

# 橫渡黑潮

# 拜訪臺灣

Cultural Exchange across the Kuroshio

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有一群水手，平均年齡50歲，最年輕28歲，最年長的已74歲。他們駕著遵循古法製作、百年來最大的傳統拼板舟「拜訪號」，歷經18天，頂著38度的酷熱，冒著中暑熱衰竭的危險，在豔陽下奮力划槳，齊心協力航向大海，只為傳揚一段屬於蘭嶼和臺灣的海洋精神。

Under the scorching sun and on the raging seas, a group of sailors with an average age of 50 rowed a traditional balangay (or *cinedkeran*) named *Si Mangavang*, the largest one ever built in the past century in an ancient style, across the Kuroshio. They braved all that heat and dangers on an 18-day journey of challenge only to write a page in history for the marine spirit belonging to Lanyu (Orchid Island) and Taiwan.



拜訪號航行於台東沿海。  
*Si Mangavang* was sailing along the coast of Taitung..

他們乘風破浪，航向臺灣，不僅是為建國100年寫下輝煌的一頁，更在世人面前展現雅美族卓越的航海智慧與海洋精神。

### 出發吧！勇士

2011年6月28日，「拜訪號」在東清灣灘上整備試帆，下午13時出發划往開元港，這15公里的航程也是行前的暖身。雖說是暖身，但也不是個輕鬆的行程。在通過東北角洞口時，位處兩股海流交界，在無風的天候裡仍波濤洶湧，大家合力通過這段浪區後，便一路順暢到達開元港。

正式啟航的暖身就已遭遇挑戰，可見未來18天更需要過人的技術與智慧才能克服大海的挑戰。不過，勇士們仍氣勢高昂，對於即將到來的划舟任務，深具信心，並以面對挑戰為榮。

2011年6月29日，天色未明、微風細雨的清晨4點，「拜訪號」在開元港邊蓄勢待發，在雅美耆老們的祈福吟頌聲中，勇士們已經做足準備，準備在今日航向臺灣的第一站——臺東大武，展開為期18天的拜訪之旅。

「拜訪號」及備勤船海洋號，在海巡隊的戒護下離開蘭嶼開元港。一望無際的大海，閃著粼粼波光，平靜無波海面下，那條看不見的洶湧黑潮，卻像是橫亙在蘭嶼及臺灣間的鴻溝，也是勇士們即將迎接的挑戰。

Their daunting adventure to Taiwan not only marked a significance in the country's centennial, but demonstrated superb nautical wisdom and marine culture of the Yami.

### The Warriors Set Off

In the early afternoon on June 28, 2011, *Si Mangavang* set off from Dongqing Bay and sailed a 15-km voyage to Kaiyuan Harbor as a warm-up. Though just sailing along the coast of Lanyu, the sailors still faced some turbulent part of the route at the northeast corner, where two ocean currents merged, before they safely arrived at Kaiyuan Harbor.

This somewhat challenging warm-up had foreboded an even greater difficulty ahead that'd

require extraordinary skills and wisdom to overcome. But all the warriors were still poised to take on the mission.

In the wee hours at 4 a.m. on June 29, the *cinedkeran* was getting ready in a launching ceremony, when the tribe's seniors sang their prayers and the sailors concluded their final preparations for the upcoming 18-day visit across the seas. Their first stop: Dawu in Taitung.

Under the escort by the Coast Guard, *Si Mangavang* and its logistics ship departed from Kaiyuan Harbor, heading toward the boundless glittering ocean. Ahead lies the bumpy Kuroshio hidden beneath the calm sea surface, posing a tough barrier between Lanyu and Taiwan.

## 第一關 橫越黑潮

從蘭嶼到臺東尚武漁港，走的是西北航向，考慮到黑潮主流從西南往東北流，要穿越寬100公里、深約300公尺、平均流速達每小時3哩的巨大海流並不容易，如果抄捷徑直駛西南方鵝鑾鼻，會划得很費勁。有經驗的蘭嶼耆老決定先往西北划橫切黑潮，抵達尚武港後，再利用沿岸的反向流往南划，從航向的規劃可看出蘭嶼雅美族人對洋流有透徹的了解。

「拜訪號」在11時30分就已抵達尚武漁港外，橫渡黑潮只花了7個多小時，比2007年「跨越號」寫下的近11小時紀錄，快上許多。「拜訪號」平均速度有5.5節左右。(編按：船的速度一般常以「節(Knot)」來表示，一節等於每小時行走一海哩的速度，而一海哩等於1852公尺，也就是說「一節」約等於每秒0.5144公尺的速度。)

備勤船「海洋號」周義忠船長說，2007年「跨越號」從臺灣東海岸北上至臺北的活動，他也是開著「海洋號」隨行。「跨越號」為14人舟，平均速度是3.7節，順流時可以到4節多。這次「拜訪號」的航程規劃就是依上次的速度去估算的，但超前的速度仍出乎大家的預料。周船長說，雖然這次航程海象平穩，槳手也多了4人，但船隻的構造對稱、切浪穩定，才是「拜訪號」速度快的關鍵。

勇士們挺過黑潮的考驗，卻在進港時遇到了點狀況。先是部份船槳觸底打彎了，後來在準備將「拜訪號」推上曳船斜坡時，被斜坡道上的碎玻璃及尖銳物品等刺傷了，多人腳底掛彩，所幸傷勢不重，緊急包紮處理後，已無大礙。蘭嶼鄉江多利鄉長是傷勢最重的一位，江鄉長苦笑著說，他的腳傷若能夠換得「拜訪號」往後航程的順利，那也就值得了。

## 鵝鑾鼻岬角 怒濤阻路

次日的航程是從臺東大武到墾丁鼻頭港，出發時，海巡隊對於「拜訪號」只花7小時就從蘭嶼到臺灣的速度，也深感驚訝，大家還開著玩笑說，「拜訪號」是不是裝了馬達？或是請備勤船偷拉了一段？

