

ZHONGSHANWARSHIP



湖北省政协文史和学习委员会
湖北省文化厅 湖北省文物局 编

中山舰

百年历史风云 百年名舰沧桑

当你掀开《中山舰》这部气势恢宏、铁血悲歌的历史画卷

当你踏上中山舰那风浸雨蚀、坎坷不平的甲板

当你抚摸那一节节锈迹斑驳、几度潮起潮落的锚链

当你推开那一扇扇曾经烟熏火燎、水雾迷茫的舷窗

一代名舰中山舰的百年风雨历程——呈现在人们面前



中山舰

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湖北省文化厅 湖北省文物局 编

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THE EVENTS TIMELINE OF ZHONGSHANG WARSHIP

In October, 1910, Zaichun and Sa Zhenbing, the navy minister of Qing Government, customized Yongfeng Warship to Mitsubishi shipyards of Japanese.

In the spring of 1913, Yongfeng Warship was sent back to China and joined in the First Fleet of Beiyang Navy. Lin Tingliang was the first captain of Yongfeng Warship and Chen Tianjing was the vice captain.

In August, 1913, Yongfeng Warship participated the military movement of Yuan Shikai's subjugation the Second Revolution.

In June 1916, Yongfeng Warship participated the Campaign to Defend the Republic

On July 21, 1917, responding the call of Sun Yat-sen, Yongfeng Warship and other nine warships sailed to the South to form the Constitution Protection Fleet.

In the late of April, 1922, when Sun Yat-sen hold the Northern Expedition, he reorganized the Constitution Protection Fleet. Lin Yun was shoot dead and Feng Zhaoxian took the position of the captain.

In June, 1922, when Sun Yat-sen was confronted by danger in Guangzhou, he directed to stifle the rebellion for 55 days on the Warship.

On August 9, 1922, Ou Yanglin took the position of captain and Chang Guangqiu replaced him as the captain soon later.

Yongfeng return to Guangzhou in February, 1923. Ou Yanglin took the position of captain again.

In August, 1923, Sun Yat-sen and Song Qingling, his wife, went up on Yongfeng Warship to take the group photo with the officers and the soldiers.

In May 1924, Yongfeng Warship sailed to the battle and crushed the armed rebellion of Chen Bolian, the head of the Guangzhou Financial Group.

In October, 1924, Feng Yuxiang started the Peking Coup d'état to overthrow the warlord domination of Peking Government and invited Sun Yat-sen to the North by wire for discussing the national fair. On 13 November, Sun Yat-sen and Song Qingling, his wife went up on Yongfeng Warship to the North.

Sun Yat-sen passed away on March 12, 1925, Yongfeng Warship changed name to Zhongshan Warship and Ou Yanglin took the position of the captain.

Zhongshan Warship Incident happened on March 20, 1926.

In April, 1929, Guomin Government organized the Navy Department. Zhongshan Warship belonged to the First Fleet.

In the winter of 1934, Sa Junshi took the position of the Zhongshan Warship's captain.

In 1937, after the July 7 Incident, Zhongshan Warship was appointed as the special warship of Chen Shaokuan, the minister of the Navy Department. It was assigned to patrol long the Yangtze River line, up Nanking.

On October 24, 1938, Zhongshan Warship went to Jinkou of Wuchang to wait order but was bombed by the Japanese war planes. It sank in the Jinkou water area. Captain Sa Shijun and 24 soldiers sacrificed.

In 1986, after 48 years of Zhongshan Warship's submergence, the salvage plane was posed.

In 1987, Hubei Government submitted the report to State Administration of Cultural Heritage formally to ask for salvaging Zhongshan Warship.

In November of 1995, the State Administration of Cultural Heritage distributed the official documents and agreed that Hubei Province organize to salvage Zhongshan Warship.

On November 4, 1996, Hubei Government held the news release conference of the salvage of Zhongshan Warship in the Great Hall of the People in Peking.

On November 12, 1996, the project of Zhongshan Warship's Salvage started formally.

On January 28, 1997, Hubei Committee of the Communist Party of China and Hubei Provincial Government held the ceremony of Zhongshan Warship's coming up from the River at the south bank of the River. Zhongshan Warship, in the water for nearly 60 years, was salvaged finally.

