,913	13	35,547	59	162,165
4,000 " 6,000	19	97,373	8	41,017	7	32,457	5	21,972	3	15,187	1	4,144	43	212,150
6,000 " 8,000	2	14,788	1	7,816	2	15,439	...	...	...	...	1	7,660	6	45,703
8,000 " 10,000	1	8,178	1	9,030	...	...	1	9,748	...	...	...	...	3	26,956
10,000 " 15,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15,000 " 20,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20,000 and above	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ...	84	219,287	51	93,499	37	78,147	46	83,358	21	34,408	31	57,375	270	571,074
BRAZIL—														
100 and under 500	1	423	5	902	54	13,269	33	8,834	25	7,214	59	19,550	177	50,192
500 " 1,000	...	...	1	897	7	4,932	8	6,093	...	...	24	17,115	40	29,037
1,000 " 2,000	1	1,598	3	3,246	16	24,528	13	19,888	4	5,835	23	34,295	60	89,390
2,000 " 4,000	1	2,162	5	12,435	13	37,439	5	15,380	3	10,018	14	34,814	41	112,248
4,000 " 6,000	...	...	...	...	5	24,872	5	23,891	6	29,695	2	9,402	18	87,860
6,000 " 8,000	...	...	2	13,261	4	26,441	2	12,945	...	...	...	...	8	52,647
8,000 " 10,000	...	...	1	9,791	2	16,462	1	9,467	...	...	...	...	4	35,720
10,000 " 15,000	...	...	...	...	...	...	...	...	1	12,350	...	...	1	12,350
15,000 " 20,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20,000 and above	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ...	3	4,183	17	40,532	101	147,943	67	96,498	39	65,112	122	115,176	349	469,444
DENMARK—														
100 and under 500	48	13,334	25	5,615	13	2,544	19	4,671	28	6,411	47	13,413	180	45,988
500 " 1,000	30	25,633	11	8,058	11	8,678	8	6,754	7	5,211	30	20,384	97	74,718
1,000 " 2,000	62	89,325	27	40,751	14	19,107	47	72,047	16	24,335	36	53,564	202	299,129
2,000 " 4,000	29	74,726	8	22,058	2	4,704	20	57,041	15	40,695	21	54,238	95	253,462
4,000 " 6,000	13	62,764	8	36,337	4	20,511	...	...	2	8,859	1	4,123	28	132,594
6,000 " 8,000	2	13,527	8	53,571	2	13,745	...	...	...	...	...	...	12	80,843
8,000 " 10,000	3	25,932	...	...	1	8,332	...	...	...	...	...	...	4	34,264
10,000 " 15,000	...	...	1	11,850	...	...	1	10,146	2	20,148	...	...	4	42,144
15,000 " 20,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20,000 and above	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ...	187	305,241	88	178,240	47	77,621	95	150,659	70	105,659	135	145,722	622	963,142
FRANCE—														
100 and under 500	149	43,437	79	20,050	124	32,003	115	29,525	71	15,009	149	30,776	687	170,800
500 " 1,000	25	18,240	19	12,997	20	15,418	19	13,436	10	7,052	42	30,731	135	97,874
1,000 " 2,000	105	131,555	27	39,857	22	30,166	23	31,371	10	14,706	66	97,456	253	345,111
2,000 " 4,000	179	444,126	21	61,146	29	83,802	24	73,368	22	68,081	57	159,145	332	889,668
4,000 " 6,000	73	360,300	26	137,590	25	123,951	29	149,038	24	117,133	13	65,034	190	953,046
6,000 " 8,000	26	185,859	11	76,665	4	27,227	13	86,396	7	49,327	9	57,719	70	483,193
8,000 " 10,000	12	105,388	9	80,729	6	52,279	6	51,916	...	...	1	8,429	34	298,741
10,000 " 15,000	4	45,550	7	88,504	4	47,324	...	...	4	44,190	...	...	19	225,568
15,000 " 20,000	...	...	1	15,147	...	...	...	...	...	...	...	...	1	15,147
20,000 and above	1	34,568	...	...	1	23,666	...	...	...	...	...	...	2	58,234
TOTAL ...	574	1,369,023	200	532,685	235	435,836	229	435,050	148	315,498	337	449,290	1,723	3,537,382

LLOYD'S REGISTER OF SHIPPING, 1922.