玩笑歸玩笑，大海的考驗有如海浪般一波波襲來，讓勇士高超的航海技術有了充分發揮的機會。昨天以飛快的速度通過黑潮的「拜訪號」，今日是否還能如此順利？

鵝鑾鼻岬角這段海域，應是整段航程中最具挑戰的一段。進入巴士海峽的航程，因為是兩洋交會處，海象詭譎陰沈，超乎想像，海難意外時有所聞，也造成多起重大事故：3年前8位潛水客在墾丁七星岩海域失蹤，48小時後在臺東海邊獲救，竟北漂了一百多公

## First Challenge : Crossing the Black Tide

Considering the main current of the Kuroshio flows from southwest toward northeast, it'll be a much rougher route to cut across the 100-km-wide and 300-m-deep strong current that flows at a speed of 3 nautical miles per hour if they try to take a shortcut toward the southwest to Eluanbi. So the senior sailors decided to go northwest first to pass the Kuroshio and reach Shangwu Harbor at Dawu and then sail south along the countercurrent along the coast.

The *cinedkeran* finished this leg of voyage at 11:30 a.m., spending less than 8 hours to cross the Kuroshio, a record much faster than that of 11 hours set by another *balangay Ipanga na* in 2007. *Si Mangavang* sailed at an average speed of 5.5 knots. (The knot is a unit of speed equal to one nautical mile, which is defined as 1,852 m, per hour, roughly 0.5144 meter per second.)

Captain Yi-zhong Zhou of the logistics ship, who also sailed along *Ipanga na* from the east coast to Taipei in 2007, said that *Ipanga na* was rowed by 14 sailors with an average speed of 3.7 knots (over 4 knots at the fastest). So the swiftness of *Si Mangavang* this year was way beyond everybody's estimation. It is somewhat attributed to moderate marine facies and more rowers on board, but the key lies in the perfect symmetrical structure of the boat and its stableness in cutting through the waves.

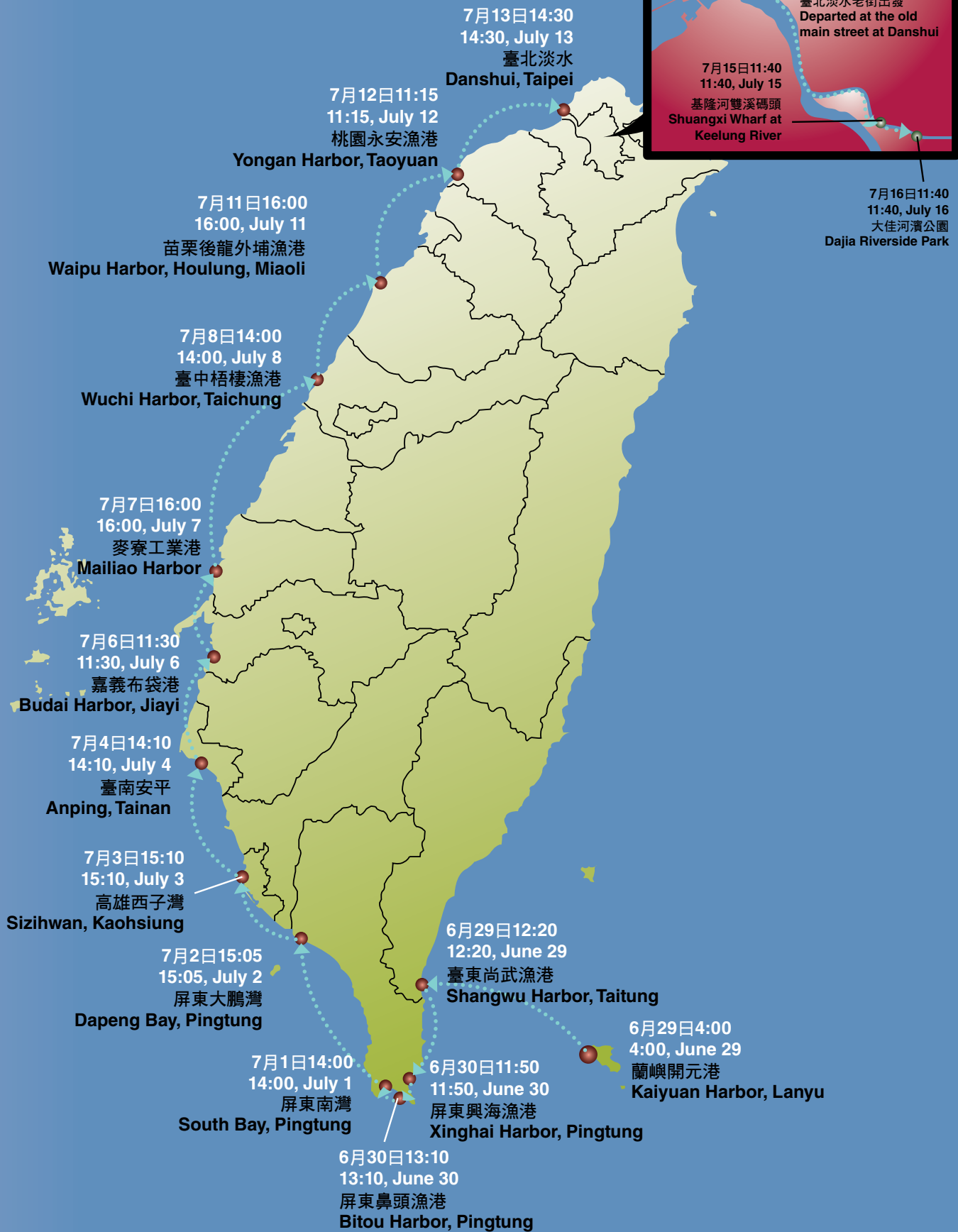
The safe passing of the Kuroshio, however, was followed by a few situations during harboring, when some paddles were damaged by hitting the coast ground, and some sailors were cut on their soles by broken glass and some sharp-pointed bits at the ramp. Chief Duo-li Jiang of Lanyu Township Office, the worst injured among all, hoped that these minor and personal misfortunes could bring a smoother subsequent journey.

