

Abstracts / 摘要
(listed alphabetically, by author)

(1)

**A Preliminary Investigation into one of the Most Important Ports of South Hainan:
Yazhou 崖州, also Known as Jiyang 吉阳, Linzhen 临振, Zhen Zhou 振州 or Zhuya 朱崖
(today's Sanya).**

Victoria ALMONTE (Viterbo)

The Bei Song map named *Jiuyu Shouling tu* 九域守令图 shows the toponym Zhuya 朱崖 placed at the extreme south of the Hainan island. My intention is to highlight the different treatments that ancient sources reserved for this port as a key-point of the maritime trade in South-East Asia. I shall focus on the use of different toponyms (Yazhou 崖州, Jiyang 吉阳, Zhuya 朱崖, Zhenzhou 振州, Linzhen 临振), which indicate the same territory and the same port. My research is based on the dynastic histories (from the Han dynasty through to the Yuan period), on geographical works written during the Song period (but not only during that dynasty), and on local gazetteers. I shall try to answer the following questions: Which kind of information and which toponyms do these works provide to indicate the territory in the extreme south of Hainan? Why did the authors choose to describe precisely some aspects and not others? Why did they use a particular geographical name (and not other names)? What is the connection between these choices and the historical background? The goal of this very preliminary research is to throw fresh light on the role which Yazhou port played in imperial times, as seen from different perspectives.

Some of the works I have compared: *Nanzhou yiwuzhi* 南州异物志 (ca. 250), *Hanshu* 汉书, *Suishu* 隋书 (636), *Jiu Tangshu* 旧唐书 (ca. 945), *Xin Tangshu* 新唐书 (1061), *Taiping yulan* 太平御览 (977), *Lingwai daida* 岭外代答 (1178), *Fangyu shenglang* 方輿胜览 (1239), *Yudi jisheng* 輿地纪胜 (1227), *Zhufan zhi* 诸蕃志 (1225), *Songshi* 宋史 (1345), *Song huiyao* 宋会要, *Daoyi zhilüe* 岛夷志略 (1349), *Yuanshi* 元史 (1370), *Dongxiyang kao* 东西洋考 (1617), *Qiongzhou fuzhi* 琼州府志 (1618).



(2)

(In)visible Macau and its Insularities (16th to 18th Centuries)

Luís Filipe BARRETO and Elisabetta COLLA (both Lisbon)

Macau is characterised by a multicultural society distributed in a polymorphic urban centre, which has been described in different ways along the centuries. Since the 16th century, and depending on the observer, this city-port has been conditioned by the liminal nexus of local and global influences. Among all the depictions, however, the island trope has represented a constant in many narratives related to Macau and its history. This paper will focus on the earliest descriptions of Macau taking in consideration both the European and Chinese sources and paying a special attention on how the insular identities took shape during a period when connectivity increased.

(3)

The Island of Santa Cruz, Tamão, and Tonqion: Towards an Identification of the Location where Jorge Álvares Set up a *Padrão*

JIN Guoping 金国平 (Beijing):

“Tamão”为葡萄牙人欧维士（Jorge Álvares）初抵中国之地。通常认为，该词是“屯门”的对音，但其所指却不是屯门。1529年的里贝罗（Diego Ribeiro）《Carta Universal》图上有“y^a.de S.cruz（圣克鲁斯岛（圣十字架岛））”，1542年的《Islario general del Mundo》上有“圣克鲁斯（Santa Cruz）浅和圣克鲁斯（Isla de Santa Cruz）岛”。据此，我们认为，葡萄牙人的港口在东涌（Tonqion），而“图形立石”之处极有可能是“圣克鲁斯岛”。

(4)

From Taiwan’s Neighboring Island to Neighboring Country: “Batanes” Islands and “Bashi” Channel Names on Ancient Western Maps

Fabio Yuchung LEE 李毓中 (Taipei)

The exploration of the sea and islands surrounding Taiwan is inseparably linked to the age of “discoveries” and the expansion of European sea power in East Asia. This contribution will look at the toponyms “Batanes” Islands and “Bashi” Channel in the southern waters of Taiwan and investigate the presence of Europeans in these areas from the 15th to the 19th century. It addresses the peculiar phenomenon of “neighboring countries” and the reasons for giving the sea strait in which one finds the “Batanes” Islands the name “Bashi” Channel.

The Zhoushan Archipelago during the Jin-Song Period 宋金时代舟山群岛

LIU Yingsheng 刘迎胜 (Hangzhou)

In the 1130s, North China was occupied by the Jurchen-Jin and the remaining Song forces withdrew to the south. The Yangtze River Delta, the most developed area at the time and of key importance to the Southern Song, was facing the threat of the Jin navy. Here it is important to note that the coastal waters of East China are divided into north and south with the Yangtze River as their boundary. The coast north of the Yangtze River mouth is silted by the mud carried by the Huai River and / or old branches of the Yellow River. There are many sandbanks and the seawater is yellow. This was called the “Yellow Water” during the Song-Jin period and was considered unsuitable for navigation. Since ancient times, navigators knew that sea vessels moving back and forth between north and south had to stay away from the nearby shore.

