

War Losses 1939-46

	Total	GRT
1939	236	912,102
1940	1,107	4,332,942
1941	1,069	4,167,286
1942	1,536	7,841,286
1943	940	4,271,496
1944	695	2,701,930
1945	307	1,258,379
1946	25	52,209
	<u>5,915</u>	<u>25,537,630</u>

Annual figures from 1890 to date

1914-1919

	Total	GRT
1914	154	360110
1915	659	1380657
1916	942	2189079
1917	2211	5957913
1918	911	2674428
1919	66	68046
	<u>4943</u>	<u>12,630,233</u>

King's Register of Shipping

Register book statistics were not compiled during
the war years 1940 to 1946 inclusive

Lloyd's Register of Shipping.

STATISTICAL NOTES ON THE APPENDIX TO LLOYD'S REGISTER BOOK, 1947-48.

The Committee of Lloyd's Register of Shipping have now issued to Subscribers the **Appendix to Lloyd's Register Book, 1947-48**. In a Foreword it is stated that this is the first Appendix to be published since the 1939 edition, considerations of security having demanded that further editions of the Appendix should be suspended upon the outbreak of war.

During the eight years since 1939, very many and heavy changes affecting the contents of the book have occurred. The amount of work entailed in bringing up to date the information normally published in the Appendix, and unavoidable difficulties associated with the production of the volume, have caused its re-issue to be delayed. The volume will doubtless be of much use and value to the shipping community, comprising as it does particulars of shipbuilders in all countries, with lists of iron and steel vessels built by them, and makers of marine machinery or boilers in all countries; detailed particulars of dry and wet docks, ports, harbours, &c., throughout the world; telegraphic and postal addresses of some 13,000 firms connected with shipping in all parts of the world; steamers and motorships of 500 tons and upwards, arranged according to nationality and gross tonnage; particulars of the speed of merchant vessels capable of 12 knots and upwards; particulars of deadweight and cubic capacities of cargo steamers and motorships; list of vessels for the carriage of oil in bulk; and others. The list of vessels for the carriage of petroleum, or other liquid cargoes, in bulk has been very considerably extended, and gives, on the responsibility of the owners of the ships, various details of much value and interest to those engaged in the oil industry.

The Section of the book which is probably of most general interest to the public is that containing the **Statistical Tables**. These Tables, which were first published in 1886, give extensive and precise information respecting the various **Merchant Fleets of the World**, and form a very valuable series of statistical data.

Special attention should be given to the General Notes at the beginning of the Section, wherein are defined the bases upon which the figures have been compiled. The Tables are, as heretofore, based upon the entries in Lloyd's Register Book as printed and published in July. They therefore do not reflect any changes in the British Commonwealth of Nations or elsewhere for which the operative dates have been subsequent to 1st July, 1947. Thus, the figures for India include ships registered in the new India (Hindustan) and also those registered in Pakistan. Again, ships registered at Trieste are included with the Italian mercantile fleet. Ships registered in Eire are now included under "British Empire—Other Dominions, Colonies, &c." Ships registered in the Philippine Islands no longer appear under the United States of America, but are included under "Other Countries."

The figures for Great Britain & Northern Ireland at June, 1947, include ships on bare-boat charter from the United States of America and from Canada, those from the former amounting to 1,063,176 tons and those from the latter to 664,497 tons. It is also to be noted that the figures for Great Britain & Ireland prior to the war included ships registered in Eire, which in 1939 amounted to approximately 189,000 tons. The figures for the United States of America include ships in the Reserve Fleet.

In the case of Japan, no reliable information regarding losses of ships during the war was received until after the Register Book had been printed. While still not complete, this information shows that more than 4,000,000 tons gross of Japanese shipping at present recorded in the Register Book has been lost. This indicates that the statistics for that country require to be largely discounted, although details of vessels built since 1939 are not yet available.

In view of the exceptional changes in the distribution and allocation of ships which must always occur after a prolonged war, and which are still continuing, the figures in the Tables should be regarded as indicating an intermediate stage in the transition from war-time to peace-time conditions. It is hoped that figures based on the 1948-49 edition of the Register Book, which will be compiled as soon as possible after its publication, will furnish a more accurate record of the position of the merchant fleets of the world.

With these necessary and important reservations, the following comparisons with the pre-war position in 1939 are presented.

CLASSIFICATION OF VESSELS.

Before dealing with the other Statistical Tables, particular attention is drawn to the figures shown in Table No. 8 regarding Vessels Classed by Lloyd's Register of Shipping. The number and tonnage* of existing vessels recorded in the new edition of the Register Book which are now or have formerly been Classed by the Society, or for which Classification or Re-Classification is contemplated, is 11,387 of 33,659,114 tons. Practically all these vessels have been built under the inspection of the Surveyors of Lloyd's Register. Of the tonnage actually holding the Society's class, 60.7 per cent. is registered under the British flag (52.5 per cent. in Great Britain & N. Ireland, and 8.2 per cent. in British Dominions, Colonies, etc.) and 39.3 per cent. in other countries.

WORLD TONNAGE IN EXISTENCE AT JUNE, 1947, AND JUNE, 1939.

WHERE OWNED.	1947.			1939.		
	Steamers and Motorships.	Sail and Non-propelling.	TOTAL.	Steamers and Motorships.	Sail and Non-propelling.	TOTAL.
Great Britain & N. Ireland	17,847,897	100,942	17,948,839	17,891,134	93,024	17,984,158
Other Countries ...	65,665,875	741,543	66,407,418	50,618,298	837,203	51,455,501
TOTAL ...	83,513,772	842,485	84,356,257	68,509,432	930,227	69,439,659

The Tables show that as compared with 1939 there is an increase in the steam tonnage owned in the world of 14,818,068 tons, an increase of 186,272 tons in the motor tonnage, and a decrease in the tonnage of sailing vessels and non-propelled craft of 87,742 tons, making a *net* increase of 14,916,598 tons in the total tonnage for the world. From June, 1938, to June, 1939, there had been a *net* increase of 1,593,148 tons.

The countries showing notable increases as compared with 1939 are:—United States of America (20,887,717 tons); Panama (989,333 tons); Russia (848,701 tons); Canada (650,728 tons); China (391,547 tons); Argentina (278,140 tons); Sweden 248,073 tons); Spain (226,137 tons); and Honduras (193,739 tons). Owing to the difficulty experienced in obtaining precise information in the case of Soviet Russia, the figures given for that country may not be comprehensive.

The largest decreases, principally due to the exigencies of war, are the following, viz.:—Germany (3,894,456 tons); Italy (2,131,298 tons); Norway (1,073,131 tons); Greece (753,565 tons); France (626,111 tons); and Holland (531,512 tons). The position as regards Japan is mentioned in the first paragraph on this page.

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

COMPARISON OF STEAM AND MOTOR TONNAGE AT JUNE, 1914; JUNE, 1939; AND JUNE, 1947.

Gross tonnage of Steamers and Motorships owned in the World as recorded in Lloyd's Register Book for the years 1914, 1939 and 1947.

COUNTRIES.	1914.	1939.	1947.	DIFFERENCE BETWEEN		
				1939 AND 1914.	1947 AND 1939.	
	Gross Tons.	Gross Tons.	Gross Tons.	Gross Tons.	Gross Tons.	Per Cent.
GREAT BRITAIN & N. IRELAND	18,892,089	17,891,134	17,847,897	— 1,000,955	— 43,237	— 0.2
BRITISH DOMINIONS, COLONIES, ETC.	1,631,617	3,110,791	3,473,742	+ 1,479,174	+ 362,951	+ 11.7
BRITISH EMPIRE TOTAL ...	20,523,706	21,001,925	21,321,639	+ 478,219	+ 319,714	+ 1.5
DENMARK ...	770,430	1,174,944	1,024,292	+ 404,514	— 150,652	— 12.8
FRANCE ...	1,922,286	2,933,933	2,314,898	+ 1,011,647	— 619,035	— 21.1
GERMANY ...	5,134,720	4,482,662	591,442	— 652,058	— 3,891,220	— 86.8
GREECE ...	820,861	1,780,666	1,027,101	+ 959,805	— 753,565	— 42.3
HOLLAND ...	1,471,710	2,969,578	2,436,385	+ 1,497,868	— 533,193	— 18.0
ITALY ...	1,430,475	3,424,804	1,300,987	+ 1,994,329	— 2,123,817	— 62.0
JAPAN* ...	1,708,386	5,629,845	5,808,832	+ 3,921,459	+ 178,987	+ 3.2*
NORWAY ...	1,957,353	4,833,813	3,760,941	+ 2,876,460	— 1,072,872	— 22.2
SPAIN ...	883,926	902,251	1,130,004	+ 18,325	+ 227,753	+ 25.2
SWEDEN ...	1,015,364	1,577,120	1,828,516	+ 561,756	+ 251,396	+ 15.9
UNITED STATES (Sea) ...	2,026,908	8,909,892	30,165,909	+ 6,882,984	+ 21,256,017	+ 238.6
STATES (Lakes) ...	2,260,441	2,451,641	2,257,287	+ 191,200	— 194,354	— 7.9
OTHER COUNTRIES	3,477,311	6,436,358	8,545,539	+ 2,959,047	+ 2,109,181	+ 32.8
WORLD TOTAL ...	45,403,877	68,509,432	83,513,772	+ 23,105,555	+ 15,004,340	+ 21.9

* See Notes regarding Japan on page 2, paragraph 1.

The preceding Table shows that from **June, 1914**, to **June, 1939**, the net increase in the world's steam and motor tonnage was 23,105,555 tons, equal to 50.9 per cent. of such tonnage in existence in 1914.

The present century has witnessed unprecedented development in the mercantile fleets of the world, the steam and motor tonnage having increased from 24,009,000 tons in 1901 to 83,514,000 tons in 1947. In the case of Great Britain & N. Ireland the figures have risen from 12,053,000 tons to 17,848,000 tons, and the concurrent increase in the tonnage owned abroad is indicated in the following Table, comprising the five leading countries:—

COUNTRY.	Percentage of Steam and Motor Tonnage owned in the World.			
	1901	1914	1939	1947
UNITED STATES OF AMERICA (Sea) ...	4.2	4.5	13.0	36.1
GREAT BRITAIN & N. IRELAND ...	50.2	41.6	26.1	21.4
NORWAY ...	3.4	4.3	7.1	4.5
HOLLAND ...	2.1	3.2	4.3	2.9
FRANCE ...	4.4	4.2	4.3	2.8

Of these leading countries it will be seen that, apart from Great Britain & N. Ireland, France was the only one to show a decrease in the proportion of tonnage owned during the period 1901–1914, and that from 1914 to 1939 Great Britain & N. Ireland alone showed a decrease. Since 1939, only the United States of America shows an increase.

TONNAGE OF SAILING VESSELS, NON-PROPELLED BARGES, ETC.

The world tonnage of sailing vessels and non-propelled barges, etc., which was reduced from about 3,963,000 tons gross at June, 1914, to 930,000 tons gross at June 1939, now stands at about 842,000 tons gross. The present proportion of such tonnage to the world's total tonnage is a little less than 1.0 per cent. Of the world tonnage of such sailing vessels and barges, 468,000 tons (55.5 per cent. of the total) are now under the United States flag, 101,000 tons are owned in Great Britain & N. Ireland, and 86,000 tons in Canada.

If barges, the majority of which are generally towed, and other craft included in the sailing tonnage because not fitted with engines for self-propulsion, be excluded, the world tonnage of **sailing vessels** amounts only to some 140,000 tons, of which 17,000 tons (12.4 per cent. of the total) belong to the United States, 16,000 tons are owned in Finland, 16,000 tons in Italy and 13,000 in Great Britain & N. Ireland. It may be of interest to state that there are still recorded in the Register Book 5 sailing vessels of between 3,000 and 3,200 tons gross each.

SIZE AND AGE OF STEAMERS AND MOTORSHIPS.

A considerable increase has taken place in recent years in the number of *sea-going* steamers and motorships of 4,000 tons and above. In 1914 there were 3,608 such vessels, and now the number reaches 8,669, of which 969 are of 10,000 tons and above, including 49 of 20,000 tons each and upwards. Of the 969 vessels, 198 are under the British flag.

It may be noted that over one-half of the total number of steamers and motorships recorded in Lloyd's Register Book are of less than 1,000 tons each.

Table No. 6 shows that of the motorships now in existence in the world there are 1,691 of 4,000 tons and above. Four hundred and eighty-three of them are between 8,000 and 10,000 tons each, and 213 are of 10,000 tons and upwards.

From Table No. 5, in which steamers and motorships are classified according to their size and age, it will be noticed that there are 6,651 vessels less than five years old, with a tonnage representing 43.9 per cent. of the total steam and motor tonnage. Vessels of 25 years and over amount to 12,584 with an average tonnage of 1,588 tons, compared with 5,511 tons for those under five years of age.

Of the 1,948 vessels of 8,000 tons and upwards now in existence, 964 have been built during the last five years.

Of the tonnage owned in Great Britain & N. Ireland, 36.8 per cent. is less than five years old. Of the principal maritime countries abroad, those having the largest proportion of new tonnage (less than five years old), are Canada (Sea) with 78.4 per cent., the United States of America (Sea) with 73.7 per cent., Belgium with 48.7 per cent., Greece with 46.3 per cent., Sweden with 39.1 per cent., Italy with 37.3 per cent., Denmark with 35.5 per cent., France with 32.6 per cent., and Panama with 30.5 per cent.

Of the tonnage registered in Great Britain & N. Ireland, 74.7 per cent. is *under* 20 years old and 65.0 per cent. is under 15 years old; while the corresponding percentages for the tonnage owned abroad are 69.5 and 62.9 per cent.

The size-group of vessels with much the largest aggregate of tonnage is that from 6,000 to 8,000 tons, comprising 35,642,023 tons, equal to 42.7 per cent. of the world's total steam and motor tonnage. Vessels of 15,000 tons each and upwards represent only 2.9 per cent. of the total tonnage; it may be noted, however, that upwards of 56 per cent. of such tonnage is registered in Great Britain & N. Ireland.

TYPE OF MACHINERY.

Table No. 3 gives particulars of the number and gross tonnage of steamers and motorships according to the type of machinery used for their propulsion, and the following summary is of interest:—

The figures show the extent of the great development which has taken place in the use of steam turbine engines and of internal combustion engines. There are now 2,764 steamers of 20,715,338 tons fitted with turbine engines or a combination of steam turbines and reciprocating engines, as compared with

1,964 of 12,617,958 tons in 1939, and 8,757 vessels (including auxiliary vessels) of 17,104,959 tons, fitted with internal combustion engines, as compared with 7,551 of 16,918,687 tons in 1939. The comparable tonnages for 1914 were about 730,000 tons and 234,000 tons respectively.

From Table No. 4 it will be observed that of 15,717,923 tons of Oil Tankers, excluding vessels of less than 1,000 tons gross, 10,256,981 tons are steamers and 5,460,942 tons are vessels fitted with internal combustion engines.

Although the total motor tonnage amounts only to 20.3 per cent. of the aggregate tonnage owned in the world, and, in the case of Great Britain and N. Ireland, to 29.1 per cent. of the tonnage registered there, the highest percentages among the principal maritime countries are to be found in the following, viz.: Norway, 66.7; Sweden, 65.7; Denmark, 56.3; and Holland, 46.6; whereas Greece, the United States and Canada have the smallest proportions of motor tonnage, viz.: 1.6, 5.0 and 8.0 per cent. respectively.

An analysis of the type of machinery now employed also shows that there are recorded in Lloyd's Register Book 431 vessels, with a total tonnage of 1,724,757 tons which are fitted with a combination of steam turbines and reciprocating engines, as compared with 671 of 2,890,376 tons in 1939. Another interesting particular is that in the case of 641 vessels, with a tonnage of 5,691,888 tons, electric propulsion has been adopted, the motors being supplied with current from generators which are driven either by steam turbines or oil engines. In 1939, there were only 118 such vessels, with a tonnage of 685,510 tons. It may be added that auxiliary electric drive has also been adopted in a number of other cases. Of the 641 vessels mentioned above, 535 of 4,970,375 tons are owned in the United States, and 38 of 315,126 tons in Great Britain & N. Ireland. Of vessels exceeding 20,000 tons gross in which electric propulsion is employed, four fly the British flag and three are owned in the United States.

Of the 29,463 steamers and motorships of 100 tons gross and upwards recorded in Lloyd's Register Book, 3,130 are twin-screw vessels, and 82 have triple or quadruple screws.

Although few paddle steamers are now built, there are still in existence and recorded in Lloyd's Register Book, 196 such vessels, of 127,609 tons.

COAL AND OIL FUEL.

From Table No. 4, it will be seen that there are recorded in the Register Book 7,321 steamers of 44,307,628 tons fitted for burning oil fuel, of which 3,823 of 27,963,840 tons are registered in the United States of America, and 1,140 of 6,167,148 tons in Great Britain & N. Ireland.

The above figures, in conjunction with those given in the preceding section, enable a comparison to be made between the respective employment of coal and oil fuel at the present time and in 1914. Figures are also given which show clearly the trend in the employment of fuel during the five years preceding the second World War.

FUEL.						PERCENTAGE OF TOTAL GROSS TONNAGE.						
						1914	1935	1936	1937	1938	1939	1947
Coal	...	...	...	...	...	88.84	50.15	49.10	47.89	46.54	44.67	26.20
Oil fuel for boilers	...	...	...	...	...	2.65	30.65	30.38	29.84	29.57	29.63	52.52
Oil, &c., in internal combustion engines						0.45	17.42	18.89	20.74	22.45	24.36	20.28
Sailing vessels, non-prop. barges, etc.						8.06	1.78	1.63	1.53	1.44	1.34	1.00
						100.00	100.00	100.00	100.00	100.00	100.00	100.00

It will be noted that only 26 per cent. of the tonnage of the World's Merchant Marine now depends entirely upon coal, while in 1914 the percentage was nearly 89. The tonnage of steamers using coal which in 1914 reached 43,860,000 tons is now 22,101,000 tons, or nearly 22 million tons less.

It should, of course, be understood that oil is not necessarily always used in steamers fitted for burning oil fuel, as in a number of cases coal-burning fittings can readily be substituted when occasion demands the use of coal in preference to oil.

TYPE OF VESSELS.

The Tables show the total tonnage of certain types of vessels, and this information is of great service in enabling an estimate to be made of the tonnage available for *general cargo and passenger purposes*. The tonnage of the 2,079 oil tankers, of 1,000 tons gross and upwards, amounts to 15,717,923 tons; 864 of 7,539,825 tons are registered in the United States, 434 of 3,025,658 tons are registered in Great Britain & N. Ireland, and 194 of 1,648,667 tons in Norway. In addition, there are 239,031 tons of tankers of less than 1,000 tons each. The tonnage of steam and motor trawlers and other fishing vessels and whalers amounts to 1,052,851 tons. An analysis of the vessels recorded in the Register Book shows that 581,538 tons represent tugs and salvage vessels; ferries amount to 265,407 tons; cable vessels to 75,766 tons; while river vessels and vessels owned by Municipal Corporations or Harbour Authorities, steam and motor barges, dredgers and similar craft, amount to 504,218 tons.

It will thus be seen that, apart from considerations of size, age or material, there are about 18,440,000 tons of vessels which are not used for ordinary cargo and passenger purposes.

NUMBER AND TONNAGE OF OCEAN-GOING STEAMERS AND MOTORSHIPS AVAILABLE FOR GENERAL CARGO AND PASSENGER PURPOSES.

If all vessels of the types mentioned in the preceding paragraph be omitted, and disregarding also

- (a) Vessels trading on the Great Lakes of North America,
 - (b) Wooden and composite vessels,
 - (c) Vessels of less than 4,000 tons gross, and
 - (d) Vessels of 25 years of age and upwards, presumably of less efficiency than more modern vessels (*with the exception of a few, built earlier than 1922, which are still capable of a high speed*),
- the following figures are obtained which indicate the relative position of the principal maritime countries as regards the more efficient ocean-going vessels available for general cargo and passenger purposes.

COUNTRIES.	TOTAL STEAMERS AND MOTORSHIPS OWNED (AS PER TABLE No. 1).			OCEAN-GOING STEAMERS AND MOTORSHIPS (AS DEFINED ABOVE).		
	No.	Gross Tons.	Percentage of World Tonnage.	No.	Gross Tons.	Percentage of World Tonnage.
UNITED STATES OF AMERICA	5,580	32,423,196	38.82	2,706	20,084,226	48.59
GREAT BRITAIN & N. IRELAND	6,061	17,847,897	21.37	1,364	10,407,254	25.18
HOLLAND	1,295	2,436,385	2.92	162	1,308,312	3.16
FRANCE	973	2,314,898	2.77	152	1,212,673	2.93
NORWAY	1,683	3,760,941	4.50	192	1,077,625	2.61
CANADA	904	1,869,766	2.24	121	852,423	2.06
GREECE	297	1,027,101	1.23	89	601,470	1.46
SWEDEN	1,195	1,828,516	2.19	92	557,043	1.35
ITALY	673	1,300,987	1.56	65	557,020	1.35
RUSSIA	952	2,156,987	2.58	72	495,625	1.20
PANAMA	369	1,702,260	2.04	65	451,685	1.09
DENMARK	606	1,024,292	1.23	59	369,842	0.89
SPAIN	986	1,130,004	1.35	21	144,101	0.35
OTHER COUNTRIES	7,889	12,690,542	15.20	497	3,218,373	7.78
WORLD TOTALS	29,463	83,513,772	100.00	5,657	41,337,672	100.00

The above Table shows the relatively high efficiency of the merchant fleets of the United States of America and of Great Britain & N. Ireland, in spite of the deductions made in respect of their large oil tanker tonnage, and, in the case of the United States, notwithstanding the considerable tonnage trading on the Great Lakes, which is also deducted for the purposes of the second part of this Table.