## Angry Seas at Eluanbi

Before they began the next leg from Dawu to Bitou Harbor at Kenting the next day, some coast guards were amazed by how fast *Si Mangavang* had traveled, jokingly wondering whether the *cinedkeran* had been installed with a motor or been towed by the logistics ship for a while.

But that's so much for joke. One after another challenge posed by the seas awaited the sailors for real. Whether these skillful warriors could keep up the fast speed in an unhindered style was unknown to everyone.

The most challenging part of the entire voyage had to be the seas at the cape of Eluanbi, where two oceans merge at this corner of Bashi Channel and some major accidents once happened. Three years ago 8 divers went missing at Qixingyan in Kenting, and were rescued 48



里，可見得海流有多強勁，小小拼板舟要在洶湧怒濤中航行，難度很高。

而「拜訪號」這艘以傳統工法打造的船舶，沒有科學航海儀器的輔助，沒有強而有力的動力協助，唯一倚靠的是人力操槳，方向就靠著有經驗的舵手控制尾舵，要成功的跨過這險惡水域，光想就令人擔心。

原訂這天的航程是抵達興海漁港，然而根據海軍大氣氣象局所提供的資料評估，必須趁著略好的海象提早通過鵝鑾鼻岬角兇險的海域，先到達鼻頭漁港才能避免危險。雖然海象平穩，但天氣炎熱，勇士們在高溫下體力快速流失，所以有豐富航海經驗的黃阿忠教練決定，通過鵝鑾鼻那段最艱苦的航道時，將由兩班勇士接續闖過。

正午時分，「拜訪號」經過興海港後，隨即遭遇大浪及逆流，考驗即將開始，勇士們也做好應變，只聽見大夥兒一起大喝幾聲，隨即以整齊的划槳頻率及協調的入水深度，一同迎接挑戰，明明是18個人在划槳，動作卻能如此一致，人船合一，使力量完全集中，讓人見識到雅美族人在面對海洋的挑戰，那帶著崇敬又無懼的心。

hours later at the coast of Taitung, somewhere over 100 km north! This showed how tough a fight it was that the sailors had to face with their balangay.

Built in an ancient style without any modern equipment or power supply, *Si Mangavang* relied only on human paddling and helm controlling. It was unthinkable that a boat in such a simple and traditional form could make it through the rough seas.

The original itinerary for that day ended at Xinghai Harbor, but considering the weather forecast provided by the Navy, the crew decided to go ahead of the schedule and pass the cape of Eluanbi, the most difficult part of the journey, when the sea conditions were more fitting for sailing. But the intense heat posed another threat, so the veteran rowing coach A-zhong Huang suggested that they sail across the part on two shifts of rowers.

At noon the sailors passed Xinghai Harbor, and soon met rough sea waves and countercurrents. They rowed in such synchronous manners and with such accurate angles and depths of their paddles in the water that the entire crew of 18 men and the *cinedkeran* became one unity at full throttle, showing the Yami's respect and fearlessness to the ocean.



「拜訪號」順利通過驚心動魄的鵝鑾鼻岬角後，緩緩划過鵝鑾鼻燈塔。  
Conquering the horrifying part at the cape of Eluanbi, the sailors slowly rowed past Eluanbi Lighthouse.

這段艱鉅的航程，在海流與碎浪的連番衝擊下，「拜訪號」的速度居然還能拉到6.8節，連當地漁民都豎起大拇指，表達敬佩之意。

「拜訪號」順利通過驚心動魄的鵝鑾鼻岬角後，緩緩划過鵝鑾鼻燈塔時，「拜訪號」在白色的浪花和嶙峋的珊瑚礁岩伴隨下，勇士們極富張力與韻律美感的划槳動作，讓人感動到泛淚。這不但是最美麗的一幕，也是意義深遠的一刻，因為，這是蘭嶼傳統舟有紀錄以來，到過的最南點，這也顯示出雅美族人的優越的航海經驗，確實是祖先留下的珍貴資產。

### 天生樂觀 航程見豁達

順利行過了黑潮，闖過了鵝鑾鼻岬角，但這40位輪流划槳的勇士，卻也有難以啟齒的痛楚。划舟時，因屁股會隨著滑動，長時間下來屁股都磨破了，海水加上汗水的鹽分，疼痛不言可喻，狀況嚴重的勇士，下船走路時都很痛苦，但即便如此，隔天還是得登船再划，過人的毅力及體力令人佩服。不過磨破皮的多半是年輕人，老經驗的長者已超脫了這處境，還開玩笑要年輕槳手屁股少扭一點就不會磨破了。

豁達的雅美勇士心思單純又樂天，划船時頂著烈日，還能快樂、自在的划船，十分享受這段航行，

Local fishermen paid their full respect to the sailors of *Si Mangavang* for the fact that it could sail at a speed of 6.8 knots against the strong currents and bumpy waves that even veteran seafarers would dread.

Conquering the horrifying part at the cape of Eluanbi, the sailors slowly rowed past Eluanbi Lighthouse against a backdrop of white spooindriffs and jagged coral reefs, forming a beautiful scene, a touching moment and a significant record. This marked the southern-most point that any balangay of Lanyu has ever reached in history, and well proved that the superb nautical experiences of the Yami were indeed a truly valuable legacy.

### Innate Optimism of the Yami

Successful passing of the Kuroshio and the cape of Eluanbi came with an embarrassing price for the 40 sailors rowing on shifts: scraped buttocks. This was caused by friction against the seats during the long rowing, and it could hurt so much when the scraped area contacted sea water or sweat. But still, these sailors just kept rowing day after day with great perseverance. The senior and experienced ones, who knew well to avoid the scraping, would poke fun at the younger ones, advising them not to wiggle their butts so much during the rowing.

