

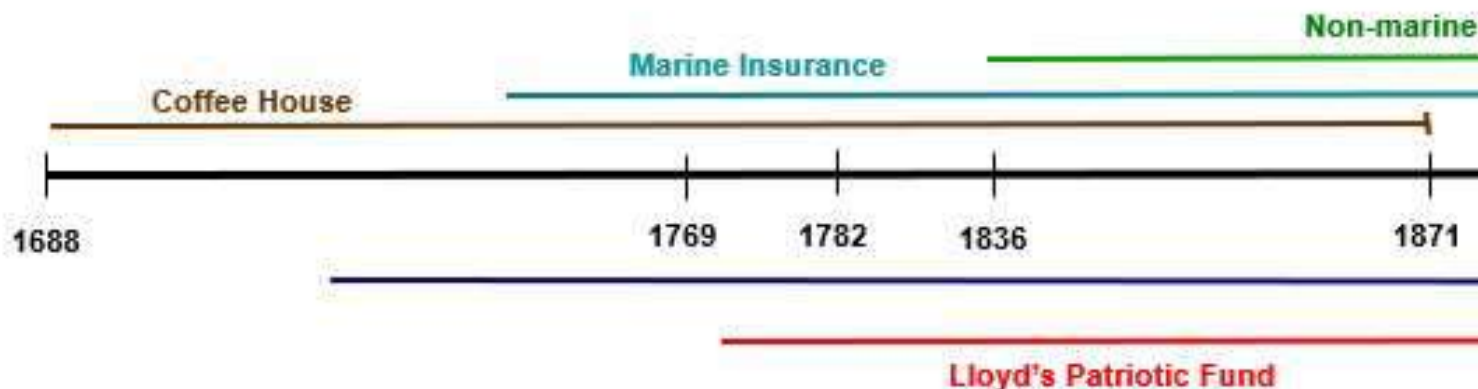
# THE STORY OF LLOYD'S: FR

These pages describe the history of the world famous London insurance market, interspersing details about the role of postal communication alongside more conventional historical details. The display exhibit generally follows a chronological order:

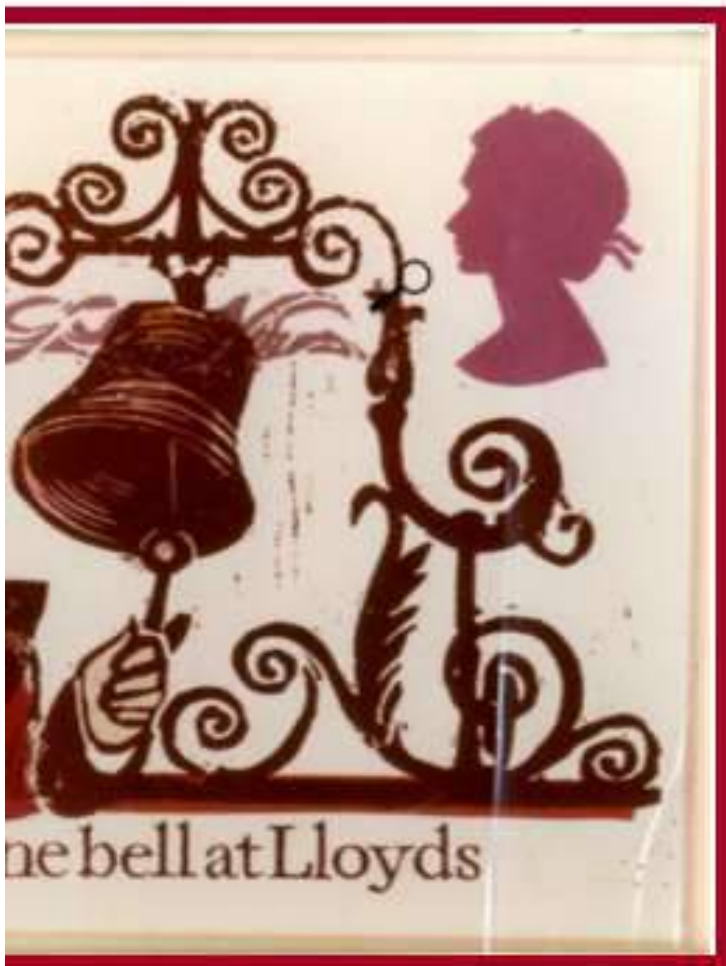
1. The Earliest Times
2. New Lloyd's Coffee House
3. Marine Insurance
  - 3.1 The Age of Sail
  - 3.2 The Age of Steam
  - 3.3 Modern Shipping
4. Intelligence Gathering
  - 4.1 Lloyd's Agents
  - 4.2 *Lloyd's Register of Shipping*
  - 4.3 *Lloyd's List*
5. Non-Marine Insurance
  - 5.1 Cars
  - 5.2 Sports
  - 5.3 Energy
  - 5.4 Arts and Entertainment
6. Aviation Insurance
7. Troubled Times
8. The Fourth Century at Lloyd's
  - 8.1 The Business is Business
  - 8.2 War and Terrorism
  - 8.3 But "Weird" is Still Part of It
9. Societal Contributions
  - 9.1 Saving Life at Sea
  - 9.2 Gallantry at Sea
  - 9.3 Non-Maritime Contributions
10. Going Forward



This photographic essay of a linocut work is one of the London tourism series by Royal Mail in 1979.



# FROM COFFEE TO COMMERCE



The common design of the Lloyd's List omnibus issue of 1984 includes in the upper left corner the coat of arms issued to Lloyd's around 1927 when it was preparing to celebrate its 250<sup>th</sup> anniversary.



Denotes item with Certificate

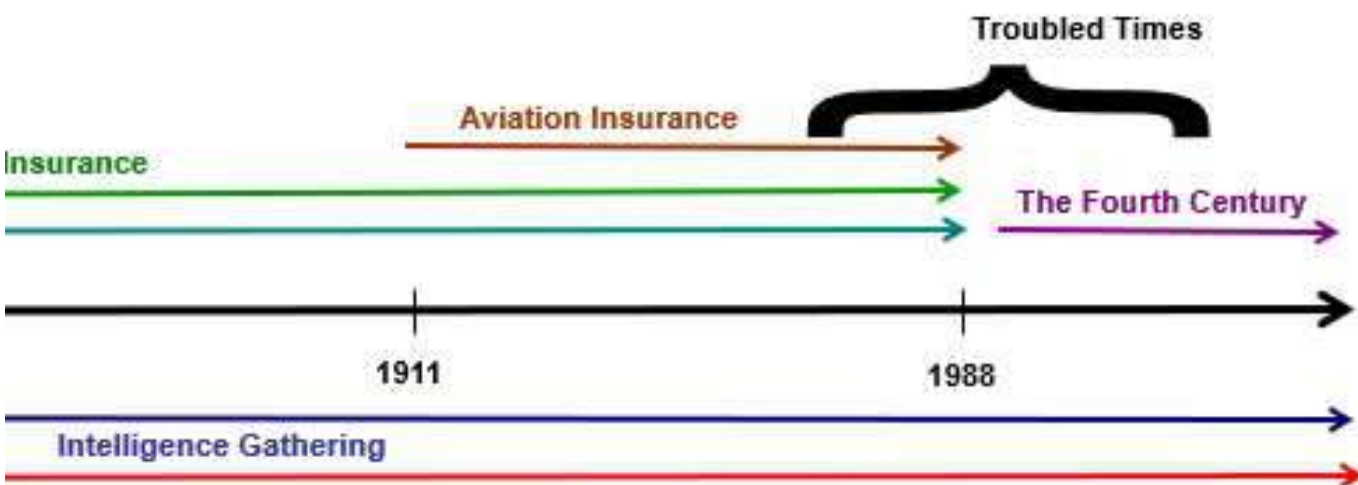


Denotes significant items



Denotes original research

Images submitted by Andrew Restall for consideration as part of a

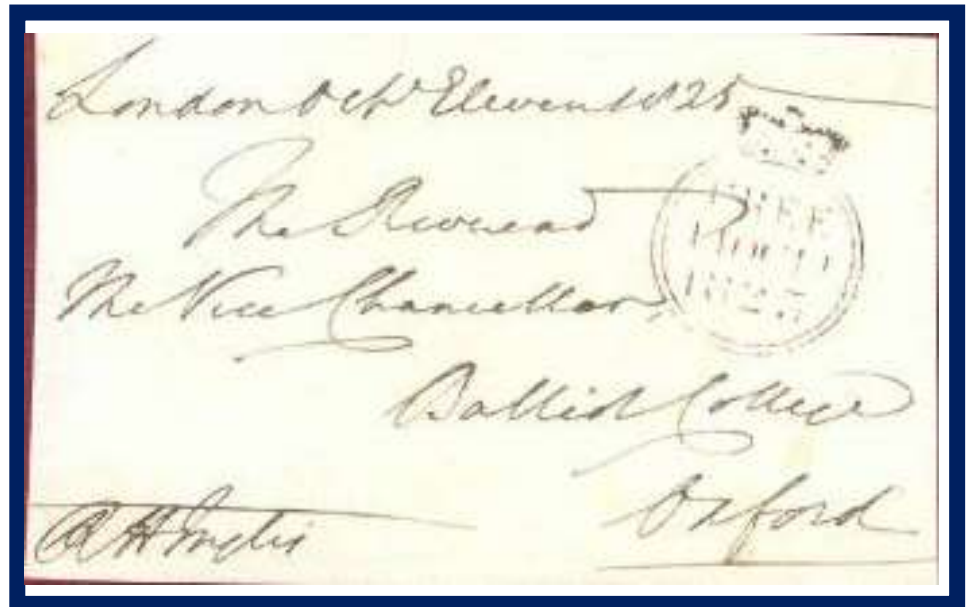


## 1. THE EARLIEST TIMES

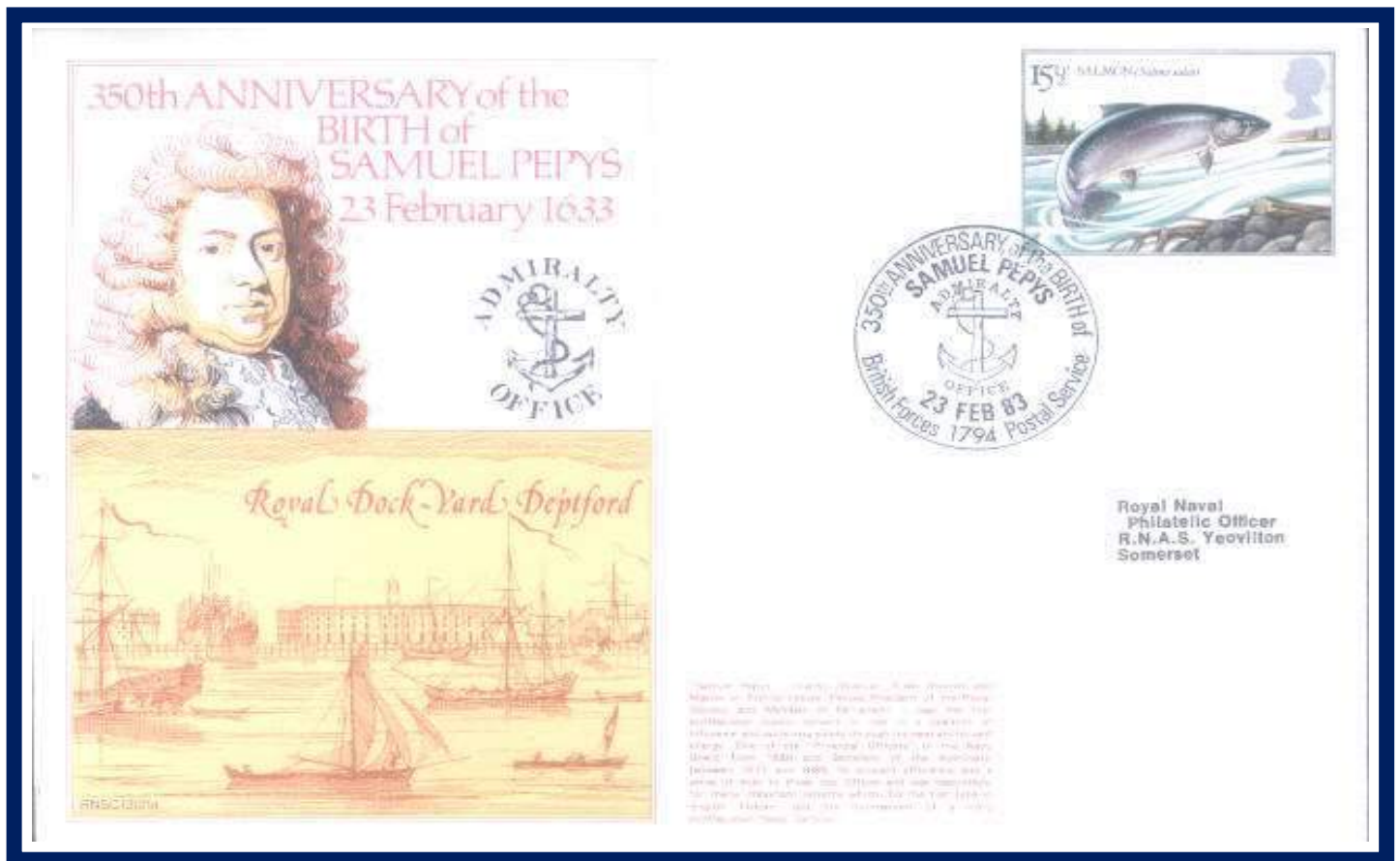
Coffee's popularity grew around the world following its discovery in Ethiopia. It arrived in Europe by way of Greece and Italy, made its way to Balliol College in Oxford, and on to London where a number of coffee houses sprouted up.



**1663.** Samuel Pepys's diary tells of visits to a Coffee House and, one day, berates himself for not writing insurance on a ship he already knew to be safe in port. Instead he 'went like an asse ... and told ... of it. Now what an opportunity had I to have concealed this and seemed to have made an insurance.'



Free frank to Vice Chancellor of Balliol College (1825).



Above: 1983 cover commemorating the 350<sup>th</sup> Anniversary of the birth of Samuel Pepys bearing a British Forces Postal Forces oostmark.



## 1. THE EARLIEST TIMES

**1688.** The first known reference to Edward Lloyd's coffee house appears. Its location on Tower Street attracted merchants and ship owners to conduct their business.

Right: Gutter pair showing early illustration of Lloyd's. Printer is identified as The House of Questa



During this era Lloyd's Coffee House was a popular site for auctions by "inch of candle." Ships and their cargoes were the most frequent materials at auction, such as the "20 tuns of French wine" offered in the original advertisement (right). These auctions were the origin of the phrase "hearing a pin drop"

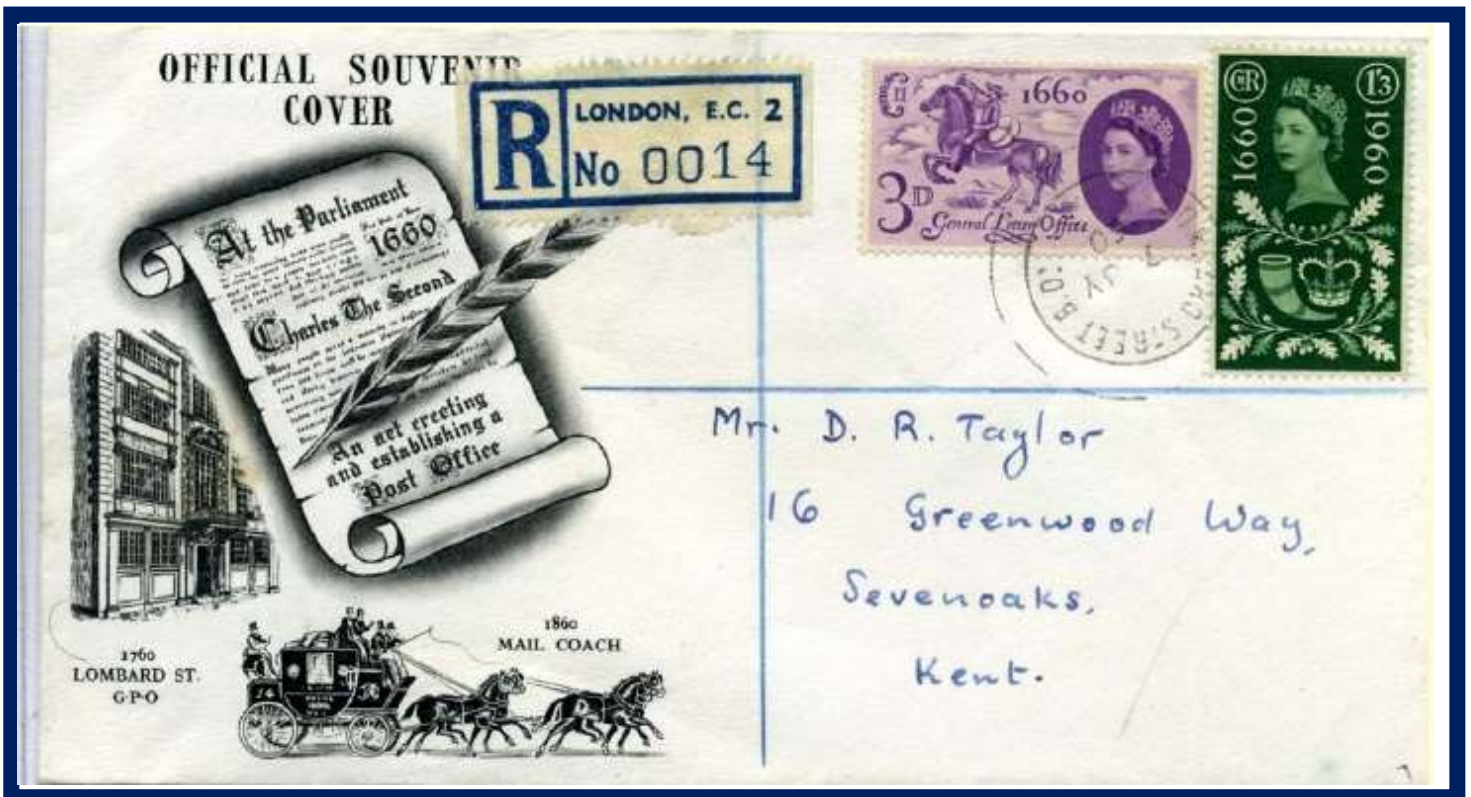
On Friday next the 9th Instant, will be exposed to Sale by the Candle at Lloyd's Coffee-house in Lombard-street, at 3 afternoon, 26 Tuns of French White-wine, in 27 Lots, 3 Hogheads in a Lot, to be put up at 20 l. per Tun, and sold at 25 s 2 Gallons each Tun. Particulars to be had at Lloyd's Coffee-house aforesaid, and the Wines to be seen till the Sale.

Above: Notice in *The London Gazette*, August 8, 1700.



Left: Printed To Private Order stationery (with florets) advertising Price's candles. Duplex 31A cancel shows mailing from New Wandsworth to Anvers in 1895; franked with embossed 2½d UPU overseas rate for ½ ounce from 1875 to 1907,

**1691.** Lloyd's coffee shop moved to Lombard Street. Its new location was very near the General Post Office and facilitated many years' of favorable arrangements for the Coffee House to receive quicker and cheaper delivery of its inward correspondence.

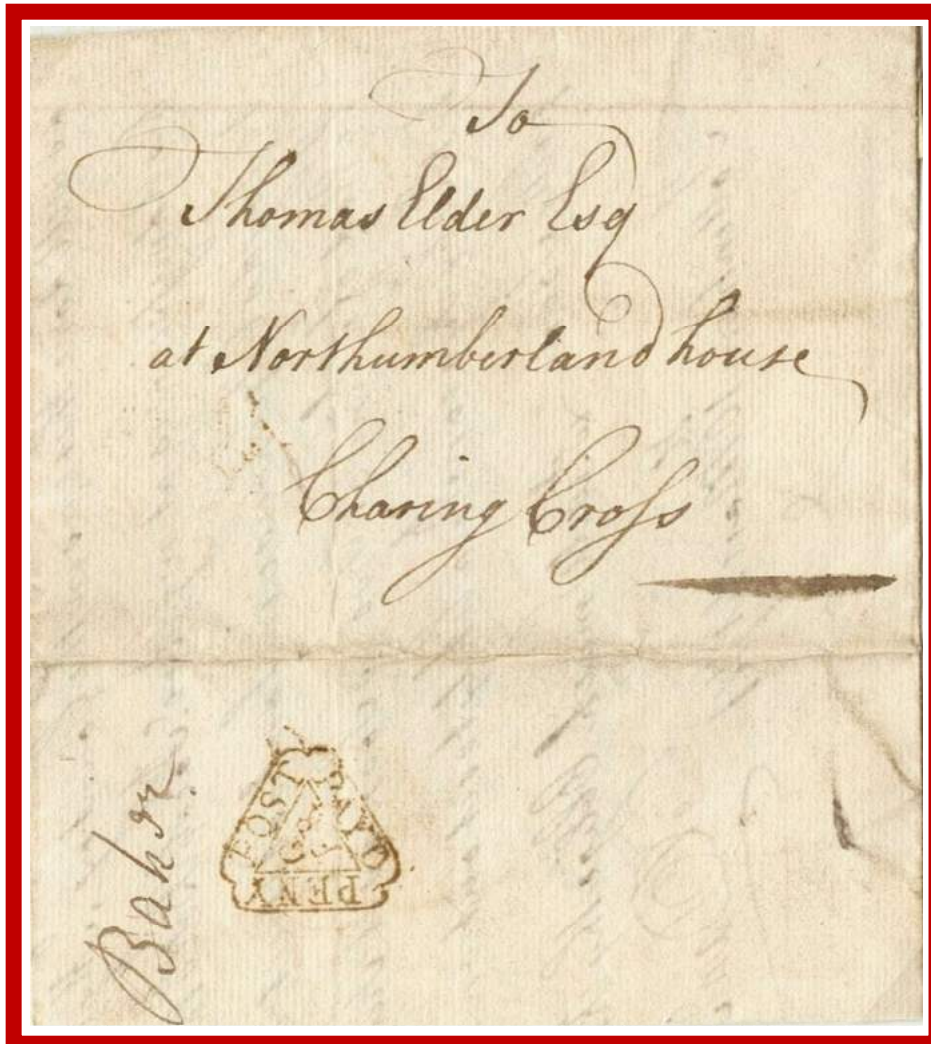


Above: Registered cover bears a cachet that commemorates the General Letter Office with an image of the 1760 GPO.



## 1. THE EARLIEST TIMES

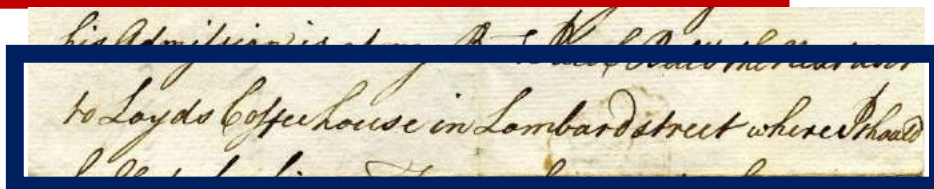
This was also where slips of paper were posted describing sea ventures being planned. Those interested in sharing the risks and rewards signed their names beneath. This was the origin of the term *underwriter* and the beginning of the business of risk sharing that became modern insurance.



**1738.** Following Edward Lloyd's death in 1712-13, mastership of the coffee shop passed to his son-in-law, then to the son-in-law's widow's new husband, and on to that man's brother-in-law, Thomas Jemson. Jemson's ownership passed to his widow and, in 1738, to her nephew, Richard Baker. Baker served as owner and master of Lloyd's Coffee House until his death in 1748.



Left: 1747 letter from Richard Baker bears a Dockwra 'PENY POST PAYD' marking in use until 1758. The 'FR' in the centre indicates the letter was sent on a Friday and went through sorting location "G". Ex Hepworth.



**1808.** The ongoing close relationship between Lloyd's and the G.P.O. is reflected in the minutes of the postmaster general where it is noted the annual payment of £200 was reduced to £100 in 1808 for services estimated to have an annual value of £500. To express gratitude, the Committee of Lloyd's annually sent the secretary of the General Post Office a whole turtle which he courteously acknowledged.



Above: Japanese mihon (specimen) stamp of 1976 showing the Ryukyu -Yamagame tortoise.

## 1. THE EARLIEST TIMES

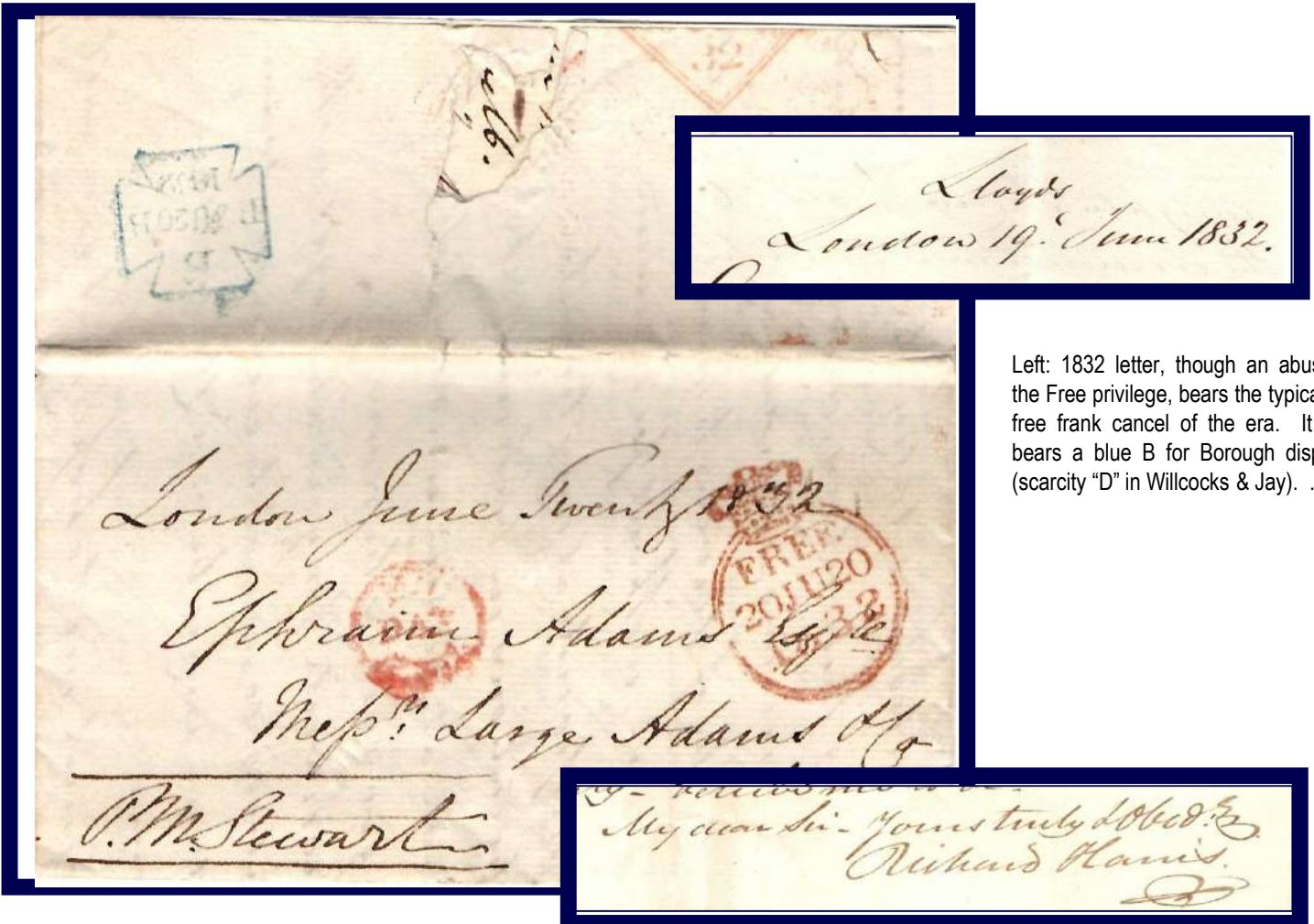
**1762.** Mail delivery to London Coffee Houses sometimes went astray as illustrated by this example of misdirected mail. During this time, the spelling of *Lloyd's* and *Loyd's* appeared interchangeably.



Right: Letter from "His Majesty's Ship / The Crown" bears a manuscript 'Not Loyds.' Reverse has a Bishop's mark for April 7. Ex Hepworth.



**1832.** Over time it became common for members of parliament to give friends signed blank sheets of paper on which they could write their letters and post them free of charge. One example is the 1832 stampless letter (below). It was written at Lloyd's and internally bears the signature of Richard Harris; externally, however, it has the free frank signature of P.M. Stewart.. One reform introduced by Rowland Hill in 1840 was abolition of the free franking privilege enjoyed by members of parliament and other government officials.



Left: 1832 letter, though an abuse of the Free privilege, bears the typical red free frank cancel of the era. It also bears a blue B for Borough dispatch (scarcity "D" in Willcocks & Jay).



## 2. NEW LLOYD'S COFFEEHOUSE

1769. Several underwriters encouraged the Lloyd's head waiter to set up a competing establishment nearby. After the *Subscribers Book* was surreptitiously removed there, it became New Lloyd's Coffee House.