Further comparison of the ocean-going tonnage, as defined above, with the total steam and motor tonnage owned, reveals that the only other notable differences in percentage of the World totals are the

reductions shown for Norway (-1.89%), Russia (-1.38%), Spain (-1.00%), Panama (-0.95%) and Sweden (-0.84%). In the case of Norway, the reduction is due mainly to a large proportion of oil tanker tonnage, while for Russia and Spain the reason lies more in a large amount of old tonnage. Both these causes have contributed to the reduction shown for Panama.

TONNAGE OWNED IN THE WORLD AT VARIOUS DATES.

Another Table, clearly illustrating the development of the Merchant Navies, is Table No. 9, which shows for each of the years 1906–1939 the number and the gross tonnage of the steamers and motorships, and of the sailing vessels, owned in the world, distinguishing also the principal maritime countries. The comparable figures for 1947, which are now added, form an interesting comment on the conduct and effect of the second World War.

Discounting the figures for Japan (see first paragraph on second page), a comparison between the years 1947 and 1939 reflects the War losses of the combatant nations, and also the tremendous ship-building programmes whereby the losses incurred by Great Britain and the British Dominions were replaced, while the huge increase in the volume of tonnage owned in the United States of America affects the whole orientation of the merchant fleets of the World.

The general trend of development in propulsion throughout the World was shown by an increase of $36\frac{1}{2}$ million tons in steamers and motorships from 1906 to 1939, and to this must now be added a further 15 million tons. As was to be expected, the tonnage of sailing and non-propelled vessels has now decreased by nearly five millions from a figure of about $5\frac{1}{2}$ millions in 1906.

TONNAGE LOST AND BROKEN UP.

The Statistical Tables include one (No. 13) showing the tonnage of steamers and motorships lost and broken up in each calendar year from 1917 onwards, except for the War years 1940–1945, complete figures for which are not available. The figures shown for 1939 include War Losses as far as is known. It will be seen that the total of losses during 1946 was closely comparable with that for 1938, when attention was drawn to a considerable decrease in the percentage lost in the world over a period of years. For instance, the average yearly percentage of steam and motor tonnage lost during the years 1909–1913 amounted to 1.17 per cent. From 1919 onwards, the yearly averages for each successive quinquennial period were 0.89; 0.70; 0.58; and 0.56 for the period 1934–1938. Although these figures may be influenced to some extent by the large amount of tonnage laid up at various times, their consistency undoubtedly reflects an improvement in means of communication and safety appliances generally.

The figures for steamers and motorships broken up vary to a very large extent from year to year. During the period 1905–1914 the minimum was 87,737 tons, and the maximum 251,900 tons. During the years 1915–1920 practically no tonnage was broken up, the yearly average only amounting to 10,000 tons. Quite different conditions prevailed in subsequent years. During 1921 the tonnage broken up amounted to 77,500 tons; it increased to 315,000 tons for 1922, to 963,000 tons for 1923, and to 1,174,000 for 1924. From 1925 until 1930, the figure maintained an average level of about 730,000 tons yearly, and then rose sharply until 1933, when the two-million mark was passed. The totals then rapidly decreased, and the 402,667 tons broken up during 1946 is the lowest annual figure recorded since 1922.

SUMMARY OF THE STATISTICAL TABLES ISSUED IN THE APPENDIX TO THE 1947–48 EDITION OF LLOYD'S REGISTER BOOK.

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

Table No. 2 indicates the number of steamers and motorships of certain sizes owned in the various countries of the world. The Table classifies steamers and motorships separately, according to certain divisions of gross tonnage, and distinguishing the Principal Maritime Countries.

Table No. 3 shows the type of machinery used for the propulsion of vessels, differentiating steamers with reciprocating engines or turbine engines; motorships; and sailing vessels fitted with auxiliary steam or motor power.

Table No. 4 shows the number and tonnage of oil tankers, distinguishing steamers from motorships; of steam and motor trawlers and other fishing vessels; and of steamers fitted for burning oil fuel; distinguishing the principal countries owning such tonnage.

Table No. 5 shows the number and tonnage of steamers and motorships, distinguishing the Principal Maritime Countries, according to certain divisions of tonnage and of age.

Table No. 6 shows the number and tonnage of motorships according to certain divisions of tonnage, distinguishing the principal countries owning such tonnage.

Table No. 7 shows the number and gross tonnage of **New Vessels Classed by Lloyd's Register** during the calendar year 1946. The tonnage of these vessels amounted to 1,355,078 tons.

Table No. 8 shows the number, gross tonnage, classes, etc.. of **Existing Vessels now or formerly Classed by Lloyd's Register**, as recorded in the Register Book.

Table No. 9 shows for each of the years 1906 to 1947 (excluding periods of the two World Wars) the number, tonnage and description of the vessels owned in the world, distinguishing the Principal Maritime Countries.

Tables Nos. 10, 11 & 12 are extracted from the Annual Shipbuilding Returns issued by the Society. They show the total number and tonnage of vessels launched in the various countries of the world each year from 1913 onwards; and the number, material and description of vessels according to certain divisions of gross tonnage launched yearly in Great Britain & Ireland, also abroad, during the years 1937-1946.

Table No. 13 shows the number and tonnage of steamers and motorships lost and of those broken up throughout the world during the years 1917-1946, distinguishing the losses of the Principal Maritime Countries, and indicates the yearly percentage lost of the tonnage owned by the various countries.

SUMMARY OF THE STATISTICAL TABLES ISSUED IN THE REGISTER BOOK. 1947-48 EDITION OF LLOYD'S REGISTER BOOK.

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Table No. 3 shows the type of machinery used for the propulsion of vessels, distinguishing steamers and motorships, and sailing vessels, and other vessels fitted with auxiliary steam.

Lloyd's Register of Shipping

STATISTICAL TABLES

NOTE: The Committee of Lloyd's Register request that in any quotation of the contents of these Tables the source of the information shall be duly acknowledged.

1947

TABLEAUX STATISTIQUES

NOTE: Le Comité du Lloyd's Register demande qu'en cas de reproduction partielle ou totale du contenu de ces Tableaux, la source en soit dûment indiquée.

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GENERAL NOTES ON THE STATISTICAL TABLES.

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

Steamers and Motorships of less than 100 tons *gross*, and Sailing ships of less than 100 tons *net*, are not included, except in Tables 7 & 8.

Sailing ships fitted with auxiliary power are included in the figures indicated for Steamers or Motorships, according to the type of the auxiliary engines.

Ships built of reinforced concrete are included in the figures shown for steel ships.

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

Ships of the following descriptions are not recorded in Lloyd's Register Book, and are therefore not included in the Tables, viz.: ships trading on the Caspian Sea; *Wood* or *Composite* ships trading on the Great Lakes of North America; *Wood* or *Composite* ships under 300 tons gross, with auxiliary power, owned in Japan; and Sailing ships owned in Greece, Japan, Southern Russia and Turkey.

Under the heading of "Country not stated" are included all ships which were entered in the Register Book without record of flag owing to definite information not having been received up to the time the Book went to press.

The Statistical Tables are, as heretofore, based upon the entries in Lloyd's Register Book as printed and published in July. They therefore do not reflect any changes in the British Commonwealth of Nations or elsewhere for which the operative dates have been subsequent to July, 1947. Thus, the figures for India include ships registered in the new India (Hindustan) and also those registered in Pakistan. Again, ships registered at Trieste are included with the Italian mercantile fleet. Ships registered in Eire are now included under "British Empire—Other Dominions, Colonies, etc." Ships registered in the Philippine Islands no longer appear under the United States of America, but are included under "Other Countries."

In the case of Japan, no reliable information regarding losses of ships during the war was received until after the Register Book had been printed. Although still not complete, this information shows that more than 4,000,000 tons gross of Japanese shipping at present recorded in the Register Book has been lost. This indicates that the statistics for that country require to be largely discounted.

In view of the exceptional changes in the distribution and allocation of ships which must always occur after a prolonged war, and which are still continuing, the figures in the Tables should be regarded as indicating an intermediate stage in the transition from war-time to peace-time conditions. It is hoped that figures based on the 1948-9 edition of the Register Book, which will be compiled as soon as possible after its publication, will furnish a more accurate record of the position of the merchant fleets of the world.

December, 1947.

NOTES GÉNÉRALES RELATIVES AUX TABLEAUX STATISTIQUES.

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

Les vapeurs et navires à moteurs d'un tonnage *brut* inférieur à 100 tonneaux, et les voiliers d'un tonnage *net* inférieur à 100 tonneaux, ne sont pas compris dans ces Tableaux, exception faite des Tableaux 7 et 8.

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

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

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

Les navires mentionnés ci-après ne figurent pas dans le "Lloyd's Register Book" et ne sont par conséquent pas compris dans les Tableaux, à savoir: les navires naviguant sur la Mer Caspienne; les navires *en bois* ou *composite* naviguant sur les Grands Lacs de l'Amérique du Nord; les navires *en bois* ou *composite* de moins de 300 tonneaux bruts, munis de machines auxiliaires et appartenant au Japon; et les navires à voiles appartenant à la Grèce, au Japon, à la Russie méridionale et à la Turquie.

Sous l'en-tête "Country not stated" (Pays non indiqué) sont compris tous les navires qui figurent dans le "Lloyd's Register Book" sans indication de pavillon, du fait que des renseignements positifs à ce sujet n'étaient pas parvenus à la Société à l'époque de l'impression de l'ouvrage.

Comme précédemment, les Tableaux Statistiques sont établis sur le base des renseignements figurant dans le "Lloyd's Register Book," tel qu'il est imprimé et publié en Juillet. Ils ne tiennent donc pas compte des changements survenus tant dans le "Commonwealth" Britannique de Nations qu'ailleurs qui ont pris effet après Juillet 1947. Les chiffres pour les Indes, par exemple, comprennent les navires enregistrés dans le nouvel État des Indes (Hindoustan), ainsi que ceux ressortissant au Pakistan. De même, les navires immatriculés à Trieste sont compris dans les totaux de la flotte marchande italienne. Les navires irlandais sont inclus maintenant sous la rubrique "Empire Britannique—Autres Dominions, Colonies, &c." Les navires enregistrés aux Philippines ne figurent plus parmi les États-Unis d'Amérique, étant actuellement compris sous la rubrique "Autres Pays."

Dans le cas du Japon, des renseignements dignes d'être retenus quant aux pertes subies pendant la guerre n'ont été reçus qu'après l'impression du Registre. Bien qu'encore incomplète, cette documentation fait ressortir que plus de 4,000,000 de tx. bruts de navires japonais figurant actuellement dans le Registre ont été perdus. Il en résulte que les totaux pour ce pays doivent être sensiblement réduits.

Étant donné les changements exceptionnels qui interviennent nécessairement dans la répartition et l'allocation des navires après une guerre de longue durée, et qui n'ont pas encore pris fin en ce moment, les chiffres des Tableaux doivent être considérés comme représentant un stade intermédiaire dans la période de passage des conditions du temps de guerre à celles du temps de paix. Tout porte à croire que les statistiques basées sur l'édition 1948-9 du Registre, qui seront établies aussitôt que possible après sa publication, donneront un aperçu plus exact de l'état des flottes de commerce du Monde.

Décembre 1947.

TABLE No. 1.—Showing Number, Gross Tonnage, and Material of the Vessels, of 100 Tons and upwards,
of the World, as recorded in the 1947-1948 edition of

4

COUNTRIES WHERE OWNED.		STEAMERS.								MOTORSHIPS.							
		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	Great Britain & Northern Ireland	4,621	12,591,774	99	19,504	61	11,995	4,781	12,623,273	1,211	5,212,405	1	117	68	12,102	1,280	5,224,624
	Australia	248	392,474	9	1,416	30	6,542	287	400,432	43	115,176	3	514	13	2,343	59	118,033
	Canada { Coast ..	321	1,122,360	5	1,405	43	10,543	369	1,134,308	77	84,209	..	..	181	31,459	258	115,668
	{ Great { Lakes	235	572,826	7	6,053	..	..	242	578,879	35	40,911	..	..	..	..	35	40,911
	Hong Kong	45	130,880	..	..	..	..	45	130,880	11	3,688	..	..	1	121	12	3,809
	India, Burma & Ceylon	156	307,138	..	..	1	131	157	307,269	10	9,621	..	..	3	489	13	10,110
	New Zealand....	74	123,908	1	152	6	1,046	81	125,106	30	36,851	..	..	34	6,030	64	42,881
	Other Dominions, Colonies, etc	345	366,109	9	4,075	5	1,595	359	371,779	116	65,621	3	673	172	27,383	291	93,677
	Total	6,045	15,607,469	180	32,605	146	31,852	6,321	15,671,926	1,533	5,568,482	7	1,304	472	79,927	2,012	5,649,713
AMERICA (United States)	Sea	4,017	28,499,011	20	15,024	142	59,121	4,179	28,573,156	717	1,532,107	7	1,592	256	59,054	980	1,592,753
	Great Lakes ..	406	2,221,218	1	418	..	..	407	2,221,636	14	35,651	..	..	..	..	14	35,651
	Total	4,423	30,720,229	21	15,442	142	59,121	4,586	30,794,792	731	1,567,758	7	1,592	256	59,054	994	1,628,404
	ARGENTINA	214	447,767	7	1,355	2	285	223	449,407	87	121,641	2	316	..	..	89	121,957
	BELGIUM	94	229,283	1	138	..	..	95	229,421	73	136,671	..	..	..	..	73	136,671
	BRAZIL	259	521,120	3	4,919	..	..	262	526,039	43	74,601	..	..	2	2,554	45	77,155
	CHILE	84	174,847	3	482	3	464	90	175,793	5	15,298	..	..	3	335	8	15,633
	CHINA	262	613,142	6	7,395	6	3,273	274	623,810	25	24,744	..	..	3	917	28	25,661
	CUBA	16	15,132	3	805	3	599	22	16,536	5	2,618	..	..	..	..	5	2,618
	DENMARK	300	445,336	3	1,869	2	696	305	447,901	228	563,158	4	543	69	12,690	301	576,391
	EGYPT	38	52,895	..	..	..	..	38	52,895	3	5,606	..	..	..	..	3	5,606
	ESTONIA	45	49,221	11	7,481	3	548	59	57,250	2	904	..	..	17	4,235	19	5,139
	FINLAND	149	233,279	22	13,412	8	1,598	179	248,289	15	11,966	2	564	34	10,424	51	22,954
	FRANCE	731	1,826,777	16	2,566	4	760	751	1,830,103	198	480,203	2	236	22	4,356	222	484,795
	GERMANY	649	402,148	14	7,881	..	..	663	410,029	647	180,009	1	113	7	1,291	655	181,413
	GREECE	241	1,008,802	8	1,614	..	..	249	1,010,416	38	14,973	3	541	7	1,171	48	16,685
	HOLLAND	444	1,297,389	10	1,734	2	389	456	1,299,512	826	1,135,136	10	1,274	3	463	839	1,136,873
	HONDURAS	54	263,493	..	..	2	1,472	56	264,965	15	11,187	..	..	7	1,532	22	12,719
	ITALY	327	962,529	21	10,976	20	2,261	368	975,766	149	294,954	1	228	155	30,039	305	325,221
	JAPAN	1,535	4,213,593	12	8,260	66	19,238	1,613	4,241,091	631	1,535,694	3	1,692	161	30,355	795	1,567,741
	LATVIA	26	49,873	6	1,764	1	175	33	51,812	..	..	..	..	2	715	2	715
	MEXICO	22	69,182	1	1,208	1	642	24	71,032	14	33,788	..	..	12	2,998	26	36,786
	NORWAY	810	1,234,944	55	13,205	29	5,321	894	1,253,470	586	2,475,153	11	2,512	192	29,806	789	2,507,471
	PANAMA	288	1,384,797	5	2,818	5	4,170	298	1,391,785	67	309,375	..	..	4	1,100	71	310,475
	PERU	20	50,586	1	896	1	210	22	51,692	15	21,320	..	..	4	554	19	21,874
	POLAND	63	96,997	2	242	..	..	65	97,239	23	36,898	..	..	1	165	24	37,063
	PORTUGAL	150	274,443	4	1,924	5	1,249	159	277,616	54	85,149	..	..	48	15,822	102	100,971
	ROUMANIA	11	15,971	..	..	..	..	11	15,971	4	16,991	..	..	..	..	4	16,991
	RUSSIA (Soviet Union) ...	760	1,729,496	16	11,868	2	798	778	1,742,162	155	409,763	1	183	18	4,879	174	414,825
	SPAIN	447	793,563	49	14,860	219	29,514	715	837,937	163	275,726	1	198	107	16,143	271	292,067
	SWEDEN	512	589,272	77	29,873	35	7,219	624	626,364	383	1,168,530	4	621	184	33,001	571	1,202,152
	TURKEY	121	165,097	18	12,560	2	233	141	177,890	11	6,791	8	1,956	1	324	20	9,071
	VENEZUELA	38	79,957	1	129	..	..	39	80,086	20	9,332	..	..	1	390	21	9,722
	YUGOSLAVIA	86	158,796	1	123	..	..	87	158,919	10	10,242	..	..	14	2,435	24	12,677
	OTHER COUNTRIES	149	190,094	4	737	7	2,514	160	193,345	72	85,013	7	2,768	31	4,908	110	92,689
	COUNTRY NOT STATED	42	54,891	2	353	2	308	46	55,552	13	45,773	..	..	2	288	15	46,061
	TOTAL	19,455	66,022,410	533	211,494	718	174,909	20,706	66,408,813	6,844	16,735,447	74	16,641	1,839	352,871	8,757	17,104,959

COUNTRIES WHERE OWNED.		STEAMERS AND MOTORSHIPS.		SAILING VESSELS AND BARGES.								GRAND 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.
BRITISH EMPIRE	Great Britain & Northern Ireland	6,061	17,847,897	246	92,024	24	4,525	16	4,393	286	100,942	6,347	17,948,839
	Australia	346	518,465	11	4,942	..	..	..	..	11	4,942	357	523,407
	Canada { Coast ..	627	1,249,976	21	23,956	..	..	21	8,364	42	32,320	669	1,282,296
	{ Great Lakes	277	619,790	16	52,075	3	1,828	..	..	19	53,903	296	673,693
	Hong Kong	57	134,689	2	765	..	..	1	340	3	1,105	60	185,794
	India, Burma & Ceylon	170	317,379	15	4,711	..	..	9	2,035	24	6,746	194	324,125
	New Zealand	145	167,987	2	3,101	..	..	..	..	2	3,101	147	171,088
	Other Dominions, Colonies, etc.	650	465,456	25	8,302	2	2,121	66	14,104	93	24,527	743	489,983
	Total	8,333	21,321,639	338	189,876	29	8,474	113	29,236	480	227,586	8,813	21,549,225
AMERICA (United States)	Sea	5,159	30,165,909	167	251,370	7	10,186	128	151,324	302	412,880	5,461	30,578,789
	Great Lakes ..	421	2,257,287	19	54,669	..	..	..	..	19	54,669	440	2,311,956
	Total	5,580	32,423,196	186	306,039	7	10,186	128	151,324	321	467,549	5,901	32,890,745
ARGENTINA		312	571,364	37	18,833	3	774	1	139	41	19,746	353	591,110
BELGIUM		168	366,092	..	..	..	..	..	..	..	..	168	366,092
BRAZIL		307	603,194	11	2,887	..	..	..	..	11	2,887	318	606,081
CHILE		98	191,426	3	655	1	1,323	..	..	4	1,978	102	193,404
CHINA		302	649,471	1	350	..	..	1	158	2	508	304	649,979
CUBA		27	19,154	5	3,080	..	..	2	489	7	3,569	34	22,723
DENMARK		606	1,024,292	..	..	..	..	1	303	1	303	607	1,024,595
EGYPT		41	58,501	..	..	1	930	..	..	1	930	42	59,431
ESTONIA		78	62,389	..	..	..	..	13	3,857	13	3,857	91	66,246
FINLAND		230	271,243	5	13,658	..	..	6	2,682	11	16,340	241	287,583
FRANCE		973	2,314,898	18	8,702	..	..	13	3,264	31	11,966	1,004	2,326,864
GERMANY		1,318	591,442	3	5,581	..	..	2	1,229	5	6,810	1,323	598,252
GREECE		297	1,027,101	..	..	..	..	..	..	..	..	297	1,027,101
HOLLAND		1,295	2,436,385	9	4,802	..	..	1	172	10	4,974	1,305	2,441,359
HONDURAS		78	277,684	..	..	..	..	..	..	..	..	78	277,684
ITALY		673	1,300,987	3	367	..	..	71	15,801	74	16,168	747	1,317,155
JAPAN		2,408	5,808,832	..	..	..	..	..	..	..	..	2,408	5,808,832
LATVIA		35	52,527	..	..	..	..	4	664	4	664	39	53,191
MEXICO		50	107,818	22	7,196	..	..	..	..	22	7,196	72	115,014
NORWAY		1,683	3,760,941	2	830	..	..	..	..	2	830	1,685	3,761,771
PANAMA		369	1,702,260	1	1,699	2	2,899	..	..	3	4,598	372	1,706,858
PERU		41	73,566	3	3,351	1	2,471	..	..	4	5,822	45	79,388
POLAND		89	134,302	..	..	..	..	..	..	..	..	89	134,302
PORTUGAL		261	378,587	9	5,166	..	..	14	5,036	23	10,202	284	388,789
ROUMANIA		15	32,962	..	..	..	..	..	..	..	..	15	32,962
RUSSIA (Soviet Union) ..		952	2,156,987	11	6,982	..	..	1	498	12	7,480	964	2,164,467
SPAIN		986	1,130,004	7	2,887	..	..	35	7,144	42	10,031	1,028	1,140,035
SWEDEN		1,195	1,828,516	3	1,476	..	..	..	..	3	1,476	1,198	1,829,992
TURKEY		161	186,961	..	..	..	..	..	..	..	..	161	186,961
VENEZUELA		60	89,808	..	..	..	..	6	1,044	6	1,044	66	90,852
YUGOSLAVIA		111	171,596	1	400	..	..	1	190	2	590	113	172,186
OTHER COUNTRIES		270	286,034	26	5,921	..	..	9	1,460	35	7,381	305	293,415
COUNTRY NOT STATED ..		61	101,613	..	..	..	..	..	..	..	..	61	101,613
TOTAL		29,463	83,513,772	704	590,738	44	27,057	422	224,690	1,170	842,485	30,633	84,356,257

TABLE No 2.—Showing the Number of Steamers and Motorships respectively, according to certain divisions of Gross Tonnage, owned in the World—distinguishing the Principal Maritime Countries—as recorded in the 1947-1948 edition of Lloyd's Register Book.

