



臺灣

THE
LIGHTHOUSES OF
TAIWAN

山巔海湄・風景絕美

燈塔
風情



百年回望，黑暗中的熠熠明光，
循著歷史軌跡，在大海拚搏與共存中流轉，
守燈者陪伴浪濤迴聲，
日落點燈、日出關燈，夜夜護航來往船隻。

持續無間斷的輝映，述說島嶼的思念，
不畏暗礁密布，無懼狂風吹打，堅毅身影巍然聳立，
探照今日往昔，永恆守護時代記憶。

Looking back hundreds of years, light in the darkness,
Both coexisted with and struggled against the tides of history and oceans.
The lighthouse keeper stood by resonating waves,
A silent guardian of ships after sundown rests only at dawn.
The prevailing light told of longing of the island,
Standing strong against submerged reefs and unrelenting storms,
Illuminating the present and past, protecting the memories of an age forever.



局長 序

清朝因鴉片戰爭失利，與英國簽訂南京條約開放沿海通商，清同治七年（西元1868年）由海關前總稅務司赫德（Robert Hart）呈准清政府授權海關設計建造燈塔，以利航行安全，並增加稅收。臺灣地區燈塔建置亦始於清朝，歷經日據時代，建築風格、材料造形各異，形成具有導航、觀光及文化於一體建築物。

過去，燈塔照亮每個航海人回家的路，今天仍矗立重要海岬吸引人潮前往之據點，依105年統計每年造訪燈塔觀光人數約120餘萬人。目前我國有太平島燈塔等總計36座，嗣因行政院2013年組織改造，燈塔原由財政部海關業務移由航港局掌理。為強化燈塔效益，除積極推動燈塔觀光外，並計畫106年於燈塔加裝船舶自動定位系統及差分全球航海衛星系統無線電示標臺，突破目視導航限制，注入新的科技元素，活化燈塔舊有功能，促進船舶海上航行安全。

今年（西元2016年）所籌編的《臺灣燈塔風情》，除加深燈塔更為宏觀之意念，另附贈燈塔耆老的感人故事、燈塔攝影比賽的美麗作品與介紹各燈塔的QR code，透過文字及圖片回顧臺灣燈塔，並對我航安管理團隊，表示由衷感謝。

交通部航港局局長

謝國良

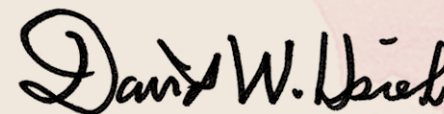
中華民國105年11月

After the Qing Dynasty lost the Opium War, it signed a treaty with Great Britain that opened the port of Nanjing for coastal trade. In year 7 of the Tongzhi Reign of the Qing Dynasty (1868), Robert Hart, inspector general of China's Maritime Customs Bureau was authorized by the Qing government to design and construct a lighthouse for the purpose of navigation safety, as well as henceforth increase taxes. Taiwan's lighthouse construction also began during the Qing Dynasty and continued into the Japanese occupation era, as result of which the architectural styles, materials, and shapes started to diverge, and Taiwan developed its own unique style of lighthouses with shipping navigation, tourism and cultural meaning.

In the past, lighthouses were essential to guiding sailors safely back home, and today the main capes still attract sightseeing crowds. In 2016, about 1.2 million tourists visited the lighthouses around Taiwan. At present, Taiwan has 36 lighthouses, on Taiping Island and elsewhere. As a result of a reorganization of the Executive Yuan in 2013, the administration and management of Taiwan's lighthouses was transferred from the Customs Bureau, Ministry of Finance to the Maritime Port Authority, Ministry of Traffic and Communications. In order to enhance the efficiency of the lighthouses, apart from actively promoting lighthouse tourism, we plan to install an automatic vessel positioning system and a radio-based global navigation satellite system on all lighthouses in 2017 to break through the restrictions of visual navigation. These new technology elements will further activate the lighthouses and improve maritime navigation safety.

This 2016 edition of "The Lighthouses Of Taiwan", pictures the vast and detailed panorama of our country's lighthouses, and offers touching old stories related to various of these beacons. The book also contains the best entries to the lighthouse photography contest as well as QR codes to the past and present of the lighthouses introduced through texts and visuals. I express my heartfelt gratitude to our maritime safety team, who created this delightful tribute to Taiwan's lighthouse legacy.

Director General



Maritime and Port Bureau, MOTC
November, 2016

Director-General's Preface

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臺海引領，航海歸途

The Way Home to Taiwan

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緣起燈塔

當陸上資源已無法滿足，人類為追尋更廣大的天地，不免要打破地域空間所造成的藩籬，跨越海洋，尋找新天地。但海上不比陸上方便，尤其夜晚更容易讓船隻迷失，「燈塔」便應運而生，它是黑夜裡引導船隻航行的明燈，辨識航向與方位的指標，「海上守護者」之名也是因此而來。

臺灣地處太平洋板塊邊緣，四面環海，面積約3萬6千平方公里，海岸線長達1,560餘公里，自明代便盛行海上貿易。早期船隻只能靠民間自行設置的油燈來助航，設備簡陋，航行的風險高，船難事件頻傳。我國最早的燈塔可追溯至乾隆43年（西元1778），在澎湖外建設七級石塔，夜間點燃油燈，作為臺灣與廈門之間的航行標誌。

我國之燈塔及其他助航設備計有燈塔36座、燈杆44座及雷達標杆13座，合計93座，由航港局負責設置、維護及補給等任務。近年來，燈塔除朝自動化、科技化外，開放富貴角、奇萊鼻、鼻頭角、漁翁島、高雄、鵝鑾鼻、三貂角、東引島、東莒島、白沙岬、綠島、芳苑等十二座燈塔供民衆參觀，發揮了燈塔多元之功能與價值。

在清同治7年（西元1868）是海關成立海務科，由海務稅務司專責燈塔等航路標識的建設與維護。臺灣原是世界上唯一由海關管理燈塔的國家，因政府組織再造，西元2013年1月1日移撥交通部航港局。

交通部航港局接管後，積極辦理燈塔開放觀光，彰顯地方特色景觀，體現燈塔歷史、文化、建築特色及地景之美，使臺灣燈塔的功能又邁進一大步。



Origin of Lighthouses

The human beings who dissatisfy terrestrial resources have been unavoidable breaking through geographical barriers to reach the new world beyond vast oceans. As the beacon to navigate boats and the indicator to identify a direction or an orientation, the lighthouse, also known as a sea shepherd, was born at the right moment when sinister oceans perplex seamen who lost their directions at night especially.

Taiwan situated at the edge of the Pacific plate and surrounded by oceans is an island with an area of 36,000 square kilometers and a coastline extending over 1,560 kilometers had been the hub of maritime trades since the Ming Dynasty. In the early days, ships which relied on self-made oil lamps as simple and crude navigation tool on the ocean took high risks and wrecked frequently. The earliest lighthouse made by our ancestors should date back to 1778 and was a septuple-decker stone tower, which was built beyond Penghu and taken as a beacon of ships traveling between Taiwan and Xiamen with oil lamps lit at night.

The Maritime and Port Bureau, MOTC, is responsible for setup, maintenance and logistics of supplies for total 93 lighthouses and/or other aids to navigations including 36 lighthouses, 44 poles and 13 racons. In recent years, for promotion of diversified functions and values of lighthouses, there have been 12 lighthouses totally at Fukwei Chiao, Chilaipi, Pitou Chiao, Yuweng Tao, Kaohsiung, Eluanpi, Santiao Chiao, Tungyin Tao, Tungchu Tao, Paisha Chia, Lu Tao, and Fong-Yuan opened to the general public in addition to automation and technicalization of lighthouses.

With the Department of Maritime Affairs established by the Customs in 1868, the Imperial Maritime Customs Service Administration was responsible for construction and maintenance of lighthouses and other aids to navigations. Taiwan, which was the only country authorizing the Customs Service to manage lighthouses, transferred the official business to the Maritime and Port Bureau, MOTC, for management of lighthouses on January 1, 2013 when the project of government restructuring was launched.

As the competent authority, the Maritime and Port Bureau, MOTC, has been opening lighthouses actively to spotlight local characteristic landscapes, reflect lighthouses' history, cultures, architectural features and landscaped beauties, and immensely promote lighthouses' functions.

臺灣燈塔興建年表

Lighthouse Construction Chronology of Taiwan

【臺灣最早的燈塔、國定古蹟】
澎湖縣西嶼西南端
漁翁島燈塔



1778

金門縣東碇島山頂
東碇島燈塔



1871

臺南市安平港口北端海灘
安平燈塔



1872

【1954年停用、縣定古蹟】
金門縣烏坵山頂
烏坵嶼燈塔



1874

連江縣東莒島東北角上
東莒島燈塔



1875

金門縣北碇島山頂
北碇島燈塔



1882

【我國獨一無二的武裝燈塔】
屏東縣鵝鑾鼻岬角
鵝鑾鼻燈塔



1883

【市定古蹟】
高雄市旗津區旗後山頂
高雄燈塔



【唯一位於河口的燈塔】
新北市淡水港北岸
淡水港燈塔



1888

西元

【市定古蹟】
鼻頭角燈塔
新北市金瓜石北端之鼻頭角



1897

【臺灣最北端燈塔】
富貴角燈塔
新北市石門區富貴岬角



基隆燈塔
基隆港西岸碼頭萬人堆鼻



1900

【市定古蹟】
白沙岬燈塔
桃園市觀音區白沙岬



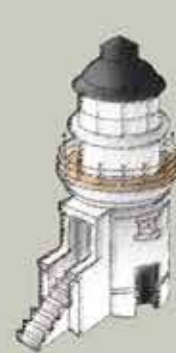
1901

【遠東最高銑鐵燈塔】
目斗嶼燈塔
澎湖縣目斗嶼上



1902

【國定古蹟】
東引島燈塔
福州區東引島東坡山腰



1904

【市定古蹟】
彭佳嶼燈塔
基隆外海彭佳嶼上



1909

花蓮港燈塔
花蓮港花岡山



1910

澎湖縣東吉嶼北角崖頂
東吉嶼燈塔



1911

臺灣燈塔興建年表

Lighthouse Construction Chronology of Taiwan

澎湖縣查母嶼岩礁上
查母嶼燈塔

【重建次數最多的燈塔】
雲林縣口湖鄉外傘頂洲
塭港堆燈塔

【塔身最低的燈塔】
宜蘭縣蘇澳鎮北方澳後山
蘇澳燈塔

屏東縣外海琉球嶼山頂
琉球嶼燈塔

花蓮港北端奇萊鼻岬角
奇萊鼻燈塔

【臺灣最東的燈塔】
新北市貢寮區三貂腳
三貂角燈塔

【澎湖最西的燈塔】
澎湖縣花嶼山頂
花嶼燈塔

澎湖縣七美嶼南角屋頂
七美嶼燈塔

【歷史建築：舊名火燒島燈塔】
臺東縣綠島鄉之西北海岸高地
綠島燈塔



西元

1913

1914

1927

1929

1931

1935

1939

【第一座由國人自行設計
的燈塔；目前停用】
基隆港西岸碼頭球子山頂
球子山燈塔



1956

臺南市七股區國聖港
國聖港燈塔



1957

新北市萬里區野柳地質公園內
野柳燈杆



1967

【目前停用】
臺中港北方區高美海濱
高美燈塔



基隆港外海基隆嶼山頂
基隆島燈塔



1980

【由高美燈塔移設】
臺中港一號碼頭遠東倉儲頂端
臺中港燈塔



1982

臺東縣外海蘭嶼西北方山頂
蘭嶼燈塔



彰化縣芳苑鄉王功漁港
芳苑燈塔



1983

【臺灣最南的燈塔】
南太平洋太平島上
太平島燈塔



2015



回溯臺灣燈塔

臺灣四面環海，擁有1,560餘公里的海岸線，經濟仰賴海上貿易，燈塔的導航能帶來正向功能。若以建造時間區分，可分清朝、日據及台灣光復後等三種時期的演變。

燈塔建設始於西元1778年（乾隆43年），澎湖縣西嶼南端的漁翁島燈塔是全臺第一座燈塔，在清朝所設燈塔依先後順序分別為漁翁島、鵝鑾鼻、高雄、安平和淡水等等，遍及本島、金門與馬祖地區；而日據時代整修高雄、安平燈塔，還增設十七座燈塔，但大多因二次大戰毀壞。臺灣光復時，海關奉命接收管理臺灣燈塔，進行整修外，新的燈塔也陸續興建，更增設國際港口的燈杆；至此臺灣燈塔作業便開始邁向正軌。

我國原本是世界上唯一由海關管理燈塔的國家，因政府組織再造，西元2013年1月1日移撥交通部航港局，負責設置及維護。西元2015年底，在南沙增設的太平島燈塔後，現有燈塔36座、燈杆44座及雷達標杆13座，合計93座。

近年來，燈塔朝自動化、科技化發展的同時，陸續開放觀光，如澎湖漁翁島、高雄、鵝鑾鼻、三貂角、東引島、白沙岬及高美等燈塔等，供一般民衆參觀，藉以促進當地觀光發展。



History of Lighthouses

Taiwan surrounded by oceans has a coastline of over 1,560 kilometers and economically depends on maritime trades which request lighthouses' positive functions for maritime navigation. Historically, the construction of lighthouses in Taiwan evolved in three different phases: Qing Dynasty, Japanese colonial era, and post-WWII.

Taiwan's first lighthouse completed in 1778 was the Yuweng Tao Lighthouse constructed at the southern tip of Xiyu, Penghu, and followed by other lighthouses at Eluanpi, Kaohsiung, Anping, Danshui, Ximen and Matsu during the Qing Dynasty. In the Japanese colonial era, the Japanese revamped lighthouses at Kaohsiung and Anping and constructed other 17 lighthouses, most of which were damaged in WWII. After WWII, the Customs Service, which took over lighthouses in Taiwan, launched new projects of repairing old lighthouses, constructing new ones and installing poles at international ports for management of lighthouses on the right track.

Taiwan, which was the only country authorizing the Customs Service to manage lighthouses, transferred the official business to the Maritime and Port Bureau, MOTC, for setup and maintenance of lighthouses on January 1, 2013 when the project of government restructuring was launched. With the new Taiping Island Lighthouse completed by the end of 2015, there have been 36 lighthouses, 44 poles, and 13 racons and 93 totally.

For promotion of local tourism, the lighthouses at Yuweng Tao, Kaohsiung, Eluanpi, SantiaoChiao, Tungyin, Paisha Chia, and Kaomei has been opened to the general public sequentially in recent years in addition to tasks such as automation and technicalization of lighthouses.



燈塔示意圖
Lighthouse Map



燈光塔意，各領風騷

Unique Characteristics

極境

北臺灣燈塔

Lighthouses in Northern Taiwan

- | | | | |
|----|-----------------------------------|----|----------------------------------|
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Santiao Chiao Lighthouse | 40 | 彭佳嶼燈塔
Pengchia Yu lighthouse |
| 26 | 鼻頭角燈塔
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Chiutzu Shan Lighthouse | 52 | 淡水港燈塔
Tanshui Port Lighthouse |
| 36 | 基隆島燈塔
Keelung Tao Lighthouse | 56 | 白沙岬燈塔
Paisha Chia Lighthouse |



富貴角燈塔，攝影／曾麗華。
Fukwei Chiao Lighthouse photographed by Li-Hua Zeng

三貂角燈塔

Santiao Chiao Lighthouse

民國24年（西元1935）建造的三貂角燈塔，位於新北市貢寮區三貂角，塔身構造為鋼筋混凝土白色圓塔，是日本人佔據臺灣後建造的第一座燈塔。

The Santiao Chiao Lighthouse, which was constructed on Santiao Chiao of Gongliao District, New Taipei City, in 1935, is a cylindrical white reinforced-concrete lighthouse and was the first beacon built by the Japanese having governed Taiwan.





東洋 24.5 哩的凝視

屹立島之東，向海洋探尋的深邃凝望，仍守候島嶼上的思念，
歷經戰火洗禮，水晶玻璃早已碎裂如淚珠，時光流轉後的重生，
如今已成碧海藍天下，情人的海誓山盟。



三貂角燈塔介紹
Santiao Chiao Lighthouse

三貂角燈塔位於新北市貢寮區三貂角。日昭和4年（西元1929）暨日昭和6年（西元1931），在該海域先後有撫順丸及華南丸沉沒開始籌建燈塔，日昭和10年（西元1935）建造三貂角燈塔並發光，二次大戰時遭受轟炸受損，民國35年（西元1946）修復發光，透鏡仍保留其傷痕。民國81年（西元1992）開放供民衆參觀，是最早開放觀光燈塔之一。

The Santiao Chiao Lighthouse is located at Santiao Chiao of Gongliao District, New Taipei City. The Santiao Chiao Lighthouse, which beaconed in 1935 after the "Bujun Maru" and the "Kwanan Maru" sank in the surrounding waters in 1929 and 1931 respectively, was damaged in bombardments for some shot marks on its lens during WWII but repaired completely in 1946. In 1992, the Santiao Chiao Lighthouse opened to the general public is one of the first lighthouses for tourism.



攝影 / 李芝屏
Photographed by Zhi-Ping Li



攝影 / 劉福爾
Photographed by Fu-Er Liu



攝影 / 利勝章
Photographed by Sheng-Zhang Li

三貂角燈塔是臺灣本島最東之燈塔，機關團體曾多次在此舉辦跨年升旗典禮迎曙光活動，燈塔內設有展覽室，展示我國燈塔重要史料與珍貴圖片。原堆放燃油倉庫於民國99年（西元2010）改建為圓拱頂加上彩繪玻璃，類似歐洲教堂的風格，故別名「三貂角教堂」。

As the easternmost lighthouse in Taiwan, the Santiao Chiao Lighthouse where some organizations held New Year flag-raising ceremonies for the first light of morning as exhibition rooms in which precious and valuable historical records and photos for lighthouses in Taiwan are presented. The warehouse in which fuels were stored was reconstructed as a building with a dome and stained glasses emulating European churches and earned a nickname of the "Santiago Chiao Church".

鼻頭角燈塔

Pitou Chiao Lighthouse

首建於日明治29年（西元1896），位於新北市金瓜石北端之鼻頭角上，今塔身構造為鋼筋混凝土白色圓塔。

The Pitou Chiao Lighthouse constructed at Pitou Chiao north of Jinguashi, New Taipei City, in 1896 is a cylindrical white reinforced-concrete beacon.





