

**Analysis Of
World Tank Ship Fleets**

OCTOBER 1, 1952

**STATISTICAL RESEARCH DIVISION
SUN OIL COMPANY
PHILADELPHIA, PENNA.**

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The basic data for this analysis came principally from two sources. Particulars of tank ships in existence were furnished by the Division of Ship Statistics of the United States Maritime Administration, while those for vessels under construction or on order were supplied by the Transportation Coordination Department of Standard Oil Company (New Jersey). Without the gracious cooperation extended by both organizations, this study could not have been prepared.

As in the past, the Tabulating Division of the Sun Oil Company prepared the basic tabulations from which the finished tables were constructed. The saving in effort thus effected, contributed materially to the amount of statistical detail which it was possible to incorporate in the tables.

To the staff of the Statistical Research Division fell the tasks of planning the statistical presentation and preparing the analysis of the data. Both phases were under the general supervision of Mr. J. Hunter McDowell of that Division.

Joseph T. Wilson, Jr.,
Manager, Statistical Research Division

SUMMARY AND CONCLUSIONS

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SUMMARY AND CONCLUSIONS

From an examination of the particulars of the existing tank ship fleet as well as those for tank ships under construction, together with relevant historical comparisons, the more important findings would appear to be:

- 1) Both in the number of vessels and in their average size and speed the present world fleet has shown significant gains since 1945.
- 2) The average vessel presently under construction materially exceeds in size and speed not only the average tanker in existence, but also the norms for ships under construction or on order as recently as in 1950. Moreover, the unprecedented number of tankers in the present peace time building program will increase the carrying capacity of the 1957 world fleet by 56.3% with no losses or by 39.5% if all vessels over twenty years of age are deleted. These extremes represent average annual increases of 9.3% and 6.9%, respectively.
- 3) From the immediate postwar situation wherein nearly 60% of the world's carrying capacity was under United States registry, our relative portion has successively declined to its present position of just under 30%.

ANALYSIS

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- 4) The United States' position will undoubtedly evidence a further decline during the next five years, since building programs of the other major fleet owners far surpass that of this country. Present indications are that at the end of 1957 our portion of the world tank ship fleet will not exceed 22%.
- 5) As a consequence of the practice adhered to by many United States owners of placing vessels under friendly foreign registry, this country controls a considerably greater portion of the world fleet than is indicated by flag statistics. On October 1, 1952 for example, United States flag vessels represented 29.4% of the capacity of the world, whereas our control extended to 44.1%. Nevertheless, the trends indicated in points 3 and 4 are unmistakably in evidence whether our position be judged by flag or by control.
- 6) Emanating from accelerated building programs in the War period, age distributions of the major flags of the world and of individual fleet owners reflect a heavy concentration of tonnage constructed during the period 1942 through 1945. This unbalanced condition will have a profound effect on the timing of tanker replacements for many years to come.

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ANALYSISWORLD INVENTORY

On October 1, 1952 the World fleet of ocean-going tank ships (2,000 gross tons and greater) totalled 2,292 vessels. In sheer numbers this represents an increase of 381 ships since the immediate postwar date of September 1, 1945 and a gain of 161 since April 1, 1951, the most recent prior date of comparable data extending back to 1900.

Physical numbers, however, are a poor yardstick for measuring a fleet of vessels. Not only has the average size of tank ships grown materially through the years, but also the speed at which they cruise. On October 1st, 1952 the aggregate deadweight of the world fleet was 31,318,300 tons. From April 1951 this was a gain of 3,063,200 tons (10.8%), and from September 1945 an increase of 7,402,000 (30.9%). Of even greater import are the changes in the world fleet if increases in speeds are taken into account as well as greater physical capacity. By equating the world fleet to an equivalent number of T2-SE-A1 vessels on the basis of 16,765 deadweight tons and a speed of 14.5 knots, the October 1st carrying capacity was 1,726.8 T-2's. This compares to 1,544.1 as of April 1, 1951 and 1,264.5 in September of 1945, for percentage gains of 11.8 and 36.6, respectively. Significantly, the actual gain in T-2 equivalents in the last 18 months, 182.7, matched the carrying capacity of the entire world fleet in 1920, and the 462.3 T-2 increase since the end of World War II nearly equalled the magnitude of the world's tankers as recently as the beginning of 1930.

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While aggregates emphasize the phenomenal growth in overall carrying capacity, averages point out equally important trends in the constitution of the tanker fleet. In October, the average deadweight of the world fleet was nearly 13,700 tons. Comparisons with earlier periods show an average capacity of about 13,250 tons in April 1951 and 12,500 tons immediately postwar. Thus, in a period of only slightly more than seven years the average tanker has increased in size by nearly 10%.

In average speed a similar steady rise has been in evidence. When weighted by deadweight tonnage the world fleet of September 1945 averaged 12.8 knots. By April 1951 this average had risen to 13.3 knots and still further to 13.4 knots on October 1st. Again, in this period of approximately seven years there has occurred a rise of about 4 1/2% in the speed of the average tanker.

FLAG OF REGISTRY

The United States continued to hold its rank as the largest single country of registration for tank ships, although our position declined in both absolute terms and in percentage of the world fleet. On October 1st, 1952 29.4% of the total carrying capacity (based on T-2 equivalents) was under the United States flag. By comparison, however, in April 1951 this was 33.0%, and at the end of the War, 59.8%. We emerged from hostilities with a domestic fleet which was the equivalent of 756.2 T-2's. Primarily through foreign sales of wartime built T2-SE-A1 vessels, our fleet had declined to 510.0 T-2 equivalents by April 1, 1951, and slightly further to 508.3 in October of 1952. This represents an overall decline of nearly one-third in the carrying capacity of the United States tanker fleet between 1945 and 1952.

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Obviously, where one country has declined as a per cent of the world total, others must have advanced correspondingly. While several smaller owners such as Honduras, Liberia, and Yugoslavia have evidenced phenomenal relative growth since 1945, by far the greatest portion of the actual increment has accrued to countries already owning large fleets at that time. For example, in September of 1945 the British Empire's tanker fleet was the equivalent of 190.8 T-2's and represented 15.1% of the world. By October of 1952 Britain's fleet had grown 78.5% to 340.5 T-2 equivalents and it accounted for 19.7% of the world total. Positionally, Britain was second in size on both dates. Even more striking has been the development of the Norwegian fleet. At the end of the War this country was third in size with 105.7 T-2 equivalents or 8.4% of the world fleet. Since that time Norway's fleet, although still third, grew to nearly 2 1/2 times this size, and its fleet of 258.3 T-2 equivalents represented 14.9% of the October 1st world total.

While flag of registration has traditionally been the criterion by which relative changes of countries' fleets are gauged, this measure has certain inherent imperfections and limitations. These are a consequence of the fairly widespread practice, particularly among United States owners, of placing all or a portion of their fleets under a friendly foreign flag. Consequently, a considerable additional portion of the world fleet can be considered as being effectively under United States control since it is owned either by United States nationals or by subsidiaries of domestic corporations. To illustrate, in October of 1952 there was a total of 761.0 T-2 equivalents either owned or controlled by the United States, this being 44.1% of the entire world fleet.

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Earlier comparisons reveal 755.9 T-2's as of April 1, 1951 for 49.0% of the world fleet of 1,544.1 T-2's, and 704.2 of a total of 1,352.3 (52.1%) on September 1, 1949. Thus, while effective control as opposed to a flag criterion yields considerably greater carrying capacities and percentages, there is no change in the direction of the movement of the United States' portion of the world fleet. Specifically, despite the absolute growth of 56.8 T-2 equivalents under United States control between September 1949 and October 1952, our portion of the world's tank ships declined 8 percentage points.

SPEED AND DEADWEIGHT TONNAGE

While the continuing increases in tanker speeds and sizes were referred to under "World Inventory", details of this growth deserve specific mention. In October 1952, nearly 30% of the carrying capacity of the world fleet was found in the 14 to 15 knot speed group and the 16,000 to 17,000 deadweight tonnage group, in which category falls the T2-SE-A1. Also on this date, there were in service 149 tankers which were both faster and larger than the T-2, this group being the equivalent of 232.1 T-2's, or 13.4% of the world total. The growth trend is emphasized by the change that has taken place since January 1, 1949, at which time there were only 60 of these large, fast vessels, aggregating the equivalent of 79.2 T-2's or 6.2% of the then world fleet. Thus, in this 45 month period, while the carrying capacity of the world increased only slightly more than one-third, the portion of the world fleet represented by these large ships more than doubled, and their equivalent in terms of T-2's nearly trebled.

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Significant differences are noted in the speed comparison of the world fleet by flags. All United States tankers averaged 14.6 knots on October 1, although with the exclusion of government owned vessels the average for the private sector alone was only 14.2 knots. This, however, was the fastest average speed among the major flags, with Panama, Norway and the British Empire following in that order with average speeds of 13.6, 13.2 and 12.5 knots. The average speed of all vessels under United States control was 14.4 knots, although once again with the exclusion of those owned by the Military and the Maritime Administration this drops to 14.1. That portion of the U. S. controlled fleet under Panamanian registry, however, averaged 14.5 knots, indicating that this flag has been chosen by a considerable number of the owners of faster vessels. Since September 1945 all major flags have contributed to the world increase in speeds. The rise, however, has been uneven, led by Panama, up 2.5 knots, followed by the British Empire and Norway, both faster by slightly more than one knot, and the United States, up 0.9 knot.

Turning to average deadweight tonnages, the same kind of disparity is noted with respect to the present composition by flags, and the rates of increase since 1945. Among the four major tanker owning countries, the October 1, 1952 fleet of the United States ranked first in average size, 15,360 deadweight tons. Panamanian vessels with an average of 15,190 tons were second, followed by Norway and the British Empire, 14,850 tons and 12,520 tons, respectively. An entirely different picture is obtained, however, in the increases in average deadweights from September 1, 1945. Among these same four countries,

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the United States showed the smallest gain, only 4%. In this period the average tonnage of Norwegian tankers rose nearly 16%, that of the British Empire 22%, while the Panamanian increase was in excess of 33%. All privately owned tankers under the United States flag averaged 15,770 deadweight tons on October 1st, while all United States controlled vessels excluding those owned by the Government were slightly smaller, 15,560 tons on the average. Of the four earlier mentioned countries, only the fleet of the British Empire was exceeded by the world average of 13,660 deadweight tons.

AGE

In no other facet of fleet characteristics will tanker owners and builders be confronted by a more perplexing problem than is revealed by an age analysis. Obviously, the magnitude of the capital outlay required for the purchase of a modern tanker requires considerable planning and foresight on the part of prospective owners. Moreover, successive cycles of a dearth of contracts followed by periods in which orders greatly exceed the capacity of existing ways seriously affect the shipbuilding industry and to a lesser extent the economies of shipbuilding countries.

Assuming a twenty year life for tankers, the most desirable age distribution would be one in which approximately 5% of carrying capacity needs replacement each year. This, of course, would be 4% annually if a life span of 25 years were assumed to be normal. Under either assumption, any allowance for growth would obviously impart an upward adjustment to replacement capacity based strictly on fleet retirements. Naturally, individual operators seldom own enough vessels to balance their fleets on an annual basis. But, if in the aggregate

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each country's fleet were so constituted, the problem of uneven replacement would not now be facing tanker owning nations. Looking at the present world fleet, it is apparent that as a result of wartime building, wide discrepancies exist between the actual age distribution and any reasonably well balanced pattern. Using twenty years as an example, the optimum T-2 capacity for each of the last twenty years would be 5% of the world total of 1,726.8 or approximately 86 T-2's. Presently, there exist 672 T-2 equivalents constructed in 1943, 1944, and 1945, an excess of approximately 414 T-2 equivalents over normal replacement in these three years combined. Perspective on the magnitude of the problem is afforded by the realization that 414 T-2 equivalents are nearly one-fourth of the present world total.

When applied to the United States fleet, a similar computation discloses an even greater relative imbalance. Our present fleet of 508.3 T-2 equivalents would represent on a balanced twenty year pattern an annual carrying capacity of approximately 25 1/2 T-2's. On this basis, the four year period from 1942 through 1945 should account for about 102 T-2 equivalents, whereas in the actual fleet, vessels built during these years aggregate nearly 405 T-2's. Thus, in this span normal replacement is exceeded by approximately 303 T-2's, or just under 60% of our existing total fleet. Substantially the same result is obtained if only the private sector of the United States fleet is examined. Of the present total of 395.3 T-2 equivalents, about 311 were built in the years 1942 through 1945. This number exceeds the normal four year replacement expectation of nearly 80 T-2's by about 231, equivalent to some 58% of the October 1st fleet.

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"Block obsolescence", by which term this situation is often described, will perforce occupy the attention of tank ship owners for many years to come. Moreover, as the age of large portions of present fleets approaches twenty years, the greater is the need for a carefully considered replacement program.

By the end of 1952 all tankers built in 1932 or earlier years exceeded twenty years of age. Of the world fleet, 201.1 T-2 equivalents or 11.8% of total carrying capacity fell in this category. Among the major flags approximately this same portion applied to both the British Empire and Norway (11.5% and 10.1% respectively). United States and Panama, however, departed materially from the world experience. In the latter country 17.1% of the fleet, the equivalent of 28.3 T-2's, was in this older group. In sharp contrast, only 2.9% of the fleet capacity under the United States flag was built prior to 1933. The 14.7 T-2 equivalents so represented were all privately owned, however, and if measured against the total private fleet the portion becomes 3.7%.

A further breakdown of the United States private fleet in excess of twenty years of age discloses only one T-2 equivalent owned by a non-oil company. Thus, less than one per cent of the privately owned non-oil fleet was in this older group, as compared to five per cent of the carrying capacity owned by oil companies. For the purpose of this analysis, an oil company is defined as an enterprise which itself engages or whose parent concern engages in some phase of the oil business other than that of the ocean transportation of oil. Conversely, a non-oil company is described as one whose sole petroleum activity is that of transporting crude oil or products by tank ships.