Above: Entire 1773 stampless letter from Tobago bears 9d rate and PLYMOUTH / SHIP LRE ship letter marking as well as a bishop's mark for 13 August.

1774. Lloyd's moved to the Royal Exchange. There the Coffee Room eventually became known as the Captain's Room because it was frequented by so many "shipmasters and others interested in the sale of vessels."



Left: 1798 caricature illustrates the interior of (New) Lloyd's.

Lloyd's relationship with the Admiralty had never been stronger than during the Napoleonic War. However, around that same time the relationship between Coffee Houses and the Post Office changed. In 1818 the Post Office took formal action to enforce the law that prohibited 'the despatch of letters' by private means.



Over time, letters sent to Lloyd's Coffee House began to omit "New" from the name of the establishment.

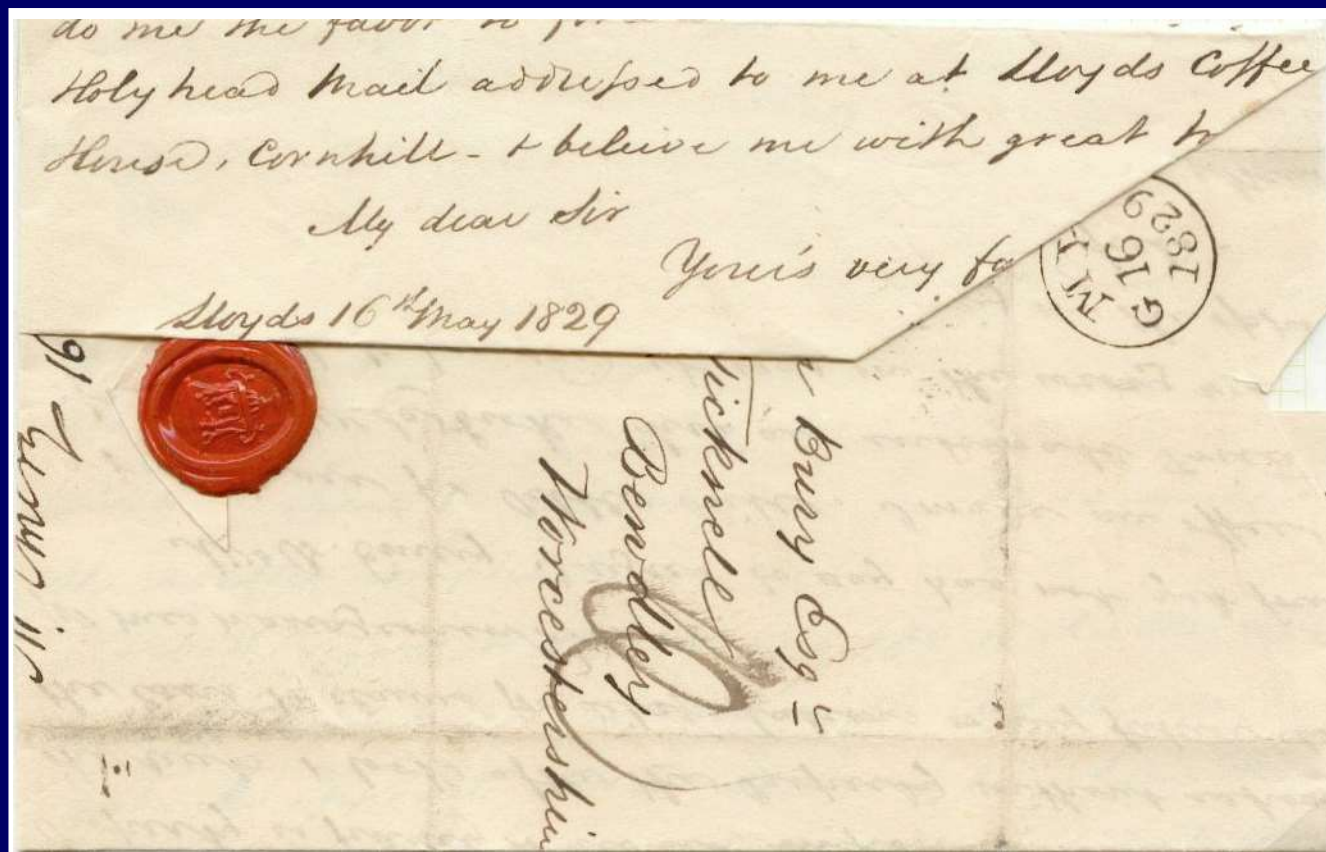


Above: 1829 letter bears straightline mileage mark of 172 miles. However, 1/8 paid the double rate for 120 to 170 miles (effective 1812-1838) indicating routing via Gloucester and Oxford, not via Bristol. Reverse bears double circle London receiving mark. Ex Hepworth.

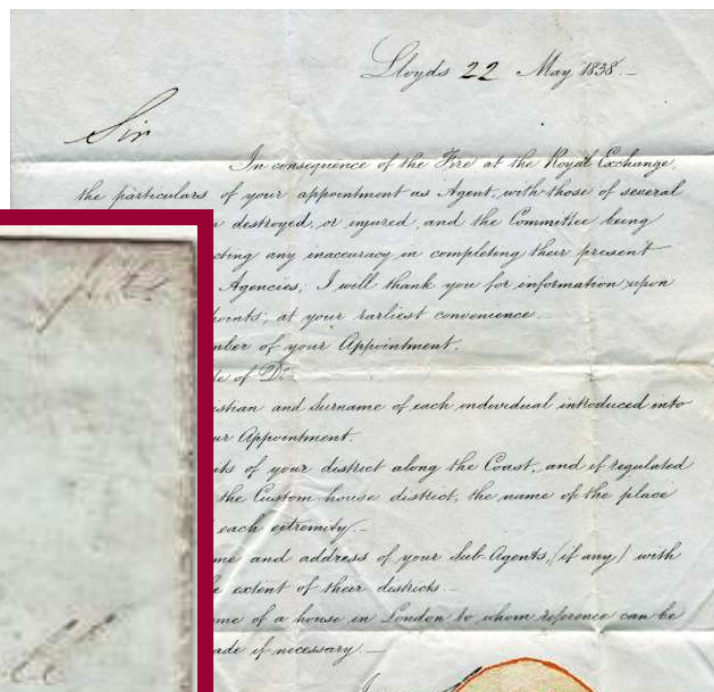


## 2. NEW LLOYD'S COFFEEHOUSE

Right: 1829 letter bearing manuscript 10d pays rate for 120-150 miles and confirms it traveled via Bewdley to Worcestershire.



**1838.** The Royal Exchange, where Lloyd's had been for 70 years, was destroyed by fire. The circular below was sent from Lloyd's requesting its agents provide the information needed to rebuild its files.



Above: 'PD' endorsement; 'ORKNEY' added in red ink after posting; endorsed 'Missent to' against a partial strike of LERWICK 7780E boxed mileage postmark. Obverse bears red Paid Lombard Street despatch date stamp.



## 2. NEW LLOYD'S COFFEEHOUSE

**1844.** Lloyd's returned to the Royal Exchange and remained there until 1928. Postally used examples showing that as Lloyd's address are found throughout the 84-year period.



Above: Wrapper with indicia paying the inland ½d newspaper rate in effect 1870-1915 (regardless of weight)



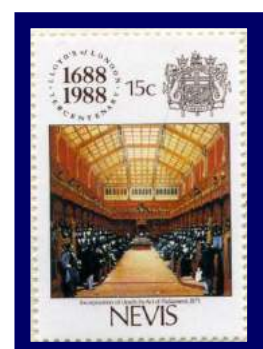
Left: Paquebot CDS on 1930 Nicaragua cover franked with two 2-centavo stamps.

**1846.** Business as usual. This entire, addressed only to “Lloyd’s Coffeehouse,” requests insurance on an additional ship on terms similar to one previously underwritten.



Left: Franked with a penny red and tied with circular numeral cancel indicating origin in Manchester. The back bears a blue sender's mark and a double arc Manchester cancel dated April 14

**1871.** Lloyd's incorporation by Act of Parliament officially ended the days as a coffee house.



### 3. MARINE INSURANCE

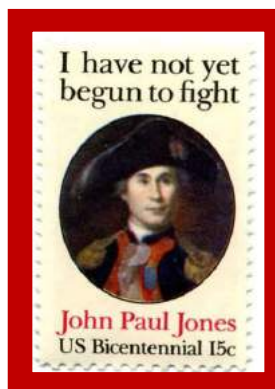
How business is done at Lloyd's as well as its global reputation developed when sea voyages were powered by only the wind.

#### 3.1 THE AGE OF SAIL

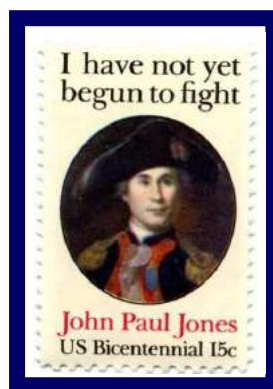


In addition to weather risks, early underwriters faced losses to privateers – armed vessels authorized by a government to capture the merchant vessels of a hostile nation.

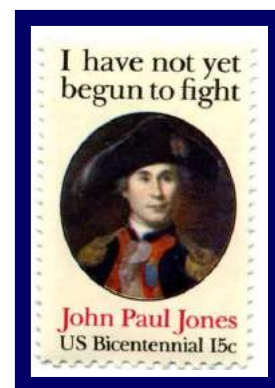
Despite being regarded as one of America's greatest naval heroes, Lloyd's underwriters considered John Paul Jones among the worst of the privateers and are said to have literally cursed his name.



Breakage of the perf machine's horizontal pins resulted in a rare 12x12 perf. **One of 200 reported ©**



Most John Paul Jones commemoratives are perf 11 x 12.



Later replacement of the vertical pins created the 11 x 11 variety.

For forty years from 1775, Britain waged wars against other maritime nations. During these times commercial shipping and war were inseparable, and the fate of underwriters rose and fell with England's successes at sea.



With the risks of war came large premiums and the occasional paradox. When British forces seized the island of St. Eustatius in 1781 and raided £3M of accumulated stores, England celebrated. But the Netherlands Antilles victory also triggered steep claims at Lloyd's.



### 3.1 THE AGE OF SAIL

A major risk during the age of sail was that of pirates and privateers. Jean Lafitte was one such character. Lafitte always insisted his only crime was smuggling. He blamed American lawmakers for forcing him into illegal activities by banning trade with Great Britain and France in 1807 because of the Napoleonic Wars.



Left: Image of stereotypical pirates' treasure.

Above: Watercolor artwork on posterboard for pirate series (1970). Design by K. Plowitz shows Jean Lafitte.



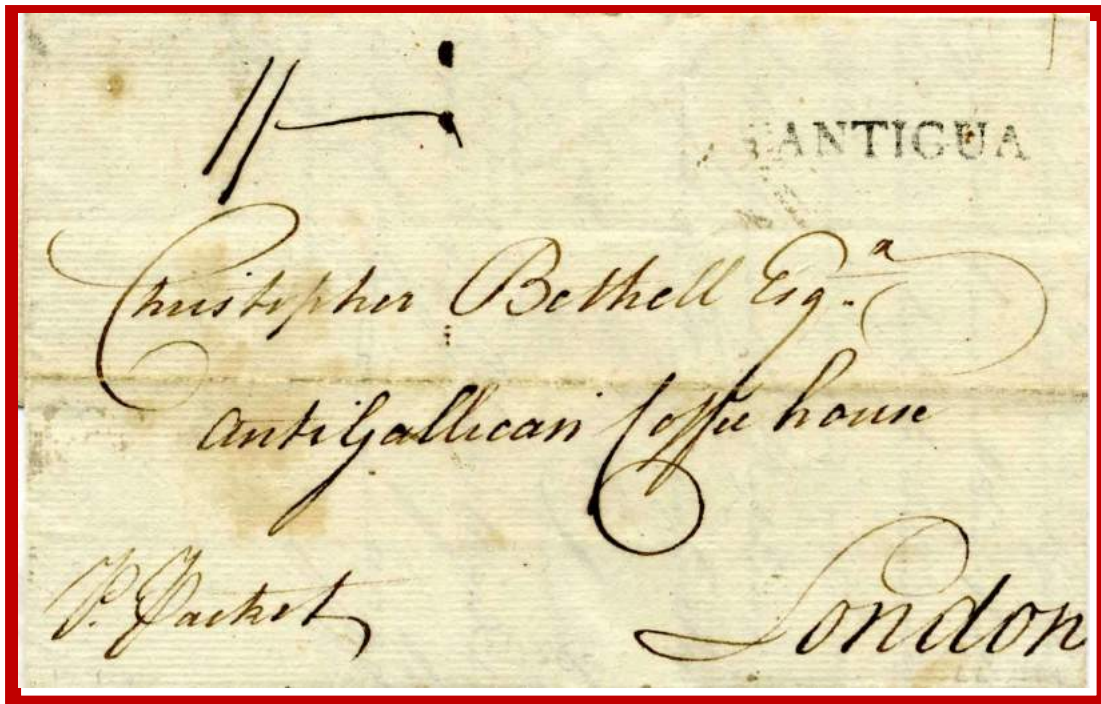
Right: As issued in monochrome. Printed by Bradbury Wilkinson.

### 3.1 THE AGE OF SAIL

1798. Underwriters involved postal authorities in fighting the perpetual challenge of fraud, asking that postal cancels in the British West Indies include a date. They suspected some insurance was being placed after a vessel or its cargo was known to be lost.



Right: West Indies 1791 entire with rate of 1/- and a straight line cancel (type PD8 without stop).



Sir Francis Freeling (Secretary to the Post Office 1798-1836) response to the Underwriters' request used these words:

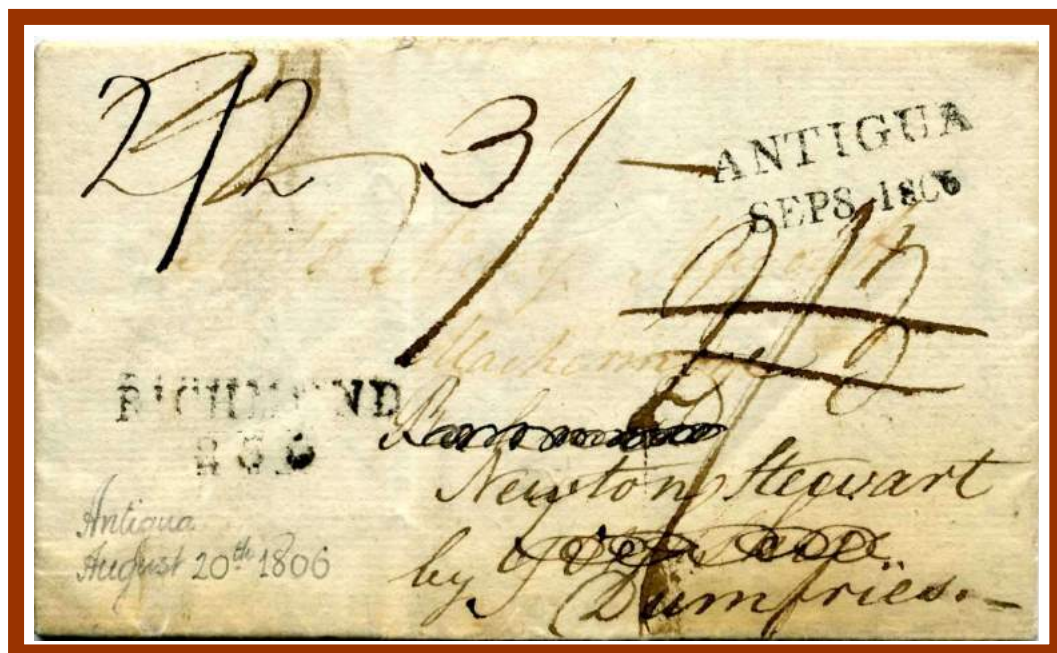
“Very right. Let the Postmasters in the West Indian Islands be directed to make use of a stamp specifying the day on which any Letters may be put into their respective offices.”

Left: Free mark used on official letters of the Post Office and by a very limited number of officials, including Freeling. This 1809 usage of this mark is early as Lovegrove (2nd ed.) does not list this type prior to 1811.



Over the coming months Freeling's directive was implemented as this example illustrates.

Right: 1806 entire bears a straight line cancel now including the date. Onward rated to 3/- for delivery to addressee in Dumfries





### 3.1 THE AGE OF SAIL

1859. The bell and some treasure from the 1799 wreck of the HMS *Lutine* were recovered. That property came to Lloyd's as salvage. The tradition at Lloyd's became to ring the *Lutine* bell once to signal bad news, twice for good news.



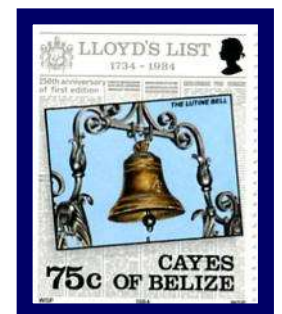
Above: Bermuda 1988 issue illustrating the HMS *Lutine* was produced with two watermark varieties.



So closely is the *Lutine* Bell associated with Lloyd's that its image was selected for the postmark on First Day Covers of the 1988 Lloyd's Tercentenary issue in Barbados (above) and South Georgia.

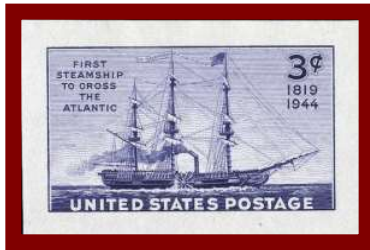


The bell also appears on the of the 1984 *Lloyd's List* omnibus issue from Belize (below), and adorns the margins of Montserrat's souvenir sheet (SPECIMEN sheet shown left).



## 3.2 THE AGE OF STEAM

**1819.** The first steam-assisted crossing of the Atlantic was accomplished by the *Savannah*. By 1833 the time to cross the Atlantic was reduced to 22 days.



Minor variations can be seen between the image on the small die proof (left) and the stamp as issued (right). The essay (below) is an unfinished, unused version.



As issued



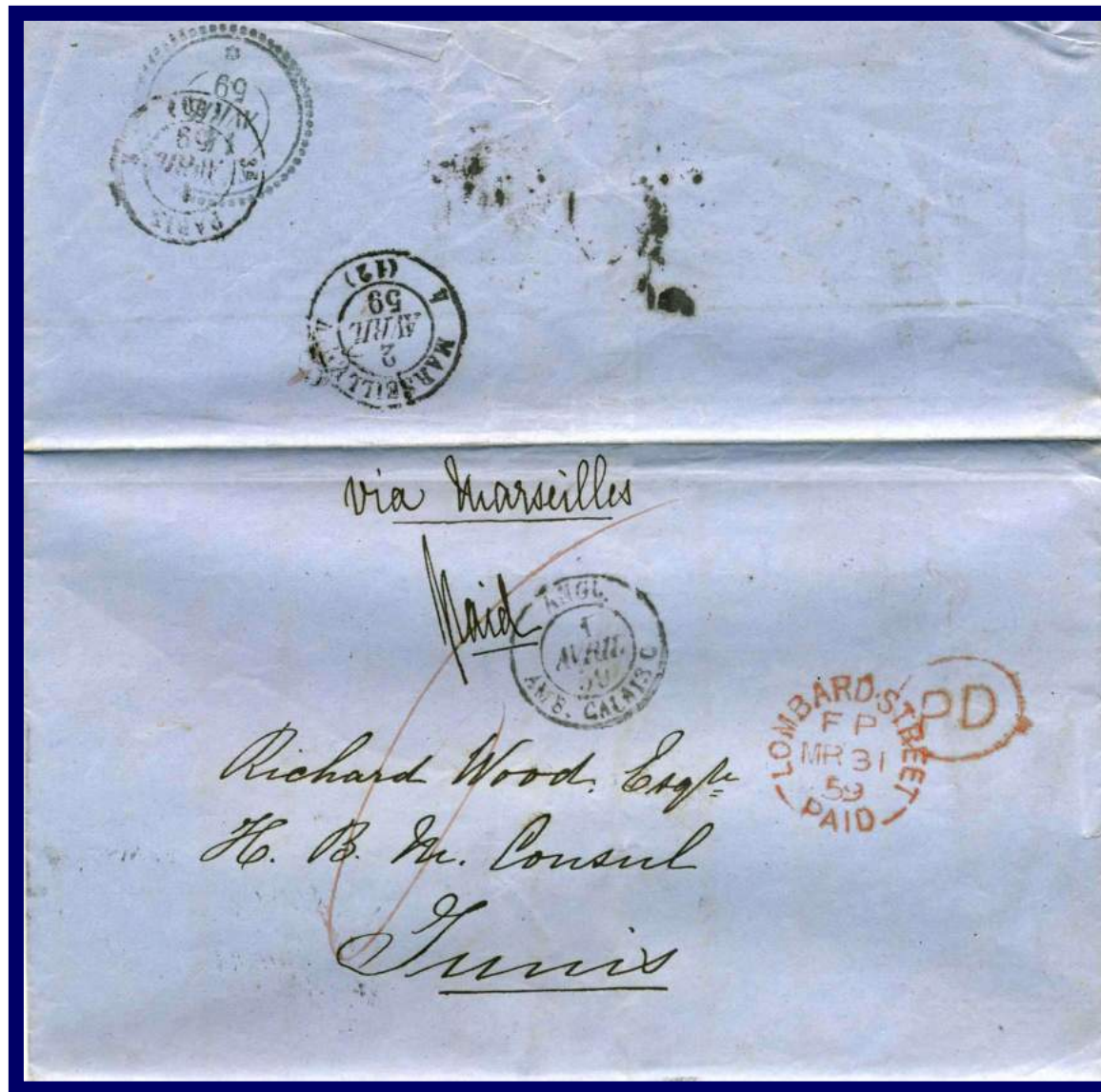
Between 1838 and 1880 the 140 steamships that succumbed to fire, storms, collisions, etc., actually represented a significant reduction in losses for transatlantic crossings. Lower losses pushed down premiums at Lloyd's.



### 3.2 THE AGE OF STEAM

**1859.** According to *Lloyd's List*, the *Pannonia* sprang a leak but got on shore near Tunis. When underwriters received the claim with sparse details, Lloyd's Association sent this letter to "determine whether there was any salvage from the ship & under what circumstances the wreck took place."

Right: Manuscript '6' and the Lombard Street "Paid to Destination" cancel on the front of the 1859 entire indicates cash payment of postage at the outset. Other indicia include arrival markings at Paris, Marseilles, and Tunis along and the wax seal of Lloyd's Association.

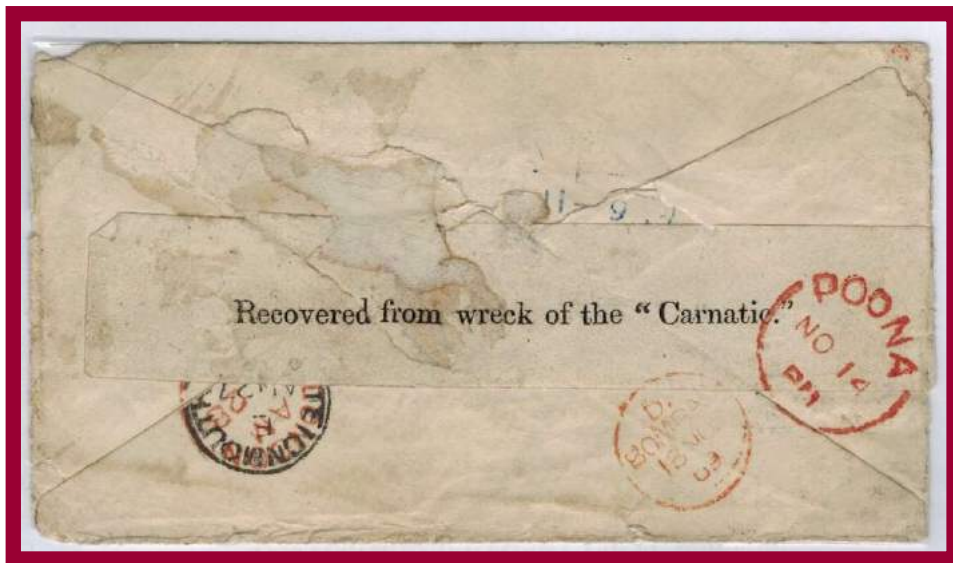


**1864.** When the *Peterhoff* was seized and later destroyed by Union ships blockading Southern ports, the British argued the acts were illegal as goods were bound for a Mexican port. After the incident Lloyd's stopped underwriting such trips.

Left: 1863 Civil War adversity cover, made from blue, brown and gray floral wallpaper, bears a 10c blue Confederate States stamp (Die B).



## 3.2 THE AGE OF STEAM



**1869.** The P&O steamer *Carnatic* struck a coral reef in the Gulf of Suez on 13 September. The ship suddenly broke in two during the rescue of 203 passengers and crew. Divers later salvaged the majority of the ship's £40,000 specie.

Left: An example of the mail salvaged by divers on 24 October bearing cachet on printed label. Red CDS indicates it arrived at its destination of Poona 14 November.

**1873.** This letter describes 'business as usual' with ship bought at auction and insurance placed on it. One example of the many times when an insured vessel did not produce a claim.

Right: Among the markings on this cover is the duplex oval postmark with "88" indicating London's East District Office. The blue oval is, in this instance, a sender's mark.



← **1895.** Henry Fry, an early Lloyd's agent in Canada for the St. Lawrence River, describes the "heavy claim" resulting when a swordfish penetrated a ship's 4-inch oak hull. An example of an insurance claim with truth that is stranger than fiction.

Left: Color Proof Pair



Above: Canada's Third Bill issue canceled Jun 22, 1872, with Henry Fry personalized cancel..



### 3.2 THE AGE OF STEAM



←**1904.** *General Slocum*, a sidewheel passenger steamboat caught fire and sank in New York's East River carrying German immigrants to a church picnic. With an estimated 1,021 people dead, it remains the second worst maritime disaster in US history.

**1905.** *Lloyd's Register* was amended to note the *SS Freshfield* was "Missing since 2.05". →

Right: *untergegangen*, in red ink translated to *wrecked* in German. Other markings include duplex oval cancel applied at original mailing, its return to sender Apr 16, and arrival at the return destination on Apr 18.



**1910.** The *Wavertree*, a sailing ship dismasted by Cape Horn winds, was condemned after being towed into Port Stanley in December 1910. Restored in the 1960s, she is now a major exhibit in the South Street Seaport Museum.

Right: 1985 local Falkland Islands (6p) usage on an Airmail envelope



Left: 1922 cover from Lloyds London to Holland franked with Lloyd's "L" perfin to pay the one-ounce foreign rate in effect May 1922 to May 1923.



### 3.3 MODERN SHIPPING

**1911.** Shipwrecks actually can be quite slow! The *S.S. Papanui*, shown (right) as she appeared new in 1898, suffered a fire in her bunkers in May, beached on St. Helena in November and was officially abandoned in December. A bell and a full bottle of whiskey from the *S.S. Papanui* today are on display at the Museum of St. Helena.

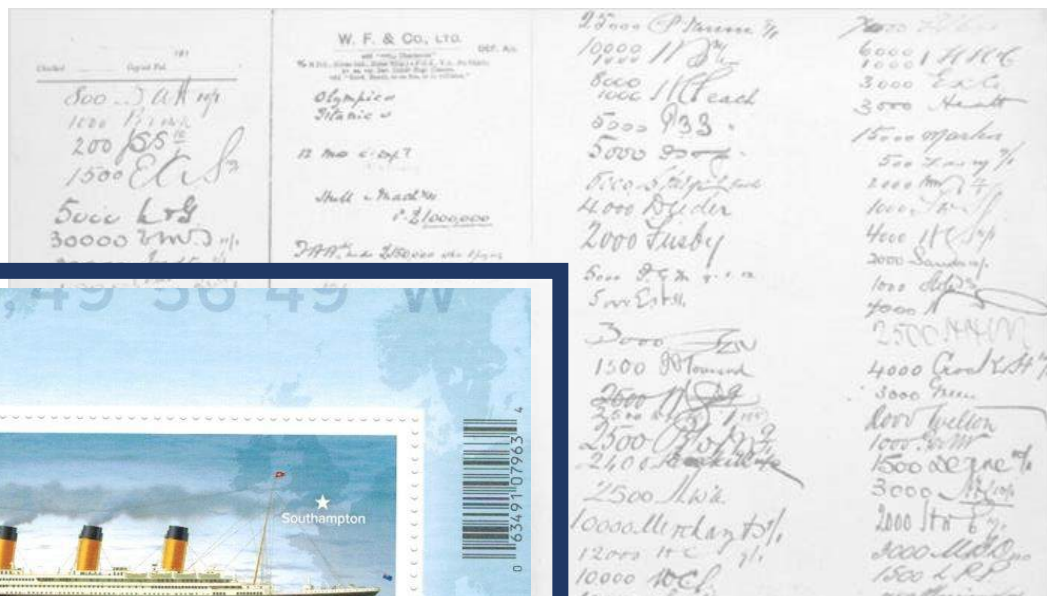
Right 1984 gutter pair with image of *S.S. Papanui*



**1912.** One year of insurance at Lloyd's for *Titanic* on hull and machinery, valued at £1million was issued for a premium of £7,500. Within 3 days the underwriting "slip" was complete with 12 companies and over 50 Lloyd's syndicates participating.

