來自華南港口的中式帆船貿易

Dr Alexander Ressos, TEP
Attorney-at-Law (Switzerland and Germany),
Solicitor (England & Wales and Hong Kong)
Of Counsel, KGP Legal LLC
alexander.ressos@kgplegal.com.sg
www.ressos.com.sg

中式帆船貿易的季節

新加坡歷史最悠久的商業聯繫，是與中國的聯繫。正如本部分第一章所述，中式帆船航行至南洋各港口已有數百年歷史。新的英國殖民地建立後不久，它們便開始停靠這裏。帆船的航程依循季候風。帆船在年底隨東北季候風離開福建和廣東的港口，翌年年初抵達新加坡，夏季再隨西南季候風返航。[1] 每季首批帆船到埠，是商業年度的一大盛事，商人、店主和移民家庭都翹首以待。

中式帆船貿易將新加坡與華南沿海省份連繫起來，新加坡大部分華人人口正是來自這些地方。來自福建廈門、廣州以及粵東潮州港口的帆船，各自服務新加坡與其方言和原籍地區相同的社群。海南帆船則自成另一群體。因此，中式帆船貿易的結構重現了華人社群的方言分野，下一章將更詳細探討這一點。[2]

© 2026 Dr Alexander Ressos. General information only, not legal, tax or investment advice. No client relationship is created. All Singapore law advice is provided by a duly licensed and regulated firm of Singapore advocates and solicitors only on the basis of an express written letter of engagement. More information at SingaporeIQ.com and ressos.com.sg.

貨物與乘客

帆船運來南洋華人想從家鄉取得的貨品：茶葉、絲綢、瓷器和陶器、藥材、紙張、煙草，以及種類繁多的食品和家居用品。回程時，帆船將海峽和群島的土產、英國製成品，甚至軍火運往中國。[3]海峽土產主要指錫、胡椒、藤、海參、燕窩以及其他森林和海洋產品，這些貨品在中國市場可賣得好價錢。

最珍貴的「貨物」是人。帆船將商人、工匠和勞工從中國載到新加坡，他們依靠帆船打聽家鄉消息、匯款回家或返回故鄉。[4]每季都有數以千計的新移民到來，其中許多人以未來工資作抵押借錢支付船費。中式帆船貿易因此為港口以及內陸種植園和錫礦的勞動力市場提供人手。它亦開啟了由新加坡匯款至中國的最早資金流，這項業務後來發展成為這座城市金融業的重要一環。

作為商業企業的中式帆船

一艘中式帆船就是一家有自身組織的商業企業。船隻擁有權往往由數名投資者共同持有，貨艙空間則分配給自行託運貨物的商人。船長和一名押運員（supercargo）負責管理航程，船員亦往往有權攜帶少量貨物自行買賣。[5]這種由眾多參與者分擔風險的做法，與中世紀歐洲航運的合夥架構相似。它讓小額資本得以參與長途貿易，並分攤船難或海盜劫掠的損失。

中式帆船亦是傳遞資金和資訊的渠道。書信、匯款和商業消息都隨船而行。新加坡商人如要向廈門的供應商付款，或勞工如要把積蓄寄回鄉間，便會將錢財或貨物託付給乘搭帆船的人。這些非正式的匯款渠道，後來在匯兌莊和僑批網絡中制度化，下一章將討論這一點。

© 2026 Dr Alexander Ressos. General information only, not legal, tax or investment advice. No client relationship is created. All Singapore law advice is provided by a duly licensed and regulated firm of Singapore advocates and solicitors only on the basis of an express written letter of engagement. More information at SingaporeIQ.com and ressos.com.sg.

中式帆船貿易的衰落

中式帆船貿易在1840年代初達到高峰。抵達新加坡的帆船噸位於1841–1842年達到18,400噸，到1865–1866年急跌至3,280噸。[6]轉捩點是結束第一次鴉片戰爭的1842年《南京條約》。條約向外國船隻開放多個中國港口，並容許歐洲船隻直接與中國通商，帆船原本承運的大部分業務因而轉到橫帆船手上。沿岸海盜活動以及歐洲航運成本較低，加快了這種轉變。[7]

黃麟根（Wong Lin Ken）對新加坡轉口貿易的研究證實了這個趨勢。他的統計表記錄了1830年至1866年間，中式帆船和武吉士帆船逐漸被西方橫帆船取代的過程，在往中國和泰國的航線上尤其明顯。[8]新加坡華商比他們的帆船更長久。他們租用歐洲船隻，購置自己的船舶，後來更投資於蒸汽船。運輸工具改變了，商業網絡卻原封不動，這正是華資商號在港口貿易中保持核心地位的原因之一。