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Further insight on the age composition of the principal fleets is afforded by an examination of average ages weighted by T-2 equivalents. All tank ships of the world averaged 9 years and 5 months of age as of October 1, 1952. Those of the British Empire and Panama were slightly older, 9 years 6 months, and 9 years 11 months respectively while Norwegian fleets were considerably younger, averaging only 7 years and 5 months. All United States flag tankers averaged 9 years and 3 months of age, while for the privately owned sector the age was 9 years and 4 months. The earlier mentioned differences between the ages of oil and non-oil company owned fleets is also apparent in the averages. Oil company vessels were 9 1/2 years old on the average, slightly in excess of the world figure, while all non-oil company owned vessels were just under 9 years in average age.

A comparison of the October 1st average ages with those of April 1, 1951 provides an indication of the balance between flag transfers and fleet losses and replacements. In this 18 month period the average age of the world fleet increased 4 months. Changes in the major fleets were +15 months for the United States, -1 month for the British Empire, -15 months for Norway and +21 months for Panama.

Another interesting aspect of the age composition of tanker fleets relates to the portion built since the War. Overall, just under 1/3 of the October 1st world fleet was constructed in 1946 or subsequent years. Comparative figures for the major tanker owning countries show Norway far in the lead with 60 1/2% of its carrying capacity built since the War. The British Empire and Panama both had slightly more than 1/3 of their fleets in this newer age grouping, while the United States had only about 6 1/2%. A further breakdown

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of this latter figure discloses that oil companies had slightly in excess of 9% of their carrying capacity in postwar built vessels, compared to less than 1% for the non-oil group.

OWNERSHIP OF UNITED STATES PRIVATELY OWNED FLEET

On October 1st the United States privately owned fleet of 428 tank ships aggregated 395.3 T-2 equivalents. Of these, 272.2 or 68.9% were owned by oil companies, while the remainder, 123.1 (31.1%), was owned by carriers which did not participate in any other phase of the oil business than that of ocean transportation. These percentages show a slight gain in favor of the non-oil carriers when compared to September 1, 1949, at which time the split was 69.7% to 30.3%. During this same interval the change in the carrying capacity of the entire private fleet was lower by 1/2 of a T-2.

In October 1952 individual owners of five or more tankers numbered 14 in the oil group and 10 in the non-oil, for a total of 24. Of these, the largest in terms of parent organizations, was Standard Oil Company (New Jersey) with 57.4 T-2's amounting to 14.5% of the private fleet, 11.3% of the total U. S. fleet, and 3.3% of the world. The second largest owner was Gulf Oil Corporation with 8.4% of the private fleet and correspondingly smaller percentages of the total United States and world tank ships. Third in rank, and first among the non-oil group, was National Bulk Carriers Incorporated with about six per cent of the private United States carrying capacity. Among the 24 owners of five or more tankers, average fleet speeds were grouped rather closely around the overall mean of 14.2 knots, although the range of the averages was between 12.8 and 15.6 knots.

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~~In average age considerably more diversification is notice-~~
able, with the youngest company fleet being 7 1/2 years old and the
oldest 14 1/2 years. As mentioned earlier, oil company owned vessels
were on the average slightly faster and older than those owned by non-
oil interests.

OIL COMPANY, NON-OIL COMPANY AND GOVERNMENT OWNERSHIP OF THE WORLD FLEET

Throughout the world, 32.9% of tank ship carrying capacity
was owned on October 1st by corporations whose other activities were
such that they were numbered among the oil companies. Also on that
date 55.4% of the world's capacity was owned by non-oil companies, and
11.7% by various governments. Considerable change in this composition
is noticeable from January 1, 1949 at which time the oil group owned
47.1%, non-oil interests 36.9% and governments 16.0%. In this same time
period there has also occurred a pronounced decline in the portion of
the world fleet owned by United States oil companies. In January of
1949 this was 33.1% and in October of 1952 only 25.6%.

As of October 1st, the average speed of all oil company
vessels was 13.5 knots, nearly 1/2 knot faster than the 13.1 knots
recorded for non-oil company ships. Government owned vessels were
considerably faster, 14.4 knots, although with the exclusion of the
extremely fast (16.2 knots) United States Military fleet and the few
vessels owned by the Maritime Administration, this average drops to
12.7 knots.

NEW CONSTRUCTION

As of October 1, 1952 there were under construction or on
order throughout the world 753 tank ships aggregating nearly 15 1/2

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million deadweight tons, the equivalent of 973 T-2's. In carrying capacity, therefore, October construction was 56.3% of the existing fleet. Some idea of the magnitude of this volume can be gained from the observation that it exceeded by a comfortable margin the entire world fleet of January 1, 1944. Further evidence is afforded by comparisons with earlier dates. The construction program in October of 1948 was only 34.2% of the smaller fleet then existing, while September 1949 construction was only 27.2% of the world fleet of that date.

The size of the average vessel under construction or on order on October 1st was about 20,600 deadweight tons compared to the existing average of 13,700 tons, and its speed was 15.3 knots compared to the 13.4 knot average of the existing fleet.

The United Kingdom was by far the leading country of construction on October 1st, with 351.4 T-2 equivalents or about 36% of the world total. Sweden was the second largest constructor with 140.7 T-2's, 14 1/2% of the total, while the United States was third with 105.1 T-2's for somewhat less than 11%. Again, by intended flag of registry, the United Kingdom was foremost with 249.9 T-2 equivalents amounting to 25% of the world total. Only slightly behind was Norway with 214.5 T-2 equivalents for 22%, and in third rank was Panama for whom 131.5 T-2's were being built (13 1/2%). The United States was fourth with 51.3 T-2 equivalents amounting to about 5 1/4% of the world total.

In size and speed of vessel under construction the United States was among the leaders. The 58 vessels being built in this country averaged 27,200 tons at 16.2 knots while the 32 tankers for United States registry had an average deadweight tonnage of 23,000 and average speed of 16.3 knots.

STATISTICAL TABULATIONS

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As presently constituted the October 1, 1952 construction program will be substantially completed by the end of 1957. Obviously, future interflag transfers and scrappage and other losses will have great bearing on the prospective size of the major fleets of the world. If, however, certain assumptions are made, the following tabulation should provide reasonable limits within which 1957 fleets will fall. In this compilation it has been assumed that there will be no interflag transfers nor any deliveries prior to the end of 1957 of vessels not now on order. The major fleets are then shown on two bases, first with no scrappage or losses, then with full deletion of all vessels over twenty years of age.

Flag	10-1-52 Fleet	Construction Program	12-31-57 Fleet		Per Cent Change 10-1-52 to 12-31-57	
			No Scrappage	Full Scrappage	No Scrappage	Full Scrappage
United States	508.3	51.3	559.6	530.4	+10.1%	+ 4.3%
British Empire	340.5	263.3	603.8	540.8	+77.3	+58.8
Norway	258.3	214.5	472.8	423.7	+83.0	+64.0
Panama	165.3	131.5	296.8	264.8	+79.6	+60.2
Total World	1,726.8	972.8	2,699.6	2,409.4	+56.3	+39.5

Under either scrappage assumption, and with full allowance for a wide margin of error in the no transfer assumption, two observations seem warranted. First, the future rate of growth of the United States tanker fleet will be far outstripped by that of other major owners, and second, the British fleet will surpass the United States in carrying capacity by the end of 1957.

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WORLD TANK SHIP FLEET, ACTUAL AND T2-SE-A1 EQUIVALENTS
AS OF OCTOBER 1, 1952
Ocean-Going Vessels 2,000 Gross Tons and Over

Flag	Actual				T2-SE-A1 Equivalents		
	No.	Gross Tons	D.W.T.	Average Speed	No.	D.W.T.	As % of World
WESTERN HEMISPHERE							
United States	550	5,284,400	8,446,400	14.6K	508.3	8,521,600	29.4%
Government	122	1,090,900	1,695,400	16.2	113.0	1,894,400	6.5
U.S.M.A.	4	29,100	46,700	10.5	2.0	33,500	0.1
Military	118	1,061,800	1,648,700	16.4	111.0	1,860,900	6.4
Private	428	4,193,500	6,751,000	14.2	395.3	6,627,200	22.9
Oil Companies	288	2,856,500	4,624,900	14.3	272.2	4,563,400	15.8
Non-Oil Companies	140	1,337,000	2,126,100	14.1	123.1	2,063,800	7.1
Panama	194	1,881,100	2,946,000	13.6	165.3	2,771,300	9.6
U. S. Citizen	119	1,285,600	2,031,900	14.5	121.3	2,033,600	7.0
Canada	15	131,500	201,000	14.2	11.8	197,900	0.7
Others:							
Argentina	38	324,600	441,500	13.2	24.0	402,400	1.4
Brazil	9	88,500	133,800	14.0	7.7	129,100	0.4
Costa Rica	1	7,100	10,300	10.0	0.4	6,700	0.0
Honduras	12	145,900	229,500	14.2	13.4	224,600	0.8
Mexico	20	123,300	186,900	10.7	8.3	139,100	0.5
Peru	1	2,800	4,300	10.0	0.2	3,400	0.0
Uruguay	2	20,400	33,200	14.5	2.0	33,500	0.1
Venezuela	35	110,200	152,600	9.5	6.0	100,600	0.4
Sub-Total Others	118	822,800	1,192,100	12.6	62.0	1,039,400	3.6
TOTAL WESTERN HEMISPHERE	877	8,119,800	12,785,500	14.2	747.4	12,530,200	43.3
EUROPE							
E.C.A. Countries	1,249	10,814,400	16,250,400	12.8	853.0	14,300,500	49.4
Belgium	8	69,100	100,500	12.3	5.1	85,500	0.3
Denmark	31	298,000	460,200	13.3	25.1	420,800	1.4
France	89	836,600	1,257,100	13.0	67.4	1,129,900	3.9
Germany	14	106,500	161,900	10.3	6.9	115,700	0.4
Greece	13	105,200	166,200	13.3	9.1	152,500	0.5
Italy	92	725,500	1,119,300	12.6	58.0	972,400	3.4
Netherlands	108	616,200	879,900	11.9	43.2	724,200	2.5
Norway	321	3,130,700	4,767,100	13.2	258.3	4,330,400	14.9
Portugal	6	56,800	84,100	13.7	4.7	78,800	0.3
Sweden	55	532,600	817,600	13.7	46.1	772,900	2.7
Switzerland	2	14,300	22,400	10.6	1.0	16,800	0.1
Turkey	3	21,400	34,700	12.7	1.8	30,200	0.1
United Kingdom	507	4,301,500	6,379,400	12.4	326.3	5,470,400	18.9
Others:							
Finland	7	53,600	78,500	10.3	3.3	55,300	0.2
Poland	2	14,600	21,300	10.9	0.9	15,100	0.0
Spain	24	146,900	203,200	11.5	9.6	161,000	0.6
U.S.S.R.	19	125,500	183,800	11.1	8.4	140,800	0.5
Yugoslavia	2	14,200	21,700	11.5	1.0	16,800	0.1
Sub-Total Others	54	354,800	508,500	11.1	23.2	389,000	1.4
TOTAL EUROPE	1,303	11,169,200	16,758,900	12.7	876.2	14,689,500	50.8
CHINA	4	27,000	40,400	10.2	1.7	28,500	0.1
INDIA	1	3,300	5,400	8.0	0.2	3,400	0.0
INDONESIA	1	2,800	3,800	10.0	0.2	3,300	0.0
JAPAN	44	400,800	597,200	13.3	32.7	548,200	1.9
LIBERIA	56	666,600	1,087,600	14.8	66.2	1,109,800	3.8
NEW ZEALAND	1	3,100	4,500	11.0	0.2	3,300	0.0
PAKISTAN	2	9,400	15,000	9.7	0.6	10,100	0.0
MISCELLANEOUS BRITISH COLONIES	3	15,100	20,000	16.7	1.4	23,500	0.1
TOTAL WORLD	2,292	20,417,100	31,318,300	13.4	1,726.8	28,949,800	100.0
TOTAL BRITISH EMPIRE	529	4,463,900	6,625,300	12.5	340.5	5,708,600	19.7
TOTAL UNITED STATES CONTROL, ALL FLAGS	839	8,096,300	12,852,600	14.4	761.0	12,758,200	44.1

CHANGES TO OCTOBER 1, 1952 IN WORLD TANK SHIP FLEET FROM APRIL 1, 1951 AND SEPTEMBER 1, 1945
Ocean-Going Vessels 2,000 Gross Tons and Over

