

Fück, Johann ASE

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7955 (LEIPZIG)

5. Raymundus Lullus

Noch bekannter als Raymundus Martini ist ein anderer Muhamedanermissionar des 13. Jahrhunderts, Raymundus Lullus. war 1235 (oder 1232) in Palma auf der erst sechs Jahre vor den Almohaden entrissenen Insel Mallorca geboren. Sein Vater war ein katalanischer Edelmann, der an dem Feldzug Jakobs von Aragonien wider die Mauren teilgenommen hatte und na

¹⁹⁾ S. 192—194.²⁰⁾ S. 208—210.²¹⁾ S. 194, 210, 221, 226, 231, 254.²²⁾ S. 199, 213.²³⁾ S. 195.²⁴⁾ S. 197.²⁵⁾ S. 206f. Siehe auch S. 205.²⁶⁾ S. 226f. und 231.²⁷⁾ S. 234, 235.²⁸⁾ S. 250—252.²⁹⁾ S. 198, *Aben Rost super Oriusam Avicennae.*³⁰⁾ S. 231—233.³¹⁾ S. 206, *Ibnalchatib in libro Investigationum Orientalium.*³²⁾ Erhalten in der Hs. des *Vocabulista in Arabico* und von SCHIABELLI in seiner Ausgabe S. XVI f. abgedruckt und übersetzt.

satisfy claims. During 1793-1815 Lloyd's exerted a salutary influence on the admiralty and the direction of naval operations in relation to seaborne trade, especially in regard to the use of convoys. At a time when the state made no provision for war risks, Lloyd's inaugurated many subscriptions for that purpose, culminating in the establishment in 1803 of the patriotic fund, which is still in operation. Gifts of silver plate were made to Lord Nelson and to the captains at Trafalgar. A portion of the Nelson medal and a Trafalgar cup, designed by John Flaxman, form part of the society's Nelson collection.

In 1811 under its chairman, Joseph Marryat, M.P., father of the novelist Frederick Marryat, Lloyd's prepared the way for incorporation by inducing the subscribers to sign a trust deed vesting corporate funds in the committee of treasury and imposing bylaws on the subscribers. It was, moreover, in this period that the scheme of Lloyd's agencies was initiated and the duties defined.

Incorporation, 1871.—In 1871 the control over the affairs of the society by its committee was consolidated by the act of incorporation (Lloyd's act, 1871), which formed the constitution of Lloyd's as it has continued to exist. The society was given power to make its own bylaws, to acquire real and personal property and to do all acts in its corporate name. By the act of 1871 the society was restricted to marine insurance but by an act of 1911 it was empowered to carry on insurance of every description. Although individual initiative is still a most striking characteristic of Lloyd's, the powers and activities of the corporate body have increased. The measures designed to make the security of Lloyd's policy unquestionable were taken almost entirely after the act of 1871. Under the Assurance Companies acts, 1909 and 1946, consolidated by the Insurance Companies act, 1958, special provisions are set forth to regulate Lloyd's underwriters. See also **LLOYD'S REGISTER OF SHIPPING**.

BIBLIOGRAPHY.—Wright and C. E. Fayle, *A History of Lloyd's* (1928); F. Martin, *The History of Lloyd's and of Marine Insurance in Great Britain* (1876); R. Straus, *Lloyd's: a Historical Sketch* (1937); E. Golding and D. King-Page, *Lloyd's* (1952); D. E. W. Gibb, *Lloyd's of London* (1957). (C. W.; X.)

LLOYD'S REGISTER OF SHIPPING, the world's first and largest ship-classification society, whose main aim is the establishment of construction and maintenance standards for merchant ships and the provision of a technical service to help owners maintain those standards. It is independent, governed solely by the industries it serves, and its revenue, derived from fees charged for its services, is devoted to the maintenance and improvement of its facilities. Its standards are accepted throughout the world.

The society originated in London in 1760 when a group of marine underwriters accustomed to meeting at Lloyd's coffeehouse (see **LLOYD'S**) combined to issue a register of ships likely to be offered them for insurance. The first known edition is dated 1764. In early registers, ships were graded according to their condition and assigned classes, denoted by letters. The symbol "A1" for the highest class of ship, was introduced in 1775. Today there is a standard, "100A1," for ocean-going steel ships.

