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# 帆 檣 匯 港 世 貿 千 年

# MARITIME CROSSROADS

MILLENNIA OF GLOBAL TRADE IN HONG KONG



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# 序言

**香**港海事博物館致力展現香港的海事故事，以及這些故事如何與世界環環相扣。博物館自 2003 年成立以來，即已成為國際文化機構，吸引本地社群以至海外遊客。

「帆檣匯港：世貿千年」展覽帶領觀眾穿越時空，從新石器時期來到現代互聯網的世界，通過商品流轉和轉型、人民遷徙和定居的故事，以互動方式闡述香港如何發展成生機蓬勃的繁華都會，以及如何發揮地區與全球紐帶的作用。

香港海事博物館向所有參與是次展覽及不吝賜教的各界人士衷心致謝，並對慷慨惠借展品的多個機構表示謝意。最後更要感謝香港政府運輸及房屋局之海運推廣計劃的鼎力資助，讓博物館得以呈獻這個講述香港源遠流長、引人入勝的海事故事展覽。

肖猶思教授  
博物館總監  
香港海事博物館

## Foreword

**T**he Hong Kong Maritime Museum (HKMM) is dedicated to showcase the maritime history of Hong Kong and how this history connects the city to the world. Since its establishment in 2003, the Museum has emerged as an international cultural institution, engaging not only local but also national and global communities.

Taking the audience on a journey through time from the Neolithic to the Internet era, the exhibition *Maritime Crossroads: Millennia of Global Trade in Hong Kong* illustrates the concepts of crossroads, flows, transitions, migration, and settlement through the circulations not only of commodities but also of people, their cultures, and their stories that turned Hong Kong into a cosmopolitan city of possibilities and opportunities. In short, the exhibition demonstrates interactively how Hong Kong has served for centuries as a regional and global point of connection.

The HKMM is most grateful to all the individuals involved in the project who have been so generous in sharing their time and knowledge. We also thank the various institutions that kindly provided parts of their collections on loan. Finally, we thank our sponsor, Maritime and Aviation Training Fund (MATF), Transport and Housing Bureau. Their financial support enables us to present this exhibition about the long, important, and in many ways beautiful, maritime stories of Hong Kong.

Professor Joost Schokkenbroek  
Museum Director  
HONG KONG MARITIME MUSEUM

# 基因體現

## Our Long-lasting Maritime DNA

**臨**海而居、靠海吃海，我們的生活與海洋密不可分。多年來的各種海上活動、交流及貿易，海洋對我們的影響不單止流於表面，海洋特性，如靈活應變，其實一早已經深植在香港、在我們的基因內。

是次展覽由香港海事博物館策劃及主辦，展示兩個平行發展但密切相關的精彩海事故事。第一個探討香港的海事歷史發展，第二個則研究香港與華南、東亞和世界各地之間的海洋互動。展覽由「海洋傳統的孕育」、「海貿與文化交匯」、「遠洋探索與接觸」、「環球一體與互動」和「飛躍世界大舞臺」五個部分組成十個主題，隨時序發展，將香港的海事故事交織到全球視野中。參觀者可以踏上激動人心的海上探索之旅，體驗東方之珠海上 6,000 年的歷史轉變，並展望未來。

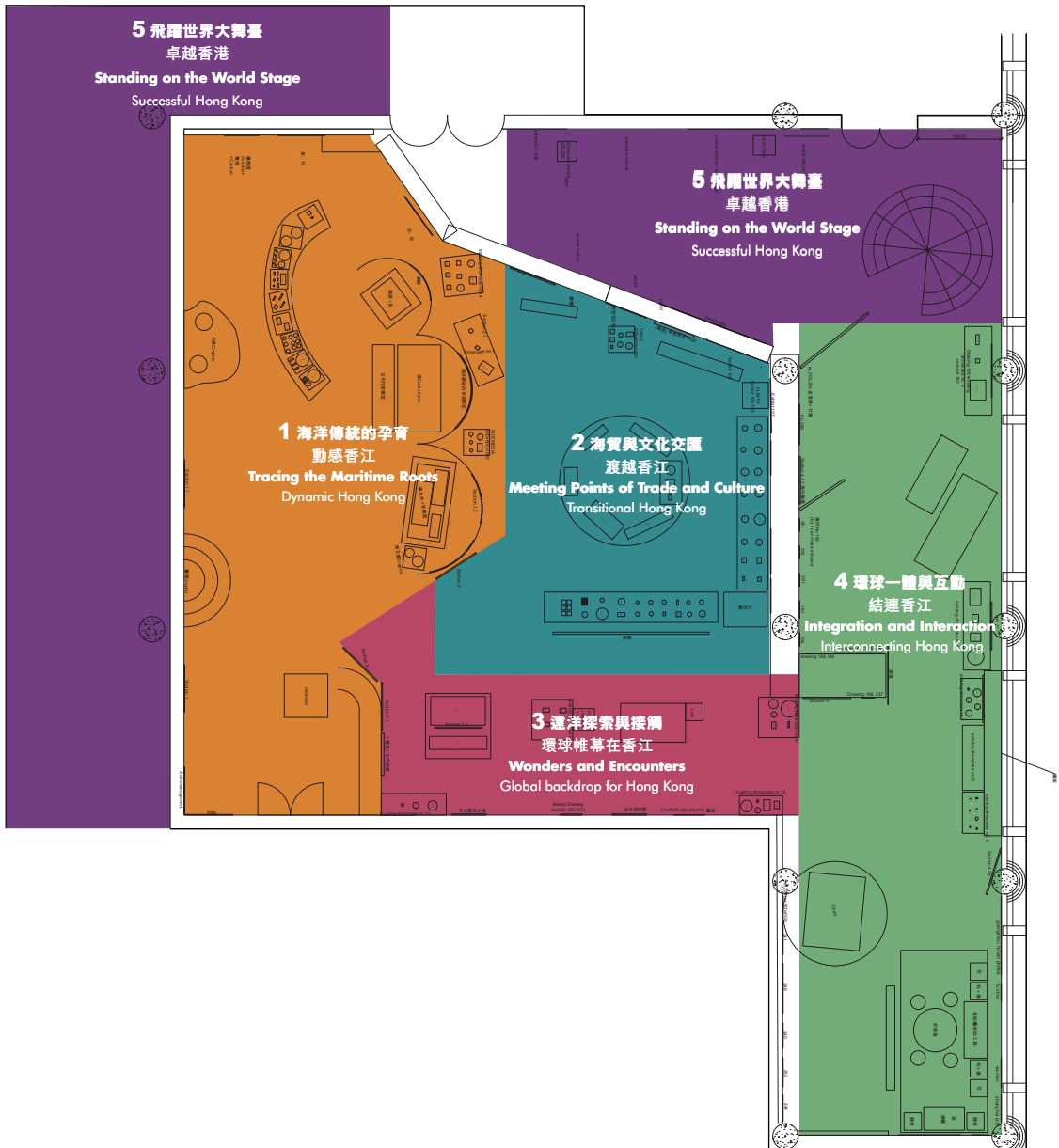
**S**urrounded by the sea and depending on maritime resources, our lives are inseparably connected with the ocean. The long history of our sea activities, trading and cross-cultural interactions has deep roots in Hong Kong's heritage, and is still highly relevant today. The ocean not only sustains our lives, but has also transformed Hong Kong into a dynamic world city for everyone.

Organized and curated by the Hong Kong Maritime Museum, this exhibition displays two parallel yet highly connected narratives. The first examines the maritime stories of Hong Kong, whilst the second examines maritime interactions between Hong Kong, South China, East Asia, and the rest of the world. Five sections: "Tracing the Maritime Roots", "Meeting Points of Trade and Culture", "Wonders and Encounters", "Integration and Interaction" and "Standing on the World Stage", with ten anchoring themes arranged in chronological order interweave the Hong Kong maritime stories into global perspectives. The visitors embark on an exciting voyage of maritime discoveries, experiencing 6,000 years of Hong Kong maritime history, and anticipating the future navigational landscapes.

# 帆檣匯港 世貿千年

# MARITIME CROSSROADS

MILLENNIA OF GLOBAL TRADE IN HONG KONG



此小書《帆檣匯港：世貿千年》配合同名展覽，為香港海事博物館籌劃，展期為2021年6月3日至8月12日。

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借展機構及藏家（以筆劃排序）

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香港古物古蹟辦事處  
香港理工大學工程學院三維打印技術中心  
實驗室  
香港歷史博物館  
珠海博物館

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ORIENTATIONS

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廣州沙灣古鎮蠔殼屋，雷新明攝  
Oyster-shell ancient house in Shawan, Guangzhou,  
Photographed by Lei Xinming

「半人半魚的盧亭，相傳是當年盧循逃至大嶼山沿岸定居的後代。唐代劉恂《嶺表錄異》：「盧亭者……餘黨奔入海島野居，惟食丈毛蠣，壘殼為牆壁。」此描述與嶺南地區長久以來使用蠔殼建屋的習慣相符。」

Lo Ting, an imaginary half-fish half-human, was based on a historical person, Lu Xun, who fled to and lived around the coast of Lantau Island. In the *Tang Records of the Unusualness in Lingnan*, Liu Xun wrote: "Lo Ting, who fled to the islands and lives wildly there, eats mussels, and uses shells to build walls". This story echoes the long architectural practice of making shell walled houses in the Lingnan region.]

「盧亭」人魚塑像

姜志名，聚苯乙烯發泡塑料，1998年

**Merman Lo Ting sculpture**

Jimmy Keung, Expanded polystyrene, 1998

何慶基先生借展 On loan from Mr. Oscar Ho Hing Kay



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# 海洋傳統的孕育

動感香江



**Tracing the Maritime Roots**

**Dynamic Hong Kong**



**水**是所有人類文明起源不可或缺的元素，香港自古就是亞太陸地與海洋的文化交匯點。其位處的珠江三角洲較諸其他地區，有更深植其中的海洋特質基因。即使會料到遇上艱險困厄，都無阻史前到秦漢時代先民出海的決心。本部分希望展現他們的努力和恆心，致力還原先民在技術限制下編織出的海上交流網絡。

透過展示具代表性的香港考古發現和香港海事博物館的珍藏，本部分首先以黃河、長江與亞太海域為例，介紹沿河和沿海文明的萌發。同時，秦漢帝國勢力到達東南沿海後，東亞海洋網絡的成型，重點關注香港先民與古越和其他沿岸文化及亞太地區的關連，並受到席捲東亞大陸的漢文化影響。總而言之，本章希望為觀眾呈現中國海洋文化的「多元一體」概念。

**W**ater is indispensable for the birth of all civilizations. Hong Kong, in the Pearl River estuary, has been a confluence of different cultures in the Asia-Pacific region since prehistoric times. Her maritime character is embedded in the DNA of the city. The ancient inhabitants have been seafarers since the Neolithic era, building maritime communication networks under the technological constraints of the period.

Showcasing archaeological discoveries found in Hong Kong, and the treasures from the HKMM and other private collections, the first section emphasizes the importance of water in the civilizations developing along rivers and coasts, with the case studies on the Yellow River, the Yangtze River and sea regions in the Asia-Pacific, and the emergence of the East Asian maritime network after the arrival of the Qin-Han imperial power along the south-eastern coast of China. In addition, while focusing on how early inhabitants connected to the Yue people and various cultures along the coasts and in the Asia-Pacific region, this section aims to understand the influences from the Han culture that spread across East Asia, and convey the concept of “diversity in unity” as a maritime heritage developed.



香港大浪灣石刻 3D 打印複製品  
3D printing of rock carving at Big Wave Bay

香港理工大學工程學院三維打印技術中心實驗室借展 On loan from the University Research Faculty in 3D Printing (U3DP), Faculty of Engineering, The Hong Kong Polytechnic University

## 河源始起

### Nascent Civilizations from the Water

**香**港位處珠江口東側，大陸前沿，面向南海，同時擁有眾多島嶼。無論是經內陸河流還是遠涉重洋而來，「水」將不同地區的文化特色匯集香港，塑造香港悠久多元的歷史文化。

從目前的出土文物可以發現，新石器時期的香港蘊含從長江流域南傳的文化和技術元素，無論是從洞庭湖地區經桂林、西江順流而下，還是從長江口沿岸輾轉到達嶺南的可能性亦大。此外，不能忽略的是，濱海先民與東南亞和太平洋島嶼結下的跨海聯繫，也是香港史前文化的一大構成。

**L**ocated in the east of the Pearl River estuary, Hong Kong faces the South China Sea and is surrounded by islands. As a strategic location, the surrounding water, river and ocean, has brought different cultures converging in Hong Kong from ancient times to the present day.

Relics found in Hong Kong reflect influences from the Neolithic cultures along the Yangtze River transmitted southwards to Hong Kong, including those from the Dongting Lake region via Guilin and the Xi River to Hong Kong; and those from the Yangtze River estuary that spread along the coast to the Lingnan region. Prehistoric Hong Kong also had maritime connections with coastal China, Southeast Asia and the Pacific islands.



兩名夏威夷土著與獨木舟在岸邊  
Two natives with outrigger canoes of shoreline, Hawaii

# 衣

## Clothing

### 樹皮布文化 Barkcloth Culture

**樹** 樹皮布非經紡織而成，而是以樹皮內層為材料，利用石拍打鬆纖維，經浸泡去除雜質後形成潔白堅韌的布料，為南島文化的工藝特色，太平洋列島和東南亞等地的族群至今仍秉承製作樹皮布的傳統。在新石器時代的珠江口（香港、深圳、珠海）與海南島等地先民，製作了相當數量的樹皮石拍。先民使用石拍的蹤跡，反映他們與在臺灣、爪哇、馬來西亞、菲律賓、波利尼西亞、遠至馬達加斯加和夏威夷廣泛分佈的南島語族之間的聯繫。

**T**ree bark hemp is not woven, but made by loosening up the fibres from bark with stone beaters. It is then soaked to remove impurities and converted to a white, tough fabric. Such craftsmanship is a cultural heritage of Austronesia and can still be spotted nowadays in many Pacific islands and South-East Asian tribes. Archaeological discoveries show that a number of barkcloth stone beaters (barkcloth making tools) were produced and used in the Pearl River Delta regions (Hong Kong, Shenzhen and Zhuhai) and Hainan Island during the Neolithic period. The technique of using bark beaters amongst inhabitants of the Pearl River estuary reveals their inter-connections with Austronesian tribes in Taiwan, Java, Malaysia, the Philippines, Polynesia, and as far as Madagascar and Southern Hawaii.