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See Notes on Page 3.

COUNTRIES WHERE OWNED.	Description.	100 and under 300 tons.	300 and under 500 tons.	500 and under 1000 tons.	1000 and under 1500 tons.	1500 and under 2000 tons.	2000 and under 3000 tons.	3000 and under 4000 tons.	4000 and under 5000 tons.	5000 and under 6000 tons.	6000 and under 8000 tons.	8000 and under 10000 tons.	10000 and under 15000 tons.	15000 and under 20000 tons.	20000 and under 25000 tons.	25000 and under 30000 tons.	30000 tons and above.	TOTAL.
BRITISH EMPIRE	GREAT BRITAIN AND N. IRELAND	STEAM 1,585	557	548	210	217	209	115	127	194	764	145	65	21	18	2	4	4,781
		MOTOR 268	169	138	31	15	25	43	38	86	187	201	64	7	2	6	...	1,280
	AUSTRALIA	STEAM 81	43	55	28	3	19	30	14	10	4	...	...	...	...	...	...	287
		MOTOR 23	4	11	5	1	2	4	1	...	1	4	3	...	...	...	...	59
	CANADA	STEAM 113	55	46	30	112	66	20	20	10	129	4	6	...	...	...	...	611
		MOTOR 207	32	22	4	10	10	1	1	...	4	2	...	...	...	...	...	293
	NEW ZEALAND	STEAM 20	11	12	8	7	12	5	2	...	3	...	1	...	...	...	...	81
		MOTOR 40	3	11	3	1	2	2	1	1	...	...	...	...	...	...	...	64
	OTHER DOMINIONS, COLONIES, ETC.	STEAM 197	78	97	42	24	25	28	24	19	23	4	...	...	...	...	...	561
		MOTOR 228	37	36	6	5	1	...	...	2	1	...	...	...	...	...	...	316
AMERICA (UNITED STATES)	TOTAL	STEAM 1,996	744	758	318	363	331	198	187	233	923	153	72	21	18	2	4	6,321
		MOTOR 766	245	218	49	32	40	50	41	89	193	207	67	7	2	6	...	2,012
	SEA	STEAM 204	86	58	44	75	61	46	93	103	2,646	202	544	9	7	1	...	4,179
		MOTOR 460	89	56	94	16	15	175	2	10	24	24	14	1	...	...	...	980
	GREAT LAKES	STEAM 3	5	8	11	9	28	45	71	31	145	44	7	...	...	...	...	407
		MOTOR 2	2	...	4	2	1	...	...	...	1	2	...	...	...	...	...	14
	TOTAL	STEAM 207	91	66	55	84	89	91	164	134	2,791	246	551	9	7	1	...	4,586
		MOTOR 462	91	56	98	18	16	175	2	10	25	26	14	1	...	...	...	994
	BELGIUM	STEAM 21	15	14	4	11	5	1	1	2	20	1	...	...	...	...	...	95
		MOTOR 42	3	5	3	...	4	2	1	1	7	4	1	...	...	...	...	73
BRAZIL	STEAM 64	37	32	15	13	26	19	21	16	19	...	...	...	...	...	...	...	262
	MOTOR 13	5	7	2	2	6	4	6	...	...	...	...	...	...	...	...	...	45
DENMARK	STEAM 53	38	45	57	48	45	2	3	1	12	1	...	...	...	...	...	...	305
	MOTOR 154	19	12	7	8	26	13	17	15	12	14	4	...	...	...	...	...	301
FRANCE	STEAM 282	82	54	37	23	70	30	20	23	98	17	10	2	...	1	2	...	751
	MOTOR 107	27	16	7	2	6	11	7	6	11	13	7	2	...	...	...	...	222
GERMANY	STEAM 338	123	120	37	12	12	7	4	4	5	1	...	...	...	...	...	...	663
	MOTOR 598	30	4	10	2	2	3	...	3	3	...	...	...	...	...	...	...	655
GREECE	STEAM 37	10	8	9	14	12	18	36	30	75	...	...	...	...	...	...	...	249
	MOTOR 43	2	1	...	...	...	1	...	1	...	...	...	...	...	...	...	...	48
HOLLAND	STEAM 157	28	18	22	20	54	22	15	22	82	8	5	2	...	...	1	...	456
	MOTOR 518	136	45	5	4	9	19	6	8	29	39	18	1	2	...	...	...	839
ITALY	STEAM 114	31	35	31	16	11	17	28	19	60	3	1	1	...	...	1	...	368
	MOTOR 193	50	24	2	5	3	2	...	4	8	9	3	1	1	...	...	...	305
JAPAN	STEAM 268	110	162	146	117	212	169	126	161	106	27	7	2	...	...	...	...	1,613
	MOTOR 384	123	80	11	10	12	8	15	16	74	36	20	6	...	...	...	...	795
NORWAY	STEAM 370	89	106	98	69	54	16	15	22	39	3	13	...	...	...	...	...	894
	MOTOR 319	55	27	8	9	17	36	56	84	68	88	20	1	1	...	...	...	789
PANAMA	STEAM 4	12	24	14	15	27	35	21	35	90	7	13	1	...	...	...	...	298
	MOTOR 10	12	5	1	2	2	...	2	...	9	11	8	...	...	...	...	...	71
RUSSIA	STEAM 108	55	171	76	58	120	52	25	38	62	5	7	1	...	...	...	...	778
	MOTOR 26	15	39	13	5	16	24	15	7	10	2	1	1	...	...	...	...	174
SPAIN	STEAM 390	51	45	30	26	66	60	23	14	5	3	2	...	...	...	...	...	715
	MOTOR 184	25	3	13	3	15	2	1	2	17	5	1	...	...	...	...	...	271
SWEDEN	STEAM 240	33	84	125	79	37	11	5	7	2	...	1	...	...	...	...	...	624
	MOTOR 261	47	31	15	24	27	42	30	33	25	22	12	2	...	...	...	...	571
OTHER COUNTRIES OR COUNTRY NOT STATED	STEAM 441	221	217	160	141	197	106	72	57	97	13	5	1	...	...	...	...	1,728
	MOTOR 251	128	77	42	18	14	26	3	14	9	7	3	...	...	...	...	...	592
TOTAL	STEAM 5,090	1,770	1,959	1,234	1,109	1,368	854	766	818	4,486	488	687	40	25	4	8	...	20,706
	MOTOR 4,331	1,013	650	286	144	215	427	202	293	500	483	179	22	6	6	...	...	8,757

TABLE No. 3.—Showing the Number, Gross Tonnage and TYPE OF MACHINERY of the Steamers and Motorships, of 100 tons gross and upwards, owned in the World—distinguishing the Principal Maritime Countries—as recorded in the 1947-1948 edition of Lloyd's Register Book. 7

COUNTRIES WHERE OWNED.		STEAMERS. (a)				MOTORSHIPS. (b)		AUXILIARIES.				TOTAL.	
		RECIPROCATING ENGINES.		TURBINE ENGINES.				STEAM.		MOTOR.			
		No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
BRITISH EMPIRE	GREAT BRITAIN AND N. IRELAND	4,440	9,716,170	340	2,906,367	1,245	5,217,714	1	736	35	6,910	6,061	17,847,897
	AUSTRALIA ...	284	387,272	3	13,160	43	115,357	...	...	16	2,676	346	518,465
	CANADA ...	601	1,631,214	10	81,973	228	146,201	...	...	65	10,378	904	1,869,766
	NEW ZEALAND ...	78	107,607	3	17,499	49	40,329	...	...	15	2,552	145	167,987
	OTHER DOMINIONS, COLONIES, ETC.	543	691,338	18	118,590	211	92,605	...	...	105	14,991	877	917,524
AMERICA	(SEA ...)	2,669	15,677,372	1,510	12,895,784	968	1,587,577	...	...	12	5,176	5,159	30,165,909
(UNITED STATES)	GREAT LAKES	392	2,100,407	15	121,229	14	35,651	...	...	...	...	421	2,257,287
BELGIUM	...	80	140,779	15	88,642	71	135,744	...	...	2	927	168	366,092
BRAZIL	...	242	416,682	20	109,357	36	70,476	...	...	9	6,679	307	603,194
DENMARK	...	294	399,885	11	48,016	202	559,105	...	...	99	17,286	606	1,024,292
FRANCE	...	708	1,438,156	43	391,947	195	477,839	...	...	27	6,956	973	2,314,898
GERMANY	...	653	376,154	6	33,303	310	123,042	4	572	345	58,371	1,318	591,442
GREECE	...	246	995,111	3	15,305	10	10,897	...	...	38	5,788	297	1,027,101
HOLLAND	...	400	847,876	56	451,636	733	1,122,921	...	...	106	13,952	1,295	2,436,385
ITALY	...	359	872,658	9	103,108	134	287,498	...	...	171	37,723	673	1,300,987
JAPAN	...	1,467	3,532,138	132	699,532	738	1,556,236	14	9,421	57	11,505	2,408	5,808,832
NORWAY	...	879	1,165,754	9	86,308	735	2,497,664	6	1,408	54	9,807	1,683	3,760,941
PANAMA	...	262	1,135,011	36	256,774	68	309,567	...	...	3	908	369	1,702,260
RUSSIA (Soviet Union)	...	748	1,561,815	29	179,854	165	412,408	1	493	9	2,417	952	2,156,987
SPAIN	...	692	759,024	10	77,156	186	278,132	13	1,757	85	13,935	986	1,130,004
SWEDEN	...	616	600,020	7	26,135	340	1,159,846	1	209	231	42,306	1,195	1,828,516
OTHER COUNTRIES OR COUNTRY NOT STATED...		1,678	2,850,790	48	268,906	438	552,275	2	403	154	44,632	2,320	3,717,006
TOTAL		18,331	47,403,233	2,333	18,990,581	7,119	16,789,084	42	14,999	1638	315,875	29,463	83,513,772

(a) The figures for reciprocating engines include 431 vessels, of 1,724,757 tons, fitted with a combination of reciprocating and turbine engines; and the figures for turbines include 545 vessels, of 5,561,965 tons, fitted with turbo-electric drive.

(b) These figures include 96 vessels, of 129,923 tons, fitted with Diesel-electric drive.

TABLE No. 4.—Showing the Number, Gross Tonnage and Nationality of (1) Steam and Motor Oil Tankers (excluding Vessels of less than 1,000 tons); (2) Steam and Motor Trawlers and other Fishing Vessels; and (3) All Steamers fitted for burning Oil Fuel, owned in the World, as recorded in the 1947-1948 edition of Lloyd's Register Book.

COUNTRIES WHERE OWNED.	OIL TANKERS of 1,000 tons and upwards.						STEAM AND MOTOR TRAWLERS AND OTHER FISHING VESSELS.		STEAMERS FITTED FOR BURNING OIL FUEL (c)	
	STEAMERS.		MOTORSHIPS.		TOTAL.		No.	Tons.	No.	Tons.
	No.	Tons.	No.	Tons.	No.	Tons.				
GREAT BRITAIN AND N. IRELAND	208	1,280,424	226	1,745,234	434	3,025,658	1,124	297,236	1,140	6,167,148
CANADA	30	111,975	15	45,834	45	157,809	65	10,892	201	897,055
OTHER BRITISH DOMINIONS, COLONIES, ETC.	9	43,885	...	...	9	43,885	80	17,452	175	460,692
AMERICA (United States) ...	758	7,079,324	106	460,501	864	7,539,825	260	59,981	3,823	27,963,840
ARGENTINA	23	142,048	6	29,674	29	171,722	9	2,367	109	360,811
BELGIUM	1	6,253	5	38,969	6	45,222	55	11,581	25	125,377
DENMARK	2	9,670	9	78,873	11	88,543	61	14,311	35	144,334
FRANCE	14	80,576	21	179,809	35	260,385	277	81,896	194	1,137,753
GERMANY	...	...	1	1,172	1	1,172	435	109,734	31	26,773
HOLLAND	41	141,032	40	268,880	81	409,912	307	47,321	169	910,590
ITALY	24	122,090	16	113,284	40	235,374	36	8,468	122	638,894
JAPAN	21	155,524	31	304,557	52	460,081	110	30,295	148	689,581
NORWAY	39	320,104	155	1,328,563	194	1,648,667	200	32,328	216	654,748
PANAMA	60	369,374	29	247,029	89	616,403	6	2,290	212	1,193,530
RUSSIA (Soviet Union) ...	14	94,031	23	99,435	37	193,466	126	62,738	141	771,409
SPAIN	8	31,548	14	95,138	22	126,686	397	73,831	35	161,437
SWEDEN	...	...	35	306,076	35	306,076	22	3,880	37	103,188
VENEZUELA	25	70,567	1	3,160	26	73,727	...	...	33	74,486
OTHER COUNTRIES	36	198,556	33	114,754	69	313,310	216	70,010	475	1,825,982
TOTALS	1,313	10,256,981	766	5,460,942	2,079	15,717,923	3,786	936,611	7,321	44,307,628

(c) Included in these figures are 2,080 vessels, of 17,734,787 tons, with steam turbine engines.

TABLE No. 5.—Showing the number of Steamers and Motorships according to certain divisions of Principal Maritime Countries—as recorded in

COUNTRY IN WHICH OWNED.	DIVISIONS OF TONNAGE.	DIVISIONS OF AGE.												TOTAL.	
		UNDER 5 YEARS.		5 AND UNDER 10 YEARS.		10 AND UNDER 15 YEARS.		15 AND UNDER 20 YEARS.		20 AND UNDER 25 YEARS.		25 YEARS AND OVER.			
		No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
GREAT BRITAIN & N. IRELAND.	100 and under 500	213	62,089	157	44,776	248	84,416	248	64,305	170	43,093	1,543	348,367	2,579	647,046
	500 " 1,000	139	103,625	87	59,327	95	63,318	60	45,270	88	64,928	217	153,828	686	490,296
	1,000 " 2,000	115	187,636	33	49,451	48	69,687	43	63,953	70	98,375	164	239,630	473	708,732
	2,000 " 4,000	128	378,859	51	143,071	31	97,821	47	146,667	46	129,310	89	255,759	392	1,151,487
	4,000 " 6,000	56	292,289	93	473,885	59	294,559	88	439,901	59	297,790	90	476,831	445	2,275,255
	6,000 " 8,000	508	3,637,976	213	1,503,686	28	188,236	48	333,134	55	387,376	99	671,239	951	6,721,647
	8,000 " 10,000	158	1,382,413	88	759,846	31	258,798	16	139,958	10	87,206	43	382,059	346	3,010,280
	10,000 " 15,000	42	461,068	13	146,554	22	248,933	17	212,756	9	102,625	26	316,877	129	1,488,813
	15,000 " 20,000	4	61,412	3	50,555	3	51,416	3	51,137	4	66,151	11	185,908	28	466,579
	20,000 and above	...	...	5	199,196	8	247,619	10	227,485	7	146,843	2	66,619	32	887,762
	TOTAL ...	1,363	6,567,367	743	3,430,347	573	1,604,803	580	1,724,566	518	1,423,697	2,284	3,097,117	6,061	17,847,897
AUSTRALIA.	100 and under 500	9	2,043	5	948	2	333	1	301	11	3,046	123	31,746	151	38,417
	500 " 1,000	1	505	5	2,777	3	2,332	13	9,666	19	13,110	25	19,238	66	47,628
	1,000 " 2,000	...	...	5	6,177	3	3,584	1	1,267	13	16,852	15	19,697	37	47,577
	2,000 " 4,000	7	17,037	5	15,304	6	18,547	4	10,674	9	27,082	24	74,218	55	162,862
	4,000 " 6,000	13	65,064	3	12,716	4	18,188	...	...	2	8,584	3	14,855	25	119,407
	6,000 " 8,000	2	13,319	1	6,267	...	...	...	...	...	...	2	13,915	5	33,501
	8,000 " 10,000	...	...	...	...	...	...	3	27,099	1	9,787	...	...	4	36,886
	10,000 " 15,000	...	...	...	...	3	32,187	...	...	...	...	...	...	3	32,187
	15,000 " 20,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	20,000 and above	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL ...	32	97,968	24	44,189	21	75,171	22	49,007	55	78,461	192	173,669	346	518,465
CANADA (Coast).	100 and under 500	60	11,756	55	9,026	36	6,409	39	6,730	22	3,716	141	32,974	353	70,611
	500 " 1,000	16	9,306	6	4,169	2	1,171	1	729	6	4,259	24	17,302	55	36,936
	1,000 " 2,000	10	15,262	3	4,252	1	1,300	7	11,274	9	13,207	14	19,522	44	64,817
	2,000 " 4,000	24	69,941	...	...	...	...	3	8,110	1	3,502	14	39,630	42	121,183
	4,000 " 6,000	1	4,074	...	...	...	...	3	14,557	1	5,875	2	8,643	7	33,149
	6,000 " 8,000	114	815,266	1	6,951	...	...	1	7,970	...	...	2	13,187	118	843,374
	8,000 " 10,000	...	...	...	...	...	...	1	8,194	2	17,958	...	...	3	26,152
	10,000 " 15,000	5	53,754	...	...	...	...	...	...	...	...	...	...	5	53,754
	15,000 " 20,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	20,000 and above	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL ...	230	979,359	65	24,398	39	8,880	55	57,564	41	48,517	197	131,258	627	1,249,976
CANADA (LAKES).	100 and under 500	5	1,096	6	1,702	2	485	6	1,540	2	352	33	9,805	54	14,980
	500 " 1,000	...	...	...	...	2	1,589	3	2,181	1	822	7	5,242	13	9,834
	1,000 " 2,000	1	1,668	...	...	1	1,335	41	77,391	39	69,511	30	46,863	112	196,768
	2,000 " 4,000	5	12,013	1	2,238	1	2,097	9	21,527	13	31,208	26	73,791	55	142,874
	4,000 " 6,000	...	...	...	...	...	...	...	...	...	...	24	114,897	24	114,897
	6,000 " 8,000	...	...	...	...	...	...	2	14,029	3	21,218	10	68,685	15	103,932
	8,000 " 10,000	...	...	...	...	...	...	1	9,181	1	8,233	1	8,611	3	26,025
	10,000 " 15,000	...	...	...	...	...	...	...	...	1	10,480	...	...	1	10,480
	15,000 " 20,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	20,000 and above	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL ...	11	14,777	7	3,940	6	5,506	62	125,849	60	141,824	131	327,894	277	619,790
NEW ZEALAND.	100 and under 500	2	533	2	545	5	1,061	8	2,177	5	1,668	52	10,715	74	16,699
	500 " 1,000	2	1,884	1	679	2	1,250	3	2,391	2	1,508	13	8,755	23	16,467
	1,000 " 2,000	...	...	...	...	2	2,569	5	7,217	4	6,629	8	10,781	19	27,196
	2,000 " 4,000	2	6,051	3	8,959	4	10,434	3	8,192	4	10,758	5	13,883	21	58,277
	4,000 " 6,000	1	5,158	1	4,282	1	4,193	...	...	...	...	1	4,436	4	18,069
	6,000 " 8,000	2	14,275	...	...	...	...	1	6,152	...	...	...	...	3	20,427
	8,000 " 10,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	10,000 " 15,000	...	...	...	...	...	...	...	...	1	10,852	...	...	1	10,852
	15,000 " 20,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	20,000 and above	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL ...	9	27,901	7	14,465	14	19,507	20	26,129	16	31,415	79	48,570	145	167,987

Gross Tonnage, and according to certain divisions of AGE, owned in the world—distinguishing the the 1947-1948 edition of Lloyd's Register Book. (See Notes on Page 3.)

