

Causes of British Imperialism

Industrialization:

- Britain is the first country in the world to industrialize.
- British expedition to obtain raw materials.
- To sell finished products around the world.

Technological changes :

- New ship technology : better ships , faster ships.
- Increase in shipping volume and lower costs.

Cultural beliefs :

- Religion , competition .

Political changes :

- Following the Napoleonic wars, Britain was able to expand its control to southeast Asia, and the Caribbean .



Shipping Technology And Imperialism

Zenonas Norkus



Shipping Technology And Imperialism:

Shipping, Technology, and Imperialism Gordon Jackson, David Malcolm Williams, 1996 This text derives from papers presented at the Third British Dutch Maritime Conference and examines shipping technology and imperialism during the 19th century

Shipping, Technology, and Imperialism Gordon Jackson, David Malcolm Williams, 1996 This text derives from papers presented at the Third British Dutch Maritime Conference and examines shipping technology and imperialism during the 19th century

Ships and the Development of Maritime Technology on the Indian Ocean Ruth Barnes, David Parkin, 2015-12-22 Recognising the fundamental role both of shipping communities and the technologies crafted and shared by them this book explores the types of ships methods of navigation and modes of water borne trade in the Indian Ocean region and the way they affected the development of distinctive settlements against a changing but strong sense of regional consciousness and identity

Japanese Shipping and Shipbuilding in the Twentieth Century Peter Davies, 2009-12-01 Britain's foremost scholar of the international shipping industry based at the Centre for Port and Maritime History University of Liverpool here examines the growth and development of Japan's modern shipping and shipbuilding industries across a wide range of topics through the pre war Pacific War and post war periods to the transfer of shipping technology the role of bulk carriers and world trade and the organization and structure of the Japanese merchant navy Prompted originally by his research into the decline of the British industries in a global context his focus inevitably turned to Japan which in the post war years had replaced Britain as the world's largest ship operators and ship owners and remains so today

Maritime Empires National Maritime Museum (Great Britain), 2004 Britain's overseas Empire pre eminently involved the sea In a two way process ships carried travellers and explorers trade goods migrants to new lands soldiers to fight wars and garrison colonies and also ideas and plants that would find fertile minds and soils in other lands These essays deriving from a National Maritime Museum London conference provide a wide ranging and comprehensive picture of the activities of maritime empire They discuss a variety of issues maritime trades among them the trans Atlantic slave trade Honduran mahogany for shipping to Britain the movement of horses across the vast reaches of Asia and the Indian Ocean the impact of new technologies as Empire expanded in the nineteenth century the sailors who manned the ships the settlers who moved overseas and the major ports of the Imperial world plus the role of the navy in hydrographic survey Published in association with the National Maritime Museum DAVID KILLINGRAY is Emeritus Professor of Modern History Goldsmiths College London MARGARETTE LINCOLN and NIGEL RIGBY are in the research department of the National Maritime Museum

Shipping Lords and Coolie Stokers Ravi Ahuja, 2024-10-29 A TRAGIC SHIPPING ACCIDENT OPENS A WINDOW ON RACIALIZED LABOUR MANAGEMENT IN AN AGE OF IMPERIALISM When eighty seven passengers and crew died in the shipwreck of the Royal Mail ship *Egypt* in 1922 the accident gave rise to a racist international press campaign against the employment of Indian seafarers such as those who made up most of the ship's crew This was not unusual at a time when a

fifth of the British mercantile marine's workforce was recruited from the subcontinent Ravi Ahuja explains the business logic behind a labour regime steeped in racist irrationalism and examines the scope for solidarity among a divided workforce in an age of imperialism an issue that is no less relevant in our own time *British Shipping in the Mediterranean during the Napoleonic Wars* Katerina Galani,2017-09-11 In *British shipping in the Mediterranean* Katerina Galani investigates the impact of the French and Napoleonic wars on British maritime economic activity Due to the close cooperation of the public and private sector at sea the British adopted flexible business strategies to mitigate economic warfare and sustain shipping and trade in the Mediterranean The book offers a comprehensive approach by combining the study of international relations ports ships business organisation deep sea voyages and intra Mediterranean navigation Katerina Galani conceptualises the Mediterranean as an economic entity and she insightfully examines for the first time free traders along with the chartered Levant Company Her analysis draws upon a unique collection of British and Mediterranean sources to construct a multifaceted view of British maritime activity *Creating Global Shipping* Gelina Harlaftis,2019-08-29 This study of shipping makes visible a sector that has led European economic growth for centuries yet rarely appears in business or economic histories **British and French Colonialism in Africa, Asia and the Middle East** James R. Fichter,2019-08-02

This book examines the connections between the British Empire and French colonialism in war peace and the various stages of competitive cooperation between in which the two empires were often fr res ennemis It argues that in crucial ways the British and French colonial empires influenced each other Chapters in the volume consider the two empires connections in North West and Central Africa as well as their entanglement at sea in the Mediterranean Sea Persian Gulf and South China Sea Also analysed are their mutual engagement with Islam in both the Hajj and various religiously inflected colonial revolts their mutually informed systems of administration in the New Hebrides and generally and the interconnected ways the two empires fought World War II and decolonization By uniting historians of France and her colonies with historians of Britain and her colonies this volume speaks to a broad international and imperial history audience **The Challenges of**

