

Chapter One Maritime Culture

Background Knowledge

Maritime culture is as varied as the human experience of the sea, including maritime history, maritime archaeology, maritime education, fishing, etc. Some maritime traditions are tangible, some intangible, but all express the spirit of our interactions with the sea over time. Many maritime customs and traditions arise from the elemental activities of daily life on the sea. People create poetry and music, literature and mythology, games, and religious ceremonies, all related to the sea. Language and oral tradition, festivals and community worship, superstition and belief all contribute to maritime culture.

In this chapter, we present whaling heritage, maritime archaeology and Chinese Maritime Silk Road. Whaling is the hunting of whales primarily for meat and oil. Its earliest forms date back to at least 3000 BC. Various coastal communities have long histories of subsistence whaling and harvesting beached whales. Industrial whaling emerged with organized fleets in the 17th century; competitive national whaling industries in the 18th and 19th centuries; and the introduction of factory ships along with the concept of whale harvesting in the first half of the 20th century. The reading text introduces the whaling heritage in America.

Maritime archaeology (also known as marine archaeology) is a discipline within archaeology as a whole that specifically studies human interaction with the sea, lakes and rivers through the study of associated physical remains, vessels, shore side facilities, port-related structures, cargoes, human remains and submerged landscapes. Passage A in Case Study introduces some basic knowledge about maritime archaeology, especially in America.

Maritime history is the study of human activity at sea. It covers a broad thematic element of history that often uses a global approach, although national and regional histories remain predominant. As an academic subject, it often crosses the boundaries of standard disciplines, focusing on understanding humankind's various relationships to the oceans, seas, and major waterways of the globe.

The Maritime Silk Road is an important part of Chinese maritime history. It refers to the route from each port in south China, such as Guangzhou or Quanzhou to the Southeast Asia, India, Arabia or even farther through heading west by boat. With the enhancement in navigation technology and accumulation of seafaring experience, coupled with the advantages of lower transportation cost and larger quantity of freight in marine trading, the Maritime Silk Road replaced the Silk Road on land to become the major passage for communication between the east



and the west after the Song and Yuan dynasties. Passage B introduces this important part in Chinese history.

Text



Our Whaling Pasts

Herman Melville, author of *Moby Dick*, said it best when he said: “To produce a mighty book you must choose a mighty theme.” There’s no doubt that the history of American whaling is a significant part of our national maritime heritage, for it is a topic that encompasses historic voyages and seafaring traditions set on a global stage. These voyages had political, economic, and cultural impacts. Whaling is a complex topic, for we as a nation were intimately tied to the whaling industry in a number of important and complex ways. It was a successful and yet non-sustainable industry. Whaling was the economic boon which lit our cities and yet decimated the ocean’s marine mammals. Historic whaling was a major industrial effort, dirty, dangerous and necessary.

Whaling history stretches far back in time. British colonists learned from the Native Americans about shore

我们的捕鲸历史

《白鲸记》的作者赫尔曼·梅尔维尔这句话说得最好：“如果要写一本强大的书，你必须选择一个强大的主题。”毫无疑问，美国捕鲸的历史是美国的海洋传统中一个很重要的组成部分，因为捕鲸这个主题包含了世界舞台上的各种历史性航行和航海传统。这些航行对政治、经济和文化均有影响。捕鲸是一个复杂的主题，因为美国通过各种重要而复杂的方式与捕鲸业紧密地联系在一起。这是一个曾经很成功但却不可持续的行业。捕鲸带来了经济实惠，让我们的城市繁荣，然而却摧毁了海洋的哺乳动物。历史上的捕鲸业是工业化的产物，肮脏、危险但却有其必要性。捕鲸历史绵延久远。英国殖民者从印第安人那里学到了如何在

whaling. There were killer whale hunts by Neolithic groups in Norway. Orcas were slain by Caesar's Praetorian Guards. Norsemen in the Dark Ages drove whales into fjords, herding them ashore. The Viking colonies at Iceland and Greenland were whaling stations. Japanese whaling activities have an equally lengthy past, emerging in the Tokugawa period (the 1600's) as a major industry. The Makah Indians practice whaling from the coasts of the Olympic Peninsula in Washington State. The American period of historic whaling is but one part in the broader tapestry of whales and their complex significance (historical, cultural, etc.) to a number of different seafaring cultures at a number of different times.

American "Golden Age" of Whaling

The heyday of our historic whaling activities encompassed just the few years between 1840 and 1861, beginning with early American voyages into the Pacific and ending with the outbreak of the Civil War and the discovery of petroleum in Pennsylvania. The full development and flowering of the American sperm whale fishery found classic expression in the works of Herman Melville and the novel *Moby Dick* first published as *The Whale* in 1851. In those days America had over 700 whaling vessels, standing out for voyages of up to four years at a time, exploring the ends of the earth. Whaling made a young nation rich; it brought our commerce to the far corners of the globe; whaling ships brought different cultures into contact and drew connections between distant parts of the seas. In terms of early seafaring voyages, perhaps nothing can match the range and sheer volume of American whaling during this short period in the 19th century. And many of these

海岸捕鲸。在挪威的新石器时代就有猎杀虎鲸的群体。虎鲸被恺撒的禁卫军猎杀。北欧人在黑暗时代将鲸鱼赶到海湾，迫使它们上岸。在冰岛和格陵兰岛的维京人殖民地就是捕鲸基地。日本的捕鲸历史同样漫长，捕鲸活动在德川时期(17 世纪)就作为一项主要产业出现了。华盛顿州的马卡印第安人在华盛顿州奥林匹克半岛的海岸捕鲸。美国捕鲸历史只不过是世界捕鲸历史的一个组成部分，捕鲸史对于不同时代的诸多不同航海文化来说，有着复杂的意义，包括历史意义、文化意义等。

美国捕鲸业的“黄金时代”

美国捕鲸业的鼎盛时期仅仅有 1840 年至 1861 年的短短二十年时间，开始于美国的太平洋航行，结束于南北战争的爆发和宾夕法尼亚州石油的发现。美国抹香鲸渔业的迅速发展和繁盛在赫尔曼·梅尔维尔的作品中得到了完美的展现，其小说《白鲸记》首次出版于 1851 年，刚开始书名为《鲸鱼》。当时，美国有超过 700 艘捕鲸船，曾有过一次持续了四年的航行，探索地球的两极。捕鲸业让这个年轻的国家变得富裕，并把美国的商业带到了世界上各个遥远的角落。捕鲸船使得不同的文化互相接触，并将海上遥远的地方联系起来。从早期的航海之旅来看，美国的捕鲸



whaling vessels were lost in what are now the protected waters of our marine sanctuaries.