山海岬灣的風中守望

東海與太平洋的潮流分界，對峙時代的壁壘分明，戰爭浪花襲捲而至，軍艦岩無力抵抗，眼見六角鐵造燈塔崩壞，在風中留下輕輕喟嘆。

而今和平拂來，重生的東北明珠，仍立守山海岬灣，靜望這海天一色。

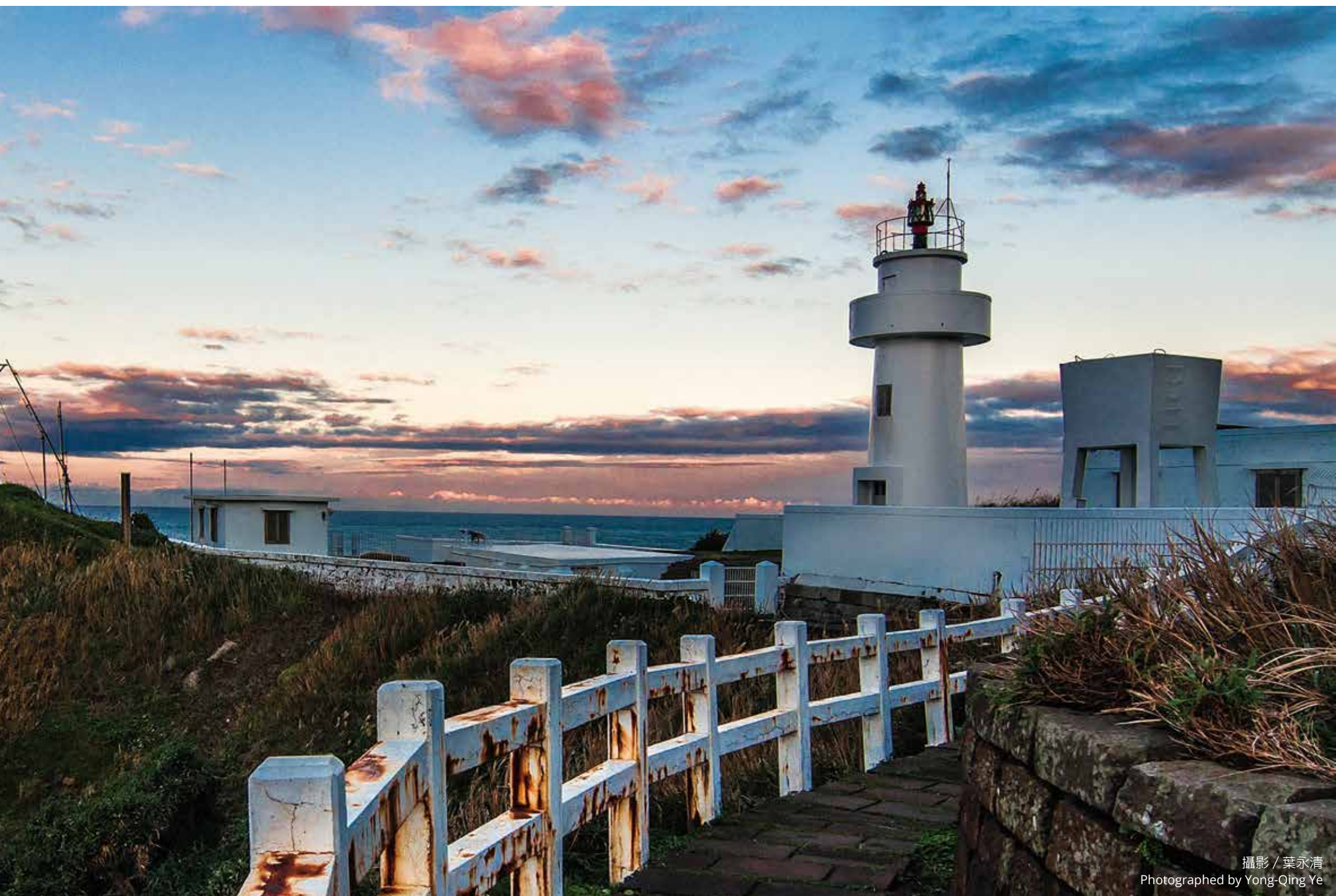
位於新北市貢寮區，日明治29年（西元1896）建立，翌年竣工發光，構造為白色六角形鐵塔，日明治39年（西元1906），塔基岩盤龜裂，為安全計，將原塔往前遷移約30公尺。二次大戰時，該塔受盟軍飛機轟炸全燬，道路坍方成廢墟。民國60年（西元1971），在原址附近另建白色混凝土圓塔。由於海風鹽霧侵蝕嚴重，塔身因鋼筋鏽蝕斷裂傾斜，民國84年（西元1995）拆除重建，塔形燈器與原塔相同，於次年完工。

Located at Gong Liao District, New Taipei City, the Pitou Chiao Lighthouse was constructed in 1896 and beaconed through the evening in 1997. The Pitou Chiao Lighthouse built as a white hexagonal iron beacon suffered from rock cracking at its base in 1906 and was moved 30 meters forward for safety. During WWII, the lighthouse totally destroyed in bombardments turned to ruins with roads collapsing. In 1971, a cylindrical white concrete lighthouse to replace the ruined one was reconstructed around the former site. However, this reconstructed beacon, which was eroded by salty sea brazes dramatically, inclined with reinforcing steels corroded and fractured and was dismantled and rebuilt in 1995. The new Pitou Chiao Lighthouse with the same lighthouse lamp was completed in 1996.

鼻頭角為北臺灣三大岬角之一，因地理景觀及生態多樣豐富，不僅有特殊的海蝕地形，還有生機盎然之潮間帶生物，多變的地貌與海象加上波瀾壯闊的岬角海岸，值得前往瀏覽與遊憩之秘境。

As one of the three major capes in Northern Taiwan, Pitou Chiao which is rich of geographic landscapes and biodiversity such as wave-cut topography, vibrant intertidal benthos, diverse terrains and ocean sceneries, as well as the magnificent coastal cape is a mysterious realm worthy of visits and explorations.





攝影 / 葉永清
Photographed by Yong-Qing Ye

基隆燈塔

Keelung Lighthouse

基隆燈塔首建於日明治32年（西元1899），位於基隆港西岸碼頭萬人堆鼻上，今塔身結構為鋼筋混凝土白色圓塔。

The Keelung Lighthouse, which was constructed on Lohan at the western dock of the Port of Keelung in 1899, is a cylindrical white reinforced-concrete beacon currently.





海港盡頭的流轉光陰

灰白的磚砌圓塔回望時光，林立萬人堆鼻之上，探照陡坡小路盡頭的險礁，
俯視羣岩羅列的海埔地，碼頭貨櫃積木般層疊，
仰息悠蕩白雲，無盡流洩的光陰故事，湧向海的一方。



基隆燈塔介紹
Keelung Lighthouse



基隆燈塔位於基隆港西岸萬人堆鼻處，日明治32年（西元1899）動工興建，至次年完工啓用發光。塔身結構為磚砌白色圓塔，最早以煤油發光，後為電石氣（乙炔）燃氣燈，現為交流電燈，摩斯碼燈光（A）白光，週期7秒，設有無線電對講機與彭佳嶼燈塔保持聯絡。

The Keelung Lighthouse on Lohan at the western dock of the Port of Keelung was constructed in 1899 and completed in 1900. The cylindrical white brick beacon which gave out light by burning kerosene originally and acetylene later is equipped with an AC lighthouse lamp for white Morse-code flash light sent every 7 seconds and the two-way radio system to communicate with the Pengchia Yu Lighthouse.



攝影 / 賴水金
Photographed by Shui-jin Lai



燈塔除主燈外，原設有紅光弧燈，以標示基隆港外新瀨礁位置；暗礁沒於水下造成多起海難。後經炸礁除工程，紅光弧燈遂撤除之。民國51年（西元1962），房舍修改建為鋼筋混凝土建築，屋頂設有集水槽同時具有集水功能。

The Keelung Lighthouse was provided with a main lighthouse lamp and a red arc lamp to highlight Xinlai Reef, which was submerged by seawater outside the Port of Keelung and responsible for several shipwrecks. The red arc lamp was removed with the reef detonated years later. In 1962, the premises of the Keelung Lighthouse were reconstructed as reinforced-concrete buildings at which the water harvesting tank on the roof was installed.

球子山燈塔

Chiutzu Shan Lighthouse

民國45年（西元1956）設立於基隆港西岸碼頭的球仔山頂，塔身原為白色四方形鋼筋混凝土燈塔。

The Chiutzu Shan Lighthouse constructed on the top of Chiutzu Shan at the western dock of the Port of Keelung in 1956 was a rectangular white reinforced-concrete beacon originally.





西岸霧雨的綠塔凋零

白色四方形混凝土退役之身，封印海面探照高燈，
 承載藤蔓交織的歷史青苔，守住記憶深處微光，靜默執行至任務期滿，
 雄挺首座國人設計之姿，以迷彩綠身，在基隆霧雨靜立稍息。

球子山燈塔於民國45年（西元1956）設立，位於基隆港西岸碼頭球子山頂，原為白色方形混凝土燈塔。是第一座由國人自行設計、施工的燈塔，原希望與位在西岸港口基隆燈塔互為導燈，引導船隻安全入港。因位於軍事管制區內禁止民衆訪視它。

民國80年（西元1991）因基隆港附近的新瀨險礁爆破清除，暫停發光。目前將塔身漆成背景的綠色，使與大自然融合。

The Chiutzu Shan Lighthouse constructed on the mountaintop of Chiutzu Shan at the western dock of the Port of Keelung in 1956 was a rectangular white reinforced-concrete beacon originally. As the first lighthouse designed and built by the Taiwanese, the Chiutzu Shan Lighthouse was designed to coordinate with the Keelung Lighthouse as two beacons to navigate ships entering the Port of Keelung. The Chiutzu Shan Lighthouse inside the military control zone is not opened to visitors.

In 1991, the Chiutzu Shan Lighthouse was shut down temporarily when Xinlai Reef near the Port of Keelung was detonated. Currently, the beacon is painted green to match the natural environment.



基隆島燈塔

Keelung Tao Lighthouse

民國69年（西元1980）興建的基隆島燈塔，位於基隆港北方2海浬基隆嶼山頂，是國人自行設計並興建的八角形混凝土燈塔，外觀為黑白相間垂直條紋。

Constructed in 1980, the Keelung Tao Lighthouse on the mountaintop of Keelung Islet 2 sea miles north of the Port of Keelung is an octagonal concrete beacon designed by the Taiwanese and draped in vertical black and white stripes.





火山島嶼的熾熱冷境

基隆外海尖突而立的火山島嶼，
沉潛岩漿與海水的相會、一期一會的火冷凝視，留下斷崖見證相知，
以黑白相間垂直條紋，日夜頻問，天晴氣朗的火島之勢，或念想晨昏飄渺的隱隱神秘。



基隆島燈塔介紹
Keelung Tao Lighthouse



基隆島燈塔位於基隆港北方2海浬處基隆嶼山頂，此島係海底火山噴發所形成的島嶼。島周圍多有海蝕洞與岩礁皆為峭壁，幾無平地。該塔是國人自行設計並興建，建材是利用架設鋼纜滑車吊運到山上，人員亦需多次於垂高近200米的羊腸小徑每日上下來回，所耗費人、物力實難以估計，於民國69年（西元1980）11月1日完工開燈啓用。

The Keelung Tao Lighthouse was constructed on the mountaintop of Keelung Islet, which is located at the sea waters 2 sea miles north of the Port of Keelung and was formed in submarine volcanism. On Keelung Islet surrounded by sea caves and reefs is littered with cliffs but few flat grounds. The Keelung Tao Lighthouse designed and constructed by the Taiwanese was made of construction materials transported by cable cars and workers who ascended/descended the 200-meter winding paths vertically every day. With tremendous manpower and resources spent, the Keelung Tao Lighthouse was constructed completely and beaconed on November 1, 1980.





塔身結構為八角形混凝土，漆上黑白相間垂直條紋。特別的是於民國87年（西元1998）改裝為第一座太陽能供電的燈塔，並於民國95年（西元2006）加裝小型風力發電器。基隆嶼過去屬軍事管制，島上有日治時期遺留之「楠田上等兵殉職碑」人文景觀，用以紀念因駐守工事殉職兵士。至民國90年（西元2001）開放登島觀光。

The Keelung Tao Lighthouse is an octagonal concrete beacon is painted with vertical black and white stripes. In particular, the Keelung Tao Lighthouse was refitted to be the first solar-powered lighthouse in 1998 and further equipped with a small wind turbine in 2006. Keelung Islet, which was categorized as an off-limit area with a human landscape of the "Lance Corporal Kusuda Monument" erected in the Japanese colonial era to commemorate soldiers who died in line of duty, has been opened to civilians since 2001.

彭佳嶼燈塔

Pengchia Yu Lighthouse

日明治39年（西元1906）興建的彭佳嶼燈塔，位於臺灣北方三島之一，距基隆30海浬外海彭佳嶼島上，塔身為白色圓形磚砌構造。在2015年被升為基隆市市定古蹟。

The Pengchia Yu Lighthouse, which was constructed in 1906 and located at Pengchia Yu Islet, one of three islets north of Taiwan and 30 sea miles away from Keelung, is a cylindrical white brick lighthouse. Which was upgraded as the city heritage site of Keelung City in 2015.





離島之外仍見光

危岩峭壁、暗礁密布外，是一顆溫柔守候的心，
軍事管制下的堡壘，夜夜留守護燈員，隔絕俗世聯繫，
只為在那 15 秒一閃的白光裡，為深海照明。



彭佳嶼燈塔介紹
Pengchia Yu Lighthouse



透鏡介紹
Lens



燈塔集雨水系統介紹
Rainwater harvesting
system

彭佳嶼燈塔位於臺灣北部海域的彭佳嶼，距基隆北方30海浬。為海底火山噴發所形成的島嶼，因強烈海蝕作用，南北東三側皆是斷崖及許多海蝕凹壁與海蝕洞。

The Pengchia Yu Lighthouse is located on Pengchia Yu Islet at the northern sea waters of Taiwan and 30 sea miles north of Keelung. Pengchia Yu Islet formed in submarine volcanism includes cliffs as well as sea alcoves and caves on southern, northern and eastern sides due to strong marine abrasions.



彭佳嶼一等燈的透鏡直徑1,840毫米，為目前我國燈塔最大的燈器。

The Pengchia Yu Lighthouse is equipped with a Class 1 lighthouse lamp which is the largest lighthouse lamp characteristic of the 1,840-mm lens in diameter.

燈塔位於島中央東部火山口附近高點，辦公房舍建在火山口。建塔工程自日明治39年（西元1906）起開始，由於經常受該島強烈季風及海象不佳影響，建材搬運困難，曾一度停工，直至明治42年（西元1909）7月底完工，9月20日啓用發光。

塔身結構為磚砌圓塔，外表漆上白色，設有無線電對講機可與基隆燈塔聯絡。二次大戰期間因受盟軍飛機轟炸，燈塔受損停止發光，戰後修復發光。圍繞塔身周圍的鐵環，係為保養維修工程使用，此裝置在國內外實屬罕見，另機房屋頂設置集水坪，收集雨水儲存於睇下儲水池，以供燈塔人員日常使用。

The Pengchia Yu Lighthouse situated on a high ground around the eastern crater in the middle of the islet contains an office building built on the crater. The construction of the Pengchia Yu Lighthouse in 1906 was suspended in virtue of strong monsoon, rigorous sea weather and construction materials transported difficultly but completed by the end of July 1909 to give out light on September 20.

The cylindrical brick lighthouse epainted white is equipped with the two-way radio system to communicate with the Keelung Lighthouse. The lighthouse damaged in bombardments and shut down during WWII was repaired in the post-war reconstruction. The iron rings surrounding the beacon for mechanics are rarely seen on lighthouses at home and abroad; the rain harvesting system designed on the roof of the machine room is to collect and store rainwater in an underground catch basin as the source of drinking water for lighthouse keepers in duty.





野柳燈杆

Yeh Liu Pole

民國56年（西元1967）建造的野柳燈杆，位於新北市萬里區野柳地質公園內，該燈杆設計獨特，外型像蠟燭臺造型。

The Yeh Liu Pole erected within the Yehliu Geopark of Wanli District, New Taipei City, in 1967 is a unique design for its structure like a candlestick.





月夜螢光的野柳風情

卸除剛毅的武裝，盈盈柔美展現而出，燭臺似的火炬，是情人的溫柔光輝，
襯著月光星夜，明亮野柳區的風情，與大地相合為一，
導航夜行的船隻，閃避海面密布的隱隱誘惑。



野柳燈杆位於新北市萬里區野柳地質公園內。野柳半島是大屯山北支伸入海中的東北走向半島，長約3公里，寬約200公尺，最狹處不及50公尺。因形如海龜，又稱「野柳龜」，野柳燈杆位於半島上龜頭山的最高處。

The Yeh Liu Pole is located in the Yehliu Geopark of Wanli District, New Taipei City. The Yehliu Peninsula, a 3-km-long and 200-meter-wide peninsula with the narrowest width of less than 50 meters, extends northeastward into the ocean from the northern tip of Datunshan and is also known as "Yehliu Turtle" in virtue of its shape bearing resemblances to a sea turtle. The Yeh Liu Pole is located on the highground of "Yehliu Turtle".



該塔杆於民國56年（西元1967）12月興建完成發光，呼應野柳當地的海蝕地形，造型相當獨特，燭臺艷紅的燈頭就像蠟燭般。燈塔下方有供遊客休憩之桌椅，美觀的造型暨設計，曾獲國際燈塔界之好評。野柳附近海域暗礁遍布，介於富貴角與基隆港燈塔間的野柳燈杆，可加強基隆港的導航功能。

The Yeh Liu Pole completed in December, 1967, is characteristic of its unique shape matching the wave-cut topography locally and the crimson lamp like a burning candle. The Yeh Liu Pole equipped with tables and benches for tourists underneath has been known for its aesthetic shape and design and praised by the international lighthouse community. Moreover, the Yeh Liu Pole between Fukwei Chiao and the Keelung Lighthouse wields clout in navigating ships around the Port of Keelung as the sea waters near Yeh Liu are littered with submerged reefs.





