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**Trans-Pacific Relations: East Asia and the United States  
in the 19<sup>th</sup> and Early 20<sup>th</sup> Centuries**

**The Salvage Systems in Early Modern East Asia and Their Modern Transfiguration**

Center For Study of Asian Cultures, Kansai University

The Faculty of Letters, Kansai University

Akira Matsuura

**1 Preface**

In July, 1853, when Perry admiral with American fleets visited at Uraga(浦賀) of Edo Bay and he requested opening and the conclusion of the treaty for Tokugawa General, he wrote the letter dated July 7, as follows.

The government of the United States desires to obtain some positive assurance hereafter that people who may be shipwrecked on the coast of Japan, or driven by stress of weather into her ports, shall be treated with humanity hereafter by the Japanese government. <sup>1</sup>

As he asked for helping the American crewman who met the sea disaster in the Japanese nearby seas, lifesaving of the people who met with the sea disaster was an

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<sup>1</sup> “Narrative of The Expedition of American Squadron to the China seas and Japan , performed in the Years 1852, 1853, and 1854, Under the Command of Commodore M. C. Perry, United States Navy, Washington, 1856, Vol. I, p.244.

important problem caused by the expansion of luck activities such as whaling<sup>2</sup> on the Pacific Ocean of the American ship.

Perry's attitude was unchanged after that as well. As for the talks with Perry and Daigaku no Kami Hayashi Akira in Yokohama on Ansei(安政) Gann nenn 2 Gatsu10 nichi (March 8, 1854) as well, Perry pointed out the Japanese correspondence which wasn't humane to the rescue of the wrecked ship. However, Hayshi Daigaku no Kami denied the Perry's thought about Japan clearly, and mentioned that the people who met with the sea disaster were being rescued.<sup>3</sup>

Until an aircraft was developed, in the world, it was an important problem if each country has rescue for people from the sea disaster accident of the vessel from the point of respecting people's life, and it was also an important problem which occupied one of the international treaties.

This problem goes on in the present as well.

Therefore, I want to argue, as a main subject of this thesis, what kind of thing was the form of the salvage in the East Asian world before Perry's Japanese visit.

The marine line that continued the yellow sea, Dong Hai (Tokai) where it was surrounded by the Chinese continent, Korean Peninsula, Japanese archipelago, southwest Islands (Ryukyu group of islands) and Taiwan shouldered an important role in the mutual interchange of the East Asian various country.

However, marine navigation was not necessarily guaranteed by the safety, and sometimes the factor such as weather made a sea disaster accident.

In many cases, when it was rescued with relief including the lifesaving, circumstance investigation was done, and the record related to the sea disaster was made by the

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<sup>2</sup> Yamashita Shouto(山下涉登)『Hogei(捕鯨)Ⅱ』Hoseidaigaku shuppankai,2004.

<sup>3</sup> [Dainipponn komonnjyo Bakumatsu Gaikokukannkei Monnjo Furoku no 1]Toukyou Teikoku Daigaku, 1913, pp. 538~540.

communication in writing and so on which was answered by the kanji as an intention transmission of the kanji cultural sphere commonness.<sup>4</sup>

It paid attention to these records, and came to have interest in the problem about the sea disaster in East Asia recently.<sup>5</sup>

It was a Chinese sailboat that though was the most useful in the modern East Asian sea area, but there were few materials which explained those activities. However, it pays attention to the sea disaster materials, and the voyage activities of the Chinese sailboat which was un-reclamation so far become obvious, and research on the Chinese coastal shipping and the overseas shipping develops. Like this, it is China which was the center though the salvage of the wrecked ship in the Chinese continent coast and the East Asian sea area has been done since the old days.

While the salvage system of Qing Dynasty in China passed through Yongzheng age from Kangxi age and it reached Qianlong age, it gradually was established as to it, and the basis of that salvage was done in the form of Emperor's order.

It was Kanazashi Shouzou<sup>6</sup> who announced the salvage of the Japanese ship in the modern Japanese coast, and who made an advanced result about the salvage in the East Asian sea area so far. His result was put together for 'the research of the Edo ages salvage system'. It did a detailed examination about the salvage law and statute, and about the contents of the salvage in the sea.

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<sup>4</sup> As for the record about drifting ashore of the Chinese ship, six are published from the publishing of Kansai University (関西大学出版部) .

<sup>5</sup> Tien, Ju-K'ang (田汝康) [Zhongguo Fanchuan Maoyi yu Duiwai Guanxi Shi lunji (中国帆船貿易與對外關係史論集) ]Zhejiang renmin shuppansha (浙江人民出版社) , 1987.

Matsuura Akira[ Shindai Kaigaibouekishi no kennkyuu (清代海外貿易史の研究) ]Houyuushoenn (朋友書店) , 2002.

Matsuura, Akira[Shindai Shanghai Sasenn Kouunshi no kennkyuu (清代上海沙船航運史の研究) ]Kansaidaigaku Shuppankai (関西大学出版部) , 2004.

<sup>6</sup> Kanazashi Shozou (金指正三) [kinnsei kainann kyuujo no kennkyuu (近世海難救助の研究) ]Yoshikawa koubunnkann (吉川弘文館) , 1968.

Tang xiyong<sup>7</sup> of Academia Sinica of Taipei examined the problem of the Chinese salvage in the Qing Dynasty, and clears the form of the salvage such as China, Korea, Vietnam before the modern ages.

Therefore, I want to try to mention the form of the salvage in the east Asia especially in the modern ages, with mentioning the form of the salvage in the various east Asian country before a modern diplomatic treaty is concluded, and the actual condition of the salvage in early period of treaty conclusion.

## **2 The Salvage form of various countries in the Modern East Asian Sea area**

I want to try to see the actual condition of the sea disaster relief in the East Asian sea area about the case in Qing country, the case of the Korea, Japan and Ryukyu.