On February 19, 1997, Zhongshan Warship was taken to Hubei Shipyard for repair.

In December 2006, the Opening Ceremony of Zhongshan Warship Tourist Area and Foundation Stone Laying Ceremony of Zhongshan Warship Museum were held in Jinkou.

In May 2008, Zhongshan Warship was taken back to Jinkou.

In September, 2011, Zhongshan Warship Museum, located in Jinkou town of Jiangxia, Wuhan, was open to the public formally.

后记

《中山舰》大型画册是今年湖北省纪念辛亥革命100周年活动的重点出版物，得到了全国政协、中共中央统战部、国家新闻出版总署、中共湖北省委、湖北省人民政府、湖北省政协领导和专家学者的关心、支持与指导。全国政协第九、十届副主席张思卿为本书题写书名，湖北省政协主席杨松担任本书编委会主任，中共湖北省委常委、省委宣传部部长尹汉宁、湖北省副省长张通、湖北省政协常务副主席李佑才、湖北省政协副主席李宗柏担任编委会副主任，华中师范大学教授章开沅先生、武汉大学教授冯天瑜先生担任学术顾问，湖北省政协秘书长王树华、湖北省文化厅厅长杜建国担任主编，湖北省政协、中共湖北省委宣传部、湖北省文化厅、湖北省文物局、武汉市文化局、辛亥革命武昌起义纪念馆、中山舰博物馆等单位的领导和专家担任编委，湖北省政协副主席杨玉华、湖北省政协文史和学习委员会原主任李锦章、湖北省文化厅副厅长兼湖北省文物局局长沈海宁、湖北省政协文史和学习委员会专职副主任别业超担任副主编。

在本书出版之际，感谢湖北省暨武汉市纪念辛亥革命·武昌首义100年筹备工作领导小组及办公室、湖北省政协办公厅、湖北省财政厅给予的大力支持，感谢武汉市文化局的大力协助，感谢中国文史出版社提供出版支持。辛亥革命武昌起义纪念馆、中山舰博物馆提供了大量宝贵历史图片资料，中国大百科全书出版社提供了部分中山舰出水文物的图片，李媛丽、黄文建、陈威、吴磊等在编务工作中提供了帮助，在此一并表示诚挚谢意！

本书由李锦章、沈海宁、别业超、邢光（湖北省文物局副局长）策划，梁华平（辛亥革命武昌起义纪念馆馆长）、叶俊之（中山舰博物馆研究馆员）负责撰文及图片统筹，武丹（中国大百科全书出版社美术编辑部主任）、陈威（辛亥革命武昌起义纪念馆）、黄文建（中山舰博物馆）等提供摄影支持，张爽（湖北省博物馆）负责英文翻译，夏金钟（江汉大学美术学院副院长）、李双喜（湖北省政协研究室宣传处副处长）负责视觉策划及美术装帧设计，别业超、梁华平、徐耀明（中国文史出版社湖北编辑室编审）负责图文合成并统稿。