樹皮布，Bishop Museum 藏  
*Barkcloth (masi), Fiji*, Courtesy of  
Bishop Museum



石拍分布，圖片由香港中文大學提供  
Distribution of stone beaters, Courtesy of the Chinese  
University of Hong Kong

# 行 Travelling

## 洋流的利用 Usage of Ocean Currents

**順**著洋流飄移是遠古海上族群作長距離航行的唯一方法。香港的東面水域受大洋的季節流向影響，夏季靠南海暖流幫助先民航向東北方；冬季則藉反向的西南季候洋流折返，高溫高鹽的黑潮支流亦會在舟山群島一帶與沿岸寒流交匯，形成魚群密集的漁場。珠江口先民在追逐漁獲的過程中，或會北上與長江口和東亞外海島嶼的族群，如浙江、臺灣澎湖列島、琉球群島產生文化聯繫。

**D**rifting along with the ocean currents was the only method for ancient seafarers to travel long distances. The eastern waters of Hong Kong are influenced by the seasonal oceanic currents. During the summer, the North-East South China Sea Warm Current helped the inhabitants sail northwards; while in winter, the reversed south-west monsoon facilitated their return. The warm and high-salinity Kuroshio Branch Current also converges with the coastal cold currents near the Zhoushan Islands area, forming rich fishing grounds. While the inhabitants from the Pearl River estuary came there to fish, they were also likely to have travelled further north and formed cultural ties with ethnic groups in the Yangtze River estuary and islands of East Asia, such as Zhejiang, Taiwan, the Penghu and the Ryukyu Islands.



洋流  
Ocean Current

# 食 Eating

## 漁獵採集生活 Fishing-hunting-gathering for Livelihood

**魚**群受水溫、鹽度影響洄游到不同水域，尤其活躍於鹹淡水交界。長居珠江河灣內沿的先民，為捕撈特定魚獲，會於汛期短暫遷移到灣外島嶼或沿岸水域。香港聚落遺址不少屬於這類季節性營地。

先民居住在海灣的「沙堤—瀉湖—紅樹林」環境，可於潮退後的淺灘捕捉魚蝦，或上山打獵和採集以獲取食物。南丫島深灣和長洲鋪魚灣的新石器晚期遺址，發現有鯰魚、頭鱸、海豚、各種貝類、麋、野豬等骸骨，印證了史前香港的物種多樣性。

**W**ater temperature and salinity determines the fish migration in the sea, where brackish waters are especially active fishing grounds. Inhabitants along the Pearl River temporarily travelled to the coast or islands outside the bay for specific fish species during the flood period. Many prehistoric settlements in Hong Kong show the presence of seasonal campsites.

Inhabitants made their living by fishing in the “sandbank-lagoon-mangrove” environment hunting and foraging in hills and shallow when low tide. The Late Neolithic sites at Sham Wan on Lamma Island and Po Yue Wan on Cheung Chau uncovered remains of catfish, head grunt, dolphin, various shellfish, muntjac, and wild boar, demonstrating the high level of biodiversity of prehistoric Hong Kong.



香港南丫島榕樹灣  
Yung Shue Wan, Lamma Island, Hong Kong



## 環珠江口生態 The Diverse Ecology of the Pearl River Estuary

**珠**江口不少島嶼擁有背靠溪流和三面環山的優美海灣，當出海的溪水與海水混合，匯聚了陸地流出的沉積物和漲潮時帶來的海洋物質。這肥沃土壤在沙堤附近形成紅樹林環境，豐富的動植物資源能滿足先民的各種生活需要。

沿海先民生活在亞熱帶地區潮濕氣候，和恆常潮汐漲退的沙堤，發展出一種隔開地面濕氣的高架竹木造房屋：上層居住，下層存放工具和飼養牲畜，稱為「干欄式建築」。

In the Pearl River estuary, when freshwater streams from the island flow into the seawaters of a partly enclosed bay, river and tidal marine sediments will mix together and form a rich mangrove swamp environment. The mangroves near sandbanks provide incredible diversity both biologically and physically, with sustainable food and abundant natural resources for the inhabitants.

To deal with the humid subtropical climate and tides, coastal inhabitants built stilt houses on sandbanks. These were made of bamboo and wood with the upper level for residential use and the lower for storage and livestock.



香港大澳  
Tai O, Hong Kong





**彩陶雙繫罐**

中國西北部，新石器時代 – 馬家窯文化（約公元前 3300 年 – 前 2100 年）

**Painted pottery pot with two handles**

Northwest China, Neolithic period – Majiayao culture (c. 3300–2100 BCE)

何安達先生借展 On loan from Mr. Anthony J. Hardy



**釉陶豆**

赤鱗角過路灣，青銅時代（公元前 1500 – 前 221 年）

**Glazed stem cup**

Kwo Lo Wan, Chek Lap Kok, Bronze Age (c. 1500–221 BCE)

古物古蹟辦事處借展 On loan from the Antiquities and Monuments Office



**樹皮布**

現代

**Barkcloth**

Contemporary

珠海博物館借展 On loan from Zhuhai Museum



**石拍**

長洲東灣，新石器時代中期（公元前 4500 – 前 2500 年）

**Stone beater**

Tung Wan, Cheung Chau, Middle Neolithic period (c. 4500–2500 BCE)

古物古蹟辦事處借展 On loan from the Antiquities and Monuments Office

# 千濤萬浪

## Imperial Waves and Interconnecting the Sea People

**併**合六國的秦王朝能調動更龐大資源來擴展勢力，如在南方徵發人力修築靈渠、攻伐百越和設置郡縣。長沙馬王堆漢墓中出土的帛書《地形圖》，標註了西漢初年與當時長沙一帶的楚國及統治嶺南一帶的南越國，地圖亦涵蓋珠三角地區，透露中原文化席捲古越土著之勢。秦漢時期周邊地區實行漢化措施，海上的文化傳播與族群遷移更為頻繁，航路亦逐漸成形。

中原王朝急於經略過往較少重視的海濱地區，與經濟發展不無關係，反映在鹽業的生產、外銷和稅收中。當時獲取鹽的途徑只限於鹽湖、地下鹽井和沿海灣岸。鹽作為農業社會的生活必需品，是良好的交易媒介。

漢代官方壟斷鹽的生產與流通，實施鹽業專賣，香港位處嶺南的鹽產區，受番禺縣東官（莞）鹽官管轄，製鹽以供內銷或出口。1955年李鄭屋漢墓的發掘，出土了銅器、陶製屋、倉、灶、井模型等器具和刻有「番禺」銘文的墓磚，與廣州、深圳的漢墓對照，反映漢代在華南屯兵及徙民的活動。

**A**fter the unification of the Qin Empire with six other Chinese states, the Qin Emperor could mobilize more resources. He conscripted manpower for the construction of the Lingqu canal, fought wars with various Yue tribes (Baiyue) in the Lingnan area, and set up counties in the different regions of the territory.

An early Western-Han silk topographic map unearthed in Tomb 3 of Mawangdui depicts the Kingdom of Chu in Changsha and the Kingdom of Nanyue in Southern China. The map also depicts the Pearl River Delta region, implying the interactions and influence of the Central Plain over the ancient Yue natives. On the other hand, the spread of Han culture to the neighbouring regions during the Qin and Han dynasties resulted in migrations of some ethnic groups further west, or them leaving the continent via new sea routes.

The Han government monopolized the production and circulation of salt. Occupation of coastal regions was long inhibited to protect the salt mining industry from competition from salt production from coastal bays.

In 1955, the discovery in Lei Cheng Uk of the Han tomb of a Dongguan Salt Officer of the Panyu County (indicated by a tile brick marked with the inscription "Panyu"), with a group of funerary materials being excavated like house and well models, and other metalware and utensils, proving that Hong Kong was also a salt production centre for local consumption and export in the Lingnan region. Other examples found in Shenzhen and Guangzhou also show military activities and transport in Southern China.

## 海洋網絡的早期開拓

### The Weaving of the Early Maritime Networks

**漢**代官方積極展開對外聯繫，受航海技術所限，初期只開發出近距離的沿岸和逐島航行路線往東南亞。

當時中國主要向東和向南兩路開發。東向航路方面，由山東半島、遼東半島和朝鮮半島西岸組成的環渤海地帶，有利內海的恆常短途航行；繼續往東南，可達濟州島、對馬島以及當時日本的政治中心——九州。此時朝鮮半島與日本除受到由陸路樂浪郡而至的文化影響外，山東的齊魯文化亦可能經由海路向東傳播。

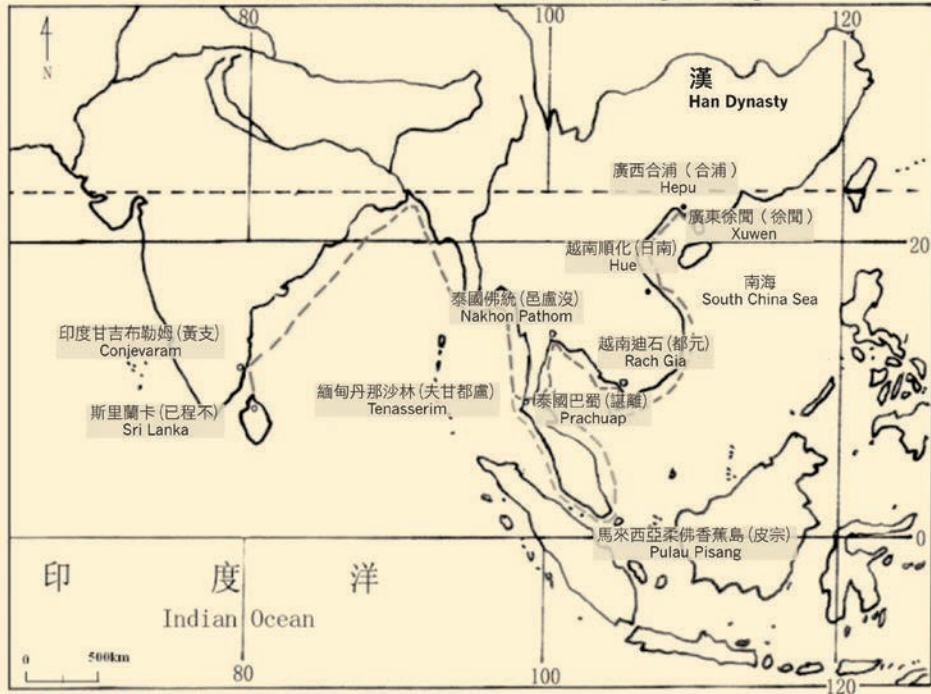
南向航路方面，廣州市內發現的秦漢造船工場遺址，顯示當時廣州已有出海遠航的經濟與技術條件。廣州亦是中原商賈交易南洋貨品的都會，中國、印度，甚至來自羅馬、埃及的商品也輾轉在此流通。依照《史記》的下南洋路線：合浦（廣西北部灣）、徐聞（廣東雷州半島南端）、日南（約今越南順化一帶）乃是漢帝國的國境前哨，廣州出發的海船在此補充水源、糧食和商貨後，便正式駛離國境。漢人船舶的沿海岸線航行，最遠曾到達印度東南部和斯里蘭卡等地。

**T**he Han Empire actively developed external contacts via land and sea trade routes. Based on the early development of naval architecture, a series of short navigational routes along the coastlines between China and Southeast and South Asia were developed.

Regarding the eastward sea routes, the Bohai rim consists of the Shandong Peninsula, Liaodong Peninsula and the west coast of the Korean Peninsula, could easily maintain the seaway traffic between the bays. To the south, this route connects Jeju and Tsushima as well as Kyushu, the political centre of Japan. The Korean Peninsula and ancient Japan were influenced by mainland culture through the Lelang Commandery by land, and Shandong Qilu culture that was possibly spread eastward by sea.

Regarding the southward routes, these started from Guangzhou, with ships reaching as far away as South India and Ceylon (now Sri Lanka). The discovery of the Qin-Han dynasties shipyard in Guangzhou proved how advanced their shipbuilding technology for ocean-going vessels was. Guangzhou has been important for economic exchanges between Northern China, Western and Southeast Asia. Commodities from China, India, Rome and Egypt were circulated and transmitted in this ancient city. Historical records like *Shiji (Records of the Grand Historian)* mention that the trade routes started from Hepu (Gulf of Tonkin, Guangxi), Xuwan (southern end of Leizhou Peninsula, Guangdong), and Rinan (now Hue, Vietnam).

## 漢代海上絲綢之路的交通路線 Maritime Silk Route in Han Dynasty



( ) 漢代古地名 City Names in Han Dynasty



百濟金銅大香爐

七世紀

Baekje gilt-bronze incense burner

7th century

韓國國立中央博物館藏 Courtesy of National Museum of Korea



蒜頭紋銀盒

西漢 (公元前 137-122 年)

Silver box with garlic-shaped decoration

Western Han (137-122BCE)

西漢南越王博物館藏 Courtesy of Museum of the Western Han Dynasty Mausoleum of the Nanyue King

## 銅鼓文化與印太海貝

### Bronze Drums and Seashells in the Indo-Pacific Region

**約** 公元前二世紀起，部分古越族選擇向西遷徙，與同樣向著中南半島進發，原居雲南山區的古滇族會合，銅鼓可謂反映他們文化的標誌性器物。從銅鼓的使用與擴散過程來看，古滇、越人逐漸與東南亞的各族群展開交流，從越南、泰國、老撾到印尼均有發現銅鼓。此外，將銅鼓改製成精美的貯貝器，反映他們與印度洋島嶼和沿岸，以海貝為貨幣的交易網絡有所聯繫。

**S**tarting from the 2nd BCE, parts of the ancient Yue and Dian people migrated westward from Southern China and Yunnan respectively, and joined together in the Indochinese peninsula. The bronze drum is one of the representative artefact of their culture. The use and transmission of the iconic bronze drums indicate that the ancient Dian and Yue people interacted with various ethnic groups in Southeast Asia, bronze drums have been found across the area from Vietnam, Thailand, Burma to Indonesia. Also, the modification of bronze drums into exquisite cowrie containers reflects their relationship with trading networks across the coast and islands of Indian ocean, which seashells were used as currency for trade.