### **1)The Salvage form of Qing Dynasty**

A basis to think about relations between China and the foreign countries in the Ming and Qing age is probably the 朝貢規定 which seems to be in 'Da Ming Huidian', 'Da QingHuidian' and 'Da Qing Huidian Shili (大清會典事例)'.<sup>8</sup>

In Wanli(萬曆) 'Da Ming Huidian', the related matters were listed by countries but in 'Da QingHuidian', the matters were written with country names.

That policy is defined more especially in 'Da QingHuidian Shili' of Jiaqing.

Ten rolls of volume 392 to volume 401 which are from Jiaqing 'Da Qing Huidian Shili', are Li part, and it shows the tribute system. They are subdivided into fourteen parts,

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<sup>7</sup> Tang xiyong 「Shinddai zenki chuugoku niokeru chousennkoku no kainannsenn to hyouryuuminn kyuujo ni tuite」 [Nantou Shigaku] No.59, 2002.

Tang xiyong[Shindai chuugoku ni okeru betonamu kainannsenn no kyuujo houhou nituite][Nantou Shigaku]No.60,2002.

<sup>8</sup> Jiaqing 'Da Qing Huidian Shili (大清會典事例)', Kindai chuugoku shiryō soukann 3 henn, dai 64 shū, bunkai shuppansha.

such as the Imperial Ordinance, tribute time, tribute way, tribute thing, ceremony, Emperor's gifts, greeting and farewell, commerce, obituary gift, salvage, followers, foreign students, hotel, interpreter. It could think that all items about tribute were included.

It becomes as follows when an article is extracted from Jiaqing 'Da QingHuidian Shili' volume 400, about the sea disaster relief of the East Asian people.

Though Qing China did not change their posture, from the beginning, to relieve even if it is a foreign ship, that the posture was succeeded to by the ordinance of Qianlong Emperor in Qianlong 2 (1737) until the end of Qing. In case of salvage, they use the public expenditure to give clothes and food, and they held their posture firmly to repair a vessel and to make the loads come back on the occasion of the relief.

This was applicable to the Japanese as well who were not in tribute country in the Qing Government. As a result, not only the Japanese washed to China but also the Japanese washed to Cebu of the Philippines, even though it is out of China, were saved and were sent to Ningpo via Fujjian, and they came back by trade ship of China to Nagasaki in Qianlong 32 (Meiwa4, 1767). Ngasaki Governor sent 70 straw bags of rice to the Chinese shipper, 30 straw bags to the ship owner, 30 straw bags to sub shipper, and 30 straw bags to interpreter as the thanks from the Japanese side.

Many cases of the Japanese relieved in such a method are seen.<sup>9</sup>

## **2) The Salvage form of the Korean Kingdom**

It is written in 'Dobun Iko(同文彙考)' <sup>10</sup>volume 70, the beginning of drifting people 5 and Chinese, about how the Korean country coped when a Chinese ship was washed in

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<sup>9</sup> Soda Hiroshi(相田 洋) [Kinsei hyouryuuminn to chuugoku(近世漂流民と中国)] [Fukuoka kyouiku daigaku shakaika kiyoubu(福岡教育大学社会科紀要)]31-2, 1982.

<sup>10</sup> [Doubunn ikou]Daikan minnkoku kbunnkiyoubu kokushihennsanniinnkai,1978.

the Korean country which was one of tribute countries of Qing China.

It is made to come back if the condition of a ship is perfect when a Chinese ship is washed. If the ship is broken, it is sent to the capital, Seoul, and if the person is from the Dongbei area district he is taken to Huangcheng. The person is taken to Beijing if he is from southern part of 長城. The Ziwen(咨文) is surely sent to Libu(禮部) in any case of which as well.<sup>11</sup>

On the occasion of drifting ashore to the Korean country, if the condition of the vessel is completed, a direction of the wind is seen and the Chinese ship was made to come back by ship. It was intended to be sent back to Seoul, when the ship was damaged. If the people were from Dongbei area, they were sent to Huangcheng. If they were from southern part of the 長城, they were sent to Beijing.

The Ziwen(咨文) was sent to Libu(禮部) of Qing Government from the Korean Government in any case of which as well. They gave water with the brushwood for Japanese ship washed around Torai(東萊) of the Korean Peninsula coast, and they gave cereals and food and drink as for the Japanese ship washed over the ground except for that.<sup>12</sup>

According to 2 'Korean Dangan' 13 box(函) (the 26th) No.835 documents of the Academia Sinica modern history laboratory plan palace warehouse.

According to 于興, a rudder mechanic of private ship of Yao fuqing(姚福慶) from Xiachangdao(小長島) State of Jinzho southern coast in Liaodong(遼東) Peninsula, 7 people got on the ship with lumber and went to Island Wendengxian(文登縣) of Shandong(山東) Peninsula, on the way of returning to their home country, they were relieved inside Korean Peninsula, and returned to the home country.<sup>13</sup> As mentioned

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<sup>11</sup> [Doubunn ikou]Vol.II, p.1329.

<sup>12</sup> [Zouseikourinn shi] Ajiabunnka sha,1974,p.199.

<sup>13</sup> [Shinki Chunichikan kennkei shiryō] Dai 3 satsu.

above, it was decided fundamentally in the Korean country to make effort for the lifesaving as a national posture even though it was probably a Chinese ship or a Japanese ship.

### **3) The Salvage form of Ryukyu Kingdom**

According to 'Chuzan Seikan(中山世鑑)' of Ryukyu country which was tribute country of the Qing, the case of the repatriation of the Chinese and the Korean is seen from the Early Qing.<sup>14</sup>

The Chinese washed to Ryukyu country rides on tribute ship of the morning of Ryukyu country, and there are sent back to the home country. As for the people drifting ashore to Ryukyu from the Korean country which was also a tribute country of Qing as well as Ryukyu country, they were not sent back directly from Ryukyu, but they boards on tribute ship of the morning of Ryukyu country, and goes to Fuzhou once, and then they are going through the progress sent back to home country via Beijing after that.

