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The Maritime Silk Road

A Children's Illustrated Encyclopedia of Maritime History and Culture

Voyages of the Investiture Ship

Illustrated by Huang Jiaxin

Written by China Maritime Museum



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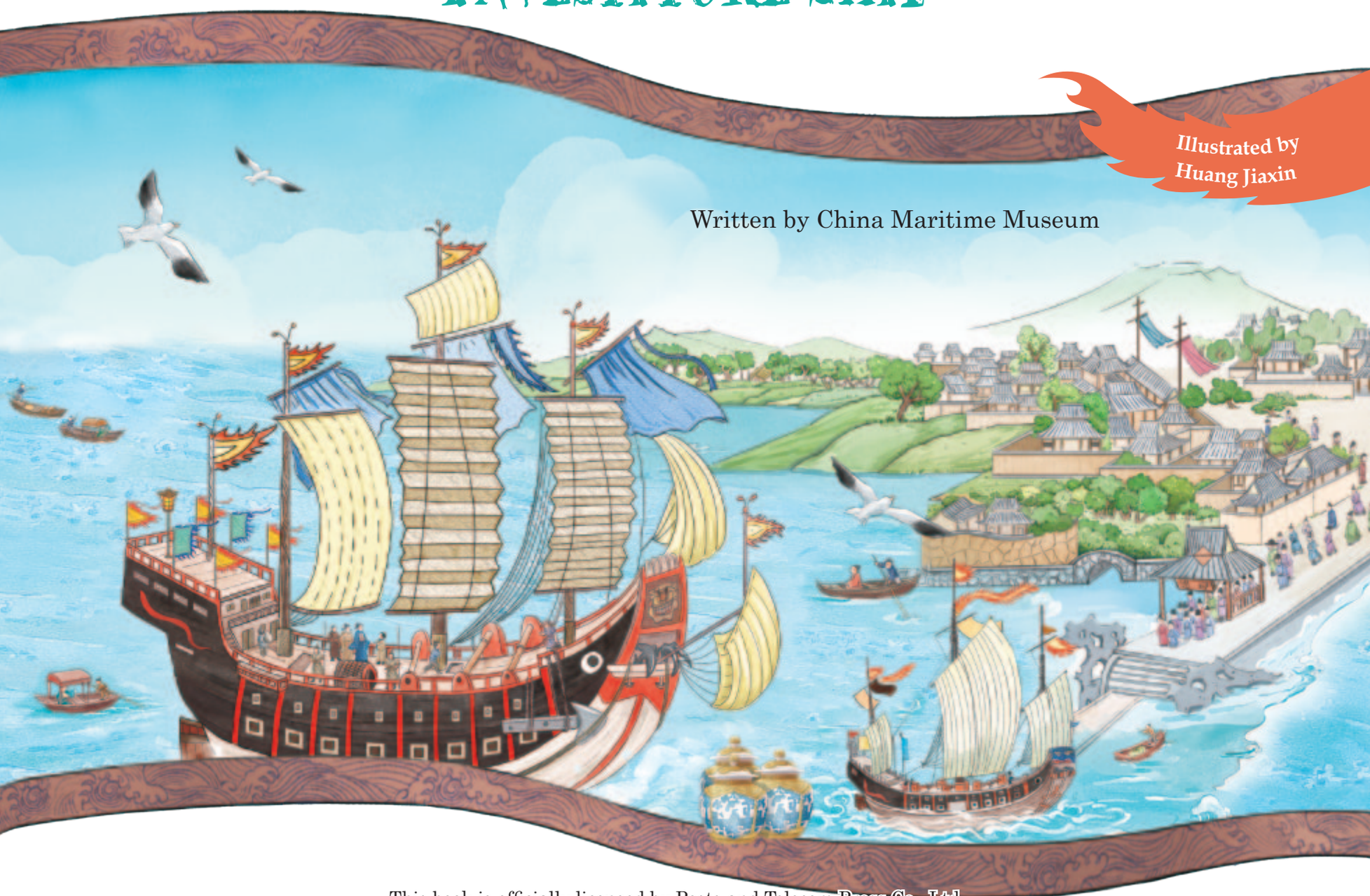

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The Maritime Silk Road: A Children's Illustrated Encyclopaedia of Maritime History and Culture
Voyages of the Investiture Ship

Author : China Maritime Museum
Translator : Maritime Studio
Editor : Christy Law [BA (Hons)]
Project Editor : Chew Sue Swen [Dip. Broadcast Communication]
Illustrator : Huang Jiaxin
Graphics : Chew Meng Yee
Designer (Cover) : Paul

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Preface



Covering 70 per cent of the Earth's surface, the ocean is the cradle of life and a vital link between civilisations. China's maritime history stretches back millennia, marked by ingenious shipbuilding and legendary feats.

Eight thousand years ago, the Kuahuqiao culture of the lower Yangtze River crafted a dugout canoe, one of the earliest known examples of prehistoric boatbuilding. From the Qin and Han Dynasties, China's shipbuilding flourished, reaching a global pinnacle during the Ming Dynasty.

Supported by a sophisticated administrative system, Chinese craftsmanship enabled Zheng He to lead seven epic voyages with his massive fleets, leaving an indelible mark on history.

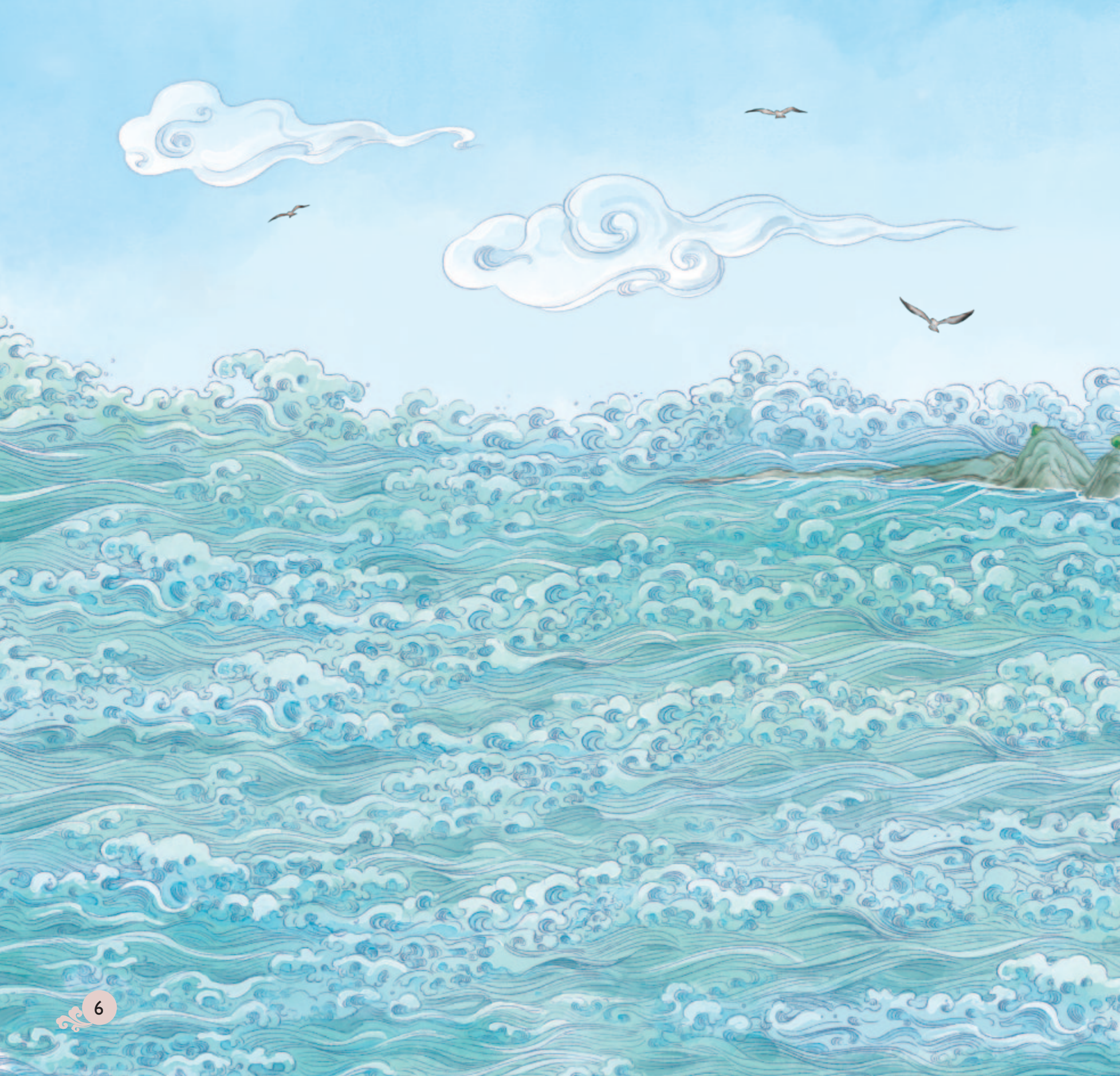
To honour this heritage, the Ministry of Transport and the Shanghai Municipal Government established the China Maritime Museum. As China's first national-level maritime museum, it celebrates seafaring history, fosters international exchange, and supports Shanghai's status as a global shipping hub. Visitors can explore the evolution of navigation from ancient times to the modern era.