**小型銅鼓**  
公元前 500 年至公元 300 年，越南北部，  
**Small bronze drum**  
500 BCE–300 CE, Northern Vietnam  
紐約大都會藝術博物館藏 Courtesy of The  
Metropolitan Museum of Art



**早期銅鼓**  
中國西南部  
**Early bronze drum**  
Southwest China  
大英博物館信託藏 Courtesy of The Trustees of  
the British Museum

# 2

## 海貿與文化交匯

### 渡越香江



## Meeting Points of Trade and Culture Transitional Hong Kong



**公**元二至六世紀期間開拓的貿易網絡，雖然確立了東亞、印太地區與波斯灣之間的聯繫，但仍屬間接和輾轉的傳播，各海域未出現明顯的一體化。七世紀起，唐與阿拉伯分別成為領導東亞和西亞的兩股力量，並出現航海技術的飛躍。西至波斯灣，東至日本的商旅、使節、僧侶對異國風物 and 文化的渴求，構成七至十四世紀海上交流的繁盛。

與此同時，唐代開發大庾嶺，貫通南雄後，廣州與中原交流更為頻繁，成為中國主要對外港口，而香港亦在遠洋航線中，成為商隊補給及貨物中轉的驛站。

**T**he trade network developed during the 2nd to the 6th centuries established the connection among East Asia, the Indo-Pacific region and the Persian Gulf. Yet it was still an indirect exchange, and there was no obvious integration over various sea areas. In the 7th century, political integration occurred in the Tang Empire and the Arabic countries in West Asia and rapid leaps in navigational technology occurred simultaneously in East and West Asia. From the Persian Gulf in the West to Japan in the East, the exchange of customs and culture by traders, envoys and monks went along with prosperous maritime trade in the 7th to the 14th centuries.

Meanwhile, Guangzhou had more frequent overland exchanges with the Central Plains after the development of a Dayu Mountains link with Nanxiong in the Tang dynasty, and became the major outpost port of China. Hong Kong also served as a transit port for merchants to supply necessities and transfer goods during their long voyages.



**陶加彩胡人、漢人侏儒俑**  
唐代（公元 618–907 年）  
**Two painted pottery dwarfs**  
Tang Dynasty (618–907 CE)  
鴻踪里借展 On loan from Claire & Francis  
Heritage Lane Collection



**陶加彩崑崙奴俑**  
唐代（公元 618–907 年）  
**Painted pottery figure of a foreigner**  
Tang Dynasty (618–907 CE)  
鴻踪里借展 On loan from Claire & Francis  
Heritage Lane Collection

## 盛世蕃客 A Heyday of Trade

**阿**拉伯帝國的建立，釋出以往被薩珊王朝壟斷的波斯灣貿易利潤，波斯、大食商隊願意調動充足資源，航向東亞開展遠洋貿易，或航向東非攫取黃金、象牙、奴隸，印太海域自此出現直接的海上交往。

另一方面，隋帝國修築運河，使東南沿海商品更容易販運至關中腹地的龐大市場，促進長江下游幾個港口都會的形成，自從唐代中期失去西域陸路貿易的控制後，海上交通對物資往來的重要性日益增加。

宋代社會民豐物阜，大量商品出口海外，宋錢國際化更體現當時中國經濟和交易的規模。宋人航海和造船技術的突破，亦有利東亞商人積極開展遠洋貿易。

**T**he rise of the Arabian Empire created trade in the Persian Gulf that had been monopolized by the Sassanid dynasty. Their profits enabled the Persian and Muslim merchants to mobilize sufficient resources to sail to East Asia for trade, or to East Africa to seize gold, ivory and slaves. Since then, direct maritime exchanges with different countries have occurred around the Indo-Pacific oceans.

Canals built by the Sui Empire connected the huge market between Southern and Eastern China, commodities produced and imported from the south-east coast could easily be transferred to the huge market in the Guanzhong Basin in Central China, which facilitated the formation of several port cities in the lower reaches of the Yangtze River. When the Tang Empire lost control of northern land trade routes in the mid-8th dynasty after the An Lushan Rebellion, the significance of maritime routes in trade and cultural exchanges increased rapidly.

Society during the Song dynasty was famous for its wealth and prosperity. The internationalized Song currency was a manifestation of its economic reach. Technological breakthroughs in navigation also benefited East Asian merchants to carry out active ocean trade.



阿拉伯三角帆船模型  
木、布料，2004年  
Display model of Arab sambuc dhow  
Wood and cloth, 2004  
香港海事博物館藏 HKMM2004.0261.0001



# 阿拉伯文明的黃金時代

## The Golden Age of Arabian Civilization

七世紀的阿拉伯半島在先知穆罕默德的領導下統一，建立伊斯蘭國家。八世紀中葉，後繼的阿拔斯王朝將新都城巴格達發展成國際大都會，又仿照波斯設立皇家圖書館「智慧宮」，雲集東西知識分子和商人。

阿拉伯帝國建立初期接納其他的「一神教」信徒，加上阿拔斯王朝是在波斯人支持下建立，順理成章地獲得猶太人和波斯人的幫助，將外文典籍翻譯成阿拉伯語。古希臘—羅馬的文化遺產，如亞里士多德哲學、歐幾里得幾何學、托勒密天文學和蓋倫醫學為不同的學術領域奠定基礎。波斯和印度的占星術和煉金術傳統，也對阿拉伯數學、天文學和化學有所啟發。

八至十二世紀阿拉伯的百科全書與醫學典籍，以拉丁文譯本形式傳入歐洲，成為中世紀學院的教科書。唐代以降，漢文醫書亦隨著與中亞的交流，增收不同的香藥品種；元明期間，以札馬刺丁為首的回回人，向中國宮廷引入當時最先進的天文儀器和曆法，可見中世紀的阿拉伯影響世界的科學成就。

In the 7th century, a unified Islamic nation was established in the Arabian Peninsula under the leadership of the Prophet Muhammad. By the mid-8th century, the subsequent Abbasid Empire transformed the new capital Baghdad into a cosmopolitan city, and founded a palace library, the "House of Wisdom", enabling the Arabian Empire to accommodate intellectuals and businessmen from the East and the West.

In early days, the Arabs were tolerant of other monotheistic believers, as shown by the fact that the Abbasid Empire was established with the support of Persians. The Abbasids received assistance from the Jews and Persians to translate foreign classics into Arabic, among which the ancient Greco-Roman cultural heritage, encompassing Aristotelian philosophy, Euclidean geometry, Ptolemaic astronomy and Galenic medicine, constituted the basis of various academic fields. Arabic mathematics, astronomy and chemistry were also deeply influenced by Persian and Indian astrology and alchemy traditions.

From the 8th to the 12th centuries, Latin translations of Arabic encyclopedias and medical classics were circulated in Europe and became textbooks of medieval academies. China's cultural exchange with Central Asia expanded the scope of herb species catalogued in Chinese medical books in the Tang dynasty. In the Yuan and Ming dynasties, the Muslims, led by Jamal ad-Din, brought advanced astronomical devices and calendars to the imperial court. Without doubt, scientific achievements of the medieval Arabic world caused revolutionary changes on a global scale.

# 季風貿易

## Monsoon Trade

一年間風向流變的規律，決定了商船的活動模式，構成古代航線。季風的形成，與陸地和海洋散熱速度的差異有關。夏季由於陸地氣溫比海洋高而形成低壓區，季風從海洋吹向大陸，冬季則相反。

自然環境局限了來自不同文化和地域的人們在海上朝同一方向航行，並匯聚到同一目的地。況且遠航來回一趟可能長達數年，在無動力航行的古代，一年間風向和洋流的變化規律，決定了海上商旅的活動模式和航線。促使季風帶之間不同港口城市的興起。例如七至十四世紀，橫跨中南半島南端和馬來群島的三佛齊帝國（室利佛逝），因為扼守馬六甲海峽的航道，從印度和中國貿易中賺取巨額利潤。各地的港口城市因而出現有組織的外商居住區，例如東南亞的沙班達爾制度、中國沿岸官方港口供波斯、大食商人居住的蕃坊，和日本的唐坊等，體現了季風貿易下文化交匯的一面。

In the age of non-powered sailing, the seasonal winds and ocean currents determined the pathways of ancient merchant ships. The monsoon stems from a discrepancy in heat dissipation between land and sea. In summertime, land temperature is higher than ocean, forming a low-pressure zone, and therefore the monsoon blows from the ocean to the continent, and vice versa in wintertime.

Thus people from different countries sailed in the same direction, and eventually converged at the same destination. Every round-trip voyage lasted for several years, with merchants lingering around the ports eager for trade and exchanges while awaiting the new monsoon season for their return voyage. Their lengthy stays resulted in thriving port cities in the

monsoon zone. For instance, from the 7th to 14th centuries, the Srivijaya Empire which stretched across the southern tip of the Indo-Chinese Peninsula and the Malay Archipelago, controlled the Strait of Malacca and made huge profits from the trade with India and China. Residential areas for foreign merchants arose in various port cities, notably the "Shahbandar" system in Southeast Asia, the "Fanfang" along the coastal cities and official ports of China for Persian and Arab merchants, and the "Tōbō" in Japan, demonstrating the cultural interactions of the period.



綠松石釉陶執壺

十三至十四世紀，伊朗卡尚

**Turquoise glazed pottery jugs**

13th–14th centuries, Kashan, Iran

虹彩玻璃小瓶

七至九世紀，伊朗

**Small iridescent glass bottles**

7th–9th centuries, Iran

玻璃印紋小壺

九至十世紀，阿富汗

**Small glass jar with moulded patterns**

9th–10th centuries, Afghanistan

私人藏品借展 On loan from Private Collection

# 香港的海濱手工業

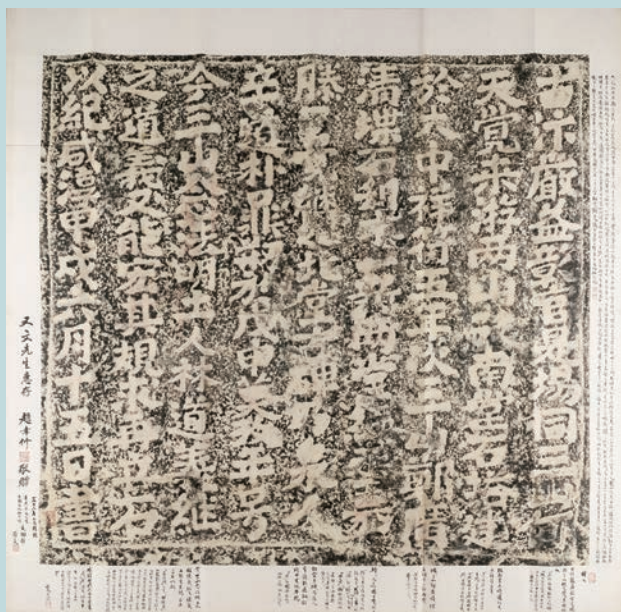
## Coastal Handicraft Industry in Hong Kong

**香**港沙堤，至今已發現逾百座南朝至唐代的窯爐遺存，其中以將貝殼燒成石灰的殼灰窯較為普遍，亦有不少瓷窯，可見當時香港手工業作坊的興旺。

石灰可用作建築或船身修補材料，亦與煮鹽工序有關。東晉《廣州記》載「東官郡煮鹽，織竹為釜，以牡蠣屑泥之燒用，七夕一易」，可見華南地區用蠔殼灰塗抹加固竹織的煮鹽鍋。

**K**ilns are a common discovery in the sandbanks in Hong Kong. There are kilns for producing lime by burning oyster shells, and also those for making ceramics. There are hundreds of kilns dating back to the Southern to Tang dynasties, showing how the handicraft industry and workshops in Hong Kong flourished.

Lime, aside from being used for building and ship repair, is also pivotal to the process of salt extraction. *Guangzhou Ji* (History of Guangzhou) of the Eastern Jin dynasty noted: "Regarding the salt extraction business in Dongguan County, bamboo was woven into a cauldron, which was later covered with ashes from oyster shells. It was then fired and used for seven days." This indicates the frequent use of ashes produced from oyster shells to fix salt-making pots made of bamboo in Southern China.



二浪 1 號灰窯遺跡  
1976 年  
Remains of lime kiln no.1 at Yi Long  
1976

西貢北佛堂石刻  
墨拓紙本，南宋咸淳十年（1274 年）；1950 年代初拓  
Stele of North Fat Tong in Sai Kung  
Ink rubbing on paperm, The tenth year of Xianchun reign, Southern Song Dynasty (1274 CE); rubbed in early 1950s  
簡又文先生惠贈，香港中文大學文物館藏 Gift of Mr. Jen Yu-wen, Collection of Art Museum, The Chinese University of Hong Kong

## 濱港匯聚

### Hong Kong as a Cross-Cultural Port City

**唐**宋時期（七至十三世紀）正值海貿盛世，政府在東南沿海港口設立市舶司，處理海外商貨徵納賦稅和外商接待事宜，奠定往後廣州、泉州、杭州、明州（寧波）等港口城市的鼎盛發展。

經南海前往中國的商船，從珠江口東岸的航道進入珠江河灣內的廣州港；或繼續前往其他港口城市，沿路的香港正擔當「門戶港」角色，作為商旅補給和等待季風的港灣。唐開元二十四年（736年），朝廷在寶安縣南頭設「屯門軍鎮」（今深圳及屯門一帶），派駐二千人「以防海口」，保護停泊的商船免受劫掠，是當時扼守交通要衝的軍事重鎮。此外，近年水下考古成果和城鎮遺址可見，香港是商船來往福建、浙江、廣州各個市舶港口的中途站，亦有負責生產和出口的官方鹽場，足證香港在海上絲綢之路中的重要地位。

**T**he Tang and Song dynasties (7th–13th centuries) were a peak of China international maritime trade. The Maritime Trade Office was established to administer taxation on imported goods and reception of foreign merchants along the southeast coast, laying the foundation for future prosperity of the port cities in Guangzhou, Quanzhou, Hangzhou and Mingzhou (Ningbo).

Merchant ships from the South China Sea went through the waterway at the east side of the Pearl River estuary before entering Guangzhou. Hong Kong served as a “gateway port”, providing supplies and shelter for voyagers and those awaiting seasonal monsoon. In the 24th year of the Kaiyuan Era during the Tang dynasty (736 CE), the imperial court established a military base, “Tunmen”, in Nantou, Bao’an County (nowadays Shenzhen and Tuen Mun), and stationed 2,000 soldiers, suggesting Hong Kong as a military centre to regulate transportation and safeguard merchant ships from pirate attacks. Recent underwater archaeological discoveries and remnants of the ancient city sites attest to Hong Kong as an official sea salt production site and a transit hub for merchant vessels plying between the ports of Fujian, Zhejiang, and Guangzhou, demonstrating the indispensable role of Hong Kong in the Maritime Silk Routes.