'Ryukyu ambassador come to Fuzhou with Chinese shipwrecked on the Ryukyu', the report of Daokong 17(1837) nien 4 yue 27 re, by Wei yuenryan, the governor of Fujian, says,

They were pilot Chen fa cai(陳發材)and 48 men. He went to Tianjin by merchant ship which loaded sugar and so on with forty lower crewmen, and ten merchants who rode with them went from Tianjin to home. But I had been taken by ship of Ryukyu country to Foochow after that.<sup>15</sup>

The Qing gave Ryukyu mission who saved Chinese ship a food fee during the stay in

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<sup>14</sup> [Ryuukyuu shiryō sōsho dai 4]1940, reprint Houbun shokan, 1990.p.127.

<sup>15</sup> Taipei National Palace Museum, Secret Palace Memorials of Dao-Guang Period Ch'ing Documents, No.2(3),pp.749~750.

China, and it gave them more food fee for a month for the returning day. Then, the city authority was given silk fabrics, the repair cost of the Chinese wrecked ship, and so on.

As for the freight of the Ryukyu ship which sent the Chinese refugees back to Foochou, it is permitted to trade in Ryukyu palace of Foochou and if the dealings are finished, they are made to go back sail to homeland at once, and Chinese refugees who are relieved are given a passing document, and are escorts a land route, and are made to come back to their domicile area, and they are made to start their certain job again.

Though there are also many Ryukyu ships, which were washed to China, trading with the Qing government having been an important factor for Ryukyu country economically. Therefore, it is pointed out that drifting ashore ships to China include ships which aimed at private trading, too.

#### **4) The Salvage form of Tokugawa Japan**

I want to try to mention the form of the salvage in case of Japan which was not tribute country of the Qing about the way of relieving the foreign ship which met with the sea disaster according to the proclamation statute of Tokugawa shogunate.

In Kanpo(寛保)compilation Vol.35 which recorded the statute of Tokugawa shogunate.

Kanei 18nenn 7 gatsu, as the proclamation shown, when a foreign country ship comes into the domain, it is not made to land, and it must be sent to Nagasaki after the crew's number is examined.<sup>16</sup>

As for the foreign ship washed over to the Japanese nearby seas, though a thing such as the number is investigated, it is made not to land, but to send to Nagasaki by the document of Tokugawa shogunate which was issued in Kanei 18 (1641) 7 gatsu.

In some years ago, in Kanei 16(1639), each regional department in country was due to

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<sup>16</sup> Ofuregaki Kanpo shuusei, Iwanami shotenn, 1934, 1989,p.969.



send the foreign country ships to Nagasaki, after counting people, and it did not allow them to land, and made them stay at the ships.

If the drifting ashore ship was seen as a Chinese ship, it requires repatriation to Nagasaki. In case of 波丹 people, who were drifted ashore to Miyazaki in May of Enpo 8(1680), though twelve people out of eighteen people who were sent to Nagasaki in June passed away, six people who were alive took directions from the shogunate, and they are seen off by Dutch ship which goes back sail in September to Batavia, and sent back by home country from there. The foreigner washed over Japan, and a foreign ship were sent to Nagasaki fundamentally, and it was the method which realized a return to the home country by the Chinese ship or the Dutch ship after investigation.

### **3 The Transfiguration of the Salvage form in Modern East Asia**

A treaty against the sea disaster was also united when the age which a diplomatic treaty was concluded after the modern ages. I want to try to see a part of the case of the salvage seen in the record after Meiji from the documents of Meiji government.

In the 2nd 59 rolls of 'Dajyo ruiten (太政類典)' it is being recorded that thanks goods were presented from the British Government to the official in Shizuoka Prefecture which rescued the English ship wrecked in present Shizuoka Prefecture coast in the 9th year of Meiji (1876) October 25.

As for this, the case of the person in Okinawa who was rescued by (1877) English ship, in the 10th year of Meiji is being recorded in the 2nd 59 rolls of 'Dajyou ruiten' conversely.

Meiji government abolished a clan, and enforced the policy that a prefecture was set up in (1871), the 4th year of Meiji. Therefore Ryukyu country was included into Kagoshima Prefecture, and Ryukyu clan had been established. In the next year, Meiji

5(1872), the Japanese Government requisitioned diplomatic right. Ryukyu clan was abolished by military force, and the Japanese Government put Okinawa Prefecture in (1879), the 12th year of Meiji. The rescue of the above driftage people is a matter of age of Ryukyu clan.

The castaways of Ryukyu clan were rescued by the English ship which headed for Hong Kong from Yokohama, and the ship arrived in Hong Kong, and it was handed over to the Japanese consulate. As the thanks to the rescue of this English ship, the Japanese Government presented thirty yen or considerable goods to the captain.

According to the 'Dajyou ruiten' .2nd piece the 199th roll about the sea disaster of castaways, of the Korean country, the Meiji Japanese Government has a law in No. the 282nd document on August 3, in the 6th year of Meiji(1873).

Though No. the 282nd document was an amended bill, a precedent was declared in the first year of Meiji(1868), by the revision in this (1873), the 6th year of Meiji, and the driftage people of the Korean country were taken to the Nagasaki Prefectural office or Tsushima's branch office of Nagasaki Prefecture based on the drifting ashore area, and then they were sent back in the home country was taken.

In No. the 283rd document, because may of the drifting ashore Korean ship was not solid, the ship did not return by themselves but it was sent. The cost about that repatriation was not the burden of castaways, but the jurisdiction prefectural office of the drifting ashore area paid public expenditure.

