



14 companies and 38 individuals represent the founding members in 1907

After one year, membership rises to 1,537

IIL growth has to contend with the Great War

LONDON HAD BEEN the centre of world commercial insurance for over 200 years when, in 1886, the first attempt was made to form an insurance institute in London. It was a logical development. Most of the great insurance innovations enabling economic growth and developments in technology had originated in London. However, it took over twenty years for that dream to become a reality, for it was not until 1907 that the actual formation of the IIL, destined to become the largest 'local' institute of the CII, took place.

Marine, Life and Fire insurance were already well established in the United Kingdom by the middle of the nineteenth century. Social insurance in Victorian England had already raised consciousness of the need to protect employees. The 1897 Workmen's Compensation Act had been the first of a series of social reforms throughout this period up to the time of the Great War. It recognised that compensation should be paid by employers to employees suffering accidents at work. The Act related mainly to the manufacturing industry and did not cover sickness or pensions, which were dealt with by the subsequent reforms:

- 1905 Unemployed Workmen's Act
- 1906–7 Extensions to the 1897 Act in Employers' Liability Act, Domestic Servants Insurance Act, New Compensation Act
- 1908 Old Age Pensions Act
- 1911 National Insurance Act

Many of the liabilities created by these Acts were insured, giving insurers a new source of income to add to that generated by Property, Marine and the much more recent Motor insurance. In 1906, the Marine Insurance Act was passed – still influential legislation today, but it would be another decade or so before rudimentary aviation insurance policies were underwritten.

In 1906, central San Francisco was razed to the ground by a huge earthquake (7.9 on the Richter Scale) and the fire that followed; several US insurers collapsed, British insurers paid an estimated US\$40 – 45 million in claims – at today's relative values, based on Gross Domestic Product, these figures equate to approximately US\$15.6–17.5 billion – with such speed that London's reputation benefited; especially after Cuthbert Heath, the eminent Lloyd's underwriter, authorised payment under all property policies irrespective of proximate cause.



In the Edwardian era, local institutes represented the hearts and minds of those interested in developing professional qualifications and education in insurance. The IIL became affiliated with the Federation of Insurance Institutes in 1907. In 1908 the Federation changed its name to the Insurance Institute of Great Britain and Ireland and again to the Chartered Insurance Institute in 1912, when it was granted its charter and moved its headquarters from Manchester to London.

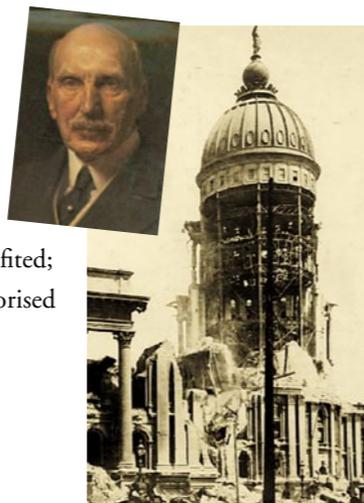


Health Insurance Act.



INSURED AGAINST ALL RISKS AND QUITE HAPPY.

San Francisco's City Hall was rebuilt after the 1906 earthquake and its retro-fitted dome is still a notable landmark.



Titanic was intended to be the largest, most luxurious ship ever to operate and was thought by *The Ship-builder* magazine to be 'practically unsinkable'. On its maiden voyage, the ship struck a large iceberg. Of a total of 2,223 people on board, only 706 survived. Lifeboat 'D' was the last to be launched from Titanic and, relatively heavily laden with passengers, was picked up by RMS Carpathia.

News of the Titanic as recorded in Lloyd's Loss Book.

The White Star liner *Titanic* sank in the North Atlantic in 1912. The total loss cost for hull and machinery amounted to £1 million, paid by subscribing Lloyd's underwriters.

This era also saw the formation of the British Insurance Association, in June 1917, which ultimately evolved into the Association of British Insurers (ABI).

The IIL's Council habitually dealt with such matters as suitable papers for the ordinary meetings ('limited to 30 minutes'), prizes to be awarded to Members for examination successes and the use of the library by Members, extending to a record of books issued.

The thousands of lectures delivered on behalf of the IIL over the past 100 years have been eclectic to say the least, and the early days were no exception. In March 1908, Mr J. Robertson, of the Northern, spoke on 'The Manipulation and Manufacture of Tobacco from an Insurance Point of View'.

Not surprisingly, attendance at IIL functions began to wane with the onset of the Great War, although not all needed to be in Flanders to experience the hostilities. Hand-written notes of proceedings in 1915 recorded the fact that a letter had been received from 'Miss Lee asking the Committee to favourably consider the advisability of closing the Library earlier on account of the possibility of further Zeppelin Raids.'

Sensibilities were very different to those of today, and, perhaps understandably, the tone of the Christmas card sent from the Royal London Insurance Office, in December 1918, indicates a sense of optimism and nationalism that is not so evident today. In congratulating those to whom the card was sent 'upon the successful conclusion of your heroic efforts on behalf of King and Homeland' the card contains lines from William Ernest Henley's poem *England my England*.



London Assurance put on a spectacular display to celebrate the coronation of King George V in 1911.

Ever the faith endures,
England, my own!
Life is good, and joy runs high,
Between English earth and sky.

Titanic } 1/5 British Mail
Southampton for
New York, foundered
April 15 about 2.20 a.m.
in lat 41-16 North
long 50-14 West
after collision with
ice (Reported by
Wireless from Olympic
1/5 to the Cape Race
Wireless station)
Further reports
state that loss of
life is very serious.