Flag	Increase or Decrease to October 1, 1952 from:							
	April 1, 1951				September 1, 1945			
	Actual		T2-SE-A1 Equivalents		Actual		T2-SE-A1 Equivalents	
	Num- ber	Deadweight Tonnage	Actual	Per Cent	Num- ber	Deadweight Tonnage	Actual	Per Cent
WESTERN HEMISPHERE								
United States	- 10	74,400	- 1.7	- 0.3	-357	-4,932,743	-247.9	- 32.8
Government	0	0	0	0	-524	-8,032,524	-448.6	- 80.0
U.S.M.A.	- 3	12,000	- 0.5	- 20.0	-536	-7,993,824	-458.9	- 99.6
Military	+ 3	12,000	+ 0.5	+ 0.5	+ 12	38,700	+ 10.3	+ 10.2
Private	- 10	74,400	- 1.7	- 0.4	+167	+3,099,781	+200.7	+ 103.1
Oil Companies	- 6	25,000	+ 0.2	- 0.1	+ 80	+1,701,225	+117.6	+ 76.1
Non-Oil Companies	- 4	49,400	- 1.9	- 1.5	+ 87	+1,398,556	+ 83.1	+ 207.8
Panama	+ 13	158,500	+ 6.3	+ 4.0	+122	+2,126,110	+127.9	+ 342.0
U. S. Citizen	- 17	217,300	- 12.9	- 9.6	-	-	-	-
Canada (a)	- 6	36,800	- 1.8	- 13.2	-	-	-	-
Others:								
Argentina	+ 3	89,500	+ 5.6	+ 30.4	+ 14	230,282	+ 14.1	+ 142.4
Brazil	+ 4	82,700	+ 5.2	+208.0	+ 3	83,242	+ 5.6	+ 266.7
Chile	- 2	9,600	- 0.4	-100.0	- 2	9,662	- 0.4	- 100.0
Costa Rica	+ 1	10,300	+ 0.4	-	+ 1	10,300	+ 0.4	-
Honduras	0	9,300	- 1.0	- 6.9	+ 11	218,365	+ 12.9	+2,580.0
Mexico	0	0	0	0	+ 10	93,611	+ 4.2	+ 102.4
Peru	0	0	0	0	-	-	-	-
Philippine Island	0	0	0	0	- 1	9,112	- 0.5	- 100.0
Uruguay	0	600	+ 0.1	+ 5.3	+ 1	22,500	+ 1.5	+ 300.0
Venezuela	0	6,200	+ 0.3	+ 5.3	+ 13	65,500	+ 2.5	+ 71.4
Sub-Total Others	+ 6	170,400	+ 10.2	+ 19.7	+ 50	705,026	+ 40.3	+ 185.7
TOTAL WESTERN HEMISPHERE (a)	+ 3	217,700	+ 13.0	+ 1.8	-185	-2,101,607	- 79.7	- 9.6
EUROPE								
E. C. A. Countries	+119	2,218,700	+132.9	+ 18.5	-	-	-	-
Belgium	0	0	0	0	+ 4	58,665	+ 3.2	+ 168.4
Denmark	+ 6	98,700	+ 5.9	+ 30.7	+ 27	399,790	+ 21.9	+ 684.4
France	+ 15	269,100	+ 15.5	+ 29.9	+ 74	1,094,994	+ 59.8	+ 786.8
Germany	+ 4	28,200	+ 0.9	+ 15.0	- 26	326,823	- 17.6	- 71.8
Greece	+ 2	17,800	+ 0.8	+ 9.6	+ 9	138,876	+ 8.0	+ 727.3
Italy	+ 16	221,800	+ 11.8	+ 25.5	+ 70	940,177	+ 50.3	+ 653.2
Netherlands	0	7,600	- 0.3	- 0.7	+ 43	428,634	+ 22.7	+ 110.7
Norway	+ 32	706,100	+ 43.7	+ 20.4	+156	+2,651,829	+152.6	+ 144.4
Portugal	+ 1	31,900	+ 2.0	+ 71.4	+ 4	71,077	+ 4.1	+ 683.3
Sweden	+ 15	253,000	+ 14.9	+ 47.8	+ 18	322,366	+ 19.7	+ 74.6
Switzerland	0	0	0	0	+ 2	22,400	+ 1.0	-
Turkey	- 1	9,200	- 0.6	- 25.0	+ 2	25,700	+ 1.3	+ 260.0
United Kingdom (a)	+ 24	608,600	+ 28.3	+ 13.3	-	-	-	-
Others:								
Finland	+ 1	11,000	+ 0.5	+ 17.9	+ 7	78,500	+ 3.3	-
Poland	+ 1	12,000	+ 0.4	+ 80.0	+ 2	21,300	+ 0.9	-
Spain	+ 2	16,300	+ 0.8	+ 9.1	+ 4	52,356	+ 2.6	+ 37.1
U.S.S.R.	0	14,100	+ 0.8	+ 10.5	- 3	62,611	- 3.9	- 31.7
Yugoslavia	0	8,300	+ 0.4	+ 66.7	+ 1	18,400	+ 0.9	+ 900.0
Sub-Total Others	+ 4	62,300	+ 2.9	+ 14.3	+ 11	107,245	+ 3.8	+ 19.6
TOTAL EUROPE (a)	+123	2,281,000	+135.8	+ 18.3	-	-	-	-
CHINA	3	37,300	2.3	- 57.5	+ 4	40,400	1.7	-
INDIA (a)	0	0	0	0	-	-	-	-
INDONESIA	0	0	0	0	+ 1	3,800	+ 0.2	-
JAPAN	0	166,300	+ 11.0	- 50.7	- 19	98,933	- 6.6	- 16.8
LIBERIA	+ 27	414,900	+ 23.9	+ 56.5	+ 56	+1,087,600	+ 66.2	-
NEW ZEALAND (a)	0	0	0	0	-	-	-	-
PAKISTAN (a)	0	0	0	0	-	-	-	-
MISCELLANEOUS BRITISH COLONIES (a)	+ 3	20,000	+ 1.4	-	-	-	-	-
TOTAL WORLD	+161	3,063,200	+182.7	+ 11.8	+381	+7,401,981	+462.3	+ 36.6
TOTAL BRITISH EMPIRE	+ 26	591,800	+ 37.9	+ 12.5	+130	+2,535,091	+149.7	+ 78.5
TOTAL U.S. CONTROL, ALL FLAGS	- 4	45,900	+ 5.1	- 0.7	N.A.	N.A.	N.A.	N.A.

(a) In 1945, Canada, India, New Zealand, Pakistan and other British colonies were included with United Kingdom.
N.A. Not Available

SPEED AND DEADWEIGHT TONNAGE GROUPS OF WORLD TANK SHIP FLEET AS OF OCTOBER 1, 1952
Ocean-Going Vessels 2,000 Gross Tons and Over

Deadweight Tonnage Groups in Thousands	Speed Groups																			
	7.0 to 7.9 K.		8.0 to 8.9 K.		9.0 to 9.9 K.		10.0 to 10.9 K.		11.0 to 11.9 K.											
	No.	D.W.T.	No.	D.W.T.	No.	D.W.T.	No.	D.W.T.	No.	D.W.T.										
1 to 2	-	-	-	-	-	-	-	-	-	-										
3 to 4	1	2,400	1	2,500	2	5,700	2	5,100	1	1,800										
5 to 6	-	-	29	94,500	12	42,500	25	82,100	8	5,000										
7 to 8	-	-	11	45,500	13	54,300	37	157,100	12	27,000										
9 to 10	-	-	3	16,200	11	59,200	16	85,000	3	17,000										
10 to 11	-	-	2	12,100	4	25,800	11	70,200	5	33,200										
11 to 12	-	-	1	8,400	7	53,700	15	112,600	7	50,900										
12 to 13	-	-	1	8,400	7	59,500	26	221,000	19	160,100										
13 to 14	-	-	3	31,800	4	37,300	36	344,400	29	274,600										
14 to 15	-	-	1	11,200	6	63,700	59	625,200	58	612,100										
15 to 16	-	-	1	11,200	9	100,300	35	397,100	24	276,500										
16 to 17	-	-	1	17,200	3	37,200	22	148,500	125	1,537,500										
17 to 18	-	-	1	17,200	3	40,700	11	147,200	9	122,500										
18 to 19	-	-	2	39,000	2	28,300	18	259,300	32	468,600										
19 to 20	-	-	1	15,000	1	15,000	12	184,200	10	152,600										
20 to 21	-	-	1	17,200	5	83,200	5	83,200	1	16,300										
21 to 22	-	-	2	35,200	2	35,200	2	35,200	4	17,600										
22 to 23	-	-	1	23,400	1	20,500	1	20,500	1	20,600										
23 to 24	-	-	1	23,400	1	23,400	1	23,400	3	64,700										
24 to 25	-	-	-	-	-	-	-	-	-	-										
25 to 26	-	-	-	-	-	-	-	-	-	-										
26 to 27	-	-	-	-	-	-	-	-	-	-										
27 to 28	-	-	-	-	-	-	-	-	-	-										
28 to 29	-	-	-	-	-	-	-	-	-	-										
29 to 30	-	-	-	-	-	-	-	-	1	28,500										
30 to 31	-	-	-	-	-	-	-	-	-	-										
31 to 32	-	-	-	-	-	-	-	-	-	-										
32 to 33	-	-	-	-	-	-	-	-	-	-										
Total	2	10,300	0.3	0.0	51	223,200	7.7	0.4	87	679,400	26.1	1.5	326	3,040,400	128.4	7.4	355	4,010,600	186.1	10.8

SPEED AND DEADWEIGHT TONNAGE GROUPS OF WORLD TANK SHIP FLEET AS OF OCTOBER 1, 1952
Ocean-Going Vessels 2,000 Gross Tons and Over

Deadweight Tonnage Groups in Thousands	12.0 to 12.9 K.			13.0 to 13.9 K.			14.0 to 14.9 K.			15.0 to 15.9 K.			16.0 to 16.9 K.					
	No.	D.W.T.	T2-SE-A1 Equivalents Actual % of World	No.	D.W.T.	T2-SE-A1 Equivalents Actual % of World	No.	D.W.T.	T2-SE-A1 Equivalents Actual % of World	No.	D.W.T.	T2-SE-A1 Equivalents Actual % of World	No.	D.W.T.	T2-SE-A1 Equivalents Actual % of World			
1 to 2	5	12,900	0.6	-	-	-	19	47,500	2.7	0.2	-	-	-	-	-			
2 to 3	1	3,000	0.1	-	-	-	4	18,000	1.1	0.1	-	-	-	-	-			
3 to 4	3	13,200	0.7	1	4,700	0.2	2	10,300	0.6	0.0	-	-	-	-	-			
4 to 5	9	46,000	2.3	-	-	-	4	14,100	0.8	0.0	-	-	-	-	-			
5 to 6	2	12,400	0.6	-	-	-	2	20,300	1.5	0.1	-	-	-	-	-			
6 to 7	7	53,100	2.6	-	-	-	3	37,500	2.2	0.1	-	-	-	-	-			
7 to 8	12	100,100	5.0	-	-	-	4	9,300	0.6	0.0	-	-	-	-	-			
8 to 9	7	249,300	12.4	2	18,400	1.0	3	11,900	0.7	0.1	-	-	-	-	-			
9 to 10	12	126,700	6.4	3	31,800	1.7	4	12,900	0.8	0.0	-	-	-	-	-			
10 to 11	23	266,900	13.5	5	57,900	3.1	8	94,300	5.7	0.3	-	-	-	-	-			
11 to 12	96	1,178,200	59.0	30	377,100	20.4	21	255,500	15.2	0.9	1	11,900	0.7	0.1	-			
12 to 13	12	162,600	8.2	32	428,100	23.3	27	361,400	20.9	1.2	1	12,900	0.8	0.0	-			
13 to 14	34	498,700	25.1	11	160,000	8.7	5	71,600	4.3	0.3	-	-	-	-	-			
14 to 15	26	396,800	20.0	25	384,200	20.8	38	592,300	34.6	2.0	4	61,600	3.8	0.2	-			
15 to 16	8	129,300	6.6	35	570,400	31.7	524	8,679,200	516.9	29.9	54	887,500	55.8	3.3	42	689,500	45.4	2.6
16 to 17	6	105,300	5.3	3	52,000	2.9	19	329,700	19.5	1.1	3	53,200	3.4	0.2	1	17,500	1.2	0.1
17 to 18	3	39,300	1.9	6	118,500	6.5	27	493,400	29.0	1.7	21	324,500	24.2	1.4	10	183,900	12.3	0.7
18 to 19	2	20,100	1.1	1	20,100	1.1	3	57,700	3.3	0.2	5	95,900	6.0	0.3	-	-	-	-
19 to 20	-	-	-	1	21,500	1.1	1	20,000	1.2	0.1	-	-	-	-	-	-	-	-
20 to 21	4	86,700	4.3	1	67,500	3.7	1	22,800	1.4	0.1	-	-	-	-	-	-	-	-
21 to 22	1	22,100	1.2	3	24,700	1.4	5	115,700	7.1	0.4	-	-	-	-	-	-	-	-
22 to 23	1	23,300	1.2	1	50,200	2.7	24	586,900	33.9	1.9	7	196,300	12.2	0.7	19	508,600	33.5	1.9
23 to 24	-	-	-	2	24,700	1.4	1	25,200	1.5	0.1	-	-	-	-	-	-	-	-
24 to 25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
25 to 26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
26 to 27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
27 to 28	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
28 to 29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
29 to 30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
30 to 31	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
31 to 32	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
32 to 33	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	294	3,580,900	179.8	162	2,419,100	132.1	738	11,860,400	703.4	40.7	102	1,865,900	117.1	6.8	128	2,761,300	182.5	10.6

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SPEED AND DEADWEIGHT TONNAGE GROUPS OF WORLD TANK SHIP FLEET AS OF OCTOBER 1, 1952
Ocean-Going Vessels 2,000 Gross Tons and Over

