



主编 孙光圻 刘义杰 顾问 李向阳

Maritime Silk Road

# 海上丝绸之路

大连海事大学出版社

万卷出版公司

海路绵延  
&  
风帆远扬  
&  
千舟竞秀  
&  
长风破浪



主编 孙光圻 刘义杰  
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## 前言

演起历史上它们曾经扮演过的中外交往中重要的、不可替代的角色。摆在我们面前的，是如何将丝绸之路，尤其是海上丝绸之路形成与发展的历史过程，以一种简单明了的形式展示给读者。这是我们努力的方向，也是我们编辑出版这本画册的初衷。

研究海上丝绸之路的专家和学者，百年以来，以不同的方式，从不同的角度来阐述海上丝绸之路。虽硕果累累，但却多为学术成果，以图文并茂的形式向广大读者介绍海上丝绸之路的通俗读物则相对较少，在“一带一路”成为国家发展战略的今天，则显得尤为不足。于是，我们不揣浅陋，力图将我们已有的研究成果，用画册的形式向读者介绍海上丝绸之路。不仅有对历史上海上丝绸之路的形成与发展过程多方位的描述，还将建设21世纪海上丝绸之路的雄厚实力作全面的展示，因此，这本画册主要由两个部分组成。

第一部分是海上丝绸之路的形成与发展的历史过程。这个部分，我们是以专题的形式加以介绍，力图让读者对海上丝绸之路重要的事件和人物有一个较为清晰和完整的了解。关于海上丝绸之路的历史，我们是用多幅海上丝绸之路的线路图将古代海上丝绸之路的整体面貌与演变过程勾勒出来，这些线路图既有综合型，也有以朝代划分的断代型，这样可以给读者一个海上丝绸之路历史的、延续

的发展脉络。同时，我们还特别将以往大家了解极少的明清时期中国和琉球国之间的三幅航海图介绍给读者，这条往返于中国福建福州港与琉球国那霸港之间的中琉航线，是古代海上丝绸之路中东洋航路的组成部分。其中的一幅中琉航海图是琉球国学者程顺则依据中国航海家提供的底本描绘出来的。中琉航路延续时间达数百年之久，是海上丝绸之路中东洋航线上起到转承启合的一段航线，过去极少被大家注意到，我们将它补充进来，有助于读者在宏观上把握海上丝绸之路。

郑和下西洋后，中国的海上丝绸之路并未如所传言的那样戛然而止，它依然承担着中外经济、文化交流的通道作用。收藏在英国牛津大学鲍德林图书馆中的一幅明代《东西洋航海图》，说明在明代中叶以后，也就是16世纪以后，海上丝绸之路除了印度洋航路被阻断之外，传统上的东西洋航线不但没有消失，而且航路更加密集。这幅《东西洋航海图》的面世，填补了海上丝绸之路中的一段空白。相信读者能够从图中密密麻麻的航线看到16~17世纪中外交通的繁忙景象。

海上丝绸之路的开辟与发达，航海技术的进步与造船能力的上升是基本保障。画册用较多的幅面来介绍中国古代在航海技术方面的成就，《郑和航海图》中的四幅“过洋牵星术”，我们是以海上丝绸之路中外航海技术

海上丝绸之路，自开辟以来，至今已绵延数千年，是中华民族对外交通和交流的重要通道。在世界文明史上，海上丝绸之路无论是从持续的时间上，还是从它给人类文明进步的贡献上看，都是独一无二的。

纵观历史，路上丝绸之路与海上丝绸之路的形成与发展，使得中华民族得以与世界交流，世界也因此与中国沟通。路上丝绸之路和海上丝绸之路，是文明的通道，是友好的纽带，中国和世界，都是获益者。

21世纪的今天，随着中华民族的再次崛起，海上丝绸之路和路上丝绸之路在实现伟大复兴的中国梦中，丝绸之路经济带和21世纪海上丝绸之路被注入了新的血液，焕发出新春的面貌，新的“一带一路”将承前启后，扮

交流的一个重要例证来介绍给读者的。我们还特别选用了几幅拍摄于中国多家海事专题博物馆中航海罗盘的实物图片,向读者展示中国四大发明之一的指南针在航海中应用的真实情况,这些不起眼的航海罗盘图片与其他的诸如中国不平衡纵帆、船尾舵、水密隔舱等图片一起,是开辟海上丝绸之路的技术保障。我们选取了一套最近进入我们视角的中国古航海图中的一小部分奉献给读者,这种航海图被中国古代航海家称为“山形水势图”,极为罕见,它们现在收藏在美国耶鲁大学斯特林纪念图书馆,这种山形水势图与航海指南——针路簿(如《顺风相送》)及航海罗盘一道,构成了中国帆船航海时期导航技术的完整内容。

