

Lloyd's List

By Dick Winter

Wikipedia tells us:

Lloyd's List is one of the world's oldest continuously running journals, having provided weekly shipping news in London as early as 1734. It was published daily until 2013 (when issue 60,850 was published), and in constantly updated digital format only since then.

Known simply as The List, it was begun by the proprietor of Lloyd's Coffee House in the City of London, England as a reliable and concise source of information for the merchants' agents and insurance underwriters who met regularly in his establishment in Lombard Street to negotiate insurance coverage for trading vessels.

Michael Palmer writing for "Mariners," the website of the "Mariners Mailing List," provides more information about *Lloyd's List* as follows:

Lloyd's List is a British publication that gives details of vessel movements, marine casualties, and other information of interest to the merchant shipping community.

The name "Lloyd" derives from Edward Lloyd, the "coffee man," as he called himself, who operated a coffee house in London, originally in Tower Street, then, from just after Christmas 1691, in Lombard Street, near the General Post Office. Lloyd's coffee house served as a meeting place for merchants wishing to exchange news, as well as for merchants and underwriters wishing to negotiate insurance on vessels and cargo. No later than January 1692, Lloyd began publishing a weekly newsletter, *Ships Arrived at and Departed from several Ports of England, as I have Account of them in London ... [and] An Account of what English Shipping and Foreign Ships for England, I hear of in Foreign Ports*.

This was the forerunner to *Lloyd's List*, which is therefore, after the official *London Gazette* (which began publication on 16 November 1665), the oldest continuously published newspaper of any kind in the world. After Lloyd's death, publication of the newsletter was taken over by the association of underwriters that had taken its name from his coffee house, although it was not incorporated until 1871 as the Corporation of Lloyd's (familarly known as "Lloyd's of London"). The earliest surviving copies of what was to become *Lloyd's List* date from 22 December 1696 and 27 September 1698, and are numbered 257 and 345, respectively [Public Record Office, Chancery Masters' Exhibits, C.104/128, pt. 2, Unknown Cause, Matthias Giesque & Co Papers, bundle 68]; the issue for 22 December 1696 is reproduced in John J. McCusker, "European Bills of Entry and Marine Lists: Early Commercial Publications and the Origins of the Business Press, Part II: British Marine Lists and Continental Counterparts," *Harvard Library Bulletin*, 31, No. 4 (Fall 1983), p. 318, Fig. 5].

In September 1699, Lloyd began a new series without changing either title or format, but shifting the day of publication from Saturday to Friday; copies of this second series survive for 19 May 1702 (no. 142) through 7 March 1703/04 (no. 225), less the issue for 8 September 1702 (no. 158) [House of Lords Record Office, Parliament Office Papers, No. 373; McCusker, *op. cit.*, pp. 320-321, Table 7, lists the surviving issues for 1696, 1698, and 1702-1703/4].

About mid-March 1735, the list was revised again, with publication changed to twice a week, on Tuesdays and Fridays, and new numbering. Of this series, the earliest surviving copy is dated 2 January 1740/41, and is numbered 560 [reproduced in McCusker, *op. cit.*, pp. 324-325, Fig. 6A and 6B]. In 1769, a rival New Lloyd's Coffee House was established, and began publication of *New Lloyd's List*, of which the earliest surviving issue dates from 1771. The two titles ran concurrently for several years, issues for *Lloyd's List* surviving for 1770 and 1772, and issues of *New Lloyd's List* for 1771.

From 1773 onwards, only *New Lloyd's List* survives, the "New" being dropped from the title in 1789. *Lloyd's List*, which since 1 July 1837 has appeared six days a week (Sundays excepted), was published by (what became) the Corporation of Lloyd's until July 1884, when it was merged with the *Shipping and Mercantile Gazette* (which had been published since 1838). This arrangement persisted until June 1914, when the Corporation of Lloyd's again assumed responsibility for publication. Since 1973, *Lloyd's List* has been published by Lloyd's of London Press Ltd [D. T. Barriskill, comp., *A Guide to the Lloyd's marine collection and Related marine Sources at Guildhall Library*, Guildhall Library Research Guide 7 (2nd ed.; London: Guildhall Library, 1994), p. 11].