北宋海船模型  
上海先鋒模型廣告中心製·木·2005年  
**Northern Song sea-going boat model**  
Manufactured by Pioneer Model and Advertising  
Center, China, Wood, 2005  
香港海事博物館藏 HKMM2005.0092.0001



# 九龍商城

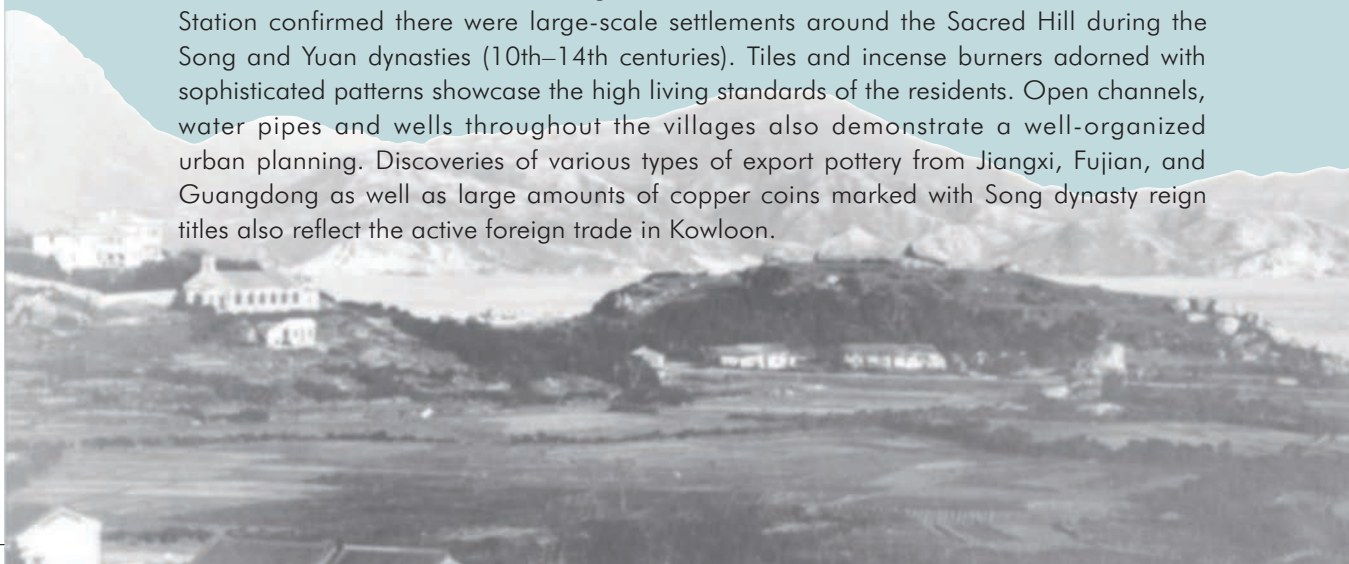
## The Commercial Town in Kowloon

**自**漢代起，九龍一帶已作官辦鹽場，宋代發展成具規模的村落，這亦是宋末二帝避難至此的一大原因。南宋末年，蒙古軍隊攻陷南宋都城臨安後，陸秀夫、文天祥等遺臣護送年幼的昀、昺二帝南逃，輾轉來到廣東，曾在九龍城聖山一帶逗留四個月。其後又西遷至淺灣（今荃灣）、秀山（今東莞虎門），最後兩軍於新會崖山爆發海戰，陸秀夫背負帝昺投海殉國。

後世於九龍城聖山附近的巨石刻「宋王臺」，又建有供奉忠臣國舅楊亮節的侯王廟。近年在啟德地區與 2013 年港鐵沙中線土瓜灣站地盤的考古發現，證實在宋元時期（十至十四世紀）聖山一帶建有大型村落。精緻的花紋瓦當和香爐，展現居民豐裕的物質生活水平；明渠、水管和水井的發現，顯示村落具備一定的組織和城市規劃；來自江西、福建、廣東等各式外銷陶瓷和大量鑄有宋代各個年號的銅錢，亦反映了九龍對外商貿的頻繁和興盛。

**K**owloon has had official salt works since the Han dynasty. It gradually developed into a large-scale city settlement in the Song dynasty, when the two last Song emperors fled there for refuge after the Mongol invasion of Lin'an, the capital city. The two young Song emperors, Zhao Shi and Zhao Bing, accompanied by Lu Xiufu, Wen Tianxiang and other surviving loyalists made their way to Guangdong and took refuge at the Sacred Hill in Kowloon City for four months. Later, they moved westward to Tsing Wan (now Tsuen Wan) and Xiushan (now Fumen). Eventually, the naval Battle of Yamen broke out, resulting in Lu Xiufu carrying the young emperor Zhao Bing to commit suicide by jumping off a cliff.

Local residents inscribed the characters “Sung Wong Toi” (literally means Terrace of the Song Kings) on a hillside boulder nearby as a memorial. The Hau Wong Temple was built to commemorate the loyalist Yang Liangjie, maternal uncle of the Song Emperor. Recent excavations and archaeological discoveries in Kai Tak and To Kwa Wan MTR Station confirmed there were large-scale settlements around the Sacred Hill during the Song and Yuan dynasties (10th–14th centuries). Tiles and incense burners adorned with sophisticated patterns showcase the high living standards of the residents. Open channels, water pipes and wells throughout the villages also demonstrate a well-organized urban planning. Discoveries of various types of export pottery from Jiangxi, Fujian, and Guangdong as well as large amounts of copper coins marked with Song dynasty reign titles also reflect the active foreign trade in Kowloon.



# 3

## 遠洋探索與接觸

### 環球帷幕在香港



## Wonders and Encounters Global Backdrop for Hong Kong



**+** 三至十五世紀時期，鄂圖曼土耳其人掌控了歐亞大陸的絲綢之路，威尼斯等意大利城邦則獨佔地中海與亞洲的奢侈品貿易航線；西班牙和葡萄牙兩國為了獲取東方的香料與黃金，開闢地中海以外的新航線，從而掀開大航海時代的帷幕。自十四世紀起，中國正值長近二百年的海禁時期，東與西的交匯，雙方的探索接觸與衝突無可避免。

葡萄牙人登陸澳門的過程，代表歐洲和東亞國家的初次接觸。隨著其他歐洲競爭者加入，下開數世紀各國以海洋為舞臺，通過貿易和殖民方式，建構全球一體化的近代世界。為調解西葡兩國於非洲海岸的紛爭，1494年教廷制定《托爾德西里亞斯條約》以及劃分世界的子午線，造就兩國分別以相反方向探求新領土和通往未知東方的新航路。另一方面，信奉新教的荷蘭人對於向東方傳教並不如西葡兩國熱衷，在1609年得到日本幕府的信任。在日本禁教鎖國期間，為幕府提供世界情報和新知識，以換取在長崎貿易的機會。

期間香港亦置身於活躍的海上貿易中。大嶼山竹篙灣發現大量明中葉的青花瓷片、馬塔班罐與安南（今越南）、暹羅（今泰國）等地製的陶片，顯示香港位處於來往中國與東南亞的航路，或作走私港口，亦供商人作補給、棄置壓艙物的泊地。

**F**rom the 13th to the 15th centuries, Ottoman Turkey controlled overland trading routes in Eurasia, while Venice and other Italian city-states monopolized the luxurious commodities trade between the Mediterranean and Asia. In order to obtain spices and gold from the Orient, Spain and Portugal explored new trading routes to the East, replacing the old Mediterranean ones and marking the era of the “Age of Discovery”. In the meantime, China was in the midst of a nearly 200-year ban of sea trade, which began in the early 14th century. Wonders and conflicts occurred when the East encountered the West.

Portugal’s establishment of Macau as its outpost marked the early contacts between Europe and East Asia. After the first engagements with different European competitors, a global network emerged with prosperous trading and colonisation. Competition between Spain and Portugal was severe, and both wished to control as many colonial territories as possible along the African coast. The Pope proclaimed a meridian to divide the New World between Spain and Portugal in the 1494 *Treaty of Tordesillas*. As a result, Spain and Portugal explored and claimed new territories and voyages in the unknown American continents. Protestants from the Dutch Republic were not as adamant as the Jesuits from Spain and Portugal in propagating Christianity in the East. The Dutch merchants gained trust from the Japanese Shogunate in 1609, provided world news and knowledge to the Shogunate during the Christianity ban in Japan, in exchange for trading opportunities in Nagasaki.

Hong Kong actively engaged in this global maritime trade. A large number of blue-and-white porcelain shards unearthed in Penny’s Bay, Lantau Island date to the late Ming dynasty (1464–1522), Matabaan jars, and pottery pieces from Annam (now Vietnam) and Siam (now Thailand). These discoveries indicate that Hong Kong was located along the trading routes between China and Southeast Asia, serving as a port for water and food supply, ballast disposal or even smuggling.

## 寄碇濠江 Portuguese Hub in Asia

**葡**萄牙人在開通歐洲到印度和東南亞航線期間，沿途佔領果亞、滿刺加（馬六甲）為殖民地；而他們為了在中國開拓貿易據點，曾以各種方式試探，如提出朝貢請求、侵擾閩浙沿海、甚至於 1520 至 1540 年的嘉靖年間與海盜汪直合作，在浙江舟山六橫島建設雙嶼港以經營走私等，但仍不得要領。

同時，葡人亦回歸廣東沿海。為了遠離香山縣衙的監視，起初他們選擇在離珠江口較遠的上川島（今廣東台山）落腳。雖然葡萄牙並非傳統的朝貢國，仍以他國名義混入廣州港外的泊地，入表互市。

數任廣東官員對葡人貿易持開放態度，均以番舶帶來經濟收益為由請求開港。嘉靖三十二年（1553 年），明政府考慮到海上勢力的制衡，企望葡人能遏制海盜的威脅，准許葡人以繳納地租的形式居留澳門。直到萬曆年間（1573-1620 年），朝廷對外商取態更加開放，外商獲准定期參與廣州城內的市集交易，下開明清相承，運作於廣州、澳門和珠江口各錨地之間的貿易體制。

**A**long their journey to open up routes from Europe to India and Southeast Asia, the Portuguese occupied Goa and Malacca as colonies. They also made attempts to obtain trading strongholds in China, including offering tributes and disrupting the coast of Fujian and Zhejiang. From the 1520s to 1540s, during the Jiajing period, they cooperated with the pirate Wang Zhi, and built a port named Shuangyu on Liheng Island in Zhoushan for smuggling. However, their efforts were in vain.

The Portuguese also returned to the coast of Guangdong. In order to avoid the monitoring of Xiangshan County, they chose to settle on St. John's Island (now under Taishan, Guangdong) which is far from the Pearl River estuary. Although Portugal was not regarded as a traditional tributary country, she still entered the anchorages outside Canton (now Guangzhou) under other countries' names for official trade.

Several Guangdong officials were open to trade with Portugal and they requested port opening on the grounds of the economic gains brought to the court. Until the 32nd year of Jiajing (1553), the



南蠻圓拱蓋漆木箱連托架  
漆木製，附銅配件，十七世紀

**Namban chest on stand**  
Lacquered wood with copper fittings, 17th century  
賀祈思先生借展 On loan from Mr. Chris Hall



Ming government took into account the economic benefits from trade with the Portuguese and their suppression of pirates. Hence, the Portuguese traders were allowed to stay and rent land. During the Wanli period (1573–1620), the Ming court was even more open to foreign business. Foreign companies were permitted to enter Canton and trade in bazaars regularly. The Canton System or “One-Port Policy” adopted in Canton, Macau and various anchorages along the Pearl River estuary continued from the late Ming to the Qing dynasties.



**飾葡萄牙攝政王子肖像的鑲雕卜瑞斯扇**

中國工匠，象牙扇骨、絲帶，約 1800 年

**Carved and pierced brisé fan with portrait of the Prince Regent of Portugal**

Chinese school, ivory sticks and silk ribbon, c. 1800

承訓堂借展 On loan from The Cheng Xun Tang Collection



**真蒂洛尼家族原藏中國貿易港繪畫－澳門**

水彩、水粉彩紙本，十八世紀晚期

**Gentiloni Painting: A view of the Portuguese colony Macau**

Watercolour and gouache on paper, late 18th century

香港海事博物館藏 HKMM2010.0031.0001

## 初次接觸—曼紐一世使節團與屯門海戰

### The Portuguese Embassy and the Battle of Tamão

**葡**人在馬六甲站穩腳步後，進而視中國為下一個通商目標。葡萄牙國王曼紐一世遂派遣使節團，希望與明朝建交，隨行成員之一的皮萊資在其遊記《東方志：從紅海到中國》中提到，初訪廣州近海時，曾在珠江口附近一個名為「Tamão」的島嶼停泊。雖然至今「Tamão」的確實位置仍眾說紛紜，大致可理解為位處珠江口東側，香港大嶼山、深圳南頭對開的島嶼。

使節團向明朝提出通商要求被拒後，葡人轉而佔據屯門海澳與中國私商貿易，終致正德十六年（1521年）中葡兩國在屯門附近海域爆發海戰，廣東海道副使汪鉉率領駐軍和鄉紳以火攻，成功將葡國商隊擊退。在嘉靖二年（1523年）大嶼山茜草灣的另一輪海戰，以同樣結果告終後，葡人撤出廣東沿海，北上閩浙一帶，繼續尋覓通商途徑。在香港以西海域發生的海戰，標誌中國與歐洲首次正式海上接觸，為其後中西交往累積經驗。

**A**fter the Portuguese settled down in Malacca, China became their next business target. Portugal's King Manuel I sent diplomatic envoys to the Ming Empire. Tomé Pires, one of the embassy, mentioned in his travel notes, *Suma Oriental*, that his vessel berthed at Tamão during their first visit to the Guangzhou coast. Although the exact location of Tamão is still controversial, some state that the island is located at the east side of the Pearl River estuary, possibly Lantau Island, or the islands opposite to Nantou of Shenzhen.

After the envoys' request for trade with the Ming authorities had been rejected, the Portuguese occupied Tamão and traded with Chinese merchants. In 1521, the 16th year of the Zhengde period, conflicts broke out in the coastal waters. The Guangdong Maritime deputy Wang Hong led a garrison to attack the Portuguese, and repulsed the fleets successfully. In 1523, the 2nd year of the Jiajing period, another naval battle broke out in Sai Tso Wan on Lantau Island, and Wang Hong won. The Portuguese had to withdraw from the Guangdong coast but continued to explore new business channels further north in Fujian and Zhejiang areas. The naval battles taking place in the western waters of Hong Kong marked the first official maritime encounter between China and Europe.



