

LOOK TO «THE OSLO PROJECT» SPRING 2021  
«HISTORY OF THE BOOK»

SALES EXHIBITION CATALOGUE 47  
PART II (OF III)

# THE ARCTIC EXPLORATION AND THE SEARCH FOR A NORTHEAST PASSAGE

TEN CORNERSTONE BOOKS AND MAPS

\*  
«FROM A BENEDICTINE TO FRIDTJOF NANSEN 1482 - 1895»



GALLERI BYGDØY ALLÉ · KUNSTANTIKVARIAT PAMA · OSLO







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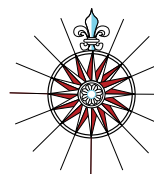
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## TERMS AND EXPLANATIONS

All items have been carefully described and are guaranteed to be genuine and authentic. The prices are in NOK (Norwegian kroner) all taxes included. As an indication only, the items are also priced in EURO after an approximate exchange rate of 1€ = NOK 10.00

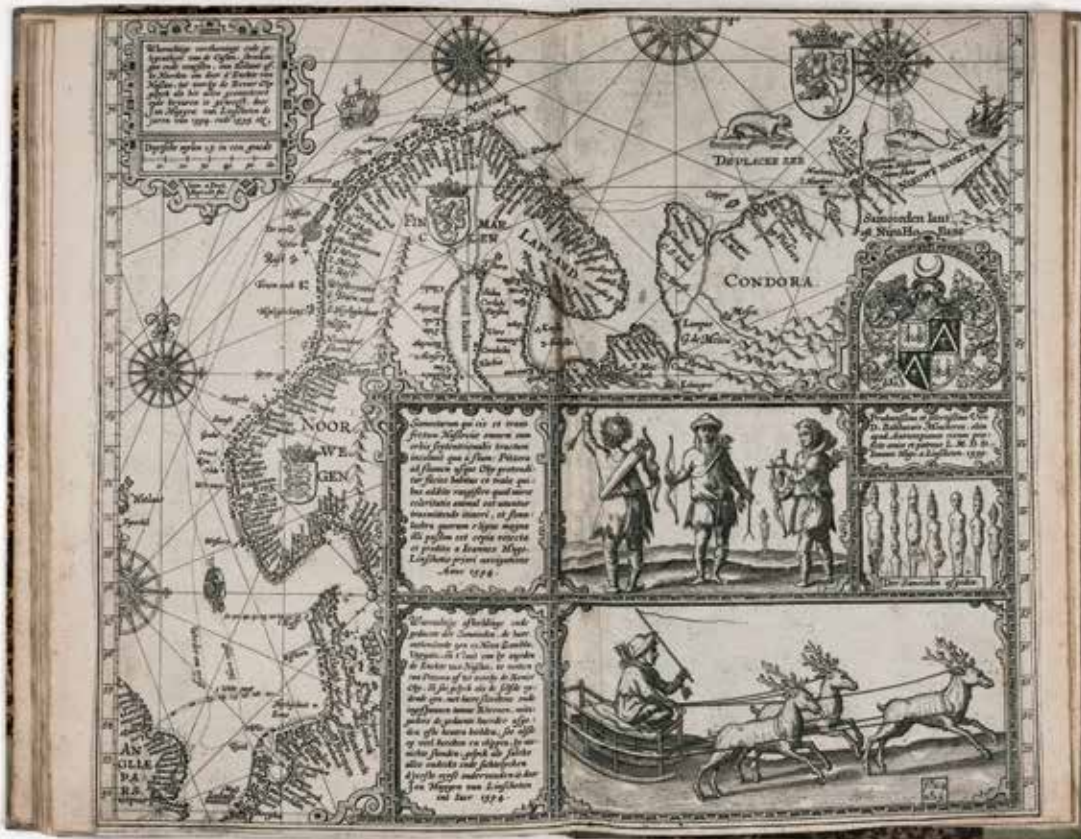
Contemporary hand-coloured: In our opinion, the colouring is approximately contemporary with the date of issue. The expression “Original colour” means the same, and is often used for “colouring executed by the publisher”.