These optimistic Yami warriors just rowed on and







充滿活力雅美勇士在鼻頭漁港合影。  
The energetic Yami warriors arrived at Bitou Harbor in Kenting



「拜訪號」行經林園工業區。  
*Si Mangavang* was passing by the Linyuan Industrial Zone.

感覺到槳手們完全融入大海的脈動。即便考驗不曾間斷，有時遇到長浪及強流撲來，拼板舟非但前進不得，甚至還有後退的跡象，連上岸時因展演活動所需，磨破皮的股溝得穿上丁字褲，但他們認為穿丁字褲可彰顯雅美族的榮耀，還利用划舟空檔做日光浴，把膚色曬均勻一點，他們笑說，這樣在舞台上會比較好看。

### 海上看臺灣 風情各異

從蘭嶼抵達屏東後，之後的航程都是沿著臺灣海峽往北划。雖然沒有黑潮及兩洋交會的鵝鑾鼻岬角那樣驚心動魄的浪濤，但仍不容小覷。「拜訪號」在東港溪、高屏溪這兩個大河出海口，正值退潮，出海口海域的流向是往南，「拜訪號」必須正逆著流向前進，不過經驗豐富的黃阿忠教練並不擔心，他說，正逆流還比較容易克服，舵手用力划總能闖過，但如遭遇側逆流，舵手不容易穩住方向，船的速度就會慢了。

繞著臺灣航行，沿途的風景也隨著城鎮的規模不同，各異其趣。航行至林園工業區時，蘭嶼色彩鮮艷的拼板舟與岸邊水泥消波塊、林立的大煙囪，形成一種不協調的美感，來自蘭嶼的勇士們不免認為，如果能維持原自然海岸，相信海岸景緻會更加動人。

### 古今交會 文化傳承

「拜訪號」沿著西海岸往北航行，經過高雄旗津海域，見到一艘艘的貨櫃船排列在外海等著進入高雄港，繁忙的景象不愧有著臺灣重要貿易商港的地位。臺南的安平港則充滿著文化氣息，因此當「拜訪號」抵達安平港時，臺南市政府特別安排古色古香的「臺灣成功號」伴航。這艘仿製維妙維肖的17世紀臺灣船，與百年最大的蘭嶼拼板舟一起出現在安平港時，宛如一場歷史巡禮。

「臺灣成功號」為發揚鄭成功開臺精神，而「拜訪號」

enjoyed the voyage in a naïve and joyous manner, and were never bothered by the scorching sun or the discouraging tidal waves that sometimes pushed them backwards. Even when they insisted on wearing the loincloth for later performances, they didn't worry about showing their scraped buttocks but took time to get a nice suntan in order to show some "nice asses" to the audience, as they joked.

### Viewing the Land from Aboard

The rest of the journey past Eluanbi at Pingtung was all the way north along the Taiwan Strait. A lack of rough seas and ocean currents did not mean the sailors could take it lightly. *Si Mangavang* still had to sail against the southward reverse currents at the estuaries of Donggang River and Gaoping River during the ebb. The rowing coach Huang said that the reverse currents coming upfront were easier to tackle than the ones coming from the sides, which would sway the helm and thus slow the boat.

During the voyage, the Yami sailors got to see different views toward the land of Taiwan. Off the coast of Linyuan Industrial Zone, for example, the colorful *cinedkeran* on the sea formed a sharp contrast against the numerous Tetrapods and chimneys near the land. It is the sailors' belief that a better preserved coast would be more appealing.

### A Cultural Encounter of Past and Present

Heading north along the west coast of Taiwan, *Si Mangavang* witnessed a busy day of the important trade port of Kaohsiung Harbor before it anchored at the more culture-featured Anping Harbor at Tainan. Under the arrangement by Tainan City Government, the *cinedkeran* sailed shortly with the Taiwan Cheng Kung, by the Taiwanese in the 17th century, composing a cultural encounter between the past and the present.

The Taiwan Cheng Kung symbolizes the explorative spirit of Koxinga (Chenggong Zheng) in developing

則是跨越黑潮而來，象徵漢民開拓文化與雅美海洋冒險文化，相會在歷史古都臺南安平，讓臺灣海洋文化重現。

### 西部沿海 黑水溝的考驗

出安平港後北上到臺中，進入臺灣西部典型的沙岸地形，拜訪號的下一個考驗，是當年先民過臺灣的天險——惡名昭彰的黑水溝。黑潮支流經倒喇叭型海域擠進黑水溝，流速強勁可想而知，加上雲彰地區地形隆起海深驟減，海域淺灘、沙洲密佈，「海洋號」及海巡戒護艇無法靠近岸邊航行。西海岸出海河川輸沙量很大，加上風、潮汐、波浪等作用，形成海埔地或沙洲，「拜訪號」第一次接觸此類地形，但勇士們還是習慣貼著海岸划，他們說，近距離看著陸地往後退才有前進的感覺，而且邊划邊欣賞風景較不會累。雖然「拜訪號」吃水淺，但在曾文溪口及濁水溪口附近多次卡上沙洲後，就只好離岸邊遠一點航行。

拜訪號小心翼翼的通過臺灣沿海最大的沙洲——外傘頂洲，外傘頂洲南面目前是臺灣最主要的牡蠣養殖區，漁民直接將竹竿插在海底形成支架，蚵殼就懸掛在竹竿支架間的繩索上。「拜訪號」穿梭於養蚵棚架之

Taiwan, while *Si Mangavang* represents the adventurous exploration of the Yami marine culture in crossing the Black Tide (the Kuroshio). Now the two met in this historic city of Tainan.

### The Trial Posed by the Black Ditch

On the journey from Anping to Taichung lay the next test to *Si Mangavang*: the notorious Black Ditch, through which the ancestors immigrated to Taiwan. As a branch of the Kuroshio flowed into the Y-shaped sea area and turned into a faster and stronger current, accompanied by the shallow seabed and widely scattered sandbanks and tidal lands at the west coast, the logistics ship and the escort ship of the Coast Guard had to stay far away from the coast while *Si Mangavang* sailed alone near the land, where the sailors could enjoy the landscapes. But after several times of grounding near the estuaries of Zengwun River and Zhoushui River, the crew could not but keep a distance from the coast.

