

VOYAGE OF THE FRIGATE *EUGENIE*

By: J. P. Lundh

Almost half a century ago, a childhood friend, the late Alf Kastdalen of Santa Cruz Island, lent me a copy of Alban Stewart's "A Botanical Survey of the Galapagos Islands." One of the things that aroused my curiosity in this book was the abbreviation "Anderss." that is often found next to plant names. I guessed correctly that it stood for Andersson, but a number of years would pass before I knew more about this Swedish botanist. Still more went by before I held his book on Galápagos plants in my hands and could read it, thanks to the kindness of Roger Perry, who lent it to me shortly after he became Director of the Charles Darwin Research Station. Since my return to Europe, I have learned much about Professor Andersson and the voyage around the world of His Swedish Majesty's Frigate *Eugenie*, mainly in the botanist's letter from the voyage and the two-volume narration by Lt. Carl Johan Gustaf Skogman (1820-1907), a distinguished naval officer with roots in the Swedish nobility of Finland.

Nils Johan Andersson (1821-1880) had taught at the University of Uppsala – where Linnaeus had studied and taught – before sailing on the *Eugenie*. After his return, he spent a period at the University of Lund, from where he went to the Riksmuseet in Stockholm in 1856. Andersson wrote several botanical works besides his Galápagos flora, among them his *Monographica Salicum* (1867). He was also editor of the periodical "Botaniska Notiser."

The zoological work aboard the *Eugenie* was the responsibility of Dr. Johan Gustaf Hjalmar Kinberg (1820-1908). Although he was the ship's physician, he also held degrees in zoology and veterinary science. The commanding officer of the frigate on this long voyage (1851-53) was Rear Admiral Christian Adolf Virgin (1797-1870), an outstanding naval officer and diplomat, who at the time held the rank of captain. Virgin came from a noble Pomeranian family established in Sweden since 1731, which gave their adopted country a number of army and naval officers of distinction.

The frigate *Eugenie* sailed from Karlskrona, Sweden, on September 30, 1851, accompanied by the corvette *Lagerbjelke*. After a visit to Copenhagen, a storm forced the ships to seek shelter in Farsund, in the south of Norway, from where the vessels sailed to Spithead. Their next port of call was the island of Madeira, followed by Rio de Janeiro, where they anchored on the 9th of December. After stops at Montevideo and Buenos Aires, the corvette *Lagerbjelke* headed back for Sweden, while the *Eugenie* returned to Montevideo, before sailing south to Patagonia and the Straits of Magellan. They reached Valparaíso on February 22, 1852.

In several of his letters from the voyage, Prof. Andersson praises Captain Virgin for his many good

qualities, especially his kindness and his support to the scientists on the frigate, whom he gave every opportunity to collect, even providing them with boats and crew to reach places that were outside the route followed by the ship.

After leaving Valparaíso, the frigate sailed to the Chinch Islands, outside Pisco, then visited Callao and headed for the Gulf of Guayaquil, where they arrived on March 24, 1852. On the following day, the Swedes encountered the *George Howland*, an American whaler that had been captured at Floreana by Manuel Briones and his gang, who had been serving an eight-year sentence in the Galápagos because of their depredations in the Daule region, above Guayaquil. The Swedes boarded the whaler, but the escaped convicts had already abandoned the ship, seeing their only escape route blocked by the frigate. The captured ship was sailed the next day up the Guayas River, its capture being duly reported to the respective officials and the vessel turned over to the American consul. It was at this time that Prof. Andersson and several Swedish officers witnessed the execution of Briones and some members of his gang, who had been captured by Ecuadorian soldiers in the Gulf.

The *Eugenie* continued to Panama, then a Colombian province, sailing later to the Pearl Islands for water and firewood. San Francisco was to be their next port of call, but Captain Virgin changed his plans to give the scientists an opportunity to collect specimens in the Galápagos, since both Andersson and Kinberg were familiar with Darwin's collections from the Islands and were hoping to visit them. Andersson expresses great admiration for Charles Darwin.