註釋

1. 關於華南港口與新加坡之間帆船航程的時間（約於1月起抵達，夏季離開），參見Wong Lin Ken, “The Trade of Singapore, 1819–69”, *Journal of the Malayan Branch of the Royal Asiatic Society*, vol. 33, no. 4, 1960。 ↩
2. 關於按原籍港口及方言群劃分的中式帆船貿易，參見Kua Bak Lim, “Chinese Junk Trade in Early Singapore”, 載Kwa Chong Guan and Kua Bak Lim (eds), *A General History of the Chinese in Singapore*, Singapore, World Scientific, 2019，第2章。 ↩
3. Kua Bak Lim, “Winds of trade: Chinese junks in early Singapore”, *Culturepaedia* (Singapore Chinese Cultural Centre), 2024年2月21日：運往中國的出口貨品包括“Straits local produce, British manufactured goods, and armaments”。 ↩
4. Kua Bak Lim, “Winds of trade: Chinese junks in early Singapore”, *Culturepaedia*, 2024年2月21日：帆船載來“merchants, craftsmen, and

© 2026 Dr Alexander Ressos. General information only, not legal, tax or investment advice. No client relationship is created. All Singapore law advice is provided by a duly licensed and regulated firm of Singapore advocates and solicitors only on the basis of an express written letter of engagement. More information at SingaporeIQ.com and ressos.com.sg.

labourers from China to Singapore”，移民藉此“inquire about news from their homeland, send money to their families, or return home”。 ↩

5. 關於中式帆船貿易的組織，包括共同擁有權、貨艙空間在商人之間的分配以及船員的私人貿易，參見Jennifer Wayne Cushman, *Fields from the Sea: Chinese Junk Trade with Siam during the Late Eighteenth and Early Nineteenth Centuries*, Ithaca, Cornell University Press, 1993。 ↩
6. Kua Bak Lim, “Winds of trade: Chinese junks in early Singapore”, *Culturepaedia*, 2024年2月21日：噸位於1841–1842年達到18,400噸的高峰，到1865–1866年下降至3,280噸。 ↩
7. Kua Bak Lim, “Winds of trade: Chinese junks in early Singapore”, *Culturepaedia*, 2024年2月21日：1842年後歐洲船隻取代了帆船，原因是條約條文容許外國船隻直接進入中國港口、沿岸海盜活動，以及歐洲航運較為便宜。 ↩
8. Wong Lin Ken, “Singapore: Its Growth as an Entrepot Port, 1819–1941”，經Cambridge Core瀏覽，2026年9月（Table 5，關於1830年至1866年間帆船及prahu被橫帆船取代）。 ↩

Disclaimer

This article is provided for general information only. It is based on publicly available sources as at its date of publication. These sources have not been independently verified against licences, regulatory registers or the records of the entities concerned. It is not legal, tax, financial or investment advice. Nor is it a recommendation to invest in, transact with or use the services of any entity mentioned. Law and regulation change frequently, so the content may be incomplete or outdated. To the fullest extent permitted by law, Dr Alexander Ressos and the publisher of SingaporeIQ exclude all liability for loss or damage arising from the use of or reliance on this article. Readers should obtain advice on their specific circumstances before acting or refraining from action.

© 2026 Dr Alexander Ressos. General information only, not legal, tax or investment advice. No client relationship is created. All Singapore law advice is provided by a duly licensed and regulated firm of Singapore advocates and solicitors only on the basis of an express written letter of engagement. More information at SingaporeIQ.com and ressos.com.sg.

Names and trademarks of the entities discussed belong to their owners and are used for identification only. Their mention implies no endorsement, affiliation or allegation of wrongdoing. All Singapore law advice is provided by a duly licensed and regulated firm of Singapore advocates and solicitors only on the basis of an express written letter of engagement. Corrections and updates: contact@ressos.com.

© 2026 Dr Alexander Ressos. This article may be quoted with attribution to SingaporeIQ (SingaporeIQ.com). Reproduction in full and any commercial use require prior written consent. The Legal Terms at https://singaporeiq.com/legal-terms apply.

Author contact: Dr Alexander Ressos, TEP · contact@ressos.com

© 2026 Dr Alexander Ressos. General information only, not legal, tax or investment advice. No client relationship is created. All Singapore law advice is provided by a duly licensed and regulated firm of Singapore advocates and solicitors only on the basis of an express written letter of engagement. More information at SingaporeIQ.com and ressos.com.sg.