Right (in background): Illustration of the original *Titanic* slip per Lloyd's.

Below: Canada souvenir sheet from upper right of uncut press sheet with color dots/stars missing



**1912.** Months after the *Titanic* was lost, the *RMS Oravia* ran aground on Billy Rock, Port Stanley, on her last voyage Liverpool to the west coast of South America.

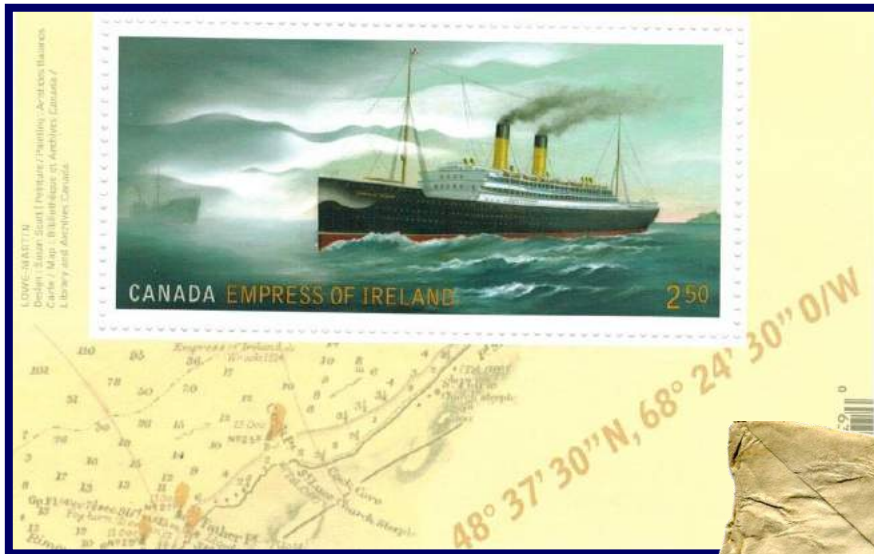
Right Commercial usage of *Oravia* issue paying the overseas rate for <1 ounce (valid April 21, 1986 to January 2, 1990).



Janice Harvis  
313 Parry Road  
Cinnaminson, NJ 08077 U.S.A.

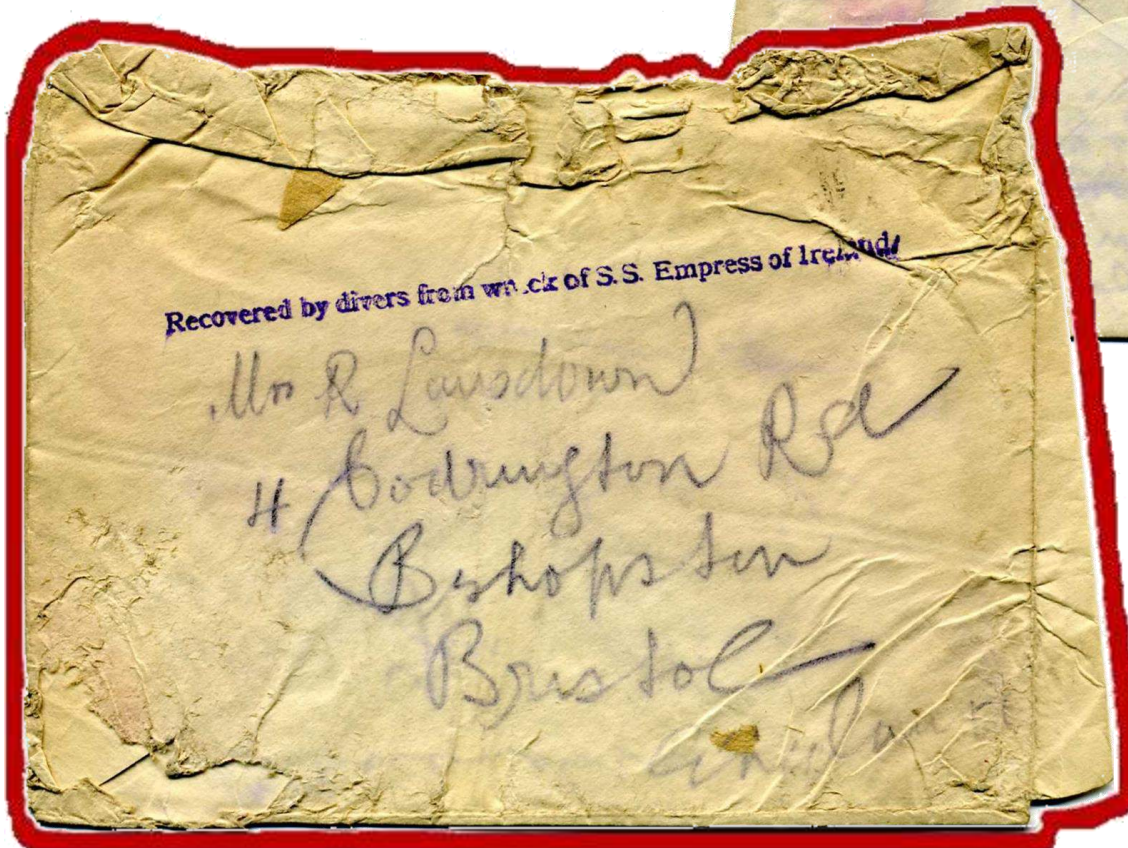


### 3.3 MODERN SHIPPING

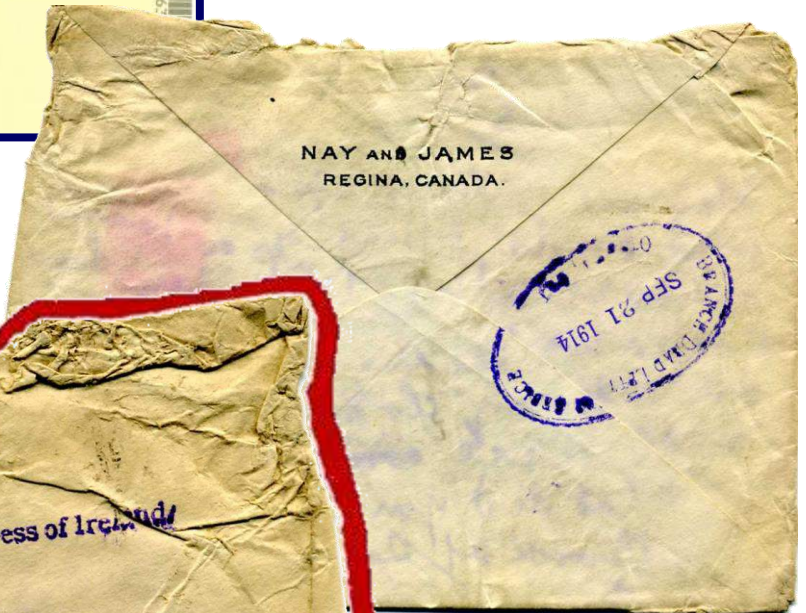


Above: Details of the location where the *Empress of Ireland* sank are incorporated into the margin design of Canada's international-rate stamp commemorating the centennial of her loss.

**1914.** Fifteen minutes after the S.S. *Empress of Ireland* collided with the *Storstad* in heavy fog, she sank to the bottom of the St. Lawrence River producing more passenger fatalities than any other peacetime maritime accident.



Left: This cover was among the 2,100 letters described as “in good enough condition to be forwarded to the addressees.” Reports of the quantity of mail carried aboard *Empress of Ireland* vary from 51 to 169 bags of letters and around 300 parcels.



**1915.** Perhaps the best known U-boat attack was the sinking of *Lusitania* off the Irish coast, assuming her to be a troop transport. Some experts believe the fatal explosion was caused by a secondary explosion of the arms and ammunition she carried. *Lusitania* was one of nine ships lost by Cunard Lines to U-boats in the Battle of the Atlantic.



Above: the *Wanderer* saving *Lusitania* survivors



### 3.3 MODERN SHIPPING



1928. One of the biggest sailing ships was the *København*. The vessel bound for Melbourne vanished without a trace after making her last radio contact one day out from Buenos Aires.

Left: Commercially used and registered cover from Tristan Da Cunha found damaged or open in Capetown and officially sealed before continuing its journey to Germany.



1890s-1930s. HBC files in Manitoba Archives show the fleet of Hudson's Bay Company was insured at Lloyd's.

HBC's *Nascopie* sailed as a Steamship (S.S.) in the 1933-34 seasons (right) then became a Royal Mail Ship (R.M.S.) in 1935 (above). Though official records for 1935 are missing from the National Archives and actual numbers are not known, the R.M.S. marking is considered scarcer.





### 3.3 MODERN SHIPPING

1939 World War II German U-boat warfare commenced with an embarrassing miscalculation when U-30 mistook the passenger liner *Athenia* for an armed troop transport and sank her without warning.



U-Boats sank a total of more than 4,500 vessels, many of them from the merchant fleet. Suffering a greater percentage of war-related deaths than any other U.S. service, one in 26 serving aboard merchant ships died in the line of duty.



Third Reich semi-postals from two separate issues show a U-boat a U-boat captain.



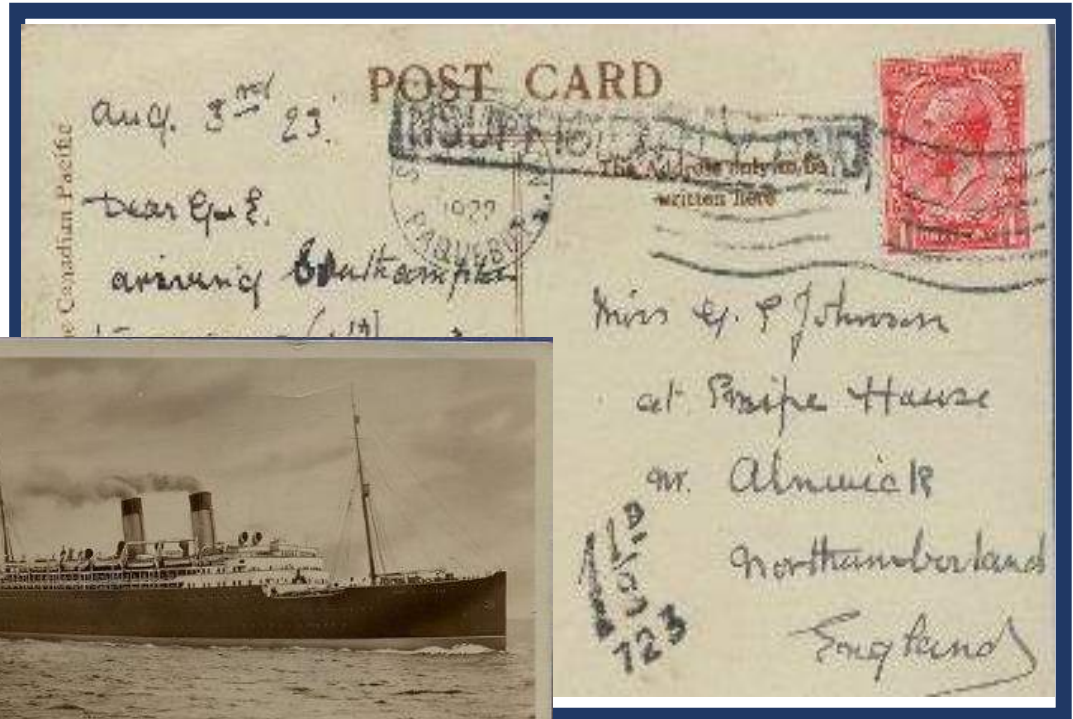
Above: German U-boat mail addressed to a submarine commander.



### 3.3 MODERN SHIPPING

**1937.** The second of Canadian Pacific's three ships named *Empress of Britain* was home to Canadian Prime Minister Mackenzie King as he traveled to the King's coronation.

Right: Picture postcard from the *Empress of Britain* bears a 1922 Paquebot cancel as well as "Insufficiently Paid" (all caps, non-serif) inside a single line box. The amount owed (1½d) is marked separately with Whitney's style 18/2 at Southampton (station 723).



**1939.** When the King and Queen boarded *The Empress of Britain* for the trip home after the royal visit to Canada, the King occupied the same suite as had been assigned to P.M. King three years earlier.



Left: Airmail cover posted aboard the *Empress of Britain*.

**1940.** *Lloyd's War Losses: The Second World War* tells us the *Empress of Britain* was severely damaged in an air attack on October 26. She was "taken in tow but sunk by submarine on October 28" becoming the largest liner lost during the Second World War as well as the largest ship sunk by a U-boat.



### 3.3 MODERN SHIPPING



← **1965.** Twenty minutes after the master of the *Yarmouth Castle* inspected a fire in one cabin, much of the ship was burning. Nearby ships saved 450 people.

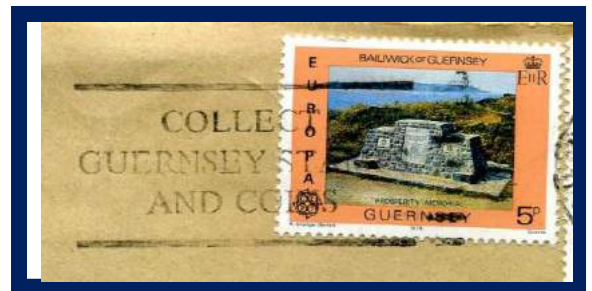
**1970s.** An epidemic of fraud was fueled in Nigeria by ambitious investments that overwhelmed ports and taught organized crime the value of insurance fraud. The worst centered around 18 million tons of cement attempting to enter the port of Lagos. →



← **1972.** Renamed the *Seawise University*, the *Queen Elizabeth*, caught fire and sank in Hong Kong Harbor. She was one of the largest ships ever to have sunk, outweighing the *Titanic* by a factor of almost two.



**1974.** A two-year-old cargo vessel commissioned by KNSM was sunk once and renamed three times before becoming the *Prosperity*. She experienced engine trouble off Guernsey in 1974 and was driven aground by hurricane force gusts. →



Above: Guernsey's Europa stamp issued in 1987 shows the monument built to commemorate the loss of *Prosperity*.



← **1984.** Mines were laid in the key harbor of Corinto on the Northwest Pacific coast of Nicaragua to deny the Sandinistas the hard currency they desperately needed. Lloyd's was notified about the mines in order to pressure shipping companies to stay out... and it worked.

These events and many more define Lloyd's role in Britain's maritime heritage.



Above: Lloyd's cancel on Benham first day cover.



### 3.3 MODERN SHIPPING

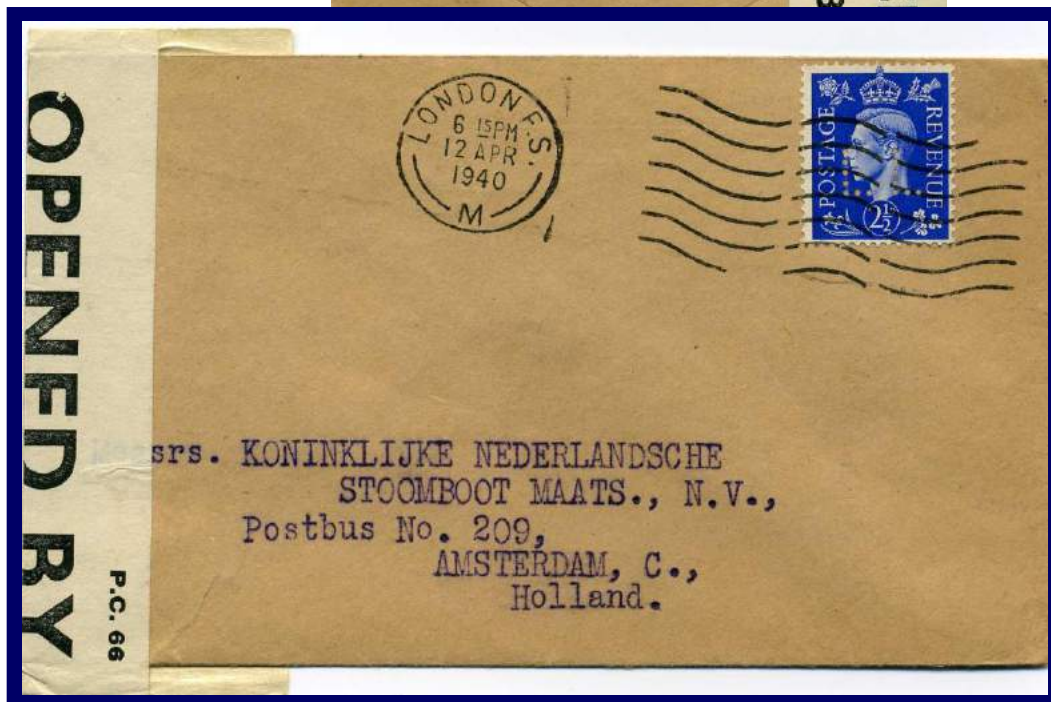
World War II brought other challenges and losses to Lloyd's and to shipping lines like KNSM, including the delays of censorship.



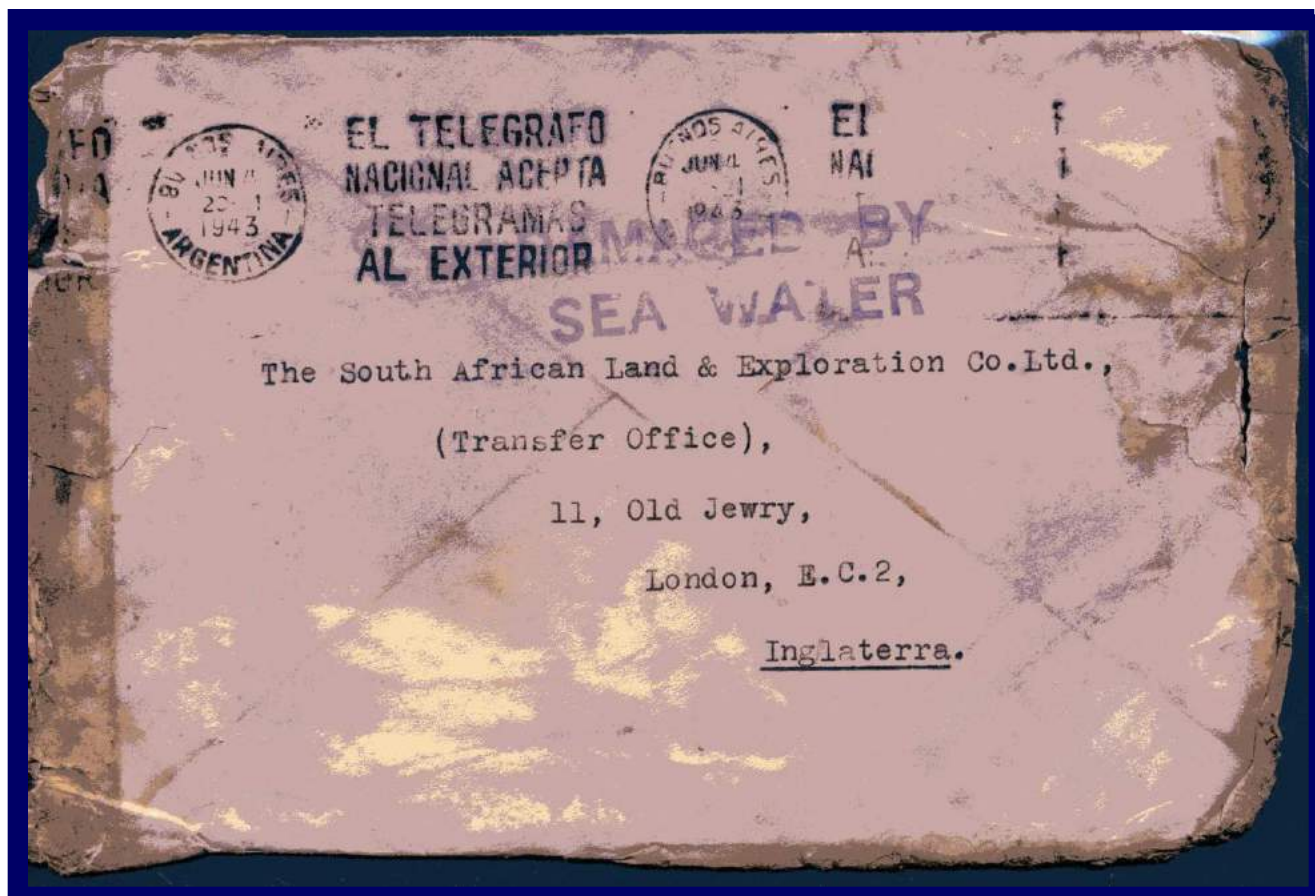
November 1940. KNSM's ship *The Agamemnon*, was sunk by German aircraft in the North Sea.



Above: 1935 Guatemala airmail stamp shows *The Agamemnon*.



Left: 1940 Lloyd's cover franked with perfin L3410.04, was passed by a War Office censor, consistent with the use of P.C.66 tape. Censor functions were transferred only 12 days later to the Ministry of Information.



Above: Cover bears purple "Damaged by Sea Water" cachet and advertising cancel that promotes the postal service's "National Telegraph accepts International Telegrams". British postal label attached on the reverse indicates the item was "Found open or damaged and officially sealed."



### 3.3 MODERN SHIPPING

1956. On a dark foggy night the *Andrea Doria* collided with the *Stockholm* near Nantucket, Mass.



Left: Shipboard cancels from both the *Andrea Doria* and the *Stockholm*.



← 1957. The Queen Mother opened Lloyd's new building in Lime Street.

1958. The market actually began operating from its new building.



Right: The July 1958 "Lime Street (Lloyd's)" cancel appeared only three months after the market opened for business in its new location.

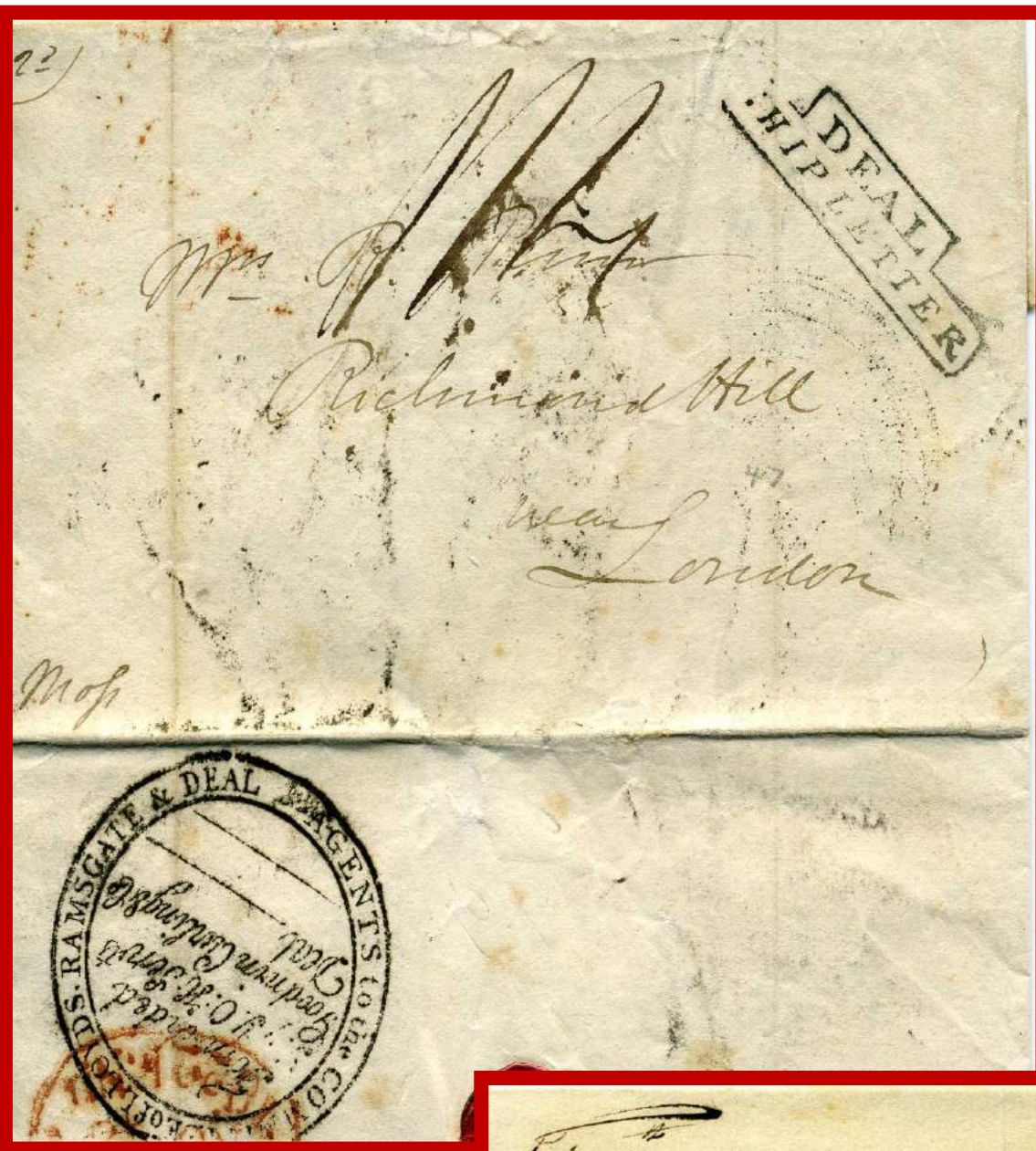


## 4. INTELLIGENCE GATHERING

Access to information sooner than others has always been a key for those at Lloyd's.

### 4.1 LLOYD'S AGENTS

**1804.** When a strike of boatmen at Deal led to complaints, the firm of Goodwin, Curling, and Co. was appointed to provide Lloyd's underwriters their own representative on the scene.



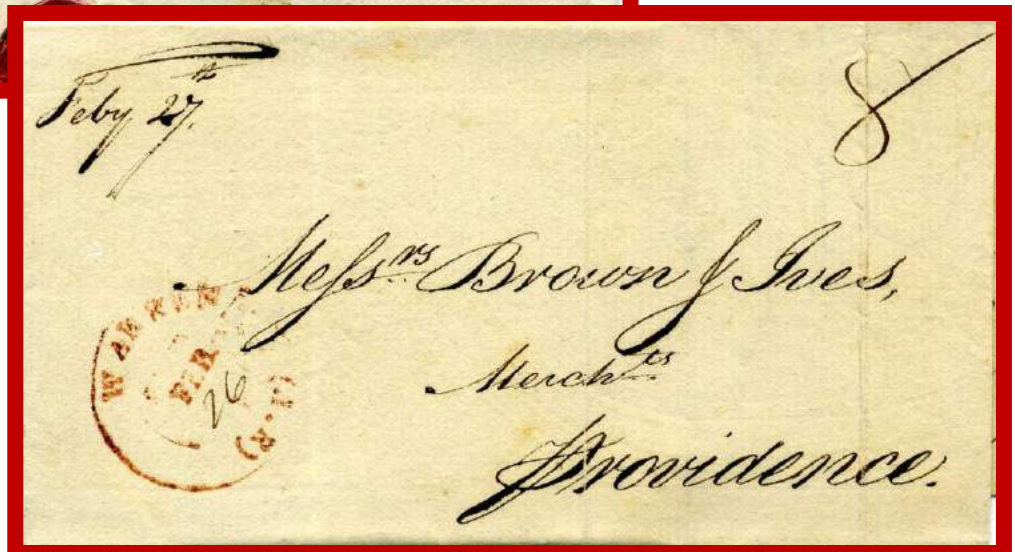
Left: 1822 entire to London, rated 1/4 and showing a fine strike of the very rare double-ring "Forwarded / By Y.O.H. Servts / Goodwin Curling & Co. / Deal...../ AGENTS to the COMMITTEE of LLOYD'S, RAMSGATE & DEAL" handstamp. **One of two known.** Letter's face panel bears steptype "DEAL/SHIP LETTER" hand stamp.



**1811.** The Corporation of Lloyd's began routinely appointing a network of "well established and of high commercial status and integrity" persons known as Lloyd's Agents to provide shipping intelligence.

Messrs. Brown & Ives of Providence were among those first agents appointed. However, the initial letter appointing them as Lloyd's agents was lost and a subsequent confirming letter sent.