Furthermore, the treaty related to the relief of castaways, and the repatriation between the Korean countries is concluded. That related document is seen in the record of the Ministry of Foreign Affairs diplomatic historical materials palace.

When the people of both countries unfortunately were washed to the other country, the disposal for the local official of that country to help it at once and to

give it the various articles for which to influence such as the clothes and food and to confine it isn't done.<sup>17</sup>

The treaty united between Japan and the Korea in (1876), the 9th year of Meiji was the first unequal treaty which Japan forced it upon the foreign countries. But, as for the rescue of the driftage people and the repatriation, the contents was as follows. A mutual local official relieved it at once, and clothes, food, drink, a necessary good were provided, and a treatment like confinement was never done, and castaway's life right was guaranteed, and they were made to send back to their home country. Then, both pay the expenses of the rescue of castaways, and provide clothes, and decide to set the cost of a food fee as 10 sen in Japanese money, and 50 mon in Korean money for a day.

The commerce chapter was concluded between Japan and Qing China in (1871) July, the 4th year of Meiji.

It is prescribed in the 29th section of the commerce chapter.

When it met with the sea disaster and it was washed, the merchant ships of both countries will be treated by local officials and sent to the official of the opening port.,<sup>18</sup>

The castaways rescue from a sea disaster and a return to the home country were guaranteed by mutuality though it was a thing for the merchant ship because it was a regulation as one section of the commerce chapter of both countries.

After that, the treaties of Japan and Qing China about the rescue of the wrecked ship become more detailed contents. "Japanese Government and Qing Government conclusion about repayment of cost for rescuing wrecked ship" is concluded in (1901),

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<sup>17</sup> Gaimushou Gaikoushiryoukann [Nisshinn ryoukokukann sounannminn kyuujo hiyou shoukann yakujyou ikkenn]

<sup>18</sup> Gaimushou Gaikoushiryoukann [Nisshinn ryoukokukann sounannminn kyuujo hiyou shoukann yakujyou ikkenn]

the 34th year of Meiji.

The first article; The castaway's home government pays the clothes, food expenses, traveling expenses, the cost of the medical supplies, the cost of the burial and so on when both countries rescued a castaway of each other.

The second article; The castaway's home government pays the traveling expenses of the official rescue team when it rescues a castaway and the expenses of contact.

The third article; A victim pays the expenses concerned with the rescue and storage for the vessel and freight which met with a disaster.<sup>19</sup>

As for those contents, it was decided that the various costs such as clothes, food, government official's dispatch, a communication fee to the other country, a ship in distress and the rescue storage of the freight were to the owner's burden.

#### **4 Conclusion**

The posture which relieved the suffering people who met with the sea disaster fundamentally was taken in various countries in the modern East Asia as I mentioned above. It was China that was in the center though the salvage of the wrecked ship in the Chinese continent coast and the East Asian sea area had been done like this since the old days. Particularly, the salvage system of Qing Dynasty in China passed through Yongzheng age from Kangxi age and it reached Qianlong age, gradually was established as to it, and the basis of that salvage was done in form by emperor's ordinance.

In other words, those contents were based on the consideration that the salvage policy of Qing Dynasty is humane, and they were the contents for the government to build up

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<sup>19</sup> Gaimushou Gaikoushiryoukann [Nisshinn ryoukokukann sounannminn kyuujo hiyou shoukann yakujyou ikkenn]

the authority and an image of the empire of the Qing. Not only a country which has tribute relations with the Qing such as Korea and Ryukyu, but also Japan and the West various country were contained in the range of the salvage of the Qing Dynasty because of this.

The repatriation of castaway from the Korea and Ryukyu which was particularly tribute country of the Qing China, was sent back in the morning of the Korean country and Ryukyu country by tribute route. Korean country took the method which made it accompany the return of the delegate who comes to China almost every year, and Ryukyu also made it to ride on tribute ship which come back to Foochou every year. The Chinese washed over to the Korean Peninsula was made to return by itself when the vessel was strong and if the vessel was damaged, it was made to accompany with the Korean tribute delegate to Beijing.

In case of Japan which was not tribute country of the Qing, all of the Japanese washed over to China was made to ride on a trade ship to go to Japan. On the other hand, in case of the Chinese washed to Japan, if the hull was safe, Japanese ship navigated from the drifting ashore area to Nagasaki, and the reinvestigation of was done there.

It was made to ride on the trade ship which visited Nagasaki, and made to come back after it was sent to Nagasaki when a hull was damaged. Like this, though the way of sending it back was different, in Japan, Korea, Ryukyu, and so on, it took the same posture as China fundamentally, and the people who met with the sea disaster were relieved, and were sent back to the home country was taken in the East Asian various country. Those records are being recorded by the communication in writing, which I pointed out before, and in the government documents of each country. Lifesaving and the repatriation of castaways were done by taking national prestige in many cases. It

can think that lifesaving and repatriation were the forms that it always lived together in the national prestige.

When it comes that the international treaties were united after the middle of the 19th century, rescuing and sending back the people who met with the sea disaster is provided in the diplomatic treaty which mutual countries concluded. As for causing a trouble with those contents, it caused the biggest trouble how each country paid for the relief of the drifted people and for the repatriation to the home country.

Therefore the burden of the expenses is decided to be provided in the diplomatic treaty.

## Appendix I

### Table of The sea disaster case of the Modern East Asian sea area various country

As a case of the sea disaster about Ming China, though the drifting ashore case of the Korean ship washed over China is known, it is presumed more often in the record<sup>20</sup> of not only China but also Ryukyu and the Korea as well when it becomes Qing Dynasty.<sup>21</sup> Those parts have already been explained. It is the next table 1 "Ryukyu, Korean drifting ashore case of Qing Era sailboat" which is made based on the result. As for the sailboat washed over Ryukyu, it was based on 'Rekidai Houana(歴代宝案)', and for sailboat washed over Korea, it was based on 'Doubun Ikou(同文彙考)' I picked out only the Chinese sailboat which specified the product load name from the record about these drifting ashore Chinese sailboats.