In 1834 classification was put on a more systematic basis than hitherto. Standards governing ship construction were issued in the form of rules, and management of the society was vested in a general committee. This is still the governing body and is composed today of marine underwriters; shipowners; shipbuilders; pioneers from the U.K.; and chairmen of the national committees of similar composition existing in Australia, Canada, Denmark, Iceland, France, Germany, Greece, India, Italy, Japan, the Netherlands, New Zealand, Norway, Portugal, Spain, Sweden, and the U.S. The Technical Committee, now also international in scope, was established in 1890. This committee of specialists is responsible for framing new rules and amending existing ones.

The society's main activity is the supervision of the construction of ships and their machinery, from the examination of plans and testing of materials through the stages of building to the trial run, and the holding of periodic surveys throughout a ship's life to ensure that it is fit to retain the society's class. Rules are published regularly and in conjunction with published recommendations and codes of practice cover electrical, control, and

refrigerating machinery, air-cushion vehicles, glass-reinforced plastic craft, freight containers, and cargo-handling gear, in addition to all aspects of hull and machinery construction. Rules covering offshore platforms have also been framed. A worldwide staff of nearly 1,500 qualified surveyors includes specialists in all relevant fields and is backed by central facilities which include a computer centre, a metallurgical and engineering laboratory, a large research and technical advisory services department, and a unique technical records library covering ships' hulls and machinery. A Technical Investigation Department is available to investigate at short notice the cause of trouble in ships, wherever they may be. The society also conducts surveys and assigns certificates on behalf of many governments under the International Load Line and Safety of Life at Sea conventions.

The register book, now issued annually, lists all merchant ships of 100 or more tons gross, with survey particulars of those classed with Lloyd's Register. Other volumes list shipowners and their fleets, shipbuilders, enginebuilders, and docks. Statistics of shipbuilding and ship casualties are released quarterly. Registers of British and American yachts are also issued annually, yachts being surveyed in the same way as merchant ships.

The society's services have in recent years been extended to land-based projects. An industrial services department organizes inspection work for installations such as oil refineries, hydroelectric and nuclear power stations, chemical and gas plants, and railways. (E. E. PA.)

LLULL, RAMON (Castilian, RAIMUNDO LULIO; English, RAYMOND LULL or LULLY) (c. 1234-1316), Catalan author, lay missionary, philosopher in the Augustinian tradition, the first great mystic of the Iberian peninsula. He wrote some 292 works in Catalan, Arabic and Latin, most of which survive, although no Arabic manuscripts are known. The creator of literary Catalan, which he used not only in poetry, novels and mystical works, but also to discuss theological, philosophical, moral and scientific subjects before any other romance vernacular had been used professionally in this way, he is best known in the history of ideas as the inventor of an "art of finding truth" (*ars inveniendi veritatis*) primarily intended to support the Catholic faith in missionary work but also designed to unify all branches of knowledge.

Born in Majorca (Mallorca), shortly after its reconquest from the Moors, Lull grew up in a kingdom with large non-Christian minorities, and the national preoccupation with their conversion had a decisive effect on his life and writings. On his entering upon a religious way of life (c. 1263), after seeing five visions of Christ on the cross, he made a threefold resolution: to seek martyrdom; to found schools of oriental languages for missionaries; and to write "the best book in the world against the errors of the infidel." He then spent some nine years in preparation for his mission, during which he composed his longest book (*Llibre de contemplació*), a meditative work with an elaborate symbolic structure containing numerous separate opuscula, written first in Arabic and then in Catalan), and the *Llibre del gentil e los tres savis*—an account of a fictitious theological discussion between a Jew, a Christian and a Muslim which influenced the *Libro de los estados* of Don Juan Manuel (q.v.). Neither of these, however, was the "best book in the world" contemplated in his third resolution, which first took shape as the first version of his "Art," written c. 1272, after a mystical "Illumination" on Mt. Randa in which he saw how everything in the universe could be related to the Godhead through the divine attributes (goodness, greatness, etc.), which he called "Dignities." The rest of his life was spent in constant traveling, writing, preaching and lecturing on the "Art"; in missions (Tunis 1292, Bougie 1307, Tunis 1315) and disputations; and in pleading with kings and successive popes for support, especially in connection with the colleges envisaged in his second resolution. Only King James II of Majorca could be persuaded to establish one (at Miramar, 1276, apparently abandoned soon after 1292), but the Council of Vienne (1311-12) endorsed Lull's proposals, and a number of schools of oriental languages were founded in the years after his death. According to pious tradition, this came in the form of the martyrdom he had so long desired, by stoning in Bougie (? Jan. 1316). His last three works were un-