由于编者水平有限，本书缺漏之处、遗珠之憾在所难免，恳请广大读者批评指正。

编 者

二〇一一年九月

AFTERWORD

Zhongshan Warship is the important publication of Hubei for commemorating the 100th anniversary of the Revolution of 1911. It got the support and direction of the leaders and experts of the Committee of the Chinese People, Department of the Central Committee of the Communist Party, National News General Publications Administration, CPC Hubei Committee, Hubei People's Government and Hubei Political Consultative Conference. Zhang Siqin, the ninth and tenth session vice president of the National Committee of the Chinese People, inscribed the title for the picture album. Yang Song, the chairman of Hubei Political Consultative Conference took the position of the director of editorial board. Yin Hanning, the member of CPC Hubei Committee, the minister of the Provincial Party Committee of Hubei; Li Youcai, executive vice governor of Hubei Political Consultative Conference; Li Zongbai, vice chairman of Hubei Political Consultative Conference took the position of vice director of editorial board. Mr. Zhang Kaiyuan, the professor of Central China Normal University and Feng Tianyu, the professor of Wuhan University took the position of academic adviser. Wang Shuhua, the secretary-general of Hubei Political Consultative Conference and Du Jianguo, the head of the Department of Culture of Hubei took the position of chief editors. The leaders and experts of Hubei Political Consultative Conference, Hubei Propaganda of Communist Party of China, Department of Culture of Hubei, Cultural Relics Bureau of Hubei, Wuhan Bureau of Culture, Wuchang Uprising of the Revolution of 1911 Memorial, Zhongshan Warship Museum and etc. took the position of editorial board members. Yang Yuhua, the secretary-general of Hubei Political Consultative Conference; Li Jinzhang, the former director of Culture and Historical Commission of Hubei Political Consultative Conference; Shen Haining, the vice head of Department of Culture of Hubei and the director of the Cultural Relics Bureau of Hubei; Bie Yechao, the deputy director of Cultural and Historical Commission of Hubei Political Consultative Conference took the position of vice editors.

On the occasion of the publication of the book, we thank Hubei and Wuhan Preparatory Leader Group and Office of 100th Anniversary of the Revolution of 1911 and Wuchang Uprising, Hubei Political Consultative Conference Office, Hubei Department of Finance who provided the support; we thank Cultural Relics Bureau of Wuhan who provided the help; we thank the Chinese Literature and History Press who provided the support. Wuchang Uprising of the Revolution of 1911 Memorial and Zhongshan Warship Museum composed the articles of the book and provided the great deal of precious historical pictures; Encyclopedia of China provided part of the exquisite pictures of Zhongshan Warship's raising. Li Yuanli, Huang Wenjian, Chen Wei, Wu Lei and etc. provided the help; Here we express our sincere gratitude to all the people.

This book was plotted by Jin Zhang, Shen Haining, Bie Yechao and Xing Guang (the vice director of Cultural Relics Bureau of Hubei). Liang Huaping (the curator of Wuchang Uprising of the Revolution of 1911 Memorial) and Ye Junzhi (the researcher of Zhongshan Warship Museum) took the response of the articles composing and pictures collecting. Wu Dan (the director of Arts Department of Encyclopedia of China), Chen Wei (Wuchang Uprising of the Revolution of 1911 Memorial) and Huang Wenjian (Zhongshan Warship Museum) provided photography, Zhang Shuang (Hubei Provincial Museum) took the response of translation. Xia Jinzhong (the president of Academy of Arts of Jiangnan University) and Li Shuangxi (the deputy director of Propaganda Section of Hubei Political Consultative Conference) took the response of art direction. Bie Yechao, Liang Huaping and Xu Yaoming (Professor of editorship of Hubei Editorial Office of Chinese Literature and History Press) took the response of the final edition.

Due to the limited ability of the editors, there would be some regrets in the book. We earnestly request the readers to correct.

Editors
September, 2011

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Photography: Wu Dan, Chen Wei, Huang Wenjian and ect.