STEAM AND MOTOR VESSELS OWNED IN THE WORLD—continued.

TONNAGES.	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.		TOTAL.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
GERMANY—														
100 and under 500	238	57,504	161	36,354	115	21,317	115	21,694	50	10,024	136	33,736	815	180,629
500 " 1,000	72	59,096	20	17,608	57	44,097	37	27,413	31	23,662	88	62,977	305	234,853
1,000 " 2,000	64	90,978	14	19,202	14	21,146	29	41,773	23	32,672	38	52,902	182	258,673
2,000 " 4,000	37	108,319	3	7,822	4	12,361	10	28,155	16	41,767	26	70,849	96	269,273
4,000 " 6,000	33	168,791	4	19,466	6	27,926	11	55,056	15	73,233	5	22,724	74	367,196
6,000 " 8,000	33	227,782	...	...	7	50,377	7	46,268	1	7,305	...	...	48	331,732
8,000 " 10,000	6	54,693	1	8,133	...	...	1	8,909	1	8,008	...	...	9	79,743
10,000 " 15,000	1	13,502	...	...	...	...	...	...	1	13,193	...	...	2	26,695
15,000 " 20,000	...	...	...	...	...	...	...	...	1	16,376	...	...	1	16,376
20,000 and above	...	...	1	20,597	...	...	...	...	...	...	...	...	1	20,597
TOTAL ...	484	780,665	204	129,182	203	177,224	210	229,268	139	226,240	293	243,188	1,533	1,785,767
GREECE—														
100 and under 500	15	4,717	8	1,621	2	429	8	1,903	6	1,347	71	18,309	110	28,326
500 " 1,000	4	2,710	2	1,414	3	2,007	2	1,740	2	1,445	60	43,308	73	52,624
1,000 " 2,000	3	5,336	2	2,626	...	...	1	1,067	4	5,820	29	40,562	39	55,411
2,000 " 4,000	8	25,918	4	13,222	11	38,393	19	57,894	21	64,800	28	77,998	91	278,225
4,000 " 6,000	23	118,928	4	18,306	3	13,141	6	26,199	7	31,927	1	4,552	44	213,053
6,000 " 8,000	...	...	...	...	...	...	2	12,519	...	...	...	...	2	12,519
8,000 " 10,000	...	...	1	9,272	...	...	...	...	1	8,174	...	...	2	17,446
10,000 " 15,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15,000 " 20,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20,000 and above	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ...	53	157,609	21	46,461	19	53,970	38	101,322	41	113,513	189	184,729	361	657,604
HOLLAND—														
100 and under 500	101	25,651	79	14,858	40	9,612	53	10,752	67	12,004	47	8,990	387	81,867
500 " 1,000	37	26,288	22	16,069	8	5,488	6	3,951	7	4,789	12	9,924	92	66,509
1,000 " 2,000	70	98,297	43	63,396	23	36,471	15	24,507	20	28,948	18	24,269	189	275,888
2,000 " 4,000	58	172,562	49	152,341	33	94,467	23	66,826	17	49,396	4	13,484	184	549,076
4,000 " 6,000	36	177,017	15	78,351	17	90,856	26	129,768	8	39,209	6	27,985	108	543,186