Hand-coloured: In our opinion, the colouring or parts of the colouring originates from a later period than the date of issue, “modern colouring”.

### PLEASE NOTE:

THE RELEASE OF THE CATALOGUE TAKES PLACE SOME DAYS BEFORE THE OPENING OF THE EXHIBITION IN BYGDØY ALLÉ 67. IT IS POSSIBLE TO MAKE ORDERS FROM THE CATALOGUE IN ADVANCE OF THE OPENING WEDNESDAY 26th MAY, 6PM

The material in our catalogues is not on any of the search engines on the internet.  
The catalogues are on the website. If requested we can also send you a printed copy.



# FOREWORD & INTRODUCTION

CATALOGUE 47 – PART II OF «THE HISTORY OF THE BOOK» SPRING 2021

Galleri Bygdøy Allé – Kunstantikvariat PAMA is a dealer in fine antique maps and important books with a focus on exceptional items relating to Scandinavia, the Arctic, and the Northern Navigation. In 2013 - 2014, we organized two events with accompanying catalogues and exhibits on this theme. «Ultima Thule» in Gamle Logen in Oslo (spring 2013) stimulated interest and awareness among visitors from Norway and abroad. In winter 2013/2014, together with the collector Erling Walsøe from Gjesvær in Finnmark, we organized a map symposium and an exhibition, «Exploration of the North», that was mounted in the State Museum of Archangelsk and extensively covered by Russian press and TV.

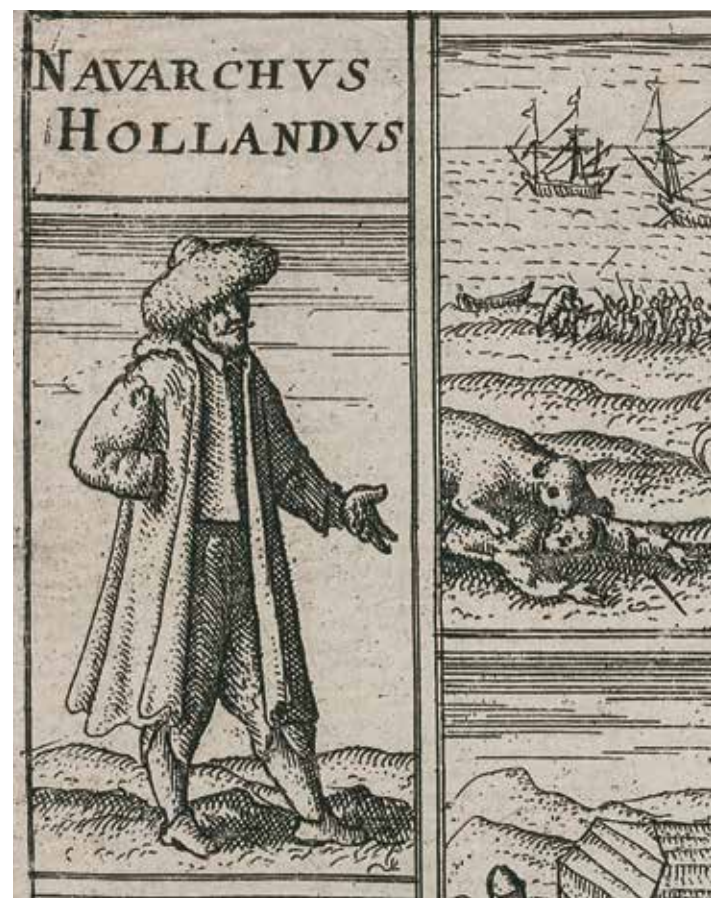
The 10 significant books and maps in «The Arctic Exploration and the search for a Northeast Passage» (Catalogue 47 – Part II) are all major milestones in the history of western knowledge, discovery, and exploration of the northern part of the world.