Drifting ashore case of Qing China sailboat to Ryukyu, Korean and that product load Table1					
A. D.	A Chinese calendar	Sailing area	Port of call	The product load	The source
1705	Kangxi44nian05yue	Fuzhou・Minanzhen	Haizhou	cedar	Rekidaihouann
1705	Kangxi44nian11yue	Shandong Qingzhou	Fujian	Yellow beans・red Chinese date・ seaweed・seeds of watermelon・stone of a peach	Rekidaihouann
1723	Yongzheng01nian06yue	Jinzhou	Fujian	seeds of watermelon	Doubunikou
1723	Yongzheng01nian06yue	Jinjian	Jinzhou	bowl・cloth・pepper・sapan wood	Doubunikou

<sup>20</sup> Matsuura Akira [Mindai niokeru chousennsenn no chuugoku hyouchaku nituite][Kansaidaigaku Bunngakuronshuu]Vol.51,No. 3, 2002, pp.25~45.

<sup>21</sup> Matsuura Akira[18~19seki niokeru nannsei shotou hyochaku chuugokuhannsenn yorimita shinndai kouunngyo no ichisokumenn][kansaidaigaku touzaigakujyutsu kennkyuusho kiyou]No. 16,1983.

Matsuura Akira[ Richou hyouchaku chuugokuhannsenn no 'Monjyou Bettann' nituite][kansaidaigaku tousaigakujyutsukennkyuusho kiyou]No.17,18,1984,1985.

1727	Yongzheng05nian11yue	Shandong	Fujian	dried persimmoncake • stone of a peach • seaweed • wheat flour • green beans	Rekidaihouann
1732	Yongzheng10nian06yue	Liuhe	Shandong	sundries	Rekidaihouann
1739	Qianlong04nian10yue	Tianjin	Suzhou	red Chinese date • black Chinese date	Doubunikou
1740	Qianlong05nian06yue	Zhangshou	Jinzhou	yellow tea • big cotton cloth	Doubunikou
1740	Qianlong05nian06yue	Xiamen	Ningbo	Sugars	Rekidaihouann
1741	Qianlong05nian	Jinzhou	Ningbo	seeds of watermelon	Doubunikou
1746	Qianlong11nian04yue	Gaiping	Longxi	beans	Doubunikou
1746	Qianlong11nian	Fujian	Tianjin	sugar	Doubunikou
1746	Qianlong11nian	Laizhou	Putian • Fujian	beans • beanscake • rice	Doubunikou
1746	Qianlong11nian	Laizhou • Shandong	Fujian	soybean oil • wheat flour • beanscake • seaweed	Doubunikou
1749	Qianlong14nian05yue	Xiamen	Shanghai	sugar	Rekidaihouann
1749	Qianlong14nian07yue	Shanghai	Jinzhou	tea	Rekidaihouann
1749	Qianlong14nian10yue	Jinzhou	Jiangnan	seeds of watermelon • yellow beans	Rekidaihouann
1749	Qianlong14nian11yue	Jinzhou	Fujian	yellow beans • seeds of watermelon	Rekidaihouann
1749	Qianlong14nian11yue	Jiaozhou	Zhapu	green beans • white beans • greenbeans • stone of a peach • dried persimmoncake	Rekidaihouann
1749	Qianlong14nian11yue	Jiaozhou	Zhenyang/Jiangnan	beans • seaweed • beansoil	Rekidaihouann
1749	Qianlong14nian11yue	Shandong	Fujian	greenbeans • stone of a peach	Rekidaihouann
1749	Qianlong14nian11yue	Shandong	Fujian	greenbeans • wheat flour • seaweed •	Rekidaihouann



				Chinese medicine	
1749	Qianlong14nian	Dazhuanghekou	Dengzhou	yellow beans	Rekidaihouann
1749	Qianlong14nian	Jinzhou	Jiangnan	yellow beans • seeds of watermelon	Rekidaihouann
1749	Qianlong14nian	Jinzhou	Jiaozhou	beans • seeds of watermelon	Rekidaihouann
1749	Qianlong14nian	Jiangnan	Tianjin	ginger	Rekidaihouann
1749	Qianlong14nian	Jiangnan	Jinzhou	green fish	Rekidaihouann
1749	Qianlong14nian	Xiamen	Shandong	sapan wood • bowl • sugar	Rekidaihouann
1749	Qianlong14nian	Jinzhou	Jiangnan	beans	Rekidaihouann
1749	Qianlong14nian	Shandong	Jiangnan	beans • salted poke • seaweed	Rekidaihouann
1749	Qianlong14nian	Jiaozhou	Suzhou	beans • salted poke • seaweed	Rekidaihouann
1749	Qianlong14nian	Jiaozhou	Jiangnan	beans • pork • beansoil • seaweed	Rekidaihouann
1749	Qianlong14nian	Shandong	Jiangnan	white beans • pork	Rekidaihouann
1749	Qianlong14nian	Jiaozhou	Xiamen	greenbeans • wheat flour • seaweed	Rekidaihouann
1760	Qianlong25nian05yue	Guangdong	Tianjin	cargoes	Rekidaihouann
1760	Qianlong25nian05yue	Quanzhou	Tianjin	sundries	Rekidaihouann
1760	Qianlong25nian10yue	Tianjin	Guangdong	red Chinese date	Rekidaihouann
1760	Qianlong25nian11yue	Shandong•Daishan	Ningbo	red Chinese date	Rekidaihouann
1765	Qianlong30nian05yue	Zhangshou	Jiangnan	cargoes	Rekidaihouann
1765	Qianlong30nian05yue	Jiangnan	Jinzhou	tea	Rekidaihouann
1766	Qianlong31nian10yue	Jinzhou	Zhangshou	beans	Rekidaihouann
1768	Qianlong33nian10yue	Guandong	Fujian	Seedsofwatermelon/beans/ beanscake/cocoon	Doubunikou
1769	Qianlong34nian10yue	Zhenyang	Jiaozhou	South	Rekidaihouann
1769	Qianlong34nian12yue	Jiaozhou	Zhenyang	salted poke	Rekidaihouann