Command Robert L. Davison,2016-04-01 In the period leading up to the First World War Britain's naval supremacy was challenged by an arms race with Germany fuelled not only by military and geo strategic rivalries but an onrush of technological developments As this book demonstrates steam turbines bigger guns mechanical computing devices and ever increasing tonnage meant that the Royal Navy was forced to confront many long cherished beliefs and sensitive social and political issues By looking at key continuities over the period of 1880 1919 the study explores how the service and its officers attempted to deal with fundamental changes in professional requirements and how cultural and social values underwent a transformation in the run up to the First World War In particular the book looks at how the executive officer corps was presented with a revolution in naval affairs As the Navy was transformed into an industrialized workplace officers were challenged by an alteration in the culture of command as arrangements carried over from the days of sail began to

breakdown under the practical requirements of a steam and steel fleet The book charts the ebb and flow of the debate and the various ideas put forward to deal with the structural challenges faced by the Royal Navy The writings of reformers and commentators such as Fisher Beresford Corbett Laughton and Mahan provide the background to the specific problems faced and are analysed both in relation to the nature of the reforms implemented and more crucially the performance of the Senior Service during the First World War Policing the Seas Mark C. Hunter, 2017-10-18 This study explores the British and American attempts to suppress both piracy and slavery in the equatorial Atlantic in the period 1816 to 1865 It aims to demonstrate the pivotal role of naval policy in defining the Anglo American relationship It defines the equatorial Atlantic as the region encompassing the coastal zones of the Gulf of Mexico Central America Northern Brazil and the African coast from Cape Verde to the south of the Congo River It explores the use of sea power by both nations in pursuit of their goals and the Anglo American naval relations during this relatively co operative period At its core it argues that naval activities result from national interests in this instance protecting commerce and furthering economic objectives a source of tension between America and Britain during the period It confirms that the two nations were neither allies nor enemies during the period yet learnt to co exist non violently through their strategic use of sea power during peacetime The study consists of an introductory chapter eight chapters of analysis and a select bibliography Maritime Enterprise and Empire J. Forbes Munro, 2003 The 19C roots of globalisation demonstrated through an account of the enterprise network created by the Scottish merchant William Mackinnon WINNER OF THE 2004 WADSWORTH PRIZE WINNER OF THE 2004 SALTIRE SOCIETY RESEARCH BOOK OF THE YEAR AWARD This book explores the nineteenth century roots of globalisation through the activities of the enterprise network created by the Scottish merchant William Mackinnon It follows the rise of the family led business group from its modest origins in Scotland to its transformation into the world s largest maritime and mercantile conglomerate tracing the history of the various shipping firms within the group including the British India Netherlands India and Australasian United companies and identifies the key factors behind its domination of coastal steamshipping around the Indian Ocean and into the western Pacific It provides an analysis of the anatomy and dynamics of the enterprise network over time The book also examines Mackinnon s relationship with the imperial statesman Sir Henry Bartle Frere which drew the network into the operations of British informal imperialism in the Persian Gulf Red Sea and East Central Africa regions and eventually to its sponsorship of the ill fated Imperial British East Africa Company It breaks new ground in identifying the interplay of personal and business considerations behind Mackinnon s participation in the Scramble for Africa in its combination of maritime history with business history and imperial history to contribute to the current debate over gentlemanly capitalism and British overseas expansion WINNER OF THE 2004 WADSWORTH PRIZE JOINT WINNER OF THE 2004 SALTIRE SOCIETY RESEARCH BOOK OF THE YEAR AWARD J FORBES MUNRO is emeritus professor of international economic history University of Glasgow *Empire and Globalisation* Gary B. Magee, Andrew S.

Thompson,2010-02-11 Focusing on the great population movement of British emigrants before 1914 this book provides a perspective on the relationship between empire and globalisation It shows how distinct structures of economic opportunity developed around the people who settled across a wider British World through the co ethnic networks they created Yet these networks could also limit and distort economic growth The powerful appeal of ethnic identification often made trade and investment with racial outsiders less appealing thereby skewing economic activities toward communities perceived to be British By highlighting the importance of these networks to migration finance and trade this book contributes to debates about globalisation in the past and present It reveals how the networks upon which the era of modern globalisation was built quickly turned in on themselves after 1918 converting racial ethnic and class tensions into protectionism nationalism and xenophobia Avoiding such an outcome is a challenge faced today **Technology and Culture** ,1999 **Technology,**