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COUNTRY IN WHICH OWNED.	DIVISIONS OF TONNAGE.	DIVISIONS OF AGE.												TOTAL.	
		UNDER 5 YEARS.		5 AND UNDER 10 YEARS.		10 AND UNDER 15 YEARS.		15 AND UNDER 20 YEARS.		20 AND UNDER 25 YEARS.		25 YEARS AND OVER.			
		No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
OTHER BRITISH DOMINIONS, COLONIES, ETC.	100 and under 500	68	16,256	48	10,603	54	13,916	70	14,125	74	15,709	226	50,311	540	120,920
	500 " 1,000	26	14,394	7	4,759	16	10,612	17	12,192	15	12,086	52	37,463	133	91,506
	1,000 " 2,000	2	2,976	3	4,342	3	4,323	10	12,882	9	14,330	50	70,822	77	109,675
	2,000 " 4,000	3	10,358	3	9,771	3	9,864	4	12,420	7	20,620	34	96,923	54	159,956
	4,000 " 6,000	1	5,085	1	4,873	7	36,619	6	29,994	14	68,317	16	80,252	45	225,140
	6,000 " 8,000	19	140,603	...	...	...	...	...	...	...	...	5	33,853	24	174,456
	8,000 " 10,000	2	19,783	...	...	...	...	...	...	...	...	2	16,088	4	35,871
	10,000 " 15,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	15,000 " 20,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	20,000 and above	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL ...	121	209,455	62	34,348	83	75,334	107	81,613	119	131,062	385	385,712	877	917,524
AMERICA (UNITED STATES) SEA.	100 and under 500	196	42,270	104	19,434	88	18,140	75	16,280	37	8,167	339	85,094	839	189,385
	500 " 1,000	21	12,619	12	8,580	1	601	13	9,516	11	8,371	56	38,817	114	78,504
	1,000 " 2,000	109	147,968	11	17,651	9	12,989	13	22,555	33	42,340	54	82,403	229	325,906
	2,000 " 4,000	185	678,230	3	8,840	7	17,791	8	19,715	8	22,770	86	252,592	297	999,938
	4,000 " 6,000	44	214,665	9	46,101	...	...	4	19,003	12	63,622	139	703,963	208	1,047,354
	6,000 " 8,000	2,028	14,782,249	508	3,634,864	10	74,242	10	68,140	5	35,162	109	747,112	2,670	19,341,769
	8,000 " 10,000	121	1,029,052	33	288,283	10	92,288	17	150,885	4	35,753	41	356,595	226	1,952,856
	10,000 " 15,000	498	5,223,441	45	481,579	1	10,290	5	54,190	1	12,510	8	94,714	558	5,876,724
	15,000 " 20,000	4	66,314	...	...	...	...	4	70,884	1	17,226	1	19,361	10	173,785
	20,000 and above	1	24,000	1	26,314	1	22,846	3	61,411	...	...	2	45,117	8	179,688
	TOTAL ...	3,207	22,220,808	726	4,531,646	127	249,187	152	492,579	112	245,921	835	2,425,768	5,159	30,165,909
AMERICA (UNITED STATES) LAKES.	100 and under 500	2	624	1	292	...	...	1	301	2	584	6	1,841	12	3,642
	500 " 1,000	...	...	...	...	...	...	...	...	...	...	8	5,952	8	5,952
	1,000 " 2,000	3	3,366	...	...	1	1,518	1	1,819	4	6,249	17	25,082	26	38,034
	2,000 " 4,000	1	2,769	2	6,000	...	...	4	12,727	8	24,518	59	190,658	74	236,672
	4,000 " 6,000	...	...	...	...	1	5,443	2	8,593	1	4,769	98	473,481	102	492,286
	6,000 " 8,000	2	13,047	...	...	...	...	5	39,605	10	77,604	129	884,262	146	1,014,518
	8,000 " 10,000	15	134,041	3	24,782	1	8,302	...	...	16	134,626	11	92,486	46	394,237
	10,000 " 15,000	1	10,448	5	51,470	...	...	...	...	1	10,028	...	...	7	71,946
	15,000 " 20,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	20,000 and above	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL ...	24	164,295	11	82,544	3	15,263	13	63,045	42	258,378	328	1,673,762	421	2,257,287
BELGIUM—	100 and under 500	9	1,996	3	1,130	20	2,803	12	1,472	15	4,075	22	4,502	81	15,978
	500 " 1,000	4	2,069	1	557	2	1,090	4	3,055	2	1,379	6	4,836	19	12,986
	1,000 " 2,000	7	12,012	2	2,159	1	1,342	...	...	1	1,409	7	11,204	18	28,126
	2,000 " 4,000	1	3,374	4	11,579	2	5,988	3	8,850	...	...	2	4,501	12	34,292
	4,000 " 6,000	...	...	1	4,815	...	...	2	11,041	...	...	2	9,766	5	25,622
	6,000 " 8,000	18	134,336	6	42,253	...	...	1	6,429	...	...	2	14,150	27	197,168
	8,000 " 10,000	3	24,467	...	...	...	...	...	...	1	8,624	1	8,300	5	41,391
	10,000 " 15,000	...	...	...	...	1	10,529	...	...	...	...	...	...	1	10,529
	15,000 " 20,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	20,000 and above	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL ...	42	178,254	17	62,493	26	21,752	22	30,847	19	15,487	42	57,259	168	366,092
BRAZIL—	100 and under 500	...	...	3	584	4	794	8	2,201	7	1,891	97	24,498	119	29,968
	500 " 1,000	4	2,646	...	...	...	...	...	...	4	3,410	31	24,665	39	30,721
	1,000 " 2,000	1	1,201	...	...	...	...	...	...	3	4,511	28	43,441	32	49,153
	2,000 " 4,000	9	28,843	1	2,927	4	11,716	...	...	...	...	41	115,184	55	158,670
	4,000 " 6,000	5	24,880	...	...	...	...	5	24,115	5	24,970	28	138,505	43	212,470
	6,000 " 8,000	5	31,643	...	...	...	...	...	...	1	6,232	13	84,337	19	122,212
	8,000 " 10,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	10,000 " 15,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	15,000 " 20,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	20,000 and above	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL ...	24	89,213	4	3,511	8	12,510	13	26,316	20	41,014	238	430,630	307	603,194

TABLE No. 5 (continued).—Showing the number of Steamers and Motorships according to certain the Principal Maritime Countries—as recorded in the 1947-1948

COUNTRY IN WHICH OWNED.	DIVISIONS OF TONNAGE.	DIVISIONS OF AGE.												TOTAL.	
		UNDER 5 YEARS.		5 AND UNDER 10 YEARS.		10 AND UNDER 15 YEARS.		15 AND UNDER 20 YEARS.		20 AND UNDER 25 YEARS.		25 YEARS AND OVER.			
		No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
DENMARK—	100 and under 500	11	2,103	10	2,642	13	3,159	28	7,066	18	3,896	184	37,122	264	55,988
	500 " 1,000	4	2,693	2	1,540	5	3,506	3	2,482	5	3,992	38	27,701	57	41,914
	1,000 " 2,000	5	8,338	4	6,726	12	19,171	12	19,297	22	31,849	65	96,224	120	181,605
	2,000 " 4,000	29	80,918	9	24,229	8	20,211	7	20,463	10	26,818	23	56,228	86	228,867
	4,000 " 6,000	19	93,024	2	9,780	2	9,105	4	19,918	4	19,150	5	23,359	36	174,336
	6,000 " 8,000	14	101,106	2	13,775	3	19,513	1	6,184	...	...	4	26,589	24	167,167
	8,000 " 10,000	4	35,100	4	37,647	1	8,457	3	26,613	1	9,151	2	17,255	15	134,223
	10,000 " 15,000	4	40,192	...	...	...	...	...	...	...	...	...	...	4	40,192
	15,000 " 20,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	20,000 and above	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL ...	90	363,474	33	96,339	44	83,122	58	102,023	60	94,856	321	284,478	606	1,024,292
FRANCE—	100 and under 500	24	7,190	16	3,613	42	8,355	56	12,069	21	4,204	339	79,375	498	114,806
	500 " 1,000	5	4,135	8	5,053	5	3,566	5	3,508	5	4,373	42	29,728	70	50,363
	1,000 " 2,000	3	3,950	2	3,020	4	5,275	8	10,225	12	17,299	40	57,523	69	97,292
	2,000 " 4,000	30	88,993	10	28,907	10	34,151	12	31,897	13	34,771	42	115,552	117	334,271
	4,000 " 6,000	11	50,990	3	14,680	5	26,954	6	31,680	6	29,004	25	126,674	56	279,982
	6,000 " 8,000	74	530,038	16	114,336	1	6,555	9	66,850	1	6,975	8	53,932	109	778,686
	8,000 " 10,000	6	52,801	1	8,000	4	37,888	8	71,705	3	27,326	8	73,874	30	271,594
	10,000 " 15,000	...	...	3	38,026	4	44,716	3	35,798	2	22,611	5	56,250	17	197,401
	15,000 " 20,000	1	17,260	...	...	...	...	1	17,083	2	33,711	...	...	4	68,054
	20,000 and above	...	...	1	29,253	...	...	1	49,746	1	43,450	...	...	3	122,449
	TOTAL ...	154	755,357	60	244,888	75	167,460	109	330,561	66	223,724	509	592,908	973	2,314,898
GERMANY	100 and under 500	2	480	88	21,346	194	48,788	154	31,858	92	18,407	559	107,054	1,089	227,933
	500 " 1,000	...	...	10	6,046	5	3,095	2	1,225	8	5,399	99	73,722	124	89,487
	1,000 " 2,000	2	3,023	5	6,331	7	8,751	4	5,945	9	12,303	34	47,497	61	83,850
	2,000 " 4,000	1	2,000	3	6,988	2	4,620	3	11,284	2	6,424	13	37,950	24	69,266
	4,000 " 6,000	...	...	...	...	2	11,202	...	...	3	16,914	6	30,208	11	58,324
	6,000 " 8,000	1	6,130	1	6,200	1	6,095	2	14,608	1	7,854	2	12,669	8	53,556
	8,000 " 10,000	...	...	...	...	...	...	1	9,026	...	...	...	...	1	9,026
	10,000 " 15,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	15,000 " 20,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	20,000 and above	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL ...	6	11,633	107	46,911	211	82,551	166	73,946	115	67,301	713	309,100	1,318	591,442
GREECE—	100 and under 500	...	...	...	...	11	1,379	4	519	2	324	75	15,303	92	17,525
	500 " 1,000	...	...	1	813	...	...	...	...	2	1,720	6	4,464	9	6,997
	1,000 " 2,000	2	3,846	...	...	1	1,673	...	...	2	3,270	18	27,614	23	36,403
	2,000 " 4,000	1	3,805	...	...	...	...	1	3,832	1	2,740	28	86,256	31	96,633
	4,000 " 6,000	...	...	6	32,357	3	14,859	3	12,926	6	29,211	49	240,684	67	330,037
	6,000 " 8,000	65	467,534	7	50,108	...	...	...	...	...	...	3	21,864	75	539,506
	8,000 " 10,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	10,000 " 15,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	15,000 " 20,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	20,000 and above	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL ...	68	475,185	14	83,278	15	17,911	8	17,277	13	37,265	179	396,185	297	1,027,101
HOLLAND	100 and under 500	31	8,615	128	38,959	124	32,960	126	27,559	75	13,360	355	56,176	839	177,629
	500 " 1,000	28	15,137	13	8,936	3	2,288	7	5,449	2	1,407	10	7,524	63	40,741
	1,000 " 2,000	4	7,157	9	13,094	4	4,841	10	15,436	6	9,281	18	25,472	51	75,281
	2,000 " 4,000	16	47,642	11	36,573	7	21,028	15	38,520	32	83,793	23	69,930	104	297,486
	4,000 " 6,000	7	35,552	5	24,567	5	25,497	9	42,284	6	31,581	19	96,044	51	255,525
	6,000 " 8,000	63	466,377	20	138,273	5	34,669	7	52,393	4	26,989	12	80,650	111	799,351
	8,000 " 10,000	8	71,257	15	127,682	6	51,016	11	93,572	3	27,228	4	36,439	47	407,194
	10,000 " 15,000	3	32,971	8	83,557	4	52,520	3	30,884	3	34,117	2	21,310	23	255,359
	15,000 " 20,000	...	...	...	...	...	...	1	19,429	1	15,652	1	15,434	3	50,515
	20,000 and above	1	21,000	2	56,304	...	...	...	...	...	...	...	...	3	77,304
	TOTAL ...	161	705,708	211	527,945	158	224,819	189	325,526	132	243,408	444	408,979	1,295	2,436,385

COUNTRY IN WHICH OWNED.	DIVISIONS OF TONNAGE.	DIVISIONS OF AGE.												TOTAL.	
		UNDER 5 YEARS.		5 AND UNDER 10 YEARS.		10 AND UNDER 15 YEARS.		15 AND UNDER 20 YEARS.		20 AND UNDER 25 YEARS.		25 YEARS AND OVER.			
		No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
ITALY—	100 and under 500	43	9,284	9	1,761	8	972	17	3,119	33	6,263	278	61,625	388	83,024
	500 " 1,000	18	13,737	...	...	1	704	2	1,372	...	...	38	28,556	59	44,369
	1,000 " 2,000	5	7,662	1	1,593	...	...	2	2,705	2	2,424	44	62,213	54	76,597
	2,000 " 4,000	1	3,200	...	...	...	...	4	10,968	4	11,877	24	74,592	33	100,637
	4,000 " 6,000	...	...	...	...	...	...	...	...	5	24,782	46	225,600	51	250,382
	6,000 " 8,000	55	391,575	2	15,485	...	...	...	...	1	6,077	10	69,313	68	482,450
	8,000 " 10,000	7	59,766	...	...	...	...	2	17,374	2	18,397	1	8,631	12	104,168
	10,000 " 15,000	...	...	1	10,495	...	...	2	23,622	...	...	1	13,870	4	47,987
	15,000 " 20,000	...	...	...	...	...	...	...	...	2	38,402	...	...	2	38,402
	20,000 and above	...	...	...	...	...	...	2	72,971	...	...	...	...	2	72,971
	TOTAL ...	129	485,224	13	29,334	9	1,676	31	132,131	49	108,222	442	544,400	673	1,300,987
JAPAN—	100 and under 500	...	...	192	44,311	260	63,663	109	24,613	57	11,884	267	65,244	885	209,715
	500 " 1,000	...	...	45	31,368	34	25,645	19	14,364	26	18,311	118	89,199	242	178,887
	1,000 " 2,000	...	...	50	87,002	31	48,209	12	18,422	24	38,081	167	233,335	284	425,049
	2,000 " 4,000	...	...	60	185,053	42	130,538	29	81,157	40	110,860	230	651,233	401	1,158,841
	4,000 " 6,000	...	...	21	99,725	43	202,313	16	79,150	16	82,523	222	1,150,613	318	1,614,324
	6,000 " 8,000	...	...	40	267,898	44	307,162	17	115,634	8	58,447	71	482,168	180	1,231,309
	8,000 " 10,000	...	...	6	54,631	23	203,833	13	115,130	1	8,428	20	180,323	63	562,345
	10,000 " 15,000	...	...	13	138,001	5	50,220	3	34,859	1	10,380	5	52,862	27	286,322
	15,000 " 20,000	...	...	2	36,759	3	53,805	3	51,476	...	...	...	...	8	142,040
	20,000 and above	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL ...	...	...	429	944,748	485	1,085,388	221	534,805	173	338,914	1,100	2,904,977	2,408	5,808,832
NORWAY—	100 and under 500	107	25,874	84	20,366	50	11,503	65	16,273	43	10,054	484	89,121	833	173,191
	500 " 1,000	19	12,939	14	10,561	4	2,802	4	3,622	9	8,305	83	61,480	133	99,709
	1,000 " 2,000	16	25,844	18	24,769	17	25,309	23	34,722	18	27,988	92	130,818	184	269,450
	2,000 " 4,000	25	82,447	12	30,399	10	29,133	13	34,359	13	37,696	50	145,185	123	359,219
	4,000 " 6,000	36	184,622	32	163,977	14	70,538	37	178,542	29	144,503	29	149,931	177	892,113
	6,000 " 8,000	37	264,624	7	49,536	9	60,974	40	273,519	7	48,430	7	48,905	107	745,988
	8,000 " 10,000	12	108,299	24	219,187	30	276,265	24	215,966	1	9,297	...	...	91	829,014
	10,000 " 15,000	17	178,177	8	82,202	3	34,763	1	10,044	...	...	4	50,701	33	355,887
	15,000 " 20,000	...	...	...	...	...	...	1	16,370	...	...	...	...	1	16,370
	20,000 and above	1	20,000	...	...	...	...	...	...	...	...	...	...	1	20,000
	TOTAL ...	270	902,826	199	600,997	137	511,287	208	783,417	120	286,273	749	676,141	1,683	3,760,941
PANAMA—	100 and under 500	10	3,696	...	...	3	851	5	1,181	1	250	19	7,006	38	12,984
	500 " 1,000	2	1,639	2	1,656	...	...	1	968	2	1,195	22	15,369	29	20,827
	1,000 " 2,000	3	3,114	...	...	1	1,572	2	3,899	5	8,958	21	32,151	32	49,694
	2,000 " 4,000	16	56,607	1	3,677	1	2,321	3	8,221	3	9,921	49	147,547	73	228,294
	4,000 " 6,000	...	...	3	14,583	2	8,402	5	28,161	3	14,722	45	233,870	58	299,738
	6,000 " 8,000	49	352,970	3	22,398	2	13,876	3	20,018	1	6,209	41	275,614	99	691,085
	8,000 " 10,000	3	29,003	1	9,554	1	9,613	4	34,197	4	35,250	5	43,383	18	161,000
	10,000 " 15,000	7	71,845	3	30,963	2	21,580	5	56,685	...	...	4	41,662	21	222,735
	15,000 " 20,000	...	...	...	...	...	...	...	...	...	...	1	15,903	1	15,903
	20,000 and above	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL ...	90	518,874	13	82,831	12	58,215	28	153,330	19	76,505	207	812,505	369	1,702,260
RUSSIA—	100 and under 500	4	871	12	3,830	19	5,022	44	11,023	6	1,519	119	30,652	204	52,917
	500 " 1,000	1	604	18	12,450	22	14,438	108	71,874	5	4,168	56	41,993	210	145,527
	1,000 " 2,000	12	22,312	7	10,019	19	25,104	10	13,833	23	35,984	81	119,448	152	226,700
	2,000 " 4,000	6	15,528	6	14,845	31	88,359	43	130,912	19	60,339	107	297,568	212	607,551
	4,000 " 6,000	2	9,806	2	10,014	6	29,769	8	38,346	5	21,913	62	323,912	85	433,760
	6,000 " 8,000	39	280,376	6	44,304	...	...	9	61,538	1	6,492	17	113,623	72	506,333
	8,000 " 10,000	...	...	...	...	...	...	3	28,022	...	...	4	35,262	7	63,284
	10,000 " 15,000	4	41,539	...	...	1	12,049	1	12,639	1	11,453	1	10,079	8	87,759
	15,000 " 20,000	...	...	1	17,870	...	...	...	...	1	15,286	...	...	2	33,156
	20,000 and above	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL ...	68	371,036	52	113,332	98	174,741	226	368,187	61	157,154	447	972,537	952	2,156,987

TABLE No. 5 (continued).—Showing the number of Steamers and Motorships according to certain divisions of Gross Tonnage, and according to certain divisions of Age, owned in the world—distinguishing the Principal Maritime Countries—as recorded in the 1947-1948 edition of Lloyd's Register Book. (See Notes on Page 3.)