富貴角燈塔

Fukwei Chiao Lighthouse

富貴角燈塔首建於日明治29年（西元1896），位於新北市石門區富貴岬角，今塔身為八角形混凝土結構，外觀漆成黑白平行相間條紋，是臺灣最北的燈塔。

First constructed in 1896, the Fukwei Chiao Lighthouse at Cape Fuguiof Shimem District, New Taipei City, is an octagonal concrete beacon painted with horizontal black and white stripes and the northernmost lighthouse of Taiwan.





濃霧之外的極北呼喚

掙脫軍事枷鎖，鐵造八角塔身，日人在臺興建的首座登塔，
如今以黑白相間紋理，伴隨霧號聲響，呼喚三浬外的航船，
在悠久歷史外，守著北端富貴之地。



富貴角燈塔介紹
Fukwei Chiao Lighthouse



富貴角燈塔位於臺灣最北端的富貴角，原稱富基角燈塔，最早在日明治29年（西元1896）動工興建，是日本人在臺灣興建的第二座燈塔，其目的係為了建造臺灣與日本之間的海底電纜以及航路設備。建材均由日本船運來臺，塔身由東京田中鐵工場製作再運抵臺灣後組裝。日明治30年（西元1897）建造完竣，塔身為八角形鐵造。

The Fukwei Chiao Lighthouse, also known as the Cape Guiji Lighthouse originally at Cape Fugui, the northernmost tip of Taiwan, was the second lighthouse constructed by the Japanese in 1896 for installation of submarine cables and navigation devices between Taiwan and Japan. With all construction materials transported from Japan by sea directly and the lighthouse body manufactured by Tanaka Ironworks in Japan and assembled in Taiwan, the Fukwei Chiao Lighthouse featuring its octagonal iron tower was constructed in 1897.



攝影 / 劉宏彥
Photographed by Hong-Yan Liu



攝影 / 劉福爾
Photographed by Fu-Er Liu



二戰期間遭盟軍轟炸，燈器受損。臺灣光復後，民國43年（西元1954），將鐵塔拆除，以方形鐵架塔暫代。民國51年（西元1962）重建八角形混凝土塔，因原高度影響軍方作業，新塔高度僅原塔一半，臺灣北部春、冬季經常出現濃霧，塔身漆上黑白相間橫紋及設置霧笛，拆除之臨時鐵塔經再利用後成為花蓮港燈塔。民國104年（西元2015）8月29日正式開放民衆參觀。

The lighthouse lamp of the Fukwei Chiao Lighthouse was damaged in bombardments during WWII. After the Retrocession of Taiwan, the original iron lighthouse was dismantled and replaced with a rectangular iron lighthouse temporarily in 1954. In 1962, a newly reconstructed octagonal concrete lighthouse, which was half as high as the original iron beacon in virtue of the original height against military tasks, was painted with horizontal black and white stripes and equipped with foghorns for heavy fogs common in spring and winter of northern Taiwan; the dismantled iron beacon is reconstructed as the Hualien Kan Lighthouse. The Fukwei Chiao Lighthouse was officially opened to visitors since August 29, 2015.

淡水港燈塔

Tanshui Port Lighthouse

清光緒14年（西元1888）興建的淡水港燈塔，位於新北市淡水港北岸，今為白色方錐形鋼架結構。

The Tanshui Port Lighthouse constructed at the north shore of the Tamsui Customs Wharf, New Taipei City, in 1888 features its conical white steel-frame structure.





百年高塔平地起

自清代起建的古老燈塔，望高坐鎮北岸沙崙，玻璃燈籠點滅更迭，
日沒出時，西式鐵塔悄然轉場換幕，照望通商口岸繁忙水運，也看盡時代起落潮汐變遷，
天然丸石砌造圓筒玲瓏，如今已成方正不阿鋼鐵之心。

淡水港燈塔位於淡水河口北岸沙崙，建於清朝。清嘉慶元年（西元1796），先民為航行船隻出入安全，集資自建「望高樓」，塔身為鵝卵石砌造圓塔，燃花生油為燈引船入港，為臺灣最早燈塔。

The Tanshui Port Lighthouse at Shalun, the north shore at the estuary of the Tamsui River, was constructed during the Qing Dynasty. For navigation safety in and out of the port, the ancestors raised funds in 1796 to construct a cylindrical cobblestone-based "Wanggao Tower", which beacons by burning peanut oil for ships entering the port and was the first lighthouse in Taiwan.







清光緒 14 年（西元 1888）海關於原址附近建白色方型鐵塔，裝用煤油定光燈，日昭和元年（西元 1926）改用電力定光燈，民國 40 年（西元 1951）改為電力閃光燈。民國 58 年（西元 1969）為配合大型船隻航行進出，拆除白色方型鐵塔，於附近另建新塔。清光緒 14 年（西元 1888）興建的淡水港燈塔，位於新北市淡水港北岸，今為白色方錐形鋼架結構。

The Customs Office constructed a square white iron lighthouse equipped with the kerosene fixed light around the former site in 1888; the kerosene fixed light was replaced with the electric fixed light in 1926 and the electrical flashing light in 1951. To navigate large ships, the square white iron lighthouse was dismantled and a new lighthouse was built nearby in 1969. The Tanshui Port Lighthouse built at the north shore of the Tamsui Customs Wharf, New Taipei City, in 1888 features its conical white steel-frame structure.

白沙岬燈塔

Paisha Chia Lighthouse

日明治31年（西元1898）建造的白沙岬燈塔，位於桃園縣觀音鄉白沙岬，為雙層磚造圓塔。

The Paisha Chia Lighthouse built at Paishajia of Guanxin District, Taoyuan City, in 1898 is characteristic of its cylindrical double-decker brick structure.





獨自留守的海峽時光

雪白燈塔矗立觀音鄉海岸，煉瓦石造的日據遺產，
稜鏡還殘留法國氣味、上海時鐘兀自滴答，
時代的縮影，是歷經地震風災、機槍掃射，仍巍然聳立光照臺灣海峽的身影。



白沙岬燈塔介紹
Paisha Chia Lighthouse



白沙岬燈塔位於桃園縣觀音鄉，原預定日明治29年（西元1896）動工，因逢強颶，預定地貌改變而改址，致工程延宕。明治31年（西元1898）動工，所有建材均由士林以船運至工地，明治34年（西元1901）1月啓用發光。燈器、稜鏡與重鎚均由法國進口，最早燈器為透鏡聚光煤油燈，後為石油白熱燈，二戰後改成電燈。

The project of the Paisha Chia Lighthouse at Paishajia of Guanxin District, Taoyuan City, was approved in 1896 but delayed due to topographic changes after a violent typhoon. With the project formally launched in 1898, all construction materials were transported to the construction site from Shilin by ship and the lighthouse was completed in January, 1901. The facilities such as lighthouse lamp, lens and pendulum were imported from France. In this regard, the original kerosene lighthouse lamp for the condenser lens was replaced with a petroleum-based incandescent lamp and further with an electric lamp after WWII.

攝影 / 朱慶元
Photographed by Qing-Yuan Zhu



攝影 / 陳中文
Photographed by Zhong-Wen Chen



塔身採「煉瓦石造」雙層磚石耐震構造工法，由紅磚疊砌而成，石磚間以糯米拌黑糖與石灰接合。主塔入口上採古希臘式樣之三角楣，兩旁為方形柱，柱頭加滾邊裝飾。白色圓塔造型典雅，民國91年（西元2002）經桃園縣政府指定為縣定古蹟，現為桃園市定古蹟，民國102年（西元2013）9月起開放民衆參觀。

The Paisha Chia Lighthouse is a building constructed with red as eismatic double-layered bricks, which were coalesced by adhesives among bricks such as sticky rice, brown sugar and lime. On the entrance to the main tower is decorated with a gable common in classic Greek buildings and two square columns with decorative capitals at both sides. The elegant cylindrical white lighthouse, which was officially upgraded as a county heritage site by the Taoyuan City Government in 2002, has been opened to civilians since September 2013.



遠眺

中臺灣燈塔

Lighthouses in Central Taiwan

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Wenkan Tui Lighthouse



芳苑燈塔，攝影 / 梁策堯。

Fong-Yuan Lighthouse photographed by photographed by Ce-Yao Liang

高美燈塔

Kaomei Lighthouse

民國56年（西元1967）建造的高美燈塔，位於臺中港北方高美海濱，為八角形鋼筋混凝土構造，是唯一紅白橫紋相間顏色的燈塔，目前停用中。

The Kaomei Lighthouse, which has been standing on the coast of Gaomei north of the Port of Taichung since 1967, is an octagonal reinforced-concrete beacon painted with unique horizontal red and white stripes but shut down currently.





高美的紅白夕色

獨有的紅白相間，八角直立清水西北，
以三次連閃白光，標註西岸水域的航海地圖，
高美濕地旁的燭光，在天闊湛藍後，依循夕陽餘暉，
如今獨留塔身遙望風車轉動。



高美燈塔介紹
Kaomei Lighthouse



縵草介紹
Plant Chinese Spiranthus



高美燈塔於民國56年（西元1967）建造，位於大甲溪口南岸，係為補強白沙岬與目斗嶼兩座燈塔間其助航功能之不足。

The Kaomei Lighthouse constructed at the southern coast of the estuary of the Dajia River in 1967 is to support the navigation function between the Paisha Chia Lighthouse and the Matou Yu Lighthouse.





攝影 / 張亦宗
Photographed by Yi-Zong Zhang



燈塔結構為八角形鋼筋混凝土，是我國唯一紅白橫紋相間顏色之燈塔。嗣因臺中港開港之航標改變，便將燈器遷移至遠東倉儲之頂樓上，另成立臺中港燈塔，該塔已停用，其遺留空間仍供為臺中港燈塔的執勤室，因位於高美濕地，被當地人視為重要的人文景觀。民國103年（西元2014）9月開放民衆參觀。

園區內有保育植物「綬草」，每年4、5月清明前後開花，又稱清明草。航港局設有保育區，禁止民衆踩踏。



As an octagonal reinforced-concrete beacon, the Kaomei Lighthouse is the only lighthouse decorated with horizontal red and white stripes in Taiwan. After the Port of Taichung was opened up as a commercial port and the lighthouse lamp was installed on the roof of the Far East Silo & Shipping Corporation for the new Taichung Port Lighthouse, the Kaomei Lighthouse was shut down but reserved as the duty room of the Taichung Port Lighthouse and taken as a key cultural landmark by the local people due to its location at Gaomei Wetlands. The Kaomei Lighthouse has been officially opened to visitors since September 2014.

Chinese spiranthes, an endangered species planted in the Kaomei Lighthouse and also known as "Qingming Herb", blooms around the Tomb-Sweeping Day every April and May. The area in which Chinese spiranthes grows has been upgraded as a conservation zone by the Maritime and Port Bureau, MOTC, and off-limits to visitors.

臺中港燈塔

Taichung Port Lighthouse

民國71年（西元1982）興建的臺中港燈塔，位於臺中港1號碼頭遠東倉儲頂端，是全臺灣地區唯一一座興建在穀倉頂端，也是塔身最高的燈塔。

The Taichung Port Lighthouse, which was built on the roof of the Far East Silos & Shipping Corporation at Dock 1 of the Port of Taichung in 1982, is the only lighthouse on a grain' stop in Taiwan and second to none in height.





小身巨人的意志閃耀

不見滄海桑田，卻也時序移轉，隨著開港航標改變，後輩小身立食穀倉之上，帶上滿腔使命，承襲前輩遺留光澤，站上巨人肩膀遠眺 26.8 光涅，飽受冬北飛沙席捲，聽聞振穀粉塵噪聲，仍堅守意志讓頂上燈器持續閃耀。



臺中港燈塔位於臺中港 1 號碼頭遠東倉儲頂端，於民國 71 年（西元 1982）完工，是國內唯一以人工建物為基座的燈塔，同時也是塔身最高及塔高大於燈高之燈塔，亦是唯一有電梯的燈塔。

臺中港燈塔，底下是穀物倉庫，燈塔作業須忍受倉庫所帶來的振動、噪音與粉塵。

The Taichung Port Lighthouse on the roof of the Far East Silos & Shipping Corporation at Dock 1 of the Port of Taichung was completed in 1982 and is the unique lighthouse based on an artificial building in Taiwan and characteristic of its tallest vertical height above the lighthouse lamp as well as an elevator installed inside.

The lighthouse keepers who serve in the Taichung Port Lighthouse standing on a barn have to suffer vibrations, noises and dust from the barn.

芳苑燈塔

Fong-Yuan Lighthouse

民國72（西元1983）年興建的芳苑燈塔，位於彰化縣芳苑鄉王功漁港，外表為黑白垂直條紋的八角形鋼筋混凝土構造。

The Fong-Yuan Lighthouse constructed at the Wanggong Fishing Port of Fangyuan Township, Changhua County, in 1983 is an octagonal reinforced-concrete beacon painted with vertical black and white stripes.





漁港的青春火光

海堤外王功潮間帶，沙洲上齊整蚵架，一道夏日漁村風景，止不住熱氣四溢，因此隨著漁火節的絢麗煙花，綻放於瘦高塔身，隨俐落黑白流線傾瀉而下，成為夏末的青春紀事。

芳苑燈塔位於彰化縣芳苑鄉王功漁港，民國 72 年（西元 1983）動工，翌年竣工。爲了兼顧臺中港與雲嘉外海塭港堆這兩座燈塔之間燈光照射光程的不足，據以維護彰化沿海漁船及往來於臺灣海峽的船隻安全。

塔身為八角形鋼筋混凝土造，漆上黑白垂直相間條紋。芳苑燈塔因地層下陷的關係，亦是塔高大於燈高的燈塔，民國 103 年（西元 2014）5 月起開放民眾參觀。



芳苑燈塔介紹
Fong-Yuan Lighthouse

The Fong-Yuan Lighthouse at the Wanggong Fishing Port of Fangyuan Township, Changhua County, was constructed in 1983 and completed in 1984. The function of the Fong-Yuan Lighthouse is to ensure safety of fishing boats cruising offshore or in the Taiwan Strait by supporting the lighting ranges of the Taichung Port Lighthouse and the Wenkan Tui Lighthouse off the coast of Yunlin and Chiayi.

The Fong-Yuan Lighthouse features its octagonal reinforced-concrete structure painted with vertical black and white stripes and the vertical height above the lighthouse lamp due to land subsidence. The Fong-Yuan Lighthouse has been opened to civilians since May 2014.



塭港堆燈塔

Wenkan Tui Lighthouse

日大正3年（西元1914）興建的塭港堆燈塔，位於雲林縣口湖鄉外傘頂洲，是全臺唯一建立在沙洲上的燈塔，今塔身為鋼架結構。

The Wenkan Tui Lighthouse constructed at Waisanding Barrier Island outside Kouhu Township, Yunlin County, in 1914 is a steel-frame beacon and the only lighthouse constructed on offshore bars.





緣滅緣起的頂洲燈火

立於外傘頂洲外海，對望遠方列島，
流動的漫沙，平行航走的澎湖水道，埋下船舶擱淺的陷落，堅立的燈塔抵不住流離的沙退，
傾倒固守口岸的塔光，在傾落與重起輪迴中，不消退鋼鐵意志終至閃爍。

塢港堆燈塔位於雲林縣外海，別名「移動的國土」之外傘頂洲上，又稱外傘頂洲燈塔。外傘頂洲主要為濁水溪挾帶泥沙沖積而成。該處沙洲甚多，經常隨潮汐忽隱忽現，船舶航經於此，稍有不慎就便擱淺，故於此設立燈塔。

The Wenkan Tui Lighthouse on Waisanding Barrier Island (nickname "mobile homeland") off the coast of Yunlin County is also called as the Waisanding Barrier Island Lighthouse. Waisanding Barrier Island is primarily formed by alluvial sediments from the Zhuoshui River. The project to construct the WenkanTui Lighthouse on offshore bars was attributed to boats cruising and unexpectedly stranded around Waisanding Barrier Island, which is littered with a large number of offshore bars exposed or concealed by the tide frequently.



日大正3年（西元1914）建立，塔身為鋼架塔，高度15公尺，大正9年（西元1920）因海浪沖擊傾倒，大正10年（西元1921）重建，塔形燈器與原塔均相同。嗣因沙洲不斷移動，致基地流失，故難逃多次傾倒之命運，西元1921、1939、1957、1974、1991、2006、2012年多次重建，最終於今址新建小型錐形鋼架燈塔，改採LED燈器發光，該塔是世界燈塔重建次數最高的燈塔。

The steel-frame WenkanTui Lighthouse, which was constructed in 1914 and rebuilt in 1921 after the collapse due to shocks of giant waves in 1920, was 15 meters high and kept identical with the shape of the initial beacon with the same lighthouse lamp. However, the destiny of the WenkanTui Lighthouse was repeated collapses and reconstructions in 1921, 1939, 1957, 1974, 1991, 2006, and 2012 because of offshore barsshifted constantly and foundation stability loss. After all, a small conical steel-frame lighthouse, which set the world record in reconstruction, was built at the current location and equipped with an LED lighthouse lamp.



民國104年（西元2015）8月8日蘇迪勒颱風侵襲，該塔倒塌。目前於鄰近沙洲上能源局測風塔共構，高度60公尺，公稱光程11浬。

The Wenkan Tui Lighthouse hit by Typhoon Soudelor was collapsed again on August 8th, 2015. Currently, the Wenkan Tui Lighthouse, which shares the platform with an anemometer tower of the Bureau of Energy on nearby offshore bars, is 60 meters high for an 11-nautical-mile nominal range.



鵝鑾鼻燈塔
Eluanpi Lighthouse

石碇島

南臺灣燈塔

Lighthouses in Southern Taiwan

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- 84 鵝鑾鼻燈塔
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- 88 琉球嶼燈塔
Liuchiu Yu Lighthouse



國聖港燈塔

Kuosheng Kan Lighthouse

民國46年（西元1957）建造的國聖港燈塔，位於臺南縣七股鄉國聖港，為一方錐形鋼架結構，塔身顏色為黑白橫紋相間。

The Kuosheng Kan Lighthouse constructed at the Guosheng Port of Qigu District, Tainan City, in 1957 is a pyramid steel-frame beacon painted with black and white stripes.