Disease and Colonial Conquests, Sixteenth to Eighteenth Centuries George Raudzens,2022-10-04 The eight essays in this study reassess evidence about the plausibility of the widely accepted guns and germs theories which put forward firepower advantages and inadvertent disease importation as the two main causes of European imperial expansion overseas during the sixteenth seventeenth and eighteenth centuries All argue that these theories are important but oversimplified The effectiveness of firepower and disease impacts on specific groups of New World indigenes were always conditioned by time place and cultural characteristics Long range communication control was sometimes more important Above all motives driving invasions and conquests were often more influential than means and methodologies This publication has also been published in paperback please click here for details *Steamships across the Pacific* Ruth Mandujano López,2024-11-21

During the nineteenth century the transpacific world underwent profound transformation due to the transition from sail to steam navigation that was accompanied by a concomitant reconfiguration of power This book explores the ways in which diverse Mexican British Chinese and Japanese interests participated particularly during Porfirio Díaz's presidency at the peak of Mexico's participation in the steam network from its 1860s outset through a time of many revolutionary changes ending with the World War the Mexican Revolution the opening of the Panama Canal and the introduction of a new maritime technology based on vessels run by oil These transoceanic exchanges generated within these new geographies of power contributed not only to the formation of a transpacific region but also to refashioning the Mexican national imaginary With transnationalism global and migration studies as its main framework this study draws upon a dazzling array of primary sources to center Mexico's transpacific relations and the influence they wielded over the region at the height of the steamship period Ruth Mandujano López writes a beautiful story of diplomacy between Mexico and East Asia and of the laborers and entrepreneurs who crossed the Pacific to build transnational lives and businesses It is a fitting sequel to the long Manila Galleon trade that first plied the Pacific trading Spanish American silver for Chinese silk and other luxury products of Asia Evelyn Hu DeHart Brown University By using the steamship as an in between place this book fills a critical

gap in our knowledge of nineteenth century transpacific connections between Asia and Latin America and of Asian migrant mobility Well written and accessible it is an important work for scholars working on Latin American history and the history of the Pacific World Fredy Gonz lez University of Illinois Chicago *Re-inventing the Ship* Don Leggett, 2016-04-08 Ships have histories that are interwoven with the human fabric of the maritime world In the long nineteenth century these histories revolved around the re invention of these once familiar objects in a period in which Britain became a major maritime power This multi disciplinary volume deploys different historical geographical cultural and literary perspectives to examine this transformation and to offer a series of interconnected considerations of maritime technology and culture in a period of significant and lasting change Its ten authors reveal the processes involved through the eyes and hands of a range of actors including naval architects dockyard workers commercial shipowners and Navy officers By locating the ship s re invention within the contexts of builders owners and users they illustrate the ways in which material elements as well as scientific artisan and seafaring ideas and practices were bound together in the construction of ships complex identities **The Routledge Companion to the Makers of Global Business** Teresa da Silva Lopes, Christina Lubinski, Heidi J.S. Tworek, 2019-07-09 The Routledge Companion to the Makers of Global Business draws together a wide array of state of the art research on multinational enterprises The volume aims to deepen our historical understanding of how firms and entrepreneurs contributed to transformative processes of globalization This book explores how global business facilitated the mechanisms of cross border interactions that affected individuals organizations industries national economies and international relations The 37 chapters span the Middle Ages to the present day analyzing the emergence of institutions and actors alongside key contextual factors for global business development Contributors examine business as a central actor in globalization covering myriad entrepreneurs organizational forms and key industrial sectors Taking a historical view the chapters highlight the intertwined and evolving nature of economic political social technological and environmental patterns and relationships They explore dynamic change as well as lasting continuities both of which often only become visible and can only be fully understood when analyzed in the long run With dedicated chapters on challenges such as political risk sustainability and economic growth this prestigious collection provides a one stop shop for a key business discipline Chapter 31 of this book is freely available as a downloadable Open Access PDF at <http://www.taylorfrancis.com> under a Creative Commons Attribution Non Commercial No Derivatives CC BY NC ND 4.0 license **An Unproclaimed Empire: The Grand Duchy of Lithuania** Zenonas Norkus, 2017-07-28 An Unproclaimed Empire The Grand Duchy of Lithuania is an interdisciplinary study of the Grand Duchy of Lithuania GDL that is historical in subject but social scientific in approach It is also the first study to apply this comparative and social scientific method to the GDL In this book Zenonas Norkus draws on national historiographies and applies theories from comparative empire studies involving historians sociologists political scientists anthropologists and scholars in the theory of international relations allowing it to transcend differences in national

viewpoints It also provides answers to contested issues in the history of the GDL and raises a number of new questions including whether the Grand Duchy was an empire or a federation and why and when it failed By adopting this imperial approach of considering the GDL as an empire this book brings something new to the research surrounding the Grand Duchy and is ideal for academics and postgraduates of early modern Lithuania early modern Eastern Europe historical sociology and the history of empires *The Bombay Country Ships 1790-1833* Anne Bulley, 2013-12-16 Concentrates on the period 1790 1833 especially the early nineteenth century when the Bombay merchant fleet was at its zenith studying the ships their trade and the men who owned or sailed in them The picture is built up from a mass of details and references unearthed in the English East India Company s records and elsewhere and includes contemporary experiences of sailing in these ships

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