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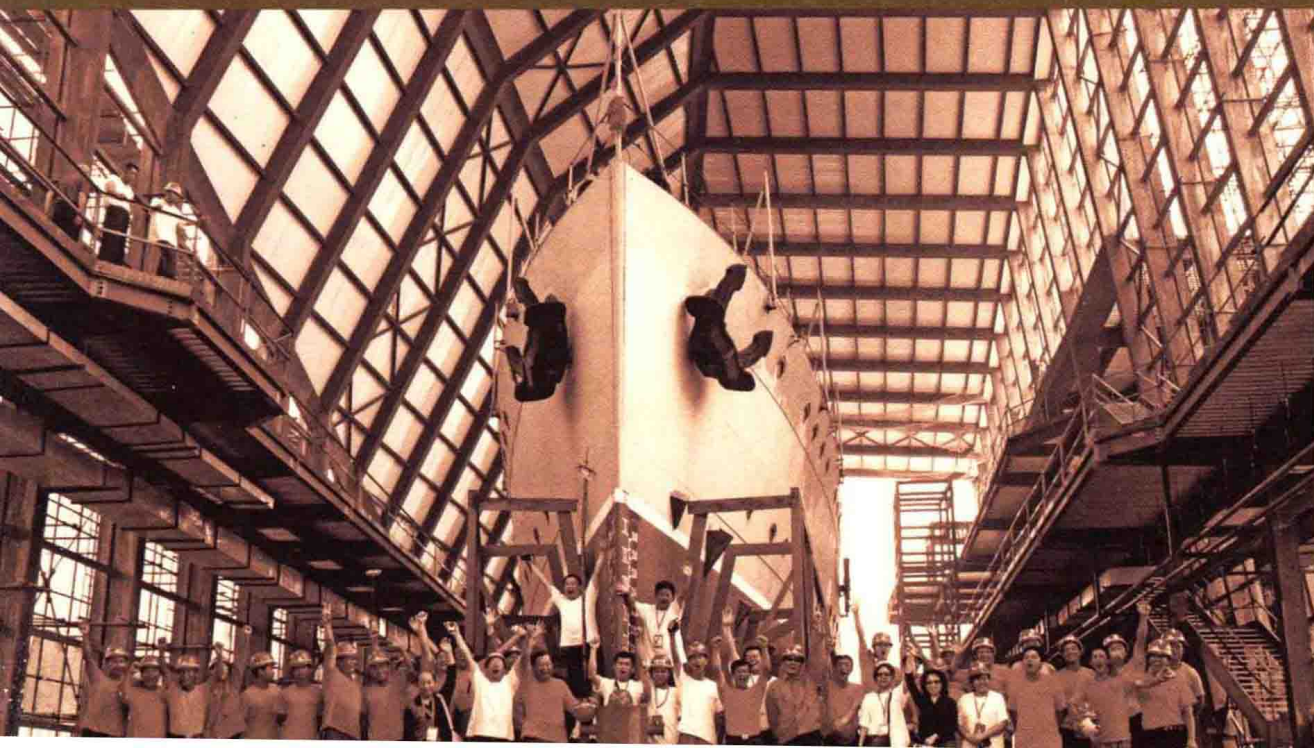
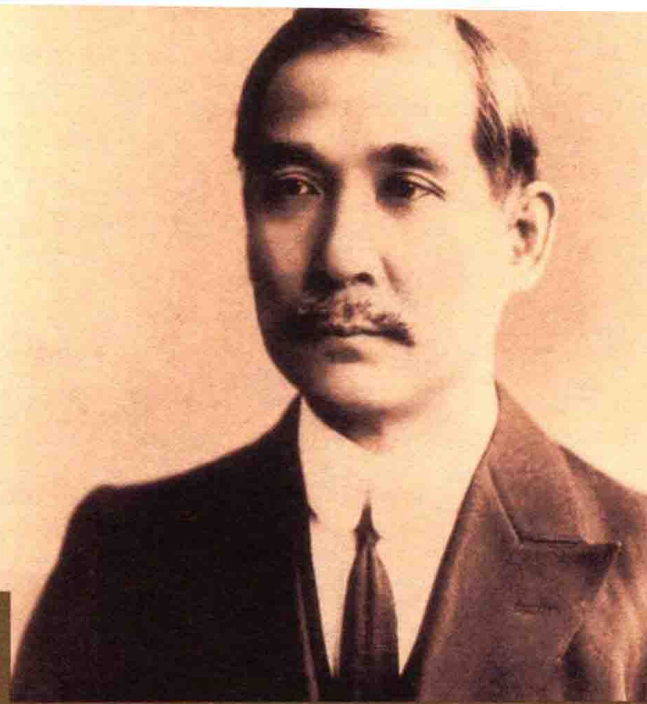
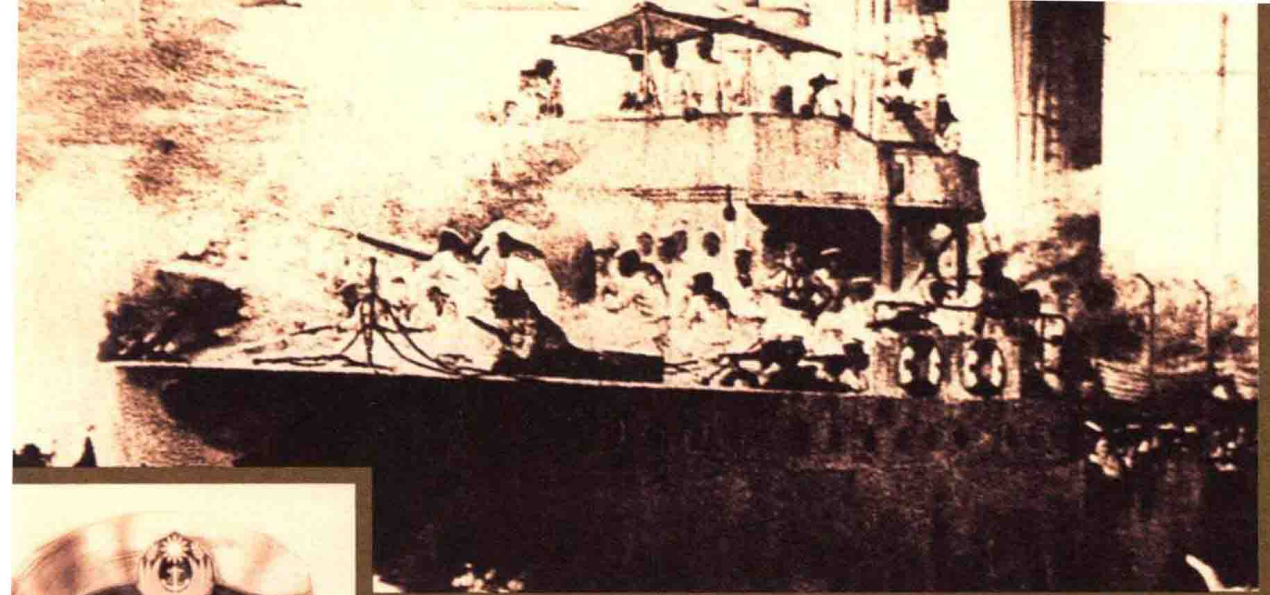
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序言