The Zhoushan Archipelago, south of the Yangtze River estuary, comprises nearly 1,400 large and small islands, spread across an area of more than 20,000 square kilometers near northern Zhejiang. For the Southern Song, the best place to observe coastal traffic from the Yellow Sea towards the south was the Zhoushan Archipelago. The Southern Song established several inspection stations to control north-south communication and to monitor hostilities between the Mongols and the Jin by interrogating the crews of Korean ships reaching these islands. In sum, this archipelago was not only an important place for coastal defense, but also an outpost for obtaining information about the north.

The present paper discusses the inspection stations set up in the Zhoushan region during the Southern Song and various cases of collecting information through interrogating Koreans about the Mongols and the Jin in North China.

12 世纪 30 年代金据华北，宋室南渡。长江三角洲地区经济发达，是南宋立国的基础，面临金水师的威胁。华东近海以长江为界分为南北两部分，长江以北的海岸因长江与淮河/废黄河泥的冲淤，沙洲浅滩众多，海水为黄色，宋金时代称为“黄水洋”，不利航行。自古航海舟师皆知，凡往来南北的海舶，均须离岸航行，而不可贴岸行船。

而长江口之南的舟山群岛拥有近 1 千 4 百大小岛屿，广布于浙北 2 万余平方公里海域。对宋而言监控自黄海南下远离陆岸而行的海船，以舟山群岛为最佳处。南宋此设立数个巡检司，控制南北海洋通道，且通过盘查往来舟山的高丽船只调查与金为敌的蒙古情况。舟山群岛不但是这一时期南宋海防要地，也是获取北方情况的前哨。

本文讨论了南宋在舟山群岛所设巡检司，以及通过盘查入境高丽人了解蒙金在华北对峙的案例。

(6)

***Chincheu* in Portuguese Early Modern Texts and Maps: Island, City or Region?**

Rui M. LOUREIRO (Lisbon)

Some six decades ago, Charles R. Boxer included a short appendix about “Chincheo” in his famous book on *South China in the Sixteenth Century*, published by the Hakluyt Society in London (1953). The purpose of the present paper is to revisit the question of “Chincheo” in early modern Portuguese sources, taking into account the contributions of more recent historiography. Since their first visit to the coast of Fujian, in 1517-1518, the Portuguese used the toponym “Chincheo” in many letters and reports, travel accounts, geographical treatises, chronicles and maps, to denote several different geographical realities. Was it an island off the coast of Fujian? A port city in the same Chinese province? Or rather a whole region was meant by the word “Chincheo”?

(7)

The Changshan Islands in East Asian Maritime History from the Tang to Qing Dynasties

MA Guang 马光 (Ji'nan)

The Changshan Islands 长山列岛, also known as Miaodao Archipelago 庙岛群岛, consist of 32 islands located across the southern portion of the Bohai Strait, the waterway connecting the Bohai Sea to the Yellow Sea. The total land area of Changshan County in Shandong 山东 Province comprises only 53 square kilometers, but the coastline is 146 km long.

The Changshan Islands played a significant role in East Asian maritime history from the Tang 唐 dynasty (618–907) onwards. In Tang times, there were two main sea routes between China and Korea. The first was the “northern sea route” 北航线, connecting Shandong to Korea, while the “southern sea route” 南航线 led from modern-day Jiangsu 江苏 and Zhejiang 浙江 to that place. The northern sea route had two branches. The first one began near or in Dengzhou 登州, then turned northward to Changshan, Tuoji 砣矶, Xiaoqin 小钦 and Nanhuangcheng 南隍城 in the Bohai Sea, and from there reached Liaodong 辽东; it then followed the Liaodong coast to Korea. This route was time-consuming but safe. Dengzhou was also the starting point for the second branch – a sailing corridor that crossed the Yellow Sea in a direct manner. This was a timesaving route, yet dangerous. Emperor Taizong (r. 626–649) of Tang dynasty set up Wuhu 乌湖 and Daxie 大谢 military stations in the Changshan area to provide military supplies when he attacked the Korean Peninsula.

During the Song 宋 dynasty (960–1279), in order to establish a defence station against the Khitan 契丹 Liao (916–1125), the Saury Stronghold (Daoyu shuizhai 刀鱼水寨) and a navy camp were established in Dengzhou port in 1042, which turned into a coastal defence fortress and the earliest artificial port in the north of China. About 300 seamen were stationed nearby,

on Shamen Island 沙门岛, during the summer season, while they returned to the mainland in autumn and winter. There were also about 300 captives imprisoned on that island. It was said prisoners were often thrown into the sea when there was no more space for them. During the Yuan 元 dynasty (1271–1368) we find a military inspectorate on Shamen. However, it was moved to Zhugao 朱高 mountain of Penglai 蓬莱 County in the early Hongwu 洪武 (1368–1392) reign.