Chronologically they range over a period of slightly more than 400 years, from 1482 to 1895.

The evolution of the representation of the far north over these centuries is remarkable. Entry 1, the late 15th century printed map of Scandinavia from a Benedictine source was the first to include land north of 63°, the limit of all earlier Ptolemaic maps. The final entry 10, the map drawn in 1895 on the «Fram Expedition 1893 – 1896», shows an incredibly number of details and positions in the Arctic sea.

Within this interval, we offer two maps illustrating the progression of the cartographic representation of the Northern Regions. The first printed map of the North Pole was drawn by Gerard Mercator, one of the giants in the history of map making, and published in 1595 (entry 2). Not quite 100 years later, Fredrik de Wit's gives us a "modern" rendering of the earth north of Norway and Russia on his magnificent portolan-





style map of Europe (entry 7) that also represents the apex of map production of the Dutch Golden Age.

Interest in the Arctic in the second half of the 16th century was driven by trade, economics, and competing national interest. Dutch merchants and explorers led the European quest to find a northeast sea route to the markets in Asia. Although adventurous sailors, merchants, and hunters had some familiarity with the region dating back centuries, it was only in the late 1500s that governmental bodies and wealthy individuals systematically organized attempts to find a Northeast Passage.

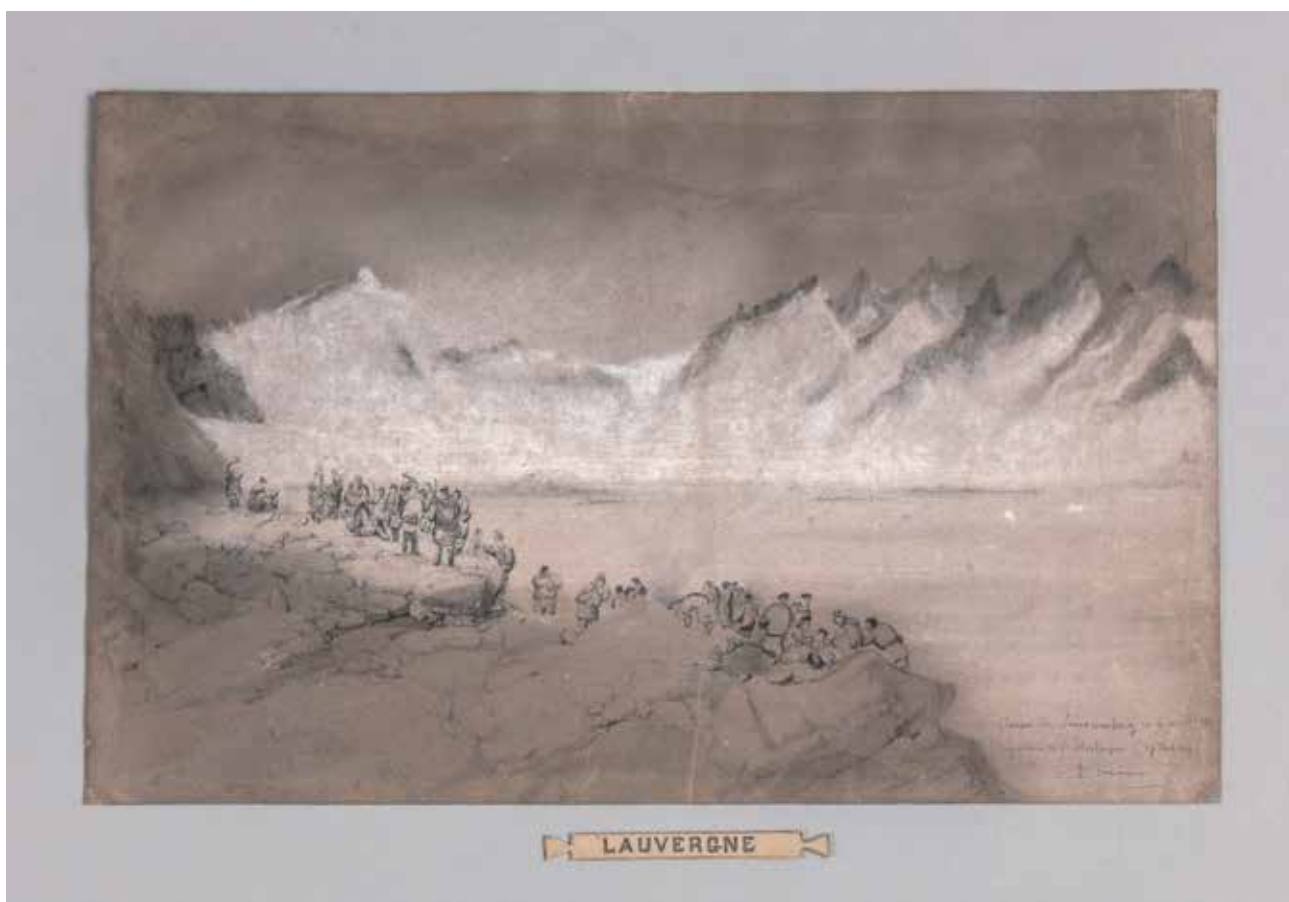
The best known of these efforts were the three expeditions led by Willem Barentsz in the 1590s. Although he failed to find the fabled route on the first two voyages, and in fact perished on the return from the third after having been forced to overwinter on Novaya Zemlya, first hand accounts by sailors who accompanied him were published as soon as the ships returned. These became immediate "best sellers" in Western Europe where the exciting tales they told continued to arouse imaginations, interest, and commercial endeavors for many years.