台西海濱的一境沉謐

遺落的沙洲，留下鐵塔獨自靜處，
方錐的黑白條紋、微傾的角度，隔著消波塊與大海遙遙相望，呢喃細語似是道離，或是自述回憶，
過往的前生已然陷入海洋沉寂，暗紅的鏽蝕如今爬上幾何鋼骨，荒涼夜色景致斑駁，
在夕陽告別後，以螢螢燭燈慰留寂寞。



國聖港燈塔位在臺南市七股區國聖港旁，又名七股燈塔，為臺灣本島位置極西之燈塔。民國46年（西元1957）設於國聖港網子寮沙洲上，結構為白色方形木板暨條鋼構架，塔高32.7公尺。嗣因所在地多次受海潮侵蝕，沙洲盡失，燈塔陷入大海，民國58年（西元1969）遭受颱風摧襲，塔身倒塌。翌年移至附近頂頭額沙洲另建新塔，塔身為一方錐形鋼架結構，顏色為黑白橫紋相間。

當地沙洲地貌因常年受海風吹襲，地形變化甚大，退潮時，潮間帶生物四處爬行，是觀看生態與夕陽的絕佳地點。

The Kuosheng Kan Lighthouse near the Guosheng Port of Qigu District, Tainan City, is also known as the Qigu Lighthouse, the westernmost beacon in Taiwan. The Kuosheng Kan Lighthouse constructed on Wangzailiao Sand Bar of the Guosheng Port features the structure consisting of rectangular white wooden planks and steel bars and a total height of 32.7 meters. The Kuosheng Kan Lighthouse under constant threats of coastal erosions and losses of sandbanks was trapped in ocean and even collapsed totally after a typhoon in 1969. In 1970, a new lighthouse standing on Dingtoue Sand Bar near by is constructed as a pyramid steel-frame beacon and painted with black and white stripes.

As the best site to observe ecology and the setting sun, the local sandbanks constantly eroded by sea breezes fluctuate violently but nourish enormous creatures ubiquitous in intertidal zones when the tide is on the ebb.

安平燈塔

Anping Lighthouse

清同治11年（西元1872）由清海關建置，當時只是權充警告船隻的標識。清光緒17年（西元1891）改為方形鐵塔，現位於臺南市安平港口北端海灘。

The Anping Lighthouse originally constructed by the Qing Customs in 1872 was a landmark of boats and reconstructed as a square iron beacon in 1891 and is located on the beach north of the Port of Anping, Tainan City, currently.





拾光回溯百年繁華夢

清光緒的方形鐵塔、宣統元年的圓磚石塔，坐鎮南方古都的蔚蔚大洋，
守護著貿易商港，探照著海上行船，細看這百年多來的繁華夢，
而時勢輪轉、沙洲變遷，舊有的夜光已照往北方海灘，以記憶相陪重溫拾光。

安平燈塔位於臺南市安平港口，清同治11年（西元1872）設立，清光緒17年（西元1891）改為方形鐵塔，由海關首任總工程師英國人韓得善（David Marr Henderson）設計。日明治42年（西元1909）由日本人改建為白色圓形磚石造燈塔，設於安平古堡上。

嗣因安平港受內陸河道沙洲遷變，致該塔位置距海岸過遠，且燈光大部分為沿海防風林遮蔽，漸失導航功能，民國49年（西元1960）起停止發光。民國54（西元1965）年拆除位在安平古堡的燈塔，移至安平港口北方海灘，重建方錐形鐵塔。

105年（西元2016）2月27日正式開放民眾參觀。

The Anping Lighthouse constructed in the Port of Anping, Tainan City, in 1872 and reconstructed as a square iron beacon in 1891, was designed by Mr. David Marr Henderson, an Englishman and the Head Engineer of the Customs. In 1909, the Anping Lighthouse was rebuilt as a cylindrical white brick lighthouse on the top of the Anping Fort by the Japanese.

In virtue of sandbank displacements of inland waterways in the Port of Anping, the Anping Lighthouse far away from the coast gave out light beam obstructed by coastal windbreakers mostly and lost its function for navigation gradually. In 1960, the Anping Lighthouse was shut down. The lighthouse in the Anping Fort was dismantled and moved to the beach north of the Port of Anping for reconstruction of a pyramid iron beacon in 1965.

The Anping Lighthouse has been officially opened to the public since February 27, 2016.



高雄燈塔

Kaohsiung Lighthouse

清光緒9年（西元1883）興建的高雄燈塔，俗稱「旗後燈塔」，位於高雄市旗津區旗後山頂，其塔身為西式白色八角形磚造，塔前有座洋式白牆辦公室，與燈塔結為一體。

The Kaohsiung Lighthouse built on the top of Cihoushan, Cijin District, Kaohsiung City, in 1883 is also known as the Cihou Lighthouse, which is a western-style octagonal white brick beacon with a western white-wall office integrated with the beacon.





85萬燭光的南日照耀

百年回望，無間斷的光映，護航商旅與滿載魚獲的船隻，
燈室外玻璃閃耀，灑落白色八角磚造塔身，
而當時代潮流風起雲湧，圓頂的風向儀，或東或西，指引出文化交融的依歸。



高雄燈塔介紹
Kaohsiung Lighthouse



高雄燈塔又名旗後燈塔，位於高雄市旗津區旗後山頂。清光緒9年（西元1883）由英籍技師哈爾定建造，為西式白色方形磚塔，儀器設備均購自英國。日大正5年（西元1916），日人為配合高雄港擴建在原址旁重建新塔，於大正7年（西元1918）竣工完成，燈塔北邊四方形建築係舊塔原址。

The Kaohsiung Lighthouse, also known as the Cihou Lighthouse, is located on the top of Cihoushan, Cijin District, Kaohsiung City. The Kaohsiung Lighthouse constructed by Mr. Hardin, a British technician, in 1883 is a western-style rectangular white brick beacon equipped with facilities imported from the British Empire. For the extension project of the Port of Kaohsiung, a new lighthouse was reconstructed beside the former site by the Japanese in 1916 and completed in 1918. The rectangular building north of the Kaohsiung Lighthouse is the former site of the old beacon.

攝影 / 黃榮群
Photographed by Rong-Qun Huang





白色八角形磚造塔身，頂部轉為黑色圓頂狀，燈室外面裝玻璃，圓頂風向儀，塔前有座洋式白牆辦公室，與燈塔結為一體。該塔於二次大戰時雖曾遭受機槍掃射，惟損害輕微。民國76年（西元1987）經內政部指定為高雄市的市定古蹟，民國81年（西元1992）開放供民眾參觀。

In the octagonal white brick Kaohsiung Lighthouse are installed a black dome, glasses decorated outside the lamp house, a dogvane on the top, and a western white-wall office integrated with the lighthouse. The Kaohsiung Lighthouse suffering strafes in WWII was damaged slightly. The Kaohsiung Lighthouse was officially upgraded as the city heritage site by the Ministry of the Interior in 1987 and opened to civilians in 1992.

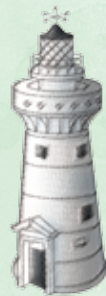
鵝鑾鼻燈塔

Eluanpi Lighthouse

清光緒7（西元1881）年興建的鵝鑾鼻燈塔，位於屏東縣鵝鑾鼻岬角，塔身為白色圓形銑鐵構造，曾為我國獨一無二的武裝燈塔。

The Eluanpi Lighthouse built at Cape Eluanbi, Pingtung County, in 1881 is a cylindrical white beacon made of white pig iron and the unique armed lighthouse in Taiwan.





褪去歷史武裝的耀眼

排灣族的「帆」，在東西洋流侵擾下，成為武裝自己的牆，
以光束航行於海上，照明七星岩暗礁，卻照不清歷史附加的造弄，
好在時空移轉，修復面容已成碧海藍天的耀眼，也為月光下的美麗夜景。



鵝鑾鼻燈塔介紹
Eluanpi Lighthouse

鵝鑾鼻燈塔古稱南岬燈塔，位於臺灣最南端鵝鑾鼻岬角。因海域潮流交會、暗礁滿佈，船隻曾於附近海域擱淺沉沒，故美、日等國建議清政府於該處設立燈塔。清光緒元年（西元1875）海關委託英人 M.Beazeley 籌辦，光緒7年（西元1881）動工，光緒9年（西元1883）燈塔建造完成。是臺灣本島第1座新式燈塔。

鵝鑾鼻燈塔員工於105年（西元2016）5月17日發現清代臺灣關界碑。清朝時，臺灣海關於光緒7年（西元1881）興建鵝鑾鼻燈塔，於清光緒9年（西元1883）建成，臺灣關界碑應屬於此二年代所立，以見證燈塔興建歷史。清光緒20年（西元1894）恆春縣志記載鵝鑾鼻燈塔立有四界碑，與縣志相互佐證，極具珍貴與稀有性。



The Eluanpi Lighthouse, also known as the South Cape Lighthouse in ancient times, is located at Cape Eluabi, the southernmost tip of Taiwan. Littered with submerged reefs, the sea waters at which ocean currents converged caused stranding or shipwrecks so that the U.S. and Japan urged the Qing Government to construct a lighthouse there. Thus, Mr. M. Beazeley, an Englishman who was authorized by the Customs for construction of a lighthouse in 1875, launched the project in 1881 and completed the Eluanpi Lighthouse, the first modern beacon of Taiwan, in 1883.

On May 17, 2016, the staff serving in the Eluanpi Lighthouse found the border post of Taiwan erected in the Qing Dynasty. In this regard, the border post, which is an evidence for construction of the Eluanpi Lighthouse, was erected between 1881, the year to start construction of the lighthouse, and 1883, the year to complete the lighthouse, in the Qing Dynasty. In the other hand, the history of four border posts erected in the Eluanpi Lighthouse in 1894 according to the county annals of Hengchun testifies the unearthed border post which is extremely rare and precious cultural object.

白色圓形銑鐵構造，周圍構築堡壘以塔基作為砲臺，圍牆上裝有射擊槍眼，四週設壕溝，並置槍械自衛，曾為我國獨一無二武裝燈塔。二次大戰時燈塔遭盟軍飛機轟炸損壞嚴重，民國36年（西元1947）經海關修復後再用，民國51年（西元1962）改建塔頂並換裝新式燈器，係我國光力最強之燈塔，民國96年（西元2007）列為歷史建築。

燈塔創建時，周圍為原始森林，是墾丁國家公園觀光勝地之一環，民國81年（西元1992）開放供民衆參觀。為燈塔日常用水，設有集水坪，屋頂收集的雨水集流到地面下九座花崗石水池。

As the unique armed lighthouse in Taiwan, the cylindrical white beacon was made of white pig iron and constructed as a stronghold with the battery on the lighthouse base, embrasures along enclosures, and trenches and equipped with firearms for self-defense. During WWII, the Eluanpi Lighthouse was severely damaged in air strikes of the Allied but repaired by the Customs Service in 1947. The Eluanpi Lighthouse, which was reconstructed for its lighthouse top and equipped with a new high-power lighthouse lamp, was officially upgraded as a historic building in 2007.

Dating back to the 19th century when the lighthouse was first built, the Eluanpi Lighthouse has been surrounded by virgin forests, which constitute one part of the Kenting National Park, and opened to civilians since 1992. Furthermore, the Eluanpi Lighthouse was provided with a water harvesting system to deliver rainwater collected on the roof to 9 underground granite pools as the water supply of the lighthouse.





攝影 / 黃榮群
Photographed by Rong-Qun Huang



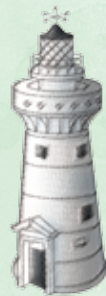
琉球嶼燈塔

Liuchiu Yu Lighthouse

日昭和4年（西元1929）興建的琉球嶼燈塔，俗稱白燈塔或白燈樓，位於屏東縣外海琉球嶼山頂，為白色圓形鋼筋混凝土結構。

The Liuchiu Yu Lighthouse built on the mountaintop of Lamay Island off the coast of Pingtung County in 1929 is the so-called White Light Tower/House, which is a cylindrical white reinforced-concrete beacon.





珊海蔚藍的島嶼添光

孤懸臺灣海峽的一隅小島，漂浮於珊瑚礁環繞的澄澈蔚藍，
百年以來的漁捕歲月，於厚石山北起建昭和明光，歷經戰火襲來損傷，
在漁民奔波走訪，重生白塔綻亮豔陽，持續夜晚閃光，守映老砧石的島嶼海峽。

琉球嶼燈塔又名白燈塔或白燈樓，位在屏東縣琉球嶼東南岸山頂。
琉球嶼是臺灣附屬島嶼中唯一的珊瑚礁島，有豐富的漁產及奇麗之
珊瑚礁岩岸，是南臺灣重要觀光景點之一。

The Liuchiu Yu Lighthouse, also known as the White Light Tower/
House, is located at the southeastern coast and on the mountaintop
of Lamay Island, Pingtung County. As a must-see scenery of tourists in
southern Taiwan, Lamay Island is the only coral island among all
affiliated islets of Taiwan and abundant in aquatic products and
gorgeous rocky coral reefs.

該塔係高雄州水產會於日昭和4年（西元1929）建立，為白色圓形鋼筋混凝土結構，是國內唯一由漁會出資建造的燈塔，二次大戰時受損停止發光，民國41年（西元1952），移請海關修復管理。

The Liuchiu Yu Lighthouse constructed by the Kaohsiung Fishery Association in 1929 is a cylindrical white reinforced-concrete beacon and the only lighthouse funded by the Fishermen's Association in Taiwan. The Liuchiu Yu Lighthouse, which was damaged and shut down during WWII, had been repaired and managed by the Customs Service since 1952.



攝影 / 梁策堯
Photographed by Ce-Yao Liang





攝影 / 葉展璋
Photographed by Zhang-Wei Ye

東 地

東臺灣燈塔

Lighthouses in Eastern Taiwan

- 94 蘇澳燈塔
Suao Lighthouse
- 96 花蓮港燈塔
Hualien Kan Lighthouse
- 100 奇萊鼻燈塔
Chilaipi Lighthouse
- 104 綠島燈塔
Lu Tao Lighthouse
- 108 蘭嶼燈塔
Lan Yu Lighthouse



蘭嶼燈塔
Lan Yu Lighthouse

蘇澳燈塔

Suao Lighthouse

日昭和2年（西元1927）興建的蘇澳燈塔，位於宜蘭縣蘇澳鎮北方澳後山，塔身為白色四方形鋼筋混凝土建築，是我國燈塔中塔身最短燈塔。

The Suao Lighthouse constructed on the hill behind Beifang'ao, Suao Township, Yilan County, in 1927 is a square white reinforced-concrete beacon and the shortest one among lighthouses in Taiwan.





北方澳屹立的一抹堅毅

7.9尺的四方塔身，渺小立於北方澳山腰，俯瞰蘭陽平原、龜山島、南方澳。
在軍事管制基地，僅有的細鐵杆支撐守燈者前進步伐，
兩百多級石階步道，不時強風吹襲，最終堅定站哨孤絕峭壁上。

蘇澳燈塔位於宜蘭縣蘇澳港北方澳後山，為臺灣東部海域船舶航行安全及指引船舶避開三個臺等險礁航行需要而設置。建於日昭和2年（西元1927），塔身為白色方形混凝土建築，是我國燈塔中塔身最低者。

二次大戰遭轟炸損壞停止發光，民國38年（西元1949）修復發光。房舍與燈塔間為493水泥臺階步道，高聳險峻，是燈塔看守人員每日必經之路。

The Suao Lighthouse constructed on the hill behind Beifang'ao of the Port of Su-Ao Suao, Yilan County, is to navigate ships away from three submerged reefs in the eastern sea area of Taiwan. The Suao Lighthouse constructed in 1927 is a square white concrete beacon and the shortest one among the lighthouses in Taiwan.

The light beam from the Suao Lighthouse, which was damaged and shut down after bombardments in WWII, was resumed after the beacon was repaired in 1949. The lighthouse keeper who serves in the Suao Lighthouse has to ascend 493 steep concrete steps between the dormitory and the lighthouse every day.

花蓮港燈塔

Hualien Kan Lighthouse

日明治43年（西元1910）興建的花蓮港燈塔，位於花蓮港花崗山，為白色方錐形鐵架。

The Hualien Kan Lighthouse constructed on Huagangshan of the Port of Hualien in 1910 is a pyramid white steel-frame beacon.





記憶中的追尋燈塔

41 年的風華歲月，隨築港工程起建，化為 1980 年夏末的終止符，
轟然巨響的環景音效，5 次炸藥擊毀最後的美麗白塔，昂然直立而後縱身倒下，
記憶的回眸，如今轉望花崗山上的花蓮街一號，向前朝往事隱隱綻光。



花蓮港燈塔位於花蓮市區，即花蓮港花崗山。日明治 43 年（西元 1910）將原設於安平燈塔所拆下材料移設為方形鐵造燈塔，因燈塔高度不足，光度不強，外海船隻不易望見，民國 53 年（西元 1964）運用拆除自富貴角臨時燈塔而來的材料，改建為更高鐵架燈塔，以改善燈光視野，讓花蓮港燈塔擁有「拼裝燈塔」的稱號。

The Hualien Kan Lighthouse is located on Huangangshan of the Port of Hualien in Hualien City. The square steel-frame Hualien Kan Lighthouse assembled with materials dismantled from the Anping Lighthouse in 1910 fell short of a proper height and sufficient light beams seen by boats off the coast and earned the nickname of "pick-up lighthouse" after it was reconstructed as a higher beacon with materials dismantled from the temporary Fukwei Chiao Lighthouse for the better lighting range in 1964.





拆除富貴角臨時材料改建而成的花蓮港燈塔，塔高增高為28.4公尺，由於所在地點視野良好，因此其燈器較其他鐵塔式的燈塔小得多。

With the height raised to 28.4 meters, the reconstructed Hualien Kan Lighthouse based on materials dismantled from the Fukwei Chiao Lighthouse relies on its privileged geographical location and visual field and works well despite its lighthouse lamp much smaller than those of the other steel-frame lighthouses.

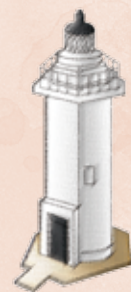
奇萊鼻燈塔

Chilaipi Lighthouse

日昭和6年（西元1931）建造的奇萊鼻燈塔，位於花蓮港北端奇萊鼻岬角，塔身經重建為白色五角形鋼筋混凝土結構。

The Chilaipi Lighthouse built at Chilaibi Sea Cape north of the Port of Hualien in 1931 was reconstructed as a pentagonal white reinforced-concrete beacon.