The year 2025 marks the 620th anniversary of Zheng He's voyages. To celebrate, the four-volume series *A Children's Encyclopedia of the Thousand-Year History of the Maritime Silk Road* was published. These books explore shipbuilding, investiture missions, navigation technology and cross-cultural encounters. Through engaging narratives, it recounts how China, building on the legacy of the overland Silk Road, extended a hand of friendship across the seas, demonstrating leading maritime technology and an indomitable spirit of exploration.

We thank the authors and illustrators for bringing these adventures to life. We hope every young reader finds the courage and curiosity to become a 'little navigator', sailing boldly towards the world's vast horizons.

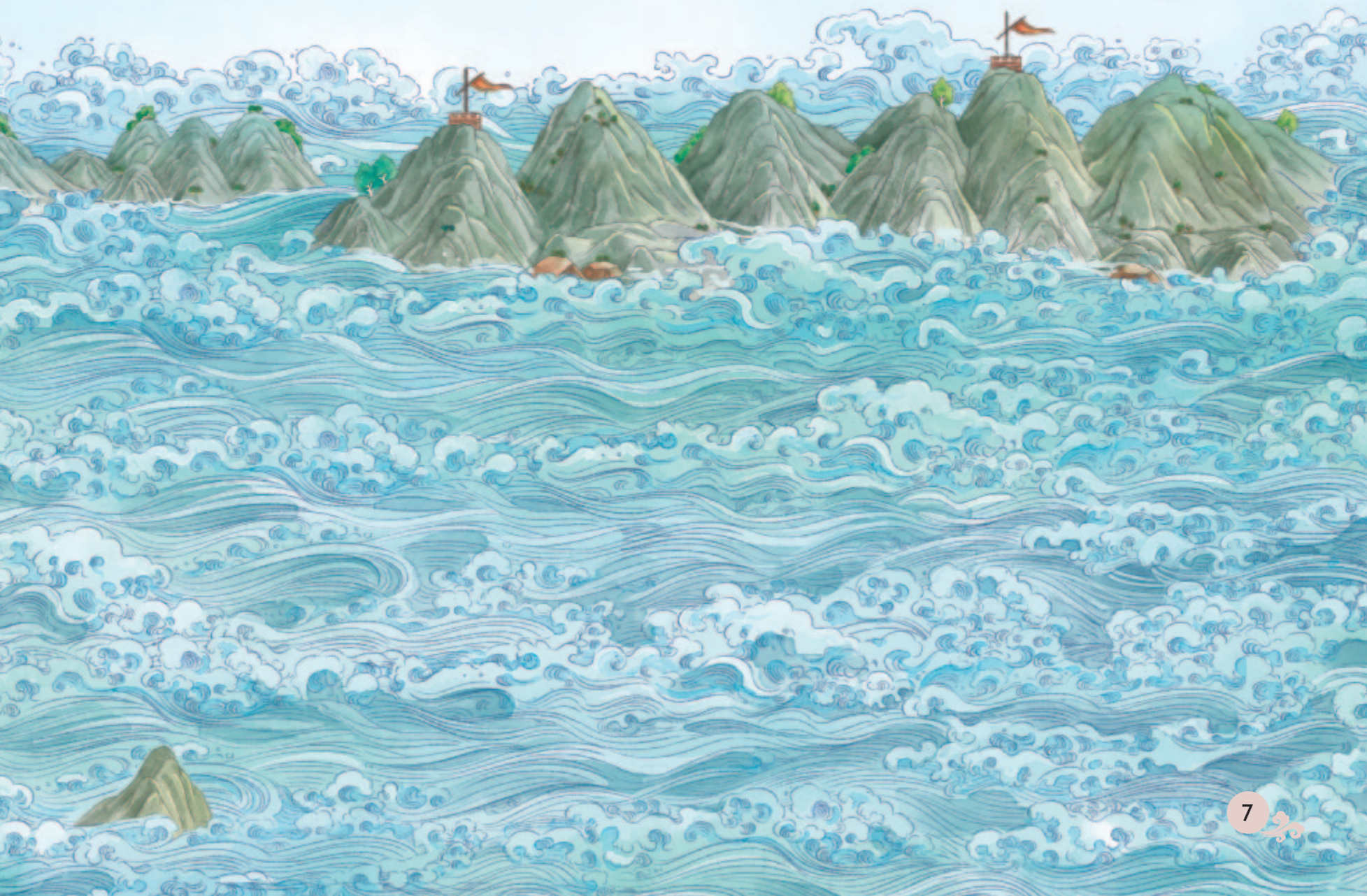
China Maritime Museum





The Ryukyu Kingdom Across the Sea

During the Ming Dynasty, the Ryukyu Kingdom lay about 800 km east of Fuzhou. It was an island kingdom with one main island and over 30 smaller islands. In 1372, the Ming court established a tributary relationship with the Ryukyu Kingdom. From then on, Ryukyuan kings often sent envoys to the Ming court to pay tribute and request investiture.

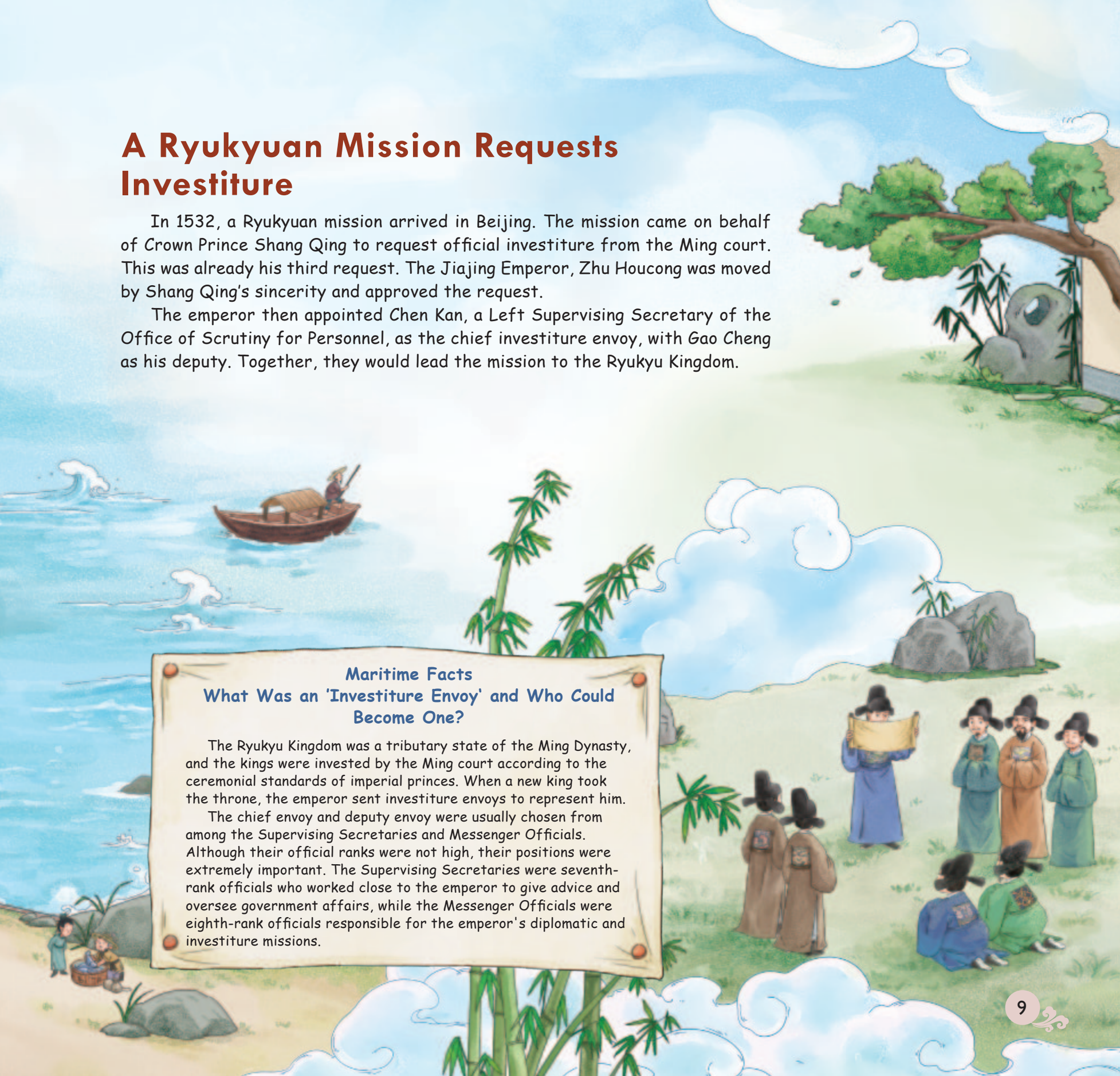




A Ryukyuan Mission Requests Investiture

In 1532, a Ryukyuan mission arrived in Beijing. The mission came on behalf of Crown Prince Shang Qing to request official investiture from the Ming court. This was already his third request. The Jiajing Emperor, Zhu Houcong was moved by Shang Qing's sincerity and approved the request.