Four of the exceptional items in this catalogue relate to these

three voyages—two maps and two books. A map by Petrus Plancius (entry 3) promoted and supported the belief in the existence and feasibility of sailing through a Northeast Passage. The two books are scarce printings of the journals written by participants Jan Huygen van Linschoten and Gerrit de Veer on the Barentsz voyages (entries 4 and 5). The fourth is the separately published map of the Arctic region—and the first to depict Spitsbergen and Bjørnøya (Bear Island)—based on Barentsz's notes and published posthumously (entry 6).

Though the main impetus for interest in the north might have been commercial, scientific investigation almost always accompanied or followed. One of the most important 18th century maps of Russia, Arctic Russia and Siberia—the lands of the Northeast Passage, the Strahlenberg map (entry 8), was to far extent based on «modern» technology and science.

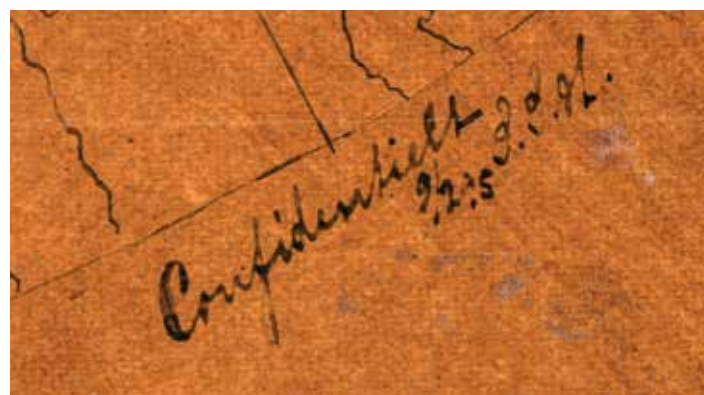
However, scientific study of the north is most magnificently exemplified by the catalogue's exemplar of Joseph Paul Gaimard's report of the expedition (entry 9) he led to the north in 1835-40. This was, and still remains as the most extensive lithographic work on Scandinavia, Spitsbergen, Iceland, Russia, and the Baltic countries. Although funded by the French government, it was perhaps the first instance of



an international collaboration of scientists epitomizing the spirit of the Enlightenment. Our offering also includes historically significant supplemental material.