6,000 " 8,000	42	287,097	36	257,026	14	94,877	2	13,156	6	39,128	...	...	100	691,284
8,000 " 10,000	18	159,104	9	78,566	2	16,365	...	...	...	...	...	...	29	254,035
10,000 " 15,000	3	33,424	2	25,560	...	...	...	...	2	25,058	...	...	7	84,042
15,000 " 20,000	2	30,300	...	...	...	...	1	17,149	...	...	...	...	3	47,449
20,000 and above	...	...	...	...	1	24,149	...	...	...	...	...	...	1	24,149
TOTAL ...	367	1,009,740	255	686,167	138	372,285	126	266,109	127	198,532	87	84,652	1,100	2,617,485
ITALY—														
100 and under 500	50	15,169	29	5,507	54	11,672	39	9,152	21	4,177	86	19,010	279	64,687
500 " 1,000	17	11,406	3	1,777	7	5,175	3	2,612	9	6,439	51	38,779	90	66,188
1,000 " 2,000	13	16,036	6	8,681	8	12,815	4	5,217	10	13,131	78	109,592	119	165,472
2,000 " 4,000	56	132,922	7	21,543	20	69,972	25	82,714	66	213,600	75	217,715	249	738,466
4,000 " 6,000	77	415,381	24	122,819	16	80,471	30	144,096	27	121,686	17	75,115	191	959,568
6,000 " 8,000	36	238,997	10	67,994	7	49,200	10	69,975	2	12,962	1	6,595	66	445,723
8,000 " 10,000	2	16,092	2	19,514	5	43,121	2	16,761	...	...	1	8,606	12	104,094
10,000 " 15,000	1	11,346	2	20,917	1	12,577	...	...	2	22,819	...	...	6	67,659
15,000 " 20,000	1	18,017	...	...	...	...	...	...	...	...	...	...	1	18,017
20,000 and above	2	46,848	1	22,000	...	...	...	...	...	...	...	...	3	68,848
TOTAL ...	255	922,214	84	290,752	118	285,003	113	330,527	137	394,814	309	475,412	1,016	2,698,722
JAPAN—														
100 and under 500	294	80,366	213	54,310	83	20,110	89	16,491	44	9,721	100	21,923	823	202,921
500 " 1,000	144	115,409	76	58,227	20	13,502	31	20,632	10	6,351	52	38,611	333	252,732
1,000 " 2,000	113	150,460	32	41,695	3	4,025	24	34,973	13	19,859	73	113,549	258	364,561
2,000 " 4,000	75	210,047	41	120,034	14	40,314	20	55,335	35	106,965	119	324,561	304	857,256
4,000 " 6,000	122	652,597	18	93,506	12	93,685	8	35,967	18	87,607	22	113,260	200	1,076,622
6,000 " 8,000	46	317,213	13	90,320	6	44,200	2	12,889	6	37,613	6	39,698	79	541,933
8,000 " 10,000	10	88,774	6	56,149	1	9,058	1	8,959	...	...	...	...	18	162,940
10,000 " 15,000	4	41,564	2	21,900	3	40,894	...	...	2	23,595	...	...	11	127,953
15,000 " 20,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20,000 and above	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ...	808	1,656,430	401	536,141	142	265,788	175	185,246	128	291,711	372	651,602	2,026	3,586,918