1777	Qianlong42nian06yue	Jinzhou	Xiamen	yellow beans • seeds of watermelon • wheat flour • 紫胡 • cotton • 小錢	Doubunikou
1777	Qianlong42nian06yue	Xiamen	Jinzhou	variety of sugar	Doubunikou
1777	Qianlong42nian09yue	Gaizhou	Zhangshou	yellow beans/cotton/Chinese medicine/Jew' s-ear/the cocoon of a wild silkworm/dry clan/whitebait	Doubunikou
1777	Qianlong42nian10yue	Fuzhou(復州)	Fujian	yellow beans • greenbeans • green beans	Doubunikou
1777	Qianlong42nian10yue	Zhangshou	Jiangnan	variety of sugar	Doubunikou
1777	Qianlong42nian10yue	Jiangnan	Tianjin	tea	Doubunikou
1779	Qianlong44nian06yue	Fuzhou	Jinzhou	a variety of paper	Rekidaihouann
1779	Qianlong44nian10yue	Jinzhou	Fuzhou	seeds of watermelon	Rekidaihouann
1785	Qianlong50nian03yue	Jinzhou	Zhangshou	yellow beans • seeds of watermelon • sesame	Rekidaihouann
1785	Qianlong50nian03yue	Zhangshou	Shanghai	red sugar	Rekidaihouann
1785	Qianlong50nian06yue	Ninghai • 奉天	Chenghai/Guangdong	yellow beans	Rekidaihouann
1785	Qianlong50nian06yue	Chenghai	Tianjin	betel palm	Rekidaihouann
1785	Qianlong50nian	Jiangnan	Shandong	a variety of paper	Rekidaihouann
1785	Qianlong50nian	Jinzhou	Xiamen	beans	Rekidaihouann
1797	Jiaqing02nian07yue	Fuzhou	Tianjin	Box of paper	Doubunikou
1797	Jiaqing02nian11yue	Jinzhou(金州)	Zhangshou	yellow beans	Doubunikou
1801	Jiaqing06nian06yue	Tong' an	Tianjin	sundries	Doubunikou
1801	Jiaqing06nian10yue	Tianjin	Tong' an • Fujian	red Chinese date • blackChinese date • stone of a peach • pear	Rekidaihouann

1801	Jiaqing06nian	Wusongkou	Shandong/Qingkou	pepar • woods	Rekidaihouann
1801	Jiaqing06nian06yue	Guangdong	Tianjin	red sugar • white sugar	Rekidaihouann
1801	Jiaqing06nian10yue	Gaizhou	Quanzhou	beans • cotton • cocoon • yu cai	Doubunikou
1808	Jiaqing13nian10yue	Piziwo /Guandong	Jiangnan	kaoliang (恒昌號)	Rekidaihouann
1808	Jiaqing13nian10yue	Donglong	Tianjin	red sugar • white sugar	Rekidaihouann
1810	Jiaqing15nian05yue	Fuzhou	Gaizhou	pepar	Doubunikou
1810	Jiaqing15nian10yue	Gaizhou	Tong' an	green beans • beans	Doubunikou
1813	Jiaqing18nian05yue	Taiwan	Tianjin	blacksugar • white sugar	Doubunikou
1813	Jiaqing18nian05yue	Taiwan	Shanghai	red sugar	Doubunikou
1813	Jiaqing18nian06yue	Zhangshou	Tianjin	sugar • pepper • sapan wood	Doubunikou
1813	Jiaqing18nian10yue	Jinzhou	Tong' an	yellow beans/white rice/Chinese medicine/seeds of watermelon/venison/cake/musce of cattle	Doubunikou
1813	Jiaqing18nian10yue	Tianjin	Fujian	black Chinese date/red Chinese date/ raisins/white rice/white clear distilled liquor/white dry fish	Doubunikou
1813	Jiaqing18nian11yue	Tianjin	Fujian	red Chinese date	Doubunikou
1816	Jiaqing21nian09yue	Liaodong	Shanghai	yellow beans • su-mu oil • beanscake	Rekidaihouann
1819	Jiaqing24nian09yue	Zhangshou	Gaiping	Sugars	Doubunikou
1821	Daoguang01nian04yue	Chenghai	Shanghai	yellow sugar • sapan wood	Rekidaihouann
1821	Daoguang01nian05yue	Shanghai	Chenghai	cotton • beanscake • cotton cloth	Rekidaihouann
1821	Daoguang01nian	Taiwan	Tianjin	rice	Rekidaihouann