十五世紀晚期葡萄牙武裝商船「聖加百列號」模型

木·澳門·2004年

Ship model of nau São Gabriel of the late 15th century

Wood, Macau, 2004

香港海事博物館藏 HKMM2004.0244.0001

# 天主聖名之城

## Cidade do Nome de Deus

**葡**萄牙遠洋探索和拓殖的野心，部分源於復國運動所激發的宗教熱情和使命感。1493年，葡萄牙獲授遠東地區的保教權，故此首位踏足日本的西班牙籍傳教士沙勿略，亦是搭乘葡人船隊前往，葡屬澳門亦成為歐洲人前往中國和日本的傳教基地。及後因澳門是唯一在西葡合併六十年間（1580—1640年）仍然堅持懸掛葡萄牙旗幟的殖民地，1640年獲新國王約翰四世授予「天主聖名之城」的稱號。



澳門大三巴牌坊  
St. Paul's Arch, Macau

傳教士獲准進入中國前，會先在澳門停留，進行補給或入讀修道院，以接受中國風俗、語言和翻譯訓練。現今的大三巴牌坊即為當時聖保祿學院遺址。在沙勿略去世30年後，利瑪竇成為首位踏足中國的西方傳教士，他繪製的《坤輿萬國全圖》在中日間流佈甚廣，西洋地理知識為東亞世界觀帶來衝擊。

**P**ortugal's ambitions for ocean exploration and colonial expansion were partly sparked by their religious enthusiasm after the Reconquista. In 1493, Portugal was granted the Protectorate of missions in the Far East. St. Francis Xavier, the first Spanish missionary to arrive in Japan, also followed the Portuguese fleet there. Portuguese Macau became a base for European missionaries to travel around China and Japan. Later on, Macau insisted on hoisting the Portuguese flag during all 60 years of the Iberian Union (1580–1640). It was awarded the title of "Cidade do Nome de Deus" by the new King John IV in 1640.



利瑪竇  
Matteo Ricci

Before entering China, missionaries stayed in Macau where they were equipped with supplies and training on Chinese customs, languages and translation skills in monasteries. Today's ruins of St Paul's Cathedral in Macau are the ruins of a 17th-century Catholic religious complex in Santo António. Thirty years after the death of Xavier, Matteo Ricci became the first missionary to arrive in China. His map *Kunyu Wanguo Quantu* was widely spread in China and Japan. Western geographical knowledge had a large impact on the worldview in East Asia.



**葡萄牙船用多層櫃**

漆木製，附鐵配件，可能於印度果亞製造，運銷葡萄牙市場，十七世紀

**Portuguese sea chest**

Lacquered wood with iron fittings, Probably made in Goa, India for the Portuguese market, 17th century

其樂軒借展 On loan from The K. L. Leung Collection



**青花透雕蟠龍紋香爐**

日本平戶製，明代晚期，十七世紀

**Blue-and-white reticulated censer**

Hirado, Japan, Late Ming Dynasty, 17th century

苗學禮先生借展 On loan from Mr. Tony Miller

**中國地圖**

傑拉杜斯·麥卡托（1512–1594年）、約道庫斯·洪都烏斯（1563–1612年），印刷本，1606年

**Map of China**

Gerardus Mercator (1512–1594), Jodocus

Hondius (1563–1612), Print, 1606

香港海事博物館藏 HKMM2018L0602



**南蠻屏風**

日本，十七至十九世紀，里斯本東方博物館藏（FO/0633）

**Namban Screen**

Japan, 17th–19th centuries, Courtesy of Hugo Maertens/ BNP Paribas, Museu do Oriente (FO/0633)

# 寓醉檳榔

## Trading Circuit in Insulindia

**自**從明初洪武年間（1368 — 1398 年）下達海禁以來，粵閩商幫無視限制，化身「倭寇」獨佔對外貿易，海上貿易反而日益活躍。福建數個走私港口繼續擔當連繫中國與世界的海貿功能。隆慶元年（1567 年）放寬海禁後，政府開放福建月港為貿易港口，但仍不許外國商船停泊，福建商人的優勢更形鞏固。

香料可用於醫藥、食物防腐和調味。在十六至十七世紀，歐洲視香料為奢侈品。為獲取摩鹿加群島盛產的丁香、肉豆蔻，帝汶島的檀香木，爪哇島的胡椒，歐洲商人在馬尼拉和巴達維亞（今印尼雅加達）等地建立貿易據點，與鄰近的占城（今越南南部）、暹羅、萬丹（爪哇島西端）組成貿易鏈。

此外，福建、琉球商人和獲得日本幕府准許出海的朱印船商人亦會南下參與貿易。東南亞香料貿易與月港、鄭氏臺灣、日本長崎之間的三角貿易產生聯動，形成一個更為複雜且相互影響的商品流通網絡。

**S**ince the Sea Ban of the Hongwu period (1368–1398) in the early Ming dynasty, traders from Guangdong and Fujian continued the illicit foreign trade as *wokou* (literally means Japanese pirates). With the flourishing trade, several ports in Fujian served as smuggling hubs. After the relaxation of the prohibition in 1567, the 1st year of the Longqing period, Yuegang in Fujian was designated as an official trade port. However, foreign merchant ships were still not allowed to berth, which further consolidated the advantages of Fujian merchants.

Spices can be used for medicine, food preservation or flavouring. They were regarded as luxury goods in 16th-and-17th-century Europe. In order to acquire cloves and nutmeg from the Moluccas, Indian sandalwood from Timor, and black pepper from Java, European merchants established trading bases in Southeast Asia, including Manila and Batavia (now Jakarta, Indonesia), and formed trading connections with Champa (now Southern Vietnam), Siam and Banten (westernmost Java) nearby.



鏤空檳榔銀盒  
銀，十九世紀

**Open-work gilt silver betel box**  
Silver, 19th century

夢蝶軒借展 On loan from The Mengdiexuan Collection

In addition, merchants from Fujian, Ryukyu and Japanese “Red Seal” merchants (those with official permits to sail overseas) also traded at Southeast Asian ports. The spice trade, together with the triangular trade among ports of Yuegang, Taiwan and Nagasaki in Japan, formed a complex and interdependent commodities exchange network.

## 連結新大陸 Connecting to New World

自從發現新大陸，美洲白銀佔全球產量逾四分之三，西班牙人自 1565 年起，以輕快穩定的加利恩大帆船，從墨西哥西岸的阿卡普科出發，穿越太平洋到達馬尼拉，開展銀、絲、茶、瓷器的跨太平洋貿易。由於中國開始實行以白銀交納稅款、以銅錢支付日常交易的貨幣雙本位制，對日本和美洲銀礦出產的白銀需求甚殷。

另一方面，中國生絲亦經航路傳入南美，再經墨西哥東岸的韋拉克魯斯運到西班牙，影響了拉丁美洲的衣著與西班牙絲織業，如此規模龐大的商品貿易，反映十六至十七世紀全球經濟一體化的先聲。

After the discovery of the New World, American silver accounted for over three-quarters of the global silver production in the 16th to 19th centuries. From 1565, the Spanish connected Manila and Mexico by the voyages of galleons, and established the trans-Pacific trading network for silver, silk, tea and porcelain. At that time, China had developed a monetary system with tax payments in silver and daily transactions in copper coins, incurring a great demand for silver from Japan and the Americas through foreign trade.

In this complex trading circuit, raw silk was thus introduced to South America, and exported to Spain via Veracruz in eastern Mexico. Chinese silk created a great impact on Latin American fashion and the Spanish silk industry. Such a large-scale lucrative trade on commodities was the prologue of economic globalization during the 16th and the 17th centuries.



用以裝飾鋼琴的廣繡馬尼拉披肩  
運銷西班牙市場，十九世紀  
**Cantonese embroidery piano shawl, also known as a "Manton de Manila"**  
Made for the Spanish market, 19th century  
承訓堂借展 On loan from The Cheng Xun Tang Collection



鑲雕花卉紋玳瑁面紗髮梳  
運銷西班牙市場，十九世紀  
**Tortoiseshell combs (peineta) of floral design**  
Made for the Spanish market, 19th century  
承訓堂借展 On loan from The Cheng Xun Tang Collection

**西**班牙人與荷蘭人延伸到東亞的貿易網絡，亦產生了飲食文化的互動。馬鈴薯、玉米、番薯、番茄、花生、辣椒等由美洲帶到馬尼拉，再由月港私商引進回中國。這些來自新大陸的耐旱高產作物，幫助亞洲渡過十八世紀的小冰河期，並在之後支持更龐大的人口增長。其中大部分，尤其是辣椒，對中國菜式產生深遠影響。而荷蘭人帶回歐洲的中國瓷器，掀起仿製瓷器的風潮，加上從新大陸帶來的咖啡豆與可可豆，使用講究的瓷器餐具飲用熱咖啡和朱古力，成為十七世紀的歐洲貴族時尚。

**T**he establishment of the Spanish and Dutch trading networks in East Asia resulted in a cross-cultural exchange of food culture. Potato, maize, sweet potato, tomato, peanuts and chilli were brought from the Americas to Manila, then introduced to China by Yuegang traders. These kinds of drought-tolerant and high-yielding crops helped Asia survive the Little Ice Age in the 18th century, and supported the population boom thereafter. Many of the products, especially chilli, had a deep influence on Chinese cuisine. Meanwhile, Chinese porcelain brought back to Europe by the Dutch sparked a wave of Chinese porcelain mimicry. With the introduction of chocolate and cocoa beans from the New World, drinking coffee and hot chocolate from exquisite porcelain crockery became highly fashionable in the 17th century.



倫敦咖啡館

約 1690 至 1700 年，大英博物館信託藏

**Drawing of a London coffee-house**

c. 1690–1700, Courtesy of the Trustees of the British Museum



青花描金加爾各答海濱景貌咖啡壺  
中國製，運銷歐美市場，約 1790 年  
**Blue-and-white gilded coffee pot and cover with a view of the Calcutta waterfront**

Made in China for export market, c. 1790  
何安達先生惠贈 Gift of Mr. Anthony J. Hardy, HKMM2010.0027.0001



清代《本草綱目拾遺》

記述辣椒（番姜、辣茄）經荷蘭商人之手從臺灣傳入中國內陸。

**Bencao Gangmu Shiyi (Supplement to Compendium of Materia Medica) written in the Qing dynasty**

Red pepper was introduced to mainland China through Dutch merchants in Taiwan.

北京大學圖書館藏 Courtesy of the Peking University Library

# 荷蘭人與東亞貿易圈

## The Dutch and the Trading Circuit in East Asia

**在**中國走私商人穿針引線下，十六世紀中期葡人與平戶藩主松浦氏聯繫，促成歐日貿易。十七世紀的歐洲商人以白銀和印度棉織品，換取中國生絲、瓷器和東南亞香料。藉著中國與日本白銀的匯價差異，從中獲利甚豐。

荷蘭雖未能在中國沿岸成功設置貿易據點，但又希望阻截西葡在東亞的生意，便轉而利用中日航道之間的澎湖和大員（今臺南）作為中國貨物的中轉站，借助季風和洋流得以在夏季北上日本，冬季南下巴達維亞和摩鹿加群島等東南亞據點。

嘉靖二年（1523年）寧波之亂後，中日官方貿易中斷。1628年鄭芝龍接受明朝招安，不便與日方直接貿易，撮合了與荷蘭人合作經營的中日貿易。然而，1641年荷蘭人與鄭芝龍交易談判破裂，雙方變為競爭對手。

明清鼎革後，積極與新朝廷建交的荷蘭人，與擁護南明政權

的鄭成功在1661年終對臺灣展開爭奪戰，鄭氏對熱蘭遮城（安平古堡，位於今臺南市）長達十一個月的圍攻以勝利告終，荷蘭人撤出臺灣。經過連串合作與競爭後，歐洲商人惟有重回與中國官方進行貿易的策略。



飾荷蘭東印度公司標誌及日本劍柄船用木箱  
木、紅銅、黃銅，十八世紀  
**Antique chest decorated with VOC tokens and a Japanese sword hilt**  
Wood, copper and brass, 18th century  
何安達先生惠贈 Gift of Mr. Anthony J. Hardy  
HKMM2013.0055.0001

**讀信的藍衣少婦**  
楊·維梅爾，約1663年，阿姆斯特丹  
**Woman Reading a Letter**  
Johannes Vermeer, c.1663  
特丹國家博物館藏 Courtesy of Rijksmuseum



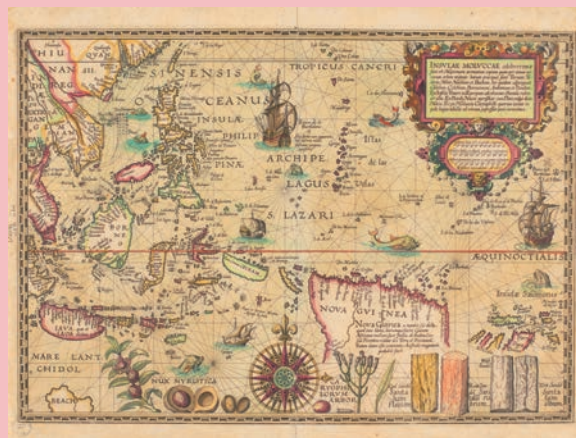


**W**ith Chinese smugglers acting as agents, Portuguese merchants first met Matsuura Takanobu, the Hirado leader, and started the European-Japanese trade in the mid-16th century. In the 17th century, European merchants brought silver and Indian cotton fabrics to exchange for silk and porcelain from China, and spices from Southeast Asia, with great profits generated from the differences in exchange rates for silver between China and Japan.

Unlike Portuguese, Dutch merchants, as latecomers, were not able to establish a trading post along the China coast. To disrupt the Portuguese and Spanish trade in East Asia, the Dutch set up ports in the Penghu Islands and Tayouan (now Tainan) for transiting Chinese commodities between China and Japan. With the help of monsoons and ocean currents, they were able to travel northward to Japan in summer and southward in winter to Batavia, the Moluccas and other trading bases in Southeast Asia.

After the Ningbo Rebellion in 1523, the 2nd year of the Jiajing period, Japan halted official trade with China. Zheng Zhilong, a pirate and merchant, was appointed as admiral of the Ming dynasty in 1628. Zheng was not allowed to trade directly with Japan, so used Dutch merchants as middlemen. In 1641, negotiations between the Dutch and Zheng failed, marking the end of the partnership.

After the fall of the Ming dynasty, the Dutch merchants actively allied with the new Qing dynasty. Zheng Chenggong, a Ming loyalist, attacked the Dutch in Taiwan in 1661. The war ended with the siege of Fort Zeelandia (located in nowadays Tainan), with Zheng ousting the Dutch.



圖中譯文：「慶祝摩鹿加群島的香料正廣泛傳播到全世界」，新南威爾士州立圖書館藏。

Translated inscriptions: "The Moluccas Islands are celebrated for the copious quantities of spices sent from there to all the world", Courtesy of the State Library of New South Wales.