With great caution, the sailors rowed past Waisanding Sandbank, the largest one along Taiwan's coastal area. At the southern part of the sandbank lies Taiwan's major oyster farm, where there are racks and ropes all over the

「拜訪號」至臺南安平港與「臺灣成功號」相會時，宛如一場歷史巡禮。  
*Si Mangavang* sailed with the *Taiwan Cheng Kung* at Anping Harbor in Tainan, composing a cultural encounter between the past and the present.



間，蘭嶼拼板舟融於臺灣西部以海為田的傳統技術中，兩種不同海洋文化間的對話，形成意義非凡的雋永畫面。

告別了宛如海上牧場的大片蚵架，「拜訪號」划出外傘頂洲北口，經過濱海開發的代表性地標——台塑六輕工業區，蘭嶼拼板舟隨即從與傳統漁業的呼應，跳至現代工業發展的兩相對照。和岸邊林立的高大煙囪一比，蘭嶼大舟立刻變得渺小，令人不禁思考起傳統與現代孰輕孰重、如何權衡的問題。

不過這段穿越外傘頂洲的航程，並不輕鬆，勇士們見識到西海岸的強勁風力。強風在海面捲起小碎浪，「拜訪號」逆風而行，划起來加倍吃力，因此比預定慢了1小時抵達麥寮港，尤其是抵達前1小時正逢退潮，逆向潮流有超過2節之強，面對源源湧來的潮流，只能硬拼力闖，勇士們吃足了苦頭，都說這段航程竟比橫渡黑潮更累，但也是鍛鍊意志力的好機會。

從臺中梧棲繼續北上時，老天很幫忙，吹起涼爽的西南風，但不至於掀起波浪，是這幾天來最適合划船的天氣。

通過大甲溪口時還巧遇兩隻粉紅色的中華白海豚；經過苗栗通宵與白沙屯間外海時，又目擊另有群小白海豚，可惜驚鴻一瞥，未能即時記錄到影像。船

area with strings of oysters on them. The moment the Lanyu *cinedkeran* passing through marked another significant exchange between two different forms of marine cultures.

Departing from the large seaborne oyster farm, *Si Mangavang* passed by the landmark of Taiwan's costal development – the Formosa Plastics Group's Naphtha Cracker #6 Industrial Zone. Suddenly the scene illustrated an imbalance between a tiny *cinedkeran* and colossal monster chimneys, highlighting the awkward tug-of-war between modern development and cultural preservation.

But the journey from Waisanding Sandbank to Mailiao Harbor turned out a much tougher one as the sailors were challenged by the gusty winds and bumpy waves of the west coast. Travelling against the wind, *Si Mangavang* was an hour later than scheduled. The sailors were struggling so hard against the strong reverse current of 2 knots during the ebb that they found this leg of voyage even more tiring than the one of crossing the Kuroshio.

The sea north of Wuchi, Taichung was mostly calm and peaceful with cool southwest breeze. It definitely was the most pleasant part of the voyage.

At the estuary of Dajia River, they came across two pink Chinese white dolphins (*Sousa chinensis*), and off the coast of Tongxiao and Baishatun, they spotted another group of little Chinese white dolphins. Though the encounters lasted for too short to record them on tape, most sailors felt lucky



在扦插掛式養蚵架中穿梭的「拜訪號」。  
*Si Mangavang* was passing through the oyster-farm dense with oyster-raising racks and ropes.



「拜訪號」在淡水老街馬偕博士銅像旁，跨越時空的交流，給大家無限想像的空間。  
In the old main street at Danshui, the statue of George L. Mackay seemed to gaze upon *Si Mangavang*, representing an encounter across time and space.

上大部分人都是第一次目擊俗稱「媽祖魚」的珍貴白海豚，均感到十分幸運，也象徵著此行深受上天眷顧。果然，從臺中、苗栗到新竹，都是風和日麗的好天氣，「拜訪號」一路北上，往此行的終點站航去。

### 進入淡水河系 旅程的尾聲

航過桃園，「拜訪號」準備進入淡水河系，上溯基隆河進入繁華的臺北城，抵達終點大佳河濱公園。但勇士們仍不能卸防，淡水河口西北方的觀音凹陷，複雜的洋流增加航行挑戰，所幸勇士們都能展現海洋智慧一一克服。

2011年7月13日下午2點30分，「拜訪號」終於平安抵達淡水老街，次日準備航向基隆河雙溪碼頭。當天，「拜訪號」停放在淡水老街馬偕博士銅像旁，馬偕博士銅像彷彿凝視著蘭嶼拼板舟的方向，像是為之祈禱、祝福。馬偕博士未曾拜訪過蘭嶼，而蘭嶼拼板舟則在博士過世百年後前來拜訪，這跨越時空的交流，給大家無限想像的空間。

2011年7月16日，這是「拜訪號」的最後一段航程，也是本次航行最具意義的尾聲。「拜訪號」由雙溪碼頭划進大佳河濱公園文化展演會場，特別請來起造拼板舟的工團成員身著雅美族傳統服裝來操槳。馬總統、行政院長吳敦義、內政部長江宜樺、行政院原住民族委員會主任委員孫大川，及身穿雅美族傳統服裝的臺東縣蘭嶼鄉長江多利等，慎重地向上岸的雅美族勇士致敬。平時溫文的馬總統感受勇士熱情，以雅美族傳

enough to see this precious creature nicknamed “Matzu Fish” in Chinese. And good luck did shine upon them as the next few days it was all good weather and smooth sailing from Taichung, Miaoli to Hsinchu.