Deadweight Tonnage Groups in Thousands	Speed Groups						Total			
	17.0 to 17.9 K.		18.0 to 18.9 K.		19.0 to 19.9 K.		No.	D.W.T.	T2-SE-A1 Equivalents	
	No.	D.W.T.	Actual	% of World	No.	D.W.T.			Actual	% of World
1 to 2	-	-	-	-	-	-	1	1,800	0.1	0.0%
2 to 3	-	-	-	-	-	-	32	81,100	4.1	0.2
3 to 4	1	3,400	0.2	0.0	-	-	76	252,500	9.8	0.6
4 to 5	-	-	-	-	1	4,700	82	349,900	14.9	0.9
5 to 6	-	-	-	-	-	-	44	236,700	10.1	0.6
6 to 7	-	-	-	-	-	-	24	153,700	6.5	0.4
7 to 8	-	-	-	-	-	-	39	292,300	12.8	0.7
8 to 9	-	-	-	-	1	8,500	69	583,900	26.2	1.5
9 to 10	-	-	-	-	-	-	103	970,800	44.8	2.6
10 to 11	-	-	-	-	-	-	141	1,491,300	65.9	3.8
11 to 12	-	-	-	-	-	-	106	1,216,100	56.9	3.3
12 to 13	-	-	-	-	-	-	289	3,552,000	176.0	10.2
13 to 14	-	-	-	-	-	-	98	1,316,500	69.5	4.0
14 to 15	-	-	-	-	-	-	108	1,571,900	77.6	4.5
15 to 16	3	46,500	3.2	0.2	1	15,000	123	1,896,100	102.5	5.9
16 to 17	-	-	-	-	-	-	673	11,121,300	665.7	38.6
17 to 18	-	-	-	-	-	-	36	627,700	35.3	2.1
18 to 19	1	18,400	1.3	0.1	-	-	97	1,770,700	113.4	6.6
19 to 20	-	-	-	-	-	-	18	350,400	19.2	1.1
20 to 21	-	-	-	-	-	-	4	81,200	4.1	0.2
21 to 22	-	-	-	-	-	-	8	172,900	8.4	0.5
22 to 23	-	-	-	-	-	-	5	112,400	6.3	0.4
23 to 24	-	-	-	-	-	-	11	255,400	15.5	0.9
24 to 25	-	-	-	-	-	-	25	611,600	35.3	2.0
25 to 26	-	-	-	-	-	-	4	101,100	5.9	0.3
26 to 27	1	26,800	1.9	0.1	-	-	21	561,400	37.0	2.1
27 to 28	-	-	-	-	-	-	5	135,900	9.0	0.5
28 to 29	-	-	-	-	-	-	37	1,043,500	67.5	3.9
29 to 30	-	-	-	-	-	-	-	-	-	-
30 to 31	5	150,600	10.6	0.6	-	-	8	240,600	16.7	1.0
31 to 32	-	-	-	-	-	-	4	126,600	8.0	0.5
32 to 33	-	-	-	-	-	-	1	32,000	1.8	0.1
Total	11	245,700	17.2	1.0	3	26,200	2,292	31,318,300	1,726.8	100.0

TABLE 3 (c)

ANALYSIS OF AGE DISTRIBUTION OF ACTUAL WORLD TANK SHIP FLEET AS OF OCTOBER 1, 1952
Ocean-Going Vessels 2,000 Gross Tons and Over

Year of Construction	Ownership										Total United States	
	United States Oil Company Owned		United States Non-Oil Company Owned		United States Total Privately Owned		United States Military		United States Maritime Administration			
	No.	D.W.T.	No.	D.W.T.	No.	D.W.T.	No.	D.W.T.	No.	D.W.T.	No.	D.W.T.
1892	-	-	-	-	-	-	-	-	-	-	-	-
1893	-	-	-	-	-	-	-	-	-	-	-	-
1894	-	-	-	-	-	-	-	-	-	-	-	-
1895	-	-	-	-	-	-	-	-	-	-	-	-
1896	-	-	-	-	-	-	-	-	-	-	-	-
1897	-	-	-	-	-	-	-	-	-	-	-	-
1898	-	-	-	-	-	-	-	-	-	-	-	-
1899	-	-	-	-	-	-	-	-	-	-	-	-
1900	-	-	-	-	-	-	-	-	-	-	-	-
1901	-	-	-	-	-	-	-	-	-	-	-	-
1902	-	-	-	-	-	-	-	-	-	-	-	-
1903	-	-	-	-	-	-	-	-	-	-	-	-
1904	-	-	-	-	-	-	-	-	-	-	-	-
1905	-	-	-	-	-	-	-	-	-	-	-	-
1906	-	-	-	-	-	-	-	-	-	-	-	-
1907	-	-	-	-	-	-	-	-	-	-	-	-
1908	-	-	-	-	-	-	-	-	-	-	-	-
1909	-	-	-	-	-	-	-	-	-	-	-	-
1910	-	-	-	-	-	-	-	-	-	-	-	-
1911	-	-	-	-	-	-	-	-	-	-	-	-
1912	-	-	-	-	-	-	-	-	-	-	-	-
1913	-	-	-	-	-	-	-	-	-	-	-	-
1914	-	-	-	-	-	-	-	-	-	-	-	-
1915	-	-	-	-	-	-	-	-	-	-	-	-
1916	-	-	-	-	1	11,200	-	-	-	-	-	1 11,200
1917	1	11,200	-	-	-	-	-	-	-	-	-	-
1918	-	-	-	-	1	8,000	-	-	-	-	-	1 8,000
1919	1	8,000	-	-	3	30,200	-	-	-	-	-	3 30,200
1920	2	17,600	1	12,600	4	47,800	-	-	-	-	-	4 47,800
1921	3	36,000	1	11,800	-	-	-	-	-	-	-	-
1922	-	-	-	-	-	-	-	-	-	-	-	-
1923	-	-	-	-	1	10,500	-	-	-	-	-	1 10,500
1924	1	10,500	-	-	-	-	-	-	-	-	-	-
1925	-	-	-	-	-	-	-	-	-	-	-	-
1926	1	15,300	-	-	1	15,300	-	-	-	-	-	1 15,300
1927	2	34,900	-	-	2	34,900	-	-	-	-	-	2 34,900
1928	4	65,600	-	-	4	65,600	-	-	-	-	-	4 65,600
1929	-	-	-	-	4	59,900	-	-	-	-	-	4 59,900
1930	4	59,900	-	-	-	-	-	-	-	-	-	-
1931	3	45,900	-	-	3	45,900	-	-	-	-	-	3 45,900
1932	-	-	-	-	-	-	-	-	-	-	-	-
1933	-	-	-	-	-	-	-	-	-	-	-	-
1934	-	-	-	-	-	-	-	-	-	-	-	-
1935	2	29,800	-	-	2	29,800	-	-	-	-	-	2 29,800
1936	5	68,600	1	15,300	6	83,900	-	-	-	-	-	6 83,900
1937	12	159,000	-	-	12	159,000	-	-	-	-	-	12 159,000
1938	7	102,300	1	13,000	8	115,300	-	-	-	-	-	8 115,300
1939	4	66,000	-	-	4	66,000	2	36,400	-	-	-	6 102,400
1940	8	123,700	1	12,900	9	136,600	4	72,800	-	-	-	13 209,400
1941	13	193,900	-	-	13	193,900	3	49,200	2	25,400	-	18 268,500
1942	27	426,200	7	115,200	34	541,400	13	171,100	-	-	-	47 712,500
1943	52	839,300	75	1,045,300	127	1,884,600	22	344,700	-	-	-	149 2,229,300
1944	61	1,006,900	34	561,800	95	1,568,700	42	617,000	2	21,300	-	139 2,207,000
1945	59	926,100	18	320,000	77	1,246,100	26	264,400	-	-	-	103 1,510,500
1946	2	25,400	-	-	2	25,400	6	93,100	-	-	-	8 118,500
1947	-	-	-	-	-	-	-	-	-	-	-	-
1948	1	12,900	1	18,200	2	31,100	-	-	-	-	-	2 31,100
1949	3	79,900	-	-	3	79,900	-	-	-	-	-	3 79,900
1950	4	110,600	-	-	4	110,600	-	-	-	-	-	4 110,600
1951	2	60,400	-	-	2	60,400	-	-	-	-	-	2 60,400
1952	4	89,000	-	-	4	89,000	-	-	-	-	-	4 89,000
Total	288	4,624,900	140	2,126,100	428	6,751,000	118	1,648,700	4	46,700	-	550 8,446,400

CPYRGHT

ANALYSIS OF AGE DISTRIBUTION OF ACTUAL WORLD TANK SHIP FLEET AS OF OCTOBER 1, 1952
Ocean-Going Vessels 2,000 Gross Tons and Over

Year of Construction	Ownership								Total World	
	British Empire		Norway		Panama		All Others		No.	D.W.T.
	No.	D.W.T.	No.	D.W.T.	No.	D.W.T.	No.	D.W.T.	No.	D.W.T.
1892	-	-	-	-	-	-	1	3,800	1	3,800
1893	-	-	-	-	1	4,000	-	-	1	4,000
1894	-	-	-	-	-	-	-	-	-	-
1895	-	-	-	-	-	-	-	-	-	-
1896	-	-	-	-	-	-	1	6,200	2	13,800
1897	1	7,600	-	-	-	-	-	-	1	5,700
1898	-	-	-	-	-	-	1	5,700	1	4,000
1899	-	-	-	-	-	-	1	4,000	1	4,000
1900	-	-	-	-	-	-	-	-	2	17,500
1901	1	4,000	1	13,500	-	-	-	-	1	6,800
1902	-	-	-	-	-	-	1	6,800	1	6,800
1903	-	-	-	-	-	-	-	-	2	17,300
1904	-	-	-	-	-	-	-	-	-	-
1905	1	6,700	1	10,600	-	-	-	-	-	-
1906	-	-	-	-	-	-	-	-	-	-
1907	-	-	-	-	-	-	1	7,100	1	7,100
1908	-	-	-	-	-	-	-	-	1	8,100
1909	-	-	-	-	-	-	1	8,100	1	8,100
1910	-	-	-	-	-	-	1	7,400	1	7,400
1911	-	-	-	-	1	5,100	2	17,800	5	33,500
1912	2	10,600	-	-	-	-	5	38,300	10	95,000
1913	3	28,400	2	28,300	-	-	8	78,300	14	137,600
1914	3	18,700	1	16,100	2	24,500	-	-	-	-
1915	-	-	-	-	-	-	-	-	-	-
1916	-	-	-	-	2	9,900	8	72,500	10	82,400
1917	6	23,600	-	-	2	10,100	4	34,200	13	79,100
1918	3	19,500	-	-	5	49,700	7	66,600	15	135,800
1919	2	22,800	-	-	3	29,700	5	53,600	11	114,100
1920	3	25,000	-	-	9	91,500	16	153,300	31	300,000
1921	7	98,800	2	15,600	7	75,400	18	175,900	38	413,500
1922	5	52,400	1	11,000	2	23,900	10	95,200	18	182,500
1923	5	44,300	-	-	1	13,900	8	60,200	14	118,400
1924	3	31,200	-	-	-	-	9	40,800	13	82,500
1925	4	20,400	-	-	2	22,000	8	41,000	14	83,400
1926	4	37,100	-	-	1	13,100	10	61,900	16	127,400
1927	13	118,800	5	49,600	3	28,400	26	163,400	49	395,100
1928	13	122,200	3	36,700	3	30,200	32	259,600	55	514,300
1929	5	56,600	7	65,700	2	31,700	17	177,600	31	331,600
1930	6	100,300	14	167,700	4	53,500	24	268,000	52	649,400
1931	6	58,700	12	143,200	9	121,800	19	215,200	49	584,800
1932	2	28,400	3	29,000	1	18,100	10	107,200	16	182,700
1933	3	54,000	1	13,600	-	-	3	46,200	7	113,800
1934	1	5,400	2	22,600	-	-	6	58,300	9	86,300
1935	7	79,800	9	125,200	2	23,800	11	117,100	31	375,700
1936	12	129,200	7	99,100	2	26,600	12	131,800	39	470,600
1937	20	248,400	14	200,600	3	28,700	8	84,300	57	721,000
1938	13	150,400	5	71,900	2	32,500	21	226,700	49	596,800
1939	15	186,000	13	185,400	1	18,400	20	235,700	55	727,900
1940	3	40,100	5	75,000	1	12,800	7	108,900	29	446,200
1941	18	192,500	5	68,400	4	58,800	5	60,100	50	648,300
1942	28	343,500	5	69,000	3	55,700	5	62,800	88	1,243,500
1943	24	287,100	5	70,000	27	388,000	48	595,800	253	3,570,200
1944	69	971,000	10	146,500	20	323,900	52	732,700	290	4,381,100
1945	51	720,200	19	291,900	28	403,200	52	586,100	253	3,511,900
1946	36	436,000	3	29,100	-	-	14	146,300	61	729,900
1947	10	113,900	7	126,100	-	-	15	196,200	32	436,200
1948	19	231,700	19	269,500	1	9,500	9	144,400	50	706,200
1949	21	280,100	28	428,000	15	374,400	33	631,800	100	1,794,200
1950	31	443,500	42	676,300	15	353,600	38	626,800	130	2,210,800
1951	30	425,600	50	871,700	4	71,900	46	779,500	132	2,209,100
1952	20	350,800	20	320,200	6	107,700	39	732,300	89	1,600,000
Total	529	6,625,300	321	4,767,100	194	2,946,000	698	8,533,500	2,292	31,318,300

T2-SE-A1 EQUIVALENT ANALYSIS OF AGE DISTRIBUTION OF WORLD TANK SHIP FLEET
AS OF OCTOBER 1, 1952
Ocean-Going Vessels 2,000 Gross Tons and Over