彩繪木雕「國姓爺」鄭成功坐像  
清代早期

**Carved and polychrome wooden figure of Koxinga**

Early Qing Dynasty

陳憲宗先生贈以紀念其姊陳淑貞女士 Gift of Mr. James Chen in remembrance of his sister Mrs. Susan Chen Hardy  
HKMM2016.0012.0001

# 4

## 環球一體與互動

### 結連香江



## Integration and Interaction

### Interconnecting Hong Kong



**葡**萄牙人雖然率先在印度和東亞建立貿易據點，但面對由英格蘭和荷蘭授權的股份制公司——東印度公司挑戰，其原本在亞洲的商貿生意銳減，僅保留澳門作唯一據點。

十八世紀的海上世界，以大航海時代開拓的環球航路為基礎，加上十七世紀起的科學啟蒙、工業革命的刺激，英國作為歐洲國家的先行者，建立起遍佈各大洲的殖民帝國。以棉布為例，從美洲與印度的棉花田，到曼徹斯特的紡織廠，再到中國等市場，海洋將不同地區的生產、加工和銷售環節連接起來。

自唐代設市舶司以來，廣州一直作為官方口岸。即使康熙復界後開設粵、閩、浙、江四海關處理對外通商事宜，粵海關稅收仍超其他三關總和，為中外商品以至人口流轉的中心。

**P**ortuguese traders were the first Europeans to establish trading bases in Asia. As the East India Companies of Dutch Republic and Britain flourished, Portuguese trade in Asia dropped significantly, eventually only Macau was left as the outpost of Portugal.

Europeans began to reimagine commerce, society, governance, and religion in the 17th century. The Enlightenment played a major part in this transformation, followed by the Industrial Revolution in the 18th century. It led to the expansion of the global trade networks developed since the “Age of Discovery”.

Mercantilism resonated among European countries and beyond. Britain, followed by other European countries, started to establish its empire with colonies around the world that facilitated control of resources, production streams and trading networks. As an example, cotton was planted in the Americas and India, then was transported to spinning mills in Manchester, then shipped to China for sale. Production, processing and wholesales in different regions were connected through the sea.

Since the Maritime Trade Office (*shibosi*) established in the Tang dynasty, Canton had long been an official foreign trade port. After the Great Clearance of the coastal area was lifted in the Qing Kangxi period, four ports were re-opened for trading. The tax revenue of

Canton Customs still exceeded the sum of the other three ports. Canton maintained its essential role as a trade and transit hub.



#### 東印度公司商船

占士·威爾遜·卡邁克爾（1800–1868年），素描墨繪紙本，約1836年

#### ***Ships of the East India Company***

James Wilson Charmichael (1800–1868)

Pencil and ink on paper, c. 1836

香港海事博物館藏

HKMM2004.0207.0001

# 熠熠海珠

## The Flourishing Pearl River Delta

**遠**洋貿易與歐洲商人引進亞洲的新大陸農作物，刺激了中國十七至十八世紀的商品化經濟與人口增長。自宋代起南來廣東的移民，到明清時期逐步形成以親緣和地緣凝聚的鄉村宗族，伴隨著發達的農業及手工業，鄉村之間形成緊密的集市網絡，原料和商品流通全國。

地球另一側的歐洲受到十八世紀工業革命影響，新興的中產階級冒起，帶動奢侈品消費浪潮，特別是來自中國的瓷器、茶葉和具異國文化特色的工藝品。歐洲對中國瓷器的需求亦帶動閩粵沿海出現仿製景德鎮青花瓷的窯場。大埔碗窰遺址除保存完整的製瓷工序外，還發現大量與銷往東南亞樣式相同的清代青花瓷。村內的樊仙宮，供奉陶瓷業的行業神樊仙，展示清代珠三角地區手工業因為歐洲貿易而興盛的一面。

**G**lobal maritime trade and the spread of new crops from the New World to Asia by European merchants stimulated the development of the commodity economy and dramatic population growth in China during the 17th to 18th centuries.

Since the Song dynasty, migrants from Northern China gradually formed different clans in villages of Guangdong. The clans are connected by kinship and ownership of the lands during the Ming and Qing dynasties. With the development of agriculture and handicraft industries in the region, a market network grew up between local villages in the Lingnan region. Raw materials, resources and commodities circulated within or outside the networks spread to the whole country.

At the same time, merchant classes emerged in the European cities during the Industrial Revolution in the 18th century, which created great demands on luxury goods, in particular porcelain, tea and handicrafts manufactured in China. Demand for Chinese porcelain led to a flourishing export ceramics production in various kilns along the coast of Fujian and Guangdong, imitating the highest quality blue-and-white porcelain produced in Jingdezhen. In Hong Kong, the Wun Yiu site in Tai Po preserved not only the entire production process of export porcelain, but also a large number of Qing dynasty blue-and-white porcelains exported to Southeast Asia. The Fan Sin Temple houses the ceramics industry god *Fanxian* that porcelain craftsmen worshipped. All these examples show how the European trade in Asia contributed to the thriving handicraft industry in the Pearl River Delta region.

## 珠三角的通商制度

### The Trading System in the Pearl River Delta Region

十七世紀的東亞，除了葡萄牙成功在中國建立直接貿易的據點外，其他西方國家只能通過入貢、走私或依靠中國商人來進行對華貿易。康熙二十二年（1683年）清廷解除鄭氏臺灣的威脅後，成為中國調整對外貿易政策的契機。廣州擁有悠久的對外貿易歷史，又鄰近澳門，清廷為了平衡開放外貿的管治風險與所得利益，制定出一套將外商集中管理、海關程序嚴密的通商制度。

一口通商下的廣州，匯集了各省手工製品和茶葉，與及西方的入口商品。為防外商走私及限制與本地人接觸，官府在整個珠江口以至廣東沿岸，如澳門、潮州、惠州、雷州等地設置入境申報、稽查貨單和徵收稅項的關口，各有進出口貨物及稅額的分工，促進了外商與珠三角地區的商品流通。

Unlike Portugal which established a successful stronghold in Macau for direct trade in the 17th century, other Western countries could only practice China trade through tributes, smuggling, or trading with the Chinese merchants. It was not until the Qing government settled the threat of the Zheng family in Taiwan in 1683 that there was a new opportunity for China to adjust its foreign trade policy.

Located upriver from Macau and with a long history of foreign trade, the Qing government had developed a foreign trade system and obtained high profits in Canton (Guangzhou).

The Qing government came with regulations that centralized foreign business management, restricted customs procedures, prevented smuggling and limited the direct contacts of foreign traders with locals. Under the One-port policy, Canton monopolized the foreign trade through setting up various inspection, ship registration, customs declaration and taxation checkpoints in coastal cities including Macau, Chaozhou, Huizhou and Leizhou. The flow of commodities manufactured from different provinces and import goods from Western countries were both concentrated in the Pearl River Delta region.



#### 黃埔

威廉·哈金斯（1781–1845年）繪，愛德華·鄧肯（1803–1882年）出版，設色凹版蝕刻版畫，倫敦，1835年

#### Whampoa in China

Painted by William J. Huggins (1781–1845), engraved and published by Edward Duncan (1803–1882), Engraved hand-coloured aquatint, London, 1835

香港海事博物館藏 HKMM2008.0216.0003



**廣州商館區景貌**

水彩紙本，約 1870 年

**Panoramic China Trade view of the Hongs at Canton**

Watercolour on paper, c. 1870

香港海事博物館藏 HKMM2012.0068.0007



**正駛離虎門的瑞典東印度公司商船**  
印刷本，十九世紀

**Swedish East Indiaman sailing out of  
the Bocca Tigris**

Print, 19th century

何安達先生惠贈 Gift of Mr. Anthony J.  
Hardy, HKMM2004.0027.0001



**描繪廣東水師官兵、村民、廣船及海盜船外銷畫**

廣州畫家，油彩布本（十八至十九世紀）

**An export painting depicting  
Guangdong navy and officials,  
villagers, Guangdong-style junks and  
pirate junks**

Attributed to Canton studio, Oil on  
canvas, 18th–19th centuries

香港海事博物館藏

HKMM2021.0005.0001

# 南洋華僑

## Chinese Diaspora in Southeast Asia and Beyond

**明**清農村人口過剩，農閒時已有離鄉打短工的習慣，加上廣州與南洋長久的海洋連繫，珠三角地區成為當時勞動人口和中介商人赴外尋找機會的跳板。在異鄉，他們惟有依靠地緣、親緣紐帶建立宗鄉會館互相扶持，並藉信仰和節慶習俗，在精神情感上與家鄉連繫。

媽祖（又稱天妃或天后）是中國東南沿海居民的共同信仰，保佑信眾捕魚和航海平安。明清年間透過民間海商廣泛傳播到日本、琉球和東南亞各地，因此除了福建、廣東、臺灣外，南洋華僑社區亦常以媽祖宮為中心建設。

龍舟競渡習俗的歷史更為悠久，自古在百越和楚文化中有求雨和除瘟的意涵，近代更成為北美及東南亞等地華僑的聯誼活動和國際盛事。

In the Ming and Qing dynasties, overpopulation in rural villages was a problem. The practice of leaving the town for short-term work during slack periods was common. Coupled with long-term maritime connections between Guangzhou and Southeast Asia, the Pearl River Delta became a springboard for diaspora: for labour workers and intermediary businessmen who went abroad to look for opportunities. Leaving their hometowns, they relied on geographical and kinship ties, joining communities in the foreign lands, participating in the activities of the clan halls based on geographical origins or common religious belief to retain their identities. Sharing religious beliefs and practising festival customs were also important to maintain spiritual connections with their hometowns.

For instance, *Mazu* (also known as *Tianfei* or *Tianhou*) is a sea goddess who safeguards seafarers during fishing and voyages. She became a common religion in Coastal China and Southeast Asia. During the Ming and Qing dynasties, the *Mazu* belief was widely spread in Japan, Ryukyu and Southeast Asia through the mobility of Chinese merchants. *Mazu* temples can easily be found in Fujian, Guangdong, Taiwan, as well as overseas Chinese communities in Southeast Asia.



Traditional dragon-boat racing has been a ritual to promote rainfall and plague eradication since the ancient *Baiyue* and *Chu* culture in the Bronze Age. It has become a social activity not only in China, but also for overseas Chinese in North America and Southeast Asia, and further developed as a popular international sport for cultural exchange in modern times.

金漆木雕天后坐像

十九世紀晚期

Wooden figure of seated Tin Hau

Late 19th century

香港海事博物館藏 HKMM2016.0018.0012

## 貿遷之舟

### The Voyages of the Merchantmen

**葡**萄牙船隊成功跨越好望角前往亞洲貿易，促使其他國家紛紛出資鼓勵商人進行航路探險。在地方商人的集資下，英格蘭和荷蘭分別在 1600 年和 1602 年成立東印度公司。它們透過王室頒發的特許狀，以獨佔形式開展新貿易。

相比西葡由官方主導的遠洋貿易，股份制能誘發民間的經濟潛力，加上英國王室與荷蘭國會賦予公司的半主權，如司法、軍事、鑄幣以至徵稅權，能靈活管治遙遠的亞洲據點。十七世紀初荷蘭人迅即在巴達維亞與摩鹿加群島壟斷東南亞香料貿易；英格蘭人則將重心放在歐洲需求甚殷的印度棉布，並與莫臥兒帝國合作經營波斯與東南亞的貿易。英荷兩國的後來居上，控制東亞和印度的主要港口和航線，吸引法國、瑞典、丹麥等國相繼加入公司貿易的行列。

英國（1707 年英格蘭王國和蘇格蘭王國正式合併）在 1730 年代開始參與廣州貿易。隨著中國茶葉經葡萄牙人傳入歐洲，英國東印度公司將宮廷活動推銷成全民風尚，令茶文化在英國及北美殖民地迅速蔓延，一躍而成歐洲最大茶葉消費國。在十九世紀，茶葉一直是英美在中國口岸的主要入口商品，利潤之大甚至促使飛剪船運茶競賽的出現。



The Portuguese fleets successfully rounded the Cape of Good Hope and found the routes for Asian trade, prompting other countries to invest in exploration of the new trade routes. Funded by local merchants, England and the Dutch Republic established their East India Companies in 1600 and 1602 respectively. With royal charters, the companies as an enterprise developed a new trade system.

描繪莎士比亞戲劇《溫莎的風流婦人》第三幕  
第三場故事中國玻璃背畫  
中國畫師，玻璃，約 1810 年

Chinese reverse glass painting, scene from  
Shakespeare, *Merry Wives of Windsor*, Act III,  
Scene III

Chinese Artist, Reverse glass, c. 1810  
葉承耀醫生借展 On loan from Dr. Yip Shing Yiu



In contrast to the government-led maritime trade in Spain and Portugal, the Dutch and British joint-stock corporations stimulated more economic growth with the private sector. With the partial sovereignty granted by the English royal court and the Dutch States General, these enterprises were empowered on judiciary, military, coinage, and taxation, enabling effective control on the remote Asian trading bases. In the early 17th century, the Dutch traders swiftly monopolized the Southeast Asia spice trade in Batavia and the Moluccas. Meanwhile, the British merchants secured Indian cotton textile, which was in great demand in Europe, but also cooperated with the Mughal Empire to operate the trade between Persia and Southeast Asia. Therefore, England and the Dutch Republic controlled the main ports and sea routes in East Asia and India, encouraging countries such as France, Sweden, and Denmark to develop their trading companies.

In the 1730s, Great Britain (England and Scotland united in 1707) engaged directly in Canton Trade. The introduction of Chinese tea by the Portuguese into Europe became the noble fashion, popularized by the British East India Company to middle classes through Britain and her colonies in North America. In the 19th century, the major export product to Britain and North America was tea. "Tea races", taking lesser time for larger profits, happened between fast clippers from different countries.

**飾紋章紋面屏**

1812–1836 年間派駐廣州的英國東印度公司  
茶葉檢查員李富士（1774–1856 年）訂造 ·  
油彩木板 · 十九世紀早期

**Face-screen with an armorial design**

Commissioned by John Reeves (1774–1856),  
British East India Company tea inspector in  
1812–1836, Oil on shaped wood panels,

Early 19th century

承訓堂借展 On loan from The Cheng Xun Tang  
Collection



**鏤雕花草紋茶葉罐一套三件**

玳瑁 · 約 1800 年

**Carved tea caddy set with 3 canisters**

Tortoise shell, c. 1800

承訓堂借展 On loan from The Cheng Xun Tang  
Collection

## 中西合璧

### The Fusion of the East and the West

**歐**美商人對華的鴉片走私，最終在 1840 年釀成鴉片戰爭。隨著《南京條約》的簽訂，中國須對外加開寧波、上海、福州、廈門四個口岸，實行百年的公行制度和商民隔離政策一夕間廢除。洋人得以深入中國內地旅行、貿易和傳教，對社會造成廣泛的文化交匯與衝擊；而中國知識分子從中萌發的憂患意識和自強思想，掀起十九世紀末出洋留學的熱潮。他們帶回國的西方思維充分體現在租界日常生活中，上海外灘可謂當時最具標誌性的文化薈萃空間。

民國時期的外灘，商業區雲集電影院、咖啡館、舞廳等建築，西式大眾娛樂風靡上海白領和文人。1910 年代，香港先施和永安百貨公司先後在南京路開業，玻璃櫥窗內琳瑯滿目的舶來貨品，配合報章廣告插圖和霓虹燈牌宣傳，洋貨消費成為一種潮流標誌。時人對室內擺設更加講究。1920 年代，西方古典和裝飾藝術風格逐漸融入到中國傳統硬木工藝之中，形成「海派傢俬」。由摩天大廈、紙醉金迷的夜生活和異域混搭的家居設計所營造的「摩登」時尚，是中國文化糅合傳統與現代過程中的產物。



上海藝術裝飾風格傢俬

1930 年代

Shanghai Art Deco style furniture

1930s

葉承耀醫生借展 On loan from Dr. Yip Shing Yiu

**D**espite prohibitions, opium became a regular trading goods, imported to China from India, Turkey and Southeast Asia, by smuggling among Western companies and domestic merchants, resulting in silver outflowing from China and a trade deficit in the early 19th century. Later on, the outbreak of the Opium War in China ended with the signing of the peace treaty in 1842, and China opened up more ports at Ningbo, Shanghai, Fuzhou,

上海美國租界遠景

中國畫師，油彩布本，約 1855 年

American settlement in Shanghai Bund

Chinese school, Oil on canvas.

c. 1855

陳康瑞先生及陳雪兒女士借展 On loan from Mr. Conrad Chen and Ms. Chelsea Chen



and Xiamen for foreign trade. Also, the Cohong system, the policy of separating locals and merchants that had lasted for more than a century, was abolished.