Whaling Heritage and the National Marine Sanctuaries

For the National Marine Sanctuary Program, the whaling topic is larger than any single wreck site and broader than any one sanctuary. The sanctuary program is connected to a number of different whaling cultures, a number of different whaling vessel wreck sites, and a number of different significant locations to our shared whaling heritage. Whaling heritage unites a number of different sites and sanctuaries under a common heritage theme. A collaborative research and education effort is developing involving the National Marine Sanctuary Program, research institutions such as the Nantucket Historical Association, New Bedford Whaling Museum, the Bernice P. Bishop Museum and the Docklands Museum in London...and several ongoing projects.

Collaboration...HMAP

Maritime Heritage Program staff have begun to collaborate with the HMAP project at the University of New Hampshire. The "History of Marine Animal Populations" aims to improve our understanding of ecosystem dynamics, specifically with regard to long-term changes in stock abundance, the ecological impact of large-scale harvesting by man, and the role of marine resources in the historical development of human society... HMAP addresses this issue through multidisciplinary studies integrating Marine Ecology, History and Paleo-Ecology. This innovative combination of research methods and analytical perspectives offers a

业在 19 世纪这段短短的时间内, 涉及范围之广, 数量之庞大, 几乎前所未有。现在美国的海洋保护区中受保护的水域里, 就有这些当年沉没了的捕鲸船。

捕鲸业遗产与国家海洋保护区

在国家海洋保护区的项目中, 捕鲸的话题比任何单个沉船遗址或任何保护区涉及的面都更广。这个保护项目与许多不同的捕鲸文化相关联, 也涉及许多不同的捕鲸船只失事地点, 并和许多我们共同的捕鲸遗产中的重要地点有关系。捕鲸遗产将许多不同的遗址和保护区按照同一个遗产主题联系起来。一些研究机构和教育机构正参与到捕鲸遗产项目中, 其中包括国家海洋保护区项目, 楠塔基特岛历史协会、新贝德福德捕鲸博物馆, 伯尼斯主教博物馆和伦敦的港口博物馆等研究机构以及一些正在进行的项目。

与“海洋生物种群历史研究”的合作

海洋遗产项目的工作人员已经开始和新罕布什尔大学的“海洋生物种群历史研究”项目合作。

“海洋生物种群历史研究”项目旨在增强我们对生态系统发展史的理解, 特别是物种多样性的长期变化、人类大范围捕捞对生态造成的影响以及海洋资源在人类社会的历史发展中所起的作用, 等等。“海洋生物种群历史研究”项目通过多学科研究,

unique approach to testing theories of the effects of both man's activities and natural environmental changes on our living marine resources... To achieve its goals, HMAP relies on the teamwork of ecologists, marine biologists, historians, anthropologists, archaeologists, paleo-ecologists and paleo-oceanographers. These integrated research teams analyze data from a variety of unique sources, such as colonial fisheries and monastic records, modern fisheries statistics, ship logs, tax documents, sediment cores and other environmental records, to piece together changes in specific populations throughout history.

Collaboration...“Whaling to Watching” Curriculum Project

In 1995 Gray's Reef NMS and Stellwagen Bank NMS co-authored educational curriculum featuring the Northern Right Whale. The handbook, video, and poster explore the life history of the world's most endangered large whale and human's history with it from exploitation to conservation. It provides an interesting and timely background and incorporates activities for interested students and teachers. The module with books, video, and poster targets students Grades Six through Eight, but the curriculum has been utilized by students of all ages (including the Georgia and Florida public schools, Florida project, some Nova Scotia schools, ship captains/skippers, southeast coast guard pilots, and U.S. Navy seamen.) Since 1995 this curriculum has been expanded from its original focus to include to all

整合海洋生态、历史和古生态学，从而来考察上述这些问题。这种将研究方法和分析视角相结合的创新法提供了一个独特的方式来检测人类活动和自然环境的变化对海洋生物资源的影响……为了达到这一目标，

“海洋生物种群历史研究”项目依靠团队合作，而团队成员包括生态学家、海洋生物学家、历史学家、人类学家、考古学家、古生态学家和古海洋学家。这些研究团队联合起来，分析从不同渠道获取的数据，例如殖民地时期的渔场和修道院的记录、现代渔业统计数据、航海日志、税务文件、沉船积物和其他有关环境的记录等，从而拼凑出历史中某个生物群的变化史。

与“观看捕鲸”课程项目的合作

1995 年，格雷海礁国家海洋保护区和斯特勒威根海岸国家海洋保护区合作开设了一门有关北方露脊鲸的课程。课程运用了手册、视频、海报等方式探索世界上濒危的大鲸鱼的发展史，以及人类从猎杀它们到保护它们的历史。课程为感兴趣的学生和老师提供了有趣且合乎时宜的背景知识，并包含了相关活动。书、视频和海报等面向六年级到八年级的学生，但所有年龄段的学生都学过这门课(包括佐治亚州和佛罗里达州的公立学校、佛罗里达的项目、加拿大新斯科舍省的一些学校、船长、东南海岸



cetacean species found in all of our national marine sanctuaries. The current web project being developed provides an electronic encyclopedia to whales, whale watching and whaling (past and present) in the national marine sanctuaries that ring our nation, from Stellwagen Bank off the coast of Massachusetts to Hawaii and American Samoa in the Pacific Ocean.