The emperor then appointed Chen Kan, a Left Supervising Secretary of the Office of Scrutiny for Personnel, as the chief investiture envoy, with Gao Cheng as his deputy. Together, they would lead the mission to the Ryukyu Kingdom.



Maritime Facts
What Was an 'Investiture Envoy' and Who Could Become One?

The Ryukyu Kingdom was a tributary state of the Ming Dynasty, and the kings were invested by the Ming court according to the ceremonial standards of imperial princes. When a new king took the throne, the emperor sent investiture envoys to represent him.

The chief envoy and deputy envoy were usually chosen from among the Supervising Secretaries and Messenger Officials. Although their official ranks were not high, their positions were extremely important. The Supervising Secretaries were seventh-rank officials who worked close to the emperor to give advice and oversee government affairs, while the Messenger Officials were eighth-rank officials responsible for the emperor's diplomatic and investiture missions.

From the Seventh Rank to the First Rank!

Investiture envoys represented the emperor, so the Ming court chose them very carefully. Chen Kan, who was selected as the chief investiture envoy, was a Left Supervising Secretary of the Office of Scrutiny for Personnel. He had earned the *jinshi* (highest imperial degree) and was known for his talent and good character.

After receiving the emperor's order, Chen Kan collected the imperial edict, voyage supplies, and imperial gifts. To make the envoys look more impressive during the ceremony, the emperor gave Chen Kan and Gao Cheng special first-rank official robes. Chen Kan's robe featured a *Qilin*, while Gao Cheng's robe featured a *Baize*. Robes with these mythical creatures were usually worn only by important nobles and members of the imperial family. Their robes were far higher in rank than the ones they normally wore.





Maritime Facts
The 'Food Allowance' for Investiture Envoys

Besides granting official robes, the Ming court also provided a food allowance for four members of an envoy's family. Since investiture envoys would be away from home for a long time, this support helped their families live more comfortably and allowed the envoys to travel with fewer worries.

Skilled Craftsmen Build the Investiture Ship

Travel between the Ming Dynasty and the Ryukyu Kingdom relied entirely on ships. The investiture ship was a large wooden ocean-going ship specially built for missions to the Ryukyu Kingdom. Chen Kan and Gao Cheng's next important task was to supervise its construction.



The investiture ship was usually built at shipyards in Fuzhou. Since the sea journey was long and filled with strong winds and waves, the ship had to meet very high standards. It needed enough space to carry supplies, strong sailing performance, and an impressive appearance that reflected the prestige of the Ming court.

After nearly a year of work, the investiture ship was finally completed. The ship had a V-shaped bottom, while the bow and stern rose high upward. Five tall masts stood above the deck. With its deep draft, the ship moved smoothly through deep water and was well suited for long ocean voyages. The hull was so stable that people standing on deck could hardly feel the movement of the ship.

Maritime Facts
How Well Was the Investiture Ship Built?

According to *Record of the Mission to Ryukyu*, the investiture ship used by Chen Kan was about 50 m long, 8.7 m wide and 4.3 m deep. Inside the ship were 23 compartments, including a two-storey imperial cabin at the stern. Washboards were installed outside the front and rear cabins to help protect the ship in rough seas.

The materials used to build the investiture ship were carefully chosen. Straight and lightweight fir wood was used for the masts, tough ironwood for the rudder, and thick pine wood for the keel because it was resistant to water.

I'm a craftsman from Fuzhou, and I design the shape of the hull.

I'm a craftsman from Zhangzhou, and I help make the ship strong and durable.

The Far-Reaching Investiture Trade

Besides their investiture mission, Chen Kan and Gao Cheng also helped promote trade between the two countries.

Before departure, they carefully checked the goods they would bring to the Ryukyu Kingdom, especially goods from the Ming Dynasty. Looking through old records, Chen Kan said, "Previous investiture envoys usually brought porcelain, lacquerware and silk to Ryukyu. What should we bring this time?" Gao Cheng replied, "The Ryukyu Kingdom is not rich in natural resources, and its handicrafts are not very advanced. We should bring more everyday items to help improve people's lives." Chen Kan nodded. "You're right. Exchanges between our countries are vital. Let's also bring porcelain in various shapes, handicrafts and textiles."



Goods from the Ming Dynasty Included:



Porcelain

Blue-and-white or celadon bowls and plates, jars, stem cups, flowerpots and incense burners.

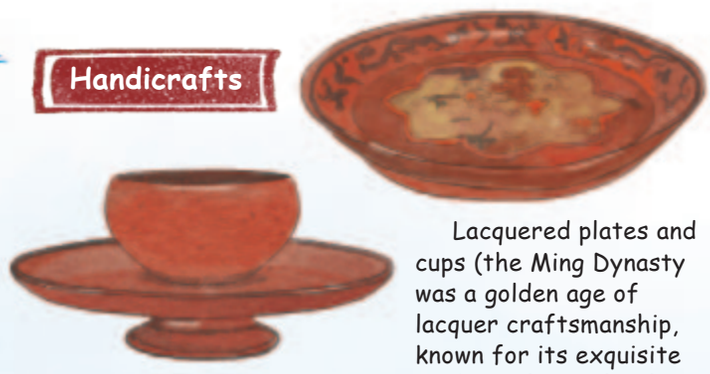




Cultural items



Huizhou inksticks with dragon patterns, Huizhou large inksticks, Huzhou brushes (writing brushes made in Huzhou, Zhejiang), Hangzhou gold-decorated folding fans, etc.



Handicrafts

Lacquered plates and cups (the Ming Dynasty was a golden age of lacquer craftsmanship, known for its exquisite workmanship and rich variety).



Textiles

Blue, plain and other coloured satin, various types of gauze and lawn, dyed cotton handkerchiefs, coloured silk handkerchiefs, etc.

Supplies Loaded on Board!

Besides goods for trade and exchange, the mission also needed daily necessities, emergency supplies, ceremonial items for the investiture ceremony, and weapons for protection. Before departure, Chen Kan and Gao Cheng boarded the ship to inspect the supplies.

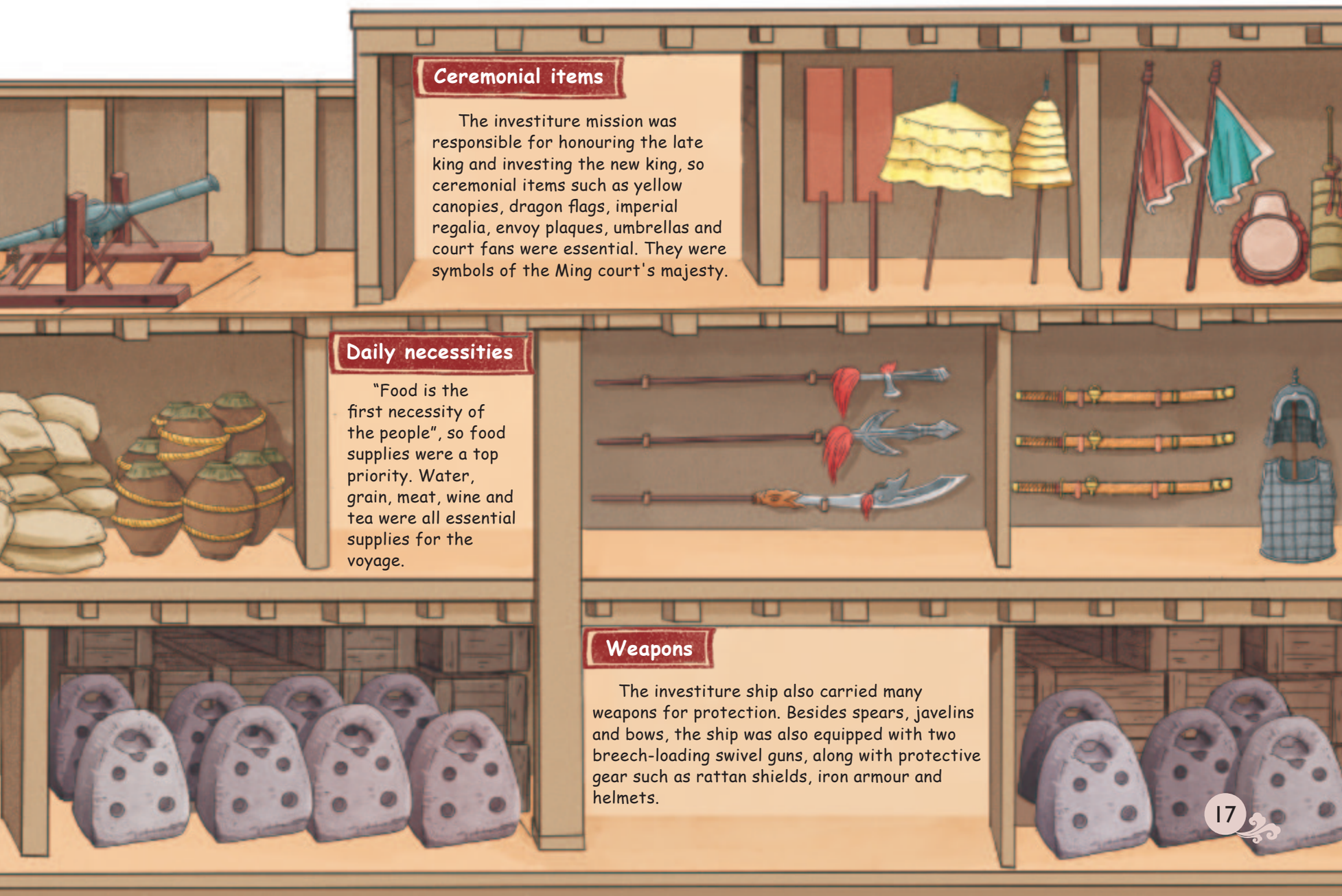


The sea could change its mood at any moment. If the ship was damaged, it had to be repaired immediately. That was why ropes, iron anchors, tung oil, old cloth and hemp were always brought on board.