百年历史风云，百年名舰沧桑。

孙中山先生是中国伟大的民主革命先行者。中山舰经历中国百年历史沧桑，与孙中山先生的革命生涯紧密相连，为中国近现代史上一代名舰。

2011年是辛亥革命100周年，2012年是中山舰建成下水100周年。历史永远铭记一百多年来一切为了中华民族独立、国家进步和人民幸福而奋斗、牺牲的革命先驱。值此纪念辛亥革命100周年之际，为弘扬孙中山先生的爱国主义和民主革命精神，缅怀在武汉保卫战中牺牲的中山舰抗日阵亡将士，湖北省政协文史和学习委员会、湖北省文化厅、湖北省文物局编辑出版了《中山舰》大型画册。此画册聚焦中山舰的百年沧桑历程，以全景式的方式图文并茂地展示了中山舰诞生的历史背景及所经历的系列重大历史事件，完整记录了中山舰打捞、修复和中山舰博物馆的建设过程。

中山舰原名永丰舰，1910年10月，清政府向日本订制，1912年6月建成下水，1913年元月归国，加入北洋政府海军第一舰队。1917年8月，为反对段祺瑞政府独裁统治，永丰舰参加护法舰队追随孙中山先生南下护法。1922年6月，陈炯明在广州发动叛乱，孙中山先生登临该舰避难并指挥平叛斗争，时间长达55天。1925年3月，孙中山先生逝世，为纪念孙中山先生，永丰舰改名为中山舰。1938年10月，中山舰在武汉会战中于湖北长江金口水域与日军战机殊死激战，壮烈沉江，以舰长萨师俊为首的25位海军将士为国捐躯。

中山舰是孙中山先生非同寻常民主革命生涯的历史见证；是北伐战争和抗日战争两次国共合作的历史见证；同时，也是中华儿女不屈不挠、抵御外侮、前仆后继、决战到底英雄气概的历史见证与生动写照。