MHP and Field Research

NOAA's Maritime Heritage Program brings a capacity for field survey and underwater archaeology...and MHP researchers are beginning to come across wreck sites in the remote parts of the world's oceans that are direct links to our past. The discovery of a whaling vessel wreck site, its interpretation, and understanding the historical and archaeological data in the context of our maritime past is an exciting task. It involves the hunt for documentary material on whaling activities and individual whaling vessel losses (newspaper accounts, portions of ship logs, insurance documents, whaling journals, marine art, maps, etc.). And it involves maritime archaeology field work. The Maritime Heritage Program is currently exploring three whaling wreck sites, tentatively identified as (a) British whaler Pearl lost at Pearl and Hermes Atoll in 1822 (Northwestern Hawaiian Islands), (b) British whaler Hermes lost at Pearl and Hermes Atoll in 1822, and (c) American whaler Parker lost at Kure Atoll in 1842 (Northwestern Hawaiian Islands). These are rare archaeological windows into our maritime past.

警卫队飞行员和美国海军水手)。自1995年以来,这门课程已经从原来的露脊鲸拓展到包括美国国家海洋保护区中的所有鲸类物种。通过现在开发的网络项目可以了解到国家海洋保护区的各种鲸鱼,从马萨诸塞州的斯特勒威根海岸到夏威夷,再到美国在太平洋的萨摩亚群岛,还可以观看鲸鱼和捕鲸过程(包括过去和现在的捕鲸过程)。

海洋遗产项目与实地调研

美国国家海洋和大气管理局的海洋遗产项目可以进行实地调查和水下考古。海洋遗产项目的研究者已经在偏远地区的海域发现了沉船地点,这一发现和我们的过去直接相关联。发现捕鲸船的残骸地点,阐释其缘由,理解其在人类海洋探索中的历史意义和考古意义,是一项令人兴奋的任务。它包括寻找有关捕鲸活动和捕鲸船只失事的各种文献资料(例如报纸报道、航海日志、保险单据、捕鲸日志、海洋艺术品、地图等)。同时它还涉及海洋考古实地工作。海洋遗产项目目前正在探索三个捕鲸船残骸地点,初步确定为:英国捕鲸船“珍珠”,1822年在珍珠港爱马仕礁(夏威夷群岛西北部)沉没;英国捕鲸船“爱马仕”,1822年在珍珠港爱马仕礁沉没;美国捕鲸船“帕克”,1842年在吴市环礁(夏威夷群岛西北部)

Whaling Heritage...a Means to an End

There are broader questions than those associated with individual site interpretation. Our whaling wreck sites and whaling information provide an opportunity for national-level maritime heritage education. What do we want to learn from the many aspects of our whaling heritage? What information do our historic and archaeological resources hold? How do we preserve and protect these special sites? How do we best present our whaling heritage in support of our goals of preservation and stewardship of ocean resources? These are some of the interesting questions faced by the Maritime Heritage Program as its research continues into this exciting theme.

沉没。这些考古遗迹是帮助我们了解人类海洋史的珍贵资料。

捕鲸遗产：达到目的的手段

除了解释这些沉船遗迹，还有更多的问题摆在我们面前。捕鲸沉船遗迹及其相关的捕鲸信息为美国的海洋遗产教育提供了一个很好的机会。我们从捕鲸遗产的方方面面想要学到些什么？历史和考古资料能够说明些什么？我们如何保存并保护这些特殊的遗址？我们如何在展示捕鲸传统的同时保护与管理好我们的海洋资源？这些都是海洋遗产项目探索捕鲸这一主题时面临的有趣的问题。

Words & Phrases

whaling ['weɪlɪŋ] *n.* 捕鲸业 *vt.* 捕鲸(whale 的-ing 形式)

encompass [ɪn'kʌmpəs] *vt.* 围绕，包围；包含或包括某事物

seafaring ['si:fəɪɪŋ] *adj.* 航海的，水上的

be tied to 与……相关

boon [bu:n] *n.* 恩惠；福利

decimate ['desɪmeɪt] *vt.* 大批杀害

fjord [fjɔ:d] *n.* 峡湾，海岸峡江

tapestry ['tæpɪstri] *n.* 挂毯；绣帷；织锦

heyday ['heɪdeɪ] *n.* 盛世，全盛期；壮年

vessel ['vesl] *n.* 容器；船，飞船

in terms of 根据；用……的话；就……而言

sanctuary ['sæŋktʃuəri] *n.* 保护区；庇护所

wreck [rek] *n.* 毁灭，失事；遇难船的残骸

collaborate with 与……合作

with regard to 关于；就；说起

multidisciplinary [ˌmʌltrɪ'dɪsɪplɪnəri] *adj.* 包括各种学科的

anthropologist [ˌænθrə'pɒlədʒɪst] *n.* 人类学家



- archaeologist [ˌɑːkiˈɒlədʒɪst] *n.* 考古学家
paleo-ecologist [pæliəʊrˈkɒlədʒɪst] *n.* 古生态学者
curriculum [kəˈrɪkjələm] *n.* 全部课程, 课程
encyclopedia [ɪn.səˈklɒpiːdiə] *n.* 百科全书
means to an end 达到目的的手段

Terms

1. Dark Ages(欧洲黑暗时代): The term “Dark Ages” was originally intended to denote the entire period between the fall of Rome and the Renaissance; the term “Middle Ages” has a similar motivation, implying an intermediate period between Classical Antiquity and the Modern era. In the 19th century scholars began to recognize the accomplishments made during the period, thereby challenging the image of the Middle Ages as a time of darkness and decay. The term is now never used by scholars to refer to the entire medieval period; when used, it is generally restricted to the Early Middle Ages.