Chen Kan picked up a mooring line on the deck and carefully checked its quality. When he saw the two imposing cannons, he nodded in satisfaction. "With these, we can feel at ease." In the compartment for emergency supplies, Gao Cheng pointed to the farming tools and said, "These tools are for survival if we are stranded on an island. Let's hope we won't need them."

A soldier whispered to Chen Kan. Chen Kan grew serious and ordered, "Pass the order down! To prevent overloading, no one is allowed to bring more than 100 *jin* (about 60 kg) of personal belongings!"



Ceremonial items

The investiture mission was responsible for honouring the late king and investing the new king, so ceremonial items such as yellow canopies, dragon flags, imperial regalia, envoy plaques, umbrellas and court fans were essential. They were symbols of the Ming court's majesty.

Daily necessities

"Food is the first necessity of the people", so food supplies were a top priority. Water, grain, meat, wine and tea were all essential supplies for the voyage.

Weapons

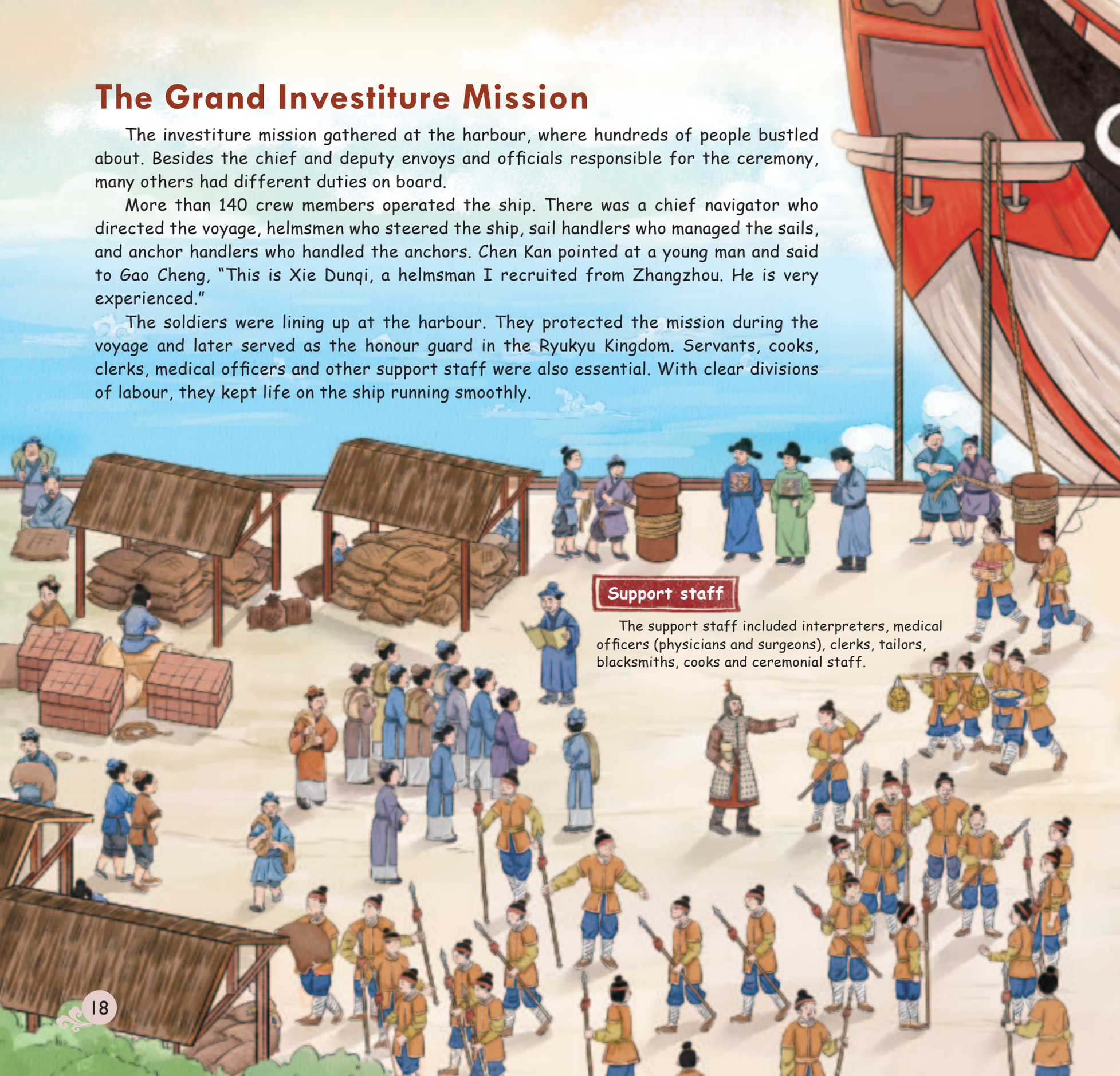
The investiture ship also carried many weapons for protection. Besides spears, javelins and bows, the ship was also equipped with two breech-loading swivel guns, along with protective gear such as rattan shields, iron armour and helmets.

The Grand Investiture Mission

The investiture mission gathered at the harbour, where hundreds of people bustled about. Besides the chief and deputy envoys and officials responsible for the ceremony, many others had different duties on board.

More than 140 crew members operated the ship. There was a chief navigator who directed the voyage, helmsmen who steered the ship, sail handlers who managed the sails, and anchor handlers who handled the anchors. Chen Kan pointed at a young man and said to Gao Cheng, "This is Xie Dunqi, a helmsman I recruited from Zhangzhou. He is very experienced."

The soldiers were lining up at the harbour. They protected the mission during the voyage and later served as the honour guard in the Ryukyu Kingdom. Servants, cooks, clerks, medical officers and other support staff were also essential. With clear divisions of labour, they kept life on the ship running smoothly.



Support staff

The support staff included interpreters, medical officers (physicians and surgeons), clerks, tailors, blacksmiths, cooks and ceremonial staff.



Military escorts

The military escorts mainly included *Qianhu*, *Baihu* and *Bazong* (military ranks in ancient China), who were responsible for the mission's security.

Ship operators

The ship operators mainly included the chief navigator, helmsmen and sail handlers. Most of them came from Zhangzhou. They made their living from the sea, so they were highly skilled and hard-working.

Maritime Facts
Where Did Everyone Sleep on the Ship?

The investiture ship had a large interior space. Bulkheads divided the ship into 23 to 28 cabins. The ship was arranged across three levels. The lowest level stored stones and other heavy objects to keep the ship stable. The middle level housed the envoys and officials. Cabins on both sides were additional cabins for attendants and servants. Sometimes, nearly 30 people shared a single cabin.



Maritime Facts
Sailing with the Wind

Traditionally, the investiture mission relied on the summer south-west winds to sail to the Ryukyu Kingdom and the winter north-east winds to return home. Why?

The coast of Fujian and the Ryukyu Kingdom are part of a strong monsoon region. In winter, north-east winds are most common. In summer, south-west winds are stronger, making it easier for ships to sail to Ryukyu.

Setting Sail!