Year of Construction	Ownership											
	United States Oil Company Owned		United States Non-Oil Company Owned		United States Total Privately Owned		United States Military		United States Maritime Administration		Total United States	
	No.	D.W.T.	No.	D.W.T.	No.	D.W.T.	No.	D.W.T.	No.	D.W.T.	No.	D.W.T.
1892	-	-	-	-	-	-	-	-	-	-	-	-
1893	-	-	-	-	-	-	-	-	-	-	-	-
1894	-	-	-	-	-	-	-	-	-	-	-	-
1895	-	-	-	-	-	-	-	-	-	-	-	-
1896	-	-	-	-	-	-	-	-	-	-	-	-
1897	-	-	-	-	-	-	-	-	-	-	-	-
1898	-	-	-	-	-	-	-	-	-	-	-	-
1899	-	-	-	-	-	-	-	-	-	-	-	-
1900	-	-	-	-	-	-	-	-	-	-	-	-
1901	-	-	-	-	-	-	-	-	-	-	-	-
1902	-	-	-	-	-	-	-	-	-	-	-	-
1903	-	-	-	-	-	-	-	-	-	-	-	-
1904	-	-	-	-	-	-	-	-	-	-	-	-
1905	-	-	-	-	-	-	-	-	-	-	-	-
1906	-	-	-	-	-	-	-	-	-	-	-	-
1907	-	-	-	-	-	-	-	-	-	-	-	-
1908	-	-	-	-	-	-	-	-	-	-	-	-
1909	-	-	-	-	-	-	-	-	-	-	-	-
1910	-	-	-	-	-	-	-	-	-	-	-	-
1911	-	-	-	-	-	-	-	-	-	-	-	-
1912	-	-	-	-	-	-	-	-	-	-	-	-
1913	-	-	-	-	-	-	-	-	-	-	-	-
1914	-	-	-	-	-	-	-	-	-	-	-	-
1915	-	-	-	-	-	-	-	-	-	-	-	-
1916	-	-	-	-	-	-	-	-	-	-	-	-
1917	0.5	8,400	-	-	0.5	8,400	-	-	-	-	0.5	8,400
1918	-	-	-	-	-	-	-	-	-	-	-	-
1919	0.3	5,000	-	-	0.3	5,000	-	-	-	-	0.3	5,000
1920	0.7	11,700	0.5	8,400	1.2	20,100	-	-	-	-	1.2	20,100
1921	1.6	26,800	0.5	8,400	2.1	35,200	-	-	-	-	2.1	35,200
1922	-	-	-	-	-	-	-	-	-	-	-	-
1923	-	-	-	-	-	-	-	-	-	-	-	-
1924	0.5	8,400	-	-	0.5	8,400	-	-	-	-	0.5	8,400
1925	-	-	-	-	-	-	-	-	-	-	-	-
1926	0.7	11,700	-	-	0.7	11,700	-	-	-	-	0.7	11,700
1927	1.5	25,100	-	-	1.5	25,100	-	-	-	-	1.5	25,100
1928	2.9	48,600	-	-	2.9	48,600	-	-	-	-	2.9	48,600
1929	-	-	-	-	-	-	-	-	-	-	-	-
1930	2.8	46,900	-	-	2.8	46,900	-	-	-	-	2.8	46,900
1931	2.2	36,900	-	-	2.2	36,900	-	-	-	-	2.2	36,900
1932	-	-	-	-	-	-	-	-	-	-	-	-
1933	-	-	-	-	-	-	-	-	-	-	-	-
1934	-	-	-	-	-	-	-	-	-	-	-	-
1935	1.6	26,800	-	-	1.6	26,800	-	-	-	-	1.6	26,800
1936	3.6	60,400	0.8	13,400	4.4	73,800	-	-	-	-	4.4	73,800
1937	8.5	142,500	-	-	8.5	142,500	-	-	-	-	8.5	142,500
1938	5.5	92,200	0.7	11,700	6.2	103,900	-	-	-	-	6.2	103,900
1939	3.7	62,000	-	-	3.7	62,000	2.7	45,300	-	-	6.4	107,300
1940	6.9	115,700	0.7	11,700	7.6	127,400	5.4	90,500	-	-	13.0	217,900
1941	11.0	184,400	-	-	11.0	184,400	3.5	58,700	1.1	18,500	15.6	261,600
1942	26.5	444,300	6.9	115,700	33.4	560,000	11.3	189,400	-	-	44.7	749,400
1943	50.8	851,700	58.3	977,400	109.1	1,829,100	22.8	382,300	-	-	131.9	2,211,400
1944	60.2	1,009,300	34.0	570,000	94.2	1,579,300	41.2	690,700	0.9	15,000	136.3	2,285,000
1945	55.1	923,800	19.6	328,600	74.7	1,252,400	17.3	290,000	-	-	92.0	1,542,400
1946	1.5	25,100	-	-	1.5	25,100	6.8	114,000	-	-	8.3	139,100
1947	-	-	-	-	-	-	-	-	-	-	-	-
1948	0.8	13,400	1.1	18,500	1.9	31,900	-	-	-	-	1.9	31,900
1949	5.3	88,900	-	-	5.3	88,900	-	-	-	-	5.3	88,900
1950	7.5	125,800	-	-	7.5	125,800	-	-	-	-	7.5	125,800
1951	4.2	70,400	-	-	4.2	70,400	-	-	-	-	4.2	70,400
1952	5.8	97,200	-	-	5.8	97,200	-	-	-	-	5.8	97,200
Total	272.2	4,563,400	123.1	2,063,800	395.3	6,627,200	111.0	1,860,900	2.0	33,500	508.3	8,521,600
Avg. Age	9 Yrs. 6 Mos.		8 Yrs. 11 Mos.		9 Yrs. 4 Mos.		6 Yrs. 9 Mos.				rs., 3 Mos.	

T2-SE-A1 EQUIVALENT ANALYSIS OF AGE DISTRIBUTION OF WORLD TANK SHIP FLEET
AS OF OCTOBER 1, 1952
Ocean-Going Vessels 2,000 Gross Tons and Over

Year of Construction	British Empire		Norway		Ownership Panama		All Others		Total World	
	No.	D.W.T.	No.	D.W.T.	No.	D.W.T.	No.	D.W.T.	No.	D.W.T.
1892	-	-	-	-	-	-	0.2	3,400	0.2	3,400
1893	-	-	-	-	0.1	1,700	-	-	0.1	1,700
1894	-	-	-	-	-	-	-	-	-	-
1895	-	-	-	-	-	-	-	-	-	-
1896	-	-	-	-	-	-	-	-	-	-
1897	0.3	5,000	-	-	-	-	0.3	5,000	0.6	10,000
1898	-	-	-	-	-	-	-	-	-	-
1899	-	-	-	-	-	-	0.2	3,400	0.2	3,400
1900	-	-	-	-	-	-	0.2	3,400	0.2	3,400
1901	0.1	1,700	0.7	11,700	-	-	-	-	0.8	13,400
1902	-	-	-	-	-	-	-	-	-	-
1903	-	-	-	-	-	-	0.3	5,000	0.3	5,000
1904	-	-	-	-	-	-	-	-	-	-
1905	0.3	5,000	0.4	6,700	-	-	-	-	0.7	11,700
1906	-	-	-	-	-	-	-	-	-	-
1907	-	-	-	-	-	-	-	-	-	-
1908	-	-	-	-	-	-	0.3	5,000	0.3	5,000
1909	-	-	-	-	-	-	-	-	-	-
1910	-	-	-	-	-	-	0.3	5,000	0.3	5,000
1911	-	-	-	-	-	-	0.3	5,000	0.3	5,000
1912	0.4	6,700	-	-	0.2	3,400	0.7	11,700	1.3	21,800
1913	1.1	18,500	1.2	20,100	-	-	1.6	26,800	3.9	65,400
1914	0.7	11,700	0.7	11,700	1.0	16,800	3.1	52,000	5.5	92,200
1915	-	-	-	-	-	-	-	-	-	-
1916	-	-	-	-	0.4	6,700	3.0	50,300	3.4	57,100
1917	1.0	16,800	-	-	0.4	6,700	1.5	25,200	3.4	57,100
1918	0.8	13,400	-	-	2.0	33,500	2.9	48,600	5.7	95,500
1919	0.9	15,100	-	-	1.3	21,800	2.3	38,600	4.8	80,500
1920	1.0	16,800	-	-	3.7	62,000	6.3	105,600	12.2	204,500
1921	4.0	67,100	0.6	10,100	3.3	55,300	7.3	122,400	17.3	290,100
1922	2.2	36,900	0.4	6,700	1.0	16,800	3.9	65,400	7.5	125,800
1923	1.8	30,200	-	-	0.7	11,700	2.5	41,900	5.0	83,800
1924	1.3	21,800	-	-	-	-	1.5	25,200	3.3	55,400
1925	0.8	13,400	-	-	0.9	15,100	1.5	25,200	3.2	53,700
1926	1.6	26,800	-	-	0.6	10,100	2.6	43,600	5.5	92,200
1927	5.0	83,800	2.2	36,900	1.2	20,100	6.7	112,300	16.6	278,200
1928	5.0	83,800	1.5	25,200	1.3	21,800	11.2	187,800	21.9	367,200
1929	2.5	41,900	2.9	48,600	1.4	23,500	7.9	132,400	14.7	246,400
1930	4.5	75,400	7.6	127,400	2.5	41,900	12.1	202,900	29.5	494,500
1931	2.5	41,900	6.7	112,300	5.4	90,500	9.9	166,000	26.7	447,600
1932	1.2	20,100	1.3	21,800	0.9	15,100	5.3	88,900	8.7	145,900
1933	2.4	40,200	0.7	11,700	-	-	2.2	36,900	5.3	88,800
1934	0.2	3,400	1.1	18,400	-	-	2.8	46,900	4.1	68,700
1935	3.6	60,400	6.0	100,600	1.1	18,400	5.7	95,600	18.0	301,800
1936	6.1	102,300	5.0	83,800	1.3	21,800	6.4	107,300	23.2	389,000
1937	11.7	196,200	10.1	169,300	1.3	21,800	3.9	65,400	35.5	595,200
1938	7.7	129,100	3.6	60,400	1.5	25,200	11.4	191,100	30.4	509,700
1939	8.8	147,500	9.8	164,300	1.3	21,800	11.9	199,500	38.2	640,400
1940	1.8	30,200	4.1	68,700	0.7	11,700	5.8	97,200	25.4	425,700
1941	9.3	155,900	3.3	55,300	2.9	48,600	3.1	52,000	34.2	573,400
1942	16.1	269,900	3.6	60,400	3.6	60,400	3.5	58,700	71.5	1,198,800
1943	13.6	228,000	3.9	65,400	22.2	372,200	33.2	556,600	204.8	3,433,600
1944	56.5	947,200	8.3	139,100	19.2	321,900	41.4	694,100	261.7	4,387,300
1945	41.2	690,700	16.6	278,300	23.5	393,900	32.3	541,500	205.6	3,446,800
1946	22.8	382,300	1.5	25,200	-	-	7.8	130,700	40.4	677,300
1947	5.5	92,200	6.9	115,700	-	-	11.0	184,400	23.4	392,300
1948	11.7	196,200	16.5	276,600	0.5	8,400	8.5	142,500	39.1	655,600
1949	14.5	243,100	24.0	402,400	24.3	407,400	39.4	660,400	107.5	1,802,200
1950	24.3	407,400	39.0	653,800	22.8	382,200	38.2	640,400	131.8	2,209,600
1951	22.8	382,200	49.6	831,600	4.3	72,100	45.8	767,700	126.7	2,124,000
1952	20.9	350,400	18.5	310,200	6.5	109,000	44.2	741,000	95.9	1,607,800
Total	340.5	5,708,600	258.3	4,330,400	165.3	2,771,300	454.4	7,617,000	1,726.8	28,949,800
Avg. Age	9 Yrs., 6 Mos.		7 Yrs., 5 Mos.		9 Yrs., 11 Mos.		10 Yrs., 6 Mos.		9 Yrs., 5 Mos.	

CUMULATIVE T2-SE-A1 EQUIVALENT ANALYSIS OF AGE DISTRIBUTION OF WORLD TANK SHIP FLEET
AS OF OCTOBER 1, 1952
Ocean-Going Vessels 2,000 Gross Tons and Over