COUNTRY IN WHICH OWNED.	DIVISIONS OF TONNAGE.	DIVISIONS OF AGE												TOTAL.	
		UNDER 5 YEARS.		5 AND UNDER 10 YEARS.		10 AND UNDER 15 YEARS.		15 AND UNDER 20 YEARS.		20 AND UNDER 25 YEARS.		25 YEARS AND OVER.		No.	Tons.
		No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.		
SPAIN—	100 and under 500	83	20,452	91	13,588	69	9,889	127	16,177	21	3,391	259	53,540	650	117,037
	500 " 1,000	4	2,522	1	868	...	...	7	6,055	...	...	36	27,848	48	37,293
	1,000 " 2,000	9	12,083	1	1,339	5	5,664	7	10,656	9	12,361	41	61,112	72	103,215
	2,000 " 4,000	15	40,190	1	3,971	...	...	16	44,072	2	6,448	109	326,448	143	421,129
	4,000 " 6,000	...	...	...	...	...	...	4	19,837	4	19,208	32	159,129	40	198,174
	6,000 " 8,000	4	25,600	1	7,092	3	19,678	7	46,951	3	20,761	4	25,223	22	145,305
	8,000 " 10,000	4	33,814	...	...	...	...	3	27,971	1	8,279	...	...	8	70,064
	10,000 " 15,000	...	...	...	...	...	...	1	12,589	...	...	2	25,198	3	37,787
	15,000 " 20,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	20,000 and above	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL ...	119	134,661	95	26,858	77	35,231	172	184,308	40	70,448	483	678,498	986	1,130,004
SWEDEN—	100 and under 500	35	11,016	29	7,201	17	3,648	13	2,410	19	4,554	468	90,373	581	119,202
	500 " 1,000	13	8,282	7	4,999	9	7,454	3	2,183	9	6,615	74	55,573	115	85,106
	1,000 " 2,000	38	60,804	21	33,624	13	20,354	12	18,358	16	23,578	143	196,581	243	353,299
	2,000 " 4,000	45	137,352	13	41,543	6	17,376	8	23,126	5	11,613	40	109,001	117	340,011
	4,000 " 6,000	36	179,338	7	34,506	6	31,255	6	29,325	6	30,012	14	74,631	75	379,067
	6,000 " 8,000	16	113,439	5	33,941	2	13,112	3	19,218	1	6,872	...	...	27	186,582
	8,000 " 10,000	14	120,284	5	46,075	1	9,959	2	17,719	...	...	...	...	22	194,037
	10,000 " 15,000	8	84,792	4	41,981	...	...	...	...	...	...	1	11,005	13	137,778
	15,000 " 20,000	...	...	...	...	...	...	...	...	2	33,434	...	...	2	33,434
	20,000 and above	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL ...	205	715,307	91	243,870	54	103,158	47	112,339	58	116,678	740	537,164	1,195	1,828,516
OTHER COUNTRIES	100 and under 500	45	11,406	62	17,653	41	10,338	101	28,804	69	16,106	723	176,739	1,041	261,046
	500 " 1,000	30	20,102	18	12,291	10	6,564	16	11,059	13	8,371	207	148,181	294	206,568
	1,000 " 2,000	63	93,733	15	20,515	9	12,608	24	36,652	18	28,340	232	336,358	361	528,206
	2,000 " 4,000	28	93,085	9	28,517	5	12,548	25	67,708	39	104,066	237	665,869	343	971,793
	4,000 " 6,000	8	42,660	10	53,528	4	18,432	14	69,681	12	62,078	98	482,078	146	728,457
	6,000 " 8,000	48	344,423	15	105,380	1	7,279	4	26,600	6	43,003	32	215,016	106	741,701
	8,000 " 10,000	2	16,804	...	...	2	18,826	2	17,909	5	42,891	9	76,690	20	173,120
	10,000 " 15,000	4	43,580	2	21,036	...	...	1	13,896	1	11,492	...	...	8	90,004
	15,000 " 20,000	...	...	...	...	...	...	...	...	...	...	1	16,111	1	16,111
	20,000 and above	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL ...	228	665,793	131	258,920	72	86,595	187	272,309	163	316,347	1,539	2,117,042	2,320	3,717,006
WORLD TOTAL—	100 and under 500	959	239,650	1,105	264,310	1,310	328,884	1,317	292,103	802	176,513	6,711	1,469,183	12,204	2,770,643
	500 " 1,000	337	228,838	258	177,429	221	152,025	291	209,161	234	173,729	1,268	927,436	2,609	1,868,618
	1,000 " 2,000	410	623,955	190	292,064	192	277,178	247	388,508	351	525,129	1,383	1,995,791	2,773	4,102,625
	2,000 " 4,000	578	1,859,242	208	613,391	180	534,543	264	755,401	279	777,134	1,355	3,900,498	2,864	8,440,209
	4,000 " 6,000	240	1,207,207	199	1,004,389	164	807,328	222	1,097,054	199	999,528	1,055	5,342,362	2,079	10,457,868
	6,000 " 8,000	3,163	22,926,906	854	6,062,747	109	751,391	170	1,178,972	108	765,701	582	3,956,306	4,986	35,642,023
	8,000 " 10,000	359	3,116,884	180	1,575,687	110	975,245	114	1,010,521	56	488,434	152	1,335,996	971	8,502,767
	10,000 " 15,000	593	6,241,807	105	1,125,864	46	517,787	42	497,962	21	236,548	59	694,528	866	9,314,496
	15,000 " 20,000	9	144,986	6	105,184	6	105,221	13	226,379	13	219,862	15	252,717	62	1,054,349
	20,000 and above	3	65,000	9	311,067	9	270,465	16	411,613	8	190,293	4	111,736	49	1,360,174
	TOTAL ...	6,651	36,654,475	3,114	11,532,132	2,347	4,720,067	2,696	6,067,674	2,071	4,552,871	12,584	19,986,553	29,463	83,513,772

TABLE No. 6.—Showing the Number and Tonnage of MOTORSHIPS (including Sailing Vessels fitted with Auxiliary Motors) of 100 Tons Gross and upwards, according to certain divisions of Gross Tonnage, owned in the World—distinguishing Countries owning 100,000 tons and upwards of such ships—as recorded in the 1947-1948 edition of Lloyd's Register Book.

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COUNTRIES WHERE OWNED.	Under 1,000 tons.		1,000 to 1,999 tons.		2,000 to 3,999 tons.		4,000 to 5,999 tons.		6,000 to 7,999 tons.		8,000 to 9,999 tons.		10,000 to 14,999 tons.		15,000 tons and above.		TOTAL	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
GREAT BRITAIN & N. IRELAND	575	209,209	46	64,220	68	217,105	124	641,339	187	1,313,660	201	1,730,029	64	731,037	15	318,025	1,280	5,224,624
BRITISH DOMINIONS, COLONIES, ETC.	654	158,746	35	50,938	22	59,048	6	29,196	6	40,130	6	54,844	3	32,187	...	...	732	425,089
AMERICA, U.S. OF	609	152,844	116	148,606	191	694,661	12	62,539	25	171,075	26	229,822	14	157,305	1	16,552	994	1,628,404
ARGENTINA	61	24,443	11	15,928	10	24,073	2	10,369	1	7,019	2	17,856	2	22,269	...	...	89	121,957
BELGIUM	50	10,492	3	3,614	6	16,988	2	10,137	7	51,820	4	33,091	1	10,529	...	...	73	136,671
DENMARK	185	40,413	15	23,582	39	110,697	32	156,179	12	79,676	14	125,652	4	40,192	...	...	301	576,391
FRANCE	150	39,396	9	11,984	17	52,758	13	62,743	11	80,903	13	118,353	7	84,315	2	34,343	222	484,795
GERMANY	632	111,326	12	15,950	5	16,507	3	16,924	3	20,706	...	...	...	...	...	...	655	181,413
HOLLAND	699	166,080	9	12,919	28	87,141	14	69,253	29	201,523	39	337,739	18	201,772	3	60,446	839	1,136,873
ITALY	267	69,133	7	10,947	5	14,168	4	21,812	8	53,798	9	77,140	3	34,117	2	44,106	305	325,221
JAPAN	587	170,762	21	30,645	20	58,901	31	156,403	74	515,540	36	319,524	20	212,561	6	103,405	795	1,567,741
NORWAY	401	94,040	17	26,288	53	171,004	140	706,944	68	465,483	88	801,166	20	206,176	2	36,370	789	2,507,471
PANAMA	27	10,984	3	4,266	11	37,766	2	8,988	9	61,137	11	98,288	8	89,046	...	...	71	310,475
PORTUGAL	78	28,556	14	17,458	3	8,633	4	21,271	...	...	3	25,053	...	...	...	...	102	100,971
RUSSIA	80	42,311	18	24,579	40	125,571	22	104,893	10	69,495	2	18,057	1	12,049	1	17,870	174	414,825
SPAIN	212	39,638	16	20,918	17	48,043	3	15,715	17	112,990	5	42,174	1	12,589	...	...	271	292,067
SWEDEN	339	83,286	39	60,336	69	213,804	63	318,353	25	172,129	22	194,037	12	126,773	2	33,434	571	1,202,152
OTHER COUNTRIES	388	110,118	39	52,726	38	129,684	18	90,615	8	55,325	2	18,321	1	11,030	...	...	494	467,819
TOTAL	5,994	1,561,777	430	590,904	642	2,086,552	495	2,503,673	500	3,472,409	483	4,241,146	179	1,983,947	34	664,551	8,757	17,104,959

TABLE No. 7.—Showing the Number, Gross Tonnage, Material, Description, Country of Build and Nationality of NEW VESSELS CLASSED BY LLOYD'S REGISTER during the year 1946.

WHERE BUILT.	STEAMERS.		MOTORSHIPS.		SAIL AND BARGES.		TOTAL.		WHERE OWNED.	STEAMERS.		MOTORSHIPS.		SAIL AND BARGES.		TOTAL.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.		No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
GREAT BRITAIN & N. IRELAND	162	513,376	75	339,653	10	1,436	247	854,465	GREAT BRITAIN & N. IRELAND	157	478,300	73	337,704	10	1,436	240	817,440
BRITISH DOMINIONS, COLONIES, ETC.	38	122,670	11	3,492	...	...	49	126,162	BRITISH DOMINIONS, COLONIES, ETC.	25	93,202	10	3,297	...	...	35	96,499
AMERICA, U.S. OF	4	31,684	...	...	...	...	4	31,684	AMERICA, U.S. OF	3	2,727	...	...	...	...	3	2,727
DENMARK	2	5,399	16	17,94	...	...	18	112,493	ARGENTINA	2	10,765	1	11,163	...	...	3	21,928
HOLLAND	...	...	9	4,089	...	...	9	4,089	BELGIUM	2	1,070	...	...	...	...	2	1,070
SPAIN	4	12,168	6	14,288	...	...	10	26,456	BRAZIL	1	3,142	1	1,201	...	...	2	4,343
SWEDEN	4	7,920	48	191,809	...	...	52	199,729	CHILE	1	3,540	...	...	...	...	1	3,540
									CHINA	2	1,813	...	...	...	...	2	1,813
									DENMARK	1	1,859	15	97,957	...	...	16	99,816
									FRANCE	2	11,203	...	...	...	...	2	11,203
									HOLLAND	8	51,848	11	5,032	...	...	19	56,880
									NORWAY	1	13,330	4	8,895	...	...	5	22,225
									PANAMA	...	...	1	9,137	...	...	1	9,137
									PORTUGAL	...	...	1	5,094	...	...	1	5,094
									SPAIN	4	12,168	6	14,288	...	...	10	26,456
									SWEDEN	5	8,250	42	166,657	...	...	47	174,907
Total	214	693,217	165	660,425	10	1,436	389	1,355,078	Total	214	693,217	165	660,425	10	1,436	389	1,355,078

NOTE.—The above vessels are built of steel, with the exception of 9 vessels, of 2,847 tons, which are of wood or composite construction.

TABLE No. 8.—Showing the Number, Gross Tonnage, Classes, &c., of Existing Vessels

STEEL VESSELS.

STEAMERS & MOTORSHIPS.									SAILING SHIPS & BARGES.								
CLASS.	GREAT BRITAIN AND N. IRELAND.		BRITISH DOMINIONS, COLONIES, ETC.		OTHER COUNTRIES.		TOTAL.		CLASS.	GREAT BRITAIN AND N. IRELAND.		BRITISH DOMINIONS, COLONIES, ETC.		OTHER COUNTRIES.		TOTAL.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.		No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
100A	3,304	11,916,225	561	1,836,306	2,110	8,915,232	5,975	22,667,763	100A	63	32,094	2	4,192	15	6,098	80	42,384
90A	...	...	...	...	...	...	...	...	90A	...	...	...	...	...	...	...	...
A	63	55,034	41	31,718	51	60,153	155	146,905	A	79	17,935	3	1,586	17	8,295	99	27,816
Total Classed	3,367	11,971,259	602	1,868,024	2,161	8,975,385	6,130	22,814,668	Total Classed	142	50,029	5	5,778	32	14,393	179	70,200
Formerly Classed	827	677,932	394	322,991	2,667	7,557,316	3,888	8,558,239	Formerly Classed	129	33,263	62	37,387	158	108,524	349	179,174
Totals...	4,194	12,649,191	996	2,191,015	4,828	16,532,701	10018	31,372,907	Totals...	271	83,292	67	43,165	190	122,917	528	249,374

IRON VESSELS.

STEAMERS & MOTORSHIPS.									SAILING SHIPS & BARGES.								
CLASS.	GREAT BRITAIN AND N. IRELAND.		BRITISH DOMINIONS, COLONIES, ETC.		OTHER COUNTRIES.		TOTAL.		CLASS.	GREAT BRITAIN AND N. IRELAND.		BRITISH DOMINIONS, COLONIES, ETC.		OTHER COUNTRIES.		TOTAL.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.		No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
100A	...	...	2	307	7	9,010	9	9,317	100A	...	...	...	...	...	...	...	...
90A	1	117	...	...	1	253	2	370	90A	...	...	...	...	...	...	...	...
80A	...	...	...	...	...	...	...	...	80A	...	...	...	...	...	...	...	...
A	1	33	...	...	...	...	1	33	A	...	...	...	...	...	...	...	...
LvA1*	1	662	...	...	...	...	1	662	LvA1*	...	...	...	...	...	...	...	...
LvA1*									LvA1*								
LvA1	...	...	...	...	...	...	...	...	LvA1	...	...	...	...	...	...	...	...
LvA1									LvA1								
Total Classed	3	812	2	307	8	9,263	13	10,382	Total Classed	...	...	...	...	...	...	...	...
Formerly Classed	45	7,575	15	4,741	149	84,214	209	96,530	Formerly Classed	3	561	1	1,738	10	14,186	14	16,485
Totals...	48	8,387	17	5,048	157	93,477	222	106,912	Totals...	3	561	1	1,738	10	14,186	14	16,485

WOOD VESSELS. (INCLUDING COMPOSITE.)									
CLASS.		GREAT BRITAIN & N. IRELAND.		BRITISH DOMINIONS, COLONIES, ETC.		OTHER COUNTRIES.		TOTAL.	
		No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
A	(For a period of years.) { Steam & Motor	2	452	12	3,386	2	452	16	4,290
	{ Sail & Barges...	...	...	...	...	...	...	...	...
A	{ Steam & Motor	...	...	...	...	...	...	...	...
	{ Sail & Barges...	...	...	...	...	...	...	...	...
A	{ Steam & Motor	1	83	1	263	...	...	2	346
	{ Sail & Barges...	...	...	...	...	...	...	...	...
Total Classed	{ Steam & Motor	3	535	13	3,649	2	452	18	4,636
	{ Sail & Barges...	...	...	...	...	...	...	...	...
	Total	3	535	13	3,649	2	452	18	4,636
Formerly Classed	{ Steam & Motor	19	2,476	15	3,495	18	8,629	52	14,600
	{ Sail & Barges...	15	4,287	4	1,774	3	654	22	6,715
	Total	34	6,763	19	5,269	21	9,283	74	21,315
Grand Total		37	7,298	32	8,918	23	9,735	92	25,951

SUMMARY OF EXISTING VESSELS NOW OR FORMERLY CLASSED BY
LLOYD'S REGISTER.

	VESSELS NOW CLASSSED.		EXISTING VESSELS FORMERLY CLASSSED.		TOTAL.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
Steamers & Motorships ...	6,161	22,829,686	4,149	8,669,369	10,310	31,499,055
Sailing Vessels & Barges	179	70,200	385	202,374	564	272,574
Total.....	6,340	22,899,886	4,534	8,871,743	10,874	31,771,629

In addition to the above, there were included in the Register Book 513 vessels of 1,887,485 tons, for which Classification or Re-classification was contemplated. A number of these have been completed and classed during and since the printing of the Register Book, and the construction of many others is far advanced.

Including these vessels, the totals are as follows :—

	No.	Tons.
Classed, or to be classed, with Lloyd's Register...	6,853	24,787,371
Formerly classed with Lloyd's Register ...	4,534	8,871,743
Grand Total ...	11,387	33,659,114

VESSELS NOW OR FORMERLY CLASSED, AS RECORDED IN LLOYD'S REGISTER BOOK, 1947-1948.

	STEEL.										IRON.										WOOD (INCLUDING COMPOSITE).				TOTAL.							
	STEAM AND MOTOR.					SAIL AND BARGES.					STEAM AND MOTOR.					SAIL AND BARGES.					STEAM, MOTOR, SAIL AND BARGES.											
	Great Britain & N. Ireland.		British Dominions.		Other Countries.	Great Britain & N. Ireland.		British Dominions.		Other Countries.	Great Britain & N. Ireland.		British Dominions.		Other Countries.	Great Britain & N. Ireland.		British Dominions.		Other Countries.												
	No.	Tons.	No.	Tons.		No.	Tons.	No.	Tons.		No.	Tons.	No.	Tons.		No.	Tons.	No.	Tons.		No.	Tons.										
Classed	3,367	11,971,259	602	1,868,024	2,161	8,976,835	142	50,029	5	5,778	32	14,393	3	812	2	307	8	9,263	...	...	...	3	635	13	3,649	2	452	6,340	22,899,886			
Formerly Classed	827	677,932	394	322,591	2,697	7,557,316	129	33,263	62	37,387	158	108,524	45	7,575	16	4,741	149	84,214	3	561	1	1,738	10	14,186	34	6,763	19	5,269	21	9,283	4,334	8,871,743
Totals	4,194	12,649,191	996	2,191,015	4,858	16,532,701	271	83,292	67	43,165	190	122,917	48	8,387	17	5,048	157	93,477	3	561	1	1,738	10	14,186	37	7,298	32	8,918	23	9,735	10,874	31,771,629

TABLE No. 9.—Showing for the Years 1906 to 1947 the Number, Gross Tonnage and Description Maritime Countries—as recorded in Lloyd's The Sail Tonnage prior to 1919 is given in tons net.

Year.	GREAT BRITAIN & N. IRELAND.						BRITISH DOMINIONS, COLONIES, ETC.						AMERICA (UNITED STATES) SEA.					
	STEAM & MOTOR.		SAIL & BARGES.		TOTAL.		STEAM & MOTOR.		SAIL & BARGES.		TOTAL.		STEAM & MOTOR.		SAIL & BARGES.		TOTAL.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
1906	8,083	15,207,410	1,325	1,174,440	9,408	16,381,850	1,178	959,338	825	269,908	2,003	1,229,246	974	1,387,991	2,014	1,284,051	2,988	2,672,042
1907	8,292	15,930,368	1,225	1,069,300	9,517	16,999,668	1,219	1,070,771	781	250,229	2,000	1,321,000	1,029	1,503,059	1,905	1,225,652	2,934	2,728,711
1908	8,405	16,336,869	1,137	981,482	9,542	17,318,351	1,275	1,162,673	746	228,513	2,021	1,391,186	1,090	1,615,767	1,830	1,186,620	2,920	2,802,387
1909	8,419	16,472,602	1,072	905,334	9,491	17,377,936	1,339	1,230,112	735	218,394	2,074	1,448,506	1,106	1,618,508	1,793	1,172,774	2,899	2,791,282
1910	8,460	16,767,683	957	748,796	9,417	17,516,479	1,377	1,291,354	701	204,461	2,078	1,495,815	1,073	1,641,919	1,701	1,119,686	2,774	2,761,605
1911	8,487	17,292,715	847	579,982	9,334	17,872,697	1,414	1,350,934	694	195,193	2,108	1,546,127	1,115	1,715,427	1,647	1,093,257	2,762	2,808,684
1912	8,524	17,730,940	755	482,680	9,279	18,213,620	1,490	1,471,830	675	188,910	2,165	1,660,740	1,171	1,797,929	1,558	1,050,900	2,729	2,848,829
1913	8,514	18,273,944	700	422,293	9,214	18,696,237	1,495	1,575,223	578	160,083	2,073	1,735,306	1,209	1,971,903	1,487	1,026,554	2,696	2,998,457
1914	8,587	18,892,089	653	364,677	9,240	19,256,766	1,536	1,631,617	552	156,666	2,088	1,788,283	1,113	2,026,908	1,377	943,376	2,490	2,970,284
1915	8,675	19,235,705	610	305,663	9,285	19,541,368	1,543	1,595,213	525	137,487	2,068	1,732,700	1,233	2,579,645	1,347	943,288	2,580	3,522,933
1916	8,454	18,825,356	615	309,501	9,069	19,134,857	1,576	1,638,525	496	128,617	2,072	1,767,142	1,285	2,852,535	1,302	938,043	2,587	3,790,578
1919	7,535	16,344,843	429	210,628	7,964	16,555,471	1,610	1,863,365	531	189,039	2,141	2,052,404	3,134	9,772,921	1,216	1,009,249	4,350	10,782,170
1920	8,113	18,110,653	448	219,771	8,561	18,330,424	1,666	2,032,227	604	220,001	2,270	2,252,228	3,573	12,406,123	1,316	1,383,751	4,889	13,789,874
1921	8,579	19,320,053	455	251,501	9,034	19,571,554	1,745	2,268,553	654	230,691	2,399	2,499,244	3,779	13,511,142	1,179	1,185,946	4,958	14,697,088
1922	8,430	19,088,638	419	206,999	8,849	19,295,637	1,833	2,526,371	639	220,512	2,472	2,746,883	3,765	13,576,640	1,121	1,161,866	4,886	14,738,506
1923	8,299	19,115,178	395	166,371	8,694	19,281,549	1,865	2,579,896	576	196,667	2,441	2,776,563	3,729	13,426,221	1,083	1,170,814	4,812	14,597,035
1924	8,169	18,954,158	390	151,680	8,559	19,105,838	1,909	2,591,886	540	180,776	2,449	2,772,662	3,493	12,430,596	1,015	1,099,948	4,508	13,530,544
1925	8,161	19,304,670	398	136,041	8,559	19,440,711	1,907	2,603,254	523	178,233	2,430	2,781,487	3,329	11,931,562	936	1,017,070	4,265	12,948,632
1926	7,964	19,263,785	405	136,012	8,369	19,399,797	1,959	2,688,675	518	181,652	2,477	2,870,327	3,116	11,391,780	885	972,888	4,001	12,364,668
1927	7,820	19,179,029	396	129,993	8,216	19,309,022	1,965	2,698,940	474	166,115	2,439	2,865,055	3,038	11,171,283	805	898,767	3,843	12,070,050
1928	7,810	19,754,001	394	121,349	8,204	19,875,350	2,030	2,750,175	449	157,048	2,479	2,907,223	3,005	11,153,844	754	843,597	3,759	11,997,441
1929	7,783	20,046,270	389	120,061	8,172	20,166,331	2,077	2,795,369	430	154,447	2,507	2,949,816	2,978	11,036,240	718	798,936	3,696	11,835,176
1930	7,856	20,321,920	382	116,524	8,238	20,438,444	2,105	2,788,190	411	154,980	2,516	2,943,170	2,857	10,645,730	673	742,637	3,530	11,388,367
1931	7,781	20,193,677	376	109,228	8,157	20,302,905	2,159	2,933,639	370	143,455	2,529	3,077,094	2,729	10,356,077	584	642,529	3,313	10,998,606
1932	7,592	19,562,143	379	109,532	7,971	19,671,675	2,180	2,969,798	367	142,910	2,547	3,112,708	2,694	10,270,351	558	619,068	3,252	10,889,419
1933	7,328	18,592,204	377	108,535	7,705	18,700,739	2,185	2,982,755	343	136,193	2,528	3,118,948	2,650	10,088,438	526	604,360	3,176	10,692,798
1934	7,107	17,629,548	362	105,364	7,469	17,734,912	2,173	2,977,920	325	128,386	2,498	3,106,306	2,560	9,795,126	485	559,548	3,045	10,354,674
1935	6,998	17,298,432	351	101,977	7,349	17,400,409	2,171	2,985,625	312	124,887	2,483	3,110,512	2,553	9,664,665	462	525,426	3,015	10,190,091
1936	6,891	17,182,857	355	102,602	7,246	17,285,459	2,188	2,990,126	270	109,553	2,458	3,099,679	2,486	9,434,414	418	461,715	2,904	9,896,129
1937	6,903	17,436,207	361	107,734	7,264	17,543,941	2,181	2,961,950	266	123,618	2,447	3,085,568	2,426	9,346,988	414	448,866	2,840	9,795,854
1938	6,843	17,675,404	360	105,455	7,203	17,780,859	2,218	3,043,686	258	123,275	2,476	3,166,961	2,338	8,936,465	403	438,342	2,741	9,374,807
1939	6,722	17,891,134	287	93,024	7,009	17,984,158	2,255	3,110,791	224	120,312	2,479	3,231,103	2,345	8,909,892	388	426,263	2,733	9,336,155
1947	6,061	17,847,897	286	100,942	6,347	17,948,839	2,272	3,473,742	194	126,644	2,466	3,600,386	5,159	30,165,909	302	412,880	5,461	30,578,789

Owing to War, statistics were not compiled regarding the vessels

of the Vessels of 100 Tons and upwards OWNED in the World—distinguishing the Principal Register Books for the period mentioned.