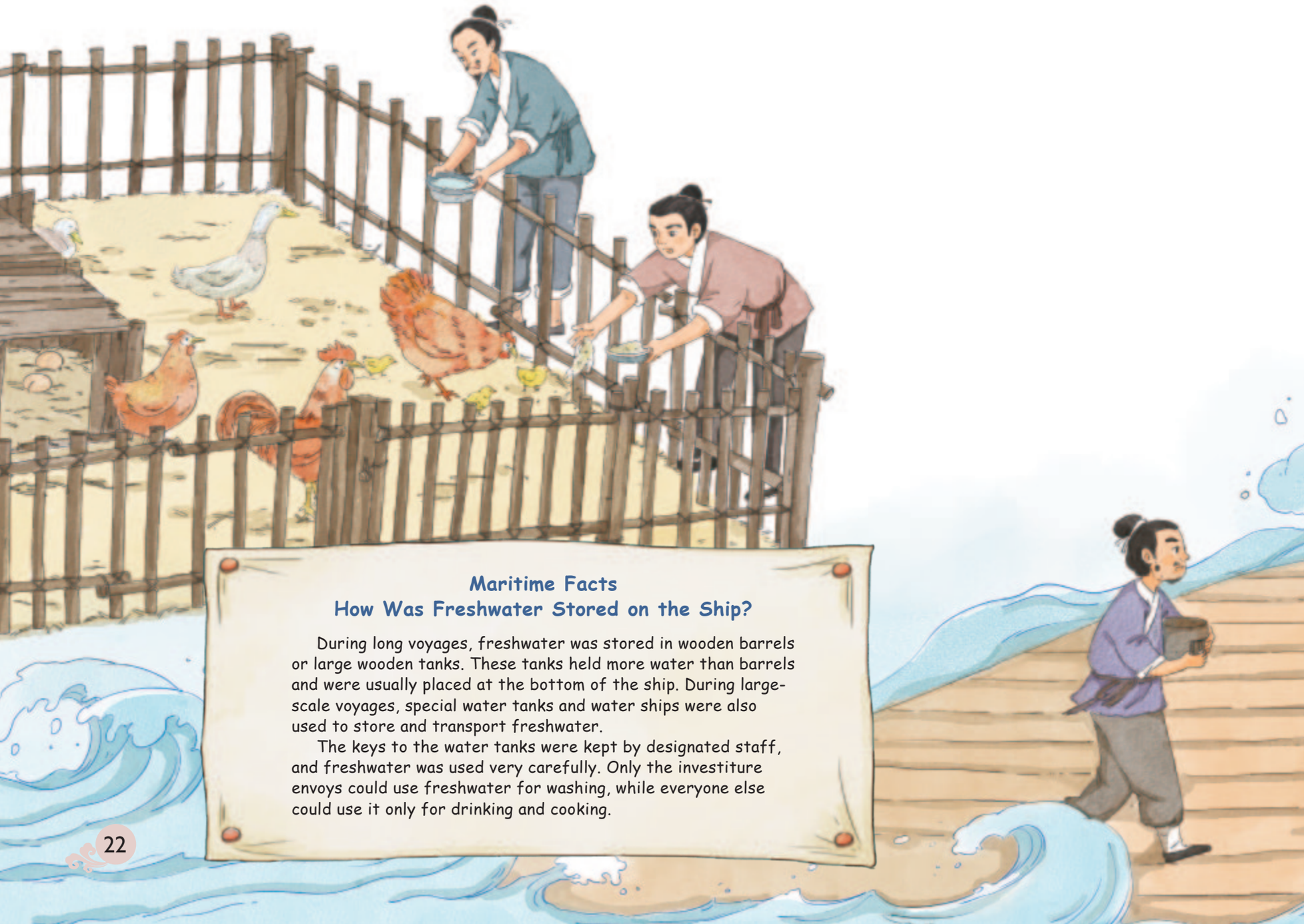
The crew boarded the ship in an orderly manner. All the sailors stood at their stations, ready for departure. Chen Kan and Gao Cheng stood at the stern, bidding farewell to the Fujian officials who had come to see them off. The investiture ship would depart from Fuzhou, home to the Fujian Maritime Trade Office and the only official port for voyages to the Ryukyu Kingdom.

At the chief navigator's command, the crew quickly got to work. The anchor handlers raised the iron anchor, while the sail handlers hoisted the bamboo sails. The investiture ship slowly sailed into the open sea. Looking out at the vast ocean ahead, Chen Kan felt both hopeful and worried. "Most records left by earlier investiture envoys to Ryukyu have been lost. Without records to guide us, the journey ahead feels uncertain." Gao Cheng nodded at once. "You're absolutely right! Once we return safely, we must preserve more records."



Secrets of the Shipboard Diet

Feeding hundreds of people at sea was one of Chen Kan's most important tasks. Since most people on board came from southern China, plenty of rice had to be prepared. The support staff also brought pots of fresh ginger and vegetables to provide vitamins for the crew. Chickens and ducks were kept in pens on board as a source of fresh meat.



Maritime Facts
How Was Freshwater Stored on the Ship?

During long voyages, freshwater was stored in wooden barrels or large wooden tanks. These tanks held more water than barrels and were usually placed at the bottom of the ship. During large-scale voyages, special water tanks and water ships were also used to store and transport freshwater.

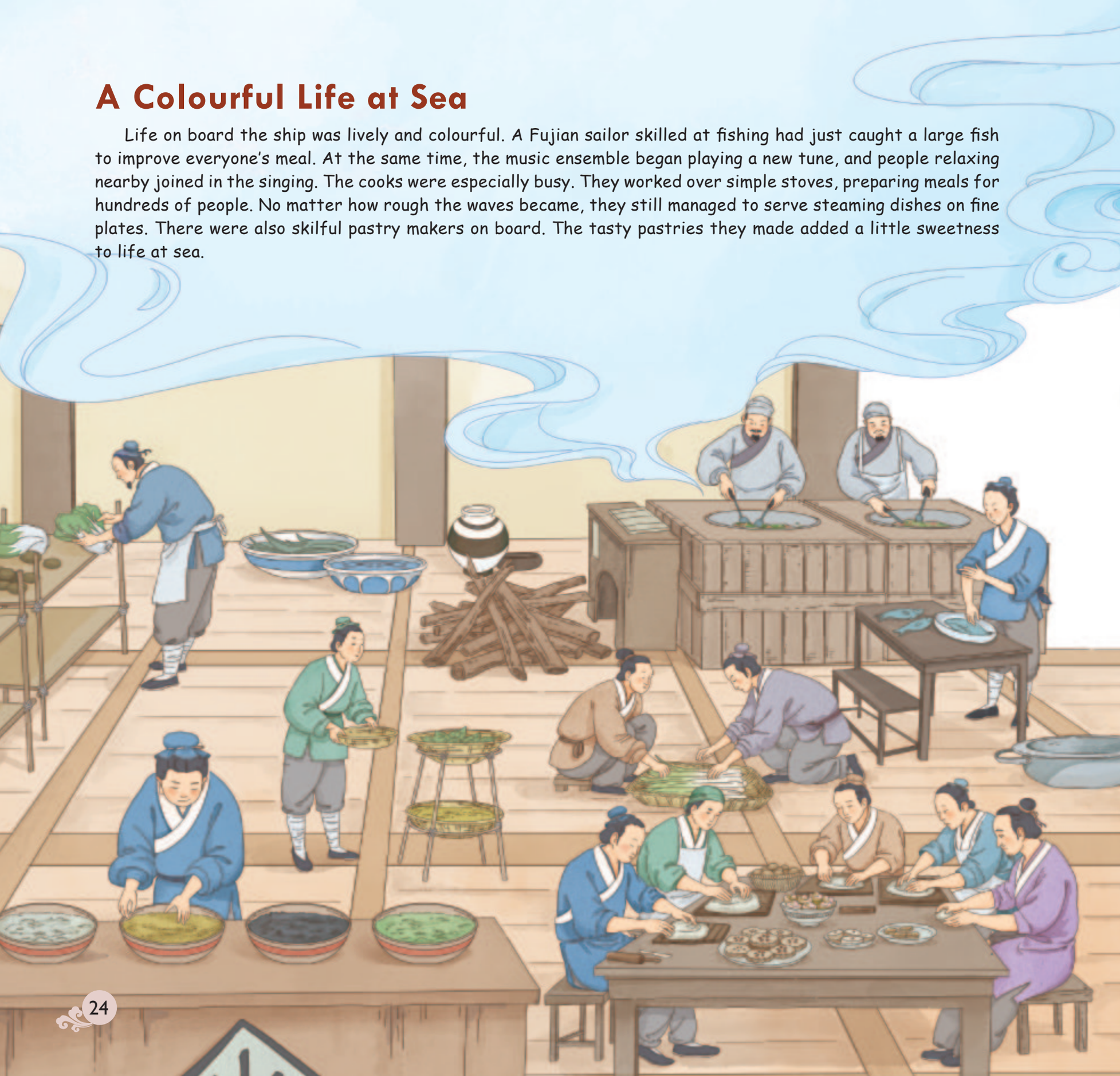
The keys to the water tanks were kept by designated staff, and freshwater was used very carefully. Only the investiture envoys could use freshwater for washing, while everyone else could use it only for drinking and cooking.



Besides food, drinking water was another important concern on the ship. Chen Kan often inspected the compartment where the water tanks were kept. One day, he arrived just as the crew were lining up to collect water. Each sailor carried a bucket and a name tag to receive his share of freshwater. Chen Kan was pleased to see everyone queuing neatly. He said, "Everyone can collect water only twice a day, and only one small bucket each time. It may seem too little, but out on the open sea, freshwater is extremely precious. Only strict control can ensure a smooth voyage."

A Colourful Life at Sea

Life on board the ship was lively and colourful. A Fujian sailor skilled at fishing had just caught a large fish to improve everyone's meal. At the same time, the music ensemble began playing a new tune, and people relaxing nearby joined in the singing. The cooks were especially busy. They worked over simple stoves, preparing meals for hundreds of people. No matter how rough the waves became, they still managed to serve steaming dishes on fine plates. There were also skilful pastry makers on board. The tasty pastries they made added a little sweetness to life at sea.







Maritime Facts
Accompanying Guests

To make life at sea more enjoyable, some accompanying guests also joined the voyage.

Among them were skilled calligraphers and painters, who often exchanged ideas about calligraphy and painting with the envoys. There were also talented chess players who often competed against one another. Meanwhile, the music ensemble filled the ship with beautiful music.