Year of Construction	United States				Flag					
	Oil Company	Non-Oil Company	Total Private	Total	British Empire	Norway	Panama	All Others	Total World	
1952	5.8	0.0	5.8	5.8	20.9	18.5	6.5	44.2	95.9	
1951	10.0	0.0	10.0	10.0	43.7	68.1	10.8	90.0	222.6	
1950	17.5	0.0	17.5	17.5	68.0	107.1	33.6	128.2	354.4	
1949	22.8	0.0	22.8	22.8	82.5	131.1	57.9	167.6	461.9	
1948	23.6	1.1	24.7	24.7	94.2	147.6	58.4	176.1	501.0	
1947	23.6	1.1	24.7	24.7	99.7	154.5	58.4	187.1	524.4	
1946	25.1	1.1	26.2	33.0	122.5	156.0	58.4	194.9	564.8	
1945	80.2	20.7	100.9	125.0	163.7	172.6	81.9	227.2	770.4	
1944	140.4	54.7	195.1	261.3	220.2	180.9	101.1	268.6	1,032.1	
1943	191.2	113.0	304.2	393.2	233.8	184.8	123.3	301.8	1,236.9	
1942	217.7	119.9	337.6	437.9	249.9	188.4	126.9	305.3	1,308.4	
1941	228.7	119.9	348.6	453.5	259.2	191.7	129.8	308.4	1,342.6	
1940	235.6	120.6	356.2	466.5	261.0	195.8	130.5	314.2	1,368.0	
1939	239.3	120.6	359.9	472.9	269.8	205.6	131.8	326.1	1,406.2	
1938	244.8	121.3	366.1	479.1	277.5	209.2	133.3	337.5	1,436.6	
1937	253.3	121.3	374.6	487.6	289.2	219.3	134.6	341.4	1,472.1	
1936	256.9	122.1	379.0	492.0	295.3	224.3	135.9	347.8	1,495.3	
1935	258.5	122.1	380.6	493.6	298.9	230.3	137.0	353.5	1,513.3	
1934	258.5	122.1	380.6	493.6	299.1	231.4	137.0	356.3	1,517.4	
1933	258.5	122.1	380.6	493.6	301.5	232.1	137.0	358.5	1,522.7	
1932	258.5	122.1	380.6	493.6	302.7	233.4	137.9	363.8	1,531.4	
1931	260.7	122.1	382.8	495.8	305.2	240.1	143.3	373.7	1,558.1	
1930	263.5	122.1	385.6	498.6	309.7	247.7	145.8	385.8	1,587.6	
1929	263.5	122.1	385.6	498.6	312.2	250.6	147.2	393.7	1,602.3	
1928	266.4	122.1	388.5	501.5	317.2	252.1	148.5	400.9	1,624.2	
1927	267.9	122.1	390.0	503.0	322.2	254.3	149.7	411.6	1,640.8	
1926	268.6	122.1	390.7	503.7	323.8	254.3	150.3	414.2	1,646.3	
1925	268.6	122.1	390.7	503.7	324.6	254.3	151.2	415.7	1,649.5	
1924	269.1	122.1	391.2	504.2	325.9	254.3	151.2	417.2	1,652.8	
1923	269.1	122.1	391.2	504.2	327.7	254.3	151.9	419.7	1,657.8	
1922	269.1	122.1	391.2	504.2	329.9	254.7	152.9	423.6	1,665.3	
1921	270.7	122.6	393.3	506.3	333.9	255.3	156.2	430.9	1,682.6	
1920	271.4	123.1	394.5	507.5	334.9	255.3	159.9	437.2	1,694.8	
1919	271.7	123.1	394.8	507.8	335.7	255.3	161.2	439.5	1,699.6	
1918	271.7	123.1	394.8	507.8	336.6	255.3	163.2	442.4	1,705.3	
1917	272.2	123.1	395.3	508.3	337.6	255.3	163.6	443.9	1,708.7	
1916	272.2	123.1	395.3	508.3	337.6	255.3	164.0	446.9	1,712.1	
1915	272.2	123.1	395.3	508.3	337.6	255.3	164.0	446.9	1,712.1	
1914	272.2	123.1	395.3	508.3	338.3	256.0	165.0	450.0	1,717.6	
1913	272.2	123.1	395.3	508.3	339.4	257.2	165.0	451.6	1,721.5	
1912	272.2	123.1	395.3	508.3	339.8	257.2	165.2	452.3	1,722.8	
1911	272.2	123.1	395.3	508.3	339.8	257.2	165.2	452.0	1,723.1	
1910	272.2	123.1	395.3	508.3	339.8	257.2	165.2	452.0	1,723.1	
1909	272.2	123.1	395.3	508.3	339.8	257.2	165.2	452.0	1,723.1	
1908	272.2	123.1	395.3	508.3	339.8	257.2	165.2	453.2	1,723.4	
1907	272.2	123.1	395.3	508.3	339.8	257.2	165.2	453.2	1,723.4	
1906	272.2	123.1	395.3	508.3	339.8	257.2	165.2	453.2	1,723.4	
1905	272.2	123.1	395.3	508.3	340.1	257.6	165.2	453.2	1,724.4	
1904	272.2	123.1	395.3	508.3	340.1	257.6	165.2	453.2	1,724.4	
1903	272.2	123.1	395.3	508.3	340.1	257.6	165.2	453.5	1,724.7	
1902	272.2	123.1	395.3	508.3	340.1	257.6	165.2	453.5	1,724.7	
1901	272.2	123.1	395.3	508.3	340.2	258.3	165.2	453.5	1,725.5	
1900	272.2	123.1	395.3	508.3	340.2	258.3	165.2	453.7	1,725.7	
1899	272.2	123.1	395.3	508.3	340.2	258.3	165.2	453.9	1,725.9	
1898	272.2	123.1	395.3	508.3	340.2	258.3	165.2	453.9	1,725.9	
1897	272.2	123.1	395.3	508.3	340.5	258.3	165.2	454.2	1,726.5	
1896	272.2	123.1	395.3	508.3	340.5	258.3	165.2	454.2	1,726.5	
1895	272.2	123.1	395.3	508.3	340.5	258.3	165.2	454.2	1,726.5	
1894	272.2	123.1	395.3	508.3	340.5	258.3	165.2	454.2	1,726.5	
1893	272.2	123.1	395.3	508.3	340.5	258.3	165.3	454.2	1,726.6	
1892	272.2	123.1	395.3	508.3	340.5	258.3	165.3	454.4	1,726.8	

CPYRGHT

CUMULATIVE PERCENTAGE T2-SE-A1 ANALYSIS OF AGE DISTRIBUTION OF WORLD TANK SHIP FLEET
AS OF OCTOBER 1, 1952
Ocean-Going Vessels 2,000 Gross Tons and Over

Year of Construction	United States				Flag					Total World
	Oil Company	Non-Oil Company	Total Private	Total	British Empire	Norway	Panama	All Others		
1952	2.1%	0.0%	1.5%	1.1%	6.1%	7.2%	3.9%	9.7%	5.6%	
1951	3.7	0.0	2.5	2.0	12.8	26.4	6.5	19.8	12.9	
1950	6.4	0.0	4.4	3.4	20.0	41.5	20.3	28.2	20.5	
1949	8.4	0.0	5.8	4.5	24.2	50.8	35.0	36.9	26.7	
1948	8.7	0.9	6.2	4.9	27.7	57.1	35.3	38.8	29.0	
1947	8.7	0.9	6.2	4.9	29.3	59.8	35.3	41.2	30.4	
1946	9.2	0.9	6.6	6.5	36.0	60.4	35.3	42.9	32.7	
1945	29.5	16.8	25.5	24.6	48.1	66.8	49.5	50.0	44.6	
1944	51.6	44.4	49.4	51.4	64.7	70.0	61.2	59.1	59.8	
1943	70.2	91.8	77.0	77.4	68.7	71.5	74.6	66.4	71.6	
1942	80.0	97.4	85.4	86.1	73.4	72.9	76.8	67.2	75.8	
1941	84.0	97.4	88.2	89.2	76.1	74.2	78.5	67.9	77.8	
1940	86.6	98.0	90.1	91.8	76.7	75.8	78.9	69.1	79.2	
1939	87.9	98.0	91.0	93.0	79.2	79.6	79.7	71.8	81.4	
1938	89.9	98.5	92.6	94.3	81.5	81.0	80.6	74.3	83.2	
1937	93.1	98.5	94.8	95.9	84.9	84.9	81.4	75.1	85.3	
1936	94.4	99.2	95.9	96.8	86.7	86.8	82.2	76.5	86.6	
1935	95.0	99.2	96.3	97.1	87.8	89.2	82.9	77.8	87.6	
1934	95.0	99.2	96.3	97.1	87.8	89.6	82.9	78.4	87.9	
1933	95.0	99.2	96.3	97.1	88.5	89.9	82.9	78.9	88.2	
1932	95.0	99.2	96.3	97.1	88.9	90.4	83.4	80.1	88.7	
1931	95.8	99.2	96.8	97.5	89.6	93.0	86.7	82.2	90.2	
1930	96.8	99.2	97.5	98.1	91.0	95.9	88.2	84.9	91.9	
1929	96.8	99.2	97.5	98.1	91.7	97.0	89.1	86.6	92.8	
1928	97.9	99.2	98.3	98.7	93.2	97.6	89.8	89.1	94.1	
1927	98.4	99.2	98.7	99.0	94.6	98.5	90.6	90.6	95.0	
1926	98.7	99.2	98.8	99.1	95.1	98.5	90.9	91.2	95.3	
1925	98.7	99.2	98.8	99.1	95.3	98.5	91.5	91.5	95.5	
1924	98.9	99.2	99.0	99.2	95.7	98.5	91.5	91.8	95.7	
1923	98.9	99.2	99.0	99.2	96.2	98.5	91.9	92.4	96.0	
1922	98.9	99.2	99.0	99.2	96.9	98.6	92.5	92.2	96.4	
1921	99.4	99.6	99.5	99.6	98.1	98.8	94.5	94.8	97.4	
1920	99.7	100.0	99.8	99.8	98.4	98.8	96.7	96.2	98.1	
1919	99.8	100.0	99.9	99.9	98.6	98.8	97.5	96.7	98.4	
1918	99.8	100.0	99.9	99.9	98.9	98.8	98.7	97.4	98.8	
1917	100.0	100.0	100.0	100.0	99.1	98.8	99.0	97.7	99.0	
1916	100.0	100.0	100.0	100.0	99.1	98.8	99.2	98.3	99.1	
1915	100.0	100.0	100.0	100.0	99.1	98.8	99.2	98.3	99.1	
1914	100.0	100.0	100.0	100.0	99.4	99.1	99.8	99.0	99.5	
1913	100.0	100.0	100.0	100.0	99.7	99.6	99.8	99.4	99.7	
1912	100.0	100.0	100.0	100.0	99.8	99.6	99.9	99.5	99.8	
1911	100.0	100.0	100.0	100.0	99.8	99.6	99.9	99.6	99.8	
1910	100.0	100.0	100.0	100.0	99.8	99.6	99.9	99.7	99.8	
1909	100.0	100.0	100.0	100.0	99.8	99.6	99.9	99.7	99.8	
1908	100.0	100.0	100.0	100.0	99.8	99.6	99.9	99.7	99.8	
1907	100.0	100.0	100.0	100.0	99.8	99.6	99.9	99.7	99.8	
1906	100.0	100.0	100.0	100.0	99.8	99.6	99.9	99.7	99.8	
1905	100.0	100.0	100.0	100.0	99.9	99.7	99.9	99.7	99.9	
1904	100.0	100.0	100.0	100.0	99.9	99.7	99.9	99.7	99.9	
1903	100.0	100.0	100.0	100.0	99.9	99.7	99.9	99.8	99.9	
1902	100.0	100.0	100.0	100.0	99.9	99.7	99.9	99.8	99.9	
1901	100.0	100.0	100.0	100.0	99.9	100.0	99.9	99.8	99.9	
1900	100.0	100.0	100.0	100.0	99.9	100.0	99.9	99.8	99.9	
1899	100.0	100.0	100.0	100.0	99.9	100.0	99.9	99.9	99.9	
1898	100.0	100.0	100.0	100.0	99.9	100.0	99.9	99.9	99.9	
1897	100.0	100.0	100.0	100.0	100.0	100.0	99.9	99.9	99.9	
1896	100.0	100.0	100.0	100.0	100.0	100.0	99.9	99.9	99.9	
1895	100.0	100.0	100.0	100.0	100.0	100.0	99.9	99.9	99.9	
1894	100.0	100.0	100.0	100.0	100.0	100.0	99.9	99.9	99.9	
1893	100.0	100.0	100.0	100.0	100.0	100.0	100.0	99.9	99.9	
1892	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	

ANALYSIS OF UNITED STATES FLAG PRIVATELY OWNED TANK SHIP FLEET AS OF OCTOBER 1, 1952
Ocean-Going Vessels 2,000 Gross Tons and Over

Owner (Including Subsidiaries)	No.	Actual			Average Speed	No.	T2-SE-All Equivalents			Rank	Average Age	
		Gross Tons	D.W.T.	Average Speed			D.W.T.	% of Total	Years		Months	
OIL COMPANIES												
The Atlantic Refining Company	13	136,200	226,600	14.0 K.	13.0	217,900	3.3%	8	9	8		
Barber Oil Corporation	8	82,000	133,800	14.5	8.0	134,100	2.0	13	7	10		
Citiles Service Oil Company	18	184,500	300,600	14.6	18.0	301,800	4.5	6	7	10		
Gulf Oil Corporation	38	363,400	590,600	13.7	33.3	558,300	8.4	2	11	10		
The Pure Oil Company	9	75,100	120,100	14.1	6.9	115,700	1.7	16	11	6		
Sinclair Refining Company	10	94,500	147,700	14.6	8.9	149,200	2.3	12	12	7		
Socory-Vacuum Oil Company, Inc.	21	208,600	339,600	14.8	20.7	347,000	5.2	4	10	7		
Standard Oil Company (Indiana)	12	110,000	182,800	13.6	10.2	171,000	2.6	9	11	3		
Standard Oil Company (New Jersey)	54	583,200	949,400	14.7	57.4	962,300	14.5	1	8	1		
Standard Oil Company of California	13	111,200	173,800	14.2	10.1	159,300	4.0	10	8	6		
Sun Oil Company	18	171,000	280,800	13.6	15.7	263,200	2.6	7	13	5		
The Texas Company	22	210,000	332,200	14.7	20.1	337,000	5.1	5	14	9		
Tide Water Associated Oil Company	14	120,000	191,900	12.8	10.1	169,300	2.6	11	7	3		
Union Oil Company of California	7	56,600	106,900	14.1	6.2	104,000	1.6	18	7	6		
Other Oil Companies	31	340,000	548,100	14.9	33.6	563,300	8.5	-	7	1		
Sub-Total Oil Companies	288	2,656,500	4,624,900	14.3	272.2	4,563,400	68.9	-	9	6		
NON-OIL COMPANIES												
Bernuth, Lembecke Company, Inc.	5	42,900	67,400	13.3	3.7	62,000	0.9	23	9	5		
Colonial Steamship Corporation	2	42,700	64,800	12.8	3.4	57,000	0.9	24	9	0		
Independent Tankships, Inc.	6	50,600	100,000	15.5	6.4	107,300	1.6	17	9	1		
Keystone Tankship Corporation	6	61,500	100,300	14.5	5.4	90,500	1.4	21	9	1		
Charles Kurz & Company, Inc.	7	62,500	97,900	13.4	5.4	395,700	5.9	3	8	4		
National Bulk Carriers, Inc.	20	225,800	368,500	15.6	23.6	98,900	1.5	20	7	1		
North American Shipping & Trading Co., Inc.	6	61,200	100,000	14.5	5.9	130,800	1.9	14	7	3		
Paco Tankers, Inc.	10	90,800	141,300	13.4	7.8	83,800	1.3	22	7	10		
Southern Trading Company	5	50,800	84,000	14.5	5.0	117,400	1.8	15	6	10		
United States Petroleum Carriers, Inc.	7	71,600	117,000	14.5	7.0	819,800	12.4	-	9	3		
Other Non-Oil Companies	63	566,600	884,800	13.4	48.9	-	-	-	8	11		
Sub-Total Non-Oil Companies	140	1,337,000	2,126,100	14.1	123.1	2,063,800	31.1	-	8	11		
TOTAL UNITED STATES PRIVATELY OWNED FLEET	428	4,193,500	6,751,000	14.2	395.3	6,627,200	100.0	-	9	4		