1824	Daoguang04nian06yue	Taiwan	Tianjin	rice	Rekidaihouann
1824	Daoguang04nian09yue	Chenghai	Tianjin	Sugars	Rekidaihouann
1824	Daoguang04nian10yue	Tianjin、Shandong	Tong' an • Fujian	Black Chinese date • beanscake	Rekidaihouann
1824	Daoguang04nian10yue	Gaiping	Zhangshou	yellow beans • green beans • 飯 beans • black • wheat flour • musce of cattle • dry clam/clear distilled liquor	Doubunikou
1824	Daoguang04nian10yue	Tianjin、Ningyuan	Chenghai • Guangdong	kaoliang • blackChinese date • beans	Rekidaihouann
1824	Daoguang04nian10yue	Jinzhou (金州)	Tong' an	beans	Rekidaihouann
1830	Daoguang10nian08yue	Lingshui (陵水) • Guangdong	Tianjin	yellow sugar • white sugar	Rekidaihouann
1830	Daoguang10nian09yue	Ningyuan • Fengtian	Chenghai	yellow beans	Rekidaihouann
1830	Daoguang10nian11yue	Fushan/Shandong	Chenghai	yellow beans • wheats • beanscake	Rekidaihouann
1830	Daoguang10nian08yue	Chenghai	Tianjin	Sugars	Rekidaihouann
1830	Daoguang10nian09yue	Guandong	Quanzhou	yellow beans • greenbeans • seeds of watermelon • fangfeng	Doubunikou
1830	Daoguang10nianleap 04yue	Taiwan	Tianjin	Sugars	Doubunikou
1830	Daoguang10nian11yue	Shanghai	C h a o z h o u	cotton • rice • beans	Rekidaihouann
1836	Daoguang16nian05yue	Raoping (饒平 廣 東)	Tianjin	Sugars	Doubunikou
1836	Daoguang16nian09yue	Tianjin/Ningyuan	Zhangshou	beans • Chinese date	Doubunikou

1844	Daoguang24nian04yue	Taiwan		portable cooking stove	Rekidaihouann
1845	Daoguang25nian10yue	Zhejiang	Haizhou • green 口	peanut • green cake	Rekidaihouann
1854	Xianfeng04nian10yue	Jiangnan	Shandong • L a i y a n g	cotton • cotton cloth	Rekidaihouann
1854	Xianfeng04nian11yue	Shandong • Laiyang	Jiangnan	Rapeseed oil • peanut • maimian	Rekidaihouann
1861	Xianfeng11nian07yue	Yingkou	Shanghai	green beans • beanscake	Rekidaihouann
1861	Xianfeng11nian07yue	Tianjin	Fujian	beanscake • white beans • wheat flour • maozi • clear distilled liquor • tobacco • black Chinese date	Rekidaihouann
1861	Xianfeng11nian07yue	Jinjian • Fujian	Tianjin	wood • white sugar	Rekidaihouann
1861	Xianfeng11nian08yue	Shanghai	Shandong	Yellow pepper • carpet • paulownia oil	Rekidaihouann

Table shows the coastal activities of the sailboat of Qing Dynasty which spread about the whole area of the Chinese continent coast from the south, present Guangdong Sheng, to the north, Liaoning Sheng. Then, we can know how active the sailing in the Chinese coast even from such a few cases. It can be said that it became remote factor that caused a sea disaster accident conversely, too. Then, I mentioned in the top what kind of measure was done in the other country when the ships, not only these Chinese sailboats but also a Japanese ship, a Korean ship and Ryukyu ship, met with the sea disaster.

## Appendix II

### The Research on the history of the sea disaster of East Asia

1 Works on Chinese Ships cast ashore on the Japan.

① Osamu Oba ed.; Materials concerning to Chinese Ship casted away on the coast of Hachijyo-jima Island in 1753 (Horeki 3) (大庭脩編著『宝暦三年八丈島漂着南京船

資料』関西大学出版部、1985 年 3 月、476 頁).

②Kenji Tanaka, Akira Matsuura ed. ; Materials concerning to The Chinese Ship casted away on the coast of Shizuoka Prefecture in 1826(Bunsei 9)(田中謙二・松浦章編著『文政九年遠州漂着得泰船資料』関西大学出版部、1986 年 3 月、650 頁).

③Akira Matsuura ed. ; Materials concerning to The Chinese Ship casted away on the coast of Kochi Prefecture in 1789(Kannsei 1)(松浦章編著『寛政元年土佐漂着安利船資料』関西大学出版部、1989 年 3 月、416 頁).

④Akira Matsuura ed. ; Materials concerning to The Chinese Ship casted away on the coast of Kochi Prefecture in 1808(Bunka 5)(松浦章編著『文化五年土佐漂着江南商船郁長發資料』関西大学出版部、1989 年 3 月、134 頁)

⑤Osamu Oba ed. ; Materials concerning to The Chinese Ship casted away on the coast of Chikura(Awa) in 1780(An' ei 9)(大庭脩編著『安永九年安房千倉漂着南京船元順號資料』関西大学出版部、1990 年 3 月、248 頁).

⑥Yutaka Yabuta ed. ; Materials concerning to The Chinese Ship casted away on the coast of Ensyu(Shizuoka) in 1800(Kannsei 12)(藪田貫編著『寛政十二年遠州漂着唐船萬勝號資料』関西大学出版部、1997 年 3 月、278 頁).

Akira Matsuura, Materials Concerning the Chinese Ships Cast Away on the Coast of Wakayama Prefecture in 1871,Bulletin of the Institute of Oriental & Occidental Studies, Kansai University, No. 38, April 2005, pp.11-29.(松浦章「文政四年「清人漂着譚」—紀州漂着中国商船—」『関西大学東西学術研究所紀要』第 38 輯、2005 年 4 月、11~29 頁)

Akira Matsuura, On the Circumnavigating Merchant Ships of the Qing Dynasty Drifted Ashore in Kishu Province ,Bulletin of the Institute of Oriental & Occidental Studies, Kansai University, No. 20, March 1987, pp.39-62.(松浦章「清代沿海商船の紀州漂着について」『関西大学東西学術研究所紀要』第 20 輯、1987 年 1 月、39~62 頁)

## 2 Works on Chinese Ships cast ashore on the South-West Islands.

Akira Matsuura, A View of Shipping Business in the Ch'ing(清) Dynasty seen from Materials obtained from the Chinese Ships cast ashore on the South-West Islands in the 18<sup>th</sup> and 19<sup>th</sup> Centuries, Bulletin of the Institute of Oriental & Occidental Studies, Kansai University, No.16, January 1983, pp.17-75 (松浦章「十八～十九世紀における南西諸島漂着中国帆船よりみた清代航運業の一側面」『関西大学東西学術研究所紀要』第16輯、1983年1月、17～75頁).