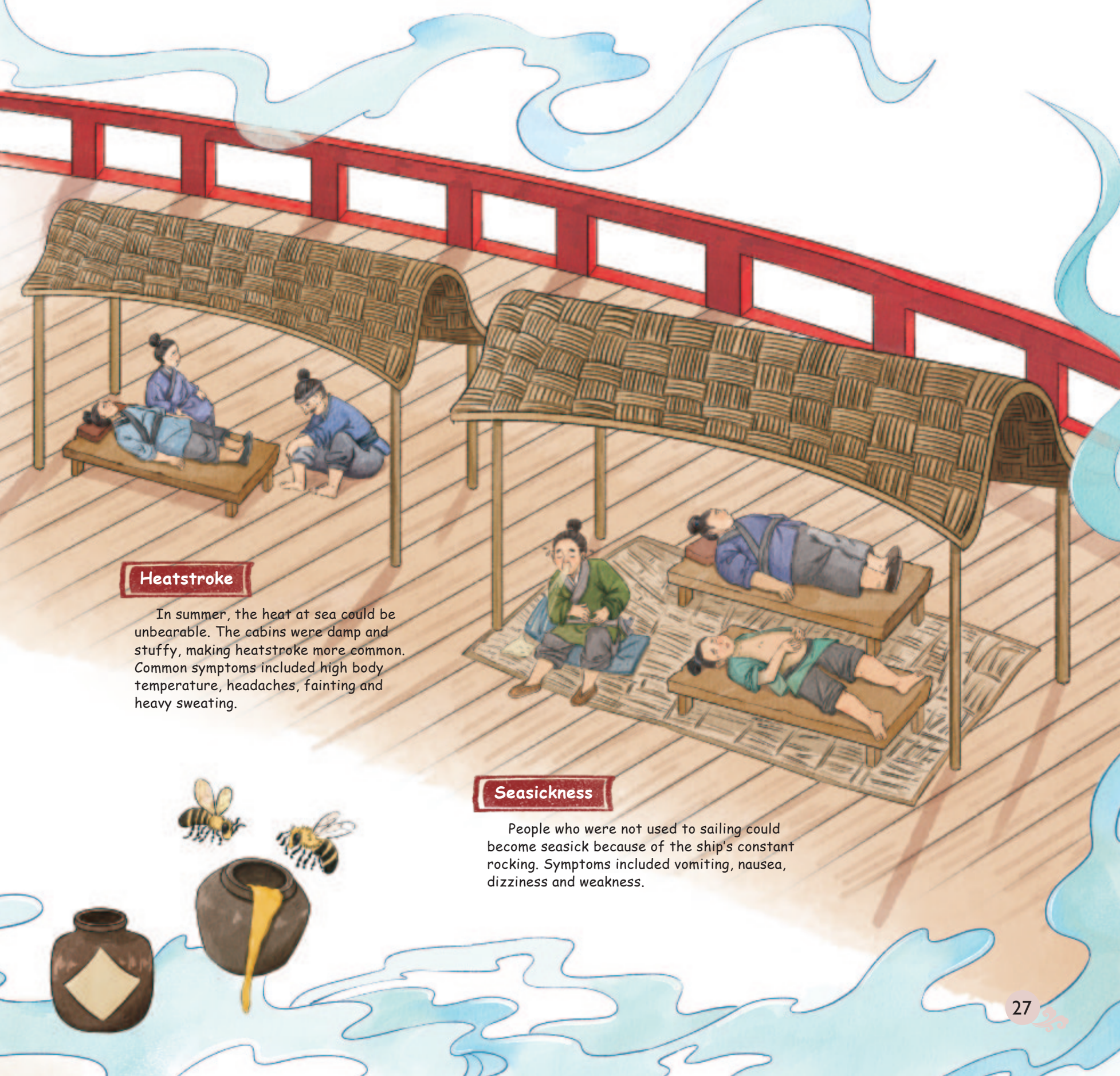
What If Someone Got Sick?

The investiture voyage took place in summer. Under the hot sun, strong sea wind and crowded living conditions, more and more people suffered from seasickness and heatstroke. Chen Kan grew worried and asked the medical officers to do their best to treat everyone.

Helmsman Xie Dunqi suggested, "Sir, we could build shaded shelters on the deck. People could enjoy the sea breeze without standing under the hot sun, and it might help reduce heatstroke." Chen Kan was very pleased and immediately ordered the shelters to be built.

Soon after, Gao Cheng noticed many cracks on Xie Dunqi's skin. They had been caused by constant exposure to seawater while steering the ship. Gao Cheng then asked the medical officer Wu Niansan to treat him. Wu prepared a medicinal bath using half a *jin* of honey, 30 *jin* of light wine, and half a *jin* of powdered herbs such as Chinese angelica and siler root. The treatment worked very well, and Xie Dunqi recovered in just one day.





Heatstroke

In summer, the heat at sea could be unbearable. The cabins were damp and stuffy, making heatstroke more common. Common symptoms included high body temperature, headaches, fainting and heavy sweating.

Seasickness

People who were not used to sailing could become seasick because of the ship's constant rocking. Symptoms included vomiting, nausea, dizziness and weakness.

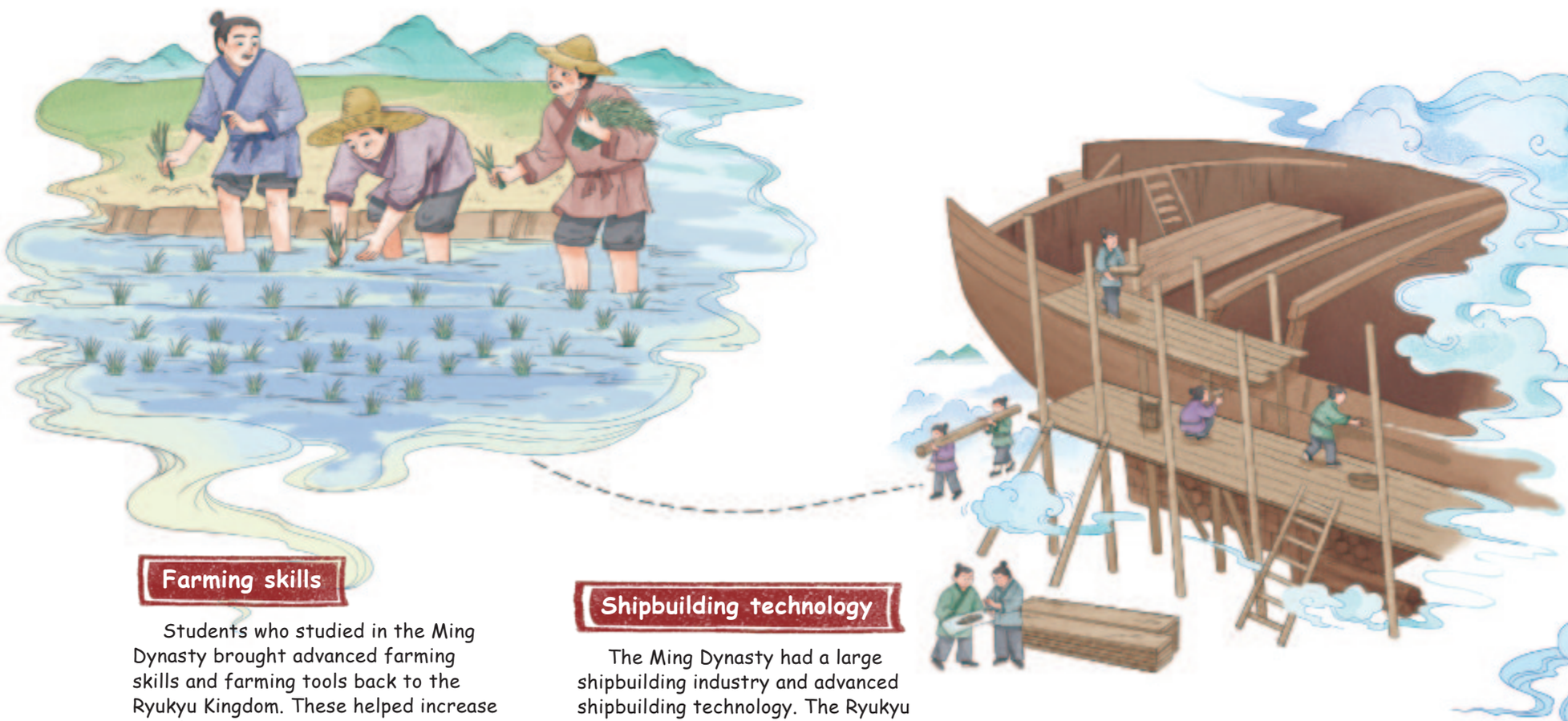
Students Who Sailed Across the Sea

During the voyage, Chen Kan and Gao Cheng often chatted with the Ryukyuan chief navigator to learn more about the Ryukyu Kingdom.

The chief navigator told Chen Kan, "In recent years, many Ryukyuan students have gone to study in the Ming Dynasty. They learned many skills, such as farming, stone carving, calendrical calculations, fireworks making and shipbuilding. Because of them, our harvests have improved, our ships have become sturdier, and people now live better lives."

"That is not all," the chief navigator said excitedly. "When you arrive, you will find that our houses, writing system and the etiquette we follow are all very similar to those of the Ming Dynasty. That is the result of studying abroad!"

Chen Kan nodded and said to the chief navigator, "They are bridges of exchange between our countries!"