ANALYSIS OF OWNERSHIP WITHIN FLAGS OF THE ACTUAL WORLD TANK SHIP FLEET AS OF OCTOBER 1, 1952
Ocean-Going Vessels 2,000 Gross Tons and Over

Flag	Total Actual			All Oil Companies			U.S. Oil Companies			Non-Oil Companies			Governments		
	No.	D.W.T.	Average Speed	No.	D.W.T.	Average Speed	No.	D.W.T.	Average Speed	No.	D.W.T.	Average Speed	No.	D.W.T.	Average Speed
WESTERN HEMISPHERE															
United States	550	8,446,400	14.6	288	4,624,900	14.3	288	4,624,900	14.3	140	2,126,100	14.1	122	1,695,400	16.2
Canada	15	201,000	14.2	9	134,900	14.7	8	131,300	14.7	6	66,100	13.5	-	-	-
Panama	194	2,946,000	13.6	73	1,179,100	14.5	73	1,179,100	14.5	121	1,766,900	13.1	-	-	-
Others:															
Argentina	38	441,500	13.2	2	6,500	10.0	1	3,200	10.5	9	88,500	10.9	27	346,500	13.9
Brazil	9	133,800	14.0	-	-	-	-	-	-	6	92,500	14.1	3	41,300	13.7
Costa Rica	1	10,300	10.0	-	-	-	-	-	-	1	10,300	10.0	-	-	-
Honduras	12	229,500	14.2	-	-	-	-	-	-	12	229,500	14.2	-	-	-
Mexico	20	186,900	10.7	-	-	-	-	-	-	1	3,800	11.0	19	183,100	10.7
Peru	1	4,300	10.0	-	-	-	-	-	-	1	-	-	1	4,300	10.0
Uruguay	2	33,200	14.5	-	-	-	-	-	-	2	-	-	2	33,200	14.5
Venezuela	35	132,600	9.5	34	141,900	9.5	23	99,600	9.8	1	10,700	10.0	52	608,400	12.9
Sub-Total Others	118	1,192,100	12.6	36	148,400	9.5	24	102,800	9.8	30	435,300	13.3	174	2,303,800	15.3
TOTAL WESTERN HEMISPHERE	877	12,785,500	14.2	406	6,087,300	14.2	393	6,038,100	14.3	297	4,394,400	13.6	52	608,400	12.9
EUROPE															
E.C.A. Countries															
Belgium	1,249	16,250,400	12.8	344	3,884,600	12.3	103	1,403,200	12.7	842	11,709,400	12.9	63	656,400	13.4
Denmark	8	100,500	12.3	6	75,000	12.1	6	75,000	12.1	2	25,500	13.0	-	-	-
France	31	460,200	13.3	3	46,400	11.1	3	46,400	11.1	26	413,800	13.5	-	-	-
Germany	89	1,257,100	13.0	27	333,300	12.6	9	123,800	12.8	52	787,000	13.1	10	136,800	13.6
Greece	14	161,900	10.3	2	27,100	10.1	2	27,100	10.1	12	134,800	10.3	-	-	-
Italy	13	166,200	13.3	-	-	-	-	-	-	12	157,900	13.5	1	8,300	10.0
Netherlands	92	1,119,300	12.6	2	27,200	11.5	2	27,200	11.5	88	1,077,200	12.7	2	14,900	10.0
Norway	106	879,900	11.9	97	748,000	11.7	15	166,800	13.8	11	131,900	13.0	-	-	-
Portugal	321	4,767,100	13.2	6	94,400	13.1	6	94,400	13.1	312	4,672,700	13.2	-	-	-
Sweden	6	84,100	13.7	-	-	-	-	-	-	5	84,100	13.7	-	-	-
Switzerland	55	817,600	13.7	-	-	-	-	-	-	6	817,600	13.7	-	-	-
Turkey	2	22,400	10.6	-	-	-	-	-	-	2	22,400	10.6	-	-	-
United Kingdom	3	34,700	12.7	-	-	-	-	-	-	3	34,700	12.7	-	-	-
Others:	507	6,379,400	12.4	201	2,533,200	12.5	60	842,500	12.7	256	3,349,800	12.2	50	496,400	13.5
Finland	7	78,500	10.3	-	-	-	-	-	-	7	78,500	10.3	-	-	-
Poland	2	21,300	10.9	-	-	-	-	-	-	2	21,300	10.9	-	-	-
Spain	24	203,200	11.5	-	-	-	-	-	-	23	197,300	11.5	-	-	-
U.S.S.R.	19	183,800	11.1	-	-	-	-	-	-	1	5,900	11.0	2	197,300	11.5
Yugoslavia	2	21,700	11.5	-	-	-	-	-	-	2	21,700	11.5	-	-	-
Sub-Total Others	54	508,500	11.1	-	-	-	-	-	-	8	84,400	10.3	46	424,100	11.3
TOTAL EUROPE	1,303	16,758,900	12.7	344	3,884,600	12.3	103	1,403,200	12.7	850	11,793,800	12.8	109	1,080,500	12.6
CHINA															
INDIA	4	40,400	10.2	-	-	-	-	-	-	4	40,400	10.2	-	-	-
INDONESIA	1	5,400	8.0	1	5,400	8.0	-	-	-	-	-	-	-	-	
JAPAN	1	3,800	10.0	-	-	-	-	-	-	-	-	-	-	-	
LIBERIA	44	597,200	13.3	-	-	-	-	-	-	44	597,200	13.3	1	3,800	10.0
NEW ZEALAND	56	1,087,600	14.8	8	215,900	15.5	8	215,900	15.5	48	871,700	14.6	-	-	-
PAKISTAN	1	4,500	11.0	1	4,500	11.0	-	-	-	1	4,500	11.0	-	-	-
MISCELLANEOUS BRITISH COLONIES	2	15,000	9.7	-	-	-	-	-	-	1	3,800	10.0	1	5,200	9.0
Sub-Total Others	3	20,000	16.7	1	2,500	8.5	-	-	-	2	17,500	17.9	-	-	-
TOTAL WORLD	2,292	31,318,300	13.4	761	10,200,200	13.5	504	7,657,200	14.0	1,246	17,724,800	13.1	285	3,393,300	14.4
TOTAL BRITISH EMPIRE	529	6,625,300	12.5	213	2,680,500	12.6	68	973,800	12.9	265	3,443,200	12.3	51	501,600	13.4
TOTAL U.S. CONTROL, ALL FLAGS	839	12,852,600	14.4	504	7,657,200	14.0	504	7,657,200	14.0	213	3,500,000	14.4	122	1,695,400	16.2

ANALYSIS OF OWNERSHIP WITHIN FLAGS OF THE WORLD T2-SE-A1 EQUIVALENT TANK SHIP FLEET AS OF OCTOBER 1, 1952
Ocean-Going Vessels 2,000 Gross Tons and Over

Flag	Total T2-SE-A1 Equivalent			All O-1 Companies			U.S. O-1 Companies			Non-O-1 Companies			Governments		
	No.	D.W.T.	% of Flag Capacity	No.	D.W.T.	% of Flag Capacity	No.	D.W.T.	% of Flag Capacity	No.	D.W.T.	% of Flag Capacity	No.	D.W.T.	% of Flag Capacity
WESTERN HEMISPHERE	508.3	8,521,600	100.0%	272.2	4,563,400	53.6%	272.2	4,563,400	53.6%	123.1	2,063,800	24.2%	113.0	1,894,400	22.2%
United States	11.8	197,900	100.0	8.1	135,800	68.6	7.9	132,500	66.9	3.7	62,100	31.4	-	-	-
Canada	165.3	2,771,300	100.0	70.3	1,178,600	42.5	70.3	1,178,600	42.5	95.0	1,592,700	57.5	-	-	-
Others:	24.0	402,400	100.0	0.2	3,400	0.8	0.1	1,700	0.4	4.0	67,100	16.7	19.8	331,900	82.5
Argentina	7.7	129,100	100.0	-	-	-	-	-	-	5.4	90,500	70.1	2.3	38,600	29.9
Brazil	0.4	6,700	100.0	-	-	-	-	-	-	0.4	6,700	100.0	-	-	-
Costa Rica	13.4	224,600	100.0	-	-	-	-	-	-	13.4	224,600	100.0	-	-	-
Honduras	8.3	139,100	100.0	-	-	-	-	-	-	0.2	2,300	2.4	8.1	135,800	97.6
Mexico	0.2	3,400	100.0	-	-	-	-	-	-	-	-	-	0.2	3,400	100.0
Peru	2.0	33,500	100.0	-	-	-	-	-	-	-	-	-	2.0	33,500	100.0
Uruguay	6.0	100,600	100.0	-	-	-	-	-	-	0.4	6,700	6.7	32.4	543,200	52.2
Venezuela	62.0	1,039,400	100.0	5.8	97,300	9.4	4.1	68,800	6.6	23.8	398,900	38.4	145.4	2,437,600	19.4
Sub-Total Others	747.4	12,530,200	100.0	356.4	5,975,100	47.7	354.5	5,943,300	47.4	245.6	4,117,500	32.9	-	-	-
TOTAL WESTERN HEMISPHERE	853.0	14,300,500	100.0	197.2	3,306,000	23.1	197.2	3,306,000	23.1	619.6	10,387,600	72.6	36.2	606,900	4.3
EUROPE	5.1	85,500	100.0	3.7	62,000	72.5	3.7	62,000	72.5	1.4	23,500	27.5	-	-	-
Belgium	25.1	420,800	100.0	2.1	35,200	8.4	2.1	35,200	8.4	23.0	385,600	91.6	-	-	-
Denmark	67.4	1,129,900	100.0	17.2	288,300	25.5	6.5	109,000	9.6	42.5	712,500	63.1	7.7	129,100	11.4
France	6.9	115,700	100.0	1.1	18,500	15.9	1.1	18,500	15.9	5.8	97,200	84.1	0.4	6,700	4.4
Germany	9.1	152,500	100.0	-	-	-	-	-	-	8.7	145,800	95.6	0.6	10,100	1.0
Greece	58.0	972,400	100.0	-	-	-	-	-	-	56.1	940,500	96.7	-	-	-
Italy	43.2	724,200	100.0	1.3	21,800	2.3	1.3	21,800	2.3	7.1	119,000	16.4	-	-	-
Netherlands	258.3	4,330,400	100.0	36.1	605,200	83.6	9.4	157,600	22.0	253.2	4,244,900	98.0	-	-	-
Norway	4.7	78,800	100.0	5.1	85,500	2.0	5.1	85,500	2.0	4.7	78,800	100.0	-	-	-
Portugal	46.1	772,900	100.0	-	-	-	-	-	-	46.1	772,900	100.0	-	-	-
Sweden	1.0	16,800	100.0	-	-	-	-	-	-	1.0	16,800	100.0	-	-	-
Switzerland	1.8	30,200	100.0	-	-	-	-	-	-	1.8	30,200	100.0	-	-	-
Turkey	1.8	30,200	100.0	-	-	-	-	-	-	1.8	30,200	100.0	-	-	-
United Kingdom	326.3	5,470,400	100.0	130.6	2,189,500	40.0	43.9	736,000	13.5	168.2	2,819,900	51.6	27.5	461,000	8.4
Others:	3.3	55,300	100.0	-	-	-	-	-	-	3.3	55,300	100.0	0.9	15,100	100.0
Finland	0.9	15,100	100.0	-	-	-	-	-	-	0.3	5,100	3.1	8.3	155,900	96.9
Ireland	9.6	161,000	100.0	-	-	-	-	-	-	-	-	-	8.4	140,800	100.0
Spain	8.4	140,800	100.0	-	-	-	-	-	-	-	-	-	1.0	16,800	100.0
U.S.S.R.	1.0	16,800	100.0	-	-	-	-	-	-	3.6	60,400	15.5	19.6	328,600	84.5
Yugoslavia	23.2	389,000	100.0	-	-	-	-	-	-	3.6	60,400	15.5	55.8	935,500	6.4
Sub-Total Others	876.2	14,689,500	100.0	197.2	3,306,000	22.5	73.1	1,225,600	8.4	623.2	10,448,000	71.1	-	-	-
TOTAL EUROPE	1.7	28,500	100.0	0.2	3,400	100.0	-	-	-	1.7	28,500	100.0	-	-	-
CHINA	0.2	3,400	100.0	-	-	-	-	-	-	-	-	-	-	-	-
INDIA	0.2	3,400	100.0	-	-	-	-	-	-	-	-	-	-	-	-
INDONESIA	32.7	548,200	100.0	-	-	-	-	-	-	32.7	548,200	100.0	0.2	3,300	100.0
JAPAN	66.2	1,109,800	100.0	13.8	231,300	20.8	13.8	231,300	20.8	52.4	878,500	79.2	-	-	-
LIBERIA	0.2	3,300	100.0	0.2	3,300	100.0	-	-	-	0.4	6,700	66.7	0.2	3,400	33.3
NEW ZEALAND	0.6	10,100	100.0	-	-	-	-	-	-	-	-	-	-	-	-
PANAMA	1.4	23,500	100.0	0.1	1,700	7.1	-	-	-	1.3	21,800	92.9	-	-	-
MISCELLANEOUS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
BRITISH COLONIES	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL WORLD	1,726.8	28,949,800	100.0	567.9	9,520,800	32.9	441.4	7,400,200	25.6	957.3	16,049,200	55.4	201.6	3,379,800	11.7
TOTAL BRITISH EMPIRE	340.5	5,708,600	100.0	139.2	2,333,700	40.9	51.8	868,400	15.2	173.6	2,910,500	51.0	27.7	464,400	8.1
TOTAL U. S. CONTROL,	761.0	12,758,200	100.0	441.4	7,400,200	58.0	441.4	7,400,200	58.0	206.6	3,463,600	27.2	113.0	1,894,400	14.8
ALL FLAGS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