遺世美境的海景燈塔

倚靠著中央山脈，遠眺前方黑潮海洋，絕美的坐落之境，指引東岸船隻仙境航行，16.6光渥的閃爍，悠揚唱起的岸上讚嘆，48高地歷經二戰毀損，漫漫等待光陰流浪，終以獨特五角塔身，由討海人喚起舊名「美崙鼻」。





奇萊鼻燈塔位於花蓮港北端奇萊鼻岬角，日昭和6年（西元1931）建造完工，塔身原為白色方形混凝土建築，二次大戰時嚴重受損，停止發光。民國52年（西元1963），花蓮港升格國際港，將原塔拆除並在附近重建為白色五角形混凝土塔，翌年建造完成，該塔不僅是我國唯一具五角形外型，也是園區內唯一設有土地公廟的燈塔。

Completed in 1931, the Chilaipi Lighthouse at Chilaipi Sea Cape on the northern tip of the Port of Hualien was a square white concrete building, which was severely damaged and shut down in WWII. In 1963 when the Port of Hualien was promoted to an international port, the original beacon was dismantled and replaced by a new pentagonal white concrete lighthouse nearby, which was completed in 1964 and also the only lighthouse with a landgod temple inside.





綠島燈塔

Lu Tao Lighthouse

日昭和13年（西元1938）建造的綠島燈塔，位於臺東縣綠島鄉之西北海岸高地，現塔身為白色圓形鋼筋混凝土結構。

The Lu Tao Lighthouse built on a highland along the northwestern coast of Green Island, Taitung County, in 1938 is a cylindrical white reinforced-concrete beacon.





33.3 高度的人道主義

外海暗礁岩石密布，劃分島與海的界線，卻切割不了人道精神的漫延，
70年前的海上救援，相挺跨國界的人暖溫情，
而今白牆外的野百合盛開，是否也訴說曾有的人權沉默。



綠島燈塔介紹
Lu Tao Lighthouse

綠島燈塔又名火燒島燈塔，位於綠島西北端，日昭和12年（西元1937），胡佛總統號郵輪於該海域觸礁解體，美國各界為感謝綠島居民奮勇救人的義舉，募款在該島興建燈塔，昭和14年（西元1939）完工發光。燈塔外觀原為黑白相間橫紋，房舍外牆與圍牆均敷以鵝卵石，二次大戰時遭盟軍轟炸，民國37年（西元1948）修復發光，外觀粉刷成白色，塔身結構為鋼筋混凝土圓塔。

Completed in 1939, the project of the Lu Tao Lighthouse, which is also known as the Burning Island Lighthouse on the northwestern tip of Green Island, was funded by Americans, who appreciated islanders' heroic rescues for drowning men of the SS President Hoover which was disintegrated in a shipwreck around Green Island. The Lu Tao Lighthouse painted with black and white stripes originally and equipped with cobblestone enclosures was damaged in air strikes of the Allied in WWII and repaired as a cylindrical reinforced-concrete beacon with white walls in 1948.



燈塔下方坡地的鐵炮百合，是綠島特有原生種百合，於每年十月底花開燦爛，花期可至四、五月。

Exclusive to Green Island, the Long flower Lily growing on the slope beneath the Lu Tao Lighthouse is a native species, which blooms by the end of every October and lasts until April or May in its florescence.





鐵砲百合
Long Flower Lily

民國92年（西元2003）列為歷史建築。民國102年（西元2013）9月起開放民衆參觀，開放觀光後，可結合綠島秀麗風景及人文景觀，吸引大量遊客前往探訪遊憩。

園區設有原生種鐵砲百合復育區，在燈塔下方坡地的鐵砲百合，每年3、4月花開燦爛。

The Lu Tao Lighthouse, which was upgraded as a historic building in 2003, has been opened to the general public since September 2013 and attracted tourists to visit Green Island with beautiful local sceneries and human landscapes integrated.

Long flower Lily, the native species grown in the conservation area on the slope beneath the Lu Tao Lighthouse, blooms from March to April every year.

蘭嶼燈塔

Lan Yu Lighthouse

民國71年（西元1982）建造的蘭嶼燈塔，位於臺灣東南海域蘭嶼的西北端山頂，塔身為白色圓形鋼筋混凝土結構。

The Lan Yu Lighthouse constructed on the mountaintop at the northwestern tip of Orchid Island on the southeastern ocean of Taiwan in 1982 is a cylindrical white reinforced-concrete beacon.





太平洋上的遺世珍珠

信仰自由的達悟靈魂，飛越黑潮，在船之眼的守護下，以拼版舟追隨海洋。
西北海岬上海拔最高的純白珍珠，閃亮飛魚的銀光，灑落夜色海面，
以晚輩之禮，點綴星火熠熠，遙向尋夢者致敬。



蘭嶼燈塔介紹
Lan Yu Lighthouse





蘭嶼燈塔設於蘭嶼西北端山頂，是臺灣海拔最高的燈塔，維護航行當地海域船舶之安全頗鉅。民國71年（西元1982）動工，翌年竣工，塔身為白色圓形鋼筋混凝土結構，透鏡的迴轉利用交變磁場來推動燈器轉盤，屬非常先進的助航設備。

The Lan Yu Lighthouse constructed on the mountaintop at the northwestern tip of Orchid Island is the highest beacon above the sea level in Taiwan and plays an important role in ensuring safety of boats cruising around the local sea waters. The Lan Yu Lighthouse constructed in 1982 and completed in 1983 is characteristic of its cylindrical white reinforced-concrete structure and advanced navigation equipment such as rotary lens on a lamp turntable which is driven by an alternating magnetic field.







澎湖群島燈塔

澎湖群島燈塔

Lighthouses in Penghu Islands

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東吉嶼燈塔
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漁翁島燈塔

Yuweng Tao Lighthouse

清乾隆43年（西元1778）建造的漁翁島燈塔，為我國最早燈塔，位於西嶼外垵高地，設有霧笛及三座鐵鑄霧砲，保存有早期使用的葫蘆形石製煙墩。

As the oldest lighthouse in Taiwan, the Yuweng Tao Lighthouse constructed on Waian Plateau, Xiyu, in 1778 was equipped with a foghorn, three cast-iron fog guns and the gourd-shaped stone watchtower in the early days.





西嶼 60.7 尺的夜光

雪白咾咕石圍牆外，斷崖與草原盡頭，海波晃漾南方漁場水道，
自清乾隆起，七級八角花崗石塔上，每晚日落點燈，日出關燈，
為夜夜漁火的西嶼男兒，守著海上明光。



漁翁島燈塔介紹
Yuweng Tao Lighthouse



漁翁島燈塔位於澎湖群島西嶼外垵高地，又名西嶼燈塔或外垵燈塔。清乾隆43年（西元1778），澎湖郡伯蔣元樞與通判謝維祺募款興建，文獻記載為我國最早之燈塔。

The Yuweng Tao Lighthouse on Waian Plateau, Xiyu, Penghu Islands, is also known as the Xiyu Lighthouse or the Waian Lighthouse. In 1778, Jiang Yuanshu, the County Lord, and Xia Weiqli, the local magistrate, raised funds for construction of the Yuweng Tao Lighthouse, which was the oldest beacon in Taiwan on record.





清道光8年（西元1828）重修廟宇與燈臺，清光緒元年（西元1875）英籍工程師哈爾定模仿西式燈塔另建燈塔，塔身為圓形鐵造塔內有螺旋鐵梯，上層為圓拱鑄鐵燈罩及風標，外有鐵管欄杆圍成的鑄鐵工作平臺。入口上三角形門楣有DAVID M HENDERSON的落款。

二次大戰期間燈塔受損，戰後修復發光。燈塔所在亦是澎湖俗諺六險之一的「西流」。每到臨近乾潮及潮前，海面出現月眉般的湧浪，持續4到5小時，直到滿潮前2小時才停止，若逢秋季大潮，更為壯觀。該塔為國定古蹟，民國81年（西元1992）開放民衆參觀。

The temple and the lamp room were revamped in 1828 and followed by a new western-style lighthouse, which was designed by Mr. David Hardin, the English engineer, in 1875. The cylindrical iron Yuweng Tao Lighthouse equipped with a spiral staircase inside features an arched cast-iron lighthouse lampshade, a weather vane, and a cast-iron workbench enclosed by iron bars outside. On the triangular lintel above the entrance is an inscription that reads David M. Henderson.

The Yuweng Tao Lighthouse damaged in WWII was repaired after 1945. The lighthouse stands on the so-called "west stream", one of six danger zones in Penghu. On the ocean surface occur crescent surges, which continue four or five hours during the ebb but gradually vanish only 2 hours before the high tide and are magnificent for the spring tide in autumn. The Yuweng Tao Lighthouse has been upgraded as a national heritage site and officially opened to the general public since 1992.



目斗嶼燈塔

Matou Yu Lighthouse

日明治32年（西元1899）興建的目斗嶼燈塔，位於澎湖縣北端目斗嶼島上，以銑鐵建造，是遠東地區最高的銑鐵燈塔，今外觀漆成黑白橫紋相間的顏色。

The Matou Yu Lighthouse built on Mudou Island at the northern tip of Penghu County in 1899 is the highest white-pig-iron lighthouse in the Far East region and painted with horizontal black and white stripes.





百年守護北海遺境

是洋流的試探，是珊瑚裙礁的羈絆，
多霧的海域，遍布世外桃源的陷阱，遂以一身黑白相間的平行條紋，
在玄武岩之上，沉水海蝕平台間，揭開北海百慕達神祕面紗。



目斗嶼燈塔介紹
Matou Yu Lighthouse



燈塔集雨水系統介紹
Rainwater harvesting
system

目斗嶼燈塔位於澎湖群島最北端，全島由微輝長斑岩構成，
不長一草一木。島下由東南至西北向有一條貫穿島嶼的海蝕
溝和海蝕拱門，燈塔附近有當地俗諺中的大礮、二礮暗礁分
布，四周礁石羅佈，形勢險要，依據澎湖廳志記載，有「鐵
板關」之稱。設燈前沉沒於附近船隻高達50艘以上。因海
域有經常性濃霧，塔身漆成黑白橫紋相間樣式。

The Matou Yu Lighthouse is located on Mudou Island, the northernmost barren islet consisting of Micro-gabbro, in the Penghu Islands. Beneath Mudou Island are a sea trench and a marine arch extending across the whole islet from southeast to northwest. The Matou Yu Lighthouse within the region littered with submerged reefs is strategically situated and difficult of access and was also known as the "Iron Gate" according to the annals of Penghu. Historically, more than 50 ships had sunk around before the Matou Yu Lighthouse was constructed. Thus, the Matou Yu Lighthouse in the foggy sea waters was painted with horizontal black and white stripes.





攝影 / 葉世賢
Photographed by Shi-Xian Ye



攝影 / 李宗永
Photographed by Zong-Yong Li

日人於日明治32年（西元1899）在目斗嶼建塔，建材均仰賴船隻自臺灣運抵，至日明治35年（西元1902）6月竣工發光，為遠東最高之銑造燈塔。二次大戰燈籠、燈器及房屋均被炸燬，民國36年（西元1947）修復改建復燈。設有集雨水系統，將雨水儲存，供燈塔人員日常用水。民國92年（西元2003）列為歷史建築。

Designed by the Japanese in 1899, the Matou Yu Lighthouse, which was constructed with materials transported from Taiwan by ship and completed in June 1902, is the highest white-pig-iron lighthouse in the Far East region. The facilities such as lamp case, lighthouse lamp and building were destroyed during WWII and repaired in 1947. The Matou Yu Lighthouse is equipped with the water harvesting system by which rainwater is collected for lighthouse keepers and has been upgraded as a historic building since 2003.

東吉嶼燈塔

Tungchi Yu Lighthouse

日明治44年（西元1911）興建的東吉嶼燈塔，位於澎湖縣望安鄉東南方之東吉嶼北角崖頂，為鋼筋混凝土圓塔，外觀漆成黑白相間的平行橫條紋。

The Tungchi Yu Lighthouse constructed on the cliff top at the northern tip of Jidong Islet southeast of Wangan Township, Penghu County, in 1911 is a cylindrical reinforced-concrete beacon painted with horizontal black and white stripes.





黑水海域的一線光明

立於北方尖礁之上，無視黑水溝強勁洋流，
探射螺旋暗流處，安撫船員漁民，驚濤駭浪後的惶恐，
讓一艘承載滿溢的盼望，持續發光，勇敢前行夢想繁華的彼方。



東吉嶼燈塔介紹
Tungchi Yu Lighthouse

東吉嶼燈塔位在澎湖群島東吉嶼北角崖頂，為臺澎航道淡水供應點，因臺澎海運貿易之轉運曾繁華一時，有「小上海」及「小香港」之稱。燈塔所在海域為著名的惡水「黑水溝」漲退海流，迴旋觸撞四周暗礁，經常掀起洶濤巨浪，急流暗湍，險惡非常。

The Tungchi Yu Lighthouse on the cliff top at the northern tip of Jidong Islet, the Penghu Islands, served as the center of fresh water supply between Taiwan and Penghu and was crowned as "Little Shanghai" and "Little Hong Kong" because of its role in prosperous seaborne trades. The Tungchi Yu Lighthouse is situated around the notorious and perilous waters, a.k.a. "Black Water Trench", which is known for the swirling ebb and flow smashing against submerged reefs as well as surging waves.



燈鏡曾在二次大戰中遭流彈波及。
The lamp lens was damaged by stray bullets in WWII.





日人為航行附近船舶之安全，在島上興建燈塔。該塔於日明治44年（西元1911）設立，原為白色圓筒狀鐵塔，昭和13年（西元1938）重建為混凝土圓塔結構，外表漆上黑白相間橫紋，換上光力更強之燈器。二次大戰時遭轟炸停止發光，戰後修復放光。

To ensure safety of cruising boats on the ocean, the Japanese built the Tungchi Yu Lighthouse on Jidong Islet. The Tungchi Yu Lighthouse, which was a cylindrical white iron beacon constructed in 1911, was reconstructed as a cylindrical concrete lighthouse painted with horizontal black and white stripes and equipped with a brighter lighthouse lamp in 1938. The Tungchi Yu Lighthouse was damaged in bombardment and shut down during WWII but repaired after the war.

查母嶼燈塔

Chamu Yu Lighthouse

日大正元年（西元1912）興建的查母嶼燈塔，位於澎湖縣查母嶼岩礁上，塔身結構為磚造八角形，外觀漆成黑白相間的直條紋。

The Chamu Yu Lighthouse built on reefs of Chamu Islet, Penghu County, in 1912 is an octagonal brick beacon painted with vertical black and white stripes.





生命戰火的黯夜9湮

立身查母嶼頂端，正面迎戰危險礁域，明照暗處的險惡環繞，
以自身燈火提點海上行者，生命之海不可顛覆，莫忘百年清兵觸礁沒入，
生命沉默汪海夜色，黑白分明謹守夜夜燈火。



查母嶼燈塔介紹
Chamu Yu Lighthouse

查母嶼燈塔位於澎湖群島極東之查母嶼，遠眺查母嶼似一女人平躺海面，胸腹分明，故名之。清光緒年間曾有運兵船於附近觸礁沉沒，八百餘人溺死，為嚴重之海事災難。該礁高潮時沒入水中，低潮時露出。還有漩渦潮流，漲潮時形成湍流，相當危險。因暗礁於海中出沒不定，故於查母嶼上建立燈塔。

The Chamu Yu Lighthouse is located on Chamu Islet, the easternmost islet in the Penghu Islands, which looks like a woman with the distinct breast and belly lying on her back on the ocean from afar. There was a tragic maritime disaster, which claimed over 800 lives in a stranded and sunken troopship during the Qing Dynasty. In this regard, the reef was submerged during the high tide and re-surfaced during the low tide. There are also swirling currents which become turbulent, posing great dangers. The Chamu Yu Lighthouse constructed on Chamu Islet was to remind seamen away from perilous reefs.





該塔於日大正元年（西元1912）動工而於翌年竣工，塔身為八角形磚造，外觀原為黑白相間橫紋。二次大戰遭盟軍轟炸，停止發光，民國37年（西元1948）修復後重新發光，該塔曾設有多向金屬雷達反射器。

The Chamu Yu Lighthouse constructed in 1912 and completed in 1913 was originally an octagonal brick lighthouse painted with horizontal black and white stripes. The Chamu Yu Lighthouse, which was damaged in bombardments and shut down during WWII but repaired in 1948, was once equipped with the multidirectional metallic radar reflector.

花嶼燈塔

Hua Yu Lighthouse

日昭和14年（西元1939）興建的花嶼燈塔，位於澎湖縣花嶼山頂，塔身為鋼筋混凝土白色圓形結構。

The Hua Yu Lighthouse constructed on the top of Huayushan, Penghu County, in 1939 is a cylindrical white reinforced-concrete beacon.





殷殷望安花嶼之光

花草青蔥的盎然綠意，安山岩相的灰黑散布，往昔的日據南進基地，白色圓體五秒閃光，從島嶼西端直射而來，照落戰爭的沉寂，指引光復後的重建，1,600支燭光映照，吸收太陽日照，喚起夜裡明光。



花嶼燈塔介紹
Hua Yu Lighthouse

臺灣最西部的花嶼燈塔位於澎湖群島最西的花嶼山頂，該島地勢為東西高、中央平的馬鞍型方山，東半部為燕敦山，在西半部最高處建燈塔。該塔建於日昭和14年（西元1939），外型為白色混凝土圓塔，二次大戰期間因缺乏電石氣停止發光，致未被盟軍飛機轟炸，而完整保留，已改裝成太陽能且能於遠處監控燈光。

The Hua Yu Lighthouse is located on the top of Huayushan at the westernmost tip of the Penghu Islands, a saddle-like hill with slopes on east and west coasts and a planar center. Facing Yandunshan situated at the eastern side, the Hua Yu Lighthouse is constructed at the highest point of the western side. The cylindrical white concrete lighthouse constructed in 1939 but shut down due to a shortage of acetylene during WWII was spared from bombardments and kept intact and currently refitted as a solar-powered lighthouse with its light controllably monitored from afar.







純白色的燈塔豎立在山頂上，顯得格外醒目美麗，有「花嶼之光」的美譽，在此地觀賞晚霞的時間會比臺灣慢上幾分鐘。

This exceptionally beautiful and snow-white lighthouse standing on the mountain top is crowned as "Glory of Huayu". Visitors at the lighthouse can enjoy the sunset here a few minutes longer than in Taiwan.

七美嶼燈塔

Chimei Yu Lighthouse

日昭和14年（西元1939）興建之七美嶼燈塔，位於澎湖縣七美嶼南端岬角崖頂，塔身結構為白色鋼筋混凝土圓塔。

The Chimei Yu Lighthouse constructed at the cliff top of a cape south of Qimeio, Penghu County, in 1939 is a cylindrical white reinforced-concrete beacon.