### Into Danshui River and the End of Voyage

Cruising past Taoyuan, *Si Mangavang* was set to head into Danshui River and then Keelung River, deep into the heart of Taipei City before ending the trip at Dajia Riverside Park. Without losing guard, the sailors rowed with care through the bumpy currents at the estuary of Danshui River.

At 2:30 on July 13, *Si Mangavang* safely arrived at Danshui and got ready to head for Shuangxi Wharf at Keelung. In Danshui, the *cinedkeran* anchored right beside the bronze statue of George L. Mackay. Though Dr. Mackay had never been to Lanyu, the statue seemed to gaze upon the boat, giving it his blessing. This encounter across time and space between the Yami sailors and the respectable missionary was truly remarkable.

On July 16 came the final leg and the climax of the journey as *Si Mangavang*, rowed by the boat's builders in traditional Yami attire, sailed from Shuangxi Wharf to Dajia Riverside Park. There the sailors received salutes from R.O.C. President Ying-jeou Ma, Premier Den-yih Wu, Minister of the Interior Yi-huah Jiang, Minister of the Council of Indigenous Peoples Da-chuan Sun (Paelabang danapan) and Lanyu Township Office Chief Duo-li Jiang. Through the traditional Yami ceremony manhaway,



「拜訪號」踏上大佳河濱公園，為這段旅程畫下完美的句點。  
*Si Mangavang arrived at Dajia Riverside Park, marking a perfect end of this journey.*



統祭典禮儀「蠻阿威」向勇士傳達激勵、振奮之意。

促成這次拼板舟訪臺計畫的內政部長江宜樺表示，「拜訪號」順利完成橫渡黑潮壯舉，是了不起的成就。開划後數度遇上颱風逼近的威脅，但都能化險為夷，是祖靈保祐。

18天的冒險航程，「拜訪號」沿途停靠臺灣各大城市與在地對話，成功行銷了蘭嶼雅美族優異的海洋文化與智慧。從拼板舟的打造、航程的擘畫構思、舵手槳手的安排、到航行時面對挑戰、克服難題的精神，在在展現了蘭嶼雅美族人的精神。

雖然，「拜訪號」已功成身退，但看過、聽過這段「拜訪故事」的人們，將會永遠懷念這百年航行的迷人丰采，並能透過陸地與海洋文化的交匯，引起山海的共鳴。江部長深切期望，大家能帶著謙卑又好奇的心情，一步步地去瞭解對方，以在全球化的過程中，保存更多的在地多元文化，進而將海洋子民的智慧傳揚出去。🌀

President Ma gave tribute to the sailors.

Minister Jiang, who initiated the *cinedkeran's* visit to Taiwan, praised the success of the trip as an outstanding achievement, which must have been blessed by Yami ancestors as *Si Mangavang* was able to shun several possible strikes of typhoons during the voyage.

In the 18-day adventure, *Si Mangavang* stopped by many cities of Taiwan, making dialogues with local cultures and demonstrating the unique marine culture and wisdoms of the Yami in everything from boat-making, route-planning, crew-selecting and problem-solving on the sea.

Now the mission of *Si Mangavang* has come to a successful end. Whoever witnessed or heard about this special exchange between the sea and the land will well remember it. It's Minister Jiang's hope that people in Taiwan would get to know, with modesty and curiosity, more about each of the diverse cultures around us and pass on the essence of those precious heritages such as the Yami marine culture. 🌀

雅美族勇士合力將「拜訪號」高高拋起，雅美族耆老說，用力量才能讓大船和族人獲得安全和庇佑。

The Yami warriors raised *Si Mangavang* high. Only through such energy and power will the *cinedkeran*, the sailors and the entire tribe be blessed and protected by the heaven, according the Yami seniors.





### 幕後甘苦：千里跋涉 船隻小損傷

融合雅美智慧的手工拼板舟「拜訪號」，必須在海上奔波、接受怒濤的考驗，船隻的維修養護也是一大智慧。「拜訪號」在航行第6天就發現左2位置的上緣船板裂開，可能是划船長時間的使力將之撕裂，還好是裂在最上層板，若是中下層板破損，就會影響船隻結構安全。所幸黃阿忠教練表示受損情形暫時不影響航行安全，只要這位置的槳手划船時注意不要太出力即可，顯示船身十分堅固耐用。航行至後半段左右兩弦上層船板筍接觸有脫膠與縫隙，為安全起見，在休息日勇士們也合力為「拜訪號」船板接合處做補強，順便來個大美容。

### 幕後甘苦：船上靈魂人物 舵手與槳手

舵手是蘭嶼大船的靈魂人物，每遇風浪變化莫測，就考驗舵手的功力了。「拜訪號」長度較長，要使出較大的力氣穩住舵，船才不會過度搖晃，比方說，浪流從「拜訪號」左後方來，雖然可順風順流，但西南風浪的扭力會使船首往外偏移，舵手就得使

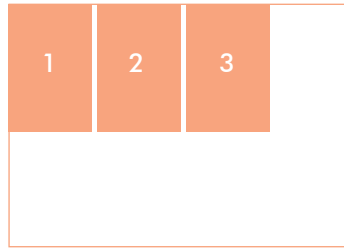
### Behind the SceneSmall : Blemishes after a Long Journey

Braving the rough seas and waves, the handmade *cinedkeran* *Si Mangavang* faced another challenge: maintenance and repair.

On the 6th day of the voyage, a slit was found on the upper board of the hull at the 2nd row on the left side, a likely result of long-time rowing. The crack, fortunately on the top plank, did not affect the structure safety of the boat, and required only gentler rowing at the spot. It showed that the *cinedkeran* was quite strong and durable. On the latter half of the journey, there were also some crevices and degummed parts at the top planks on both sides of the boat. So during the day of rest, the sailors gave the *cinedkeran* a repair job and polished it up a little bit.