The final item (entry 10) in the catalogue is the sensational map and document from one of the most famous and important polar expeditions in the world with the official name «The Norwegian Polar Expedition 1893 – 1896» or just «The Fram Expedition». The map is drawn on board «Fram» and inscribed: «Confidensielt». The force for the expedition and the sovereign leader was Fridtjof Nansen. The iconic hand-drawn situation map from «86° – 14'» accompanied Fridtjof Nansen and Hjalmar Johansen on their sledge journey in the Arctic ocean.

Norway has been both participant and beneficiary of Arctic exploration and development. This seems certain to continue to be the case looking ahead. Today we are witnessing renewed interest in the sea route over Norway and Russia to Asian ports. Whereas ice was the major—and serious—problem facing the intrepid adventurers of the previous centuries, the effects of recently observed and forecast climate changes promise to make the Northeast Passage a viable trade route. Though increased shipping and transport are likely to bring positive developments



analogous to those of the 16th and 17th centuries, we must be sensitive to the real possibility that they will also create new and potentially dangerous political tensions.

These will continue to be interesting times for Norway and for those interested in the past and the future of the Northeast Passage!

*Oslo, May, 2021*

*Pål Sagen*



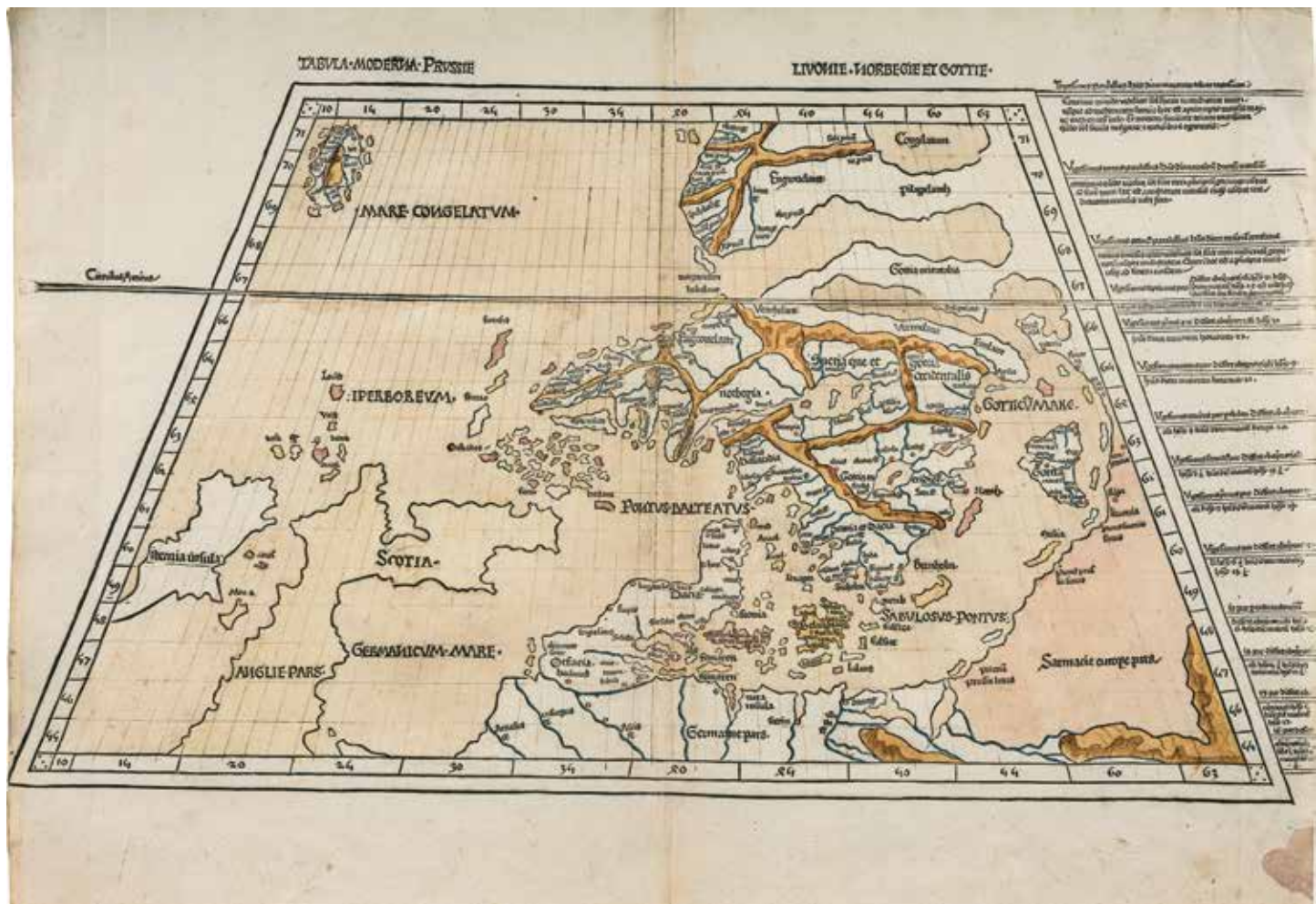
# LIVONIE. NORBEGIE ET GOTTIE.