菊島灑落滿夜漁光

七美南角崖頂，守護咾咕閩式村落與樓宇的富庶安康，
夜夜照明南方海域往返漁船，為航行遠洋近海的島嶼漁民一路提燈，
指引照亮西北漁產的豐饒期盼，眺望遠方海岸線，羅列玄武海崖，一心一意望漁民安康。



七美嶼燈塔介紹
Chimei Yu Lighthouse



攝影 / 林連守
Photographed by Lian-Shou Lin

七美嶼燈塔別名南滬燈塔，位於澎湖群島最南端七美嶼南端岬角，該島古稱大嶼，是群島中的第4大島，自古為臺灣海峽之要衝。日昭和14年（西元1939）完工發光，塔身為白色混凝土圓塔結構。

七美嶼南方之「南淺漁場」為巴士海峽與渤海暖流交會處，日人於此設塔，除了航行安全考量外，也有著眼於維護龐大的漁業資源。因其燈塔為露天式，於季風挾帶的鹽霧、鹽粒與塵土，常隨風蓋住燈籠或滲入水晶玻璃，需經常擦拭保養。

The Chimei Yu Lighthouse, a.k.a. the Nanhu Lighthouse, is located on the cape south of Qimei, the southernmost islet of the Penghu Islands, and was called as Dayu in the past, the fourth largest islet among the Penghu Islands and the communications hub in the Taiwan Strait. The Chimei Yu Lighthouse completed and put into service in 1939 is a cylindrical white concrete lighthouse.

Considering navigation safety, the Japanese constructed the Chimei Yu Lighthouse for vast fishery resources because warm currents from the Bashi Channel and the Bohaiwere converged at the "Nanqian fishing ground" south of Qimei. The Chimei Yu Lighthouse is an open beacon suffering salty fog, particles and dust in monsoons, which cover the lamp shade or permeate crystal glass, and needs to be cleaned or maintained frequently.







海角

金門馬祖地區燈塔 Lighthouses in Kinmen and Matsu

- 140 東引島燈塔
Tungyin Tao Lighthouse
- 144 東莒島燈塔
Tungchu Tao Lighthouse
- 150 烏坵嶼燈塔
Wuchiu Yu Lighthouse
- 152 東椗島燈塔
Tungting Tao Lighthouse
- 156 北椗島燈塔
Peiting Tao Lighthouse

東引島燈塔
Tungyin Tao Lighthouse

東引燈塔

Tungyin Tao Lighthouse

清光緒30年（西元1904）興建的東引島燈塔，位於福建省連江縣馬祖東引島樂華村東坡山腰，又稱為「東湧島燈塔」，塔身為白色圓形磚造，扇形地基由花崗石板鋪成。

The Tungyin Tao Lighthouse, or the Dongyong Island Lighthouse, constructed on the Dongpo mountainside of Lehua Village, Dongyin Island, Matsu, in 1904 is a cylindrical white brick beacon on the fan-shaped granite base.





蔚藍海洋的美麗驚嘆

矗立於東引峭壁之上，純白身影與蔚藍海域相互輝映，
順著岩山步道蜿蜒前行，陣陣海風襲來，吹拂十八世紀的英式浪漫，
旅人的山海風情，伴著浪濤迴聲，就此展開。



東引燈塔介紹

Tungyin Tao Lighthouse

東引島燈塔又稱東湧島燈塔，位在東引島東坡山腰，位於國之北疆，是我國疆界最北之燈塔。該塔於清光緒30年（西元1904）竣工發光，燈器採用白熾紗罩燈頭，以煤油為主要燃料，塔身樣式為白色圓形磚造，地基由花崗石板鋪設，是唯一將入口設置在二樓的燈塔。

The Tunyin Tao Lighthouse, also known as the Dongyong Island Lighthouse, at the Dongpo mountainside on Dongyin Island, the northern territory of the Republic of China, is the northernmost lighthouse of Taiwan. The Tunyin Tao Lighthouse completed in 1904 was equipped with an screen-covering incandescent lamp consuming kerosene and constructed as a cylindrical white brick beacon standing on the fan-shaped granite base and including an entrance on the second floor only.



攝影 / 周根源
Photography / Gen-Yuan Zhou

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民國55年（西元1966）9月因「艾麗絲」颱風侵襲，摧毀中心透鏡，停止發光，另裝五等燈於燈塔工作平臺上。民國104年（西元2015）8月啟動修復計畫，先後完成迴轉鏡機水銀槽座，浮動系統改善，絞盤鍊條驅動系統檢修，加速驅動馬達，照明系統改進。

於民國105年（西元2016）6月5日恢復主燈運轉。

The Tunyin Tao Lighthouse, which was shut down with its central lens destroyed by Typhoon Alice in September 1966, was further equipped with a Class-5 lighthouse lamp on the workbench. The project launched in August 2015 for repair of the Tunyin Tao Lighthouse was to install a base of the mercury tank for the rotary lens, improve the floating system, check the winch-chain-driving system, and accelerate the drive motor, and ameliorate the lighting system.

The operation of the primary lamp in the Tunyin Tao Lighthouse was resumed on June 5, 2016.



攝影 / 許僅亨
Photographed by Jin-Heng Xu



紅花石蒜介紹
Red Spider Lilies



攝影 / 林長弘
Photographed by Chang-Hong Lin

民國47年（西元1958），因軍事因素燈塔暫停發光，民國78年（西元1989），恢復發光。塔區內有「閩海關東湧燈塔」石碑乙面，因附近海域容易起霧，設有霧笛與霧砲。燈塔及房舍為十八世紀英式建築樣式，白色塔身仿如歐洲城堡，燈塔入口旁即是當地著名景點「太白天聲」。

燈塔後方崖上滿布當地特有之紅花石蒜，夏秋之際艷紅花色與湛藍海天爭奇鬥艷美不勝收。從燈塔向下望其狹窄高聳的階梯，呈現與海天一色的美景。民國98年（西元2009）開放民衆參觀，於民國105年（西元2016）6月1日文化部公告，為國定古蹟。

The operation of the Tungyin Tao Lighthouse shut down for military reasons in 1958 was resumed in 1989. Inside the Tungyin Tao Lighthouse was erected a stele that reads "Dongyong Armored Lighthouse of Min Customs" and also equipped with a foghorn and fog guns in virtue of fogging over the sea waters. The white Tungyin Tao Lighthouse and its barracks, both of which display the 18th-century British architectural style, bear resemblance to a European castle and are known for famous "Sky Sound of Taibai" beside its entrance.

The cliff behind the lighthouse is covered with splendid red spider lily exclusive to Tungyin Island and in full bloom against the sapphire sky and water in summer and autumn. Visitors enjoy the sea melted into the sky from the lighthouse down to the narrow and steep stairway. The Tungyin Tao Lighthouse has been officially opened to the general public since 2009, and has been upgraded as a national heritage site by Minister of Culture on June 1, 2016.

東莒島燈塔

Tungchu Tao Lighthouse

清同治11年（西元1872）興建的燈塔，位於福建省連江縣馬祖東北角上，塔身為白色圓形直筒狀花崗石結構。

The Tungchu Tao Lighthouse constructed on the northeast corner of Matsu in 1872 is a cylindrical white granite beacon.





北緯 26 度的海防守線

一紙歷史合約，開通白毛城的夜光，也成軍事戰略堤防海線，
絕壁風口堅毅花崗岩矮牆，為早期守燈人守護煤油燈，
不變的強勁東北季風，依然不減仲夏夜滿天星辰的光輝。



東莒島燈塔介紹
Tungchu Tao Lighthouse

東莒島燈塔又名東犬燈塔，因島形像狗，又名白犬，或東犬，位於馬祖列島老頭山上，清同治11年（西元1872）建立竣工，與東引島燈塔同因軍事因素暫停發光，直到民國82年（西元1993）才復燈。

The Tungchu Tao Lighthouse, also known as the Dong Dog Lighthouse or the White Dog Lighthouse, which became well-known for the shape of Tungchu resembling a dog, is located on Laotoushan in the Mastu Islands and was completed in 1872. The operation of the Tungchu Tao Lighthouse and the Tunyin Tao Lighthouse, both of which were temporarily shut down for military reasons, were not resumed until 1993.





攝影 / 胡志明
Photographed by Zhi-Ming Hu



攝影 / 陳文欽
Photographed by Wen-Qin Chen

純白色的燈塔與滄桑多舛的經歷有著極大的反差；燈室內部遺留有早期的彈痕、銘牌與記憶，不經意透露出反差的秘密。燈塔與辦公室間設有防風牆，俾燈塔守於強風時往返之安全，塔身為圓形花崗石結構。燈塔建築物白色外牆，當地人稱其為「白毛城」，保留有兩尊霧砲。

The lighthouse's snow white exterior contrasts to its ill-fated history because bullet holes and nameplates inside the lamp room tell us the secrets in its hidden past unexpectedly. The windbreak erected between the cylindrical white granite lighthouse and the work room ensures safety of a lighthouse keeper travelling to and fro between the lighthouse and the work room in a windy day. The local people call the Tunyin Tao Lighthouse with the white enclosure and two fog guns as "White Castle".

民國77年（西元1988）公告為國定古蹟，民國98年（西元2009）開放民衆參觀。

The Tunyin Tao Lighthouse upgraded as a national heritage site in 1988 has been officially opened to the general public since 2009.





烏坵嶼燈塔

Wuchiu Yu Lighthouse

清同治13年（西元1874）興建的烏坵嶼燈塔，位於福建省金門縣烏坵鄉大坵嶼山頂，塔身為黑色圓形石造，石塊間以石榫相銜而成。民國43年（西元1954）起停止發光。

The Wuchiu Yu Lighthouse constructed on the mountaintop of Daqiuyu, Wuqiu Township, Kinmen County, in 1874 is a cylindrical black stone lighthouse which is supported with stone tenons embedded into bricks. The Wuchiu Yu Lighthouse had been shut down since 1954.





世外邊嶼百年守燈

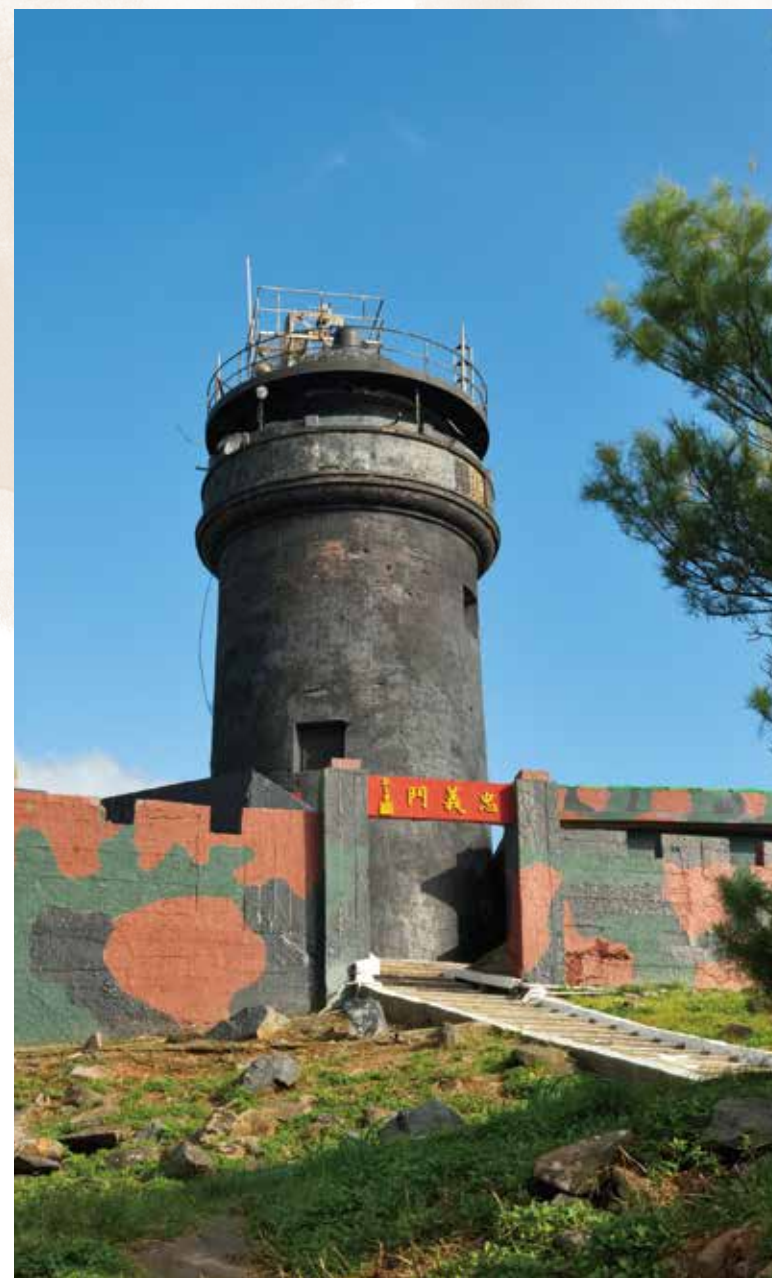
19世紀末的百年坎坷，世代守燈員生命許諾，立於邊陲之外，企盼明亮媽祖原鄉，回首挪威守燈光華，末代燈塔主任日夜念想，偽裝迷彩的軍事保壘，扼守時局難測的海峽防線，過往對立重啟對話，遺願呼喊「燈火待亮塔旗飄」。

烏坵嶼燈塔又稱烏龜嶼燈塔，位於烏坵嶼山頂。清同治13年（西元1874）設立，塔身為黑色圓形石造，石塊間以石榫銜接。David M.Henderson設計，John Ropinald監造，塔身仍可見工程師署名。燈塔的颜色由原黑色改成迷彩綠到現今的黝黑色，西側的坡地上有挪威籍燈塔守H.J.Jacobsen的墳墓，燈塔入口為前海軍總司令黎玉璽將軍命名之「忠義門」，內有霧砲置於聚落平臺。

二次大戰燈塔多次受損。民國90年（西元2001）同意將主燈室、辦公室、倉庫借給海軍總司令部，以供該軍防務需要。塔內外已成軍事設施，古老燈器已拆除停止發光，燈塔主體已成堡壘，僅徒具燈塔外貌而已。民國97年（西元2008），福建省金門縣政府公告為縣定古蹟。

The Wuchiu Yu Lighthouse, also called as the Turtle Lighthouse, is located on the mountaintop of Wuqiuyu. The Wuchiu Yu Lighthouse constructed in 1874 is a cylindrical black stone beacon with stone tenons embedded into bricks. Up to this day, the names of the designer, David M. Henderson, and the supervisor, John Ropinald, are still read on the lighthouse's enclosure. The lighthouse with the color changed to green camo from black was painted with tans currently; the grave of H. J. Jacobsen, the Norwegian lighthouse keeper, still rests on the slope to the west; the lighthouse's entrance in which fog gunson the platform are placed was named as "Gate of Loyalty" by Admiral Li Yuxi, the former commander in chief of the navy.

The Wuchiu Yu Lighthouse was damaged in assaults during WWII. In 2001, the barracks including the primary lamp room, work rooms, and the warehouse were lent to the Navy Command Headquarters for military defense purposes. The lighthouse, which has been transformed to the military installation inside and outside without the old lamp, was shut down and became a fortress or a pseudo beacon with a lighthouse's exterior only. The Wuchiu Yu Lighthouse was declared as a county heritage site by the Kinmen County Government in 2008.



東碇島燈塔

Tungting Tao Lighthouse

清同治10年（西元1871）興建的東碇島燈塔，位於金門縣東碇島山頂，塔身為黑色圓形磚造結構，為東碇島的地標。

The Tungting Tao Lighthouse constructed on the mountaintop of Dongding Islet, Kinmen County, in 1871 is a cylindrical black brick beacon and the landmark of Dongding Islet.





玄武黑顏的昂然挺立

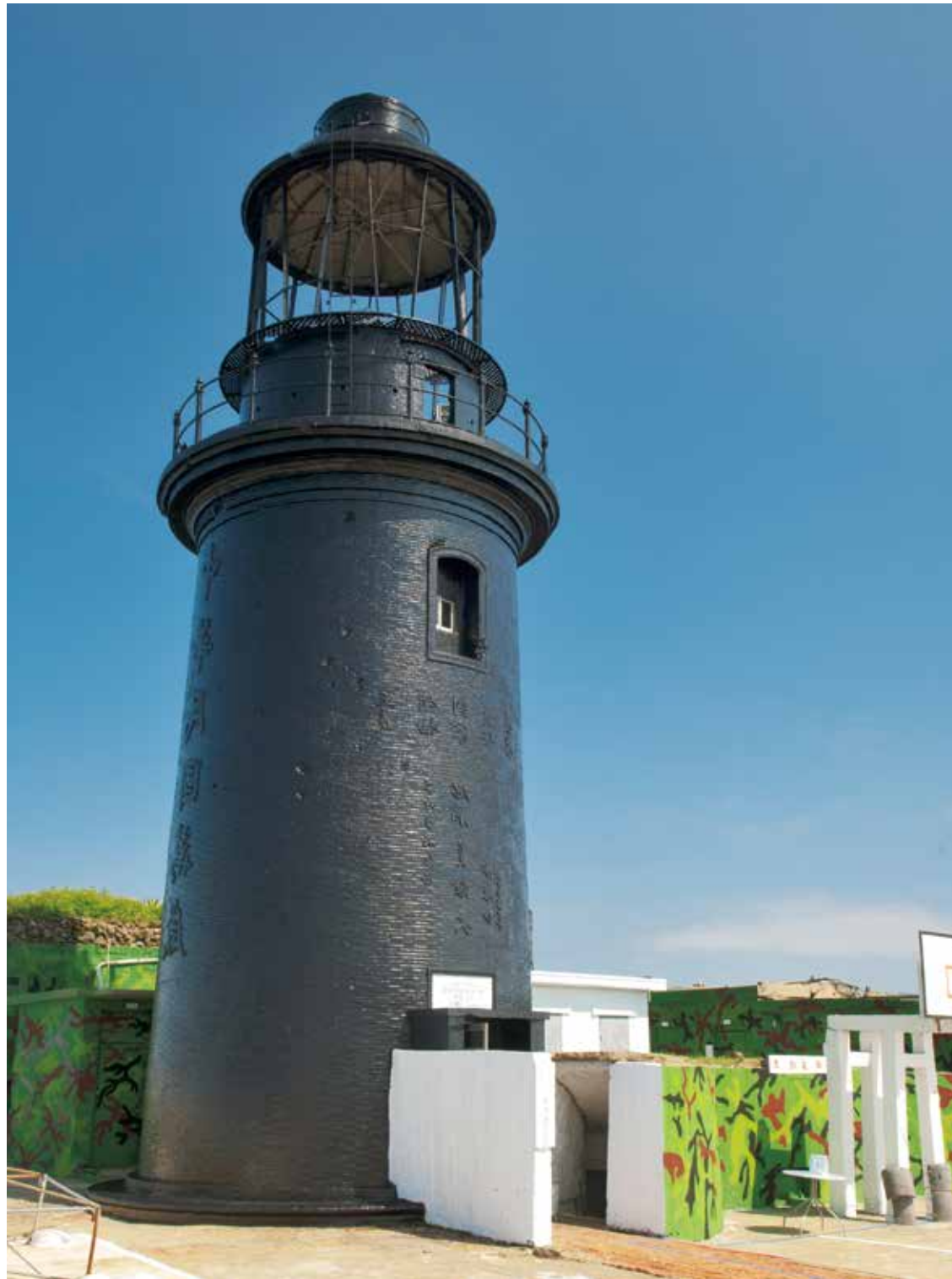
料羅、廈門外洋水道，玄武海岸高聳奇立，清同治 10 年的島嶼地標，圓形黑色磚造外形，盤踞守禦前線要地，獨攬島上孤寂荒涼，指引海峽交會船隻航道，眼見臺海戰火一觸即發，似險或緩變化難測，金門砲戰的轟烈殉身，仍是今日巍巍挺立的英雄之像。

東碇島燈塔位於福建省金門縣東碇島山頂，是廈門海域興建第一座現代化新式燈塔，清同治 10 年（西元 1871）建立，塔身為黑色圓形磚造，因軍事因素一度停燈。與北碇島燈塔互為犄角之勢，合稱「金門雙碇」。

The Tungting Tao Lighthouse on the mountaintop of Dongding Islet, Kinmen County, was the first modernized lighthouse constructed across the sea waters of Xiamen in 1871 and is a cylindrical black brick beacon, which was shut down for military reasons once. The Tungting Tao Lighthouse and the Peiting Tao Lighthouse, both of which are taken as a buffalo's two horns geographically, are also known as "Twin Horns of Kinmen."