Farming skills

Students who studied in the Ming Dynasty brought advanced farming skills and farming tools back to the Ryukyu Kingdom. These helped increase crop harvests.

Shipbuilding technology

The Ming Dynasty had a large shipbuilding industry and advanced shipbuilding technology. The Ryukyu Kingdom often repaired, built and bought ships in Fujian, gradually bringing these skills back to the Ryukyu Kingdom.



Maritime Facts
Ryukyuan Students in the Ming Dynasty

Every time the Ryukyu Kingdom sent a mission to offer tribute or request investiture, it also sent students to study in the Ming Dynasty. Usually, three to six students came each time and stayed for about three to five years.

These students were divided into two groups. Government-funded students, called *Guansheng*, studied at the Imperial Academy, with all expenses paid by the court. Self-funded students, called *Qinxue*, had to pay for everything themselves. Most of these students came from wealthy families.



Fireworks production

Fireworks in the Ming Dynasty were made from saltpetre, sulphur and lime. They came in many designs, including flowers, human figures and animals.



Stone carving

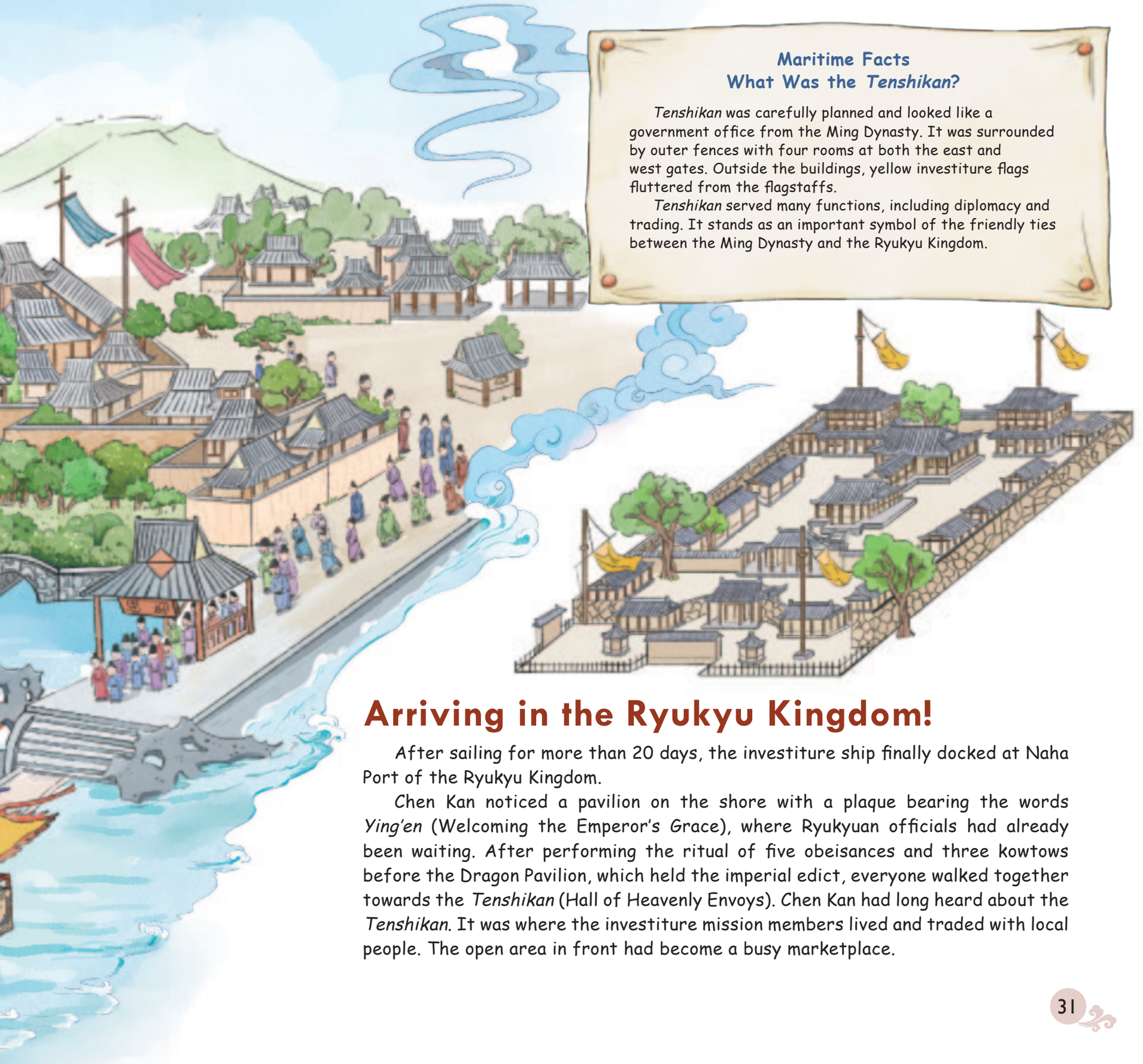
Stone carving was widely used in buildings during the Ming Dynasty, including houses, temples, pavilions, towers and archways. Common designs included flowers, birds, lotus, peonies, lions, clouds and deer.



Calendrical calculations

The *Datong Calendar* was the official calendar of the Ming Dynasty and the traditional calendar used for the longest time during the period. It was an important tool for promoting the culture of the Ming Dynasty abroad.





Maritime Facts
What Was the *Tenshikan*?

Tenshikan was carefully planned and looked like a government office from the Ming Dynasty. It was surrounded by outer fences with four rooms at both the east and west gates. Outside the buildings, yellow investiture flags fluttered from the flagstaffs.

Tenshikan served many functions, including diplomacy and trading. It stands as an important symbol of the friendly ties between the Ming Dynasty and the Ryukyu Kingdom.

Arriving in the Ryukyu Kingdom!

After sailing for more than 20 days, the investiture ship finally docked at Naha Port of the Ryukyu Kingdom.

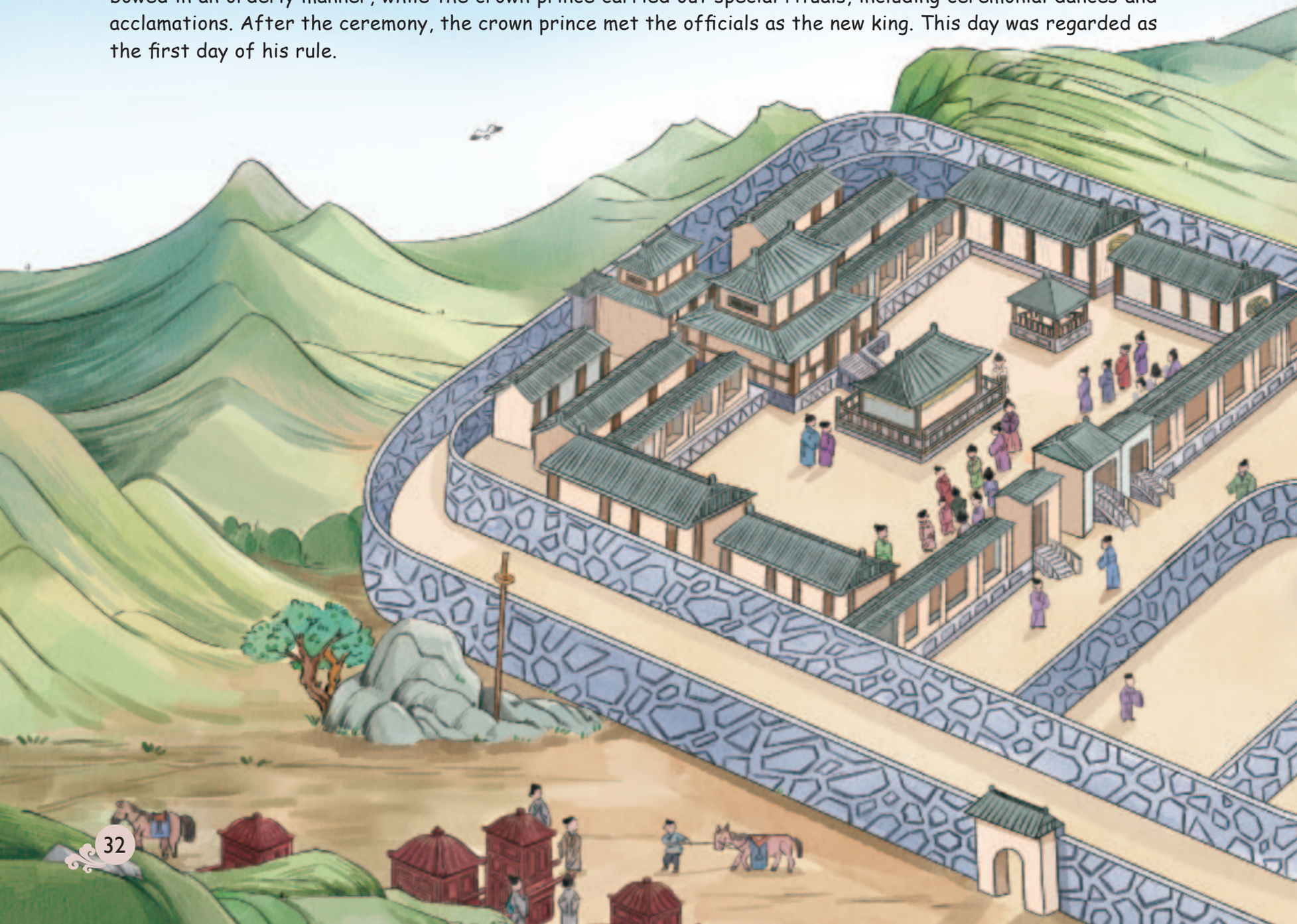
Chen Kan noticed a pavilion on the shore with a plaque bearing the words *Ying'en* (Welcoming the Emperor's Grace), where Ryukyuan officials had already been waiting. After performing the ritual of five obeisances and three kowtows before the Dragon Pavilion, which held the imperial edict, everyone walked together towards the *Tenshikan* (Hall of Heavenly Envoys). Chen Kan had long heard about the *Tenshikan*. It was where the investiture mission members lived and traded with local people. The open area in front had become a busy marketplace.