Right: 1812 letter bearing manuscript "8" to pay the 1799-1816 rate for a single sheet traveling <40 miles. The Warren, Rhode Island CDS cancel has the initials for that state reversed to "I.R." ©

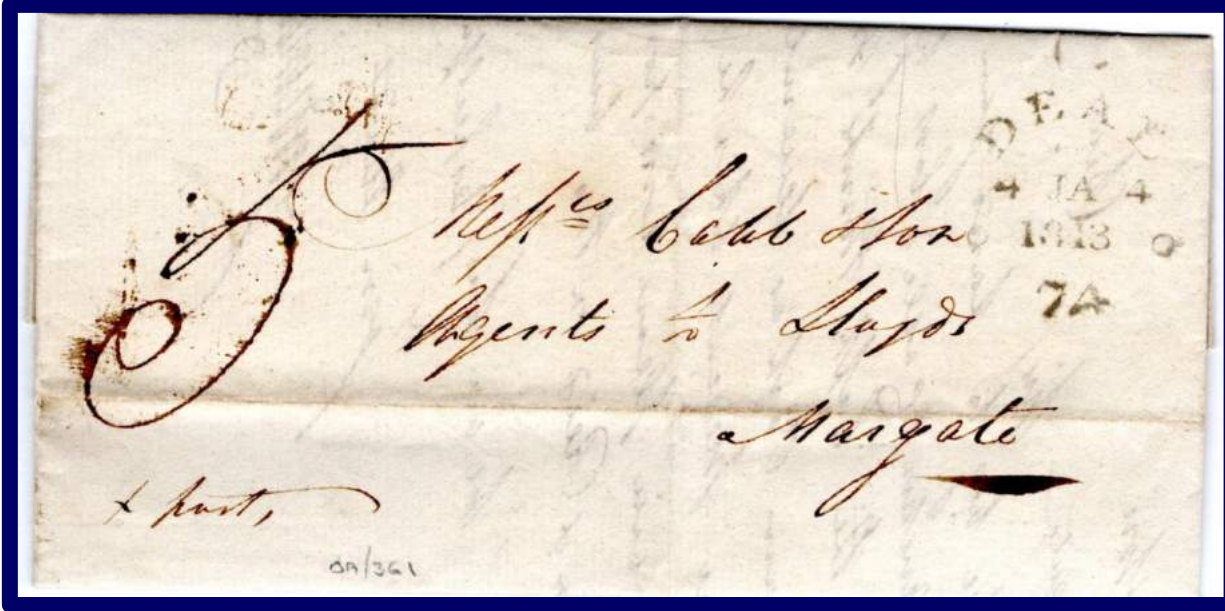




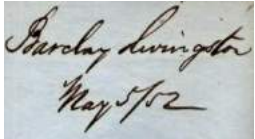
## 4.1 LLOYD'S AGENTS

The Lloyd's agents collected evidence of claims and offered sworn statements such as two shown here to Margate (right) and Philadelphia (below).

Right: Entire postmarked in Deal Jan 4, 1813. Franked with 5d manuscript marking indicating rate for a single sheet going 15-20 miles (effective 7/9/1812)



Mr. Schuyler Livingston of Barclay and Livingston counting-house was Lloyd's agent in New York.



Left: Entire from Barclay Livingston bears Washington 3c stamp in Brownish Carmine shade, Platen1LO, with inner frame lines recut, Relief A, tied by black "NEW-YORKMAY/5" (1852) CDS. Paid rate for ½ oz. for up to 3000 miles. Corner handstamp oval in black reads "Messrs Barclay and Livingston/New York".



**1857.** Lloyd's agents at European ports began to send regular telegraphic reports to the head office in London (Hurdman, 2003). The "Telegraph Dept.," as shown in the address of this item, became a central repository for intelligence at Lloyd's.

Right: Example of postal stationery envelope originally sold with accompanying insert card for 1s each. Item posted 13 years after Penny Post's golden jubilee was commemorated.

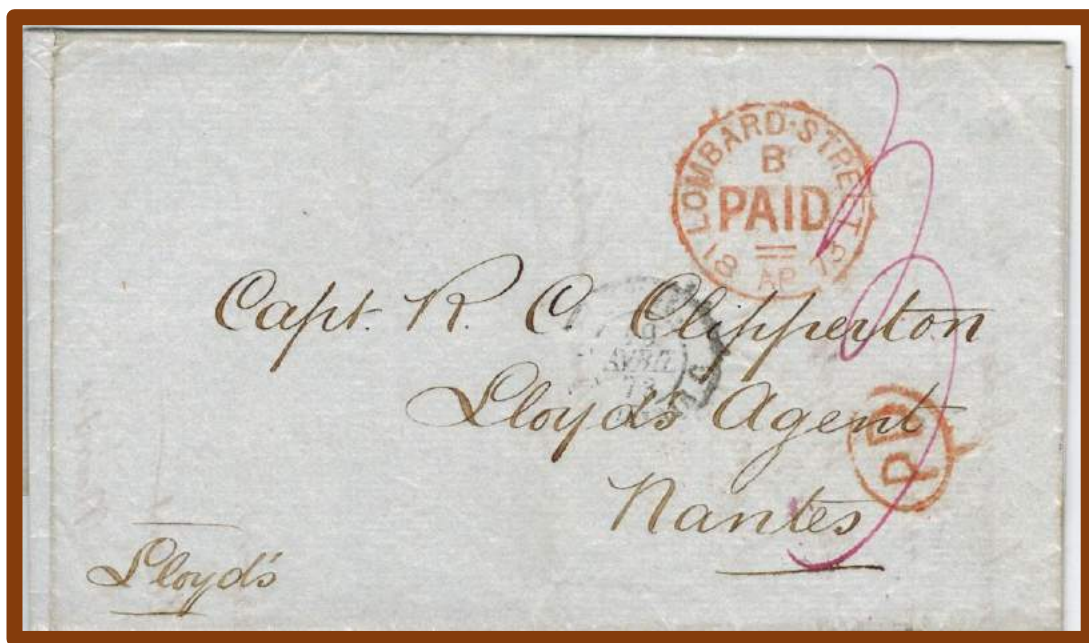
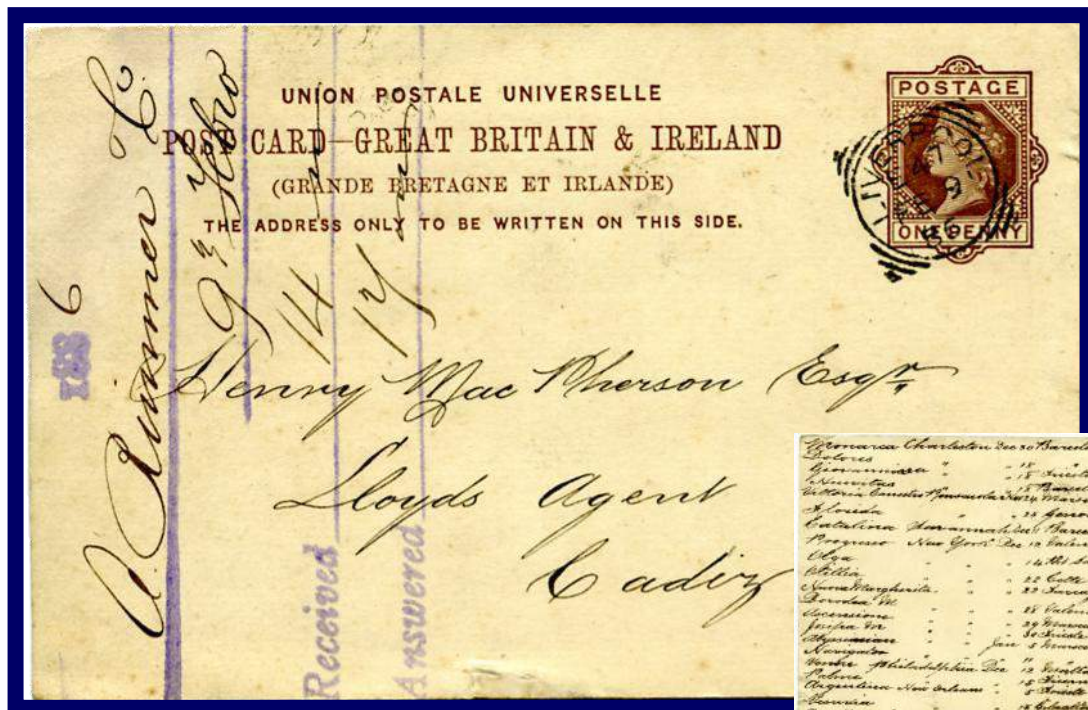




## 4.1 LLOYD'S AGENTS

By 1870, Great Britain and many other countries began issuing postal cards. For decades the advantages of postal stationery made it a key means of communication with and among Lloyd's agents.

Right: Postal stationery bearing a 1886 Liverpool Type IIB squared circle postmark over 1d rate.



Left: 1873 entire to France with a manuscript franking. Reverse shows arrival marks for both Paris and Nantes as well as "Secretary of Lloyds" seal.



**1880.** Cover addressed to Lloyd's Agent in "Flushing," appearing at first blush to be domestic, used the English name given to Vlissingen in the Netherlands.

Left: Dubus Type 20 cancel on 2½d. stamp from Plate 17. Franking pays the proper UPU rate to the Netherlands with foreign destination confirmed by arrival stamp on the back.





## 4.1 LLOYD'S AGENTS

Lloyd's Agents were and are found in seaports all around the globe and across the decades.

Theo. H. Davies & Co., one of the "Big Five" companies on the islands, were the Hawaiian agents for Lloyd's.



Right: Horizontal pair on 1895 cover with the THEO H DAVIES & CO "lozenge" imprint on the reverse. This mark is unlisted by Davey.



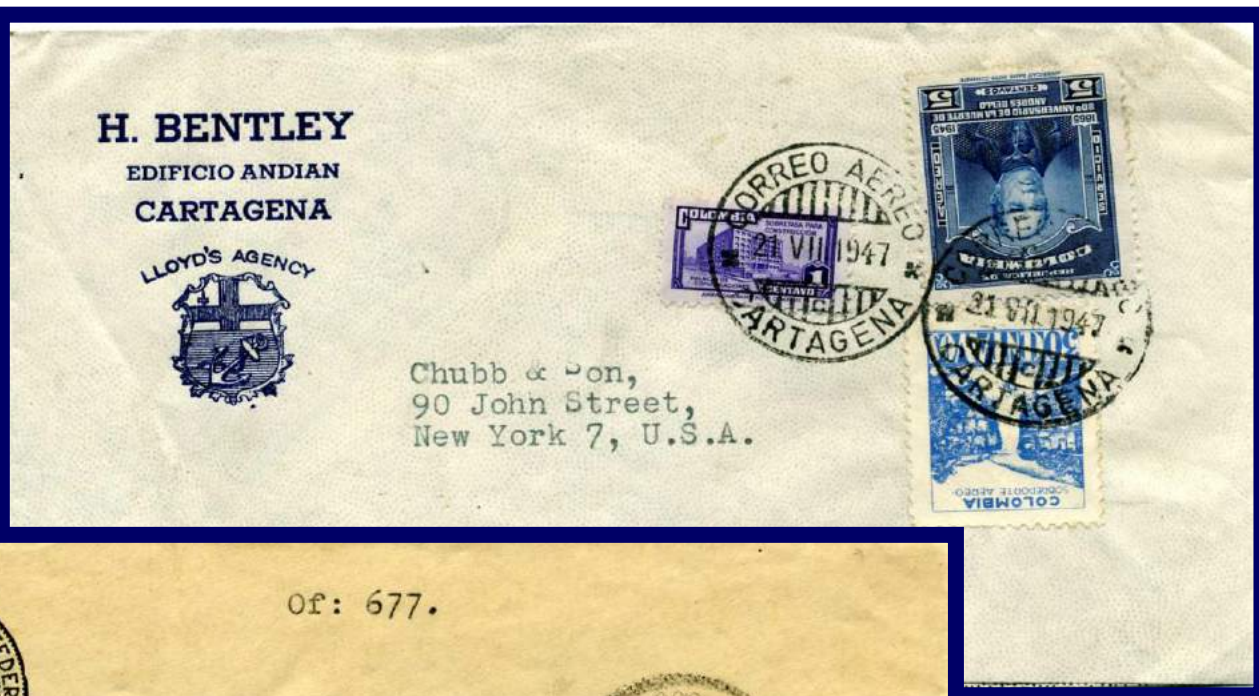
Above: 1941 registered airmail letter from Argentina to London met Examiner #393 in Britain. The reverse bears circular hand stamp from "Cooper Brothers / Lloyd's Agency / Buenos Aires", oval "Foreign" cancel from New York and, nine days later, a London hooded circle.





## 4.1 LLOYD'S AGENTS

Right: July 1947  
Columbia cover  
carries 35¢ airmail  
postage plus 1¢  
surcharge (took  
effect September  
1946).



SECRETARIA  
DE  
COMUNICACIONES  
Y OBRAS PUBLICAS

Of: 677.

Al Sr.

Dr. J. J. Sparks

Agente de la Lloyd's".

Ciudad.

PREFIERE EL LIBRO QUE EDUCA Y NO EL ALCOHOL QUE ENVILECE

Left: 1949 Mexican  
official mail to Lloyd's  
agent carries no franking



Right: 1950 airmail cover bearing a  
Neopost (LV-6) meter cancel with  
bottom frame broken in two places.  
Per the Post Office Circular (2/1950),  
the 1/- paid a double rate for air mail.  
The "POST DEPT." on the back stamp  
indicates that Dover agent for Lloyd's  
also acted as a forwarding agent.





## 4.1 LLOYD'S AGENTS



Above: 1952 Nicaraguan airmail to the US correctly franked for double the 5-gram airmail rate plus the 5-centavo stadium tax.

The ongoing importance of intelligence gathering is evidenced by letters such as the one below addressed directly to Lloyd's Intelligence Department. The sender was one of approximately 800 Sub Agents at the time.

Right: Double circle, bridged cancel (Type 24) on cover. Franked using 1991 provisional issues (printed locally) to pay the C300 rate to Europe in effect from 4/1993 to 1996.

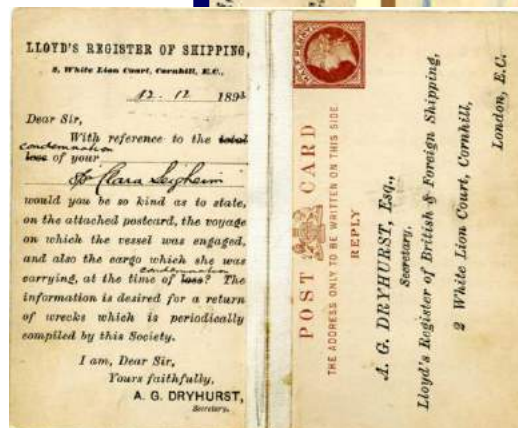


Today Lloyd's Agents number 260 with approximately the same number of Sub Agents.

## 4.2 LLOYD'S REGISTER OF SHIPPING

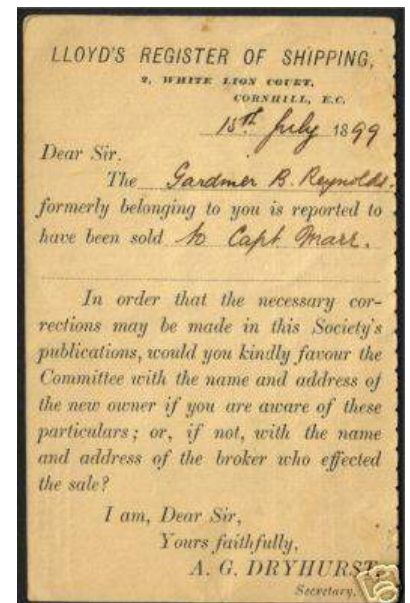
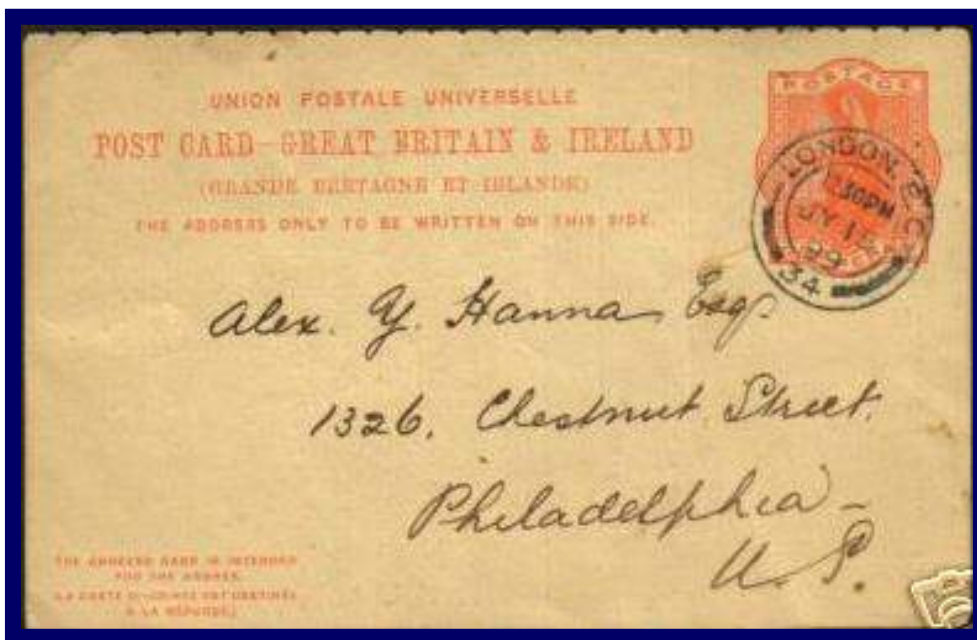
The underwriters' need for information about ships spawned the separate entity called *Lloyd's Register of Shipping*. In its earliest days, the volume that provided underwriters with details on the construction and ownership of nearly every vessel afloat was closely guarded.

This 1893 postal card correspondence illustrates efforts to update the condition of the steamship *Clara Seigheim*.



Above: Reply card (Higgins & Gage #17g with dies C&C) with ½d domestic rate and linen hinge. Markings include a hooded circle cancel and a hex-T stamp charging a surtax for underpayment of postage to Germany.

The 1899 card below demonstrates a similar effort to confirm a change of ownership of the *Gardiner B. Reynolds*.



Above: Postal reply card (Higgins & Gage #25) shows the design introduced in 1898 with a 1d foreign rate. Perforations replace the earlier linen hinge. Cancellation shown is a clear double ring CDS.



## 4.2 LLOYD'S REGISTER OF SHIPPING



Left: QV and 2d KGV examples of the same Lloyd's Register of Shipping perfin L4810.03.

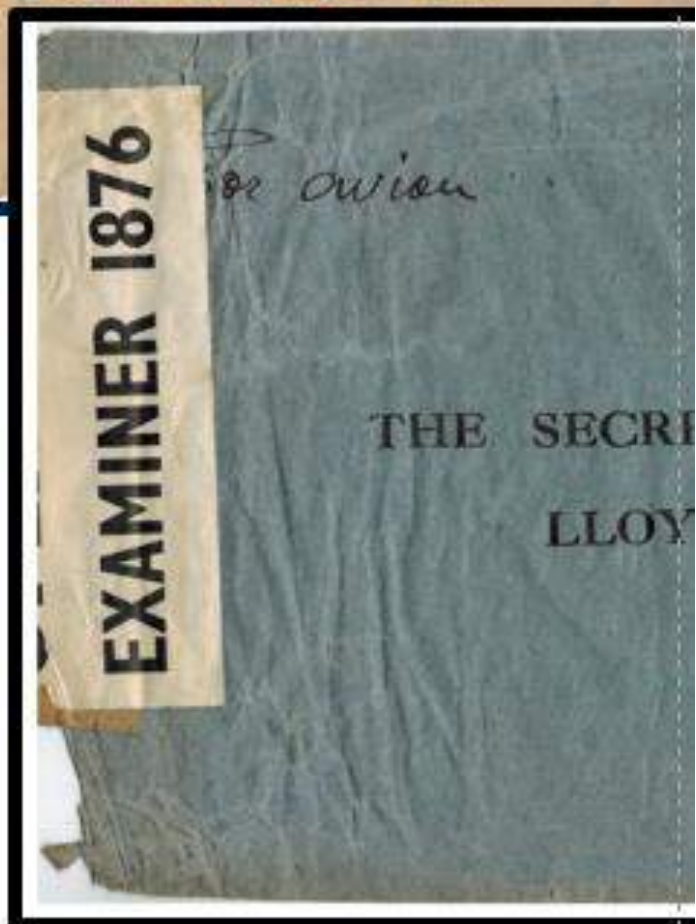


1922. October 20 Canadian official cover addressed to Lloyd's Register includes notice to Postmasters regarding per delivery to addressee or "responsible representative."



1939. When London's blackout began, records from *Lloyd's Register of Shipping* became – and today remain – less available. The Register Book was classified "secret" and its circulation "rigourously" restricted.

Left: 1941 Spanish censor cover addressed to Lloyd's Register of Shipping shows redirection to the location where administrative staff were evacuated during the Blitz.







A ship classification system emerged in *Lloyd's Register* using a letter to denote the soundness of the hull and a numeral indicating the same for its equipment.

Left: Front of 1922 Wills's cigarette card (Series 1 of "Do You Know")

Right: Reverse of Wills's cigarette card that explains the origin of "A1" as a synonym for excellence.



personal



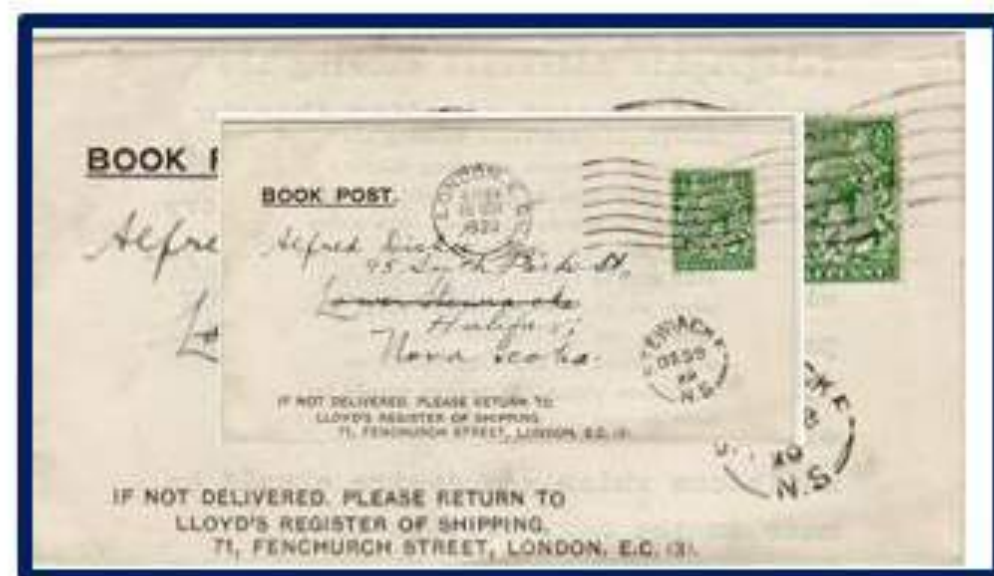
Left: Printed signature of J.C. Saunders, Secretary (to the) The Deputy Minister of Finance, provided for free franking on regular mail but was not applicable for this registered item. This cover contains five registration markings on the front: blue crayon cross, Ottawa "R" postmark, stamps cancelled with rubber R inside oval, lower right R inside a circle and the keyhole registration handstamp with the registration number. The reverse side displays an oval registered cancel showing arrival date of November (right); two additional Ottawa "R" postmarks also appear.





#### 4.2 LLOYD'S REGISTER OF SHIPPING

The logo for *Lloyd's Register* for nearly a century featured "the Ladybadger". She first appeared in 1799 and evolved to the 1980s. She can still be found on affiliated websites.



Left: Printed matter rate cover (1920), redirected at Stewiacke, Nova Scotia. Markings for "Book Post" corresponds to 1/2d postage; however, typed message on reverse suggests the mailing was not eligible for that rate.

Above: Lk  
<20 grams



through forms that varied from siren to goddess. As many as eight variations of an oval format were used from 1834

Left: Special hand stamp featuring the *Lloyd's Register of Shipping* logo on 1982 Maritime Heritage issue designed by Marjorie Savnor.



Above: 1984 meter cancel, showing logo for *Lloyd's Register*; was franked using Hasler "Mailmaster" to pay Netherlands domestic rate for 20-50 grams (4/1/82 to 7/1/86)

A new text-based logo, introduced for *Lloyd's Register* in the 1980s, was used for nearly thirty years on notepaper, certificates, documentation and signage. The cover below uses that logo in both the corner card and the meter cancel.

Lloyd's  
Register

Lloyd's Register of Shipping  
Box 701, 3000 AA ROTTERDAM

Lloyd's  
Register



Lloyd's Register of Shipping slogan cancel is meter 117 from Hasler "Mailmaster," the same as shown at the top of this page. Rate paid is for 1986 tariffs for mail mailed domestically.



## 4.2 LLOYD'S REGISTER OF SHIPPING

Today the collection of *Lloyd's Register* owned by Lloyd's itself is on permanent loan to the library at Guildhall.



Left: 1d red card bears Guildhall Jubilee commemorative cancel



The Guildhall collection remains the most complete source of shipping ownership and usage available anywhere. It provided important primary source material for Alex Haley when tracking his ancestry for *Roots*.



**2005.** A study of illegal, unreported and unregulated fishing, co-sponsored by WWF International, used data from *Lloyd's Register*.



Above: The 2004 WWF souvenir sheet from Fiji, which illustrates species of tuna, is from the second printing. It identifies the artist name in the lower left of each stamp; the first printing omitted that name.



### 4.3 LLOYD'S LIST



**1734.** Another publication emerged that reports the movement of vessels around the globe. The earliest known copy of that periodical is shown on the 1988 Bahamas.

In these early days, the information published arrived by letters, such as the 1835 letter below, that acknowledges receipt of just such intelligence.

Right: The prepaid charge of 1/2 (in red) indicates the 8d charge London to Dover (72 miles) under the Act of 1812 plus 6d for the ferry from Dover to Calais under the Act of 1835. Additional marking includes the ANGLETERRE PAR CALAIS route marking.



**1852** To speed the reporting of intelligence, Lloyd's began opening signal stations around the British coast. The one located on Lizard Peninsula, Cornwall, went operational on 1 April 1872.

Right: An example of Great Britain's first post card (Type B measuring 123x74 mm) in use 1870-75. Front markings include Falmouth CDS for both 8 Oct and 9 Oct as well as a barred oval cancel; the back bears an arrival mark applied in London. Item reports a ship's departure and its destination.





### 4.3 LLOYD'S LIST

The network of signal stations grew to nearly forty by 1900 with its success was attributed primarily to Sir Henry Hozier, Secretary of Lloyd's from 1874 to 1906. Hozier, whose wife Clementine was the daughter of Winston Churchill, died in 1907 while visiting a signal station in Panama.



Above: Though Sir Winston Churchill appears on many stamps, the souvenir sheet marginal image is one of only a few showing Lady Randolph Spencer Churchill nee Clementine Hozier.

Left: Bi-coloured cover addressed to Captain Hozier with duplex barred oval cancel (Dubustype 10) from London West.

Communication between the stations and Lloyd's was entirely land and sea-based for most of the 19<sup>th</sup> century.

Right: 1d postal stationery from Dover Signal Station bearing three cancels: a squared circle from Dover on 16 April 1883, a double circle from Dordrecht on 17 April, and a third unreadable CDS on 17 April.

MEMORANDUM.

From Lloyd's Signal Station, DOVER. (R. C. DARWALL, MANAGER.)

To Mr. J. Smit

I beg to confirm the Telegram sent to you this day, reporting Ship *Amelia* is at the above Station at 6-0 p.m. having passed the above Station at 6-0 p.m. Wind *WSW* Weather *fine* Sea *smooth* Tide *in*

Please forward to the Secretary of Lloyd's, London, E.C., Post Office Order for *3/6* or postage stamps of your own country, value *3/6* cost of reporting the above Vessel by Telegraph.

*ALL PAYMENTS TO BE MADE DIRECT TO THE SECRETARY OF LLOYD'S, LONDON, E.C.*

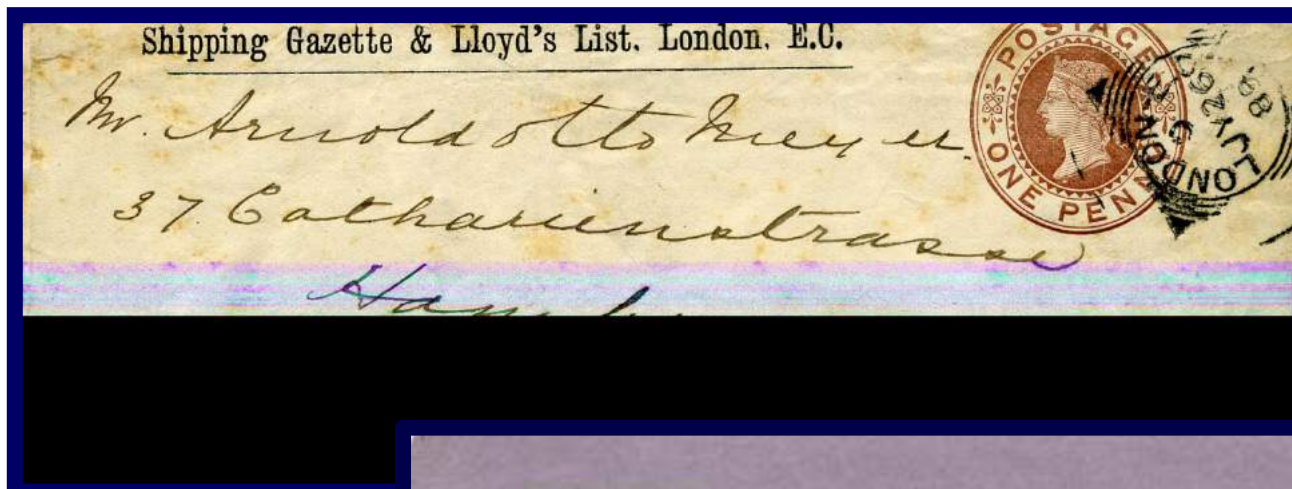


**1898.** Lloyd's commissioned a wireless transmission by Marconi. This began the gradually replace both postal communication and signal stations as principal sources of marine intelligence at Lloyd's.