燈塔為 David M.Henderson 設計，A.M.Bisbee 建造，燈塔入口門楣上有其署名。金門雙椗因軍事緣故，內有軍事設施，塔基兩側各放置霧砲一座。塔身上與北椗島燈塔類似，有「地小貢獻大」、「主義、領袖、國家、責任、榮譽」、「中華民國萬歲」等標語。

The names of the designer, David M. Henderson, and the supervisor, A. M.Bisbee, are shown on the lintel of the lighthouse's entrance. As one of the Twin Horns of Kimen, the Tungting Tao Lighthouse was provided with many military installations such as fog guns on both sides of the lighthouse's base. Similar to the Peiting Tao Lighthouse, the Tungting Tao Lighthouse was painted with multiple slogans, for example, "Small in size, great in contributions," "Principles, Leader, Country, Responsibility, Honor", and "Long life to the Republic of China."





北椗島燈塔

Peiting Tao Lighthouse

清光緒8年（西元1882）興建的北椗島燈塔，位於福建省金門縣北椗島山頂，為一磚造白色圓形燈塔。

The Peiting Tao Lighthouse constructed on the mountaintop of Beiding Islet, Kinmen County, in 1882 is a cylindrical white brick beacon.





明滅閃爍的時代消融

清光緒八年起燈，置於南端高峰之上，圓形白磚塔身，見證兩岸對峙時代軌跡，「三民主義統一中國」浮凸字樣，時至今日已見消磨，紅白弧光已然熄燈，徒留塔內螺旋階梯，五等電燈接替發光，在明滅閃爍間，眺望吹風看浪的島嶼時光。

北碇島燈塔位於福建省金門縣北碇島山頂，北碇島東西狹窄、南北細長，兩端海域遍布岩礁，與東碇島互為犄角之勢。燈塔於清光緒8年（西元1882）建立，白色圓形磚塔，二次大戰塔身與燈器損壞嚴重，以克難式三角形鐵架繼續發光，民國75年（西元1986）修復，將燈器由鐵架移回塔頂。

塔身磚材產自福建，白色圓塔塔身，有「三民主義統一中國」浮體字跡。園區有二戰期間被炸落之塔頂蓋改裝成的紀念座。

民國85年（西元1996），中共展開飛彈試射，揚言拿下北碇等島嶼，金門防衛司令部下達死守北碇島命令「與北碇共存亡」、「島在人在，島亡人亡」等口號，全島戰士皆寫妥遺書，做好共存亡準備，當時三名燈塔守，也備妥遺書，懷抱「塔在人在，塔亡人亡」之壯志。

Beiding Islet of Kinmen County on which the Peiting Tao Lighthouse is located is an islet with the narrower transverse distance from east to west and the wider longitudinal distance from north to south. With reefs scattering around sea waters on both ends, Beiding Islet coordinates with Dongding Islet to form a buffalo's two horns geographically. In spite of the building and the lighthouse lamp severely damaged in WWII, the cylindrical white brick Peiting Tao Lighthouse built in 1882 was kept running for light beams projected from a tripod and repaired in 1986 when the lamp was moved back to the lamp room.

The lighthouse is a cylindrical white building constructed with bricks from Fujian and painted with the slogan of "Three Principles of the People Unites China" embossed on walls. Inside the Peiting Tao Lighthouse is a monument rebuilt from the lighthouse's roof blown down in WWII.

In 1996, China began its missile tests and claimed to take over Beiding Islet and others. The Kinmen Defense Command issued the order of "defend Beiding at all costs" as well as "live or die with the islet" and all soldiers along with three lighthouse keepers, all of whom had written their last wills with the solemn and sacred beliefs of "live or die with the lighthouse", prepared to fight for Beiding.



光
族
新

南沙群島燈塔

Lighthouse in Spratly Islands

160 太平島燈塔

Taiping Island Lighthouse

太平島燈塔
Taiping Island Lighthouse

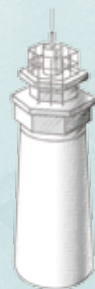
太平島燈塔

Taiping Island Lighthouse

太平島燈塔位居南海南沙群島北部的一個島嶼，於民國104年（西元2015）完工，補強助導航設施的太平機場，共同發光啓用，也成為臺灣最南邊的燈塔，進一步彰顯我國南海主權。

The Taiping Island Lighthouse situated on the islet north of the Spratly Islands in the South China Sea was completed in 2015 and plays the role to beacon and reinforce the navigation facilities of the Taiping Airport. As the southernmost lighthouse of Taiwan, the Taiping Island Lighthouse demonstrates our sovereignty in the South China Sea.





南海島嶼和平曙光

臺灣國境之南，純淨島嶼自然神祕，熱帶海岸林密，生成南海耀眼珍珠，而如同水中暗礁星羅棋布，南方第一道軍事防線，位居國際交通要道，美麗火藥庫的紛紛擾擾，回首歷史縱深，期望新建塔燈，照明南海水域。

太平島是我國最南疆土，位於南沙群島北部鄭和群礁西北角，為面積最大之珊瑚礁島，面積0.5平方公里，距離臺灣本島約1,600公里（889浬），地形狹長，地勢低平，最高處不超過海面3公尺，東西長約1,360公尺，南北寬約350公尺，周圍海岸為礁盤地形，島上派駐海巡人員，行政區域屬高雄市旗津區。又因南沙群島地理位置重要，溝通太平洋及印度洋是國際交通要道，具有石油、天然氣及漁業等豐富資源，基於強化主權宣示之目的，爰規劃設置太平島燈塔。

規劃為自動無人看守燈塔，遇故障時，能起動備用系統，以維持燈塔正常運作，本局將定期派員巡視及維護。規劃為自動無人看守燈塔，遇故障時，能起動備用系統，以維持燈塔正常運作，本局將定期派員巡視及維護。

南沙太平島燈塔為圓柱形鋼筋混凝土結構，外牆抵白石子，工程於民國104年（西元2015）4月13日開工，同年10月11日完工。

The Taiping Island, which was claimed as the southernmost territory of Taiwan and located at the northwestern corner of Tizard Bank north of the Spratly Islands, is the largest coral island with an area of over 0.5 square kilometers and approximately 1,600 kilometers (889 nautical miles) from Taiwan. The Taiping Island is a long, narrow and low-lying islet, which is characteristic of its height of no more than 3 meters above the sea level, transverse distance of approximately 1,360 meters from east to west, longitudinal distance of 350 meters from north to south, and circumambient reef coasts. The Taiping Island on which the Coast Guard member sare stationed falls under Cijin District, Kaohsiung City. In virtue of the key geographical position of the Spratly Islands being within the international waterways communicating with the Pacific Ocean and the Indian Ocean and characteristic of abundant resources including petroleum, natural gas and fishery, the Taiping Island Lighthouse was constructed to claim sovereignty over the area.

The Taiping Island Lighthouse planned as an unmanned automated lighthouse has been equipped with the backup system, which will be activated with any malfunction detected for normal operation, and is regularly visited and monitored by the Maritime and Port Bureau.

The project of the Taiping Island Lighthouse, the Spratly Islands, which is a cylindrical reinforced-concrete beacon with the exterior walls comprised of white stones, was launched on April 13, 2015 and completed on October 11, 2015.





塔杆行旅，尋古幽情

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運星艦補給介紹
The Yunxing Supply Ship

延續百年的使命—航安體系

過去，我國燈塔業務自清同治七年（西元1868）由海關管理；而後西元2013年1月1日回歸交通部航港局掌理，而交通部航港局航安組是當時改制成立的新單位，業務包括航路標識設置與監理、燈塔補給、海事安全管理與海事評議召開、海難防範救護與統計、引水業務監督與管理。

航安組編制內共有4科，即燈塔管理及補給科、燈塔工程及維護科、海事調查科和海難救護科，並轄管36座燈塔、運星燈塔補給艦與航啓標誌修護工廠。

海上航行安全資訊之提供與維護基於策劃航安體系、接軌國際，落實公約體制、健全海上救助體系等工作。除繼續發揮功能導引船隻外，航安組致力建置即時完整航安資訊，充分發揮臺閩海域之助導航功能，並同時建構兩岸小三通航運安全航道。

身負維護重任 航安組運星艦

前財政部海關總稅務司署（現更名為財政部關務署），為了查緝臺灣北部海面走私犯罪及維持本島及各離島燈塔之正常運作，特別籌措經費，建造「運星」巡補艦，以應需要。配合政府組織改造，運星艦於西元2013年1月1日起隨同燈塔業務等移撥交通部航港局，持續執行燈塔補給及航路標識巡檢等。

運星艦的主要任務，是每月定期補給彭佳嶼燈塔兩航次及不定期視需要運補基隆島燈塔，以維持駐塔人員生活及燈器設施之充足需求，也常支援彭佳嶼氣象站等工作人員給養及緊急救護之工作。

另外，還肩負每年5月、6月及8月臺灣澎湖地區離島燈塔及綠島、蘭嶼燈塔等運補工作，運送燈塔所需油料、物資及設備，包括沉重之發電機組，以應燈塔全年所需，並做定期之燈塔設施實地檢視，使燈塔提供正確導航功能。

運星艦負責任務特殊，目前本艦人員編制38人，現有人員24人。

The Never-ending Mission: Maritime Safety System

In the past, the lighthouse affairs had been managed by the Customs Service since 1868 and returned to the Maritime and Port Bureau, Ministry of Transportation and Communications (MOTC), on January 1, 2013. The Maritime Safety Division of the Maritime and Port Bureau, MOTC, is a new unit organized according to the project of government restructuring and in charge of official business including setup and supervision of sea marks, logistics of lighthouses, maritime safety management, maritime affair reviews, rescues and statistics of maritime distress, and supervision and management of pilots.

The Maritime Safety Division, which consists of four sections, that is, Lighthouse Management and Logistics, Lighthouse Construction and Maintenance, and Maritime Investigations and Distress Rescue, administers 36 lighthouses, 1 lighthouse depot ship (the Yunxing), and 1 factory for maintenance of navigation facilities.

The supply and maintenance of information related to maritime navigation safety is based on the planning of the maritime safety system, international integration, implementation of the convention system, the robust maritime rescue system, etc. In addition to the function of navigating ships, the Maritime Safety Division has been committing itself to establish complete real-time maritime safety information, fulfill the navigation functions between Taiwan and Fujian of China, and create safe routes for Mini-Three-Links.

The Yunxing, the Protector of Maritime Safety

To fight smuggling crimes in the northern waters of Taiwan and maintain lighthouses' operations in Taiwan and off-islands, the former Directorate General of Customs, i.e., the Customs Administration now, particularly raised funds to build a patrol ship, "the Yunxing" as required. According to the project of government restructuring, the Yunxing along with lighthouse affairs were transferred to the Maritime and Port Bureau, MOTC, which is responsible for logistics of lighthouses and inspections of sea marks, on Jan. 1, 2013.

The primary missions of the Yunxing are: delivering supplies to the Pengchia Yu Lighthouse twice per month and the Keelung Tao Lighthouse occasionally for maintaining the lighthouse keepers' lives and operations of lighthouse facilities as required; supporting the Pengchia Yu Weather Station, for example, supplies of workers and emergency rescues.

Additionally, the Yunxing should undertake the tasks of delivering supplies to lighthouses in the Penghu Islands, Green Island and Lan Yu such as fuels, materials, equipment, and heavy power generators for annual running and periodic on-site inspections of lighthouse facilities for accurate navigation functions.

Authorized size in the Yunxing which bears special tasks: authorized personnel: 38; incumbent: 24.



未來願景

在未來，交通部航港局將以提升燈塔導航、設備功能、觀光等三種面向為主要目標：

（一）結合AIS及氣象觀測設備

現有36座燈塔，本局與中央氣象局、港研中心、臺灣港務公司訂有四方合約，於燈塔有限空間提供上開單位放置自動氣象觀測設備，同時在重要燈塔AIS有效提升導航功能，促進船舶海上航行安全。

（二）利用科技設備將測控範圍及導航距離擴大

航港局計畫於部分燈塔加裝監控設備，燈器改裝為LED及加裝副燈，朝自動化發展，並提供電子導航設備，修正全球定位系統之誤差，增進船舶定位精確度。

（三）持續推動燈塔觀光

配合政府組織再造，航港局接管原關稅總局所掌理之燈塔及助航設備，全國有36座燈塔中，現有3座燈塔為國定古蹟、3座市定、1座縣定古蹟及3座歷史建築，彌足珍貴。

西元2014年陸續開放彰化芳苑燈塔及臺中高美燈塔，西元2015年開放新北市富貴角燈塔，西元2016年開放臺南安平燈塔，目前已開放12座燈塔供民衆觀光。未來遊客安全及交通獲得改善，將持續開放更多燈塔，開放觀光。

Vision

The primary objective of the Maritime and Port Bureau, MOTC, in the future is to fulfill tasks in three aspects for lighthouse navigation, functions of facilities, and tourism.

(A) Integration of Automatic Identification System(AIS) and weather observation equipment

The Maritime and Port Bureau, MOTC, has entered into a mutual agreement with the Central Weather Bureau, the Harbor and Marine Technology Center, and the Taiwan International Ports Corporation for 36 lighthouses in order to allow these organizations to install automated weather observation equipment in a lighthouse's cramped space or AIS in a key lighthouse for upgrade of navigation functions and maritime safety.

(B) Expanded monitored area and navigational distance based on technological devices

The Maritime and Port Bureau, MOTC, plans to add multiple facilities such as monitoring devices in some lighthouses, LED lighthouse lamps and auxiliary lighthouse lamps to replace/support old lamps, automated system, electronic navigation equipment, and calibrated/corrected GPS for precise positioning of ships.

(C) Lighthouse Tourism

According to the project of government restructuring, the Maritime and Port Bureau, MOTC, took over all lighthouses and ATONs (Aids to Navigations) governed by the former Directorate General of Customs in the past. Amid total 36 lighthouses, 3 are classified as national heritage sites, 3 city heritage sites, 1 county heritage site, and 3 historic buildings.

The latest schedule for lighthouses opened to the general public is the Fong-Yuan Lighthouse at Changhua and the Kaomei Lighthouse at Taichung in 2014, the FukweiChiao Lighthouse at New Taipei City in 2015, the Anping Lighthouse at Tainan in 2016, and 12 lighthouses opened totally. There are more lighthouses kept opened to tourists when visitor safety and traffic conditions are improved continuously in the future.

彭佳嶼燈塔 Pengchia Yu Lighthouse

恆速器

Constant Speed Governor

早期主燈座是靠恆速器帶動旋轉。因每座燈塔燈質不一，故傳統機械式旋轉恆速器有穩定旋轉週期之功能，目前已經改為馬達帶動旋轉。

The lighthouse's primary lamp stand was driven by a constant speed governor in the early days. In virtue of distinct natures of each lamp stand, the rotation cycle was stabilized by a conventional mechanical-driven constant speed governor in the past but by a motor-driven device currently.

煤油過濾杯

Kerosene Filter Cup

早期使用煤油燃燒點亮主燈時，補充煤油時過濾煤油使用。使用煤油姜氏燈器，非常重視煤油之潔淨度，故燈器添加主燈煤油時需加以過濾，初步過濾用之加油壺及濾杯。

The kerosene filter cup was used to filter kerosene added into the kerosene lighthouse lamp in the early days. The kerosene used in the Jiang-type lighthouse lamp must be filtered via a kerosene pot and a filter cup in the preliminary process because the purity of kerosene was of great importance.

富貴角燈塔 Fukwei Chiao Lighthouse

水平式日晷

Horizontal Sundial

主要由一根投射太陽陰影的指標、承受指標投影的投影面（即晷面）和晷面上的刻度線組成。當太陽移動時，影子所指示的時間也跟著變動。是使用太陽的位置來測量時間的一種設備。

The horizontal sundial is comprised of an indicator to cast a shadow, a projective plane (sundial face) on which a shadow is casted, and scale marks on the projective plane. The shadow, which is used to indicate time, is shifted with the moving sun. Thus, the horizontal sundial is a tool to display time according to the sun's orientation.