中国共产党历来尊重历史，高度重视中山舰的历史价值和孙中山先生的革命精神传承。20世纪90年代，经国家有关部门批准，中共湖北省委、湖北省人民政府启动中山舰打捞、修复、展示工程建设。1997年元月，中山舰被整体打捞出水。2001年12月，中山舰修复保护工程竣工。2006年12月，中山舰博物馆在湖北武汉举行奠基仪式。2008年5月，中山舰重返金口。

拂去中山舰的历史烟尘，触摸中山舰上的弹洞伤痕，人们无不深深地慨叹中华民族近百年的历史兴衰，深刻地感受到中国人民不屈不挠、自强不息的民族精神。

当你掀开《中山舰》这部气势恢宏、铁血悲歌的历史画卷，当你踏上中山舰那风浸雨蚀、坎坷不平的甲板，当你抚摸那一节节锈迹斑驳、几度潮起潮落的锚链，当你推开那一扇扇曾经烟熏火燎、水雾迷茫的舷窗，一代名舰中山舰的百年风雨历程一一呈现在人们面前，宣示着、张扬着孙中山先生伟大的爱国主义精神。

“潮平两岸阔，风正一帆悬”。孙中山先生立志救国救民、矢志不渝的革命斗志和为推翻两千多年封建帝制、领导辛亥革命、创建民主共和所立下的丰功伟绩，中山舰抗日将士为抵御外来侵略所表现出的大无畏革命精神和献身精神，将永远载入史册。21世纪的今天，在中国共产党领导下，我们将坚持中国特色社会主义道路，凝聚、团结中华儿女的智慧和力量，为民族的复兴、崛起和腾飞而拼搏！为祖国的和平统一大业而努力奋斗！

编者

二〇一一年九月

PREFACE

Century historical events, one hundred years of vicissitude ship.

Sun Yat-sen is the great pioneer of Chinese democratic revolution. Zhongshan Warship, passing through the ages of Chinese one hundred years history, had become the famous warship of Chinese modern history. It closely linked to the revolutionary career of Sun Yat-sen.

2011 is the 100th anniversary of Zhongshan Warship's first launching. The history would remember the revolutionary pioneer who struggled for the progress of the State and the happiness of the people in the past one hundred years. On the occasion of the 100th anniversary of the Revolution of 1911, the Literature and History Committee of Hubei, the Cultural Heritage Bureau of Hubei edited and published the picture album, *Zhongshan Warship* for highlighting Sun Yat-sen's patriotism and the spirit of democratic revolution, recalling the officers and soldiers who sacrificed in Wuhan Battle. The book focuses on the vicissitude of Zhongshan Warship. It shows the background of Zhongshan Warship and the series of great events it passed through by words and photography and records completely the progress of Zhongshan Warship's salvage, repair and the progress of Zhongshan Warship Museum's construction.

Zhongshan Warship, originally named Yongfeng Warship, was customized by Qing Government to Japan in October, 1910. The ship was produced in June, 1912 and joined in the First Fleet of Beiyang Government Navy after being sent back to China in 1913. In order to protest against Duan Qirui Government's dictatorship, Yongfeng Warship joined in the fleet and went to the south for Constitution Protection with Sun Yat-sen. The insurgency launched by Chen Jiongming in Guangzhou in June, 1922 was squashed after 55 days' fight which commanded by Sun Yat-sen on the ship. Sun Yat-sen died in March, 1925. For commemorating him, Yongfeng Warship changed name to Zhongshan Warship. In October, 1938, Zhongshan Warship fought against Japanese war planes bravely in Wuhan Battle and sank in Jinkou water area of Yangtze River. Captain Sa Shijun and other soldiers, totally 25 people, died for the State in this bloody fight.

Zhongshan Warship is the historical witness of the unusual democratic revolution career of Sun Yat-sen; the historical witness of Kuomintang-Communist cooperation in both the Northern Expedition and anti-Japanese War; the historical witness of indomitable spirit of all sons and daughters of Chinese nation. They dared to resist foreign aggression, advance wave upon wave and showdown exactly.