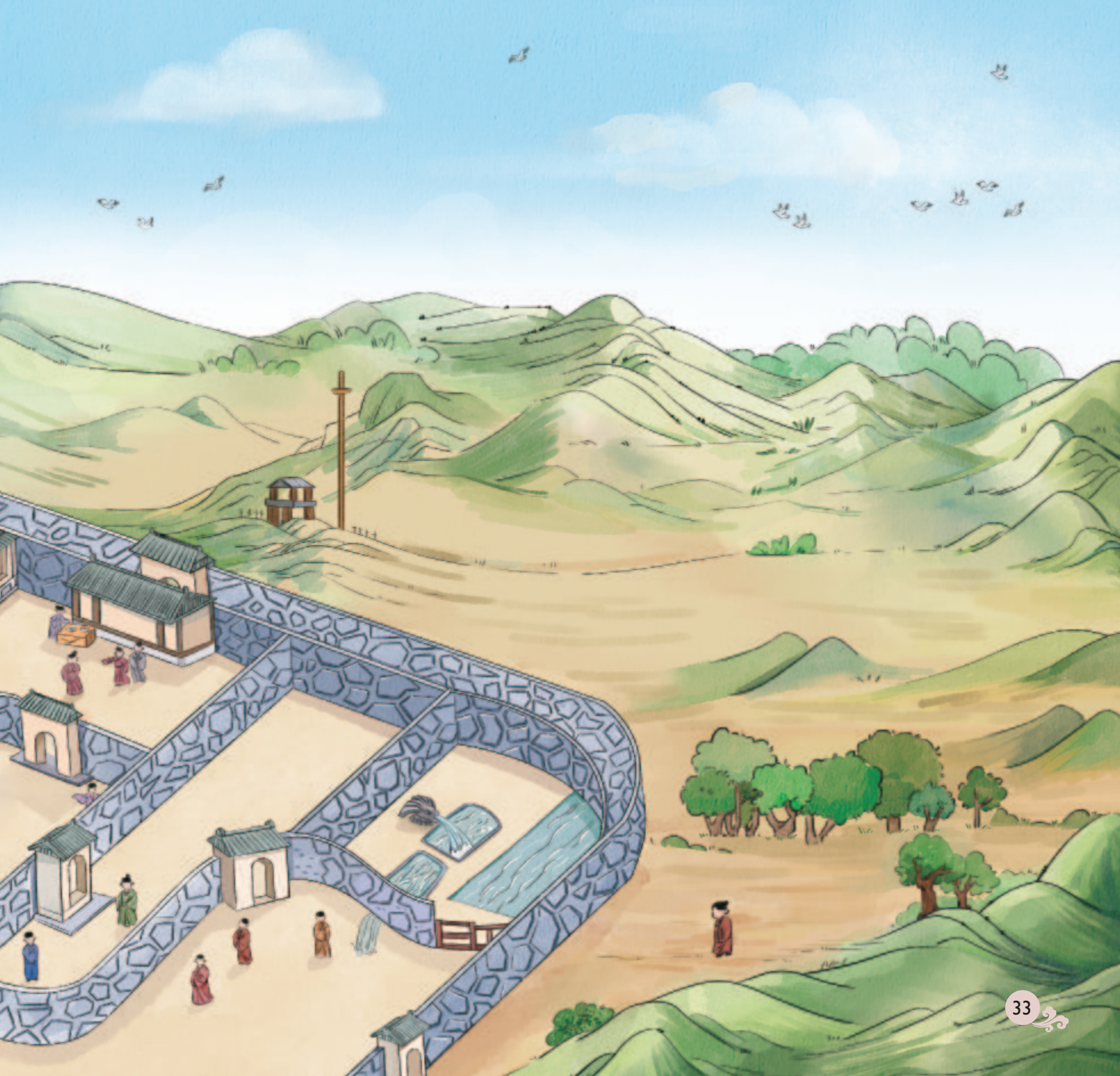
The Investiture Ceremony Begins!

On the day of the investiture ceremony, a solemn atmosphere filled the city. Led by Chen Kan, the investiture mission joined the Ryukyuan officials waiting near the *Tenshikan* and headed together to the grand main hall of the royal palace.

Along the way, banners fluttered and ornaments jingled throughout the long ceremonial procession. Before long, the investiture ceremony began.

In the centre of the main hall stood the Dragon Pavilion holding the imperial edict. Everyone knelt and bowed in an orderly manner, while the crown prince carried out special rituals, including ceremonial dances and acclamations. After the ceremony, the crown prince met the officials as the new king. This day was regarded as the first day of his rule.





Record of the Mission to Ryukyu

In September, as the north-east wind blew across the sea, the investiture mission prepared to return to the Ming Dynasty after staying for over three months.

This journey taught Chen Kan a great deal. After returning home, he wrote *Record of the Mission to Ryukyu*, fulfilling his wish before the voyage. The book recorded everything from his appointment as an investiture envoy to his experiences in the Ryukyu Kingdom, leaving valuable records for later generations. It was also the first detailed record of an investiture mission in China.

Starting with Chen Kan, many later investiture envoys began recording their journeys. These writings became valuable records of ancient Chinese maritime history.





Investiture Missions to Ryukyu in the Ming and Qing Dynasties

Throughout the Ming and Qing Dynasties, the investiture of the Ryukyu Kingdom was an important diplomatic task for the court. Over 500 years, the court sent 23 missions with 43 envoys to Ryukyu. Among them, the Ming court sent 15 missions with 27 envoys, while the Qing court sent eight missions with 16 envoys.

1372: Ryukyu's First Tribute Mission to the Ming Court

Emperor Zhu Yuanzhang sent the Messenger Official Yang Zai to the Ryukyu Kingdom. In December of the same year, Ryukyu sent its first tribute mission to the Ming court, marking the beginning of tribute relations between the two sides.



1372: Tribute Relations Became Official

The Ming court presented Ryukyu with the *Datong Calendar*, symbolising that the Ryukyu king's rule was recognised by the Ming court.

1392: Deepening Relations Between the Ming and Ryukyu

Emperor Zhu Yuanzhang sent 36 Fujianese families skilled in navigation to the Ryukyu Kingdom to facilitate exchanges between the two sides. This was the first recorded large-scale overseas migration organised by the government.

1392: Ryukyu Began Sending Students to the Ming Dynasty

The Ryukyu Kingdom sent young students to study at the Imperial Academy in the Ming Dynasty, beginning the tradition of Ryukyuan students studying in the Ming Dynasty.

1404: The First Investiture Mission to Ryukyu

The Ming court sent Messenger Official Shi Zhong as chief envoy to the Ryukyu Kingdom. This marked the beginning of the Ming court's official investiture missions to Ryukyu.

1534: Chen Kan and Gao Cheng's Mission to Ryukyu and *Record of the Mission to Ryukyu*

The Ming court appointed Left Supervising Secretary of the Office of Scrutiny for Personnel Chen Kan as chief envoy and Messenger Official Gao Cheng as deputy envoy to the Ryukyu Kingdom. Chen Kan later wrote *Record of the Mission to Ryukyu*, the first detailed record of an investiture mission.

1633: The Last Ming Investiture Mission

The Ming court sent Right Supervising Secretary of the Office of Scrutiny for Revenue Du Sance as chief envoy and Messenger Official Yang Lun as deputy envoy to the Ryukyu Kingdom. Their investiture ship was the largest ever recorded in history.

1472: Fuzhou Became the Only Official Port to Ryukyu

The Office of Maritime Trade, which managed tribute and overseas trade, was moved from Quanzhou to Fuzhou. From then on, Fuzhou became the only official port between the Ming Dynasty and the Ryukyu Kingdom.

1662: The First Qing Investiture Mission

The Qing court sent Assistant Controller of the Office of Scrutiny for Military Affairs Zhang Xueli as chief envoy and Messenger Official Wang Gai as deputy envoy to the Ryukyu Kingdom.

1689: The Establishment of the Tribute Reception System

The Qing court allowed Ryukyuan reward-receiving ships to trade tax-free and increased the number of tribute personnel to 200.



1866: China's Last Investiture Mission to Ryukyu

The Qing court sent Examination Editor of the Hanlin Academy Zhao Xin as chief envoy and Senior Compiler of the Hanlin Academy Yu Guangjia as deputy envoy to the Ryukyu Kingdom. This was China's last investiture mission to Ryukyu.



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