The men on the *Eugenie* sighted San Cristóbal at sunset on April 28th, but the unfavorable wind conditions left them drifting between that island and Santa Cruz. A boat was lowered to take the scientists ashore, while the frigate managed to reach anchorage at the entrance to Stephens Bay (Puerto Grande), thanks to a weak breeze that helped them in early afternoon. On San Cristóbal, the visitors met with the half-dozen inhabitants who were still on the island, and some of the officers were invited to a meal of tortoise meat, which was eaten with bread and fine French wine brought ashore from the ship. No visit was made to the interior.

The next stop was Black Beach, where the frigate anchored on May 14th. Hunting and collecting was done during the following three days. Then, the ship set course for Santiago. East of Pinzón, a boat was lowered and a crew provided to take the scientists ashore on Santa Cruz, where a few hours were spent at Whale Bay, where the Swedes saw some men running inland at the sight of their

boat. They found a woman in one of the shacks at the foot of the hill by the beach, but could not communicate with her, as they spoke no Spanish.

After a visit to the southeastern part of Isabela, the scientists rejoined the frigate in James Bay in the afternoon of the 19th. During his visit to Whale Bay, Prof. Andersson became the first botanist known to have collected plants on Santa Cruz. In his letter from this part of the voyage, he mentions that the vegetation was similar to that seen elsewhere, giving the impression that he was not much impressed by the place, but he complains in his flora that he had too little time to spend there, having no doubt realized later that he had collected a disproportionately high number of new plants.

Unfavorable wind conditions induced Captain Virgin to head for Hawaii for supplies. The frigate remained in Honolulu from June 21st to July 3rd, finally heading for San Francisco and a long sojourn there. On the voyage across the Pacific, the *Eugenie* stopped once more at Ho-

nolulu, later visiting Tahiti and other Polynesian islands before arriving at Port Jackson (Sydney) on October 21st and spending ten days there.

Several stops were made in Micronesia, then the frigate headed for Whampoa (Huangpu) on the Canton (Pearl) River, Hong Kong, Manila, then south to Singapore, Batavia (Jakarta), Keeling, Mauritius, and Capetown. Once back to the Atlantic, stops were made at Santa Helena, Plymouth, and Cherbourg.

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VENICE IN THE GALÁPAGOS ISLANDS

By: **J. P. Lundh**

Venice and the Galápagos Islands may be two most fascinating places, but they are certainly not alike. Even the water around them is very different – the turbid waters of the Venetian lagoon are hardly as inviting as the clear, cool sea water surrounding Galápagos. However, while strolling just east of the Doge's Palace on a hot summer day, between Rio di Palazzo and Rio di Ca' di Dio, I was startled to find myself in a place called Riva degli Schiavoni. In my mind's eye, I suddenly saw the waves breaking at low tide over Schiavoni Reef, as I had so often seen them from my windows in Puerto Baquerizo Moreno, on San Cristóbal Island, in the 1960s.

I had often wondered about the origin of Galápagos place names such as Schiavoni Reef, Malamocco Point, and Lido Point. All I knew is that they can be traced to the Italian corvette *Vettor Pisani*, which visited the Galápagos from March 20 to 31, 1884, under the command of Captain Giovanni Palumbo. A survey that was made of Wreck Bay (Puerto Baquerizo Moreno) left us these names.

Lido Point is obviously named after the Lido, or Lido de Venezia, the long, narrow island between the lagoon and the Adriatic Sea. Malamocco is a small village on the lagoon side of the Lido de Venezia, near its eastern end. Bassa Point, about 6.5 nautical miles northeast of Wreck Bay, gets its name from the Italian word meaning low and narrow.

Lieutenant Gaetano Chierchia wrote a 174-page paper on the specimens collected during the voyage of the *Vettor Pisani*, pages 69 to 74 being mainly dedicated to Galápagos. Sixty-three zoological specimens are described from the islands and their neighboring waters, while fifty-six botanical specimens were reported from Floreana and San Cristóbal. On page 74, Lt. Chierchia makes the erroneous claim that the only other scientific collection from Galápagos in Europe besides his own is that of the illustrious Darwin. He was obviously unaware of the collections brought back in 1853 on the Swedish frigate *Eugenie*. At least the botanical material from Galápagos from that voyage had been identified, described, and published as early as 1858.

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