Since the mid-19th century, foreigners had been travelling, trading and preaching more freely in China. New cultural exchanges and impacts occurred in Chinese society in many dimensions. While certain Chinese intellectuals were anxious about cultural disparity and developed the sense of self-strengthening, more young people were sent to study abroad in the late 19th century. Western ideas and new knowledge were epitomized in the lives in concessions, among which the Bund in Shanghai was the most Westernized cultural hub at that time.

In the Bund, cinemas, cafés and dance halls clustered around the commercial area during the 1920s and 1930s, providing Westernized popular entertainment for white-collar workers and intellectuals in Shanghai. In the 1910s, new department stores like Sincere and Wing On of Hong Kong opened their first Shanghai branches in Nanjing Road. Window displays with a dazzling array of imported goods coupled with illustrated newspaper advertisements and neon signs, shaped a new way of “consumption” as a trendy behaviour. Society paid much attention to fashions and interior furnishing. In the 1920s, Chinese hardwood furniture craftsmanship gradually incorporated Western classical and Art Deco styles, regarded as the “Shanghai-style furniture” showcased in the exhibition.

The “modern” fashion encompassing skyscrapers, drunken nightlife, and exotic interior designs was the synthesis of Chinese traditional culture and modernity.



**帶頭枕伸縮式戶外涼椅**

竹質骨架，藤條編織，中國製，運銷歐美市場，十九世紀

**Verandah chair with headrest and extension for legs**

Bamboo, with a cane seat and incised decoration, Made in China for export market, 19th century

香港海事博物館藏 HKMM2017.0003.0001



**黃埔最早的泥塢**

南昌繪（活躍於約 1845 年 - 1880 年代），油彩布本，約 1850 年代

**Whampoa's earliest mud dock**

Namcheong (fl. 1845–1880s), Oil on canvas, c. 1850s

何安達先生借展 On loan from Mr. Anthony J. Hardy

**5**

**飛躍世界大舞臺**

卓越香港



**Standing on the World Stage**

Successful Hong Kong





#### 西式大炮

青銅，西貢火石洲海域出水，約 1830 年代

#### Cannonades

Bronze, Salvaged from Basalt Island, Sai Kung, c. 1830s  
古物古蹟辦事處借展 On loan from the Antiquities and  
Monuments Office

**香**港的地理優勢，充分體現在長久以來與海洋網絡的聯繫。英國駐華商務監督查理·義律在鴉片戰爭對清作戰與談判時，已意識到香港的港口優點，如得天獨厚的

深水避風港和淡水水源，比舟山的戰略位置更為吸引。

香港島附近水域有兩條主要進出航道，分別是東面的鯉魚門海峽，以及西面位於香港島與南丫島之間的東博寮海峽，水深均達 46 米，同時具備避風港灣；而維多利亞港水深約 17 米，可作為東西航道的匯合點。

十九世紀中期開始，鴉片戰爭、太平天國起事及廣州十三行大火等事件，為廣州的貿易壟斷畫上句號，而英國人在香港推行的自由貿易政策，成功吸引中外商賈遷移業務到香港。

1860 年代，蒸汽輪船開始取代飛剪船成為主流海上交通工具。珠江一帶水域多年來因河流沖積而變淺，而香港水深港闊的天然環境，加上持續的航道疏濬和與時並進的港口設施，如船塢、貨倉、燈塔等，更適合遠洋輪船航行及停泊，造就香港踏上國際舞臺。

**H**ong Kong's geographical advantage is epitomized in its inextricable connections with oceans. In negotiations with the Qing government during the First Opium War, the British Plenipotentiary Sir Charles Elliot realized that the deep-water haven and fresh-water source in combination with the strategic location contributed to the strength of Hong Kong as a port, one more favourable than Zhoushan.

There are two major fairways near Hong Kong Island: the Lei Yue Mun Strait in the East, and the East Lamma Channel between Hong Kong Island and Lamma Island. The water depth of both fairways reach 46 metres, forming sheltered bays. The water depth of Victoria Harbour is approximately 17 metres, serving as a good congregating point for both channels.

Since the mid-19th century, the Opium Wars, the Taiping Rebellion and the fires of Thirteenth Hongs in Canton marked the fall of the Canton Trade's monopoly. The free-trade policy implemented in Hong Kong by the British government encouraged more merchants to relocate their businesses from Canton to Hong Kong.

In the 1860s, steamships began to replace clippers. River channels along the Pearl River had become shallower due to natural sedimentation. Comparatively, the advantages of a wide and deep-water harbour in Hong Kong, coupled with regular maintenance dredging and advanced port facilities like shipyards, dockyards and lighthouses, are favourable for seagoing vessels berthing and transitting. Hong Kong gradually transformed into an international maritime hub.

# 貨運樞紐

## Entrepôt of the Orient

十九世紀中期，香港成為華南貨物集散和貿易融資中心。

東印度公司對華貿易的壟斷直到 1834 年宣告結束，更多洋行以自由商人身份在廣州營業，初時英人在港建立港口和商業據點，主要目的是保障往來印度與中國的棉花及鴉片貿易利益，因而需要在中國沿海建立一個如澳門、馬尼拉般的前哨站。

以英資的怡和、寶順，以及美資的旗昌為首的廣州洋行，將龐大的帆船商隊投放到香港，迅速建立香港對華貿易的優勢。隨著輪船逐漸普及，鐵行輪船公司早於 1843 年已在港設立辦事處。其後怡和、寶順等洋行亦在 1848 年合資成立省港小輪公司，開始營辦穗港兩地輪船業務。

1872 年，施懷雅家族籌辦太古輪船公司，同年，在中國洋務派官員支持下，輪船招商局在上海成立。兩間公司迅速冒起，在十九世紀末成為經營香港與長江航線的兩大巨頭。

In the mid-19th century, Hong Kong was the commodities distribution and trade finance centre of South China.

1834 marked the end of the trade monopoly by the East India Company. More foreign firms opened their business in Canton as “free traders”. To safeguard British interests in the cotton and opium trade between India and China, they sought to set up an outpost along the coast of China, akin to Macau and Manila. This resulted in the establishment of ports and commercial centres in Hong Kong.

Headed by British-owned Jardine Matheson, Dent & Co. and American-owned Russell & Company, the launch of these firms’ own sailing fleets quickly established the advantage of Hong Kong in China trade. With the increasing popularity of steamships, Peninsular and Oriental Steam Navigation Co. (P&O) set up an office in Hong Kong in 1843. Later, nearly all major firms from Canton and Hong Kong also took part in the founding of the Hong Kong and Canton Steam Packet Co. in 1848, operating routes between the two ports regularly.

In 1872, John Swire’s family founded the China Navigation Company. In the same year, China Merchants Steam Navigation Company was also founded with the support of some Chinese regional officials, who were keen promoters of the Self-Strengthening Movement. The two companies rose rapidly to be the market leader on routes between Hong Kong and ports along the Yangtze River at the end of the 19th century.

## 早期港口設施 Early Port Facilities

**英**國商人在港經營初期，主要由東藩匯理銀行、有利銀行等具有印度貿易背景的銀行在港設立分行，提供外匯、融資與保險服務。1865年由本地洋行大班促成的滙豐銀行，標誌著本地航運業對金融的長足需求。

1841年開始運作的船政廳，港口與船隻管理工作包括提供颱風消息和懸掛風球，1883年香港天文台成立後承擔了這項職能，持續為進出港船隻提供海面狀況和氣象變化資訊。1886年英籍富商保羅·遮打投得尖沙咀臨海地段，與怡和洋行合資成立九龍倉公司，其高效率和先進的裝卸設施，吸引各公司旗下的巨型貨輪靠泊，奠定香港的深水港地位。

近代香港經濟因航運而生，除了直接的經濟貢獻外，亦帶動相關行業和基礎建設的發展。

**T**he early British traders in Hong Kong mainly relied on banks with an Indian trade background that provided services like foreign currency exchange and insurance, such as the Oriental Bank Corporation and Mercantile Bank of India, London and China. In 1865, the establishment of the Hongkong and Shanghai Bank (now HSBC), which was promoted by the local tai-pans (foreign corporate executives), showed the great demand of the local shipping companies for support in financial, insurance and other services.

The post of Harbour Master was set up in 1841. Hoisting signals to alert the masters of ships during typhoons was one of its responsibilities of port and vessel management. From 1883 onwards, the newly established Hong Kong Observatory provided seafarers with information about ocean and weather conditions when their ships entered and departed Hong Kong waters. In 1886, the British businessman Paul Chater acquired the marine lots of Tsim Sha Tsui and established the Hong Kong and Kowloon Wharf and Godown Co. together with Jardine Matheson. The efficiency and advanced loading facilities of the wharves attracted heavy cargo ships from various companies to berth, establishing the importance as a deep-water port internationally.

The economy of modern Hong Kong was interwoven with modern shipping, generating the development of related industries and infrastructure.

# 各國資本雲集

## Financial Convergence in Hong Kong

1850年代更多外資轉移業務到香港，包括從澳門遷來的葡資洋行與從廣州遷來的印資洋行，其中不少是巴斯商人。

第二次鴉片戰爭後，1863年法國郵船公司加入與英國競逐香港的歐洲航線，1866年美資的太平洋郵船公司開始經營香港－舊金山航線。同年俗稱「藍煙囪」，英資的海洋輪船公司經辦香港與中國沿海航線。十九世紀末，一方面英美洋行開發到馬尼拉、澳洲等地的新航線；另一方面意大利、德國、丹麥、日本等國的航運公司陸續加入香港市場，航運業百花齊放，如郵便汽船三菱會社自1879年起在港開展業務。葬於跑馬地香港墳場的470名日本人當中，不少從事航運相關工作。

同時，香港航運業的基礎亦可追溯至十八世紀以來潮汕和福建紅頭船商人來往南洋的貿易。南北行公所於1868年成立，其中一位發起人元發行的高滿華，正是祖籍潮州澄海的泰國僑商。

十九世紀末，更多華商開展南北行商貿活動：將中國北方出產的花生、大豆、藥材、絲綢運到南方；南方出產的海味、大米、蔗糖和木材運到北方，南北船務更具規模。

第一次世界大戰後，不少經營珠江口內河航線的華資輪船公司冒起。然而受動盪局勢影響，商船不時受軍閥騷擾，難與洋商競爭。1950年代不少上海、寧波商人遷移到港，除為香港工業起飛創造條件外，包玉剛、董浩雲、顧宗瑞等企業家運用他們原有的生意網絡和資金擴充船隊。1957年香港船東會成立，增強了華資在香港航運業界的影響力。



華人擁有之近岸汽輪「固江」號  
關麗軒繪，1912-1925年  
Chinese owned coastal steamer *Gujiang*  
Kwan Lai Hin, 1912-1925,  
何安達先生惠贈 Gift of Mr. Anthony J. Hardy  
HKMM2004.0032.0001



Since the 1850s, more foreign firms and capital relocated to Hong Kong, such as the Portuguese firms from Macau and Indian companies from Canton. Among them many were Parsee merchants.

After the Second Opium War, Messageries Maritimes from France joined to compete with Britain in 1863 for the establishment of the new European sailing route to Hong Kong. The American-owned Pacific Mail Steamship Company also started their business between Hong Kong and San Francisco in 1866. In the same year, the British Ocean Steamship Company, known as “Blue Funnel”, connected Hong Kong with their new routes along the China coast. In the late 19th century, British and American firms continued to develop new routes to Manila, Australia, etc.; at the same time, firms from Italy, Germany, Denmark and Japan joined the Hong Kong passenger ship market, and the international ocean liners in Hong Kong flourished. For instance, the Mitsubishi Mail Steamship Company started their business in Hong Kong in 1879. Among 470 Japanese buried at the Hong Kong Cemetery in Happy Valley in the 19th century, many of them had worked in shipping industries.

The basis of Hong Kong’s shipping industry could also be traced back to those merchants named “red headed ships”, who originally came from Teochew and Fujian and had traded between China and Southeast Asia since the 18th century. The Nam Pak Hong Association (South-North Trading Association) was founded in 1868 in Hong Kong, and one of the leading founders, Ko Mun-wah of Yuen Fat Hong, was a Thai-Chinese merchant with ancestral connections in Chenghai, Chaozhou.

During the late 19th century, more Chinese merchants established their own Nam Pak Hong in Hong Kong. They also facilitated domestic trade between Northern and Southern China via shipping. For instance, peanuts, soybeans, herbal medicine and silk were transported southwards; dried seafood, rice, white sugar and timber were transported to Northern China.

After World War I, a number of Chinese-owned companies involved in inland shipping operations in the Pearl River Delta region emerged. However, the economic and political turmoil in China during the Warlord Era was not beneficial to domestic merchant shipping.



「俄羅斯忒斯號」駛離香港

油彩布本·1880年代

**SS Orestes off Hong Kong**

Oil on canvas, 1880s

何安達先生惠贈 Gift of Mr. Anthony J. Hardy

HKMM2004.0030.0001

In the 1950s, numerous businessmen from Shanghai and Ningbo migrated to Hong Kong, bringing their skills and capital, laying the foundation for the prosperity of Hong Kong’s modern shipping industry. Entrepreneurs such as Sir Y K Pao, C Y Tung and C S Koo expanded the number of vessels by utilizing their business networks and capitals. The founding of Hong Kong Shipowners Association in 1957 also strengthened the influence of the Chinese investments in the shipping industry.