The issues of *Lloyd's List* and *New Lloyd's List* for 1741, 1744, 1747-1753, 1755, 1757-1758, 1760-1777, and 1779 to date are among the historic maritime records of the Corporation of Lloyd's, which since 1979 have been deposited, on permanent loan, at the Guildhall Library, Manuscripts Department, Aldermanbury, London EC2P 2EJ, Great Britain, where they form the Lloyd's Marine Collection. (The volumes for 1745, 1746, 1754, 1759, and 1778, were stolen from Lloyd's sometime between 1928 and 1969.) In 1969, Gregg International Publishers Ltd, of Farnborough, England, reprinted the surviving volumes for 1741-1825, and microfilm copies of the volumes for 1827-1850 and 1914-1969 (430 rolls) are currently available from the British Library and Newspaper Library, Colindale Avenue, London. Copies of these reprint volumes and microfilms are available at a number of major university and maritime research libraries, most of which, however, consider them of such importance that they do not permit Interlibrary Loan.

The primary historical value of *Lloyd's List* is as a source of information on ship movements and casualties (losses or damages).

How I have used *Lloyd's List*

Lloyd's List has always been a valuable source of maritime information for me and numerous students of maritime postal history. In the late 1970s and early 1980s, when I was collecting sailing data that later was published in *North Atlantic Mail Sailings, 1840-75*, *Lloyd's List* was not available in the Library of Congress, where I worked from original newspapers. I learned that it wasn't available anywhere in the United States for the years of my research and was available at only a few places in England as mentioned above. The co-author of *North Atlantic Mail Sailings, 1840-75*, Walter Hubbard, who assisted in collecting sailing data in England, used copies of *Lloyd's List* contained in The British Library and Newspaper Library, Colindale, to assemble data on the arrivals of the North Atlantic steamships at ports in the United Kingdom. When Hubbard died, five years before the book was published and before we had finished assembling the North Atlantic sailing data, I had to go to England to finish our data collection. I worked at the maritime library in the Greenwich Maritime Museum. We both thought that *Lloyd's List* was an invaluable source of shipping information. I don't know if the same *Lloyd's List* exclusion in American libraries exists today.

Subsequent to that work, I purchased for my personal reference library a number of *Lloyd's List* volumes on microfilm from the British Library covering the years of interest to me, namely 1827 through 1867. The U.S. Philatelic Classics Society has recently received permission from the Lloyd's Corporation to digitize this microfilm and publish it on our society's web site.

Most who wish to use this digitized information will want to search for ship arrivals and departures dates. *Lloyd's List* contains extracted information not only from United Kingdom ports but from the major ports around the world collected from the arriving ship captains. This newspaper is a good source for ship arrivals at all the British, Wales, Scottish and Irish ports, as

well as those ports beyond England. It is not particularly good for ship departures from those same ports, however, unless the ship captains arriving at England reported their departure dates for the voyages they completed in the United Kingdom. Some departure dates are recorded, however, but one can't rely on this information being in the newspaper. As an example, a ship departure from a foreign port such as Le Havre, France, was seldom reported, but ship arrivals at Le Havre were routinely reported in *Lloyd's List*. At British ports where ship arrivals are reported from around the world, seldom is there information about when the vessels departed from the foreign ports. Some departures from British ports are reported, but the newspaper lists mostly arrivals at those ports. Therefore, there are some limitations in using this newspaper for research. But, the benefits far outweigh the limitations.

Lloyd's List also provides information about ship mishaps or delays, as well as when various packet mails were expected at London ports. Gravesend is the listing port for London. Ship arrivals and some departures are always reported first for Gravesend, followed by other United Kingdom ports, and then the foreign ports. Steamships usually are listed as such so they won't be confused with sailing ships with similar names. The ship captain's names follow the arrival listing and then the ports of departures are listed. If a ship arrived at an unexpected port en route to a port such as London, the newspaper will show the first arrival port and later the arrival at the intended port. This often happened when sailing ships going to London had to put into a southern coastal port because the winds prevented it from going through the English Channel and up the Thames River to London.