

船難與海外歷險經驗 ——以蔡廷蘭漂流越南為中心*

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因為海流及氣象之影響，往返海峽兩岸的船隻中，船難事件時有所聞，人員及船隻的損害，每每讓人扼腕。這一些遭遇海難的船隻，受潮流及風力影響，除了向北方漂流外，往往向南中國海地區漂流，船隻停泊地點以廣東和越南為主，船隻以清代水師船居多。漂流到越南之閩臺船隻中，最為人所熟知的，莫過於澎湖人蔡廷蘭(1801~1859)搭乘的民船遇難事件。道光 15 年(1835 年，越南明命 16 年)秋季，蔡廷蘭自福建金門搭船返臺時，船隻不慎漂流到越南之海邊。在越南官府的協助下，蔡廷蘭安全返回澎湖，爾後並撰寫《海南雜著》一書，敘述他所遭遇之海難過程，及其與越南官員和華人間之接觸和觀感。

以中國為中心之朝貢體系 (tributary system)，為建構中國與環東亞水域之周邊 (及中亞地區) 國家關係之基礎，包括雙方的政治、外交及貿易往來等，一向為學術界所重視的議題。在朝貢體系下，探討「宗藩」所形構之中、外關係，往往聚焦於貿易與外交和商務人員的訪問、漂流人的遣返等。後者如藩屬國之船隻及人員，在遭遇海難漂流到中國後，做為宗主國的清政府提供救助與照顧，再透過與藩屬國貿易的船運機制遣送海難人員返回原居地。雖然接受救助之藩屬國人員僅為基層人員，例如漁戶及從事沿岸航運者，惟亦可以透過藩屬國人民的遣返體系，檢視及充實「宗藩」關係之內涵。然而，就海難人員的救助而言，並非僅中國單向的救助，而是雙向的互助，除了清朝照顧藩屬國之官員與人民外，亦包括藩屬國對待漂流到該國境內之華人，例如漂流越南之福建及臺灣船隻及人員等，本文以蔡廷蘭搭乘船隻漂流到越南為例，評析越南所實施之海難救助之意義及功能，並分析清朝官員對越南官府提供海難救助的態度。

關鍵字：蔡廷蘭、朝貢體系、越南、海難救助、難民遣返

Shipwreck Experience of Cai Ting-lan and His Travel to Vietnam in 1835

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ABSTRACT

In 1835 Cai Ting-lan (蔡廷蘭) and his brother, residents of Peng-hu, returned to the Peng-hu Islands from Kinmen Island, part of Fujian province, by ship. Unfortunately, his ship was caught in a storm at sea, and he and his brother and other passengers were shipwrecked on the Vietnam coast. The government of Vietnam provided food and helped to repair the broken ship. After Cai Ting-lan and his brother stayed in Vietnam for three months, they finally returned to China with the assistance of Vietnam's government. Cai Ting-lan was in contact with civil officials during his stay in Vietnam. Furthermore, he built a good relationship with the Chinese living in Vietnam. They were taken by escort to the Sino-Vietnam border. Upon their return to China, Cai Ting-lan wrote up his travel experiences, and published *Hai-nan-za-zu* 《海南雜著》. His travelogue combines information on the political situation of Vietnam and on the society of the overseas Chinese there. Although there is insufficient information on overseas Chinese in Cai Ting-lan's travel account, the work provides a fascinating narrative of cultural contacts with Vietnam.

Key Words: Cai Ting-lan, Vietnam, shipwreck, Peng-hu Islands