### Behind the SceneSmall : The Core of a *Cinedkeran*: Helmsman and Oarsmen

The soul of a *cinedkeran* is the helmsman, whose skills and experiences are crucial in reacting to the ever-changing winds and tides. As *Si Mangavang* is longer than ordinary *balangays*, its helmsman must use more strength to hold the helm and keep the boat steady. When the southwest current coming from behind the boat and pushing the bow outward, the helmsman has to pull the



1. 船隻的維修養護也是一大智慧，蘭嶼勇士正為「拜訪號」進行補漆、美容。  
Another challenge for *Si Mangavang* came from its maintenance and repair. In the picture the Yami sailors were giving the *cinedkeran* a repair job and polishing it up a little bit.
2. 航海經驗豐富的耆老，負責操槳。  
A well-experienced senior sailor was handling the oar.
3. 航程結束後，「拜訪號」被吊運到臺北市政府，如今陳列於臺北市政府禮運大同篇前空間。  
With mission accomplished, *Si Mangavang* was craned to the Taipei City Government, and now has been on display in front of the mural of Confucius' *The Commonwealth of Great Unity* inside the city government building.

盡全力的把船往內帶。加上「拜訪號」船身長，小小側浪就會使船搖晃，每個槳的划水角度會有偏差，會影響船身的穩定，這時舵手需用極大力氣來穩住舵，有時還要靠近舵的幾位槳手來幫忙維持船頭方向，但如此一來，就會使船速度變慢。舵手也說，融合雅美航海智慧的「拜訪號」，其實不擔心海流順或逆，怕的是海風颳起的碎浪，因浪頭會濺進船裡，就必須要分出人力去舀水，影響到划船效率。

### 幕後甘苦：永遠的「拜訪號」

「拜訪號」經過三大海（太平洋、巴士海峽、臺灣海峽）、兩大河（淡水河、基隆河）的洗禮與淬煉，雖表面有點斑駁，但風塵僕僕的船身卻顯現出最漂亮、最雄偉的英姿。

結束偉大航程的「拜訪號」，如今陳列於臺北市政府禮運大同篇前空間，向許多聽說過她的人們，繼續展現迷人風采，人們除了駐足去欣賞雅美拼板舟的卓越的造船工藝外，也有機會去瞭解這段不平凡的生命歷程，感受一下雅美人的航海智慧與海洋精神。

boat inward to keep it heading straight. For a longer boat like *Si Mangavang*, some little lateral waves would shake the boat hard, and the helmsman needs to use full strength to hold the helm, a difficult task that sometimes requires a few oarsmen near the helm to offer their help. This, just like oarsmen having to scoop out the water splashed into the boat, is a situation that the crew try hard to avoid because it'd slow the boat when fewer men are rowing.

### Behind the SceneSmall : *Si Mangavang* in Memory Forever

Travelling in three seas (the Pacific Ocean, Bashi Channel, and Taiwan Strait) and two rivers (Danshui River and Keelung River), *Si Mangavang* looked a bit worn but the hull still showed its beautiful designs and magnificent poise.

With mission accomplished, *Si Mangavang* now has been on display in front of the mural of Confucius' *The Commonwealth of Great Unity* inside the Taipei City Government. It would continue to tell this great story of the Yami and show the boat-making craftsmanship, while making known to the world the unique nautical skills and marine culture of the Yami.



## 延伸報導：他們和拜訪號的相遇

### Extended Report : The Encounters with *Si Mangavang*

在臺灣民眾眼裡，十幾日的航行紀錄與勇士英勇不懈的精神已足夠讓人嘆為觀止，但對國家公園管理處的人來說，此次的航行不僅僅是一場海洋文化的交流，從初期的推動、航程規劃、18天的划舟過程以及相關的協調工作等，無異是另一場拼盡心力的「勇渡」歷程。

#### 內政部發想 營建署圓夢

2010年8月，蘭嶼大舟的草圖便已畫在內政部江宜樺部長、江多利鄉長與葉世文署長的心中，經由葉世文署長交辦，海管處展開半年多的會勘與討論，遂於2011年，臺灣建國100年的年初開始造舟的計畫與執行。

#### 航程擊劃 隨行戒護

造舟計畫啟動，從工作小組的安排、內容方向的協調執行、蘭嶼大船的船名擇選到相關訊息的發布，海管處楊模麟處長主持了不下10次的會議，並從南到北奔馳與各縣市機關進行協商事宜。

2011年6月29日，「拜訪號」正式啟航，由蘭嶼開元港出發。海管處的徐韶良秘書與王俊堯技士也隨行跳上戒護船「海洋號」，隨時通報「拜訪號」的航行情況與抵達時間，並與相關海巡單位聯絡，以確保勇士的航行安全。如要通過或進入大型商港時，須先通報港務塔台，讓對方能管制大船的進出，以避免碰撞及幾萬噸大船所帶起尾浪可能使「拜訪號」翻覆的危險。

#### 墾管處 夢幻儀式

同時間內，其他國家公園管理於定點範圍內協調執行亦如火如荼地進行著。6月30日，拜訪號到達墾丁鼻頭漁港，由於是國家公園的首站，墾管處審慎規劃展演活動，如排灣族部落的歡迎儀式、恆春民謠的古歌吟唱，希望能為他們的造訪展開漂亮的序幕。

The 18-day voyage that demonstrated the bravery and nautical skills of the Yami was simply mind-boggling to the general public in Taiwan. But to the staff of Taiwan's national parks, the visit is not only an exchange of marine culture but an effortful process that involves numerous details including preparations, route-planning, boat-rowing and all the coordination.

#### Initiated by MOI and Executed by CPAMI

Back in August 2010, the project of the Lanyu *cinedkeran's* visit to Taiwan had been brewing in the minds of Minister of the Interior Yi-huah Jiang, Lanyu Township Office Chief Duo-li Jiang, and Director-general of CPAMI Shih-wen Yeh. Yeh later assigned the task to Marine National Park Headquarters, which spent over 6 months in planning and started the project and the boat-building in early 2011.