“黑暗时代”这个术语最初是指从罗马帝国灭亡到文艺复兴开始的整个时期。“中世纪”这个术语与前者相似,但包含“中间的”意思,指的是从古典时代到现代之间的时期。从19世纪开始,一些学者逐渐了解了那段时期的成就,于是对中世纪这段被描绘成黑暗而又腐朽的时期的传统看法提出了质疑。现在,“黑暗时代”这个说法在学术界已很少使用,取而代之的是“中世纪前期”。

2. Norse colonization of the Americas (维京人殖民北美): The Norse colonization of the Americas began as early as 10th century AD, when Norse sailors (usually referred to as Vikings) explored and settled areas of the North Atlantic, including the northeastern fringes of North America. While the Norse colony in Greenland lasted for almost 500 years, the continental North American settlements were small and did not develop into permanent colonies. While voyages, for example to fetch timber, are likely to have occurred for some time, there is no evidence of enduring Norse settlements on mainland North America.

维京人殖民北美早在公元十世纪时古维京人航海者在北大西洋(包括北美洲东北端)探险并在沿岸定居时就开始了。挪威先民在格陵兰岛的殖民维持了将近五百年,可是他们在北美大陆的定居点规模小,而且从未发展成为永久殖民地。即便运送木材之类的航行可能进行了一段时间,但是没有迹象显示古挪威人、维京人在北美建立了永久殖民地。

3. HMAP(海洋生物种群历史研究): The History of Marine Animal Populations (HMAP) is an international, interdisciplinary research initiative. It comprises the historical component of the Census of Marine Life and is designed to measure and explain patterns of long-term change in the diversity, distribution and abundance of life in the oceans. The overarching aim of the HMAP project is to improve knowledge and understanding of the interaction of humankind with

the marine environment since the earliest times.

海洋生物种群历史研究项目是一项国际性的跨学科研究项目。它包括研究海洋生物群落的历史发展情况，复原整理及分析海洋生物的多样性及其分布情况。此项目的首要目标是让我们更好地认识和了解自古以来海洋环境与人类的互动关系。

4. NOAA(美国国家海洋和大气管理局): The National Oceanic and Atmospheric Administration (NOAA) is a scientific agency within the United States Department of Commerce focused on the conditions of the oceans and the atmosphere. NOAA warns of dangerous weather, charts seas and skies, guides the use and protection of ocean and coastal resources, and conducts research to improve understanding and stewardship of the environment. In addition to its civilian employees, NOAA research and operations are supported by 300 uniformed service members who make up the NOAA Commissioned Officer Corps.

美国国家海洋和大气管理局是隶属于美国商务部的科技部门，主要关注地球的大气和海洋状况，提供对灾害天气的预警，提供海图和空图，管理对海洋和沿海资源的利用和保护，研究如何增强对环境的了解和防护。除了文职人员外，美国国家海洋和大气管理局还有一支 300 人穿统一制服的队伍，执行为管理局工作的飞机、船只、车辆的驾驶、保卫等任务。

Notes

1. In terms of early seafaring voyages, perhaps nothing can match the range and sheer volume of American whaling during this short period in the 19th century. 从早期的航海之旅来看，美国的捕鲸业在 19 世纪这段短短的时间内，涉及范围之广，数量之庞大，几乎前所未有。“in terms of”表示“就……而言，在……方面”，match 表示“配得上，比得上”。这句话说明了美国捕鲸业的鼎盛。
2. The “History of Marine Animal Populations” aims to improve our understanding of ecosystem dynamics, specifically with regard to long-term changes in stock abundance, the ecological impact of large-scale harvesting by man, and the role of marine resources in the historical development of human society. “海洋生物种群历史研究”项目旨在增强我们对生态系统发展史的理解，特别是物种多样性的长期变化、人类大范围捕捞对生态造成的影响以及海洋资源在人类社会的历史发展中所起的作用。“aim to”表示“旨在……”，“with regard to”表示“在……方面，关于……”。这句话说明了海洋生物种群历史研究项目的研究目的和主旨。
3. The discovery of a whaling vessel wreck site, its interpretation, and understanding the historical and archaeological data in the context of our maritime past is an exciting task. 发现捕鲸船的残骸地点，阐释其缘由，理解其在人类海洋探索中的历史意义和考古意义，是一项令人兴奋的任务。“wreck site”是指失事的捕鲸船的残骸地点，



“in the context of”表示“在……背景下”。这句话说明了海洋考古工作的意义所在。

4. It involves the hunt for documentary material on whaling activities and individual whaling vessel losses (newspaper accounts, portions of ship logs, insurance documents, whaling journals, marine art, maps, etc.). 它包括寻找有关捕鲸活动和捕鲸船只失事的各种文献资料(例如报纸报道、航海日志、保险单据、捕鲸日志、海洋艺术品、地图等)。“ship logs”是指航海的日志,“whaling journals”是指捕鲸的日志。这句话说明了海洋考古工作包括哪些内容。

Exercises

I. Comprehension: Choose the best answer for each of the following according to the text.

1. Which country is not mentioned about its whaling history?
A. Japan B. America C. China D. Britain
2. What does MHP stand for?
A. Maritime Heritage Program B. Marine Heritage Program
C. Maritime Help Program D. Marine Help Program
3. According to the text, which discipline is not included in HMAP?
A. Marine Ecology B. Paleo-Ecology C. History D. Linguistics
4. How many years had the Golden Age of American whaling activities been?
A. about 20 years B. about 12 years
C. about a century D. None of the above

II. Translate the following Chinese phrases into English.

1. 海洋哺乳动物
2. 虎鲸
3. 捕鲸基地
4. 航海日志
5. 国家海洋保护区
6. 海洋生物学家
7. 海洋考古
8. 实地调查
9. 沉船地点
10. 美国国家海洋和大气管理局

III. Translate the following English Sentences into Chinese.

1. There's no doubt that the history of American whaling is a significant part of our national maritime heritage, for it is a topic that encompasses historic voyages and seafaring traditions set on a global stage.

2. The American period of historic whaling is but one part in the broader tapestry of whales and their complex significance (historical, cultural, etc.) to a number of different seafaring cultures at a number of different times.

3. Whaling made a young nation rich; it brought our commerce to the far corners of the globe; whaling ships brought different cultures into contact and drew connections between distant parts of the seas.

4. For the National Marine Sanctuary Program, the whaling topic is larger than any single wreck site and broader than any one sanctuary.