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(See Footnote; also Notes on Page 3.)

AMERICA (UNITED STATES) LAKES.						DENMARK.						FRANCE.						Year.
STEAM & MOTOR.		SAIL & BARGES.		TOTAL.		STEAM & MOTOR.		SAIL & BARGES.		TOTAL.		STEAM & MOTOR.		SAIL & BARGES.		TOTAL.		
No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	
428	1,396,661	51	122,389	479	1,519,050	459	579,464	376	80,837	835	660,301	780	1,253,737	728	487,458	1,508	1,741,195	1906
465	1,618,718	47	119,045	512	1,737,763	501	650,955	358	77,635	859	728,590	809	1,284,368	674	477,415	1,483	1,761,783	1907
515	1,895,412	45	112,469	560	2,007,881	528	660,582	342	73,208	870	733,790	869	1,416,987	648	466,907	1,517	1,883,894	1908
538	2,005,807	45	112,469	583	2,118,276	558	677,098	312	65,060	870	742,158	884	1,445,976	625	447,617	1,509	1,893,593	1909
563	2,146,769	43	109,850	606	2,256,619	553	671,828	310	64,734	863	736,562	875	1,448,172	590	434,108	1,465	1,882,280	1910
579	2,201,866	35	99,757	614	2,301,623	551	692,718	303	60,036	854	752,754	890	1,542,568	588	434,294	1,478	1,976,862	1911
588	2,262,480	34	96,854	622	2,359,334	548	703,520	281	54,079	829	757,599	932	1,638,501	559	414,017	1,491	2,052,518	1912
593	2,285,836	34	96,854	627	2,382,690	552	711,094	259	50,960	811	762,054	987	1,793,310	565	407,854	1,552	2,201,164	1913
579	2,260,441	31	92,323	610	2,352,764	576	770,430	246	49,751	822	820,181	1,025	1,922,286	551	397,152	1,576	2,319,438	1914
569	2,231,074	31	92,323	600	2,323,397	586	803,701	249	51,295	835	854,996	1,016	1,909,609	523	376,119	1,539	2,285,728	1915
561	2,225,900	31	92,323	592	2,318,223	589	797,371	265	60,231	854	857,602	998	1,851,120	512	365,523	1,510	2,216,643	1916
477	2,159,694	29	98,092	506	2,257,786	446	631,331	199	71,105	645	702,436	1,099	1,961,753	341	271,878	1,440	2,233,631	1919
466	2,118,568	26	88,861	492	2,207,429	522	719,444	223	83,967	745	803,411	1,400	2,963,229	358	281,965	1,758	3,245,194	1920
468	2,163,144	26	91,786	494	2,254,930	587	883,052	211	81,412	798	964,464	1,662	3,298,795	382	353,454	2,044	3,652,249	1921
469	2,155,904	26	91,786	495	2,247,690	622	963,142	200	74,996	822	1,038,138	1,723	3,537,382	371	308,410	2,094	3,845,792	1922
488	2,197,008	25	89,611	513	2,286,619	614	937,743	166	59,119	780	996,862	1,659	3,452,940	362	284,304	2,021	3,737,244	1923
499	2,275,911	25	85,553	524	2,361,464	622	989,703	142	46,240	764	1,035,943	1,540	3,289,834	317	208,399	1,857	3,498,233	1924
500	2,276,839	25	88,081	525	2,364,920	652	1,021,617	120	38,229	772	1,059,846	1,527	3,319,645	301	192,339	1,828	3,511,984	1925
505	2,348,319	24	84,730	529	2,433,049	661	1,049,386	110	31,760	771	1,081,146	1,498	3,324,397	271	166,209	1,769	3,490,606	1926
539	2,434,693	24	80,557	563	2,515,250	649	1,031,798	99	28,048	748	1,059,846	1,525	3,361,679	227	108,301	1,752	3,469,980	1927
549	2,453,537	28	86,980	577	2,540,517	627	1,042,209	86	25,330	713	1,067,539	1,482	3,255,832	200	88,633	1,682	3,344,465	1928
546	2,450,655	30	91,283	576	2,541,938	623	1,032,744	78	23,123	701	1,055,867	1,478	3,302,684	184	75,979	1,662	3,378,663	1929
542	2,457,569	33	100,910	575	2,558,479	643	1,071,521	62	16,485	705	1,088,006	1,501	3,470,591	150	60,288	1,651	3,530,879	1930
539	2,438,239	35	107,102	574	2,545,341	677	1,133,201	40	12,056	717	1,145,257	1,521	3,513,179	132	53,048	1,653	3,566,227	1931
539	2,445,430	35	107,102	574	2,552,532	702	1,171,275	28	9,345	730	1,180,620	1,518	3,507,525	126	49,481	1,644	3,557,006	1932
524	2,474,166	30	92,861	554	2,567,027	705	1,160,233	21	7,838	726	1,168,071	1,511	3,469,538	116	42,681	1,627	3,512,219	1933
549	2,507,770	34	103,270	583	2,611,040	686	1,100,778	14	3,619	700	1,104,397	1,459	3,259,594	108	38,459	1,567	3,298,053	1934
536	2,480,019	34	103,270	570	2,583,289	694	1,098,648	8	2,399	702	1,101,047	1,382	2,989,386	97	35,750	1,479	3,025,136	1935
535	2,470,867	36	107,697	571	2,578,564	695	1,134,029	6	1,485	701	1,135,514	1,340	2,972,979	80	29,476	1,420	3,002,455	1936
520	2,441,284	34	99,513	554	2,540,797	691	1,117,512	2	475	693	1,117,987	1,295	2,843,688	71	26,561	1,366	2,870,249	1937
519	2,467,430	33	96,393	552	2,563,823	694	1,129,556	1	303	695	1,129,859	1,246	2,880,783	61	22,811	1,307	2,903,594	1938
508	2,451,641	29	86,588	537	2,538,229	705	1,174,944	4	1,229	709	1,176,173	1,231	2,933,933	51	19,042	1,282	2,952,975	1939
421	2,257,287	19	54,669	440	2,311,956	606	1,024,292	1	303	607	1,024,595	973	2,314,898	31	11,966	1,004	2,326,864	1947

TABLE No 9 (continued).—Showing for the Years 1906 to 1947 the Number, Gross Tonnage and Description Maritime Countries—as recorded in Lloyd's Register

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

Year.	GERMANY.						GREECE.						HOLLAND.					
	STEAM & MOTOR.		SAIL & BARGES.		TOTAL.		STEAM & MOTOR.		SAIL & BARGES.		TOTAL.		STEAM & MOTOR.		SAIL & BARGES.		TOTAL.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
1906	1,628	3,375,743	399	434,610	2,027	3,810,353	231	373,222			231	373,222	426	683,180	96	36,115	522	719,295
1907	1,713	3,705,700	381	404,862	2,094	4,110,562	255	421,743			255	421,743	455	776,855	92	36,772	547	813,627
1908	1,806	3,839,378	372	392,767	2,178	4,232,145	282	482,055			282	482,055	478	841,870	87	34,750	565	876,620
1909	1,808	3,889,046	363	377,667	2,171	4,266,713	287	484,193			287	484,193	503	904,536	98	37,704	601	942,240
1910	1,822	3,959,318	356	373,868	2,178	4,333,186	298	499,184			298	499,184	532	983,049	96	32,144	628	1,015,193
1911	1,856	4,092,015	343	374,865	2,199	4,466,880	322	560,475			322	560,475	559	1,029,596	100	28,691	659	1,058,287
1912	1,908	4,276,191	305	352,792	2,213	4,628,983	346	648,667			346	648,667	602	1,104,220	99	25,686	701	1,129,906
1913	2,019	4,743,046	302	339,015	2,321	5,082,061	365	705,897			365	705,897	662	1,286,742	97	23,107	759	1,309,849
1914	2,090	5,134,720	298	324,576	2,388	5,459,296	407	820,861			407	820,861	709	1,471,710	97	24,745	806	1,496,455
1915	1,897	4,419,167	269	286,860	2,166	4,706,027	433	892,991			433	892,991	710	1,498,519	99	24,028	809	1,522,547
1916	1,708	3,890,542	245	261,010	1,953	4,151,552	361	717,045			361	717,045	697	1,486,368	95	22,548	792	1,508,916
1919	1,543	3,247,253	225	256,127	1,768	3,503,380	205	290,793			205	290,793	870	1,573,720	61	18,191	931	1,591,911
1920	901	419,438	237	253,233	1,138	672,671	294	496,996			294	496,996	922	1,773,392	65	20,004	987	1,793,396
1921	1,090	654,407	165	63,043	1,255	717,450	342	587,250			342	587,250	1,004	2,208,433	65	17,354	1,069	2,225,787
1922	1,533	1,785,767	190	101,641	1,723	1,887,408	361	657,604			361	657,604	1,100	2,617,485	64	15,228	1,164	2,632,713
1923	1,745	2,509,768	98	80,305	1,843	2,590,073	391	747,474			391	747,474	1,051	2,607,210	63	18,531	1,114	2,625,741
1924	1,906	2,872,220	97	81,451	2,003	2,953,671	396	756,912			396	756,912	1,027	2,542,180	55	14,237	1,082	2,556,417
1925	1,947	3,006,270	81	67,443	2,028	3,073,713	448	894,542			448	894,542	1,046	2,587,789	53	13,042	1,099	2,600,831
1926	1,928	3,062,095	58	48,823	1,986	3,110,918	457	921,861			457	921,861	1,061	2,552,613	48	12,291	1,109	2,564,904
1927	1,951	3,320,492	39	42,554	1,990	3,363,046	474	1,025,730			474	1,025,730	1,125	2,645,025	31	8,978	1,156	2,654,003
1928	2,053	3,738,067	27	39,184	2,080	3,777,251	515	1,187,508			515	1,187,508	1,270	2,809,375	20	7,330	1,290	2,816,705
1929	2,105	4,057,657	22	34,895	2,127	4,092,552	516	1,266,685			516	1,266,685	1,320	2,932,420	19	6,647	1,339	2,939,067
1930	2,138	4,199,096	19	30,139	2,157	4,229,235	546	1,390,899			546	1,390,899	1,381	3,079,000	20	7,315	1,401	3,086,315
1931	2,151	4,226,050	20	28,551	2,171	4,254,601	539	1,397,782			539	1,397,782	1,410	3,111,357	19	6,813	1,429	3,118,170
1932	2,135	4,142,920	16	21,922	2,151	4,164,842	551	1,470,064			551	1,470,064	1,424	2,957,195	21	6,645	1,445	2,963,840
1933	2,071	3,887,987	13	13,287	2,084	3,901,274	537	1,417,071			537	1,417,071	1,392	2,758,812	21	6,645	1,413	2,765,457
1934	2,032	3,680,353	11	10,637	2,043	3,690,990	550	1,507,260			550	1,507,260	1,407	2,612,377	19	5,639	1,426	2,618,016
1935	2,070	3,693,298	10	10,364	2,080	3,703,662	589	1,711,165			589	1,711,165	1,397	2,553,776	17	4,607	1,414	2,558,388
1936	2,085	3,708,202	9	10,215	2,094	3,718,417	606	1,800,850			606	1,800,850	1,408	2,507,354	12	3,927	1,420	2,511,281
1937	2,185	3,927,916	6	9,325	2,191	3,937,241	613	1,855,435			613	1,855,435	1,406	2,630,802	10	3,519	1,416	2,634,321
1938	2,321	4,231,657	7	12,178	2,328	4,243,835	638	1,889,269			638	1,889,269	1,473	2,852,012	9	3,370	1,482	2,855,382
1939	2,459	4,482,662	7	10,046	2,466	4,492,708	607	1,780,666			607	1,780,666	1,523	2,969,578	9	3,293	1,532	2,972,871
1947	1,318	591,442	5	6,810	1,323	598,252	297	1,027,101			297	1,027,101	1,295	2,436,385	10	4,974	1,305	2,441,359

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

Owing to War, statistics were not compiled regarding the vessels

of the Vessels of 100 Tons and upwards OWNED in the World—distinguishing the Principal Books for the period mentioned.

19

(See Footnote; also Notes on Page 3.)

ITALY.						JAPAN.						NORWAY.						Year.
STEAM & MOTOR.		SAIL & BARGES.		TOTAL.		STEAM & MOTOR.		SAIL & BARGES.		TOTAL.		STEAM & MOTOR.		SAIL & BARGES.		TOTAL.		
No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	
377	775,069	804	429,359	1,181	1,204,428	775	996,553	Sailing Vessels owned in this Country are not recorded in Lloyd's Register Book		775	996,553	1,114	1,145,545	1,076	692,334	2,190	1,837,879	1906
397	823,325	710	396,084	1,107	1,219,409	829	1,068,747		829	1,068,747	1,181	1,264,002	980	654,529	2,161	1,918,531	1907	
419	903,567	679	381,658	1,098	1,285,225	865	1,140,177		865	1,140,177	1,256	1,351,647	892	631,231	2,148	1,982,878	1908	
437	961,132	663	358,785	1,100	1,319,917	861	1,150,858		861	1,150,858	1,292	1,388,423	833	605,201	2,125	1,993,624	1909	
450	987,559	630	333,094	1,080	1,320,653	846	1,146,977		846	1,146,977	1,312	1,422,006	753	592,527	2,065	2,014,533	1910	
479	1,026,823	598	313,685	1,077	1,340,508	861	1,200,975		861	1,200,975	1,373	1,537,873	697	616,458	2,070	2,154,331	1911	
536	1,119,121	554	279,461	1,090	1,398,582	960	1,344,991		960	1,344,991	1,495	1,695,321	637	597,275	2,132	2,292,596	1912	
591	1,274,127	523	247,815	1,114	1,521,942	1,037	1,500,014		1,037	1,500,014	1,597	1,870,793	594	587,097	2,191	2,457,890	1913	
637	1,430,475	523	237,821	1,160	1,668,296	1,103	1,708,386		1,103	1,708,386	1,656	1,957,353	535	547,369	2,191	2,504,722	1914	
655	1,513,631	522	222,914	1,177	1,736,545	1,155	1,826,068		1,155	1,826,068	1,658	1,977,809	516	551,379	2,174	2,529,188	1915	
684	1,685,720	517	210,814	1,201	1,896,534	1,151	1,847,453		1,151	1,847,453	1,795	2,263,900	460	507,122	2,255	2,771,022	1916	
523	1,237,844	335	132,253	858	1,370,097	1,418	2,325,266		1,418	2,325,266	1,433	1,597,299	196	260,530	1,629	1,857,829	1919	
789	2,118,429	326	123,964	1,115	2,242,393	1,940	2,995,878		1,940	2,995,878	1,596	1,979,560	181	239,828	1,777	2,219,388	1920	
898	2,467,537	378	183,036	1,271	2,650,573	2,033	3,354,806		2,033	3,354,806	1,730	2,371,051	159	213,007	1,889	2,584,058	1921	
1,016	2,698,722	397	167,613	1,413	2,866,335	2,026	3,586,918		2,026	3,586,918	1,716	2,417,680	136	183,181	1,852	2,600,861	1922	
1,043	2,880,776	372	152,966	1,415	3,033,742	2,003	3,604,147		2,003	3,604,147	1,669	2,375,970	131	175,942	1,800	2,551,912	1923	
971	2,718,606	328	113,606	1,299	2,832,212	2,055	3,842,707		2,055	3,842,707	1,664	2,392,404	89	112,989	1,753	2,505,393	1924	
1,035	2,930,836	318	97,825	1,353	3,028,661	2,087	3,919,807		2,087	3,919,807	1,745	2,618,445	60	62,197	1,805	2,680,642	1925	
1,099	3,150,246	302	90,384	1,401	3,240,630	2,087	3,967,617		2,087	3,967,617	1,802	2,806,544	42	35,361	1,844	2,841,905	1926	
1,132	3,395,522	297	87,861	1,429	3,483,383	2,035	4,033,304		2,035	4,033,304	1,777	2,802,552	28	21,673	1,805	2,824,225	1927	
1,142	3,348,732	287	80,085	1,429	3,428,817	2,048	4,139,815		2,048	4,139,815	1,765	2,953,944	22	14,263	1,787	2,968,207	1928	
1,105	3,215,327	275	69,333	1,380	3,284,660	2,059	4,186,652		2,059	4,186,652	1,792	3,217,795	15	6,698	1,807	3,224,493	1929	
1,105	3,261,922	275	69,304	1,380	3,331,226	2,060	4,316,804		2,060	4,316,804	1,905	3,663,237	11	5,052	1,916	3,668,289	1930	
1,101	3,273,525	246	62,148	1,347	3,335,673	1,969	4,276,341		1,969	4,276,341	1,981	4,061,629	9	3,877	1,990	4,065,506	1931	
1,091	3,331,304	232	59,268	1,323	3,390,572	1,964	4,255,014		1,964	4,255,014	2,001	4,163,836	7	3,003	2,008	4,166,839	1932	
1,052	3,092,772	226	57,035	1,278	3,149,807	2,019	4,258,159		2,019	4,258,159	1,965	4,078,133	5	1,407	1,970	4,079,540	1933	
1,031	2,875,183	211	53,213	1,242	2,928,396	1,949	4,072,707		1,949	4,072,707	1,904	3,980,101	4	1,253	1,908	3,981,354	1934	
1,041	2,838,354	190	46,052	1,231	2,884,406	2,146	4,085,650		2,146	4,085,650	1,858	3,966,719	4	1,253	1,862	3,967,972	1935	
1,072	3,056,753	174	41,406	1,246	3,098,159	2,367	4,215,690		2,367	4,215,690	1,857	4,053,655	2	830	1,859	4,054,485	1936	
1,109	3,174,089	161	38,545	1,270	3,212,634	2,564	4,475,110		2,564	4,475,110	1,899	4,346,782	2	830	1,901	4,347,612	1937	
1,156	3,258,992	137	31,492	1,293	3,290,484	2,187	5,006,712	2,187	5,006,712	1,963	4,613,175	2	830	1,965	4,614,005	1938		
1,227	3,424,804	108	23,649	1,335	3,448,453	2,337	5,629,845	2,337	5,629,845	1,987	4,833,813	3	1,089	1,990	4,834,902	1939		
673	1,300,987	74	16,168	747	1,317,155	2,408	5,808,832	2,408	5,808,832	1,683	3,760,941	2	830	1,685	3,761,771	1947		

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

TABLE No. 9 (continued).—Showing for the Years 1906 to 1947 the Number, Gross Tonnage and Description of the Vessels of 100 Tons and upwards OWNED in the World—distinguishing the Principal Maritime Countries—as recorded in Lloyd's Register Books for the period mentioned.

