Liverpool shipowners: 1820-1914
Abstract

For many years Britain was the most important maritime nation on Earth. Of its many significant ports Liverpool, with its world-wide connections, was among the most important. One significant element in Liverpool's maritime success were those persons who invested in tonnage at the port - the Liverpool shipowners. -- Although such did not guarantee success in any endeavour, it seems that most of the more prosperous Liverpool shipowners had something of a "leg up," or a comparative advantage, that fostered their commercial success. Most Liverpool shipowners came from the local area, where they also registered their tonnage, and were likely to buy their vessels in the local (or at least a regional) market. Barring this, tonnage purchases were often made based on commercial linkages, like the timber trade between Liverpool and British North America. In terms of the investors themselves, most would have had some form of seaward connections through careers such as mariners, or merchants. William Wheelwright, for example, grew up in a thriving port, the son of merchant shipowners. From an early age Wheelwright went to sea, eventually founding South America's first Pacific steamship service - a venture intimately connected with Liverpool which had long-standing links to South America. -- Of perhaps coequal importance to comparative advantage in shipowning was the ability to adapt to changing conditions. This was especially important in the nineteenth century, which witnessed the most profound commercial, social and technological shifts then seen. Certain firms like Wheelwright's Pacific Steam Navigation Company (PSNC) were on the very cusp of change and could be considered innovators from the start. Other shipowners, like Thos. & Jno. Brocklebank, timed adaptations much more conservatively, but were nonetheless equally adept at sensing and responding to a need for change, based on the requirements of their chosen trades. -- Neither the possession of comparative advantage, nor an ability to adapt with the times (even when such were allied to formidable business intellects), could guarantee a shipowners' success. However, the track record of Liverpool-based firms such as Brocklebanks and PSNC will demonstrate that they were at the very least powerful building blocks for the prosecution of seaward enterprise.
see the attached list. Sandbach, Tinne & Co. was founded in 1782 in Demerara (now part of Guyana), by James McInvoy as shipowners trading in sugar, coffee, molasses, rum and also coolies. Memories of August 1914 will take in Liverpool landmarks including St George's Hall, the Chinese Arch, the waterfront and the city's cathedrals. Little Girl Giant and her dog Xolo will explore the city while Grandmother searches for them. The event, running from 23 to 27 July, will end with the three giants sailing away on the River Mersey. A story will be retold about the outbreak of the war and part of the show will be dedicated to the Liverpool Pals battalions.

Boarding a ship. The following day will end at Clarence Dock, ahead of the giants boarding a ship at Canning Dock on 27 July. During the event, the giants will cover 30 miles in total. image copyrightLiverpool City Council. image captionOn 26 July, the puppets will follow a slightly different route. British Shipowners Co. Ltd was unusual in that it was formed exclusively to charter it's ships to other companies, including Anchor Line, American Line, New Zealand Shipping Co., Shaw, Savill & Albion, Cunard, etc. Founded in Liverpool in 1864 by James Beazley, up to the late 1870s they owned one of the largest British sailing ship fleets. By 1896 the sailing fleet had been replaced by steamships. The company ceased trading in 1906.