5. The handbook, video, and poster explore the life history of the world's most endangered large whale and human's history with it from exploitation to conservation.

Case Study

Passage A

Maritime Archaeology	海上考古学
<p>Maritime archaeology is the study of past human cultures with an emphasis on how humans interacted with the world's oceans, lakes and river systems. It is used to interpret the material remains of these cultures including ships and small craft, their crews and cargoes, and their shore-based facilities. While maritime archaeology is best known for its focus on shipwrecks, it is really the study of everything connected to seafaring. It is concerned with all aspects of maritime culture including technological, social, economic, political, and religious topics.</p> <p>The discipline of archaeology has been recognized as a science for nearly one hundred and fifty years, but maritime archaeology is a relative newcomer. In the early 1900's, sponge divers in the Mediterranean</p>	<p>海上考古学是一门研究人类文化的过去的学问, 强调人类与世界上海洋、湖泊和河流系统的互动关系。它被用于解释这些文化中的遗迹, 包括大小船只、船员和货物, 以及他们的岸上设施等。尽管海上考古学以研究沉船残骸闻名, 它实际上却研究一切与航海相关的事物。它涉及海洋文化的所有方面, 包括技术、社会、经济、政治和宗教等问题。</p> <p>考古学被认为是一门有着近 150 年历史的科学, 但海上考古学却是一个相对较新的学科。在 20 世纪初, 地中海的海绵采集潜水员在海底</p>



discovered spectacular marble and bronze statues on the seafloor. These finds were much publicized, but resulted in salvage operations rather than systematic documentation. The artifacts were recovered, but for the most part the shipwrecks themselves were ignored. It was not until 1960 that maritime archaeology became a science. That summer, George Bass was invited by the Turkish government to lead an excavation on what became known as the Cape Gelidonya Wreck. This was the first excavation where the supervising archaeologist both dove and excavated. More importantly, this was also the first time when proven land archaeological techniques were adapted for the underwater environment. Using these methods, the Cape Gelidonya Wreck became the first shipwreck to be entirely excavated on the seafloor. A detailed report was published and artifacts from the site are on public display.

Since then, the field of maritime archaeology has grown tremendously and research is being conducted by diverse groups including federal and state governments, universities, non-profit and for-profit organizations, and individuals. Maritime archaeologists use satellites to help reconstruct ancient shorelines and use side scan sonar to peer miles underneath the ocean's surface. Submersibles capable of carrying passengers have given researchers a first-hand view of previously inaccessible sites such as the RMS Titanic. And when the danger to researchers is too great or cost prohibitive, remotely-operated vehicles (ROVs) are deployed. These unoccupied highly maneuverable underwater robots can conduct basic tasks on the bottom and carry video images back to the surface.

发现了壮观的大理石和青铜雕像。这些发现被大肆宣传，但由此带来的是海上打捞作业，而非系统的考证。人们发现了古器物，但是却忽略了沉船本身。直到 1960 年，海上考古学才正式成为一门科学。那年夏天，乔治·巴斯受土耳其政府邀请，指挥了一次古挖掘，即众所周知的好望角喀里多尼亚沉船。这是第一次负责指导挖掘的考古学家亲自潜水挖掘。更重要的是，这也是第一次证明用于陆上的考古技术可以用于水下环境。通过这些方法，好望角喀里多尼亚沉船成为第一个从海底完全发掘出来的沉船。相关的详细报告已公开发表，挖掘出的器物也进行了公开展示。

从那以后，海上考古学的研究领域有了惊人的发展，各种机构开始从事海上考古研究，包括联邦政府和各州政府、大学、非营利性和营利性组织以及个人。海上考古学家利用卫星来帮助重建古代海岸线，使用侧扫声纳以探测海面下几英里的地方。载人潜水器让研究者们可以亲眼看到以前无法接近的区域，如皇家邮轮“泰坦尼克”号的沉没地点。当研究人员所面临的危险太大，或成本太高，就会用到遥控潜水器。这些不载人的非常容易操作的水下机器人可以在海底执行一些基本的任务，并将视频图像带回地面。

NOAA's thirteen national marine sanctuaries contain a diverse collection of archaeological sites. The Maritime Heritage Program has become the nation's leader in the exploration, documentation, and stewardship of these resources. Since the first national marine sanctuary was created in 1975 with the newly discovered shipwreck of the Civil War ironclad USS Monitor, NOAA has taken a leadership role in the protection of these fragile sites. In addition to the Monitor, countless other archaeological sites have been discovered within the national marine sanctuaries. NOAA's dedication to being the principle federal agency in maritime archaeology was illustrated in 2000 with the establishment of the Thunder Bay National Marine Sanctuary and Underwater Preserve in Alpena, Michigan, which maintains stewardship over one of the nation's most historically significant collections of shipwrecks. That same dedication continues today in the Northwestern Hawaiian Islands Coral Reef Ecosystem Reserve, which is in the designation process to become the 14th national marine sanctuary. This proposed sanctuary is best known for its pristine natural resources, but it also contains the shipwrecks of early exploration vessels and whalers, which were a vital part of the United States and the world's economy in the seventeenth and eighteenth centuries.

The United States became a world power through its maritime commerce and naval strength. Using maritime archaeology to document these material remains helps us rediscover that proud legacy by bringing a physical connection to our past. Through the Maritime Heritage Program, NOAA's National

美国国家海洋和大气管理局的 13 个国家海洋保护区包括了各类考古遗址。“海洋遗产项目”已经成为勘探、研究和管理这些资源的领头羊。自从 1975 年第一个国家海洋保护区成立,并发现了内战装甲舰“莫尼特”号战舰的残骸,美国国家海洋和大气管理局在保护这些脆弱的遗址方面已经处于领先地位。除了“莫尼特”号战舰,国家海洋保护区内还发现了其他无数的考古遗址。2000 年在密歇根州的阿尔皮纳建立的桑德湾国家海洋保护区与水下保护区证明了美国国家海洋和大气管理局作为海洋考古方面的主要联邦机构所做的努力,这些保护区管理着美国最具历史意义的沉船遗址之一。如今西北夏威夷群岛的珊瑚礁生态系统保护区的成立同样证明了它的努力,目前正在考虑将这个地区指定为第 14 个国家海洋保护区。这个被提议的保护区最出名的是它的原始自然资源,但它也包含了早期勘探船和捕鲸船的沉船遗迹,而勘探和捕鲸是 17 世纪和 18 世纪美国经济和世界经济的重要组成部分。