The Sail Tonnage prior to 1919 is given in tons net. (See Footnote; also Notes on Page 3.)

Year.	SPAIN.						SWEDEN.						WORLD.					
	STEAM & MOTOR.		SAIL & BARGES.		TOTAL.		STEAM & MOTOR.		SAIL & BARGES.		TOTAL.		STEAM & MOTOR.		SAIL & BARGES.		TOTAL.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
1906	461	684,339	118	38,178	579	722,517	865	650,768	693	205,930	1,558	856,698	19,877	31,744,904	10,017	5,752,026	29,894	37,496,930
1907	468	673,301	110	35,448	578	708,749	889	686,517	649	191,031	1,538	877,548	20,746	33,969,811	9,295	5,421,188	30,041	39,390,999
1908	469	677,345	82	23,933	551	701,278	934	732,280	608	171,875	1,542	904,155	21,550	35,723,095	8,833	5,159,622	30,383	40,882,717
1909	479	686,875	80	23,143	559	710,018	960	774,288	543	148,510	1,503	922,798	21,909	36,473,102	8,505	4,942,295	30,414	41,415,397
1910	511	746,748	68	18,712	579	765,460	964	782,508	508	135,571	1,472	918,079	22,008	37,290,695	7,935	4,593,428	29,943	41,884,123
1911	526	758,097	65	17,454	591	775,551	975	808,898	465	122,584	1,440	931,482	22,473	38,781,572	7,511	4,337,942	29,984	43,119,514
1912	526	756,136	64	15,849	590	771,985	1,006	866,853	403	103,090	1,409	969,943	23,217	40,518,177	7,012	4,062,937	30,229	44,581,114
1913	547	826,261	60	14,734	607	840,995	1,043	943,926	393	103,344	1,436	1,047,270	23,897	43,079,177	6,617	3,874,051	30,514	46,953,228
1914	589	883,926	58	14,897	647	898,823	1,088	1,015,364	378	102,722	1,466	1,118,086	24,444	45,403,877	6,314	3,669,668	30,758	49,073,545
1915	588	885,755	54	13,449	642	899,204	1,090	1,021,796	372	101,087	1,462	1,122,883	24,508	45,729,208	6,135	3,516,827	30,643	49,246,035
1916	552	815,166	54	14,670	606	829,836	1,037	926,650	343	98,370	1,380	1,025,020	24,132	45,247,724	5,957	3,419,190	30,089	48,666,914
1919	486	709,095	90	41,516	576	750,611	1,033	916,627	230	75,984	1,263	992,611	24,386	47,897,407	4,762	2,988,863	29,148	50,886,270
1920	601	937,280	148	59,750	749	997,030	1,072	996,423	225	76,502	1,297	1,072,925	26,513	53,904,688	4,971	3,376,112	31,484	57,280,800
1921	689	1,111,563	139	53,978	828	1,165,541	1,125	1,085,984	228	74,227	1,353	1,160,211	28,433	58,846,325	4,753	3,115,649	33,186	61,961,974
1922	780	1,215,276	193	67,481	973	1,282,757	1,122	1,040,032	223	75,343	1,345	1,115,375	29,255	61,342,952	4,662	3,017,311	33,917	64,360,263
1923	779	1,198,716	170	61,490	949	1,260,206	1,164	1,135,612	221	72,115	1,385	1,207,727	29,246	62,335,373	4,247	2,822,898	33,493	65,158,271
1924	800	1,187,900	150	51,621	950	1,239,521	1,197	1,191,076	208	63,474	1,405	1,254,550	29,024	61,514,140	3,919	2,505,129	32,943	64,019,269
1925	789	1,142,924	141	41,797	930	1,184,721	1,203	1,253,900	186	47,226	1,389	1,301,126	29,205	62,380,376	3,700	2,257,706	32,905	64,638,082
1926	802	1,126,284	122	36,724	924	1,163,008	1,205	1,294,576	175	43,513	1,380	1,338,089	29,092	62,671,937	3,513	2,109,350	32,605	64,781,287
1927	793	1,135,725	92	25,644	885	1,161,369	1,220	1,328,745	151	36,645	1,371	1,365,390	28,967	63,267,302	3,198	1,922,525	32,165	65,189,827
1928	789	1,137,813	95	26,459	884	1,164,272	1,239	1,411,730	144	35,740	1,383	1,447,470	29,387	65,159,413	3,021	1,795,246	32,408	66,954,659
1929	782	1,136,326	95	25,265	877	1,161,591	1,259	1,480,189	126	29,936	1,385	1,510,125	29,612	66,407,393	2,870	1,666,919	32,482	68,074,312
1930	795	1,207,093	96	24,644	891	1,231,737	1,306	1,594,313	111	29,625	1,417	1,623,938	29,996	68,023,804	2,717	1,583,840	32,713	69,607,644
1931	771	1,211,817	71	15,553	842	1,227,370	1,339	1,678,776	89	25,893	1,428	1,704,669	29,952	68,722,801	2,392	1,408,239	32,344	70,131,040
1932	793	1,250,128	68	15,193	861	1,265,321	1,353	1,691,253	80	24,731	1,433	1,715,984	29,932	68,368,141	2,315	1,366,169	32,247	69,734,310
1933	800	1,217,968	65	14,488	865	1,232,456	1,339	1,658,148	56	16,826	1,395	1,674,974	29,515	66,627,524	2,185	1,292,661	31,700	67,920,185
1934	782	1,164,489	58	13,138	840	1,177,627	1,309	1,597,314	30	11,558	1,339	1,608,872	28,964	64,357,792	2,033	1,218,820	30,997	65,576,612
1935	877	1,164,271	57	13,461	934	1,177,732	1,272	1,540,890	22	9,953	1,294	1,550,843	29,071	63,727,317	1,908	1,158,655	30,979	64,885,972
1936	861	1,145,531	50	11,806	911	1,157,337	1,244	1,506,557	15	8,360	1,259	1,514,917	29,197	64,004,885	1,726	1,058,758	30,923	65,063,643
1937	821	1,043,715	46	10,967	867	1,054,682	1,238	1,494,432	11	7,537	1,249	1,501,969	29,524	65,271,440	1,659	1,014,584	31,183	66,286,024
1938	793	947,963	46	10,967	839	958,930	1,239	1,571,054	7	4,647	1,246	1,575,701	29,409	66,870,151	1,581	976,360	30,990	67,846,511
1939	777	902,251	47	11,647	824	913,898	1,231	1,577,120	7	4,799	1,238	1,581,919	29,763	68,509,432	1,423	930,227	31,186	69,439,659
1947	986	1,130,004	42	10,031	1,028	1,140,035	1,195	1,828,516	3	1,476	1,198	1,829,992	29,463	83,513,772	1,170	842,485	30,633	84,356,257

Owing to War, statistics were not compiled regarding the Vessels recorded in Lloyd's Register Books for the years 1917-1918 and 1940-1946.

TABLE No. 12:—Showing Number and Gross Tonnage of Merchant Countries of the World during

YEAR.	GREAT BRITAIN AND N. IRELAND.		BRITISH DOMINIONS, COLONIES, ETC.				AMERICA (UNITED STATES).				AUSTRIA- HUNGARY.		BELGIUM.		DENMARK.		FRANCE.	
			TOTALS, excluding Canadian Lake Ports.		CANADIAN LAKE PORTS.		COAST.		GREAT LAKES.									
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
1913	688	1,932,153	77	26,744	14	21,595	182	228,232	23	48,216	17	61,757	54	30,181	31	40,932	89	176,095
1914	656	1,683,553	58	22,288	22	25,246	84	162,937	10	37,825	11	*34,335	8	17,145	25	32,815	33	114,052
1915	327	650,919	27	13,289	4	8,725	76	157,167	8	20,293	No Returns	No Returns	No Returns	No Returns	23	45,198	6	25,402
1916	306	608,235	36	22,577	4	8,994	167	384,899	44	119,348	No Returns	No Returns	No Returns	No Returns	28	35,277	9	42,752
1917	286	1,162,896	80	66,475	25	27,996	266	821,115	60	176,804	No Returns	No Returns	No Returns	No Returns	23	20,445	6	18,828
1918	301	1,348,120	184	230,514	22	49,390	741	2,602,153	188	430,877	No Returns	No Returns	No Returns	No Returns	13	26,150	3	13,715
1919	612	1,620,442	235	298,495	28	60,233	852	3,579,826	199	495,559			2	2,433	46	37,766	34	32,633
1920	618	2,055,624	90	174,557	13	29,087	467	2,348,725	42	127,528			5	8,371	30	60,669	50	93,449
1921	426	1,538,052	49	118,303	5	11,372	167	1,004,093	7	11,284			3	17,909	37	77,238	65	210,663
1922	235	1,031,081	37	53,347	2	9,418	55	97,161	4	21,977			4	7,497	23	41,016	62	184,509
1923	222	645,651	41	37,072	3	4,191	69	96,491	14	76,326			5	1,102	24	49,479	27	96,644
1924	494	1,439,885	29	29,815	2	15,064	71	90,155	8	49,308			2	3,997	33	63,937	26	79,685
1925	342	1,084,633	47	32,220	4	13,858	94	78,766	7	50,010			3	4,206	21	73,268	35	75,569
1926	197	639,568	39	22,842	3	10,836	73	115,217	5	35,396			8	3,627	25	72,108	34	121,342
1927	371	1,225,873	24	20,119	5	10,131	58	124,270	8	54,948			8	4,693	20	72,038	22	44,335
1928	420	1,445,920	47	22,959	1	734	57	86,092	6	5,265			3	16,243	31	138,712	20	81,416
1929	489	1,522,623	47	21,327	3	11,814	59	100,632	4	25,431			4	8,361	34	111,496	16	81,607
1930	481	1,478,563	77	43,292	2	458	92	214,012	8	32,675			5	12,265	38	137,230	18	100,917
1931	148	502,487	31	13,612	...	...	55	202,227	2	3,638			7	897	30	125,974	22	103,419
1932	100	187,794	14	3,424	2	1,336	18	143,559	...	...			7	1,537	18	22,413	23	89,310
1933	108	133,115	20	12,958	...	...	14	10,771	...	...			5	4,497	19	34,016	29	34,073
1934	173	459,877	16	9,112	...	...	21	24,625	...	...			4	831	21	61,729	10	15,950
1935	185	499,011	28	10,047	2	1,142	14	32,607	...	...			10	1,775	33	122,095	10	42,783
1936	328	856,257	25	6,239	...	...	57	101,258	12	10,627			16	4,249	35	97,537	17	39,208
1937	309	920,822	38	13,880	...	...	103	195,767	20	43,678			17	17,071	26	131,411	9	26,544
1938	267	1,030,375	59	28,151	2	1,949	62	163,114	43	38,137			21	30,197	35	158,430	7	47,290
1939	201	629,705	41	36,142	1	450	94	376,419	76	45,570			8	22,788	31	158,644	9	44,375
1940	229	842,910	21	18,886	...	...	93	528,697	74	50,713			No Returns	No Returns	4	*18,350	4	*21,800
1941	299	1,192,782	34	90,595	...	...	177	1,031,974	10	3,265			No Returns	No Returns	No Returns	No Returns	No Returns	No Returns
1942	332	1,284,050	115	720,672	...	...	803	5,479,766	58	191,054			No Returns	No Returns	No Returns	No Returns	No Returns	No Returns
1943	287	1,146,006	151	1,002,850	1	3,600	1,584	11,448,360	41	131,162			No Returns	No Returns	No Returns	No Returns	No Returns	No Returns
1944	363	932,164	135	692,405	2	4,800	1,242	9,288,156	19	50,911			6	*22,523	No Returns	No Returns	No Returns	No Returns
1945	325	898,238	56	141,893	14	4,097	842	5,839,858	38	127,723			5	*10,447	7	*22,466	No Returns	No Returns
1946	371	1,133,245	58	83,019	7	2,632	95	500,909	1	385			13	17,451	13	39,051	20	*23,205

* Returns not complete.

Vessels of 100 tons gross and upwards LAUNCHED in the various
each year from 1913 onwards. (See Notes on Page 3.)

23

GERMANY.		HOLLAND.		ITALY.		JAPAN.		NORWAY.		SPAIN.		SWEDEN.		OTHER COUNTRIES.		TOTALS.		YEAR.
No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	
162	465,226	95	104,296	38	50,356	152	64,664	74	50,637	12	8,488	25	18,524	17	4,786	1,750	3,332,882	1913
89	*387,192	130	118,153	47	42,981	32	85,861	61	54,204	5	5,163	26	15,163	22	13,840	1,319	*2,852,753	1914
No Returns		120	113,075	30	22,132	26	49,408	59	62,070	5	12,765	27	20,319	5	876	743	*1,201,638	1915
No Returns		201	180,197	10	56,654	55	145,624	52	42,458	6	10,847	34	26,769	12	3,449	964	*1,688,080	1916
No Returns		146	148,779	11	38,906	104	350,141	44	46,103	10	22,777	34	26,760	17	*9,761	1,112	*2,937,786	1917
No Returns		74	74,026	15	60,791	198	489,924	51	47,723	18	17,389	36	39,583	22	17,089	1,866	*5,447,444	1918
No Returns		100	137,086	32	82,713	133	611,883	82	57,578	41	52,609	53	50,971	34	24,322	2,483	*7,144,549	1919
No Returns		99	183,149	82	133,190	140	456,642	30	38,855	13	45,950	46	63,823	34	42,047	1,759	*5,861,666	1920
242	509,064	98	232,402	86	170,948	43	227,425	35	51,458	11	47,256	27	65,911	78	63,465	1,379	4,356,843	1921
187	525,829	60	163,132	42	101,177	49	83,419	23	32,391	2	7,776	14	30,038	53	77,316	852	2,467,084	1922
109	345,062	35	65,632	21	66,523	44	72,475	48	42,619	7	4,488	10	20,118	22	19,308	701	1,643,181	1923
108	175,113	41	63,627	19	82,526	31	72,757	34	25,139	2	3,859	12	31,211	12	21,673	924	2,247,751	1924
121	406,374	47	78,823	31	142,046	23	55,784	48	28,805	1	127	17	53,750	14	15,165	855	2,193,404	1925
60	180,548	47	93,671	27	220,021	26	52,405	25	9,237	6	25,671	14	53,518	11	18,970	600	1,674,977	1926
105	289,622	68	119,790	25	101,076	19	42,359	12	5,363	5	22,899	18	67,361	34	80,802	802	2,285,679	1927
81	376,416	74	166,754	29	58,640	37	103,663	12	10,401	7	11,852	20	106,912	24	67,260	869	2,699,239	1928
85	249,077	77	186,517	32	71,497	40	164,457	51	39,604	8	37,023	29	107,246	34	54,498	1,012	2,793,210	1929
92	245,557	74	153,072	36	87,709	37	151,272	53	53,843	13	25,213	31	131,781	27	21,613	1,084	2,889,472	1930
58	103,934	99	120,296	33	165,048	42	83,721	20	18,163	11	48,117	20	112,703	18	12,879	596	1,617,115	1931
15	80,799	30	26,232	8	47,441	44	54,422	8	11,129	3	11,132	12	43,000	5	3,063	307	726,591	1932
43	42,195	25	35,899	3	16,560	30	74,290	7	9,718	7	18,044	14	60,860	6	2,020	330	489,016	1933
57	73,733	31	46,905	6	26,638	155	152,420	12	18,857	8	18,358	12	49,542	10	8,842	536	967,419	1934
78	226,343	48	57,133	4	22,667	177	145,914	23	25,716	7	3,051	22	105,538	8	6,258	649	1,302,080	1935
161	379,981	69	93,831	7	11,345	180	294,861	33	33,162	9	1,283	33	154,044	17	34,042	999	2,117,924	1936
174	435,606	112	183,509	6	21,918	180	451,121	38	41,993	...	...	38	161,008	31	46,252	1,101	2,690,580	1937
193	480,797	142	239,845	13	93,503	146	441,720	42	54,654	...	...	40	166,464	47	58,967	1,119	3,033,593	1938
109	*300,106	130	189,833	28	119,757	121	*323,775	36	46,912	1	1,050	37	210,280	18	33,618	941	*2,539,424	1939
No Returns		18	*36,567	10	61,972	No Returns		5	*10,070	...	...	31	153,727	6	10,506	495	*1,754,198	1940
No Returns		No Returns		No Returns		No Returns		No Returns		4	12,150	31	163,554	9	3,741	564	*2,498,061	1941
No Returns		No Returns		No Returns		No Returns		No Returns		7	5,880	36	141,568	8	5,715	1,359	*7,828,705	1942
No Returns		No Returns		No Returns		No Returns		No Returns		12	15,543	45	146,114	1	343	2,122	*13,893,978	1943
No Returns		No Returns		No Returns		No Returns		No Returns		8	30,934	45	157,183	2	3,234	1,822	*11,182,310	1944
No Returns		No Returns		6	*9,538	No Returns		4	*5,965	11	20,147	32	112,760	4	4,270	1,344	*7,197,402	1945
No Returns		23	33,290	57	61,742	No Returns		20	34,428	17	41,289	50	146,875	2	9,900	747	*2,127,421	1946

* Returns not complete.

TABLE No. 13.—Showing the number and gross tonnage of STEAMERS & MOTORSHIPS of 100 tons gross distinguishing the principal maritime countries, and indicating

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YEAR	LOST OR BROKEN UP. (a)	GREAT BRITAIN AND N. IRELAND.			BRITISH DOMINIONS, COLONIES, ETC.			AMERICA* (UNITED STATES).			DENMARK.			FRANCE.			GERMANY.			GREECE.			HOLLAND		
		No.	Tons.	Per Cent.	No.	Tons.	Per Cent.	No.	Tons.	Per Cent.	No.	Tons.	Per Cent.	No.	Tons.	Per Cent.	No.	Tons.	Per Cent.	No.	Tons.	Per Cent.	No.	Tons.	Per Cent.
1917	Lost ...	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	...
	Broken up ...	2	300	...	2	577	...	...	...	...	1	546	...	...	...	...	...	...	...	...	...	...	...	...	
	TOTAL ...	1,386	4,094,017	...	51	71,839	...	60	166,630	...	82	110,495	...	144	355,007	...	24	19,750	...	89	241,546	...	49	84,331	...
1918	Lost ...	661	1,974,182	...	46	97,812	...	90	308,742	...	21	31,960	...	92	186,083	...	18	13,249	...	20	54,386	...	16	9,791	...
	Broken up ...	2	1,558	...	1	128	...	...	...	...	...	...	1	176	...	...	...	...	...	...	...	...	...	...	
	TOTAL ...	663	1,975,740	...	47	97,940	...	90	308,742	...	21	31,960	...	93	186,259	...	18	13,249	...	20	54,386	...	16	9,791	...
1919	Lost ...	84	140,941	0.86	34	35,168	1.89	54	114,752	0.96	4	2,243	0.36	22	32,250	1.64	47	19,152	0.59	6	7,426	2.55	24	11,936	0.76
	Broken up ...	1	244	...	4	1,646	...	...	...	...	...	...	2	7,294	...	...	...	...	...	...	...	1	274	...	
	TOTAL ...	85	141,185	...	38	36,814	...	54	114,752	...	4	2,243	...	24	39,544	...	47	19,152	...	6	7,426	...	25	12,210	...
1920	Lost ...	86	123,861	0.68	26	16,574	0.89	45	112,040	0.90	6	2,163	0.30	25	50,874	1.72	17	9,061	2.16	26	31,915	6.42	12	3,736	0.21
	Broken up ...	6	5,722	...	5	1,818	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
	TOTAL ...	92	129,583	...	31	18,392	...	45	112,040	...	6	2,163	...	25	50,874	...	17	9,061	...	26	31,915	...	12	3,736	...
1921	Lost ...	65	65,718	0.34	35	42,332	1.87	22	60,392	0.45	8	5,536	0.63	21	27,899	0.85	12	7,005	1.07	26	52,363	8.92	2	602	0.03
	Broken up ...	13	43,237	...	9	13,422	...	4	8,920	...	...	...	...	3	4,212	...	1	1,827	...	...	...	1	2,061	...	
	TOTAL ...	78	108,955	...	44	55,754	...	26	69,312	...	8	5,536	...	24	32,111	...	13	8,832	...	26	52,363	...	3	2,663	...
1922	Lost ...	77	119,297	0.62	15	11,897	0.47	24	54,842	0.40	4	6,773	0.70	23	23,770	0.67	27	24,380	1.37	5	7,136	1.09	6	5,037	0.19
	Broken up ...	41	120,347	...	20	30,173	...	14	37,630	...	4	944	...	22	53,674	...	4	6,949	...	1	1,353	...	4	5,903	...
	TOTAL ...	118	239,644	...	35	42,070	...	38	92,472	...	8	7,717	...	45	77,444	...	31	31,329	...	6	8,489	...	10	10,940	...
1923	Lost ...	84	138,744	0.73	17	17,836	0.69	28	65,939	0.49	5	6,966	0.74	20	12,936	0.37	29	35,710	1.42	4	9,941	1.33	5	10,817	0.41
	Broken up ...	73	184,207	...	13	30,701	...	125	346,761	...	6	7,408	...	64	167,478	...	4	5,227	...	...	...	...	7	10,812	...
	TOTAL ...	157	322,951	...	30	48,537	...	153	412,700	...	11	14,374	...	84	180,414	...	33	40,937	...	4	9,941	...	12	21,629	...
1924	Lost ...	67	108,077	0.57	31	26,518	1.02	26	42,445	0.34	7	12,248	1.24	13	23,908	0.73	20	15,542	0.54	3	9,625	1.27	1	801	0.03
	Broken up ...	116	254,089	...	29	55,732	...	145	488,865	...	7	10,844	...	57	111,610	...	14	27,366	...	2	3,058	...	7	15,892	...
	TOTAL ...	183	362,166	...	60	82,250	...	171	531,310	...	14	23,092	...	70	135,518	...	34	42,908	...	5	12,683	...	8	16,693	...
1925	Lost ...	54	61,778	0.32	25	15,574	0.60	11	27,416	0.23	4	1,842	0.18	16	12,949	0.39	23	18,370	0.61	11	21,477	2.40	5	14,431	0.56
	Broken up ...	79	198,637	...	28	48,458	...	22	56,453	...	1	295	...	26	84,001	...	10	37,537	...	3	18,205	...	2	6,038	...
	TOTAL ...	133	260,415	...	53	64,032	...	33	83,869	...	5	2,137	...	42	96,950	...	33	55,907	...	14	39,682	...	7	20,469	...
1926	Lost ...	55	111,780	0.58	31	29,680	1.10	20	39,547	0.35	3	771	0.07	13	26,981	0.81	21	24,512	0.80	9	16,034	1.74	6	9,991	0.39
	Broken up ...	67	151,894	...	36	42,994	...	146	403,944	...	4	2,698	...	22	37,024	...	7	8,667	...	1	1,476	...	2	4,477	...
	TOTAL ...	122	263,674	...	67	72,674	...	166	443,491	...	7	3,469	...	35	64,005	...	28	33,179	...	10	17,510	...	8	14,468	...
1927	Lost ...	52	64,419	0.34	19	14,931	0.55	25	71,862	0.65	5	4,791	0.46	16	29,428	0.87	17	27,353	0.82	8	22,279	2.22	5	21,165	0.80
	Broken up ...	64	157,320	...	19	22,538	...	18	62,991	...	4	8,521	...	21	54,575	...	3	5,047	...	6	7,015	...	...	...	...
	TOTAL ...	116	221,739	...	38	37,469	...	43	134,853	...	9	13,312	...	37	84,003	...	20	32,400	...	14	29,294	...	5	21,165	...
1928	Lost ...	67	116,623	0.59	17	23,289	0.85	15	46,890	0.42	1	2,651	0.25	18	54,008	1.66	22	13,935	0.37	7	19,045	1.60	5	7,083	0.25
	Broken up ...	88	172,082	...	21	24,871	...	74	219,647	...	1	3,851	...	17	51,256	...	5	10,242	...	3	2,814	...	6	21,994	...
	TOTAL ...	155	288,705	...	38	48,160	...	89	266,537	...	2	6,502	...	35	105,264	...	27	24,177	...	10	21,859	...	11	29,077	...