### 4.3 LLOYD'S LIST

Prior to the *Newspaper Postage Act of 1834*, *Lloyd's List*, as a "privileged unstamped newspaper," was delivered without postage. In 1874 *Lloyd's List* amalgamated with a rival publication and, for half a century, published as *The Shipping Gazette and Lloyd's List*.

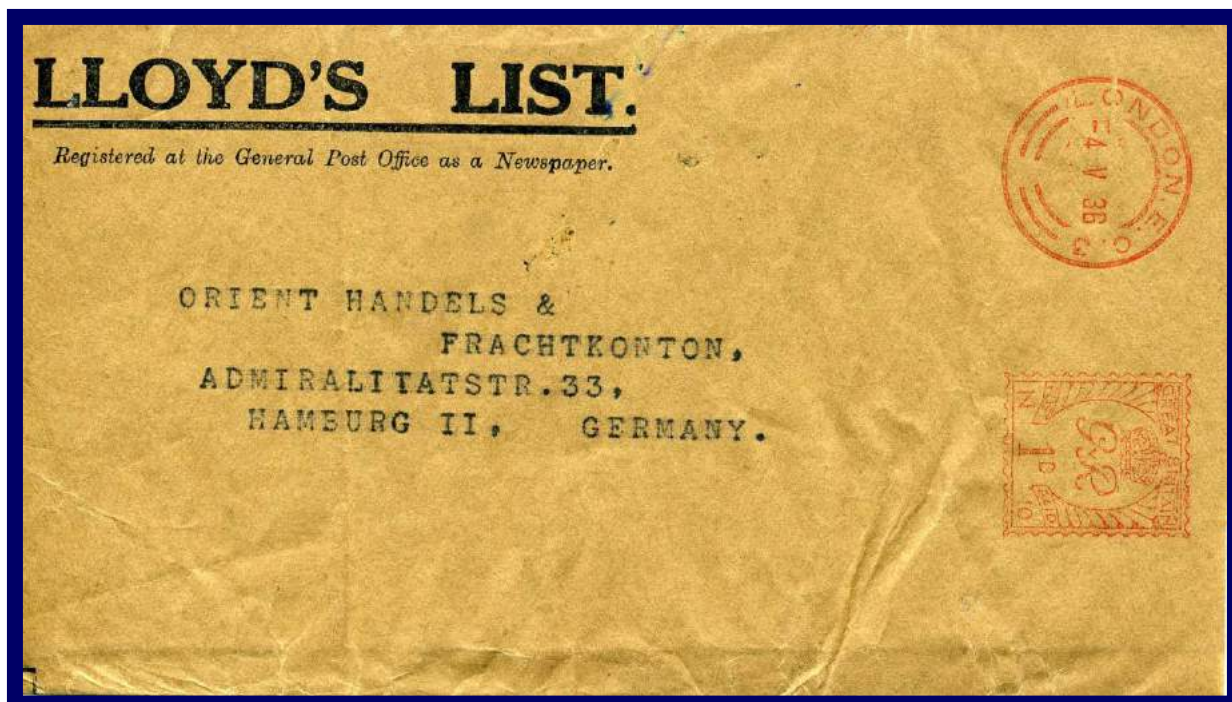


Left: wrapper (1889) from *Lloyd's List*. is tied with a squared circle cancel (Type IA) and bears the 1d Newspaper Duty that took effect in 1836.

Close ties between the two entities evidenced by usage of this pre-addressed "Lloyd's" envelope to send mail to *Lloyd's List*.



Above: 1930 cover franked with imperf stamps and bearing transit mark though Nuevo Laredo.



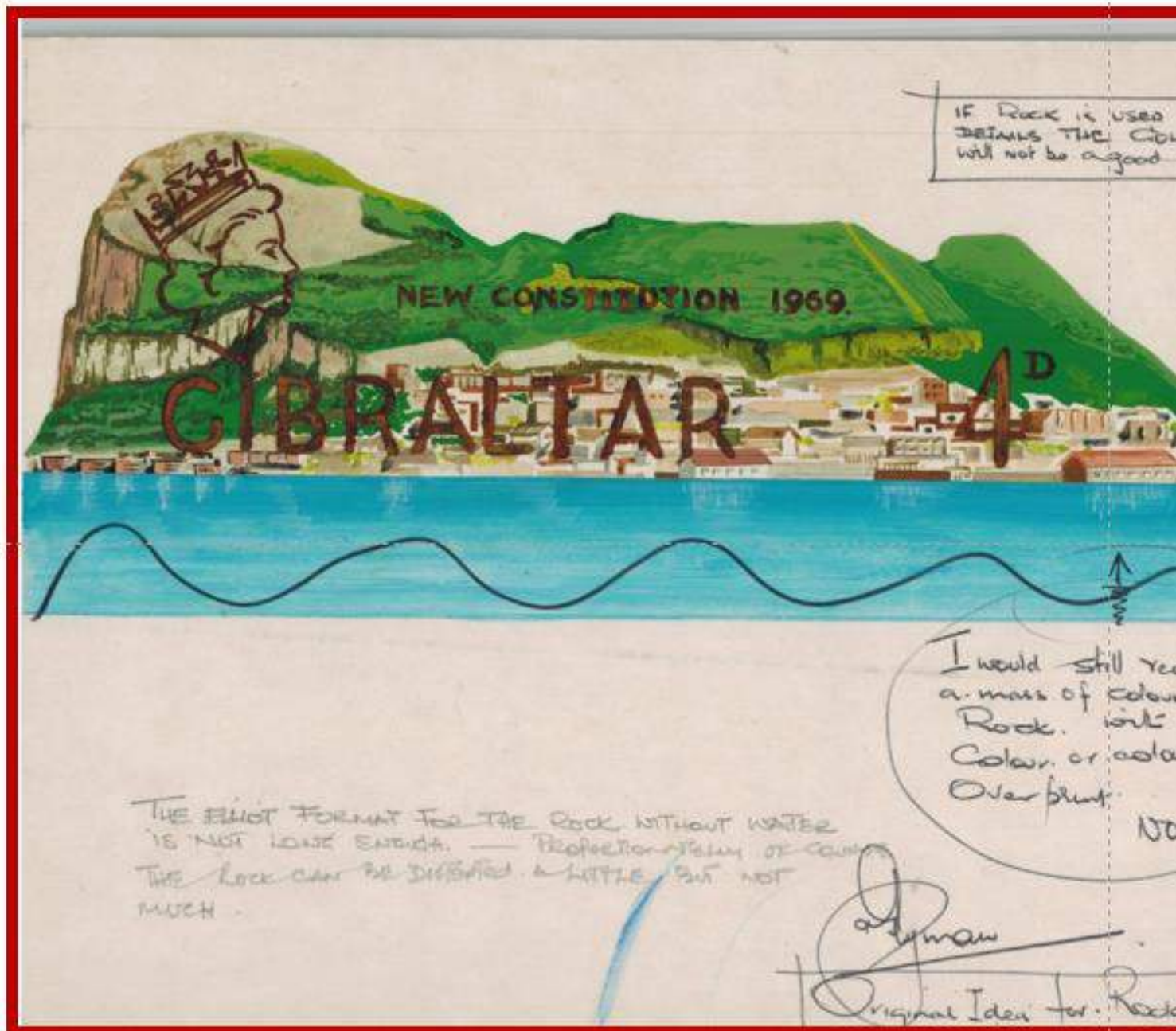
Left: Newspaper wrapper bears the 1936 meter mark and the same 1d rate a full century after that rate first appeared.



## 4.3 LLOYD'S LIST

### 4.3 LLOYD'S LIST

Lloyd's underwriters made their living on information about the comings and goings of ships. But the network of signal stations of their vessels. Today, only the Lloyd's signal station located high atop Gibraltar still survives as a working station, personnel between Africa and Europe. It proved its continuing usefulness in 1973 when it helped track a vessel suspected of carrying arms



Above: Original hand-painted artwork for 1969 commemorative prominently features the "Rock of Gibraltar". Signed by artist A G (Freddy) Ryman and endorsed 'Original idea for Rock' but with a note saying 'I would still recommend a mass of colour' which was subsequently adopted.

Right: As issued; high value shown.





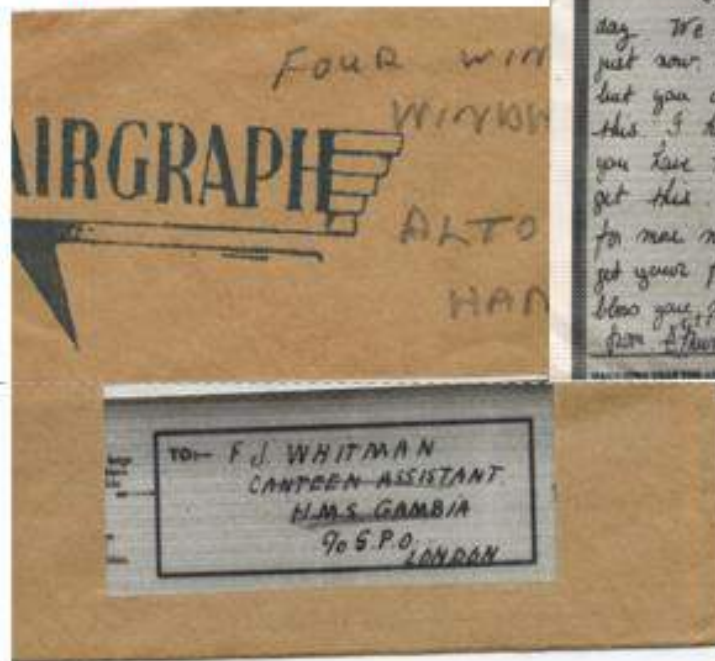
### 4.3 LLOYD'S LIST

al stations permitted Lloyd's itself to generate some additional revenue by notifying ships' owners of the progress. Personnel at the monitoring facility keep an eye on 60,000 ships entering or leaving the Mediterranean, or crossing the arms for the IRA. Ships continued to say, "Report me to Lloyd's" on entering the Mediterranean.

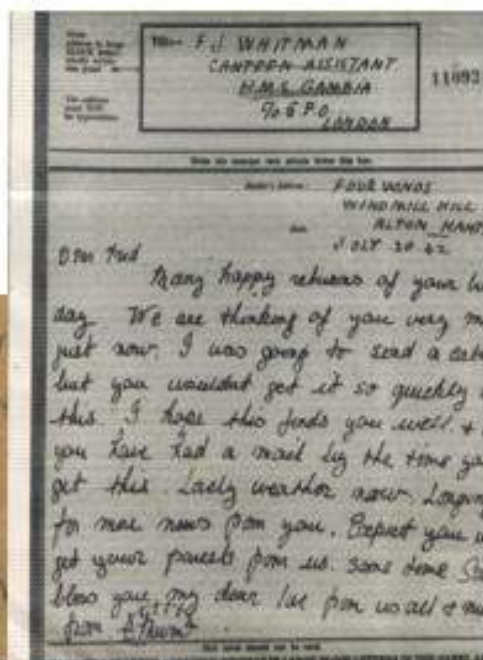


The high perch above Gibraltar is known as "Windmill Hill."

Right and below: Airgraph sent from Windmill Hill during WWI. It is interesting to note that the word Airgraph became a registered trademark of Kodak who controlled the process of photographing and printing messages.



In the 1990s, a management buy-out put *Lloyd's List* on independent footing. This, completed a separation from *Lloyd's* begun in 1973.



Above: GB hand stamp commemorating the 250<sup>th</sup> anniversary of Lloyd's List.



## 5. NON-MARINE INSURANCE



1864. Previously it was illegal for insurance companies to purchase insurance in most circumstances. Once legal, "reinsurance" was widely used to spread risk and has grown to be a large share of non-marine insurance business.

Right: Reinsurance policy for an American property and liability company bearing revenue stamps from both the UK (6d) and USA (\$4.99 in "Series 1949" stamps). Its embossed image of Lloyd's Policy Signing Office is reproduced in black and white for greater visibility.



← 1791. Perhaps the earliest non-marine claim at Lloyd's was its £20,000 share of the loss w

1880s. Underwriters at Lloyds once again began writing policies to cover non- marine risks century exceeded its marine business.

①  
J1

No Policy or other Contract dated on or after 1st Jan., 1924, as entitling the holder to the benefit of the Funds and/or Guarantees or Contract as security for their liabilities unless it bears a

Form approved by Lloyd's Underwriters' Fire and Non-Marine Association.

**LLOYD'S REINSURANCE**

(Subscribed only by Underwriting Members of Lloyd's all of the Assurance Companies Acts 1909 and 1914)

**Whereas** ALLIED AMERICAN MUTUAL FIRE AND MARINE INSURANCE COMPANY, INC. of (hereinafter called "the Company"), having paid Premium or Consideration to Us, who have reinsured against Loss as follows, viz. :—

reference to his proportion as ascertained according to Percentage or Proportion of the total Sum reinsured opposite the definitive Number of the Syndicate of

**In Witness** whereof the Manager of Lloyd's has signed his Name on behalf of each of Us.

LLOYD'S POLICY SIGNING OFFICE

*A. H. Appleby and*

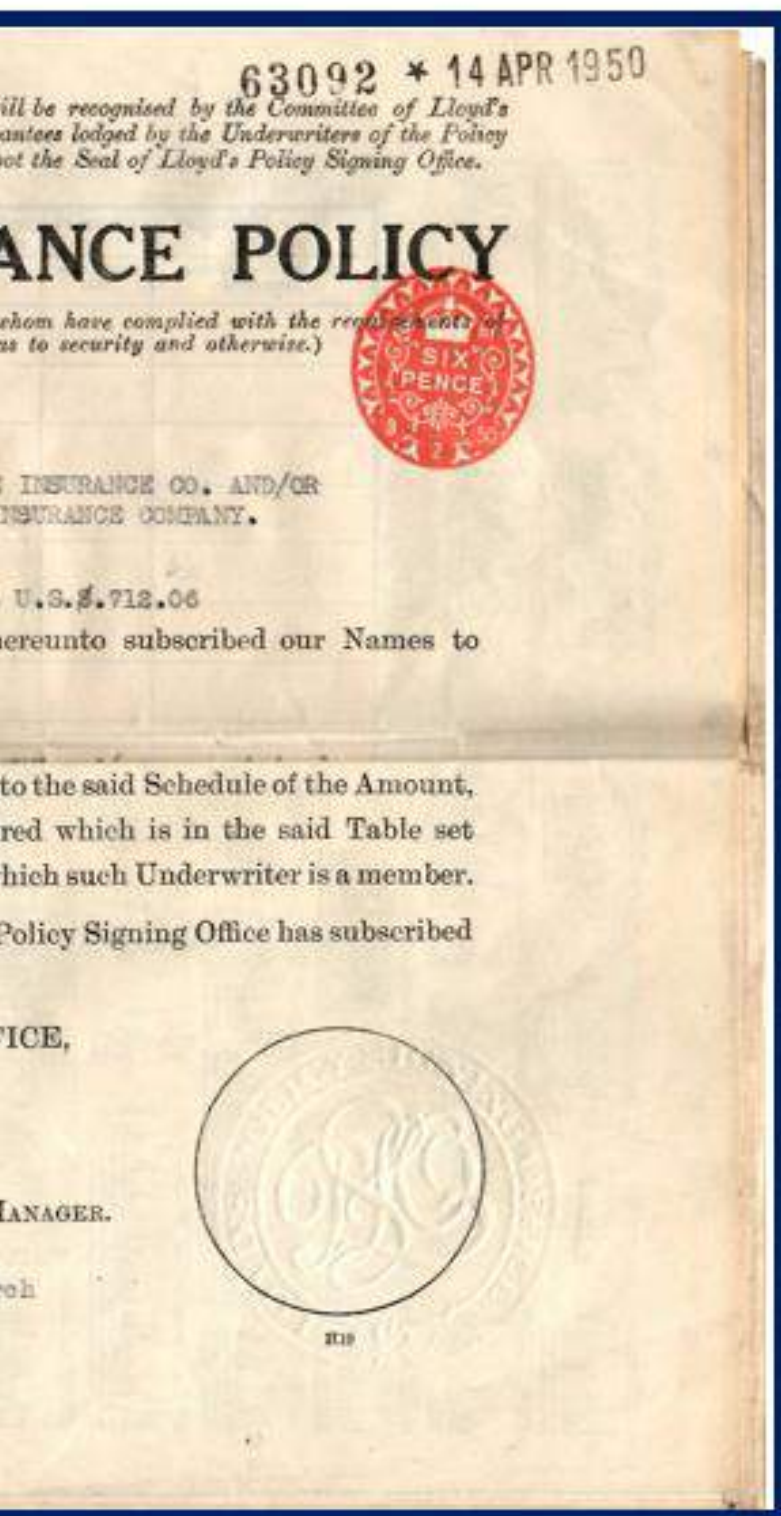
Dated in London, the Third Day of May One Thousand Nine Hundred and Fifty.

Form J1 (27-2-41)



in a Flour Mill, built at the foot of Blackfriars Bridge, was destroyed.

this time staying in the business. Non-marine risks in Lloyd's third



1897. Several Indian princes came to England to take part in the celebration of Queen Victoria's Diamond Jubilee.



Above: Plate proof printed on India paper mounted on card. One of 800.

A maharajah took out insurance for his valuable jewelry and also for his god, which he brought with him/ The policy was for the sum of £200,000.



## 5. NON-MARINE INSURANCE

1897. When the John Eaton Company was destroyed by fire on May 20, 1897, it took only one day for the law firm of Beatty, Blackstock, Nesbitt, Chadwick & Riddell to prepare and send this letter to begin the process of claiming the \$50,000 of insurance carried at Lloyd's. The letter itself is addressed to the 55 "names" at Lloyd's who collectively had underwritten the Eaton store.

Right: Cover bearing 70c postage to carry 6½ to 7 ounces. Postage plus the 5c registration fee paid by fifteen 5c Small Queens in pairs and strips from the Second Ottawa Period – one of the largest multiples known to exist on cover. The faint purple handstamp indicates it traveled via New York, most likely aboard the Campania, which arrived May 28th in Queenstown where the mail was offloaded and sent by train to Dublin, sea to Holyhead, and train to London. On May 29, 1897, the London Inland Office applied a red 22 mm registered hooded receiver datestamp that includes an "A" for the duty letter and the stamper's number "26."

1901. Cuthbert Heath, an underwriter at Lloyd's, introduced the first insurance linked with loss prevention. Perhaps recalling a childhood cholera outbreak, he agreed to sell a smallpox policy but only to those who had been vaccinated.



Above: 1835 disinfected mail. The Italian cover bears dated hand stamps showing departure from Milan (front) and arrival in Bologna (back). The cholera disinfection is indicated by oval single line framed cachet with three-line inscription "PROVINCIA DI / disinfettata / BOLOGNA" and the slits, separated by 37 mm, that allowed vinegar or another fumigant to pass through.

1906.  
hit Sa  
around  
other i  
covered  
damaged  
credited  
reputat

Righ  
Berl  
cent  
by a



Above:





817  
 Messrs Henry Bacon, A. J. Melhuish, A. C. Brown, G. R. Maltby, W. M. Strachan, J. W. Gillies, C. O. Walker, R. G. Pochin, C. F. Tindal, Arthur J. Parker, Horace J. Parker, W. W. Bartlett, W. Coward, John H. Hale, John Churchill, A. H. Benson, George E. Pitman, James T. Slater, A. F. Charlesworth, Richard J. May, Edmund Deane, Hubert C. Legh, E. F. Stearns, J. E. Hammick, W. A. Stearns, H. C. Sicklemore, J. L. Crawford, D. P. McEuen, Geo. C. Cattlin, Henry Holmes, A. Ll. Sturge, Harry Holmes, J. Franklin-Adams, G. Arles Dufour, Charles Price, E. Steane Price, A. Rodger, Wm A. Lindsay, A. Holland-Hibbert, Sydney Holland, Walter Savill, Stephen White, Wm B. Liddiard, Wm C. Maxwell, Chas. Kuypers, Chas. E. Moser, L.C.C. Lindsay, Edwd Beauchamp, Charles H. Wilson, Arthur Wilson, L. G. W. Milles, A. W. Bryant and C. A. Hewitt, and to each of them.

Lloyds,

London, England.

When the Great Earthquake San Francisco, Lloyd's paid \$30 million in claims while insurers argued their policies covered only the ensuing fire damage. This one disaster is widely cited with establishing Lloyd's reputation in North America.

Right: Postally used. Mailed from Berkeley, CA on Sept 12, 1906. One-cent stamp paying postal card rate is tied by a flag cancel.



1915. Whether because of the growth in non-marine lines or the departure of many for military service, a new system was developed which meant underwriters no longer need to see and sign every policy once the slip had been converted to a contract. Since that time Lloyd's Policy Signing Office retains that signing authority and acts as official record keeper for all underwriters.

Below: Design of embossed logo of Policy Signing Office. Original example shown one row above.



## 5. NON-MARINE INSURANCE

**1924.** A pioneer in the development of non-marine insurance at Lloyd's returned to the market late in his career to place insurance on the 1924 British Empire Exhibition. This gentleman was held in such high regard that the market provided its guarantee on the BEE at no premium whatsoever.



Left: Wembley Park cancel on cover from a member of the Royal household showing the 1924 1½d British Empire Exhibition (BEE) stamp, England's first commemorative.



**1952.** When Mrs. Priscilla Leeds visited Harrod's, she purchased something for £19:2 that was insured at Lloyd's to assure its safe shipment to Ohio. I wonder what treasure she found on her European travels?



Above: Harrods commercial overprint paying the 2d excise tax on purchases over £2 in effect from 1920 to 1971.

Right: Letter franked with Lloyd's of London perfin on the same date to the same person.



## 5. NON-MARINE INSURANCE

An infamous gentleman named Mr. Lek proved that even philately sometimes gets involved with insurance fraud.



The infamous attempted swindle involved the theft of a stamp collection in Berlin just after it was insured for £46,500. When albums containing 17,000 stamps were recovered, the victim alleged that his greatest rarities were missing.



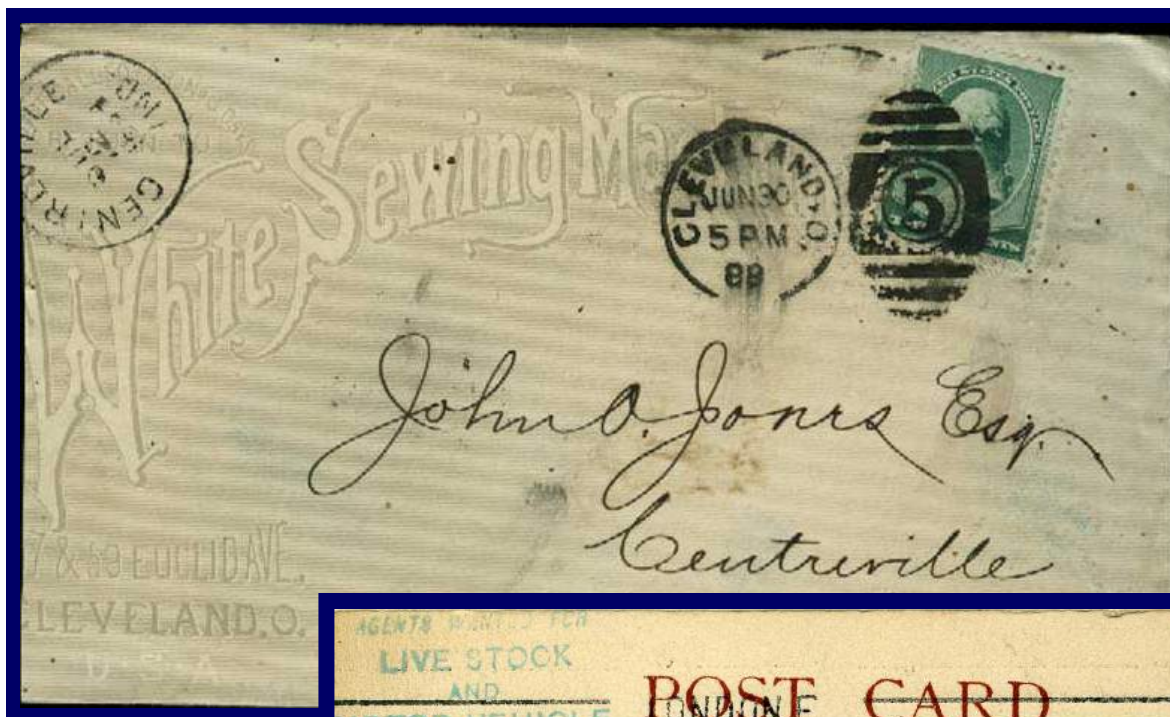
Lek's claim included a horizontal strip of four (used) and vertical strip of five of the Mauritius 2d "Post Office" issue. In the expensive court battle, experts testified that these items could not exist since that stamp was printed in plates of twelve laid out 3x4.

The court ruled in favor of the insurers, clearly finding the experts from the Royal Philatelic Society of London more credible than the one presented by the other side "whom nobody had ever heard of."



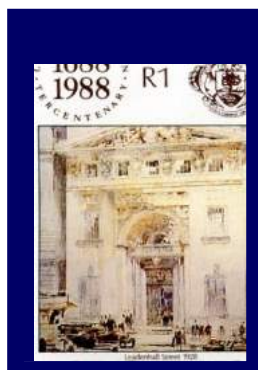
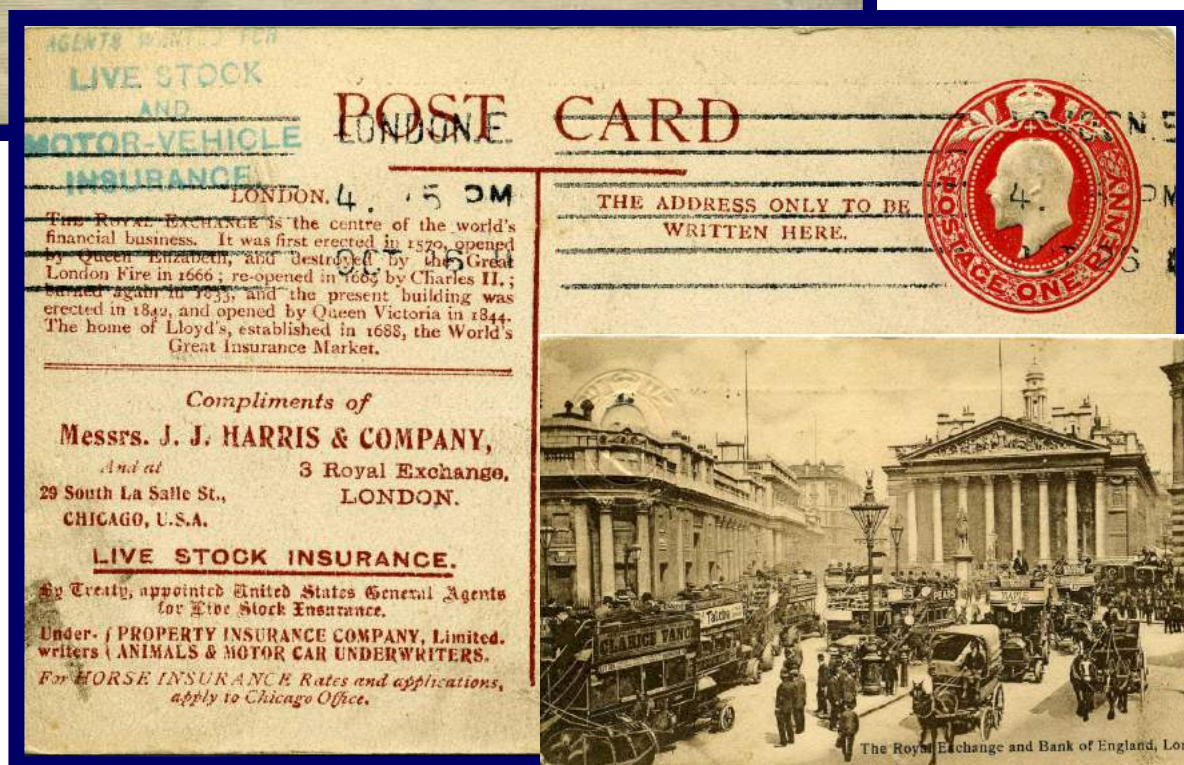
## 5.1 CARS

**1904.** The first Lloyd's motor policy was issued at a price of £1 per horsepower. Just three years later Lloyd's first American motor policy covered a steam car built by the White Sewing Machine Company.



Left: 1888 advertising cover from the White Sewing Machine Co. tied with Cleveland, OH Duplex and showing front & back arrival CDS.

Right: Advertising card added a hand stamp to show that motor-vehicle insurance was available in addition to its live-stock insurance. The card shows Lloyd's home at that time.