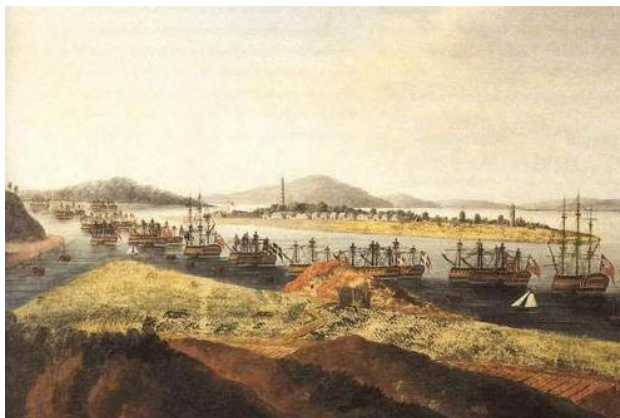
美国通过其海上贸易和海军力量成为世界强国。利用海上考古来记录这些残存的资料可以帮助我们重新发现那些让我们引以为豪的遗产,将我们与过去实实在在地联系起来。通过海净遗产项目,美国



Marine Sanctuaries confirm its commitment to preserve our rich maritime heritage not only for today, but also for future generations.

国家海洋和大气管理局的国家海洋保护区重申其致力于保护我们丰富的海洋遗产，这不仅是为了我们的今天，更是为了我们的后代。

Passage B



Maritime Silk Road

The maritime Silk Road, like its overland counterpart, had its origins during the Han Dynasty (202 BC—220 AD). Although vast seas separate the four corners of the Earth, with advances in shipbuilding and navigational technologies, maritime transport came to provide unprecedented access to the most distant destinations.

It is known that the bulk of the raw and processed silk transported along the overland Silk Road during the Han Dynasty was produced primarily along China's southern coast and in the coastal Wu, Wei, Qi, and Lu regions. Since ancient times, these areas have been thriving centers of shipbuilding as well as silk production. They were thus able to supply both commodities for export and the means to transport them across the sea. It was this combination that provided the social and material conditions necessary for the development of maritime trade during the Han Dynasty.

海上丝绸之路

海上丝绸之路与陆上丝绸之路一样，都起源于汉代(公元前 202 年—公元 220 年)。尽管广袤无边的海洋将地球分隔开来，然而随着造船技术和航海技术的进步，即使是最遥远的目的地，海上运输也能提供空前的便利。

众所周知，在汉代，陆上丝绸之路运输的大量丝绸原材料及丝绸加工品，主要生产于中国南部沿海地区，以及吴、魏、齐、鲁地区。自古以来，这些地区一直都是造船业和丝绸产业的繁华中心。因此，它们既能提供出口的商品，又能提供将商品运到海外的交通工具。具备了这两种要素，才为汉代的海上贸易发展提供了必要的社会条件和物质条件。

The maritime routes opened by Emperor Han Wudi (reigned 141—87 BC) provided access to the Roman Empire via India, marking the first oceanic route as well as the earliest marine trading route in the world. This enabled China to actively seek out overseas markets and establish foreign trade relations, and laid the foundation for the development of the maritime Silk Road.

Han Shu Record (also known as *The History of the Han Dynasty*) kept the first complete vivid record on China's boats sailing into the Indian Ocean from the South Sea via the Malacca Strait in Southeast Asian waters. Han ships would leave from Xuwen in South China's Guangdong Province, or Hepu in South China's Guangxi Zhuang Autonomous Region, and via the South Sea, would arrive in India and Sri Lanka—a transfer station, where pearls, colored glazes, and other exotic things could be bought. Chinese silk was transported to Rome hereafter. Such was the marine Silk Road.

In his book *Nature History*, Gaius Plinius Secundus, a knowledgeable scientist in ancient Rome, recorded, “four sailors from (today's Sri Lanka) left for Rome (during the Caesar Era). According to one of the sailors named Rutgers, both Rome and Sri Lanka had direct trade relations with China.”

In 166 of the Han Dynasty, the Roman Emperor sent envoys to China, presenting various gifts such as ivory and hawksbill turtles to the imperial royal court, which marked the earliest friendly relations between China and European countries. A direct route from the East to the West was therefore opened up.

During the Tang Dynasty (618—907 AD), Chinese ships set sail from Guangzhou, bound across the South

汉武帝(公元前 141 年—公元前 87 年在位)开辟的海上航线经由印度到达罗马帝国, 是世界上第一条海上航线, 也是世界上最早的海上贸易路线。这使中国积极寻求海外市场, 建立对外贸易关系, 并为海上丝绸之路的发展奠定了基础。

《汉书》(也称为《汉史》)第一次完整生动地记录了中国船只从南海经由东南亚水域的马六甲海峡驶入印度洋。汉朝的船只从中国南部的广东省的徐闻出发, 或者从中国南部的广西壮族自治区的合浦出发, 途经南海, 到达印度和斯里兰卡。斯里兰卡是一个中转站, 在那里, 珍珠、彩釉和其他具有异国色彩的东西都可以买到。后来中国的丝绸被送往罗马。这就是海上丝绸之路。

古罗马的博学者加伊乌斯·普林尼·塞坤杜斯在其《自然史》一书中写道: “四个水手从(今天的斯里兰卡)出发到罗马(恺撒时代)。据其中一位名叫罗格斯的水手说, 罗马和斯里兰卡都与中国有着直接的贸易关系。”

在汉代的公元 166 年, 罗马皇帝派使节到中国, 向皇室进献了诸如象牙和玳瑁海龟等各种礼物, 这标志着中国和欧洲国家最早的友好关系。一条从东到西的直接航线由此打开。

在唐代(公元 618 年—公元 907 年), 中国船只在广州起航, 途经



China Sea, thus pioneering the most important routes of the maritime Silk Road. In addition to transporting silk, the South China Sea routes stimulated both material and cultural exchange. Countries throughout Southeast Asia, South Asia, West Asia, and even Europe dispatched emissaries to China via the new maritime routes to establish diplomatic relations, purchase silk, and engage of trade of all sorts. Silk, as the principal maritime trade commodity, flowed in a steady stream from China to other countries.