TANK SHIPS UNDER CONSTRUCTION OR ON ORDER AS OF OCTOBER 1, 1952
Ocean-Going Vessels 2,000 Gross Tons and Over

Country of Registry	Netherlands			Norway			Spain			Country of Construction			Sweden			United Kingdom			Total			Average Speed		
	No.	D.W.T.	T-2	No.	D.W.T.	T-2	No.	D.W.T.	T-2	No.	D.W.T.	T-2	No.	D.W.T.	T-2	No.	D.W.T.	T-2	No.	D.W.T.	T-2			
United States	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Belgium	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Brazil	1	20,000	1.2	-	-	-	-	-	-	1	16,300	1.0	-	-	1	16,000	1.0	-	-	3	52,300	3.2	14.8 K.	
Canada	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	100,000	6.6	-	-	9	203,400	13.2	15.8 K.	
Chile	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	34,250	2.1	14.5 K.	
Denmark	-	-	-	-	-	-	-	-	-	4	67,400	4.1	-	-	-	-	-	-	-	16	269,850	16.4	14.7 K.	
Finland	3	45,800	2.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	45,800	2.8	14.7 K.	
France	3	58,500	3.8	-	-	-	-	-	-	2	43,000	2.6	-	-	-	-	-	-	-	34	735,100	47.6	15.7 K.	
Germany	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9	152,400	9.5	15.1 K.	
Greece	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	33,000	1.9	-	-	4	81,000	4.9	14.8 K.	
Ireland	-	-	-	-	-	-	-	-	-	-	-	-	-	1	3,150	0.2	-	-	1	3,150	0.2	12.0 K.		
Italy	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	18	374,500	23.8	15.5 K.	
Japan	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	123,600	7.6	14.9 K.	
Liberia	4	111,000	7.5	-	-	-	-	-	-	-	-	-	-	-	6	148,000	9.4	-	-	26	727,300	46.6	15.6 K.	
Netherlands	37	708,150	45.2	-	-	-	-	-	-	-	-	-	-	-	39	738,150	47.1	-	-	39	738,150	47.1	15.5 K.	
Norway	2	56,000	3.8	-	-	-	-	-	-	60	1,277,500	78.0	-	-	61	1,014,185	60.5	-	-	192	3,543,335	214.5	14.7 K.	
Panama	4	68,000	3.8	-	-	-	-	-	-	1	17,600	1.1	-	-	28	633,600	38.8	-	-	86	2,077,700	131.5	15.4 K.	
Peru	-	-	-	-	-	-	-	-	-	-	-	-	-	1	6,000	0.3	-	-	2	11,000	0.5	12.2 K.		
Portugal	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	16,500	1.0	15.0 K.		
Spain	-	-	-	-	-	-	-	9	142,300	8.6	-	-	-	-	-	-	-	-	-	9	142,300	8.6	14.7 K.	
Sweden	-	-	-	-	-	-	-	-	-	44	793,000	48.7	-	-	-	-	-	-	-	44	793,000	48.7	14.9 K.	
Switzerland	-	-	-	-	-	-	-	-	-	44	793,000	48.7	-	-	-	-	-	-	-	1	18,000	1.1	14.5 K.	
U.S.S.R.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	13,250	0.8	14.0 K.	
United Kingdom	5	116,000	7.5	-	-	-	-	-	-	4	88,000	5.2	-	-	184	3,688,950	232.7	-	-	196	3,962,750	249.9	15.3 K.	
Unknown	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	549,800	36.1	16.0 K.	
Total	59	1,183,450	75.6	44	740,200	44.3	9	142,300	8.6	116	2,302,800	140.7	288	5,642,885	351.4	753	15,486,930	972.8	-	-	-	-	15.3 K.	
Average Speed	-	15.5 K.	-	-	14.6 K.	-	-	14.7 K.	-	-	14.9 K.	-	-	15.1 K.	-	-	-	-	-	-	-	-	-	15.3 K.

SPEED AND DEADWEIGHT TONNAGE GROUPS OF TANK SHIPS UNDER CONSTRUCTION OR ON ORDER AS OF OCTOBER 1, 1952
Ocean-going Vessels 2,000 Gross Tons and Over

D.W.T. Groups	11.0 to 11.9		12.0 to 12.9		Speed Groups 13.0 to 13.9		14.0 to 14.9		15.0 to 15.9					
	No.	D.W.T.	No.	D.W.T.	No.	D.W.T.	No.	D.W.T.	No.	D.W.T.				
3,000 to 3,999	2	8,000	4	13,450	1	3,500	1	3,600	-	-				
4,000 to 4,999	-	-	1	16,100	3	12,200	-	-	-	-				
5,000 to 5,999	-	-	1	5,000	-	-	-	-	-	-				
6,000 to 6,999	-	-	1	6,000	4	28,000	-	-	-	-				
7,000 to 7,999	-	-	1	8,300	4	33,700	-	-	2	17,000				
8,000 to 8,999	-	-	7	71,800	1	10,300	-	-	-	-				
9,000 to 9,999	-	-	-	-	-	-	-	-	-	-				
10,000 to 10,999	-	-	-	-	-	-	-	-	-	-				
11,000 to 11,999	-	-	5	60,900	6	72,900	1	12,000	-	-				
12,000 to 12,999	-	-	1	17,000	4	53,000	15	200,400	-	-				
13,000 to 13,999	-	-	-	-	3	42,000	3	43,800	3	42,750				
14,000 to 14,999	-	-	3	45,135	1	15,000	15	233,950	2	30,000				
15,000 to 15,999	-	-	-	-	2	32,500	70	1,142,100	43	702,945				
16,000 to 16,999	-	-	1	-	-	1.8	-	67.8	8	138,250				
17,000 to 17,999	-	-	-	-	-	-	-	20.0	19	334,500				
18,000 to 18,999	-	-	-	-	-	-	-	49.1	45	821,900				
19,000 to 19,999	-	-	-	-	-	-	-	3.4	3	57,400				
20,000 to 20,999	-	-	-	-	-	-	-	1.2	1	20,000				
21,000 to 21,999	-	-	-	-	-	-	-	5.1	4	84,000				
22,000 to 22,999	-	-	-	-	-	-	-	1.4	1	23,000				
23,000 to 23,999	-	-	-	-	-	-	-	23.5	18	436,800				
24,000 to 24,999	-	-	-	-	-	-	-	5.7	4	100,000				
25,000 to 25,999	-	-	-	-	-	-	-	-	2	58,000				
26,000 to 26,999	-	-	-	-	-	-	-	3.5	-	-				
27,000 to 27,999	-	-	-	-	-	-	-	-	1	26,450				
28,000 to 28,999	-	-	-	-	-	-	-	-	1	28,000				
29,000 to 29,999	-	-	-	-	-	-	-	-	1	29,000				
30,000 to 30,999	-	-	-	-	-	-	-	-	1	29,000				
31,000 to 31,999	-	-	-	-	-	-	-	-	6	186,500				
32,000 to 32,999	-	-	-	-	-	-	-	-	31	996,500				
33,000 to 33,999	-	-	-	-	-	-	-	-	-	12.0				
34,000 to 34,999	-	-	-	-	-	-	-	-	-	62.7				
35,000 to 35,999	-	-	-	-	-	-	-	-	-	-				
36,000 to 36,999	-	-	-	-	-	-	-	-	-	-				
37,000 to 37,999	-	-	-	-	-	-	-	-	-	-				
38,000 to 38,999	-	-	-	-	-	-	-	-	-	-				
39,000 to 39,999	-	-	-	-	-	-	-	-	-	-				
40,000 to 40,999	-	-	-	-	-	-	-	-	-	-				
41,000 to 41,999	-	-	-	-	-	-	-	-	-	-				
42,000 to 42,999	-	-	-	-	-	-	-	-	-	-				
43,000 to 43,999	-	-	-	-	-	-	-	-	-	-				
44,000 to 44,999	-	-	-	-	-	-	-	-	-	-				
45,000 to 45,999	-	-	-	-	-	-	-	-	-	-				
46,000 to 46,999	-	-	-	-	-	-	-	-	-	-				
Total	2	8,000	28	258,185	13.1	29	303,100	16.5	207	3,730,450	221.0	321	6,396,545	399.6

SPEED AND DEADWEIGHT TONNAGE GROUPS OF TANK SHIPS UNDER CONSTRUCTION OR ON ORDER AS OF OCTOBER 1, 1952
Ocean-Going Vessels 2,000 Gross Tons and Over

D.W.T. Groups	Speed Groups				Total D.W.T.	T-2							
	No.	16.0 to 16.9 D.W.T.	T-2	No.			17.0 to 17.9 D.W.T.	T-2	No.	18.0 to 18.9 D.W.T.	T-2	No.	Total D.W.T.
3,000 to 3,999	-	-	-	-	-	-	-	-	-	-	6	20,550	1.1
4,000 to 4,999	-	-	-	-	-	-	-	-	-	-	9	36,300	1.9
5,000 to 5,999	-	-	-	-	-	-	-	-	-	-	1	5,000	0.3
6,000 to 6,999	-	-	-	-	-	-	-	-	-	-	1	6,000	0.3
7,000 to 7,999	-	-	-	-	-	-	-	-	-	-	4	28,000	1.5
8,000 to 8,999	-	-	-	-	-	-	-	-	-	-	7	59,000	3.2
9,000 to 9,999	-	-	-	-	-	-	-	-	-	-	8	82,100	4.2
10,000 to 10,999	-	-	-	-	-	-	-	-	-	-	-	-	-
11,000 to 11,999	-	-	-	-	-	-	-	-	-	-	12	145,800	7.8
12,000 to 12,999	-	-	-	-	-	-	-	-	-	-	19	253,400	14.5
13,000 to 13,999	-	-	-	-	-	-	-	-	-	-	10	143,050	8.1
14,000 to 14,999	-	-	-	-	-	-	-	-	-	-	21	324,085	18.8
15,000 to 15,999	-	-	-	-	-	-	-	-	-	-	-	-	-
16,000 to 16,999	-	-	-	-	-	-	-	-	-	-	115	1,877,545	113.1
17,000 to 17,999	1	17,250	1.1	-	-	-	-	-	-	22	507,000	30.6	
18,000 to 18,999	9	164,000	10.8	-	-	-	-	-	-	29	3,918,400	244.3	
19,000 to 19,999	1	19,000	1.3	-	-	-	-	-	-	27	519,800	32.2	
20,000 to 20,999	2	40,000	2.6	-	-	-	-	-	-	24	480,000	29.9	
21,000 to 21,999	7	149,000	9.8	-	-	-	-	-	-	22	465,000	29.2	
22,000 to 22,999	2	46,000	3.1	-	-	-	-	-	-	4	92,000	5.9	
23,000 to 23,999	6	147,100	9.7	-	-	-	-	-	-	33	804,450	48.9	
24,000 to 24,999	5	125,000	8.2	-	-	-	-	-	-	9	225,000	13.9	
25,000 to 25,999	26	689,850	45.4	1	26,950	1.9	-	-	-	28	743,250	48.9	
26,000 to 26,999	3	81,000	5.3	5	140,000	9.8	-	-	-	3	81,000	5.3	
27,000 to 27,999	3	84,000	5.5	4	116,000	8.3	-	-	-	9	252,000	17.1	
28,000 to 28,999	23	672,550	44.3	1	30,000	2.1	-	-	-	30	875,550	58.0	
29,000 to 29,999	4	120,000	8.1	12	372,000	26.0	-	-	-	5	150,000	10.2	
30,000 to 30,999	14	124,000	8.4	5	160,850	11.2	-	-	-	23	713,500	48.2	
31,000 to 31,999	1	448,000	30.2	1	33,000	2.3	-	-	-	55	1,765,350	114.1	
32,000 to 32,999	1	33,000	2.2	-	-	-	-	-	-	3	99,000	6.9	
33,000 to 33,999	4	136,000	9.0	-	-	-	-	-	-	4	136,000	9.0	
34,000 to 34,999	-	-	-	-	-	-	-	-	-	-	-	-	
35,000 to 35,999	-	-	-	-	-	-	-	-	-	-	-	-	
36,000 to 36,999	-	-	-	-	-	-	-	-	-	-	-	-	
37,000 to 37,999	6	228,000	15.0	-	-	-	-	-	-	6	228,000	15.0	
38,000 to 38,999	-	-	-	-	-	-	-	-	-	-	-	-	
39,000 to 39,999	-	-	-	-	-	-	-	-	-	-	-	-	
40,000 to 40,999	-	-	-	-	-	-	-	-	-	-	-	-	
41,000 to 41,999	-	-	-	-	-	-	-	-	-	-	-	-	
42,000 to 42,999	-	-	-	-	-	-	-	-	-	-	-	-	
43,000 to 43,999	-	-	-	-	-	-	-	-	-	-	-	-	
44,000 to 44,999	6	270,800	18.1	2	88,000	6.2	-	-	-	2	88,000	6.2	
45,000 to 45,999	2	92,000	6.1	-	-	-	-	-	-	6	270,800	18.1	
46,000 to 46,999	-	-	-	-	-	-	-	-	-	2	92,000	6.1	
Total	129	3,686,550	244.2	31	966,800	67.8	6	137,300	10.2	753	15,186,930	972.8	