# THE FOUNDATION FOR THE MAPPING OF THE NORTH

SPECIAL COPY GRID IN INK



## 1. (C. PTOLEMY) - NICOLAUS GERMANUS DONIS

"TABULA MODERNA PRUSSIE LIVONIE NORBEGIE ET GOTTIE"

Contemporary hand-coloured woodcut, 31,5x56cm

The full sheet 43,5x58,5cm

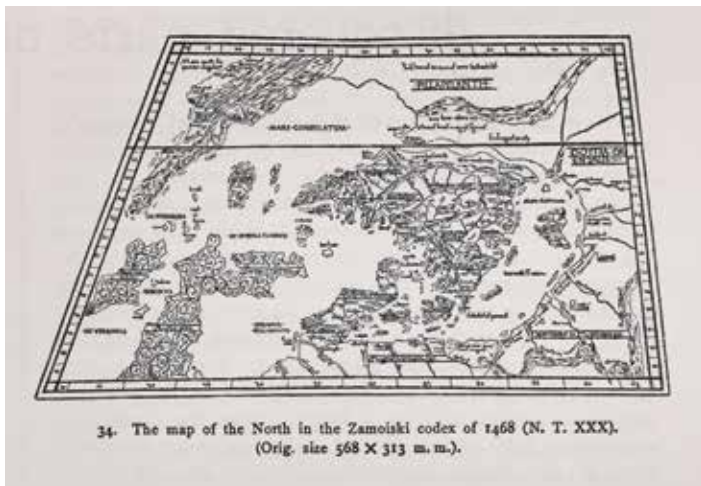
ULM, South Germany (1482), but second and last issue 1486

THE FIRST PRINTED MAP OF SCANDINAVIA AND THE NORTH IN UNTOUCHED CONTEMPORARY COLOUR. THE MAP IS GRID IN INK BY A CONTEMPORARY HAND. A CORNER STONE MAP FOR A COLLECTOR.