#### The Coordination and Escort

From the selection of the task force, the arrangements on events and activities, to the naming of the *cinedkeran*, MNP Director Mo-lin Yang had held a dozen of meetings, and been busy coordinating with various local government agencies across Taiwan.

On June 29, 2011, when *Si Mangavang* set off from Kaiyuan Harbor at Lanyu, Secretary of MNP Shao-liang Hsu and Technical Specialist Jun-yao Wang boarded the logistics ship, reporting every detail of the voyage while keeping contact with the Coast Guard to ensure the safety of the crew. They also had to inform the control towers in major ports of the intended passing of *Si Mangavang* to avoid any risk that the *cinedkeran* might collide with colossal cargo vessels or be capsized by the giant waves caused by them.

#### Welcoming Ceremony by KTNP

In the meantime, other national parks were getting prepared for the arrival and visit of *Si Mangavang*. On June 30, when the *cinedkeran* reached Bitou Harbor in Kenting, KTNP held a series of exquisite performances, such as the welcoming rituals of Paiwan tribe and a concert of Hengchun old folk songs, hoping to wish the sailors good luck on their journey.

高雄港務局以國際禮儀歡迎拜訪號。

*Si Mangavang* was received with a water-spraying welcome by the two ships sent by Kaohsiung Harbor Bureau.



## 海管處 尊禮樂動

7月3日下午，在中山大學風帆社與其他單位的獨木舟、風浪板及斜帆船的陪伴下，拜訪號抵達西子灣，高雄港務局特別派出兩艘噴水船，以國際禮儀方式歡迎蘭嶼勇士。晚會時，楊處長贈送一幅由攝影師廖東坤拍攝的勇士們划船英姿照片，為晚會帶來不同的驚豔氣氛。

## 台管處 特展相迎

7月4日到達臺南安平漁港時，台管處除辦理蘭嶼文化展演活動外，更於札哈木原住民文化會館提前策劃辦理「台江風雲—叱吒大航海時代」人文特展，讓臺南民眾能在迎接拜訪號來臨時，有更豐富的文化展演得以參觀。

## 雪管處 原民齊聚

7月8日到達梧棲漁港，雪管處除了邀請泰雅族人與布農族人至港口為勇士們祈福，也另邀請來自蘭嶼的40多名小朋友與家長夜宿科博館內的恐龍館，讓同樣留有雅美血液的小勇士們相當興奮。

## 陽管處 與龍共渡

7月13日，拜訪號到達淡水的漁人碼頭，展開接連3天的北渡之旅。陽管處協調市政府警察局、消防局龍舟隊和民間龍舟隊及十幾艘獨木舟伴航迎接「拜訪號」進入基隆河大佳河段。在勇士雄厚的祈福吼聲中，為這趟航越之旅畫下壯麗精采的句點。

## 共同目標 齊力用心

到結束航程之前，所須協調的單位機關加起來將近有五十幾個，光是處理往來的信件回覆就得花上好幾天，而各管理處參與負責的夥伴亦無不費盡心力加時工作，只為一個共同目標，就是讓航程能圓滿的結束。因此當拜訪號浩浩蕩蕩地於元首及國人眼前抵達，並漾起美麗的航線，對竭盡心力的參與人士來說，所有的辛苦都非常值得。

如葉世文署長所言，蘭嶼勇士帶著祝福拜訪未曾到過的臺灣西海岸，心意雖然謙卑，夢想卻非常偉大，也讓臺灣人見證到雅美族人毅力不凡的動人力量。十幾天的時間，是蘭嶼與臺灣幾十年來文化璀璨的交流印記，也可以是雅美勇士以及國家公園最難忘的百年記憶。🇺🇸

## Water-Spraying Welcome by MNP

On July 3, *Si Mangavang*, accompanied by canoes, wind-surfing boards and lateen sailboats of NSYSU Windsurfing Club and others, arrived at Sizihwan and was received with a water-spraying welcome by the two ships sent by Kaohsiung Harbor Bureau. At the evening party, MNP Director Yang gave the sailors a large photo taken by Dong-kun Liao of their rowing poise as a surprise gift.

## Ancient-style Reception by TJNP

*Si Mangavang* arrived at Anping Harbor in Tainan on July 4, where TJNP welcomed the sailors with Lanyu cultural events and a special exhibition titled *Taijiang at the Age of Discovery* at Cha-Ha-Mu Aboriginal Culture Hall, a warm reception filled with cultural and historical feels.

## Aboriginal Gatherings by SPNP

Upon their arrival at Wuchi Harbor in Taichung on July 8, under the arrangement by SPNP, the sailors were received with praying rituals performed by the Atayals and the Bununs. SPNP also invited some 40 Yami kids and their parents from Lanyu to stay for the night at National Museum of Natural Science with the sailors, their brave kins.

## Dragon Boat Companionship by YMSNP

*Si Mangavang* had then started its 3-day visit in Taipei since it reached Fisherman's Wharf at Danshui on July 13. Under the coordination by YMSNP, dragon boat teams from the city's police and fire departments and private organizations, along with some canoes, were sailing alongside *Si Mangavang* into Keelung River. Later the entire journey came to a perfect end amid the powerful chanting of prayers by the Yami sailors.

## A Collaborative Success

It took the efforts by and coordination among more than 50 authorities and agencies to make possible this grand mission. Each staff member from all participating national parks had spared no effort and worked extra hours to ensure the success of the project. When *Si Mangavang* safely and gracefully arrived in front of the President and the public, all the toil and pain during the process have become the sweetest fruits for the heroes behind the project.

Just as Director-general of CPAMI Yeh observed, these Yami warriors from Lanyu completed a grand cross-sea mission out of a simple will to visit somewhere they had never been to: Taiwan's west coast. And People in Taiwan had witnessed the wisdom and perseverance of the Yami. This voyage had made a most splendid imprint of the exchange between Lanyu and Taiwan for the past few decades, and left a most remarkable memory of the Yami warriors and the national parks in the country's centennial. 🇺🇸