Profits from the maritime trade were one of the Chinese government's major sources of revenue during this time. The Tang, Song (960—1279), and Yuan (1271—1368) Dynasties all appointed special Commissions of Maritime Affairs at coastal cities including Guangzhou (Canton), Mingzhou (present-day Ningbo), and Quanzhou. These offices were responsible for overseeing maritime trade and providing logistic support and preferential treatment for foreign merchants in China. The maritime Silk Road thus became a conduit for promoting friendly relations and linking East and West.

The route was first used in the Qin and Han Dynasties, and increased in popularity from the Three Kingdoms Period (220—280 AD) to the Sui Dynasty (581—618 AD). Until the Tang Dynasty An Shi Rebellions (755—763), this route was always viewed as a secondary alternative to the overland Silk Road. However, in the latter half of the eighth century, with wars raging through the vast Western Regions, trade volumes along the Maritime Silk Road boomed just as its overland counterpart suffered a decline.

Technological advances in shipbuilding and navigation led to the opening of new sea-lanes to Southeast Asia, Malacca, the Indian Ocean and the Persian Gulf.

南海,从而开拓了最为重要的海上丝绸之路。除了运输丝绸,南海航线还促进了原材料交易和文化交流。东南亚、南亚、西亚甚至欧洲各国都派遣使者通过新的海上航线到达中国,与中国建立外交关系,购买丝绸,以及进行各种各样的贸易活动。作为海上贸易的主要商品,丝绸从中国源源不断地运送到其他国家。

在此期间,海上贸易获取的利润是中国政府的主要收入来源。唐代、宋代(公元 960 年—公元 1279 年)和元代(公元 1271 年—公元 1368 年)都在广州、明州(现在的宁波)和泉州这些沿海城市设立了市舶司,主要负责督管海上贸易,并为在华外国商人提供后勤支持和优惠政策。海上丝绸之路因此成为连接东西方、促进其友好关系的重要通道。

海上丝绸之路最早出现在秦汉时期,到了三国时期(公元 220 年—公元 280 年)至隋朝(公元 581 年—公元 618 年)得到了大力发展。直到唐朝安史之乱(公元 755 年—公元 763 年)这条路线一直被视为陆路丝绸之路的替代品,然而在公元八世纪下半叶,由于西部地区爆发了大规模的战乱,陆路丝绸之路因此衰退,而海上丝绸之路的贸易量则随之激增。造船技术和航海技术的进步带来了诸多新航线的开辟,包括通往

Guangzhou became the first great harbour in China around the time of the Tang and Song Dynasties, although it was later substituted by Quanzhou in the Yuan Dynasty (1271—1368) as the most important trade port.

The Naval Expedition to the West by Zheng He in the early part of the Ming Dynasty demonstrated the great importance of the Maritime Silk Road and was to represent the peak of its popularity. The governments of the Ming and Qing Dynasties however issued a ban on maritime trade, contributing to a massive decline in its use. As the Opium War broke out in 1840, the Silk Road on the sea disappeared completely.

东南亚、马六甲、印度洋和波斯湾的新航线。广州在唐宋时期成为中国第一大港口，尽管后来泉州在元朝(公元 1271 年—公元 1368 年)取代广州成为最重要的贸易港口。

明朝初期，郑和下西洋展示了丝绸之路的重要性，代表着海上丝绸之路的鼎盛。然而明清政府却颁布了禁令，禁止海上贸易，导致海上丝绸之路的使用大幅下降。当 1840 年鸦片战争爆发时，海上丝绸之路也就彻底消失了。

Words & Phrases

archaeology [ˌɑːkɪˈblədʒɪ] *n.* 考古学；古物

remain [rɪˈmeɪn] *n.* 残骸；遗迹

cargo [ˈkɑːɡəʊ] *n.* (船或飞机装载的)货物

shipwreck [ˈʃɪprek] *n.* 船只失事，失事船残骸

newcomer [ˈnjuːkʌmə(r)] *n.* 新手；新生事物

sponge [spʌndʒ] *n.* 海绵

salvage [ˈsælvdʒ] *n.* 海上营救

artifact [ˈɑːtəˌfækt] *n.* 人工制品，手工艺品

excavation [ˌekskeɪˈveɪʃən] *n.* 挖掘；开凿

seafloor [ˈsiːfloː] *n.* 海底

submersible [səbˈmɜːsəbəl] *n.* 潜水器，潜艇

prohibitive [prəˈhɪbɪtv] *adj.* (指价格等)过高的

maneuverable [mənuːvərəbəl] *adj.* 容易操作的，机动性的

stewardship [ˈstɪrwədʃɪp] *n.* 管事人之职位及职责；管理工作

ironclad [ˈaɪənˌklæd] *n.* 装甲舰

pristine [ˈprɪstiːn] *adj.* 原始状态的；未受腐蚀的

counterpart [ˈkauntəˌpɑːt] *n.* 相对物；相似的人或物

navigational [ˌnævɪˈgeɪʃənəl] *adj.* 航行的，航海的

unprecedented [ˌʌnˈpresɪdəntɪd] *adj.* 前所未有的



route [ru:t] *n.* 航线

glaze [gleɪz] *n.* 釉料

exotic [ɪg'zɒtɪk] *adj.* 异国的; 外来的

envoy ['envɔɪ] *n.* 使节, 外交官

hawksbill ['hɔ:ksbɪl] *n.* 玳瑁(一种中型海龟)

emissaries ['emɪ,seri:z] *n.* (外交上的)使者(名词 emissary 的复数形式)

revenue ['revənju:] *n.* (国家的)岁入, 税收

Terms

1. RMS Titanic(皇家邮轮“泰坦尼克”号): Royal Mail Steamship (RMS) Titanic was a British passenger liner that sank in the North Atlantic Ocean on 15 April 1912 after colliding with an iceberg during her maiden voyage from Southampton, UK to New York City, US. The sinking of Titanic caused the deaths of more than 1,500 people in one of the deadliest peacetime maritime disasters in modern history.