The map was first published by Lienhart Holle in Ulm 1482 as one of the 5 "new modern" maps of the Claudio Ptolemy atlas. Until the expansion of the traditional Ptolemy atlas from 27 maps (first printed in Bologna 1477) to the Ulm edition of 32 maps in woodcuts, the northernmost named point was "Thule" or "Thyle" mapped as an island north of Denmark. The extension north was based on manuscripts by the Benedictine Nicolaus Germanus Donis (c 1420 – 90), who was himself influenced by manuscript material of the Dane, Claudius

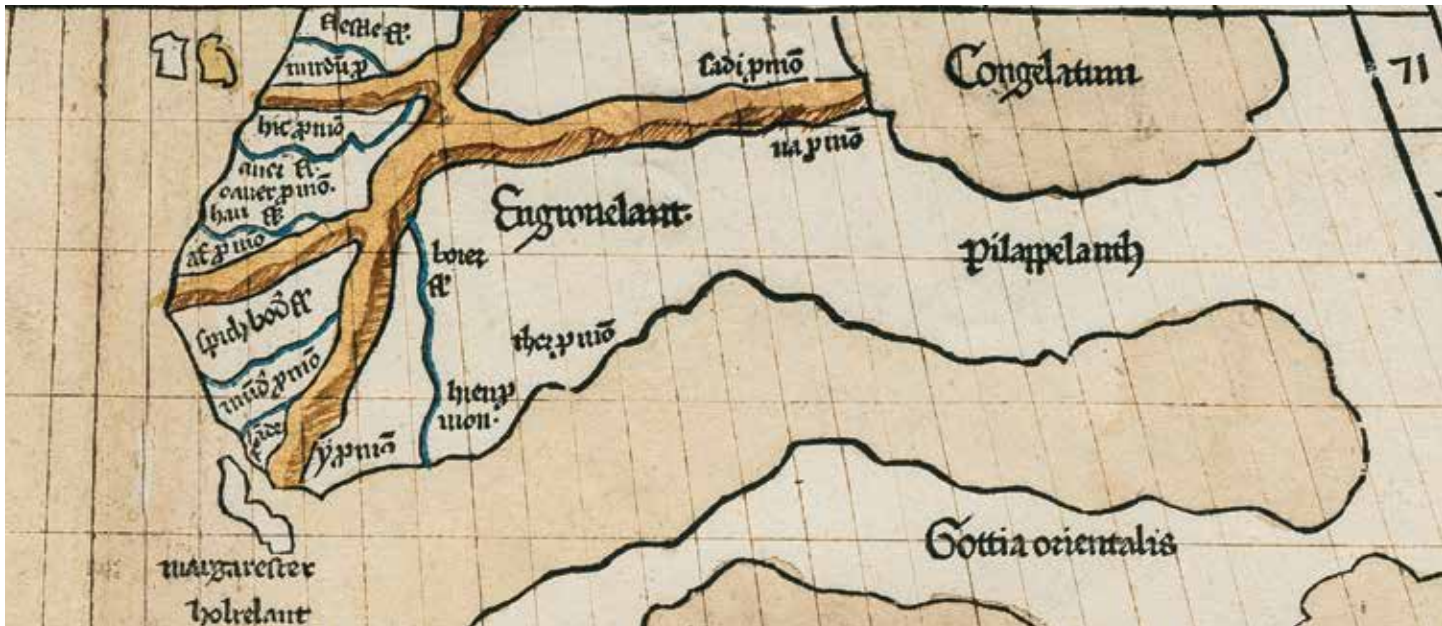
Clavus Swart early 1400s. A major problem in depicting the northern part of Europe was to establish the correct location of Greenland. Although the first printed version connects Greenland to northern Scandinavia as a peninsula there are roughly contemporaneous manuscripts depicting Greenland more accurately west of Scandinavia. As a consequence a theory of a potential northeast passage was made difficult for a longer period as the Ulm map with the closed gate eastwards determined the map image of the extreme north for at least 50 years or more. First with Olaus Magnus and "Carta marina" 1539 there is a clear indication of an open sea in the northern arch with Finnmark and Kola.





The manuscript map of the North in the Zamoiski codex of 1468.