海上丝绸之路能够绵延数千年,与中国沿海有众多的优良港湾分不开。海上丝绸之路从中国沿海各港口出发,延伸到世界各地,与世界各国形成一个交通网络。我们这里只是介绍了九个正在申报《世界遗产名录》的港口城市,它们仅是海上丝绸之路的始发港中的一部分。

海上丝绸之路还是中外文化交流之路,我们简要介绍了郑和、徐福、法显大家耳熟能详的航海人物。更重要的是为大家介绍了一位在中国与阿拉伯世界文化交往中非常重要的人物,他就是14世纪中叶来华的摩洛哥人伊本·白图泰,我们将他作为海上丝绸

之路历史上的中外文化交流的一个代表。

第二部分我们从介绍近现代中国造船业开始,引申出21世纪海上丝绸之路新愿景的蓝图。这个部分,我们用图表的方式,向读者展示了直至本世纪初的中国对外贸易的港口分布及其通向全球的远洋航线、中国对外贸易货物的增长和运力的不断提升情况。同古代海上丝绸之路一样,21世纪海上丝绸之路依然由中国沿海的众多港口承担起交通世界的角色。我们着重介绍了目前中国最重要的一些港口,如上海、天津、宁波—舟山、广州、深圳、湛江、青岛、烟台、大连、福州、厦门、泉州、海口和三亚等港口。中远集团、中海集团和招商局,是中国21世纪海上丝绸之路的三大航运集团,组成了中国海上运输的主力,是实现21世纪海上丝绸之路的保障。

本画册由大连海事大学出版社立项,孙光圻和刘义杰共同主编,周群华和杨森为副主编,李向阳担任顾问,韩佳霖担任译者。刘义杰为画册的第一部分提供了大部分的图件,并为相关图件撰写了说明文字。孙光圻主要负责第二部分的审阅工作,这个部分的数据主要来源于中国交通运输部的有关公开资料和媒体报道。周群华作为副主编,提供了画册中有关上海中国航海博物馆收藏的藏品图片并进行了介绍。杨森进行了全书的统筹和

梳理工作。李向阳担任顾问,对21世纪海上丝绸之路的相关政策及其解读进行把关。韩佳霖对画册全文进行了翻译。

本画册的编写过程得到了大连海事大学校长孙玉清教授及国家新闻出版广电总局有关领导的大力支持,上海中国航海博物馆也对本画册给予了很多帮助,作者在此一并表示衷心的感谢。

本画册的主创人员虽从事与海上丝绸之路有关的研究工作,但能力所限,缺漏在所难免,欢迎读者不吝指教。容有机会和时间,我们一定会为读者奉献更加精美的作品。

编者

2015年4月



The Maritime Silk Road, with a long history, serves as an important channel for transportations and communications between the China and foreign countries since its inception. In the history of world civilization, the Maritime Silk Road is unique for its duration of time and its contribution to the civilization of mankind.

Throughout history, the formation and development of the Silk Road on land and Silk Road at sea enables the Chinese nation to communicate with the world and the world to connect with China in turn. The Silk Roads both on land and at sea constitute channels of civilization and friendly ties for China and the whole world, both of whom are beneficiaries.

Today in the 21st Century, against the background of the revitalization of the Chinese nation, Silk Road Economic Belt

and the 21st-Century Maritime Silk Road is injected with new energy and takes on a brand-new look, which will continue to play an irreplaceable role in Sino-foreign exchange. Our task is to display the formation and development of the Maritime Silk Road in a concise and explicit way to the readers, which is our original intention in producing this brochure.

Experts and scholars doing research on the Maritime Silk Road have elaborated on it in various ways and perspectives since hundreds of years ago. Numerous academic outcomes are produced, while the presentation in pictures and texts is rarely seen, especially in a time when the Belt and the Road Initiative is elevated into our national strategy for development. Therefore, we endeavor to present to readers our academic outcomes on the Maritime Silk Road in pictures and texts with multi-dimensional illustration of its formation and development in history as well as comprehensive presentation on our strong capacity in building the 21st-Century Maritime Silk Road nowadays. Our brochure consists of two parts.

The first part is to introduce the formation and development of the Maritime Silk Road in a form of specific topic and try to present to the readers an explicit and comprehensive picture on important events and figures. As for the history of the Maritime Silk Road, we present its whole outlook and evolution with series of maps and charts either in the form of general history or specific

period, so that readers can grip the continuation of development sequence of the Maritime Silk Road in history. Meanwhile, we present three nautical charts on route between China and Ryukyu in Ming-and-Qing Dynasty which is beyond the access of the common readers. The route connecting Fuzhou Port in Fujian Province of China with Naha Port in Ryukyu is a part of mid and east-bound routes. Among them, Nautical chart on China-to- Ryukyu Route is depicted by a scholar—Cheng Shun according to a copy for reproduction provided by Chinese navigators and the Route is integrated into the brochure to help readers to understand the Maritime Silk Road from a macroscopic perspective.