LLOYD'S REGISTER OF SHIPPING.

STEAM AND MOTOR VESSELS OWNED IN THE WORLD—*continued.*

1922

TONNAGES.	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.		TOTAL.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
NORWAY—														
100 and under 500	123	34,014	122	22,897	128	24,467	71	12,184	52	9,573	202	39,847	698	142,982
500 " 1,000	69	51,760	26	18,866	21	17,306	26	20,812	17	12,261	55	39,110	214	160,115
1,000 " 2,000	124	185,476	80	118,882	58	80,035	68	90,230	39	49,148	48	65,707	417	589,478
2,000 " 4,000	81	227,502	26	69,552	18	54,925	45	142,079	30	93,100	32	88,886	232	676,044
4,000 " 6,000	47	238,002	28	140,650	18	84,492	11	49,460	3	13,631	6	26,498	113	552,733
6,000 " 8,000	20	136,808	14	97,100	5	31,693	1	7,041	...	...	...	...	40	272,642
8,000 " 10,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...
10,000 " 15,000	1	12,977	1	10,709	...	...	...	...	...	...	...	...	2	23,686
15,000 " 20,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20,000 and above	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ...	465	886,539	297	478,656	248	292,918	222	321,806	141	177,713	343	260,048	1,716	2,417,680
SPAIN—														
100 and under 500	105	24,348	24	8,169	23	6,511	24	5,195	16	3,134	122	27,408	314	74,765
500 " 1,000	27	19,751	2	1,563	3	2,401	...	...	4	3,027	58	45,826	94	72,568
1,000 " 2,000	4	5,733	3	3,860	3	5,368	6	8,624	16	25,006	86	121,561	118	170,152
2,000 " 4,000	60	185,023	11	32,239	12	30,953	6	15,413	22	69,032	84	233,432	195	566,092
4,000 " 6,000	20	104,976	4	18,969	3	15,317	2	8,599	6	27,588	12	58,727	47	234,176
6,000 " 8,000	3	19,934	2	13,804	...	...	...	...	...	...	2	14,544	7	48,282
8,000 " 10,000	...	...	...	...	1	8,482	...	...	...	...	...	...	1	8,482
10,000 " 15,000	2	20,274	2	20,485	...	...	...	...	...	...	...	...	4	40,759
15,000 " 20,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20,000 and above	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ...	221	380,039	48	99,089	45	69,032	38	37,831	64	127,787	364	501,498	780	1,215,276
SWEDEN—														
100 and under 500	66	18,718	85	19,469	50	10,358	60	12,675	73	13,191	296	60,728	630	135,139
500 " 1,000	28	20,876	17	11,598	9	5,544	13	8,416	12	8,497	61	43,120	140	98,051
1,000 " 2,000	44	64,446	32	45,625	16	18,430	17	23,943	21	30,713	95	137,740	225	320,897
2,000 " 4,000	21	51,470	10	32,845	11	35,707	11	32,894	10	27,180	14	34,505	77	214,601
4,000 " 6,000	27	139,838	5	24,672	7	35,178	4	16,306	1	4,191	...	...	44	220,185
6,000 " 8,000	3	20,654	1	6,840	...	...	...	...	...	...	...	...	4	27,494
8,000 " 10,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...
10,000 " 15,000	...	...	...	...	...	...	1	11,143	1	12,522	...	...	2	23,665
15,000 " 20,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20,000 and above	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ...	189	316,002	150	141,049	93	105,217	106	105,377	118	96,294	466	276,093	1,122	1,040,032
OTHER COUNTRIES—														
100 and under 500	114	32,315	106	24,722	145	32,458	167	38,239	111	24,050	430	106,847	1,073	258,631
500 " 1,000	33	23,777	27	18,411	39	26,791	33	22,678	41	30,969	147	107,396	320	230,022
1,000 " 2,000	43	60,099	29	44,677	33	47,169	66	92,298	36	51,904	150	219,148	357	515,295
2,000 " 4,000	15	41,243	28	82,438	31	95,656	49	150,638	35	106,613	106	286,790	264	763,378
4,000 " 6,000	7	32,358	10	50,009	20	97,276	12	57,818	24	115,576	25	110,006	98	463,043
6,000 " 8,000	7	49,071	2	14,787	2	12,570	5	31,477	4	26,010	1	6,636	21	140,551
8,000 " 10,000	3	26,907	2	18,732	1	9,349	1	8,965	...	...	...	...	7	63,953
10,000 " 15,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15,000 " 20,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20,000 and above	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ...	222	265,770	204	253,776	271	321,269	333	402,113	251	355,122	859	836,823	2,140	2,434,873
WORLD TOTAL—														
100 and under 500	2,264	641,869	1,918	452,694	1,594	364,070	1,581	354,383	1,175	250,801	3,093	685,560	11,625	2,749,377
500 " 1,000	776	581,320	380	281,733	385	283,390	354	253,198	277	198,833	990	721,031	3,162	2,319,505
1,000 " 2,000	899	1,282,377	510	743,891	418	606,792	526	760,989	357	505,250	1,065	1,545,013	3,775	5,444,312
2,000 " 4,000	1,895	5,198,066	437	1,282,496	422	1,279,036	593	1,809,929	560	1,746,306	964	2,684,828	4,871	14,000,661
4,000 " 6,000	1,505	7,951,912	459	2,313,715	435	2,147,196	452	2,151,906	354	1,696,049	211	1,004,770	3,416	17,265,548
6,000 " 8,000	855	5,816,540	301	2,089,741	194	1,315,739	169	1,138,293	103	695,052	41	277,365	1,663	11,332,730
8,000 " 10,000	196	1,695,294	88	772,639	42	360,150	49	432,715	31	275,884	6	51,528	412	3,588,210
10,000 " 15,000	99	1,196,413	54	639,820	41	480,187	13	151,433	39	463,985	9	98,354	255	3,030,192
15,000 " 20,000	27	453,211	11	185,166	4	68,627	6	108,661	2	35,737	...	...	50	851,402
20,000 and above	6	194,177	7	208,771	5	170,064	7	166,977	1	21,026	...	...	26	761,015
TOTAL ...	8,522	25,011,179	4,165	8,970,666	3,540	7,075,251	3,750	7,328,484	2,899	5,888,923	6,379	7,068,449	29,255	61,342,952

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