白沙岬燈塔

Paisha Chia Lighthouse

銅製圓形時鐘

Round Brass Clock

大陸上海江南機器局工廠製作銅製航海時鐘，近百年歷史，屬傳統式上緊發條仍可正常使用，非常珍貴。

The history of manufacturing conventional manual-wind marine clocks in the factory of the Shanhai Jiangnan Machinery Bureau should date back to a century ago. Up to this day, the manual-wind marine clock, which works normally, is regarded as a precious antique.

日晷

Sundial

燈塔日晷古時一種日影的方位角定時測量器。

The sundial used in a lighthouse in the early days is a tool of determining time by the angle of sunlight.

高雄燈塔

Kaohsiung Lighthouse

單眼望遠鏡

Monocular Telescope

1. 全長96.8公分，前口徑4.8公分，目徑1.5公分還做一個拉式銅蓋。
2. 內光學鏡擦拭清潔，還可使用，全部拉出展示。
3. 拉出黃銅上有12公分，倫敦製造。
4. 古老海盜式伸縮單眼望遠鏡。

1. Total length: 96.8cm; front lens diameter: 4.8cm; eye lens (with a removable brass cap): 1.5cm.
2. The internal optical lens, which is clean and extracted totally, still works.
3. The brass segment extracted is 12centimeter long and made in London.
4. The monocular telescope used by pirates in the early days is telescopic.



鵝鑾鼻燈塔

Eluanpi Lighthouse

書籍：燈塔服務規則

Book: Lighthouse Service Rules

大清帝國海關西元 1908 年出版之英文版「燈塔服務規則」。

1. 本書已出版 101 年，保存完好，是本非常珍貴的文獻，由海關退休巡工司王曾修君提供。
2. 書 22.5x28，共 39 頁，附姜氏白熱燈零件名稱配置表。
3. 海關出版品傳統顏色：表冊、規章黃封面，書冊深綠封面，也是關旗 2 種色系。
4. 此書為永續保存，已掃描電子檔，並裱框送鵝鑾鼻燈塔供展示用；另函請該塔主任隨時注意書籍顏色變化，絕對避免日照，同其他列管之文物，若有問題要提報處置。

"Lighthouse Service Rules" (English edition) published by the Qing Dynasty Customs in 1908.

1. This well-preserved ancient book published 101 years ago is an extremely precious document courtesy of Mr. Zeng-Xiu Wang, the retired Coaster Inspector.
2. The book with the size of 22.5x28 and 39 pages presents tables for part names of the Jiang-type Incandescent Lamp.
3. The traditional colors for covers of documents published by the Customs: yellow for statistical forms and regulations and dark green for books, both of which are colors of the Customs flag.
4. This book scanned and digitized for permanent preservation has been framed and exhibited in the Eluanpi Lighthouse. The lighthouse director has been informed of keeping eyes on any change of the book's color, preventing the book and other cultural objects from direct sunlight exposures, and reporting any incident.

海關關旗

Customs Flag

布面 93×59 公分，原藏海關運星艦。海關遷臺後，至民國 65 年所用之關旗。

The customer flag which is 93x59cm in size was stored in the Yuxing of the Customs Service initially and had symbolized the Customs Service of the Republic of China in Taiwan until 1976.

六分儀

Sextant

木箱取出第 3 件，木盒 26.6x27.2x12.5cm。盒扣未損壞，鎖損，嵌入式銅質把手，底部木板需修復。面寫白色 83，貼海關總稅務司署雜項設備財產，名稱、六分儀、編號等，登記編號 3100605-16 號。

開盒內有些小木架脫落需修復，儀器還算排列整齊。內上盒蓋貼：六分儀檢查成績表。儀器鐵鑄，分儀銅其他鍍金，質感稍差，觀測器不清。儀上有白色 83 字樣，銅上刻中譯：L.Casella 為倫敦前海軍辦公大樓及軍械局之專屬製造商。

可知此儀西元 1938 日本艦艇使用過。戰後政府接收，西元 1972 年已有海關艦艇使用列帳記錄。測星或太陽高度來計算船位。

The sextant is the third cultural object taken from the wooden chest which is 26.6cm x 27.2 x 12.5cm in size. Status of the wooden chest: box fastener undamaged; lock damaged; built-in brass handle; wooden base board to be repaired; white cover with "83" painted and labels detailing "miscellaneous asset of the Directorate General of Customs", name (sextants), serial numbers, and registration No.: 3100605-16.

Some wooden supports inside the chest are loosened and need to be repaired; the instruments are neatly arranged. A label on the inner lid is the sextant inspection record. The quality of the instrument (cast iron), the sextant (brass) and other parts (gold-plating) is barely satisfactory; the observer is unidentifiable. On the sextant are white numbers "83" and a line of words in Chinese "L. Casella: Contracted manufacturer of the former Naval Office and the Bureau of Ordnance, London".

It can be seen that the sextant was used by the Japanese in 1938. The sextant taken over by the Republic of China after WWII was kept used by the staff serving in ships of the Customs Service in 1972, as shown in records. The ship's position can be estimated according to altitudes of the sun or other stars.

東引島燈塔

Tungyin Tao Lighthouse

民國 36 年（西元 1947 年）國防部與財政部聯合佈告

Joint Announcement from the Ministry of National Defense and the Ministry of Finance in 1947

海關所設各地燈塔有部隊干擾情事，影響航行安全，國防部與財政部聯合發佈告制止部隊干擾燈塔應予保護。

The objective of "Joint Announcement from the Ministry of National Defense and the Ministry of Finance in 1947" was to prevent lighthouses governed by the Customs Service from interferences of troops and guarantee navigation safety.

西元 1920 年日記

Diaries in 1920

早期燈塔主任有許多外籍人士擔任，故當時管理人員每日記錄燈塔所發生之事項記錄簿。

The events related to a lighthouse were written in the diaries by a lighthouse director, who was a foreigner usually in the early days.

霧砲

Fog Gun

位於燈塔基地最低處的霧砲，過去用來鳴放警示船隻，避免觸礁，如今已不再使用，但仍保留下來，具歷史意義。

The fog guns installed at a lighthouse's lowest position, for example, base, were used to remind ships nearby to evade submerged reefs. The fog guns unused but preserved as cultural objects still wield clout in their historical significance.



燈塔文物介紹
Spotlight Locales



燈器介紹
Lamp





風生水起，耆老緬憶

Unfading Splendor

- 174 燈塔戰士記懷
Memoirs of a Lighthouse Warrior
- 178 後記
Afterword



諸從光伉儷
Mr. Zong-Guang Zhu and his wife

近70年的燈塔悲歡歲月 諸從光

貫穿諸從光一生的燈塔歲月，也橫跨了兩岸的悲歡、圓缺。僅是一眨眼，就從二十五歲跨進九十三歲的諸從光，早已將自己的回憶、故事融進豐富的燈塔歷史中。

光緒26年（西元1900年），「辛丑條約」讓清廷付出龐大賠款外，且海關轄下的燈塔皆由洋人擔任主管；對日抗戰進入後期，上海淪陷，海關燈塔也隨之由日本人接管。抗戰勝利後，日本人及外籍主管撤走，政府急需一批新人接替燈塔的管理，遂於民國35年底（西元1947年），公開登報招考燈塔管理員。歷史的潮流將諸從光沖進燈塔的世界中，參加報考的他順利以優異的成績被錄取。完成三個月的密集訓練後，被派駐臺灣的燈塔。

抵達臺灣，諸從光首先分發到東吉嶼燈塔，因當時臺灣燈塔多所毀損，攜家帶眷者便被安排到有宿舍可住的燈塔。他對鵝鑾鼻燈塔的感情很特殊，因為妻子病逝於高雄燈塔，他主動申請調動，遠離傷心地，帶著失去母親的四個孩子來到鵝鑾鼻燈塔。

之後，諸從光也先後經歷彭佳嶼、目斗嶼、奇萊鼻等燈塔時光，他從沒想到，進入燈塔這一行，竟改變了一生的命運。當年，父親說海關是金飯碗，上海租界有許多海關人，待遇好、福利佳、環境優，在父親鼓勵下，諸從光參加海關燈塔人員招考，從此走向一條不歸路。剛到臺灣時，諸從光和上海家人保持常態聯絡，後來斷了音訊，再恢復聯繫，他已從來臺時的二十五歲，跨進退休的六十五歲。

諸從光在臺灣輾轉走過十四座燈塔，每一座都有故事，燈塔歲月長，思鄉路迢迢，九十三歲的諸從光，是當年「八仙過海」來臺八人中僅存的燈塔耆老。他回顧往事，不多說愁與苦，因為人生得學習燈塔，風雨中保持發光，生命的船帆，得繼續向前航行。

70 Years with the Lighthouse – Zong-Guang Zhu

The story of Mr. Zong-Guang Zhu serving in lighthouses transcended gaps and barriers between Taiwan and China. The life and memories of Mr. Zhu from a 25-year-old young fellow to a 93-year-old grandfather in the twinkling of an eye have mixed with the history of lighthouses.

With the Boxer Protocol entered into effect in 1900, the Qing Government paid reparations and authorized foreigners to govern the Customs Service' lighthouses. In the late stage of the Second Sino-Japanese War, the lighthouses were taken over by the Japanese after the fall of Shanghai. After WWII, the workers for lighthouse management were desperately needed by the China government, which held an open call for lighthouse keepers by the end of 1947 with Japanese and other foreign directors withdrawing. In the historical trend, Mr. Zhu, who passed the tests with flying colors, was drafted into the world of lighthouses. Receiving 3-month intense training, he was dispatched to a lighthouse in Taiwan.

When he arrived at Taiwan, Mr. Zhu was assigned to the Tungchi Yu Lighthouse because the intact lighthouse dormitory different from other damaged ones was prepared for a lighthouse keeper with his family members. Holding special feelings for the Eluanpi Lighthouse, Mr. Zhu accompanied by his four motherless children applied for a lighthouse keeper there and intended to leave the Kaohsiung Lighthouse where his wife passed away.

Afterwards, Mr. Zhu served in different lighthouses at Pengchia Yu, Matou Yu, and Chilaipi at which he changed his life unexpectedly. Mr. Zhu recalled that he attended the exam held by the Customs Service for the lighthouse staff and never changed his career forever after receiving suggestions of his father, who persuaded Mr. Zhu to serve as a customs officer in the Shanghai Concession for its good pay, welfare and work environment. Mr. Zhu, a 25-year-old young man, who just arrived at Taiwan and kept regular contact with his family in the beginning, never had news from China soon and finally became a 65-year-old retiree when he contacted his relatives in China again.

Mr. Zhu shared memories and detailed stories of 14 lighthouses with us. The lighthouses remained unchanged in decades but the road home became distant increasingly. Mr. Zhu, at the age of 93, was the only one still alive in eight lighthouse keepers who came to Taiwan by ship. Recalling his past, Mr. Zhu never spoke of suffering because he knew we have to learn from lighthouses which keep flashing amidst storms and our life boat continues cruising.



祁文中、諸從光、黃清榮、黃友禹（左至右）

Wen-Zhong Qi, Zong-Guang Zhu, Qing-Rong Huang, and You-Yu Huang (From left to right)



黃清榮伉儷
Mr. Qin-Grong Huang and his wife

背一座燈塔回家 黃清榮

每個人都有自己生命中的指引，也許是一個人、一句話、一首歌、一座屹立不搖的燈塔。經歷過全國二十七座燈塔的黄清榮，退休後心裡仍記掛著燈塔。他製作一座又一座的燈塔模型，送給長官、送給親朋好友、送給熱愛燈塔的人，讓他們背著燈塔回家，點亮一盞燈，讓人間的愛與希望，閃閃發光。

西元1928年出生的黃清榮，身上帶著豪邁、堅強與篤定的特質。曾經因兩岸分裂，黃清榮受困在南彭燈塔，補給船一直不來，在完全斷糧、又餓又病、越來越衰弱的情況下，他悲戚的寫下一紙遺書，自己挖好墓穴。苦等了四個月，黃清榮幸運獲救，但老家已歸不得，他從此在臺灣輾轉各燈塔，經歷另一種曲折人生。每次回憶說起那段生與死交錯的困頓，他的心情就特別複雜，眼裡泛著淚光。經歷過因飢餓、一步一步慢慢走向死亡的過程，黃清榮對生命有特別的感悟。

在燈塔領域，黃清榮十分務實的學習，他當起電工、鐵工、木工、油漆工，靠雙手處理燈塔大小事務。嚴謹的訓練過程，是從學刷油漆開始，他按適當比例，以白灰加水調成塗料，刷的時候線條得平穩，他投注心思，把油漆當畫圖，認真完成每一個步驟。退休了，燈塔仍在黃清榮心頭發光，他一直背著一座燈塔，走在他的人生路上。他配合各種與燈塔相關的活動、接受電視專訪、參與歌手MTV錄影、架構「燈塔王」網站，一心一意為燈塔付出。

只要與燈塔有關、對燈塔有幫助的黃清榮都熱忱參與。他常回頭去看燈塔紀錄片。同事在鏡頭前述說遠離親友、隻身在一座孤島的心境，他最明白。因為他看守過臺灣二十七座燈塔，再僻遠的燈塔都去過。每一個燈塔人都肯定燈塔指點迷津的價值，站在最淒冷的高處再孤寂都要堅持。



Carry a Lighthouse Home – Qin-Grong Huang

Everyone has his own beacon in life, for example, a person, a sentence or a song which is taken as a solid lighthouse in mind. Mr. Qingrong Huang, a retired lighthouse keeper who served in 27 lighthouses in Taiwan, still keeps thinking about them. He made lighthouse models one by one for his superiors, friends, relatives and those who had passions for lighthouses and these people have chances to carry lighthouses home and lit up lamps to keep love and hope shining in the darkness.

Mr. Huang born in 1928 is characteristic of heroic, tough and resolute spirit. In virtue of the secession of Taiwan from China, Mr. Huang, who was trapped in the Nangpeng Lighthouse and waited boats carrying supplies, had suffered hunger, illness and debilitation without any food and finally dug a grave after leaving his last wills mournfully. After a four-month waiting, Mr. Huang was rescued fortunately but faced another winding life from one lighthouse to another in Taiwan when he could not go home anymore. He has mixing feelings and wets with tears while remembering the supreme moment in his life. Having experienced famine and debilitated gradually, Mr. Huang treasured life especially.

In his life serving in lighthouses, Mr. Huang has many hands-on experiences to learn and practice chores, for example, he was an electrician, a blacksmith, a carpenter and a painter. The stringent training process began in wall painting in which he had to mix lime and water pro rata for preparation of paints and painted smoothly and deliberately for completion of a painting work. Even after he retired, the lighthouses are still lit in his mind because he has a lighthouse at his back and walks alone. Mr. Huang participated in all activities related to lighthouses, for example, TV interview, singer's MTV trailer, and setup of website "Lighthouse King" for lighthouses wholeheartedly.

Mr. Huang is enthusiastic about lighthouses. He watched lighthouse documentaries recorded previously from which he totally understood the psychology of each lighthouse keeper, also his colleague, who stayed in a lonely islet without the family or relatives, because he served as keepers of 27 lighthouses including the farthest one. Every lighthouse keeper affirms how lighthouses were literally beacons in the darkness and always stood firm and took pride in solitude.



黃清榮的燈塔作品
Mr. Qin-Grong Huang's Work for a Lighthouse

整理資料過程中，除更明確理清臺灣燈塔歷史脈絡、建築組成、燈具結構，另外更從無數燈塔攝影作品、長年駐守燈塔的耆老故事，感受到不同於冰冷資料的溫暖，特別讓人感動。

致力於開放燈塔、讓國人認識燈塔美好的航港局局長祁文中，在艱苦環境下仍堅強駐守燈塔、完成導航使命的黃清榮先生，高美燈塔遭遇嚴重災害時仍不離不棄、用心整頓的曾志忠先生，每位燈塔英雄的故事，都是鼓舞人心、深刻雋永。

燈塔的創設引導不少迷途船隻，它擁有犧牲自我、照亮他人的偉大情操，在不可缺少海上貿易及運輸的臺灣，是非常重要的一環，更是人類重大災難的紀念碑；而每座燈塔的背後，是無數人的努力與守護才能換來，儘管如今燈塔的作用趨向多元，增添觀光價值，我們仍不可忘本，須懂得知恩惜福。

本書能順利完成，需感謝長官們的支持與指導，與編輯人員的共同努力，還有拍攝出燈塔不同視角照片、為此不辭辛勞的攝影師，將臺灣各處燈塔的風情盡情呈現，這也是本書最大的精神所在，將燈塔美好的一面獻給讀者，宣揚其文化。

高聳塔身在四季變化的襯托下，顯現不同風貌，美景總是鼓舞人心，盼望遊歷燈塔的旅客能藉此機會，能遙想過去種種，觸發思古幽情，也不枉過去經歷歲月淬煉、累積而來的堅強精神，前塵往事不會被遺忘，而是能淵遠長流，代代相承。

I was greatly touched by those filed materials such as those old lighthouse keepers' stories and photographic works of lighthouses in Taiwan for their history, architectures and lighthouse lamps.

During preparation of this book, I met quite a few persons enthusiastic about lighthouses, for example, Mr. Wei-Chun Hsieh, Direct General of the Maritime and Port Bureau, who devoted himself to opening lighthouses and making them spotlighted by the general public, and two impressive lighthouse heroes, that is, Mr. Qingrong Huang, who served as a lighthouse keeper and went all out to fulfill his duties, and Mr. Zhizhong Zeng, who stood up to the catastrophe without the ideal to abandon the Gaomei Lighthouse. Each hero's stories were extremely encouraging and memorable.

Lighthouses navigating enormous ships in strait stand for the spirit of self-sacrifice, playing a key role in Taiwan's maritime trades and transportation. They are monuments of great disasters in the history of human beings. Thinking of each lighthouse's role based on countless persons' mental or physical efforts for its diversified functions and tourist values, I realize that we cannot forget our predecessors' past suffering and treasure blessings.

I sincerely thank the superiors for their supports and directions, the editorial team for editing jobs, and laborious photographers for their works indicating lighthouses' beauties from different angles. This is what this book stands for: presenting the greatness of lighthouses to readers and advocating lighthouse cultures.

The great lighthouses exhibit distinctive charms in four seasons. I wish visitors, who feel encouraged within the sceneries of lighthouses, cherish the memory of ancient times, and never forget the past history from which the spirit was refined and inherited for many generations.

臺灣 燈塔 風情

THE LIGHTHOUSES OF TAIWAN

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