← **1928.** Growth in non-marine insurance contributed to the Society's move to 12 Leadenhall Street. This was the first of three times in the last century Lloyd's outgrew its space and moved.

**1931.** The first available figures show motor insurance at Lloyd's amounted to £32m. That figure doubled by 1948 and had nearly tripled by 1950. The extreme popularity of automobiles allowed premium volumes for motor insurance to achieve in 50 years what had taken fire insurance three centuries.





## 5.1 CARS

Forced to deliver speedier service to personal insurance customers, motor insurance contributed much to the details of Lloyd's claims processes.



Above: Meter cancel H10 (from Pitney Bowes "5000" series) promoting modern motor insurance at Lloyd's. The rate of 19p paid the third step surface/European rate for 2-3 ounces. The franking is denominated in whole pence (rather than the more common 1s 7d) was introduced in 1968 to facilitate usage post-decimalization without needing a whole new die..

Because protectionist regulation and taxes kept Lloyd's out of most non-U.K. markets, North Americans don't think of Lloyd's when insuring their cars.



**LETTER CARD**

**LLOYD'S  
MANSLAUGHTER  
INDEMNITY  
POLICY  
FOR  
MOTORISTS.**

**12/6 per annum  
INCLUSIVE.**

**TO OPEN THE LETTER CARD**

**AFFIX  
1½d.  
STAMP.**

**LLOYD'S PROPOSAL FORM.  
LEGAL COSTS INDEMNITY INSURANCE  
(MANSLAUGHTER)  
WHILST DRIVING MOTOR VEHICLE OR CAR.**

- Name
- Address
- Profession Age (limit 65 years)
- Type of Car or Vehicle used
- Where is such Car or Vehicle at present insured? State Company or Lloyd's Underwriter
- Have you ever been asked for special conditions, renewal refused or Insurance declined in respect of a Motor Policy?
- Have you ever been charged or convicted in respect of an offence in connection with a Motor Car or Vehicle? If so, give full particulars
- Has your licence been endorsed, suspended or revoked?
- Are you suffering from any physical or mental infirmity?

I/We warrant that the above statements and particulars are true, and that no material facts concerning the insurance have been withheld. I/We agree that this proposal, whether signed by me/us or caused to be signed for me/us, shall be the basis of the contract between me/us and the Underwriters.

Date

Proposer's Signature

Above: Australian private postal reply card used to underwrite manslaughter coverage.

Globally Lloyd's motor policies have included protection against criminal charges as well as civil liability.



By far the most unique Lloyd's motor policy covered the rover used by US astronauts during the Apollo missions to the moon.



## 5.2 SPORTS

### 5.2 SPORTS



1970. Lloyd's insured the English World Cup football squad during their trip to Mexico. Flower and Jones state, "in view of the riots ... it was money well spent."

Lloyd's underwriters originally developed bloodstock insurance to protect expensive horses being transported by ship. Early policies on prize horses insured against mortality only. Today's policies cover fertility as well – a coverage offered first on Triple-Crown winner Secretariat.



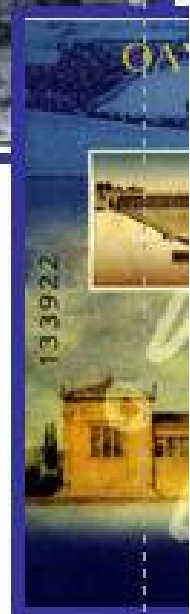
Right: Celebrate the Century stamp franked on 1999 cover.



1980. When the United States boycotted the Summer Olympics in Moscow, Lloyd's paid NBC \$90 million for lost broadcast rights.



Above: The U.S. stamp commemorating the 1980 Olympics faced controversy when it was issued in the wake of the boycott. Shown is an imperf right margin block with two plate numbers.



Above: The Green The design by I (quantity was 180.



1990s. Lloyd's insured the Dallas Cowboys during the years when they captured three Super Bowl victories and welcomed the winning team when they visited. However, the red carpet was not rolled out for their visit -- that is reserved for *real* dignitaries. →



Above: Handstamp obtained at Superbowl XXX.

1996. Representatives of the World Series winning Blue Jays visited Lloyd's where key players are insured.

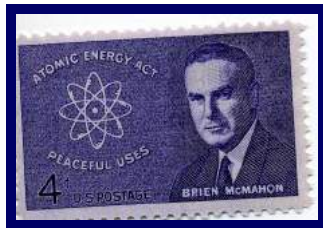
Right and below: Booklet issued by Canada.



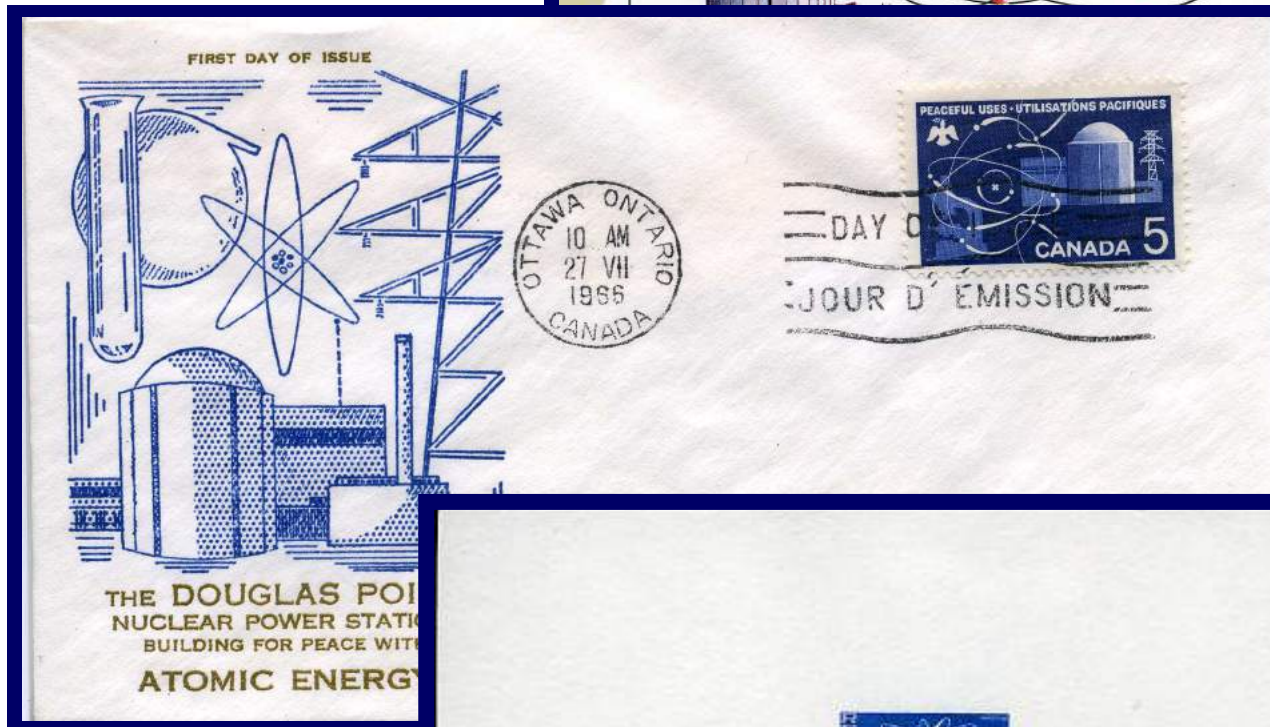
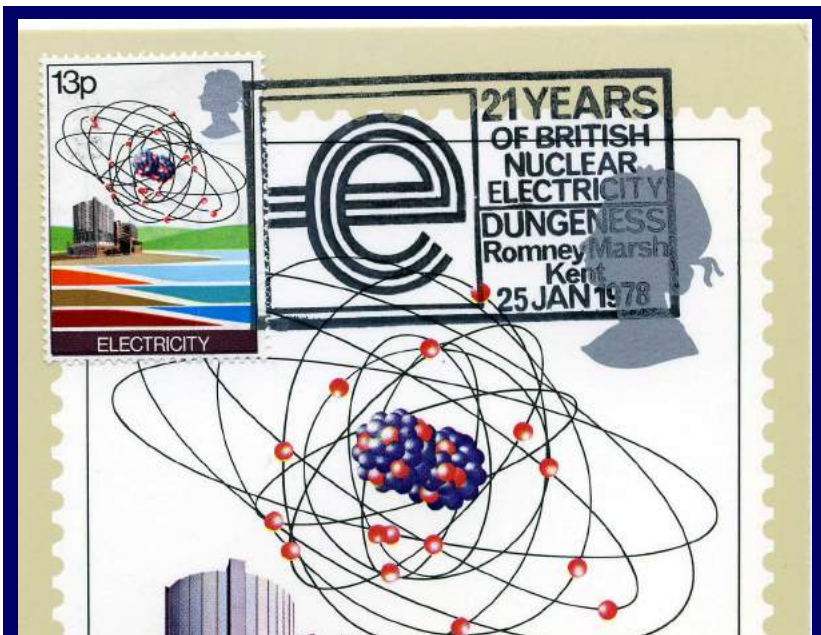
← 2004. The organizing committee of the Summer Olympics in Athens initially had difficulties in finding an insurer that would cover both cancellation and terrorism risk. After initially turning down the Olympic Committee, Lloyd's reconsidered and eventually provided about one-third of the coverage for the Games which post-event reports suggest topped US\$1 billion – far beyond the limits seen at games before 9/11.



## 5.3 ENERGY



Special insurance pools insure nuclear power plants in many countries with underwriters from Lloyd's taking a big share in most.



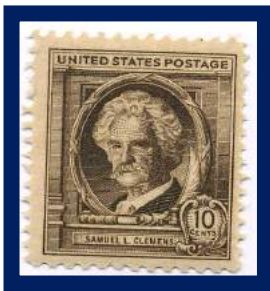
Separate agreements were needed to avoid potential problems of circularity with existing reinsurance treaties.

Right: Deluxe souvenir sheet (no gum). France used control punches as in this item until 1967.





## 5.4 ARTS AND ENTERTAINMENT



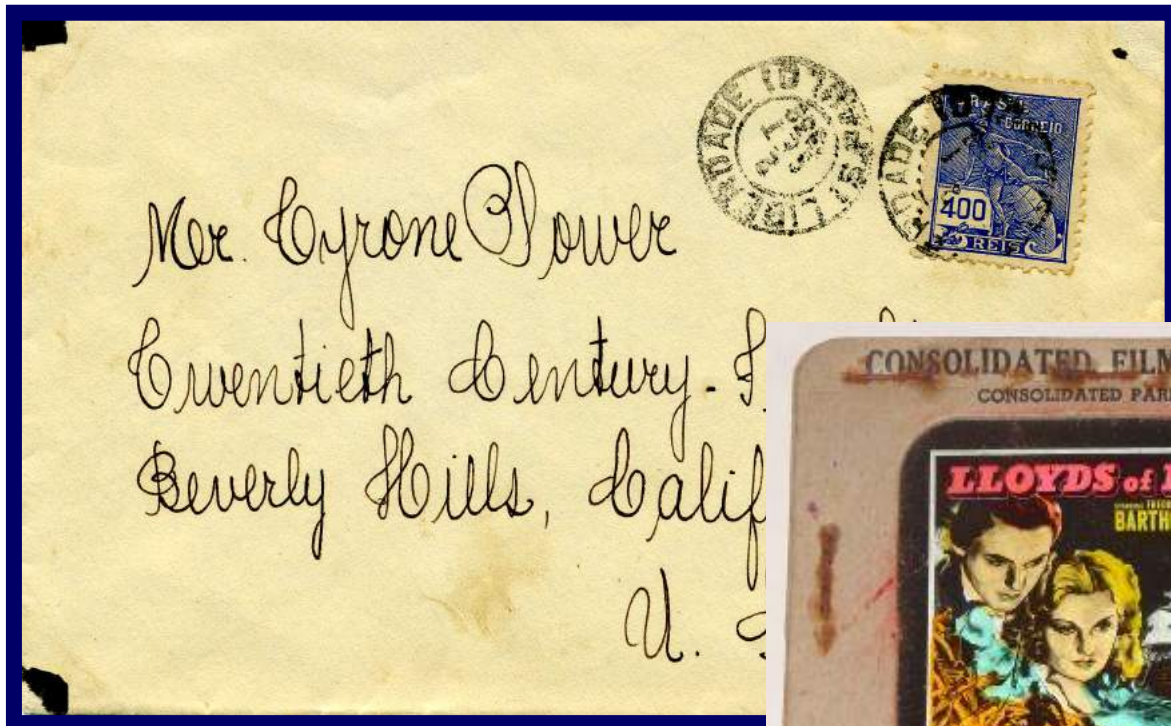
**1869.** When Mark Twain turned his acerbic wit on the tendency in the East to distances by hours and not miles, he gave the example of asking, "How far is it to the Lloyd's Agency?"

**1934.** Lloyd's was paid hefty premiums to insure Elizabeth Taylor when she starred in *Cleopatra*. A series of problems – and her affair with Max Lerner – caused delays for the film and an eventual settlement with Fox.

Right: The background photo on the US "Behind the Scenes in Film Making" minisheet shows Cecil B. DeMille on the set of *Cleopatra*.



**1936.** Lloyd's insured the feature film *Lloyd's of London* that launched the career of Tyrone Power and helped turn 20<sup>th</sup>-Century Fox into a major Hollywood force.



Left: Brazilian fan mail addressed to Tyrone Power in 1938.

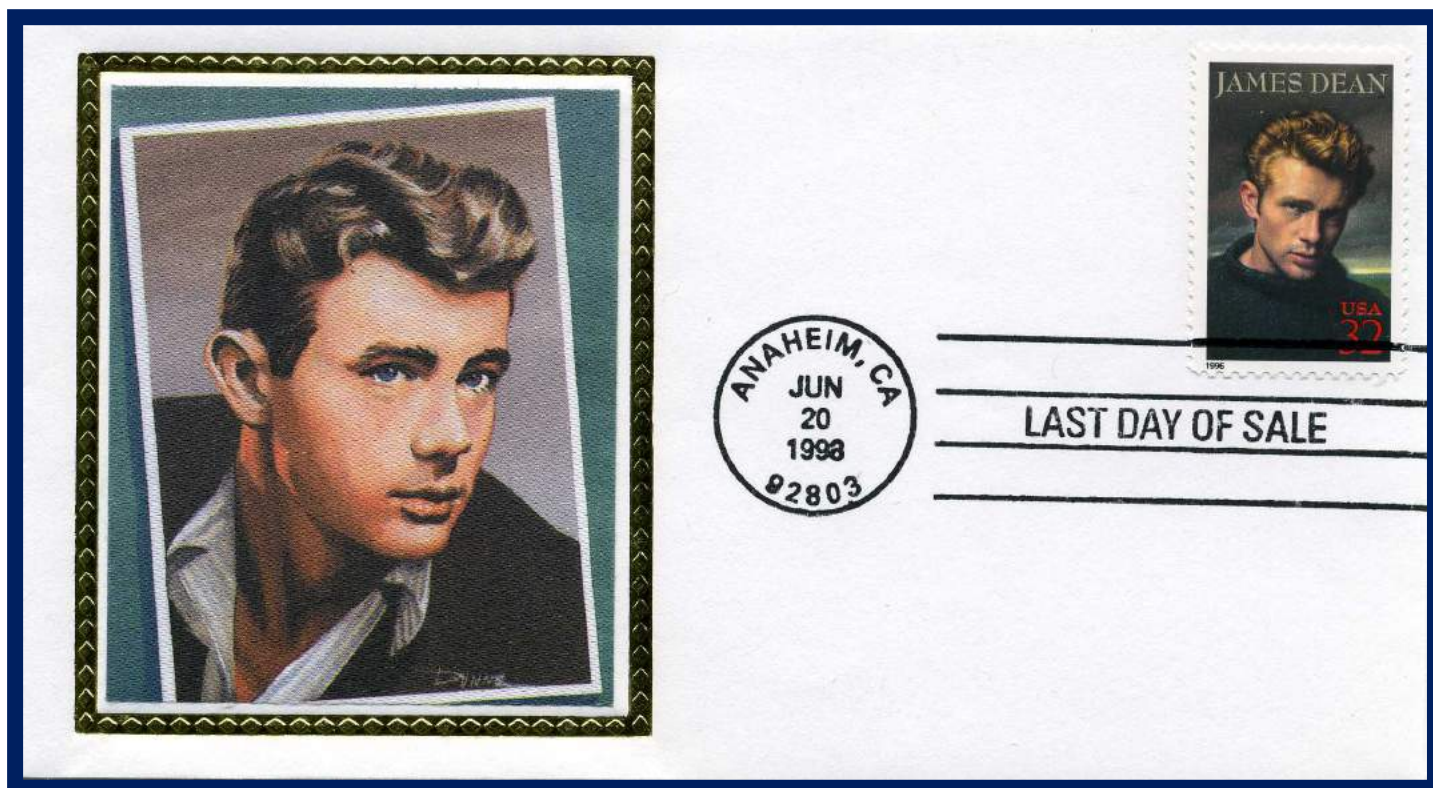


Right: Original hand-colored "coming attraction" glass Lantern Slide used to promote the *Lloyds of London* feature.



## 5.4 ARTS AND ENTERTAINMENT

**1955.** The week of his death James Dean took out a life insurance policy with Lloyd's that later paid \$100,000 to Winton Dean, his father.



Above: Last-day cover for James Dean stamp designed by Michael Deas and first issued June 24, 1996.

**1958.** A Hollywood gimmick promised a \$1,000 Lloyd's of London insurance policy guarantee to anyone dying of fright during a horror film! Its tagline was "If it frightens you to death, you'll be buried free of charge!"



Above: "Classic Movie Monster" stamps were designed by Derry Noyes and issued Sept 30, 1997.

## 5.4 ARTS AND ENTERTAINMENT

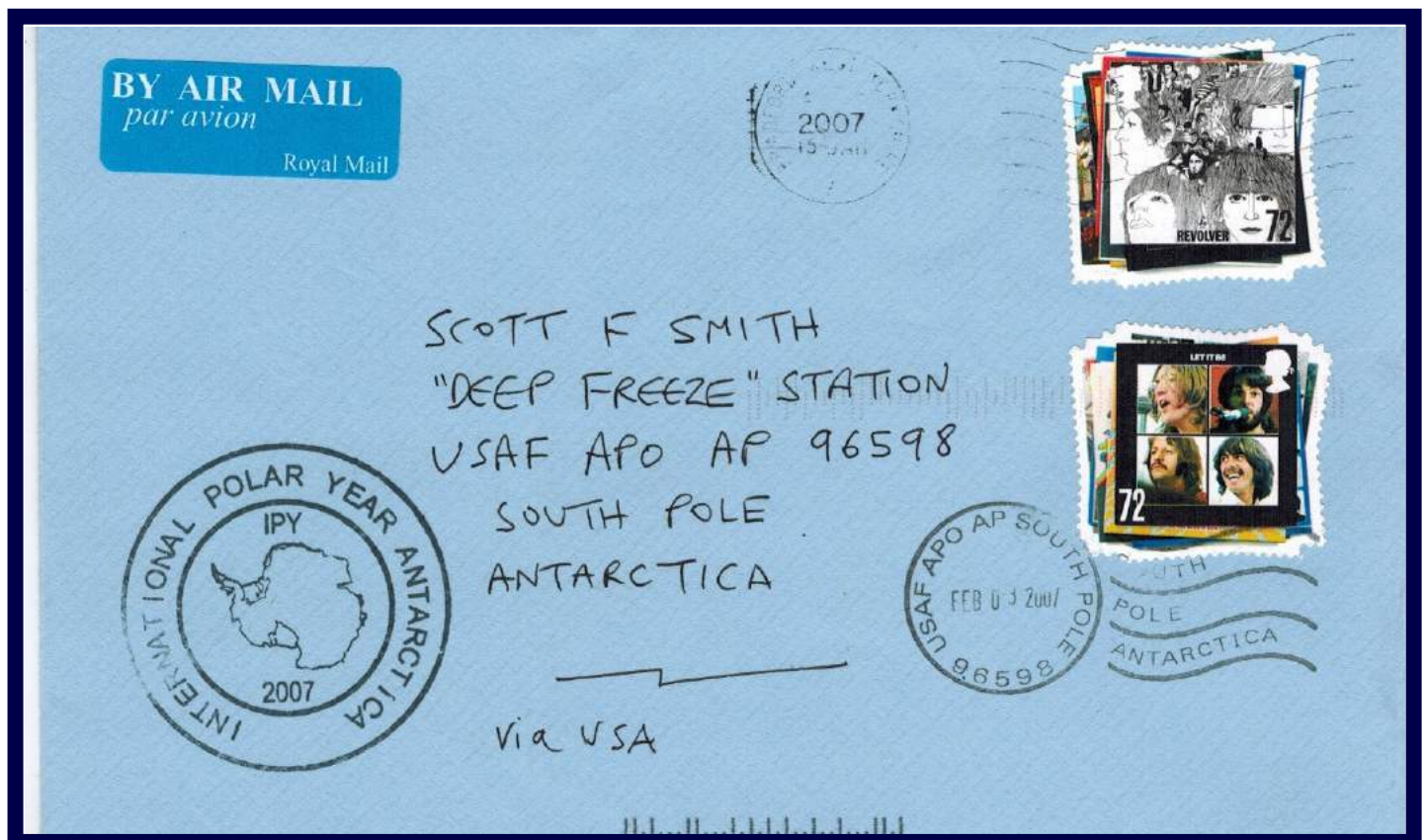
Lloyd's has insured the lives of Bob Hope, Bing Crosby, Danny Kaye, James Cagney, and Frank Sinatra. Such insurance can extend no longer than one three-year accounting cycle at Lloyd's.



Right: 2006 cover with commemorative pictorial cancel honoring Bob Hope's long involvement with and commitment to the USO..



The accidental injury policy taken out by the Beatles is signed by all four members.



Above: 2007 cover addressed to Antarctica bears two of the six Beatles album cover stamps for a total franking of £1.44, or double the USA (World Zone 1) rate for 20g effective 21 August 2006. Two additional receiver marks appear on the back side.



## 5.4 ARTS AND ENTERTAINMENT



Stars have insured an amazing array of body parts at Lloyd's. Examples include Springsteen's voice and Marlene Dietrich's legs.

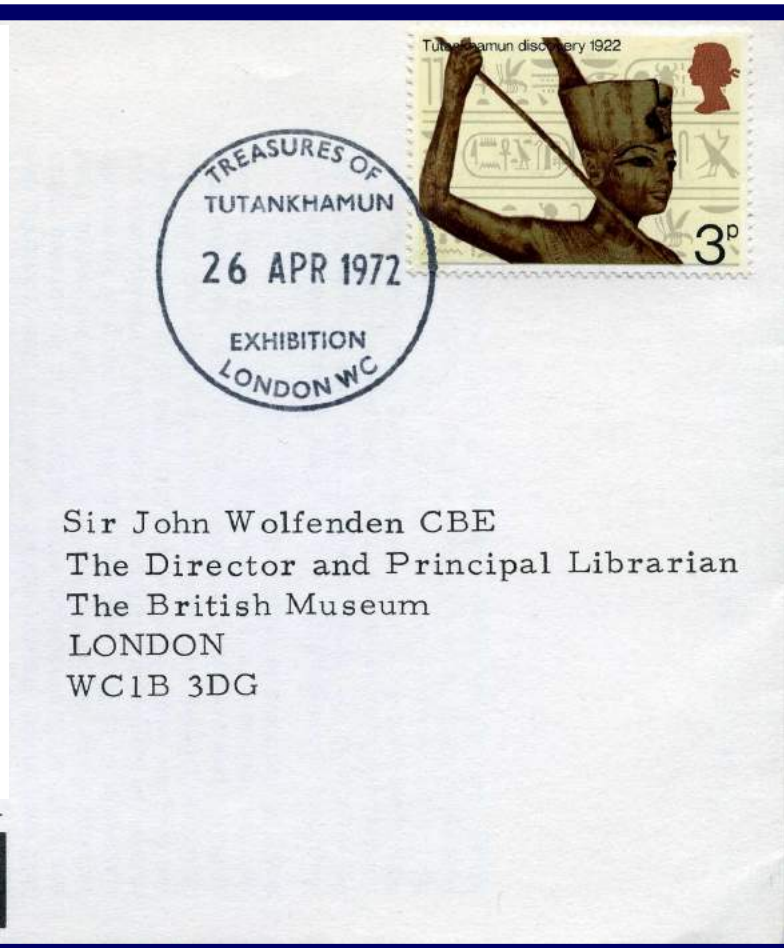
Left: Springsteen featured in a set of four "Entertainer" stamps.

Right: German definitive featuring Marlene Dietrich used on 1999 cover.



**1972.** As colorfully described by Flower, "King Tutankhamun would never have come to London without shelter from Lime Street."

Above: Cover bearing a cancel commemorating the King Tut exhibit at the British Museum. Is addressed to Director of that Museum



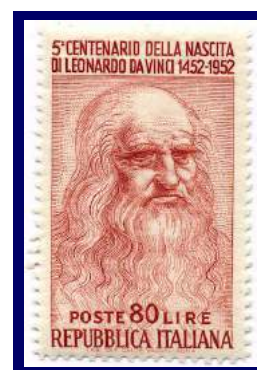
# TUTANKHAMUN



**2003.** Lloyd's underwriters offered a reward "of up to six figures" when a DaVinci's *Madonna of the Yarnwinder* was stolen from a Scottish castle. It was recovered in 2007.

Left: The DaVinci masterpiece was one of ten images commemorated on the souvenir sheet celebrating its visit to Japan for a 2016 exhibition. Designer Hoshiyama Ayaka.

Right: Italian perf variety (14x13) was the first printing of Italy's 1952 issue featuring DaVinci's *Self-Portrait*.





## 5.4 ARTS AND ENTERTAINMENT

Sometimes insurance covers lives that are not human.

**1936.** Su-Lin, the panda brought from China by Ruth Harkness, was insured at Lloyd's during most of his stay at Chicago's Brookfield Zoo.

Right: 1985 Souvenir Sheet of China, displayed on an original exhibition card, bears a 1996 overprint from the Sino-Singapore Joint Stamp Issues Exhibition and an holographic logo from the Wolong panda reserve.

**1965.** Lloyd's insured a killer whale named Namu while being towed to a Seattle aquarium. The policy covered rescue attempts by other whales.

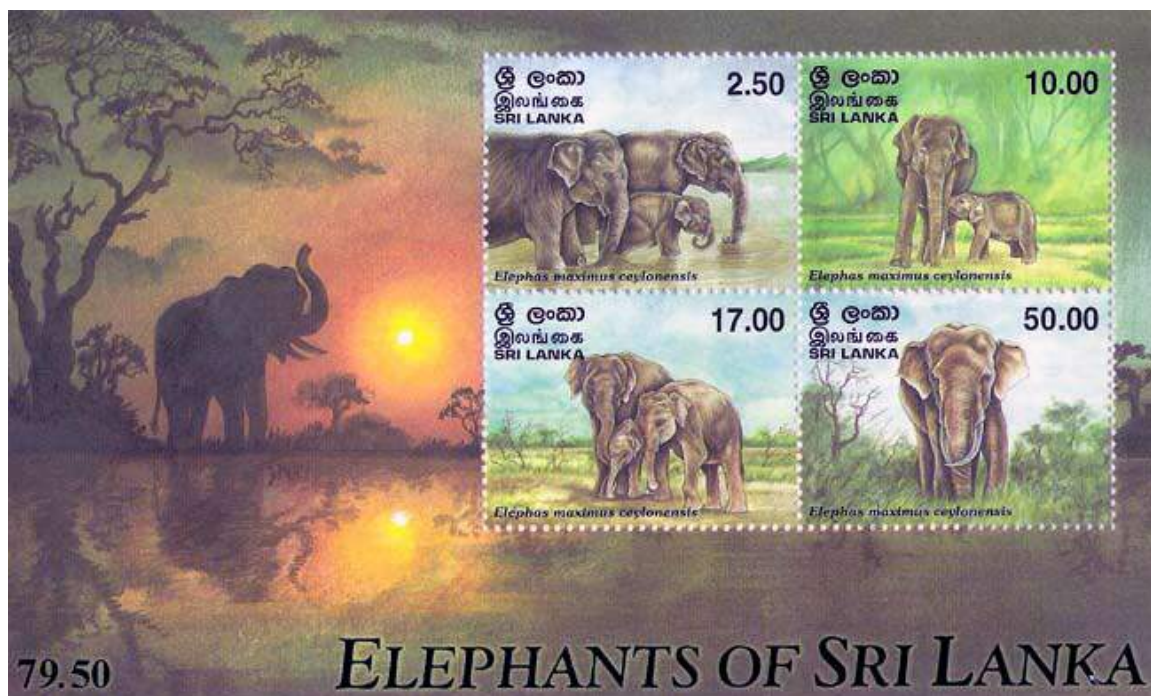


Above: Killer whales are one of four sea creatures featured on a 1990 joint USA - Russia issue. Block with black (engraving) omitted. ©.