(a) Cases of breaking up consequent upon casualty are included under "Lost."
* Excluding vessels trading on the Great Lakes of North America

and upwards, totally LOST (including WAR LOSSES), and BROKEN UP during the years 1917 to 1946, the percentage LOST of the tonnage owned by the various countries. (See Notes on Page 3.)

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ITALY.			JAPAN.			NORWAY.			SPAIN.			SWEDEN.			OTHER COUNTRIES.		WORLD.			LOST OR BROKEN UP. (a)	YEAR
No.	Tons.	Per Cent.	No.	Tons.	Per Cent.	No.	Tons.	Per Cent.	No.	Tons.	Per Cent.	No.	Tons.	Per Cent.	No.	Tons.	No.	Tons.	Per Cent.		
128 3	398,790 3,226	...	36 ...	92,113 ...	...	368 ...	601,209 ...	...	34 ...	73,565 ...	...	56 1	75,132 134	...	94 ...	219,477 ...	2596 9	6,602,478 4,783	†	Lost ... Broken up ...	1917†
131	402,016		36	92,113		368	601,209		34	73,565		57	75,266		94	219,477	2605	6,607,261		TOTAL ...	
50 1	184,173 429	...	30 ...	61,829 ...	...	102 ...	167,034 ...	...	34 ...	71,745 ...	...	52 1	70,016 146	...	56 ...	99,352 ...	1288 6	3,330,354 2,437	†	Lost ... Broken up ...	1918†
51	184,602		30	61,829		102	167,034		34	71,745		53	70,162		56	99,352	1294	3,332,791		TOTAL ...	
2 ...	366 ...	0.03	42 ...	43,829 ...	1.88	31 ...	33,199 ...	2.07	7 1	7,376 272	1.04	27 1	24,201 208	2.64	31 ...	41,395 ...	415 10	514,234 9,938	1.12	Lost ... Broken up ...	1919
2	366		42	43,829		31	33,199		8	7,648		28	24,409		31	41,395	425	524,172		TOTAL ...	
9 ...	13,020 ...	0.61	29 ...	41,988 ...	1.40	26 ...	25,944 ...	1.31	10 ...	10,050 ...	1.07	13 2	17,777 261	1.78	27 ...	51,791 ...	357 13	510,794 7,801	0.99	Lost ... Broken up ...	1920
9	13,020		29	41,988		26	25,944		10	10,050		15	18,038		27	51,791	370	518,595		TOTAL ...	
15 ...	28,069 ...	1.14	29 ...	51,185 ...	1.53	16 ...	29,210 ...	1.23	30 1	53,772 2,518	4.84	8 ...	9,698 ...	0.89	21 2	25,211 1,348	310 34	458,992 77,545	0.81	Lost ... Broken up ...	1921
15	28,069		29	51,185		16	29,210		31	56,290		8	9,698		23	26,559	344	536,537		TOTAL ...	
15 6	31,059 15,735	1.15	64 22	54,136 15,580	1.51	27 5	23,010 3,088	0.95	20 1	27,917 1,039	2.30	7 2	6,138 251	0.59	37 14	33,364 22,444	351 160	428,756 315,110	0.72	Lost ... Broken up ...	1922
21	46,794		86	69,716		32	26,098		21	28,956		9	6,389		51	55,808	511	743,866		TOTAL ...	
22 59	49,629 157,080	1.72	33 4	58,548 5,498	1.62	27 6	36,085 4,622	1.52	9 6	10,779 13,760	0.90	18 9	12,587 2,160	1.11	23 9	27,847 26,792	324 385	494,364 962,506	0.82	Lost ... Broken up ...	1923
81	206,709		37	64,046		33	40,707		15	24,539		27	14,747		32	54,639	709	1,456,870		TOTAL ...	
12 43	38,125 110,633	1.40	42 8	70,933 4,616	1.85	21 7	22,863 3,456	0.96	6 9	9,336 24,283	0.79	11 7	14,084 1,265	1.18	32 34	45,899 62,549	292 485	440,404 1,174,258	0.74	Lost ... Broken up ...	1924
55	148,758		50	75,549		28	26,319		15	33,619		18	15,349		66	108,448	777	1,614,662		TOTAL ...	
17 31	37,736 100,869	1.29	38 24	42,788 37,759	1.09	21 4	20,367 3,579	0.78	14 14	17,516 15,189	1.53	15 6	14,504 4,186	1.16	26 23	21,000 41,840	280 273	327,748 653,046	0.55	Lost ... Broken up ...	1925
48	138,605		62	80,547		25	23,946		28	32,705		21	18,690		49	62,840	553	980,794		TOTAL ...	
19 17	47,905 45,988	1.52	43 12	44,576 16,474	1.12	22 6	26,410 5,760	0.94	12 10	15,954 23,488	1.42	9 8	10,510 4,800	0.81	35 20	23,589 48,949	298 358	428,240 798,633	0.71	Lost ... Broken up ...	1926
36	93,893		55	61,050		28	32,170		22	39,442		17	15,310		55	72,538	656	1,226,873		TOTAL ...	
19 6	53,442 9,483	1.58	42 11	76,212 12,376	1.89	27 1	21,055 162	0.75	10 6	10,424 19,390	0.94	8 9	9,933 1,439	0.75	27 21	22,406 41,841	280 189	449,700 402,698	0.74	Lost ... Broken up ...	1927
25	62,925		53	88,588		28	21,217		16	29,814		17	11,372		48	64,247	469	852,398		TOTAL ...	
18 47	28,836 160,541	0.86	35 6	69,416 9,558	1.68	28 2	23,721 5,413	0.80	7 11	14,113 28,460	1.24	10 5	15,891 1,766	1.13	38 10	46,027 23,052	288 296	481,528 735,547	0.77	Lost ... Broken up ...	1928
65	189,377		41	78,974		30	29,134		18	42,573		15	17,657		48	69,079	584	1,217,075		TOTAL ...	

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

TABLE No. 13 (cont.).—Showing the number and gross tonnage of STEAMERS & MOTORSHIPS, of 100 tons gross distinguishing the principal maritime countries, and indicating

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YEAR	LOST OR BROKEN UP. (a)	GREAT BRITAIN AND N. IRELAND.			BRITISH DOMINIONS, COLONIES, ETC.			AMERICA* (UNITED STATES).			DENMARK.			FRANCE.			GERMANY.			GREECE.			HOLLAND.		
		No.	Tons.	Per Cent.	No.	Tons.	Per Cent.	No.	Tons.	Per Cent.	No.	Tons.	Per Cent.	No.	Tons.	Per Cent.	No.	Tons.	Per Cent.	No.	Tons.	Per Cent.	No.	Tons.	Per Cent.
1929	Lost ...	59	113,146	0.56	29	32,615	1.17	26	61,095	0.55	5	9,715	0.94	19	27,492	0.83	28	32,297	0.80	14	38,168	3.01	4	2,689	0.09
	Broken up ...	94	222,422		21	26,104		93	359,724		3	4,316		26	86,167		10	13,828		4	14,796		11	19,509	
	TOTAL ...	153	335,568		50	58,719		119	420,819		8	14,031		45	113,659		38	46,125		18	52,964		15	22,198	
1930	Lost ...	46	100,169	0.49	13	2,482	0.09	19	33,058	0.31	9	7,154	0.67	14	12,631	0.36	15	30,596	0.73	9	28,184	2.03	4	13,968	0.45
	Broken up ...	85	269,898		23	17,155		74	323,423		1	218		17	43,573		3	7,708		5	15,743		11	28,908	
	TOTAL ...	131	370,067		36	19,637		93	356,481		10	7,372		31	56,204		18	38,304		14	43,927		15	42,876	
1931	Lost ...	41	34,747	0.17	16	25,963	0.89	13	22,526	0.22	4	4,196	0.37	14	15,857	0.45	13	10,207	0.24	17	48,985	3.50	8	9,379	0.30
	Broken up ...	99	314,663		39	43,759		60	260,088		1	366		25	83,255		7	24,175		6	21,911		19	79,059	
	TOTAL ...	140	349,410		55	69,722		73	282,614		5	4,562		39	99,112		20	34,382		23	70,896		27	88,438	
1932	Lost ...	51	59,326	0.30	22	31,455	1.06	16	31,772	0.31	5	3,753	0.32	9	20,422	0.58	7	2,392	0.06	14	42,462	2.89	4	15,139	0.51
	Broken up ...	106	453,921		27	30,968		16	59,020		4	10,359		19	61,158		11	55,836		18	72,584		23	134,121	
	TOTAL ...	157	513,247		49	62,423		32	90,792		9	14,112		28	81,580		18	58,228		32	115,046		27	149,260	
1933	Lost ...	51	71,774	0.39	21	7,090	0.24	9	20,762	0.21	8	4,536	0.39	13	14,468	0.42	15	4,252	0.11	11	30,855	2.14	3	549	0.02
	Broken up ...	160	643,104		23	34,756		58	254,285		8	26,338		19	84,413		86	324,445		45	143,763		27	127,246	
	TOTAL ...	211	714,878		44	41,846		67	275,047		16	30,874		32	98,881		101	328,697		56	174,118		30	127,795	
1934	Lost ...	52	74,694	0.42	22	13,353	0.45	8	24,477	0.25	4	5,712	0.52	14	10,989	0.34	13	25,036	0.68	6	25,749	1.71	6	11,856	0.45
	Broken up ...	152	555,573		37	44,660		34	128,964		9	29,351		55	246,869		31	104,579		50	122,098		10	32,372	
	TOTAL ...	204	630,267		59	58,013		42	153,441		13	35,063		69	257,858		44	129,615		56	147,847		16	44,228	
1935	Lost ...	47	71,240	0.41	21	18,090	0.61	10	16,379	0.17	4	2,359	0.21	11	11,670	0.39	14	9,753	0.26	6	13,892	0.81	5	2,718	0.11
	Broken up ...	156	467,542		27	28,901		55	139,638		11	7,352		42	101,197		15	34,830		16	59,343		16	24,187	
	TOTAL ...	203	538,782		48	46,991		65	156,017		15	9,711		53	112,867		29	44,583		22	73,235		21	26,905	
1936	Lost ...	41	41,209	0.24	30	12,411	0.41	16	31,107	0.33	5	1,483	0.13	9	21,912	0.74	14	26,468	0.71	14	40,688	2.26	8	7,227	0.29
	Broken up ...	144	481,696		43	30,561		44	156,903		7	15,549		25	74,853		7	25,749		12	38,517		46	29,148	
	TOTAL ...	185	522,905		73	42,972		60	188,010		12	17,032		34	96,765		21	52,217		26	79,205		54	36,375	
1937	Lost ...	49	80,611	0.46	24	26,993	0.91	12	40,374	0.43	7	9,173	0.82	16	13,358	0.47	12	22,734	0.58	12	40,364	2.18	4	7,020	0.27
	Broken up ...	194	225,852		42	51,555		50	144,468		6	14,489		56	58,327		6	2,220		13	30,721		38	9,957	
	TOTAL ...	243	306,463		66	78,548		62	184,842		13	23,662		72	71,685		18	24,954		25	71,085		42	16,977	
1938	Lost ...	56	88,932	0.50	13	8,692	0.29	12	18,411	0.21	4	8,179	0.72	13	43,568	1.51	9	12,834	0.30	9	31,345	1.66	5	7,940	0.28
	Broken up ...	73	155,915		16	18,843		61	287,998		4	4,111		22	27,121		9	2,011		7	14,765		20	15,059	
	TOTAL ...	134	244,847		34	27,535		73	306,409		8	12,290		35	70,689		18	14,845		16	46,110		25	22,999	
1939	Lost ...	179	548,407	3.06	13	7,500	0.24	11	24,360	0.27	10	28,232	2.40	27	131,788	4.49	35	155,576	3.47	21	67,461	3.79	12	40,779	1.37
	Broken up ...	66	208,882		12	9,092		33	82,434		2	1,653		7	16,865		21	12,701		6	13,422		8	15,497	
	TOTAL ...	245	755,289		25	16,592		44	106,794		12	29,885		34	148,653		56	168,277		27	80,883		20	56,276	
Complete figures of War Losses for the years 1940-1945 are not available.																									
†1946	Lost ...	43	79,328		26	14,238		26	156,546		5	7,242		6	2,777		2	3,272		7	19,885		6	9,264	
	Broken up ...	45	107,110		18	33,218		36	185,366					1	5,135		14	37,795					2	547	
	TOTAL ...	88	186,438		44	47,506		62	341,912		5	7,242		7	7,912		16	41,067		7	19,885		8	9,811	

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

and upwards, totally LOST (including WAR LOSSES) and BROKEN UP during the years 1917 to 1946, the percentage LOST of the tonnage owned by the various countries. (See Notes on Page 3.)

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ITALY.			JAPAN.			NORWAY.			SPAIN.			SWEDEN.			OTHER COUNTRIES.		WORLD.			LOST OR BROKEN UP.	YEAR
No.	Tons.	Per Cent.	No.	Tons.	Per Cent.	No.	Tons.	Per Cent.	No.	Tons.	Per Cent.	No.	Tons.	Per Cent.	No.	Tons.	No.	Tons.	Per Cent.	(a)	
19	36,684	1.14	33	67,032	1.60	30	25,460	0.79	9	16,805	1.48	7	7,462	0.50	38	44,396	320	515,056	0.81	Lost ...	1929
37	128,460		25	33,345		3	1,675		7	9,382		8	2,656		10	21,225	352	943,609		Broken up ...	
56	165,144		58	100,377		33	27,135		16	26,187		15	10,118		48	65,621	672	1,458,665	TOTAL ...		
11	14,147	0.43	41	64,870	1.50	18	24,615	0.67	12	9,211	0.76	11	11,955	0.75	28	30,943	250	383,983	0.59	Lost ...	1930
16	32,727		33	51,281		2	629		7	10,958		4	2,790		30	43,527	311	848,538		Broken up ...	
27	46,874		74	116,151		20	25,244		19	20,169		15	14,745		58	74,470	561	1,232,521	TOTAL ...		
10	23,401	0.71	37	54,011	1.26	14	17,681	0.44	7	9,334	0.77	9	8,503	0.51	31	32,744	234	317,534	0.48	Lost ...	1931
25	93,611		16	28,687		5	6,853		8	26,955		3	766		11	34,026	324	1,018,174		Broken up ...	
35	117,012		53	82,698		19	24,534		15	36,289		12	9,269		42	66,770	558	1,335,708	TOTAL ...		
8	16,943	0.51	24	55,777	1.31	10	10,680	0.26	6	15,760	1.26	6	6,194	0.37	26	38,030	208	350,105	0.53	Lost ...	1932
85	369,013		25	21,054		2	3,600		6	13,535		5	2,469		18	58,502	365	1,346,140		Broken up ...	
93	385,956		49	76,831		12	14,280		12	29,295		11	8,663		44	96,532	573	1,696,245	TOTAL ...		
7	14,881	0.48	19	35,524	0.83	20	33,558	0.82	12	11,393	0.94	12	10,057	0.61	43	61,070	244	320,269	0.50	Lost ...	1933
67	265,211		67	200,921		20	62,534		17	38,208		24	27,535		65	180,430	686	2,413,189		Broken up ...	
74	280,092		86	236,445		40	96,092		29	49,601		36	37,592		108	241,500	930	2,733,458	TOTAL ...		
7	21,064	0.73	13	21,637	0.53	19	21,278	0.53	5	6,624	0.57	4	3,281	0.21	33	65,017	206	330,767	0.53	Lost ...	1934
39	110,918		37	136,956		23	62,112		24	40,810		20	19,371		43	106,262	564	1,740,895		Broken up ...	
46	131,982		50	158,593		42	83,390		29	47,434		24	22,652		76	171,279	770	2,071,662	TOTAL ...		
7	21,510	0.76	19	33,314	0.82	21	16,233	0.41	9	8,328	0.72	10	10,868	0.71	29	33,374	213	269,728	0.44	Lost ...	1935
23	62,786		17	76,292		20	41,226		12	16,294		22	20,702		55	70,988	487	1,151,278		Broken up ...	
30	84,296		36	109,606		41	57,459		21	24,622		32	31,570		84	104,362	700	1,421,006	TOTAL ...		
10	21,844	0.71	33	45,961	1.09	21	29,035	0.72	11	24,624	2.15	9	5,107	0.34	45	55,659	266	364,735	0.59	Lost ...	1936
9	9,868		4	13,527		4	4,966		9	16,355		13	7,861		45	88,351	412	993,904		Broken up ...	
19	31,712		37	59,488		25	34,001		20	40,979		22	12,968		90	144,010	678	1,358,639	TOTAL ...		
13	33,117	1.04	25	33,987	0.76	19	20,199	0.46	16	56,928	5.54	1	179	0.01	38	52,724	248	437,761	0.70	Lost ...	1937
14	11,596		3	575		6	10,378		4	7,174		8	1,764		19	18,747	459	587,823		Broken up ...	
27	44,713		28	34,562		25	30,577		20	64,102		9	1,943		57	71,471	707	1,025,584	TOTAL ...		
5	18,014	0.55	23	33,714	0.67	18	17,567	0.38	11	20,619	2.18	8	13,247	0.84	26	38,133	217	361,195	0.56	Lost ...	1938
7	3,040		4	550		2	614		1	2,815		5	1,228		17	46,853	253	580,923		Broken up ...	
12	21,054		27	34,264		20	18,181		12	23,434		13	14,475		43	84,986	470	942,118	TOTAL ...		
4	9,768	0.28	22	42,920	0.76	47	85,763	1.77	5	41,652	4.62	29	47,527	3.01	59	116,035	474	1,347,768	2.04	Lost ...	1939
7	7,605		...	...		9	14,874		2	4,409		5	1,310		9	24,058	187	410,802		Broken up ...	
11	17,373		22	42,920		56	100,637		7	46,061		34	48,837		68	140,093	661	1,758,570	TOTAL ...		
Figures shown for 1939 include War Losses as far as known.																					
1	5,191	...	1	725	...	13	15,653	...	5	6,506	...	7	1,667	...	31	50,566	179	372,910	†	Lost ...	1946†
1	457		...	...		...	...		...	...		...		9	33,039	126	402,667	Broken up ...			
2	5,648		1	725		13	15,653		5	6,506		7	1,667		40	83,605	305	775,577	TOTAL ...		

Figures shown for 1939 include War Losses as far as known.

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

† Owing to War, statistics regarding the vessels owned by the various countries of the world were not compiled by Lloyd's Register for the year 1946.