## 3 Works on Chinese Ships cast ashore on the Korean coast.

Akira Matsuura, Reseach Material concerning Chinese Merchant Vessels cast ashore on Korean coast in the Yi(李) Dynasty -on the Wreck in 1667 of a Ming ship and the *Hyojin Mondo*-, Bulletin of the Institute of Oriental & Occidental Studies, Kansai University, No.15, March 1982, pp.53-101(松浦章「李朝時代における漂着中国船の一資料—顕宗八年(1667)の明船漂着と「漂人問答を中心に」」『関西大学東西学術研究所紀要』第15輯、1982年1月、53～101頁).

Akira Matsuura, On the *Wen Ging Bio Dan*(問情別單) Made up for the Chinese Merchant Vessels Cast Ashore on Korean coast in the Yi(李) Dynasty(1)(2), Bulletin of the Institute of Oriental & Occidental Studies, Kansai University, No. 17, March 1984, pp.25-83, No.18, March 1985, pp.33-96(松浦章「李朝漂着中国帆船の「問情別單」について」(上)(下)『関西大学東西学術研究所紀要』第17、1984年3月、25-83頁、第18輯、1985年3月、33-96頁).

4 Symposium:Kinnsei Higashi Ajia no Hyouryuumin to Kokka,, Sigaku-Zasshi, Vol.CIII, No. 9, Sep. 1999. pp.120-123.(シンポジウム「近世東アジアの漂流民と国家」,『史学雑誌』第108編第9号,1999年9月,120～123頁). Each announcement subject of discussion is as the following.春名徹「歴史学における<漂流>の現在」、荒野泰典「近世東

アジア漂流民送還体制の総括的特質」、松浦章「環黄海・東海沿海漂着中国帆船について」、池内敏「近世日朝間の漂流・漂着事件」、小林茂「朝鮮—琉球間の漂流民の送還と自力回航」、真栄平房昭「漂着記録に探る海外情報—土佐藩領に漂着した琉球船を中心に—」、生田美智子「漂流民と異文化コミュニケーション（ロシアへの漂流民の場合）」。

## 5 Works on Korean Ships cast ashore on the Japan.

Hitoshi Ikeuchi, Kinsei Nipponn to Chouse Hyouryuuminn, Rinsen Shotenm, June1998(池内敏『近世日本と朝鮮漂流民』(臨川書店、1998年6月、294、附録173頁。同書附録の「近世朝鮮人の日本漂着年表」、「近世日本人の朝鮮漂着年表」(附録1～152頁)は貴重である。

## 6 Works on Ryukyu Ships cast ashore on the China.

Masayuki Dana, Ryukyu sen no Hyouryuu・Hyochaku—Kenryuuki nojirei wo chuushinnni—, Dai8kai Ryuchuu Rekishi kannkei Kokusaigakujytukaigi Ronbunnshu, March 2001, pp.119-139(田名真之「琉球船の漂流・漂着—乾隆期の事例を中心に—」『第八回琉中歴史関係国際学術会議論文集』琉球中国関係国際会議、2001年3月、119～139頁)

Mamoru Akamine ,Shindai Fukushuu ni okeru Ryukyu hyouchakumin no Bujyutu nituite-Kashou wo chuushinni-, Dai7kai Ryuukyuu/Chuugoku koushoushi ni kannsuru shinnpojyoumu Ronbunnshu, Oct. 2004, pp.65-78(赤嶺 守「清代福州における琉球漂着民の撫恤について—加賞を中心に—」『第七回琉球・中国交渉史に関するシンポジウム論文集』沖縄県教育委員会、2004年10月、65～78頁)。

## 7 Works of the relief of the sea disaster of the East Asian sea area.

湯熙勇 (Tang, Shi-Yeoung)「清代台湾的外籍船難的處理方法及其影響」台湾・国科會研究計画成果報告 (編號: NSC85-2411-001-012)、1995年9月。

湯熙勇「清代台湾的外籍難船與救助」、湯熙勇主編 Tang, Shi-Yeoung ed., Essays in



Chinese Maritime History, 湯熙勇主編『中國海洋發展史論文集』第七輯、台北・中央研究院中山人文社会科学研究所、1999 年 3 月。

湯熙勇「清順治至乾隆時期中國救助朝鮮海難船及漂流民的方法」、Chu, Te-lan ed., Essays in Chinese Maritime History, 朱德蘭主編『中國海洋發展史論文集』第八輯、2002 年 5 月、105～172 頁。

Tang, Shi-Yeoung, The assistance of the Korean Shipwrecks around China and Ryukyu in the Qing Dynasty, Nantoh Shigaku, Vol. 59, August 2002, pp. 18-43.(湯熙勇「清代前期中国における朝鮮国の海難船と漂流民救助について」『南島史学』第 59 号、2002 年 8 月、18～43 頁)

Tang, Shi-Yeoung, Ching Dynasty methods of rescuing Vietnamese victims of shipwrecks in Chinese waters, Nantoh Shigaku, Vol. 60, November 2002, pp.38-56.(湯熙勇「清代中国におけるベトナム海難船の救助方法について」『南島史学』第 60 号、2002 年 11 月、38～56 頁)。

## 8 The catalog of the historical materials related to drifting ashore.

湯熙勇・劉序楓・松浦章主編『近世環中国海的海難資料集成：以中国・日本・朝鮮・琉球為中心』（中央研究院中山人文社会科学研究所、1999 年 8 月）。