皇家邮轮“泰坦尼克”号是一艘英国载客邮轮, 于1912年4月15日处女航时撞上冰山后沉没于北大西洋。“泰坦尼克”号从英国南安普敦出发, 计划中的目的地为美国纽约。“泰坦尼克”号的沉没导致1500多人遇难, 是和平时期死伤人数最惨重的海难之一, 同时也是最广为人知的海上事故之一。

2. USS Monitor (“莫尼特”号装甲战舰): United States Ship (USS) Monitor was an iron hulled steamship and the first ironclad warship commissioned by the United States Navy during the American Civil War. Designed by the Swedish-born engineer and inventor John Ericsson, the Monitor is most famous for her participation in the Battle of Hampton Roads on 9 March 1862, where she fought with the Confederate casemate ironclad CSS Virginia. This was the first-ever battle fought between two ironclads.

“莫尼特”号装甲战舰是美国南北战争军舰之一, 北军舰队的一艘装甲战舰, 由瑞典发明家约翰·埃里克森设计。1862年3月9日, 它与南方邦联海军的“弗吉尼亚”号装甲战舰在弗吉尼亚东南方向的汉普敦碰面, 引发了现代意义上的首次海上炮战, 开启了现代海战的新纪元。

3. Thunder Bay National Marine Sanctuary and Underwater Preserve(桑德湾国家海洋保护区与水下保护区): The Thunder Bay National Marine Sanctuary and Underwater Preserve is a U.S. National Marine Sanctuary on Thunder Bay, part of Lake Huron, within the U.S. state of Michigan. The 448-square-mile (1,160 km²) sanctuary and underwater preserve protects an estimated 116 historically significant shipwrecks ranging from nineteenth century wooden side-wheelers to twentieth century steel-hulled steamers. The Thunder Bay is the thirteenth National Marine Sanctuary designated by the National Oceanic and Atmospheric

Administration. It was established in 2000.

桑德湾国家海洋保护区与水下保护区是美国的国家海洋保护区，位于密歇根州休伦湖的桑德湾。该保护区占地 448 平方英里(1160 平方千米)，约有 116 个具有重要历史意义的沉船遗址，这些沉船包括从 19 世纪的木制明轮船到 20 世纪的铁壳轮船。桑德湾是美国国家海洋和大气管理局属下的第 13 个国家海洋保护区，成立于 2000 年。

4. Zheng He(郑和): Zheng He (1371–1433) was a Hui court eunuch, mariner, explorer, diplomat, and fleet admiral during China's early Ming dynasty. Zheng commanded expeditionary voyages to Southeast Asia, South Asia, the Middle East, and East Africa from 1405 to 1433. As a favorite of the Yongle Emperor, he rose to the top of the imperial hierarchy and served as commander of the southern capital Nanjing. These voyages were long neglected in official Chinese histories but have become well known in China and abroad since the publication of Liang Qichao's *Biography of Our Homeland's Great Navigator, Zheng He* in 1904.

郑和(1371 年—1433 年)，回族人，中国明代航海家、探险家、外交家、宦官。从 1405 年到 1433 年，他率领船队远航至东南亚、南亚、中东、东非等。郑和是永乐皇帝的爱臣，身居高位，曾任南京守备。郑和的远航活动长期被忽视，后来自从梁启超在 1904 年发表了《祖国大航海家郑和传》，郑和开始名扬国内外。

Notes

1. Since then, the field of maritime archaeology has grown tremendously and research is being conducted by diverse groups including federal and state governments, universities, non-profit and for-profit organizations, and individuals. 从那以后，海上考古学的研究领域有了惊人的发展，各种机构开始从事海上考古研究，包括联邦政府和各州政府、大学、非营利性和营利性组织以及个人。“non-profit”指非营利性，“for-profit”指营利性。
2. Submersibles capable of carrying passengers have given researchers a first-hand view of previously inaccessible sites such as the RMS Titanic. 载人潜水器让研究者们可以亲眼看到以前无法接近的区域，如皇家邮轮“泰坦尼克”号的沉没地点。“capable of”指“有……能力的”，“a first-hand view”指亲眼看到。
3. Although vast seas separate the four corners of the Earth, with advances in shipbuilding and navigational technologies, maritime transport came to provide unprecedented access to the most distant destinations. 尽管广袤无边的海洋将地球分隔开来，然而随着造船技术和航海技术的进步，即使是最遥远的目的地，海上运输为也能提供空前的便利。“provide access to”指“为……提供便利”，unprecedented 指前所未有的。



I. Comprehension: Choose the best answer for each of the following according to the text.

- II. Translate the following Chinese phrases into English.

- III. Translate the following English Sentences into Chinese.

1. While maritime archaeology is best known for its focus on shipwrecks, it is really the study of everything connected to seafaring.

2. NOAA's dedication to being the principle federal agency in maritime archaeology was illustrated in 2000 with the establishment of the Thunder Bay National Marine Sanctuary and Underwater Preserve in Alpena, Michigan, which maintains stewardship over one of the nation's most historically significant collections of shipwrecks.

3. This proposed sanctuary is best known for its pristine natural resources, but it also contains the shipwrecks of early exploration vessels and whalers, which were a vital part of the United States and the world's economy in the seventeenth and eighteenth centuries.

4. This enabled China to actively seek out overseas markets and establish foreign trade relations, and laid the foundation for the development of the maritime Silk Road.

5. Countries throughout Southeast Asia, South Asia, West Asia, and even Europe dispatched emissaries to China via the new maritime routes to establish diplomatic relations, purchase silk, and engage of trade of all sorts.