The Communist Party of China always respects history and thinks highly of the Zhongshan Warship's historical value and the inheriting of Sun Yat-sen's revolutionary spirit. In 1990s, being authorized by relative departments of the State, CPC Hubei Committee, Hubei People's Government started the project of Zhongshan Warship's salvage, repair and exhibition. Zhongshan Warship was salvaged up from the River completely in January, 1997. The repair project of Zhongshan Warship was finished in December, 2001. The foundation stone laying ceremony was held in Zhongshan Warship Museum in December, 2006. Zhongshan Warship returned to Jinkou in May, 2008.

Wiping off the dust on Zhongshan Warship, feeling the bullet traces and scars on it, everyone can realize the rise and decline of Chinese history in recent 100 years which reflected Chinese national spirit, advance wave upon wave and constantly strive to become stronger.

When you open the *Zhongshan Warship*, the historic canvas which written with sad melody; when you set foot on the rough deck eroded by wind and rain; when you stroke the pieces of rusted anchors; when you open the porthole which smoked by the flames of war, the centennial journey will be shown in front of you, reflecting the great patriotism of Sun Yat-sen, the giant of the age.

"The banks become abroad when the tide ebbs, the sails should be hung up when the wind blows in the right orientation." The indomitable and unchangeable revolutionary spirit of Sun Yat-sen; the great achievements gained by him in the fight against feudal autocratic of over 2,000 years and for democratic republic; the commitment spirit behaved by anti-Japanese officers and soldiers who resisted foreign aggression bravely in Zhongshan Warship, all these will be written in history forever. In the 21st century, under the leadership of the Communist Party of China, we adhere to the road of socialism with Chinese characteristics and unite the strength and wisdom of all sons and daughters of the Chinese nation to combat for the national revival, rise and booming, to strive for the peaceful reunification of motherland.

Editors

September, 2011

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PART I

THE FAMOUS WARSHIP WAS MADE WHEN NATIONAL CRISIS HAPPENED.

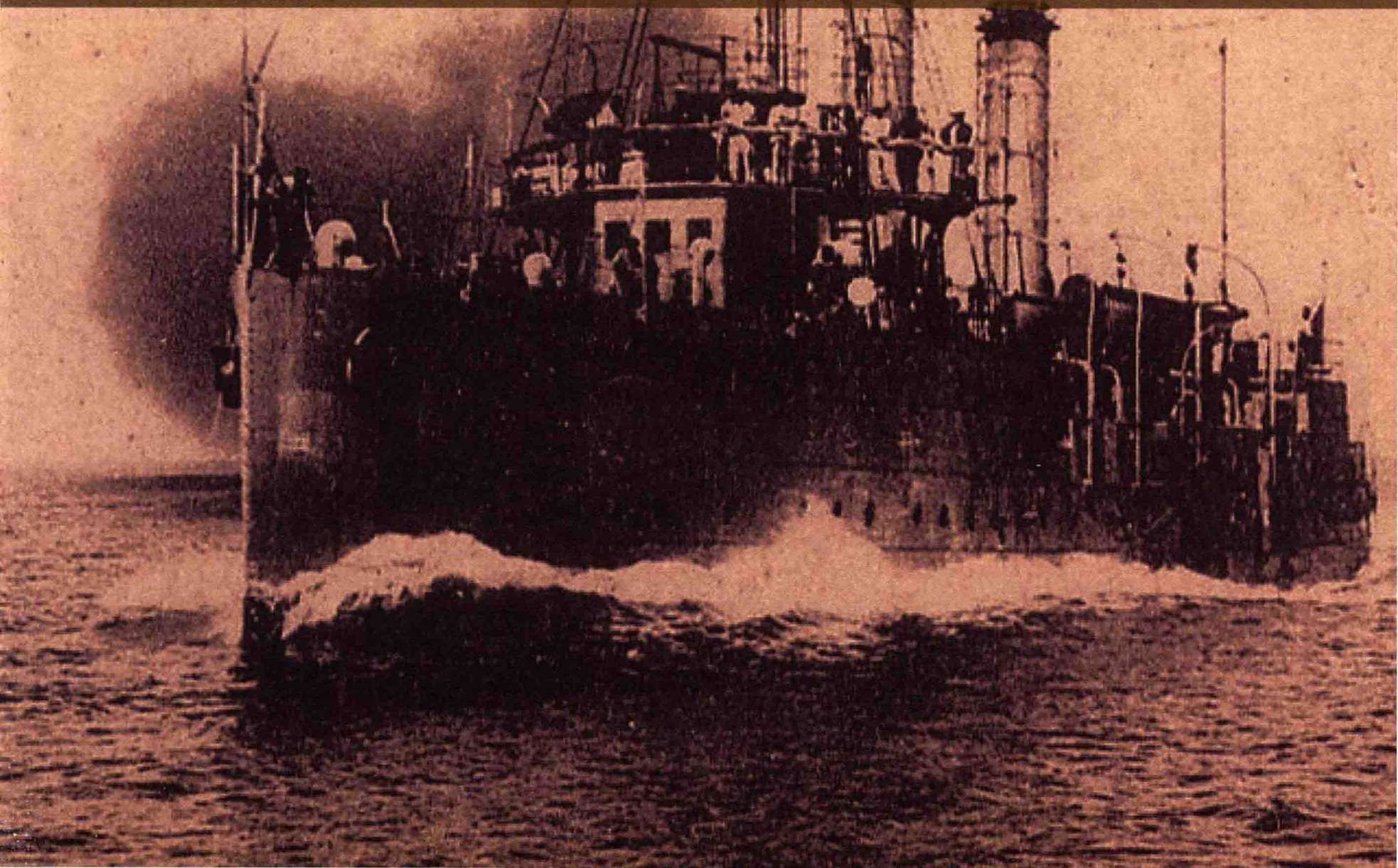
From the beginning of Sino-British Opium War in 1840, western powers started to invade China continually and made China become a semi-colony country. The people of vision who were not reconciled to see nation coming to an end began to search the way to national rival and strong. Chinese modern navy was born in vigorous Westernization Movement. From 1913, Zhongshan Warship began its hard complicated and grieved voyage.