在中新联合发行《城市风光》邮票之际，中国邮票展览和新加坡邮票展览于1996年10月9日至13日分别在新加坡、苏州同时举办。为此经邮电部部[1995]892号文件批准中国集邮总公司特发行加字小型张一枚。发行量一百万枚。

中国集邮总公司



**2004.** Lloyd's provided \$1.7 million in insurance for ten elephants taking a 36-hour transatlantic flight. They were covered against 'all risks of mortality' but, thanks to sound planning and risk management, there was no claim.



## 6 AVIATION INSURANCE

1910. Lloyd's provided a "special events" policy to insure a flight around the Statue of Liberty. Despite bad weather and high claims, a few underwriters continued to cover planes. Lloyd's issued its first aviation insurance the following year – the same year airmail began in the U.S.



Above: Graded 90 ©



Above: Cover bearing the signature of Earle Ovington, pilot of the first U.S. Airmail flight. Other markings commemorate that first flight and indicate underpayment both with postage due stamps (2x5c) and with manuscript markings.

By the 1930s underwriters were insuring bigger and even more expensive flying machines. At first the world argued whether the future of flight belonged to airplanes or lighter-than-air ships.



1937. When the *Hindenburg* exploded, that debate ended.



Above: August 1929 Zeppelin mail cover bears 4 DM letter rate to America aboard Zeppelin flight 4066 on LZ 127 the Graf Zeppelin.



## 6 AVIATION INSURANCE



During pre-war years Lloyd's provided \$280,000 of insurance on Hitler's personal Ju-290A-9. Number 0185 had a pressurized cabin and was designed to seat 50.

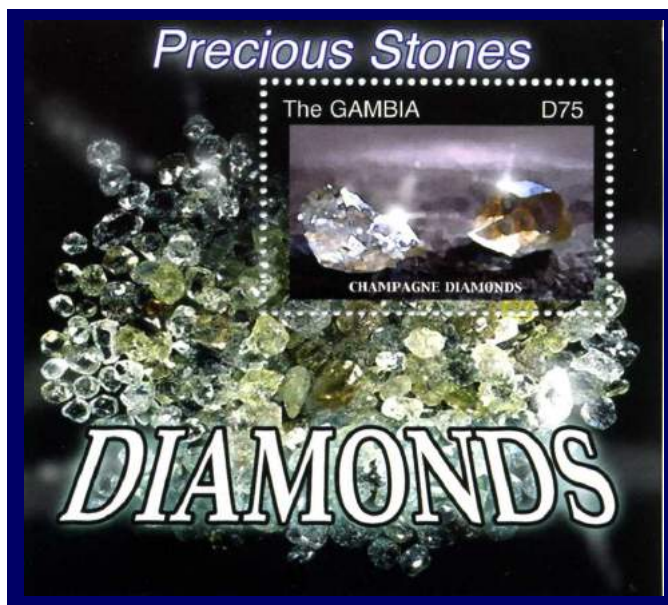


1939. A gust of wind capsized Imperial Airways' flying boat *Centurion* while alighting on the Hooghly River at Calcutta while en route from Sydney to London.

Right: Crash cover bearing type 'a' of five similar 2-line cachets used on mail salvaged from *Centurion*; also framed "Damaged by Sea Water" cachets.



One night during WWII, a Lloyd's underwriter was among the neighbors who rushed to the aid of a British freighter that crashed into a farmer's fowl houses. Recalling his syndicate insured the cargo, he bought the surviving chickens greedily pecking away under the plane's wreckage. It was later confirmed – the chickens had gobbled up the cargo of diamonds!



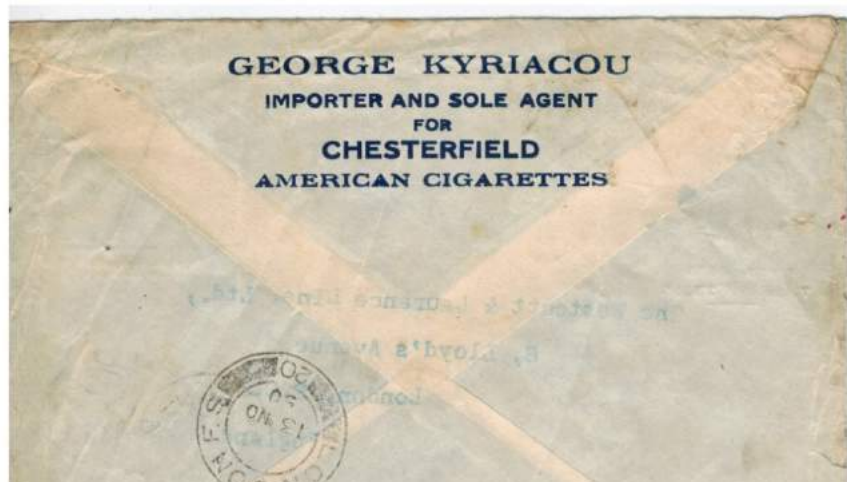
Right: Airmail envelope that could not have traveled by air. It bears 5c local letter rate and incomplete address information.





## 6 AVIATION INSURANCE

**November 3, 1950.** The *Malabar Princess* hit the face of Rochers de la Tournette on the French side of Mont Blanc. The flight, on its way from Bombay to London, was carrying 40 Indian servicemen returning to their ship in Newcastle, England.



Left: The reverse of the cover shows its arrival in London on November 13, 1950. It also bears a shadow indicating that of the cover next to it in the mailbag was headed to a Lloyd's address in London.



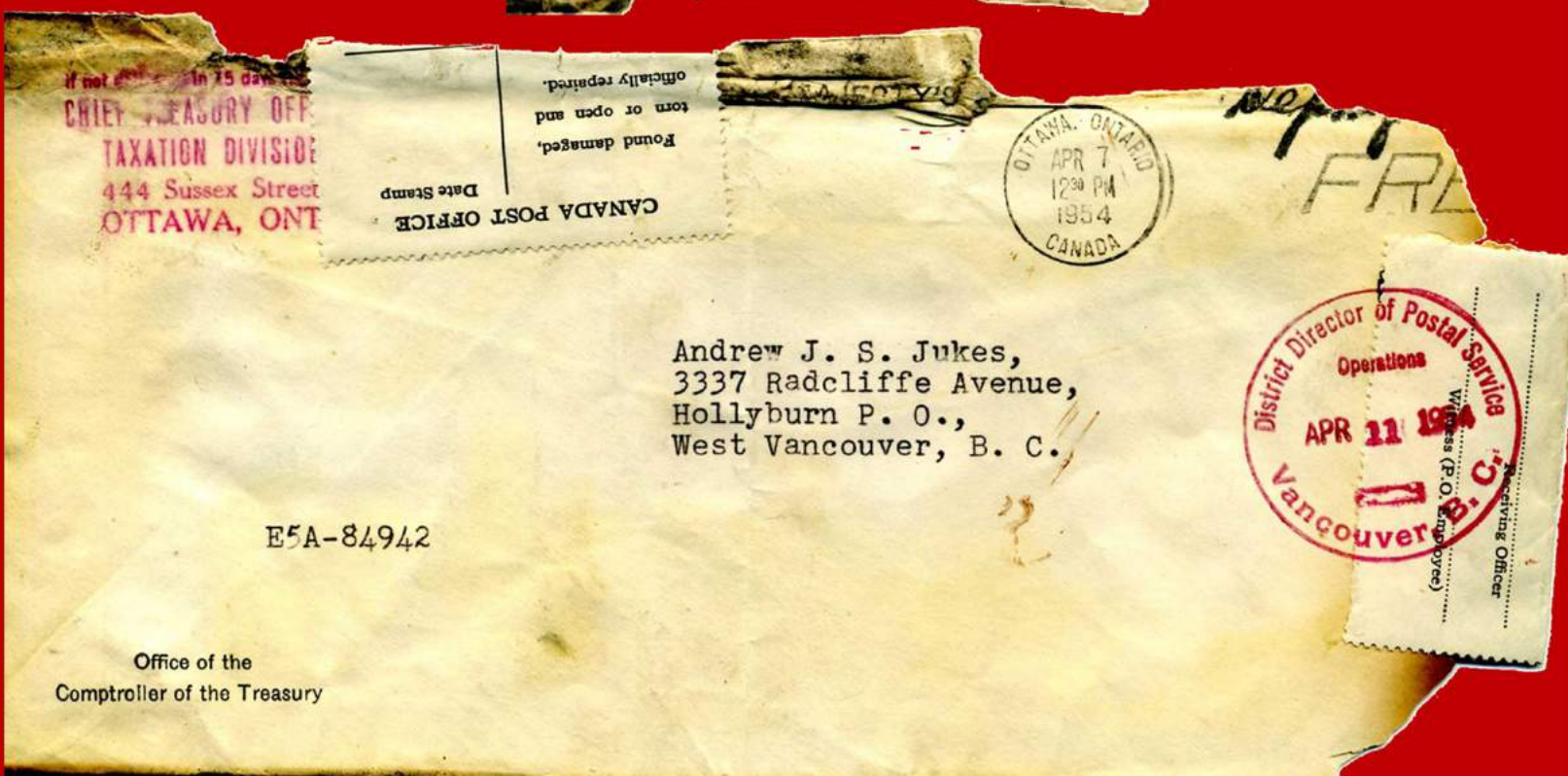
Above: Commercial cover posted in Cairo. Retrieved November 8, 1950, from the *Malabar Princess* in the first bag of mail recovered and received in London November 17. While more bags were found the following spring after snow melted; the later recoveries bear labels rather than manuscript marking "From aircraft crash in Alps" that was applied to items recovered in the initial bag.



## 6 AVIATION INSURANCE

1954. TransCanada Airlines Flight 9 crashed near Moose Jaw, Saskatchewan, landing upside down.

Below: Official mail, bearing salvage markings from TCA wreck as well as official postal seals and hand stamps affixed during the re-sealing process.



1986. Millions in death benefits were paid to the families of astronauts killed in the explosion of the space shuttle *Challenger*.



Above: The 1995 *Challenger* Priority Mail stamp as issued in 1995 (left) and as re-issued in 1996 with slight colour changes (right).



## 7 TROUBLED TIMES



As Lloyd's approached the end of its third century, it also was settling into its third new building of the 20th century, opened by the Queen in 1986.

Right: Cover commemorating the royal opening of the building at One Lime Street. issued by Lloyd's Lodge bears special postmark

But a new modern space could not change the fact that Lloyd's also was moving toward a new brush with failure.



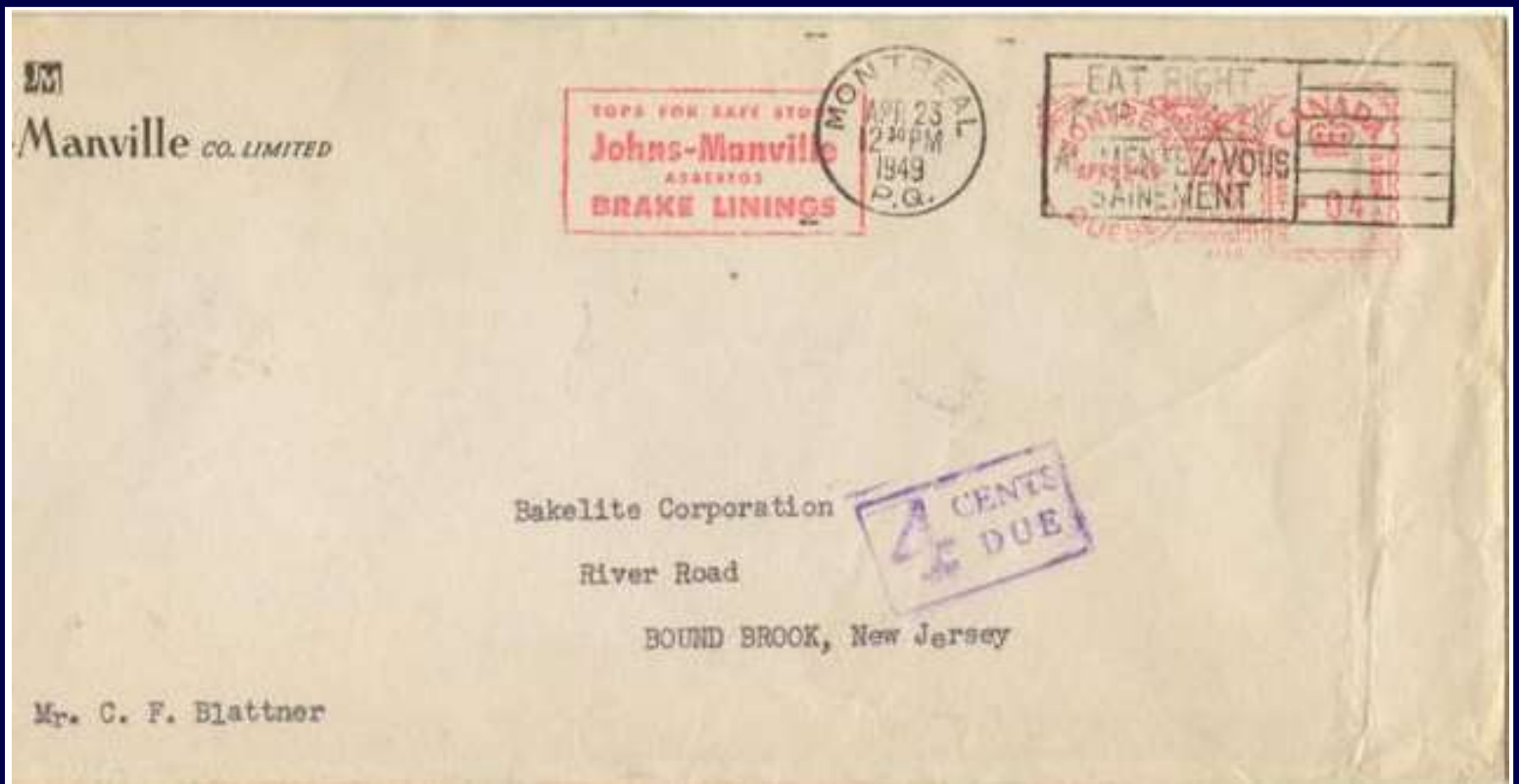
HM The Queen officially opened the New Lloyd's of London Insurance Building, a controversial hi-tec building designed by Architect Richard Rogers "Striking example of modern architecture".



1961 stamps from Swaziland celebrated asbestos mining



Between 1988 and 1992 Lloyd's Underwriters lost £8 billion, mostly on an explosion of American claims. Asbestos claims are often cited as the biggest single contributor. Those claims also drove the Johns-Manville Company into bankruptcy



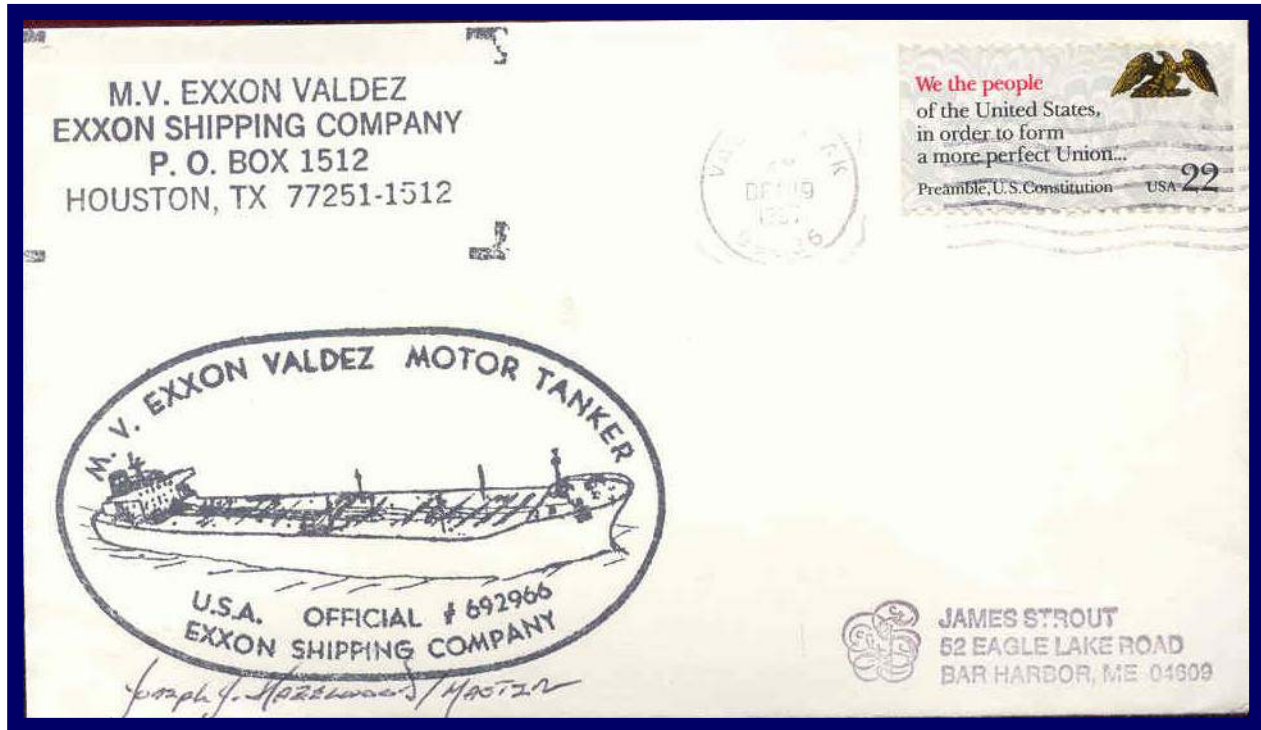
Above: 1949 cover mailed during Canada's War Tax Period III (1943 - 1951). Payment required for each ounce was 2¢ for postage plus 2¢ for The War Tax. Postage due marking suggests the letter weighed 2 ounces. Franking on the cover is style EA1 with maple leaf ornaments (applied by a Pitney Bowes "Model R") advertises asbestos in automotive products.



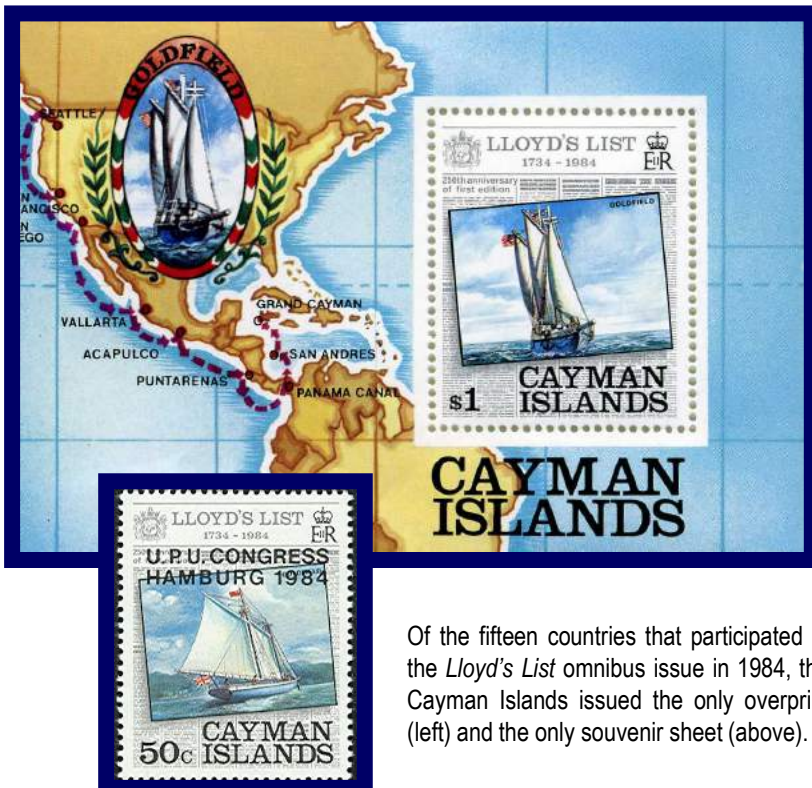
## 7 TROUBLED TIMES

The other major contributor to Lloyd's financial difficulties was an explosion of environmental claims. From the 1970s on, environmental liability became a separate specialized coverage and remains so today at Lloyd's.

Despite the severity of an individual environmental disaster, the frequency of serious incidents proved worse. More than thirty supertankers were lost from January 1989 to March 1990. One was the spill by the *Exxon Valdez* of 11 million gallons of crude oil off the coast of Alaska. Lloyd's ultimately paid \$780 million.



Above: *Exxon Valdez* cover autographed by Captain Joseph Hazelwood who commanded the ship on March 24, 1989, when she ran aground.

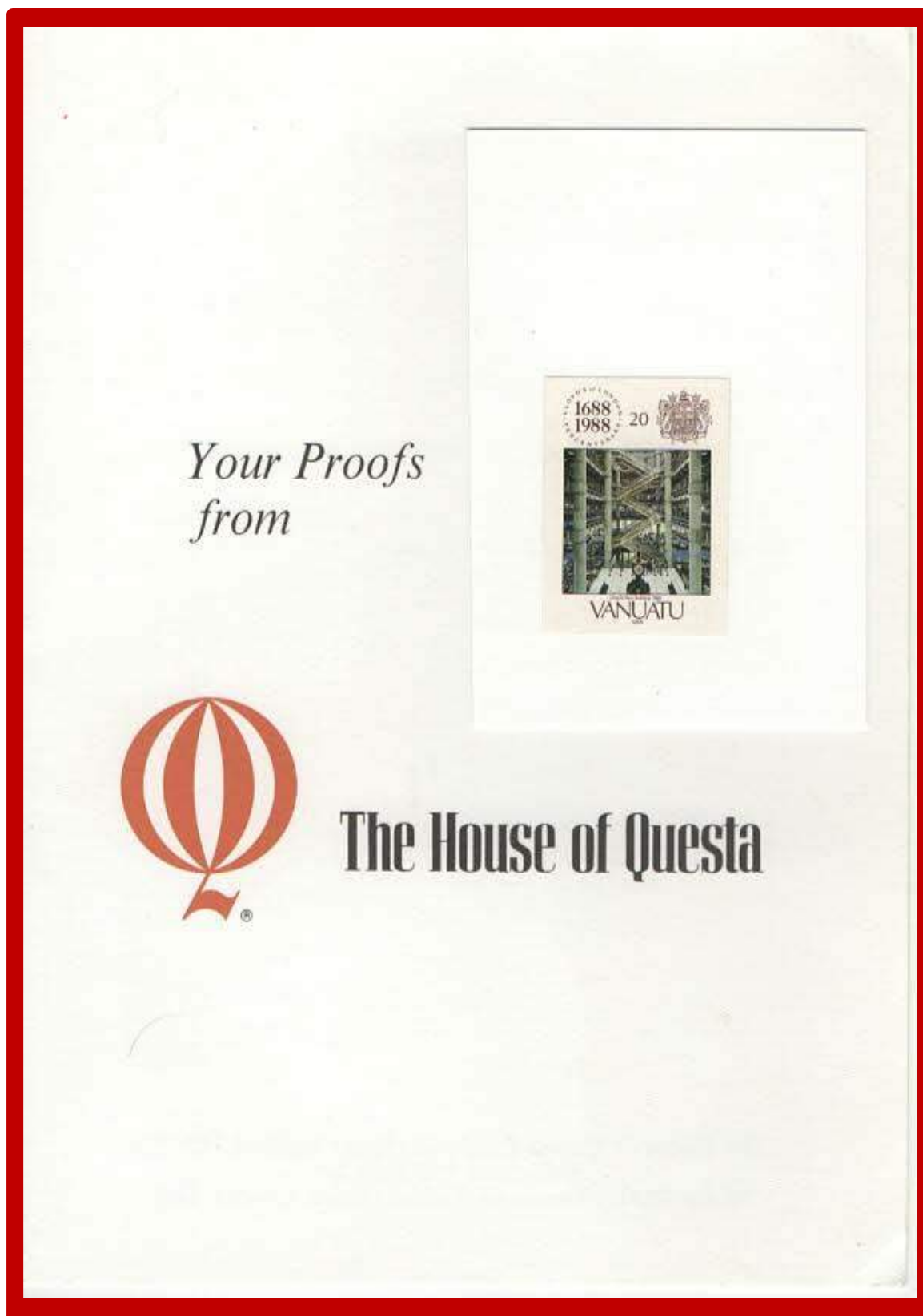


Ultimately the combination of bad luck, bad judgment, and scandal led to a total restructuring at Lloyd's, effectively ending unlimited liability. These changes also created opportunity for new competitors. Major corporations began to set up their own insurance companies. Many of these so-called 'captives' incorporated in the Cayman Islands as well as Bermuda, Barbados, and select U.S. states. These provided important capacity and remain key players in today's insurance market.

Of the fifteen countries that participated in the *Lloyd's List* omnibus issue in 1984, the Cayman Islands issued the only overprint (left) and the only souvenir sheet (above).

## 8 THE FOURTH CENTURY AT LLOYD'S

As Lloyd's moved beyond 300 years of history, it had just occupied its fourth new building in 60 years. The new Lloyd's building, designed by Richard Rogers, uses a modern atrium design to provide a space large enough to remain "a room."



Above: imperf proof single from format presentation card. House of Questa.



## 8 THE FOURTH CENTURY AT LLOYD'S

Lloyd's 300<sup>th</sup> anniversary celebration included the issue of an omnibus issue by seventeen commonwealth countries incorporating a total of 68 images. Many interesting stories from Lloyd's history were incorporated into the design of the omnibus issue and, because of their intrinsic interest, several are incorporated herein.



Left Archives for the 1988 omnibus issue celebrating Lloyd's Tercentenary indicate the stamps were designed for issue as a mini-sheet configured in the block design shown with pictorial images of the various Lloyd's buildings in a surrounding border.



Cathedral Stamps  
and Coins  
20c Cathedral Pl.  
London EC4M 7DY

Above: Official Royal Mail first day cover cancelled with a special hand stamp commemorating the 300th anniversary of Lloyd's.



## 8.1 THE BUSINESS IS BUSINESS

As Lloyd's moved past its 300th anniversary – and past the worst of the trouble from the 1980s – business at Lloyd's continues. Transportation remains at the heart of that business with most ships on the world's seas obtaining some insurance at Lloyd's.



Above: Gutter pair identifying printer of the 1988 omnibus issues as House of Questa.



Right: 50c Bermuda rate commercially used to USA in 1988.



Right: Multiple overprints identify the government using stamps as postage on a US-addressed cover.



Even though aviation remains big business, today's commoditized rates challenge Lloyd's ability to maintain market share.

**2000.** Underwriters at Lloyd's reinsured some of the \$320 million in damages paid after the crash in Paris of an Air France Concorde killed 113.

Left: 1978 airmail cover franked with Concorde stamp and carried aboard Concorde.



## 8.1 THE BUSINESS IS BUSINESS

Protection in many forms is provided for products produced by a wide range of industries, including liability arising from the manufacture of toys.



Left: Booklet block of four

Right: The double plate block number on this 2002 block of teddy bears indicates it comes from a mis-cut sheet.



Insurance from Lloyd's protects our health care system, from doctors and hospitals to makers of pharmaceuticals.



A new Fireworks Event insurance product was launched in 2006. It includes property damage and public liability coverage for events with up to 1,000 attendees. Tailored to budget-conscious community events, this product can be purchased online by event organizers.

Manufacturers of food, beverages, and over-the-counter medications may carry product liability insurance to help cover the costs of a product recall.



Huge energy projects, like oil sands extraction and offshore exploration, challenge the global market's ability to provide insurance.



