

# Corporate Ship And Control British Business Transformed

The Economist  
 British Amphibious Assault Ships  
 Connecting China and India, 1840s-1960s  
 The Annalist  
 International Law Documents  
 Industrial Pioneer  
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 The Nautical Gazette  
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 A017717, Appellant's Opening  
 A Magazine of Finance, Commerce and Economics  
 California. Court of Appeal (1st Appellate District). Records and Briefs  
 The Battleship Builders Constructing and Arming British Capital Ships  
 Proceedings of the United States Naval Institute  
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 The Mechanical World  
 The Scots Law Times  
 Together with the Minutes of Evidence, [appendixes] of Documents, and [general Indexes]  
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 International Law Studies  
 Business Digest  
 The Saturday Evening Post  
 International Law Documents  
 Reports from the Select Committee[s] of the House of Commons Appointed to Enquire Into the Present State of the Affairs of the East-India Company  
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 British Shipping and World Competition  
 Report  
 Preliminary Economic Studies of the War

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## RAMOS TRUJILLO

*The Economist* Bloomsbury Publishing

This work is a reprint of a 1962 book, *British Shipping and World Competition*, by maritime economist Dr S. G. Sturme. It seeks to explain why the tonnage of ships registered in the United Kingdom declined from forty-five percent of the world total in 1900, to sixteen percent by 1960. It presents four possible answers and proceeds to examine them in detail: changes in approaches to competition resulting in changes to the economic structure of the industry; international interference in competitive structures; unrelated factors, such as government policies that didn't directly concern shipping but still caused an impact; and the internal actions within British shipping relating to changes in industrial circumstances. It is comprised of fifteen chapters, an appendix tabling the contribution of British shipping to the balance of payments, a bibliography, comprehensive index, epilogue, and a foreword from the series editor which states that the Sturme's arguments remain resonant in the field of maritime history in the present day. Sturme makes a particular effort to place the activity in the British shipping industry into an international context for the sake of comparative analysis. It concludes that the decline of the industry was primarily due to internal decision-making rather than external factors - a conclusion that was considered divisive and provocative upon initial release, but has stood the test of time. The epilogue attempts to predict the future of British shipping post-1960, suggesting shipowners could improve the industry's prospects: however, few of these predictions came to be.

*British Amphibious Assault Ships* Seaforth Publishing

Arms control diplomacy as a central factor in superpower relations is not a new phenomenon. In this book, Christopher Hall traces the rise and fall of a previous arms limitation effort, the naval treaties of the interwar years, which successfully controlled competition in the strategic weapons of that era - the battleships and other vessels of the British, American and other 'great power' navies. He shows the problems and their solutions - many of relevance today - which made the treaties possible, and their major role in the peaceful transfer of leadership of the west from the British Empire to the United States.

**Connecting China and India, 1840s-1960s** Springer

Within Asia, the period from 1840s to 1960s had witnessed the rise and decline of Pax Britannica, the growth of multiple and often competing anti-colonial movements, and the entrenchment of the nation-state system. Beyond Pan-Asianism seeks to demonstrate the complex interactions between China, India, and their neighbouring societies against this background of imperialism and nationalist resistance. The contributors to this volume, from India, the West, and the Chinese-speaking world, cover a tremendous breadth of figures, including novelists, soldiers, intelligence officers, archivists, among others, by deploying published and archival materials in multiple Asian and Western languages. This volume also attempts to answer the question of how China-India connectedness in the modern period should be narrated. Instead of providing one definite answer, it engages with prevailing and past frameworks—notably 'Pan-Asianism' and 'China/India as Method'—with an aim to provoke further discussions on how histories of China-India and, by extension the non-Western world, can be conceptualized.

Bloomsbury Publishing

THE TOP 5 SUNDAY TIMES BESTSELLER ONE OF BARACK OBAMA'S BEST BOOKS OF 2019 THE TIMES HISTORY BOOK OF THE YEAR FINALIST FOR THE CUNDILL HISTORY PRIZE 2020 LONGLISTED FOR THE BAILLIE GIFFORD PRIZE FOR NON-FICTION 2019 A FINANCIAL TIMES, OBSERVER, DAILY TELEGRAPH, WALL STREET JOURNAL AND TIMES BOOK OF THE YEAR 'Dalrymple is a superb historian with a visceral understanding of India ... A book of beauty' - Gerard DeGroot, The Times In August 1765 the

East India Company defeated the young Mughal emperor and forced him to establish a new administration in his richest provinces. Run by English merchants who collected taxes using a ruthless private army, this new regime saw the East India Company transform itself from an international trading corporation into something much more unusual: an aggressive colonial power in the guise of a multinational business. William Dalrymple tells the remarkable story of the East India Company as it has never been told before, unfolding a timely cautionary tale of the first global corporate power.

[The Annalist](#) CUP Archive

The launch in 1606 of HMS Dreadnought, the world's first all-big-gun battleship, rendered all existing battle fleets obsolete, but at the same time it wiped out the Royal Navy's numerical advantage, so expensively maintained for decades. Already locked in the same arms race with Germany, Britain urgently needed to build an entirely new battle fleet of these larger, more complex and more costly vessels. In this she succeeded spectacularly; in little over a decade fifty such ships were completed, almost exactly double that of what Germany achieved. It was only made possible by the company's vast industrial nexus of shipbuilders, engine manufacturers, armament fleets and specialist armour producers, whose contribution to the Grand Fleet is too often ignored. This heroic achievement, and how it was done, is the subject of this book. It charts the rise of the large industrial conglomerates that were key to this success, looks at the reaction to fast-moving technical changes, and analyses the politics of funding this vast national effort, both before and beyond the Great War. It also attempts to assess the true cost- and value- of the Grand Fleet in terms of the resources consumed. And finally, by way of contrast, it describes the effects of the post-war recession, industrial contraction, and the very different responses to rearmament in the run up to the Second World War.

*International Law Documents* International Law Documents

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 The Economist  
 British Shipping and World Competition  
 Liverpool University Press

*Industrial Pioneer* Oxford University Press

Amphibious assault ships have been at the centre of nearly all of Britain's expeditionary campaigns since World War II, from the Suez crisis of 1956 to operations as far afield as Borneo (1963-66), the Falklands (1982), Sierra Leone (2000) and Iraq (2003). In major operations such as Suez and the Falklands, the use of amphibious assault ships was essential to the military success of the campaigns. The Suez Crisis saw two of the Royal Navy's former light fleet carriers converted into 'commando carriers' to specialise in amphibious warfare. In the 1960s these were followed by the famous Fearless class ships - the first purpose-built amphibious assault ships in the Royal Navy. With an internal dock, headquarters capability, and multiple landing craft, these 'Landing Platform

Docks' were built to project power around the world. When the Falklands were invaded, HMS Fearless was the key to the successful landing in San Carlos. In the 1990s, a new generation was ordered: the helicopter carrier HMS Ocean and the Albion class LPDs. In recent years Ocean, Albion and Bulwark have been the largest fighting ships of the Royal Navy and have acted as the navy's flagships, as well as being perhaps the most versatile ships in the navy. This title is an essential guide to British Amphibious Assault Ships across the decades, from the mighty Fearless to the modern Albion. Packed with full-colour illustrations, contemporary photography, and detailed analysis, this definitive work explores the history, development, and deployment of the Royal Navy's front line.

**Report. To Accompany S. 6708** Liverpool University Press  
*The Nautical Gazette*

Merchant Marine Act of 1983

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