【第一部分】

国运艰危 名舰出世

自1840年鸦片战争开始，西方列强不断侵略中国，中华民族逐步沦为半殖民地的苦难深渊。不甘民族衰亡的华夏有识之士，开始寻求民族复兴、国家富强的道路。中国近代海军在蓬勃兴起的洋务运动大潮中诞生。从1913年起，中山舰开始其艰难、曲折而又悲壮的历史航程。



18世纪，英国垄断了中国的对外贸易。中国自给自足的自然经济，使英国很难打开中国市场的大门。英国派使者来到中国，提出扩大通商口岸的要求，遭到清政府的拒绝。为了扭转贸易逆差，19世纪初，英国殖民者向中国大量推销鸦片。鸦片大量输入，严重毒害中国人民的身心健康，清政府不得不采取严格的禁烟行动。清政府的禁烟行动损害了英国在华利益。1840年至1842年，英国以破坏商务活动为借口，武力入侵中国，发动了侵略中国的鸦片战争，清政府被迫议和，签订了屈辱的中英《南京条约》。从此，中国沦入了半殖民地半封建社会。为进一步扩大侵略获取权益，1856年，英法联军又发动了第二次鸦片战争。第二次鸦片战争后，英法两国又逼迫清政府签订了《天津条约》、《北京条约》等，使中国更加陷入了半殖民地半封建社会的深渊。

Britain monopolized international trade of China in the eighteenth century. Chinese self-sufficient natural economy impeded Britain taking part in Chinese market. Britain sent envoy to China to pose the requirement for expanding trading ports which was refused by Qing Government. In order to reverse trade deficit, British colonizers promoted opium in bulk to China in the beginning of the 19th century. The large amount of opium input poisoned the physical and psychological health of Chinese badly. Qing Government had to adopt Opium Abolition Campaign which damaged British benefit in China. On the ground of the commercial being spoiled, Britain intruded into China by force from 1840 to 1842 and waged aggressive Opium War. China had to conduct peace and sign the humiliated *Sino-British Treaty of Nanking*. It made the start of China's decline into semi-colony and semi-feudal state. In order to enlarge the equity of invasion, British and French troops waged the Second Opium War in 1856. After the war, Britain and French enforced Qing Government to sign *Treatment of Tientsin* and *Treatment of Peking* which made China become a semi-colony and semi-feudal country.