The Changshan Islands also played a crucial role in the shipment of grain during the Yuan and Ming dynasties. At the beginning of the Yuan dynasty, the new capital Dadu 大都 required a huge amount of grain. To meet its needs, the government decided to transport grain from Shandong and Jiangnan 江南 by sea, which was more convenient than bringing it via the Grand Canal and the overland route. The sea route from Jiangnan to Dadu changed at least three times during that period. Sailors wanted to explore safer and faster access lanes, but all routes passed important ports and some of the islands near continental Shandong, especially the Miaodao group.

During the early Ming dynasty, large numbers of soldiers were stationed in Liaodong, and they required military supplies from other regions. Therefore, the Ming government had to transport enormous quantities of grain, military uniforms, money, cloth and cotton by sea. Once again, the Changshan Islands proved vital for transportation involving coastal Shandong and Liaodong. Despite the negative impact of maritime prohibitions, these shipments constituted the largest scale ocean-going activity in the world at the time.

(8)

Shangchuan: Eastern and Western Perspectives in the 17th and 18th Centuries (十七、十八世纪东西方视角下的上川岛)

Arianna MAGNANI (Enna)

After the death of Francis Xavier on Shangchuan Island 上川 in 1552, his missionary life was celebrated in Europe in various paintings and publications, consequently developing in Western readers a special interest in and a particular view of Shangchuan. Therefore, it is interesting to compare Western descriptions of that island with the image one perceives through Chinese texts of the 17th and 18th centuries. Obviously, Chinese sources such as the *Xinning xianzhi* 新寧縣志 (Gazetteer of Xinning) and other texts of the late Ming and early Qing periods describe the island mainly from a geographical point of view, without any Catholic connotation.

By comparing eastern and western perspectives, and by combining the information reported by both parties in the 17th and 18th centuries, the paper aims at reconstructing a visual and descriptive panorama of Shangchuan, providing a virtual historical “photo” of the island.

(9)

The Portuguese Sea Routes from Shangchuan to Macao in the Sixteenth and Seventeenth Centuries

Jorge Semedo de MATOS (Lisbon)

In the mid-16th century, Portuguese merchants began to use the Canton River for trade but stayed far from the estuary. They usually landed at Shangchuan Island, where they made contact with Cantonese port authorities.

But year after year they moved closer to the mouth of the river, until in 1557 an agreement was reached to allow them to stay in Macao, which became the main port for trade contact with the Empire.

At that time, the sea routes from the South China Sea to Macao passed through Shangchuan and then through the coastal islands to reach the Inner Harbour. They could follow three specific routes and we will discuss them in my lecture.

(10)

Vanishing Islands. Sandbanks, Shallows, and Reefs in Ming and Early Qing Texts and Maps

Elke PAPELITZKY (Leuven)

Off the Chinese coast, a range of sandbanks and shallows make navigating difficult. These include the estuaries of the Yangzi and Yellow River as well as the waters around Guangdong and Hainan. Some of these regions are permanently under water, others can be visible during low tide. Knowing the location of these regions was important for sailors to be able to travel safely. In consequence, references to these regions are found in many rutters, although they are often just mentioned by name without any more detailed description. More detailed descriptions can be found in gazetteers and other texts not necessarily intended for sailors. On Chinese maps, these regions tend to be marked in the same way as islands. Only the label identifies these regions as shallow water instead of an island. In some cases, these islands are also marked as being sometimes visible depending on the tide. Some maps deviate from this standard way of marking shallow water, using little dots instead of drawing islands.

This paper aims to introduce the regions consistently marked as shallow in Ming and early Qing sources, the terms used to describe them, as well as their depiction on maps. It will also compare different types of sources (those made by and for sailors vs. those made by literati, texts vs maps) to examine the differences in descriptions of shallow water.

**A Note on Tinhosa / Dazhoudao 大洲島
in Chinese Sources, c. 1000-1600**

Roderich Ptak (Munich)

Starting from the Song period onward, the island now called Dazhoudao 大洲島 appears in many Chinese sources. It is located along the southern shore of Hainan and belongs to the city (市) of Wanning 万宁 (formerly Wan'an 万安 / Wanzhou 万州). There are different names for that island in traditional works, the most common ones being Duzhoushan 独洲山, Duzhushan 独珠山, Duzhuling 独猪岭, etc. The adjacent sea also bears several names, for example Duzhuyang 独猪洋.

Such traditional names are recorded in official geographies, local chronicles of Guangdong and Hainan, several nautical works and on some maps. Early European texts and maps also refer to Dazhoudao, usually under the name Tinhosa.

At first sight, all this seems to pose no question, but a closer examination of the Chinese material in particular suggests that, now and then, sailors and geographers confused Dazhoudao with Bai'andao 白鞍島 and perhaps even with other locations along the Wanning coast. The paper will discuss some of the relevant references in the sources, hoping to throw light on the issue.