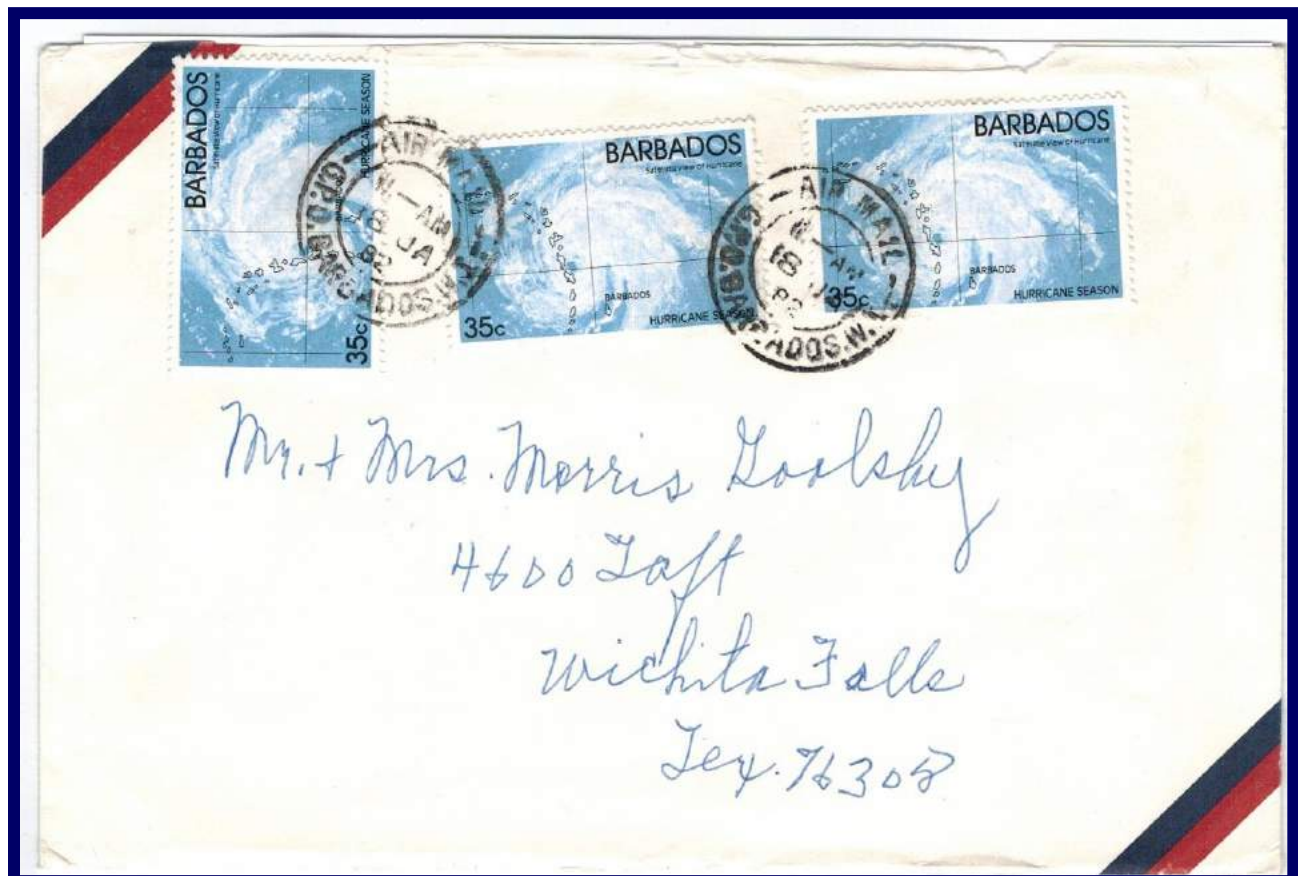
## 8.1 THE BUSINESS IS BUSINESS

Lloyd's underwrote the first space risk in 1965. By 2000, premiums totaled £270 million for space and satellite risks with many satellites since then carrying coverage from Lloyd's.



← 2000. A \$200 million reinsurance policy placed at Lloyd's covers Russian space authorities against the risks during the de-orbiting of Space Station *Mir*.

**2015.** North American business represents 47% of Lloyd's premiums with Atlantic windstorm risks posing some of the greatest challenges.



Above: Barbados-US cover franked with \$1.05, enough to pay the basic rate (35¢ per ½ ounce) for up to 1½ ounces.



## 8.2 WAR AND TERRORISM

War insurers at Lloyd's have long maintained a rating system that determines the ability of goods to move in troubled corners of the world. In recent decades 'war insurance' increasingly has dealt with acts of destruction neither initiated nor sanctioned by governments.

**1970.** Swissair plane crash-landed following a midair explosion of PLO terrorist bomb.



Above: Cover bearing French-language crash cachet applied at Zürich post office 58 that was among the 145 kgs of mail salvaged from the downed plane.

**2001.** Losses on 9/11 were among the most complex claims ever. Disney's loss-of-business claim included both main and backup broadcast towers for WABC in New York, stranded travelers at theme parks and on cruise ships, as well as lost revenues from cancellation of baseball events. In all, Lloyd's underwriters paid £20.6 billion for the terrorist attack on the World Trade Center.

Right: Canadian souvenir sheet featuring Disney theme park.





### 8.3 ... BUT “WEIRD” IS STILL PART OF IT

**1813.** A Lloyd’s policy promised £100 on the death or arrest of Napoleon. Clearly, even though eliminating gambling policies was a key motivation for creating New Lloyd’s, it had been only partially successful.



Above: Postal art print from Sweden showing Napoleon on horseback. from the 2004 series "Four Engravers Under a Magnifying Glass" produced and sold by the Swedish post office. Engraving by Slania used a drawing by his favourite artist, Micheleski.



### 8.3 ... BUT “WEIRD” IS STILL PART OF IT

Lloyd's has insured the “noses” of both whiskey distillers and vintners .



Bicolor encased postage (“Timbre-monnaie”) from 1920 using a 5 centimes Semeuse vert. Casing bears wine advertising.



Above: Two strikes of Whiskey bottle cancel on front of registered cover; obverse bears CDS showing both originating and destination cities.



An actor turned professional Santa has for a decade insured his beard at Lloyd's.

Left: Types I and II of the 1991 U.S. Christmas stamps differ in the amount of brick showing at the chimney's upper left.

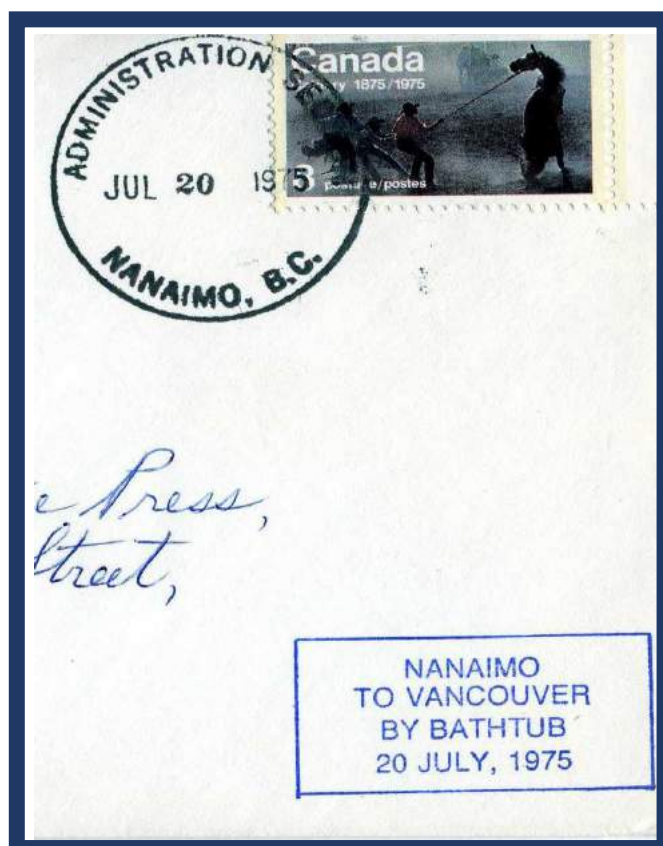


Approximately 100,000 Americans are covered by Lloyd's against kidnap by space aliens. The policy pays double if the kidnap victim is impregnated by E.T.

Above: U.S. Celebrate the Century “80s” stamp

When a merchant navy officer wanted to sail the English Channel in a bathtub, Lloyd's underwriters insured it on one condition. The tub's plug had to remain in place the entire trip!

Right: Handstamp indicates a cover carried by bathtub (though not across the English Channel).

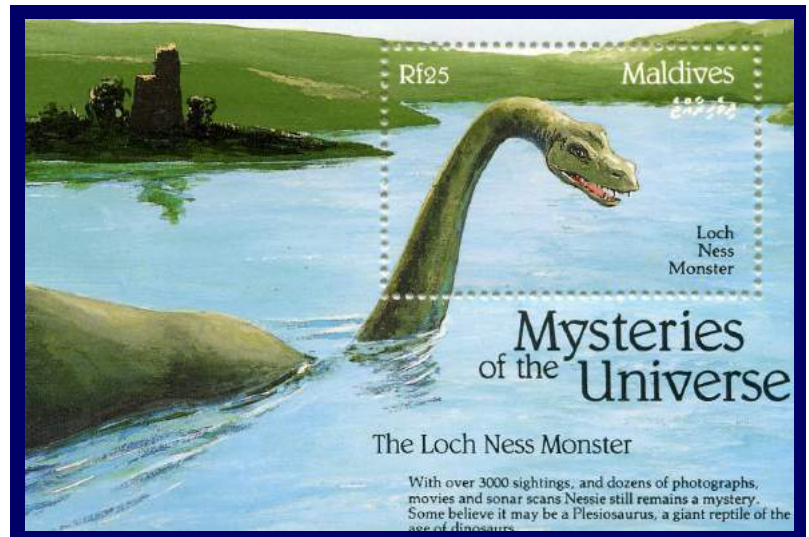




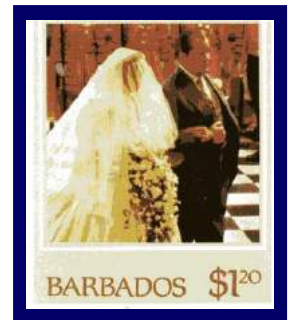
## 8.3 ... BUT “WEIRD” IS STILL PART OF IT

**1971.** Makers of Cutty Sark Whisky paid £2,500 to insure against anyone capturing the Loch Ness Monster alive and collecting a £1m prize. The underwriter stipulated payment only if the monster exceeded 20 feet in length. →

A grain of rice engraved with the Royal couple has been insured at Lloyd’s against theft or accidental cookery.



**1981.** Princess Diana’s wedding was insured at Lloyd’s for £22m. Since then Lloyd’s has seen an upsurge in demand for insurance to pay for cancellation by the planned venue. →



TV’s *Who Wants to be a Millionaire* insured through Lloyd’s against having to pay major prizes.

Right: 2005 CDS on airmail letter from UK; spray cancel indicates Canadian arrival. Stamp paid the 68p rate in effect 7/4/2002 to 4/2/2006 for up to 20 grams.



Hole-in-one insurance is available to cover prizes up to \$50,000. The premium varies depending on the number of players, the hole yardage and the prize.



Above: One half of a 1995 booklet pane depicting famous golf courses of Canada.  
Designer Peter Adam; based on photos by Michael Rafelson; printed by Ashton-Potter Canada Limited.



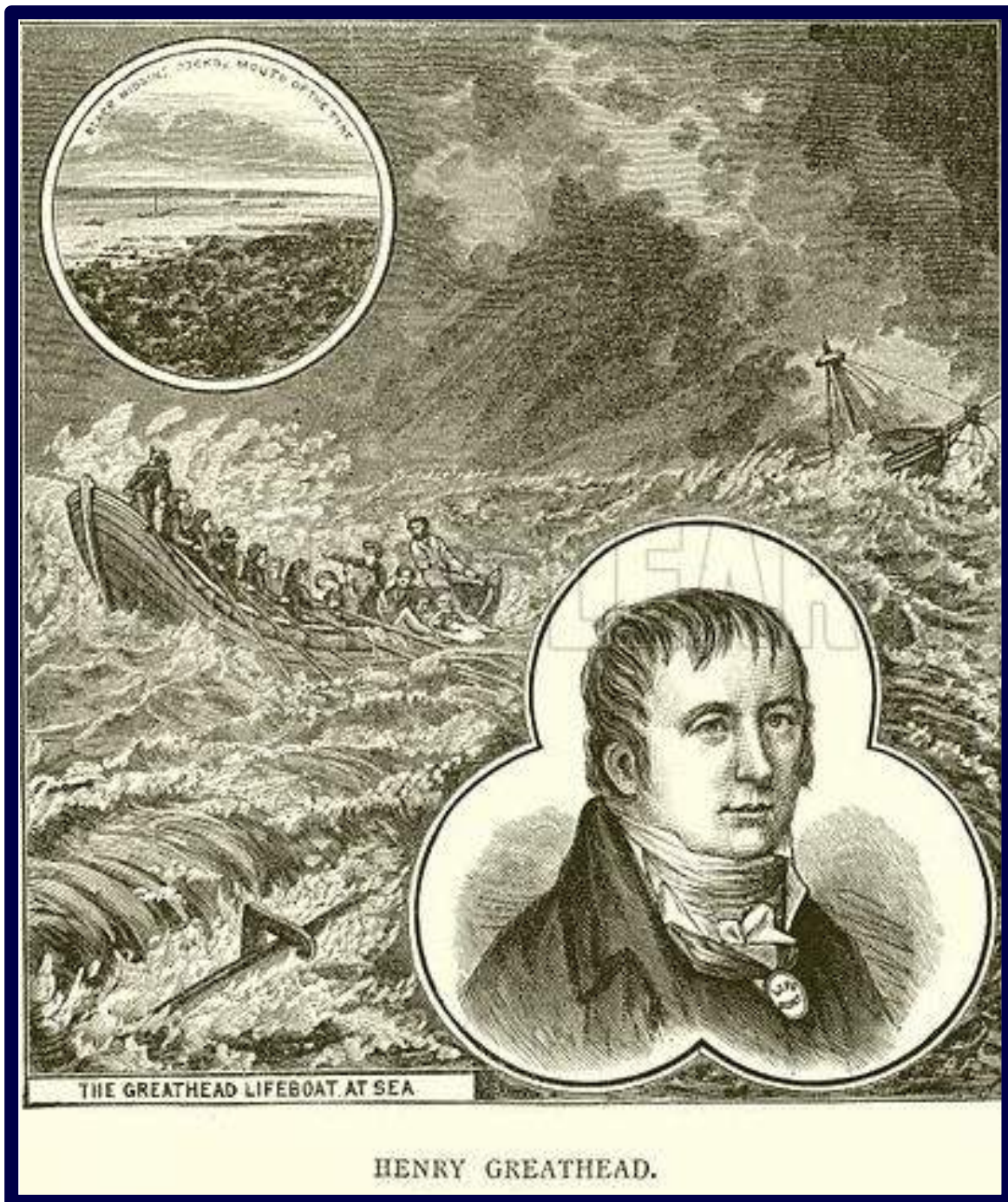
## 9. SOCIETAL CONTRIBUTIONS

Those at Lloyd's have had a close-up view of many tragedies over the years. This chapter highlights the resulting charitable efforts for saving life at sea, maritime gallantry, and eventual efforts for non-maritime causes

### 9.1 SAVING LIFE AT SEA

**1782.** Members at Lloyd's raised £2,000 for survivors of those lost aboard the *Royal George*, an early example of the obligation felt to those who risked their lives aboard ships.

**1789.** Two Lloyd's underwriters supported a competition to select the best design for an "unsinkable" boat. Henry Greathead's design for a 30-foot cork-lined craft won the competition.



Above: Illustration from *Our World's Greatest Benefactors* by Samuel Adams Drake (1888).



## 9.1 SAVING LIFE AT SEA

**1836.** Lloyd's Committee was empowered to create medals to recognize "extraordinary exertions in saving lives from Shipwreck." Designer William Wyon, whose work graced gold and silver currency for almost fifty years, included the quote "Ob cives servatos" which translates as "on behalf of rescued citizens."



**1896.** William Mouat of *Vendamore* was awarded a Lloyd's Bronze Lifesaving Medal as well as a large silver Sea Gallantry medal for a gallant rescue in "A raging sea" of 45 of the crew of the *S.S. Londonian*. The rescue took over two days but still 17 men were lost on the 26th November, 1896. Also a lifeboat launched from the *Vendamore* was smashed to pieces with the volunteer crew barely escaping with their lives after one attempt lasting 2 hours failed to reach the stricken vessel.



Right: Mouat's Lloyd's Medal  
Above: Mouat's Board of a Trade medal.



**1919.** A Newfoundland dog named Tang is credited with saving all 92 crewmembers when the *Ethie* ran aground. The massive dog is said to have jumped into the sea and swum to shore with the ship's rope in his mouth to reach people on the beach. Historians say the dog received a medal for bravery from Lloyd's, which he wore for the rest of his life.

Left: Plate proof block of four 1941 issue on wove paper. Printed by Waterlow & Sons. Punched with a 2.5mm hole to demonetize.



## 9.1 SAVING LIFE AT SEA

**1923.** In Yokohama harbor the 23,000 ton *Empress of Australia* was tossed violently by one of history's worst earthquakes. A drifting ship collided with her. Rescue parties formed by crew and passengers took aboard more than 2000 refugees. Among numerous awards recognizing the actions of Captain Robinson was the Lloyd's Silver Medal.

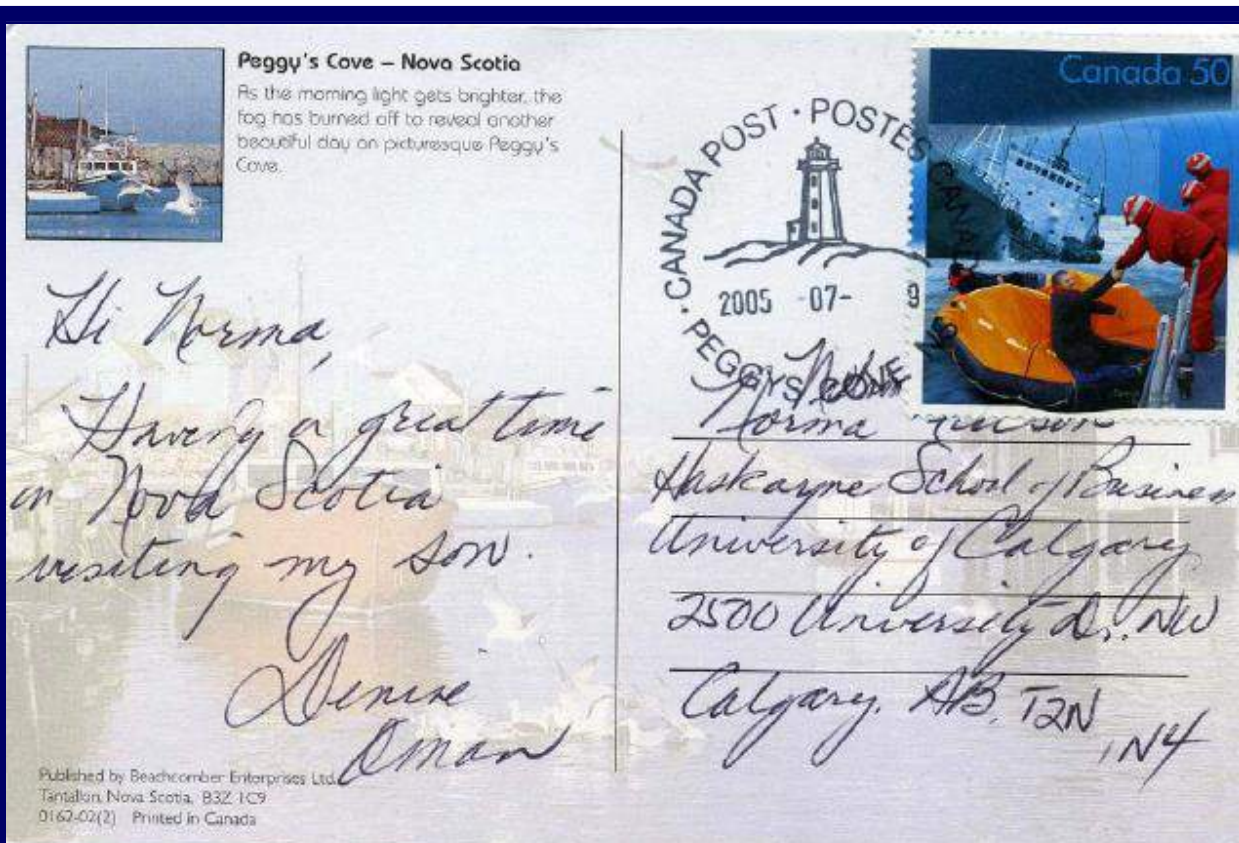
Below: 1944 *Empress of Australia* 'memogram' sent as military mail bears a clever hand-drawn 'free frank' in the design of a ship and a U.S. censor. hand stamp .



Above: Postal card shows funds still being raised to assist earthquake victims years after the 1923 event.



Support at Lloyd's for life-saving efforts and equipment continues today.



Left: Cover franked with "Rescue from the Sea" image issued in tête-bêche as part of Canada's 2005 Search and Rescue series.

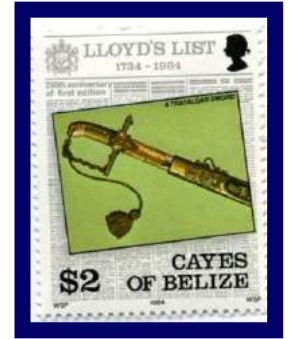


## 9.2 GALLANTRY AT SEA

Around the beginning of the nineteenth century, Lloyd's began to behave as a national institution rather than just the clientele of a coffee house.

**1798.** The subscribers voted £1,000 as a voluntary subscription for national defense. And Lloyd's established a privately funded system to make gifts of silver and swords to members of the British forces for acts of gallantry during the Napoleonic War.

After Nelson's victory in the Battle of the Nile, over £38,000 was raised at Lloyd's with Nelson himself receiving £500. On October 6, 1798, John Julius Angerstein called on the Postmaster General to request that the committee "might be permitted to frank their letters to various parts of the country... in the same manner as subscriptions .. in the victories by Howe, Jervis, and Duncan."



Above: Isle of Mann 2005 minisheet celebrating the bicentennial of the Battle of Trafalgar. features designs on the individual stamps honoring the Nile Campaign and the Battle of Copenhagen.

**1801.** Nelson's 'Nile Dinner Service' (left) was augmented with an additional gift from the Lloyd's fund following the Battle of Copenhagen.





## 9.2 GALLANTRY AT SEA

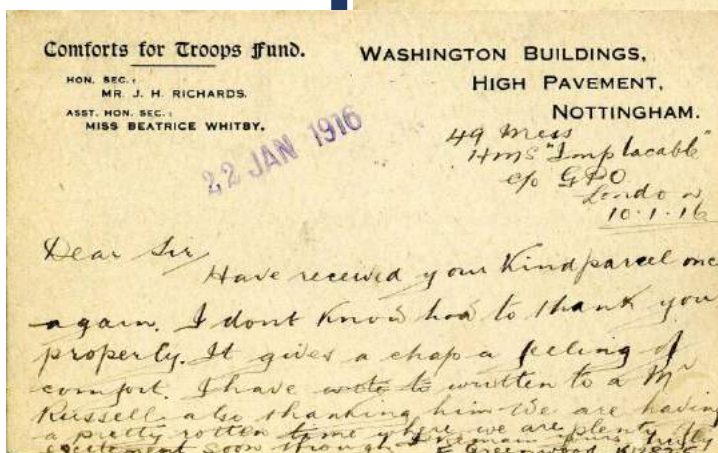
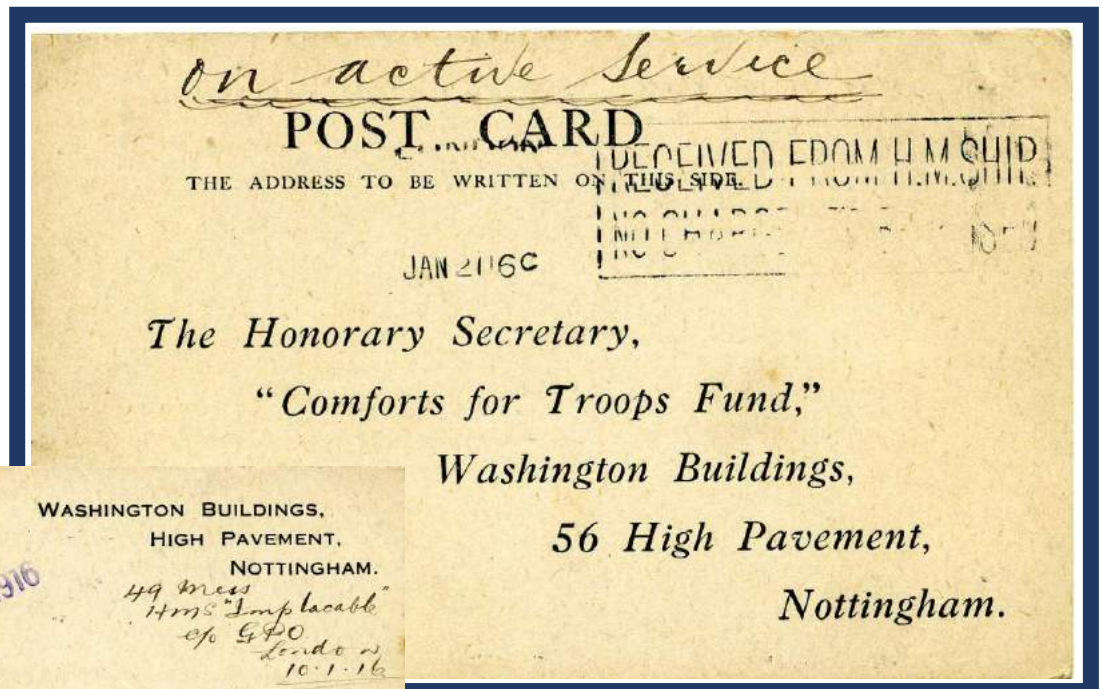
**1803.** Lloyd's Patriotic Fund was formalized with Sir Frances Baring of banking fame as a founding member and chairman from 1803-1810. The oldest military charity of its kind. Lloyd's Patriotic Fund continues today.



Left: Cover bears forwarding mark from Baring Brothers, manuscript rate change from 1/3 to 9d, 'Paid to Destination' oval, CDS from Lombard Street, and arrival markings from Brussels.

**1914.** In the face of world war, Lloyd's outreach included another military connection. It adopted the ship and crew of the *H.M.S. Implacable*. After consulting with the ship's captain to figure out how to spend the larger-than-anticipated donations, the crew was provided with books as well as a range of goods that seems to have gone well beyond necessities.

Right: 1916 military mail bearing both manuscript "on active service" and handstamp indicating its origin from *H.M. Ship*. Return address markings on the reverse identify its origin as the *H.M.S. Implacable*.





### 9.3 NON-MARITIME CONTRIBUTIONS

John Julius Angerstein, chairman of Lloyd's from 1790 to 1796, also had a great interest in art. Following his death in 1823, his home and thirty-eight of his paintings became the first National Gallery of Britain. It continued to be known as the Angerstein Gallery for at least a decade.




Left: One of three British booklets with covers showing views of the present-day National Gallery.

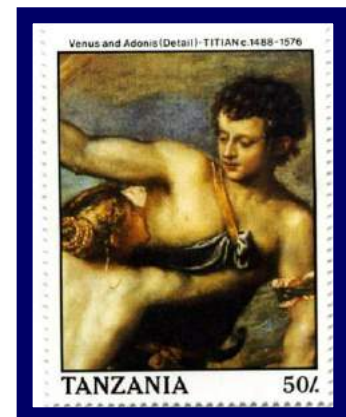
Several of Angerstein's original 38 works have found their way onto postage stamps around the world. Examples shown below include works by Rembrandt, Rubens, Raphael, and Titian.



Rembrandt's *Adoration of the Shepherds* first appeared on New Zealand's 1960 issue. At least six other nations have used it on stamps since.



 *Portrait of Pope Julius II*, commemorated by BVI as a work of Titian, actually was painted by Raphael!



Central image from *Venus and Adonis* from the studio of Titian.

Right: The 1991 Antigua set of Rubens paintings includes three separate images from *Rape of the Sabine Women*.



Background photo © National Gallery, London

For over sixty years now, philanthropic efforts at Lloyd's have occurred through Lloyd's Charities Trust. In 2018 Lloyd's Charities Trust doubled its donations to each of 30 charities on behalf of individuals in the market.



## 10. GOING FORWARD

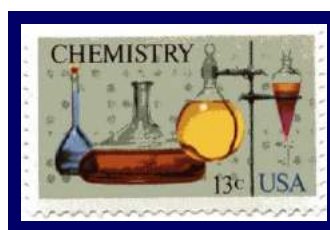
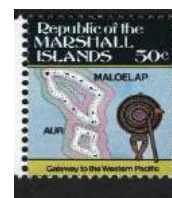
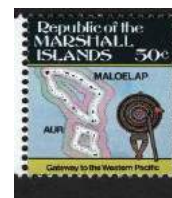
The risks insured at Lloyd's continue to change along with the times and the technology. New challenges today are commercial use of drones, the imminent arrival of self-driving vehicles, the multitude of 3D printing applications, and the vagaries of climate change.



← **2003.** Since the Human Genome Project was declared complete, the number of disorders for which the genetic cause is known has grown from 60 to nearly 5,000. Prescriptions also are dramatically impacted with more than 100 FDA-approved drugs today packaged with genomic information regarding links to efficacy, dosages or risky side-effects.

Left: Gutter pair of Australia's 2003 issue shows a DNA molecule alongside kangaroo chromosomes in cell division.

**2015.** With most of the Marshall Islands, spread out over 29 narrow coral atolls in the South Pacific at less than six feet above sea level, rising oceans pose a serious threat. →



As globalization and technology have changed the landscape for terrorism, it remains almost impossible to purchase insurance coverage for chemical, radiological, or biological terror.

← **2018.** Natural disasters continue to challenge insurance markets. Lloyd's issued policies that excluded "direct and indirect damage from lava" to homes in Hawaii. After initially denying several claims based on this contract term, the London underwriters reversed all denials of claims for victims of Kilauea's eruption.

Left: Limited edition souvenir card from 2006 International show in Washington DC. features Hawaiian active volcano as part of the Wonders of America issue.



Many things have changed since Lloyd's was viewed primarily as 'the' place to get a cup of the exotic eastern beverage known as coffee. But the standard of "utmost good faith" or *uberrima fides* born at Lloyd's underlies the business of insurance around the globe.

**2018.** The High Court of England and Wales, in preparing for Brexit, approved key legal principles to be applied in the transfer of all European Economic Area (EEA) business to Lloyd's Brussels now more commonly known as Lloyd's Europe.



Left: New Zealand 2005 issue in the shape of a coffee cup with inverted die cut error.