# 夢跡海外

## The Coolie Dream

十九世紀中期，適逢英美各國需要大量勞動力，1860年簽署的《北京條約》允許外國在通商口岸招募華工。契約華工，俗稱「豬仔」，名義上雖是勞工自願簽訂長年期協議，然而與契約不符的惡劣工作環境及待遇，甚至以誘騙、擄拐等形式畫押，實質如同賣身。

1850至1870年代，東南沿海口岸和澳門開設大量俗稱「豬仔館」的招工館，招來大量廉價勞工，以輪船運至美國及秘魯等地，從事艱辛的鐵路修築及挖掘礦藏工作。1880年代起，多國相繼限制華工移民，華工繼而轉往南洋各地從事橡膠、甘蔗種植。

當時香港不僅作為人口販運的集散地，也是華工託付各地會館、水客，將辛勞賺取的薪資連同家書（即僑批）匯寄回鄉的中途站，在港設立的各種商行，如金山莊、中式銀號成為國際僑匯網絡的重要一環。香港亦設有各種為契約華工提供服務的慈善機構，如暫存歸葬華僑棺槨的東華義莊，以及致力救助被誘拐婦孺的保良局等。

Coincided with the great demands for new labour by Britain and America in the mid-19th century, the Convention of Peking signed in 1860 provided the opportunities for foreign companies to recruit Chinese workers at the treaty ports. Contract-based Chinese workers, generally called “Coolie” or “Zhuzai” (literally, piggy), were seemingly voluntary but actually exploited with the harsh, long-term working conditions. Cases of fraud, kidnapping and human trafficking were not uncommon among the workers.

From the 1850s to 1870s, a large number of recruitment halls and coolie quarters, commonly known as “Zhuzai Guan” (literally, piggy house), were opened in Macau and various coastal treaty ports. Labourers seeking new opportunities were transported to North and South American countries, like Peru, by passenger ships. They were engaged in arduous work such as railway construction and mining. In the 1880s, many countries restricted immigration of Chinese coolies. New batches of coolies were traded to Southeast Asia for rubber and sugarcane planting instead.

Hong Kong was not only a distribution hub for human traffic via these ocean liners, but also played a crucial role as transit port of the overseas remittance mails, home letters and money transfers between the overseas workplaces and their families in their hometowns. The relations of Hong Kong’s trading firms, like *Jinshan Zhuang* (North American trading firm), and Chinese private banks with overseas Chinese communities made the city irreplaceable within the worldwide overseas Chinese remittance network.

In addition, charity organizations were established in Hong Kong to protect the interests of migrant workers and trafficked women. For example, the Tung Wah Coffin Home was a temporary coffin and urn depository awaiting transfer to the birthplaces of the deceased overseas Chinese. The Po Leung Kuk charity endeavoured to rescue abducted women and children.



連接西方與中國、日本等國的蒸汽輪船航線海圖  
James B. Moore 繪，H. Gollmer 刻印，印刷本，  
1850 年

**A chart showing the steam communication  
between the West and China, Japan etc**

Drawn by James B. Moore, engraved by H., Gollmer,  
Print, 1850



蒸汽船「諾娜號」上的船鐘

黃銅，1853 年

**Bell from the SS Norna**

Brass, 1853

鐵行輪船公司藏品借展 On Loan from P&O Heritage  
Collection

中式帆船頭帆

**Foremast of a Chinese junk**

承蒙香港歷史博物館提供 Courtesy of the Hong  
Kong Museum of History

## 航運與輕工業

# Hong Kong Shipping and the Light Industries

**自** 關為自由港以來，香港因轉運各國石油、橡膠、甘蔗等原料，早已具備加工製品，並出口到鄰近地區的條件，如製作纜繩、肥皂和煉糖等。

二十世紀初，華人資本家漸見規模，如 1905 年創立的南洋兄弟煙草公司和 1910 年註冊為有限公司的廣生行。一戰爆發一度中斷歐洲的貨物出口，加上香港的人口發展，輕工業乘勢發展，華商開始在紅磡、深水埗設廠生產電筒、電池、棉織背心、膠鞋、爆竹等製品。透過香港早已建立的轉口網絡，加上 1932 年《渥太華協議》賦予香港出口到英聯邦各地的稅務優惠，香港工業製品得以運銷中國、日本、東南亞和歐美各地。

二戰後，香港航運業受惠於制度和匯率穩定，比日本和中國各港口率先恢復，亦是英聯邦國家貨品出口到遠東市場的經銷地，為各國工業復甦作出貢獻。1950 年代韓戰時期，聯合國實施禁運，各國又加強以關稅和入口配額等貿易壁壘保護本國工業，香港轉口業務持續停滯。1959 年，逾七成香港出口的貨物都是在本地製造，展現本地輕工業與航運業發展密不可分的關係。在 1960 至 1980 年代，香港轉型為工業城市的過程中，航運業持續為本地工業入口原材料和出口加工成品，發展出塑膠、紡織、製衣、鐘錶、玩具業等輕工業。

**S**ince declared as a free port in the 19th century, Hong Kong has a long history of transmitting raw materials like petroleum, rubber, and sugarcane from various countries and exporting these to neighbouring areas. The availability of these raw materials at a low cost qualified Hong Kong to manufacture light industrial products such as rope, soap and sugar.

In the early 20th century, Chinese business companies kept expanding. For instance, the Nanyang Brothers Tobacco Company was founded in 1905 and Kwong Sang Hong was registered as a limited company in 1910, which produced cosmetics for domestic consumption and export. The outbreak of World War I halted exports of Europe. Hong Kong at that time experienced a population boom, providing labour for the development of the light manufacturing industry. Then factories were built in Hung Hom and Sham Shui Po for the production of flashlight torches, batteries, knitted clothing, rubber shoes, and firecrackers. Hong Kong shipping businesses enjoyed tariff preferences within the Commonwealth after the signing of the Ottawa Agreement in 1932, which facilitated Hong Kong-made commodities to be exported to China, Japan, Southeast Asia, European and American countries. Benefiting from the stability of the system and exchange rate, post-war Hong Kong's shipping industry recovered earlier than Japan and China, serving as an entrepôt for other Commonwealth states to export their goods to the Far East. This contributed to their economic recovery as well.

However, Hong Kong maritime trade stagnated in the 1950s owing to the embargo imposed by the United Nations during the Korean War. Various countries implemented trade barriers, including tariffs and import quotas, to protect their domestic industries. The shipping industry in Hong Kong was resilient. In 1959, Hong Kong-made products accounted for over 70% of total exports, demonstrating the success of its light-manufacturing industry, and the shipping industry also flourished.



#### MV Bellerophon 在香港

在 1950 年由 Caledon Shipbuilding Dundee 建造，重 7,707 總噸，長 463 英尺。她曾與各地貿易，包括伯肯黑德、利物浦、格拉斯哥和史雲斯，到香港、中國、日本、馬來西亞、新加坡、印度尼西亞、婆羅洲和菲律賓。

#### MV Bellerophon of the Blue Funnel Line (Alfred Holt & Co.) at Hong Kong

Built by Caledon Shipbuilding Dundee in 1950, she is 7,707 Gross Ton. And 463 feet long. She traded from Birkenhead, Liverpool, Glasgow and Swansea to Hong Kong, China, Japan, Malaysia, Singapore, Indonesia, Borneo and the Philippines.

## 城市生命線 Lifeline of the City

**英**國人管治香港之初，即在港島北岸建城。政府山以西，金鐘一帶兵房以東的海岸線成為洋行碼頭、貨倉、銀行等機構的集中地。以鴨巴甸街為中上環的分界線，華人則居於西面的上環和西營盤。以最早開發的上環、中環、下環（灣仔）為核心，1843年港府將市區劃為維多利亞城。

1860年代起，中國局勢動盪，更多人避難移居到港使香港人口持續增長。加上香港工業與轉口業務的蓬勃，港島北岸不敷負荷，新發展地段遂擴展至維多利亞港對岸的九龍半島。1876年黃埔船塢公司在九龍另建新船塢，令九龍紅磡開始成為船舶建造和維修中心。1915年落成的油蔴地避風塘，成為繼銅鑼灣後香港第二個避風塘。

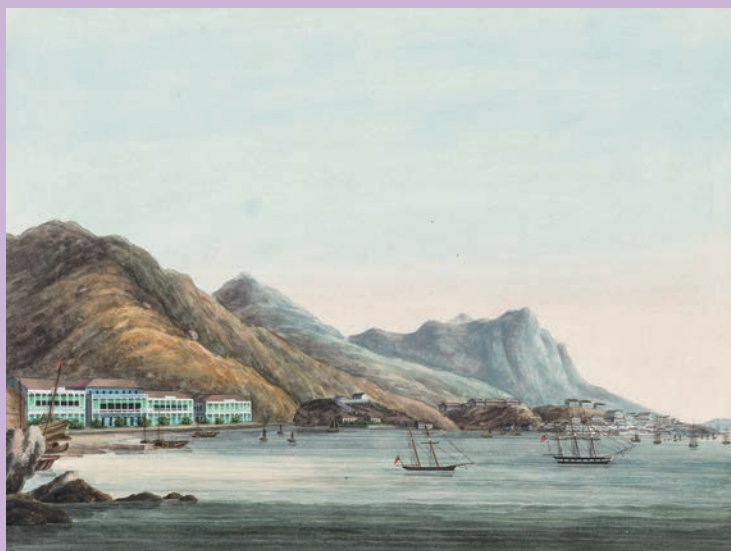
同時政府亦大力增加港島可供規劃發展的土地，維多利亞城邊界因為填海工程向東西延伸，華人居住區亦西移到石塘咀、堅尼地城一帶，灣仔以東的銅鑼灣等區則發展成新的工業區。1902年，在鰂魚涌興建的太古船塢，為當時亞洲最大規模。二戰後香港工業起飛，荃灣、觀塘等新興工廠和貨倉區令九龍的碼頭在貨物運輸上更顯重要。1970年代碼頭和船塢搬往葵涌和青衣以前，維港兩岸與航運業作為支撐香港經濟的生命線，主導著城市規劃與發展脈搏。

**S**oon after the arrival of the British in the 1840s, the north shore of Hong Kong Island was planned for urban development. Docks, warehouses and banks congregated along the coastline, between Government Hill and Admiralty's barracks. With Aberdeen Street to divide Central and Sheung Wan, Chinese were requested to live in the western districts like Sheung Wan and Sai Ying Pun. In 1843, Victoria City was named cover the earliest developed urban districts include Sheung Wan, Central and Wan Chai.

In the late 19th century, political instability in China led to increased migration to Hong Kong and the rapid growth of its population. As a result of the continuous development of the manufacturing industry and the success as an entrepôt, the north shore of Hong Kong Island was overpopulated. The shipping infrastructure therefore expanded to Kowloon on the opposite side of Victoria Harbour. In 1876, the Hong Kong and Whampoa Dock Company established a new dock in Kowloon, transforming the area into a shipbuilding and repairing centre. Yau Ma Tei Typhoon Shelter, opened in 1915, was the second oldest in Hong Kong after the one in Causeway Bay.

At the same time, the government sought to increase urban land supply for development. The boundary of the City of Victoria was extended both eastward and westward through reclamation. The Chinese residential area was then moved further westward to Shek Tong Tsui and Kennedy Town. East of Wan Chai, like Causeway Bay, became a new industrial and

warehouse area. In 1902, Taikoo Dockyard, the largest in Asia at that time and operated by Swire, was constructed at Quarry Bay. After World War II, Hong Kong's flourishing factories and warehouses in areas like Tsuen Wan and Kwun Tong made wharves in Kowloon more crucial for cargo transportation. Before the gradual relocations of port facilities like wharves and docks to Kwai Chung and Tsing Yi in the 1970s, Victoria Harbour and the shipping industry had been the pillar of Hong Kong's economy, contributing to the city's urban planning and development throughout the years.



**東角**  
鉛筆水粉畫紙本·廣州庭  
呱畫室·十九世紀  
**East Point**  
Pencil and gouache on  
paper, Tingqua Studio,  
Canton, 19th century  
何安達先生惠贈 Gift  
of Mr. Anthony J. Hardy  
HKMM2019.0015.0002



**在鴨脷洲建造的中式帆船**  
約翰·沃斯利（1919–  
2000年）·油彩布本·  
1979年  
**Chinese boat building at  
Ap Lei Chau**  
John Worsley (1919–2000),  
Oil on canvas, 1979  
香港海事博物館藏  
HKMM2012.0068.0007



# 航運今天

## Maritime Services and Stories Today

**香**港現代化，航運業成為四大支柱行業中貿易及物流業的核心產業，成為世界  
一流港口。

2019/2020 年：

- 全球第 **8** 大貿易經濟體，國際貿易蓬勃，港口效率卓越
- 世界第 **4** 大船舶註冊地
- 全球第 **4** 大國際航運中心
- 全球第 **9** 大貨櫃港
- 世界銀行的「2018 年物流績效指標」(LPI)，香港取得 3.92 分，全球排名第 **12**，在亞洲排名第 **3**。至於國際運輸的表現，香港在 160 個經濟體中排名第 **7**
- 2019 年香港航運機構數目及僱員人數：4,163 間機構、49,197 名僱員

**H**ong Kong is modernized with Shipping as the core industry of Trading and Logistics, one of the 4 pillar industries in Hong Kong.

2019/2020:

- the world's **8** largest trading economy with international trade immensely facilitated by its efficient port amid a strong presence of ship owners, cargo owners and traders.
- world's **4** largest shipping register
- ranked the **4** as an international maritime centre
- ranked the **9** busiest container port in the world
- According to the World Bank's 2018 Logistics Performance Index (LPI), Hong Kong scored 3.92 to rank **12** in the world and **3** in Asia. In terms of international shipment performance, Hong Kong ranked **7** among 160 economies.
- Employment and Establishment in Hong Kong's Shipping Industry (2019): 4,163 Establishments, 49,197 Persons Engaged





1 海洋傳統的孕育 — 動感香江  
Tracing the Maritime Roots – Dynamic Hong Kong



**2** 海貿與文化交匯 — 渡越香江  
Meeting Points of Trade and Culture – Transitional Hong Kong



**3** 遠洋探索與接觸 — 環球帷幕在香港  
Wonders and Encounters – Global Backdrop for Hong Kong



**5** 飛躍世界大舞臺 — 卓越香港  
Standing on the World Stage – Successful Hong Kong



**4** 環球一體與互動 — 結連香江  
Integration and Interaction – Interconnecting Hong Kong



碎 | 合  
Dou-Gea · 香港桃花木 · 2020 年  
**Broken | Union**  
Dou-Gea, Hong Kong Mahogany, 2020

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