The Maritime Silk Road did not come to a halt after Zheng He's expedition and continued to serve as a channel for Sino-foreign exchange in economy and culture. Nautical Chart of Eastern and Western Oceans accessioned to Bodleian Library in Oxford University in Britain demonstrated that in the late Ming Dynasty (after the 16th Century), the eastbound routes and westbound routes became even denser in spite of the blockade in the route of Indian Ocean. The publication of this chart will fill in a gap in the Maritime Silk Road. We believe that readers will be able to see the bustling Sino-foreign traffic of the 16th and 17th Century from densely distributed routes.

Technological advancements in navigation and shipbuilding play a critical role in the opening-up and

development of the Maritime Silk Road. Therefore, the brochure elaborates on the achievements in navigation technology, in which four pictures of Celestial Navigation of the famous Zheng He' s Nautical Chart are presented to readers as an example of Sino-foreign exchange in navigation technology and series of photos of navigation compass in maritime museums of China are used to reproduce the compass' s (one of the China's four great inventions) application in navigation, together with the pictures of stern rudder and water-tight compartments. We select a set of rarely seen nautical charts in ancient times which were named "Charts on Mountains and Seas" by Chinese navigators in ancient times and preserved in Sterling Memorial Library of Yale University in the United States. The Charts, Sailing directions (such as Shunfengxiangsong) and navigation compass constitute an integrative picture of navigation technologies in times of sailing navigation in China.

A body of good ports and harbors sustain the Maritime Silk Road for thousands of years. The Maritime Silk Road starting with ports along China' s coast extends to all over the world so as to form a transportation network. Nine port cities applying for being included in the World Heritage List are introduced, which are only a part of ports of departure on the Maritime Silk Road.

The Maritime Silk Road is also the road for Sino-foreign cultural exchange, on which legendary figures such as Zheng He, Xu Fu and Fa Xian left their

footprints. In addition, Ibn Battuta, an important figure in cultural exchange of China and the Arabian World in the early 14th Century from Morocco, is introduced as a representative in cultural exchange between China and foreign countries.

The second part is unfolded with the developments of modern ship-building Industry in Chinese Mainland, which paves way for ushering in the blueprint for the vision of building the 21st-Century Maritime Silk Road. We present to readers the distribution of ports for foreign exchange, ocean-going shipping lines, and the increase in the volume of goods of foreign trade and shipping capacity in the form of figures and charts. In the new era, China' s coastal ports still contribute to connecting the world by transportation. Therefore, a series of important ports are introduced, including ports of Shanghai, Tianjin, Ningbo&Zhoushan, Guangzhou, Shenzhen, Zhanjiang, Qingdao, Yantai, Dalian, Fuzhou, Xiamen, Quanzhou, Haikou and Sanya. Moreover, the three largest shipping groups in China are introduced, including China Ocean Shipping (Group) Company (COSCO), China Shipping and China Merchants Group, who will play a major role in China' s transportation at sea and are the guarantee of realization of the Maritime Silk Road in the 21st century.

Initiated by Dalian Maritime University Press, this brochure is coauthored by Sun Guangqi, Liu Yijie as chief editor, Zhou Qunhua and Yang Miao as vice

chief editor, with Li Xiangyang as consultant and Han Jialin as translator. Liu Yijie provided most of pictures for part one in the brochure and wrote texts for the corresponding pictures. Part two was reviewed by Sun Guangqi, in which data were obtained from materials and reports by the Ministry of Transport of P.R.C. Zhou Huaqun provided pictures of antiques in China Maritime Museum in Shanghai for the brochure and presented corresponding illustration. Yang Miao set the outlines and polished the whole brochure. Li Xiangyang supervised the processing of relevant policy on 21st Century Maritime Silk Road and its interpretation. Han Jialin did the translation work for the whole brochure.

Moreover, We appreciate the support offered by the President of Dalian Maritime University—Sun Yuqing and leaders from State General Administration of Press and Publication, Radio and Television. Meanwhile, our gratitude also goes to China Maritime Museum in Shanghai who offered lots of support in completing this brochure.

We will be very grateful if you offer your valuable comments and opinions for the improvement of our work.

By Author  
April, 2015





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海 路 绵 延  
&  
港 埠 兴 隆

Thriving Ports along Sea Routes