Compared to the printed version 1482 – 86 below, Greenland had on the Zamoiski manuscript a more correctly position west, and is not directly joined to North of Scandinavia.



Another feature with the first printed map of the north is the west-east shape of the peninsula of Scandinavia. Not until J. Ziegler's map 1532 was this corrected to south-north.

Among the Norwegian cities depicted are Oslo, Stavanger, Bergen and Trondheim.

There are only two editions of this extremely important map which influenced the mapping of the North for more than half a century. The reissue in 1486 was still printed in Ulm but by a new printer, Johann Reger. The only printed difference is the added typographical text above the map. As a general observation, on maps from the 1482 edition the sea has dark blue colouring whereas the maps from the 1486 edition typically have a light brown/beige colour.

As commonly seen narrow margin at left, but hardly touching the black printed corner, sufficient margin at right not touching any letter. A small waterstain in lower blank margin, one soft crease affecting both sides. A good, untouched and tall copy.

**Literature:** W.B. Ginsberg "Printed Maps of Scandinavia and the Arctic 1482 – 1601" Entry 1, illustrated fig.1,5, Arne I. Hoem "Norge på gamle kart" no.8, Mingroot-Ermen no.4, Bramsen no.15b, Campbell 209, Nasjonalbiblioteket "Kompassrosen Orientering mot nord" Oslo 2009, page 56 ill, Benedicte Gamborg Briså, Bente Lavold and Luitgard Sofie Löw "Nortward Bound at the Far Edge of the World" Museene for kystkultur & gjenreisning i Finnmark 2010, page 12-15

450 000,- (€45 000)



## “THE FOUR ISLANDS MAP”

### A MILESTONE MAP IN THE ARCTIC CARTOGRAPHY



## 2. GERARD MERCATOR (RUEPESMONDE 1512 – DUISBURG 1594)

«SEPTENTRIONALIVM TERRARVM DESCRIPTIO»

Contemporary hand-coloured engraving, 36,6x39,3cm  
DUISBURG 1595

FIRST ISSUE OF THE FIRST EDITION MAP WITH THE FOUR COMPLETE ISLANDS IN THE POLAR SEA. PUBLISHED IN ONE OF THE MOST IMPORTANT ATLASES IN THE HISTORY OF CARTOGRAPHY. IN ORIGINAL COLOURS.







*The four Arctic islands as they appear in the first issue of Mercator 1595*



*The version by Mercator – Hondius of the Arctic islands after 1606*

Famous circular polar map, also depicting Scandinavia and parts of America, a northwest passage, Russia, and a potential northeast passage. Three corners with circular maps of Shetland, Faero Islands and the imaginary island "Frislant" south of Iceland.

Gerard Mercator is together with C. Ptolemy probably the most important name in the history of cartography. His name is still in use with the "Mercator's projection". Mercator was educated as cartographer, mathematician and globemaker and worked on his own after 1537. In 1552 he moved to Duisburg where he made some of his most famous maps: Europe (1554), the British Isles (1564) and the World (1569), his eighteen-sheet masterpiece in which he introduced the new projection. He had not completed his planned project of an extensive cosmography at the time of his death in 1594. His son Rumold completed the work the following year and published the maps posthumously under the title "Atlas", the first time this word was used as a title for a book of maps. This work consisting of 107 maps (102 maps of Europe and five maps of the World and the four continents) is unquestionably one of the most important atlases in the history of cartography.

The Mercator atlas in this form was reprinted once, in 1602. In 1604 the copperplates of Mercator were acquired by the Dutch map maker Jodocus Hondius who brought the plates to Amsterdam. He continued to publish editions of the atlas under the name of "Mercator – Hondius". The competition between Hondius (later joined by Jan Janssonius) and the major map making and publishing house founded by Willem J. Blaeu (also in Amsterdam) spearheaded the growth of Dutch map making to the point that it became a major business and attained world dominance.

*Mercator's map of the Arctic is the first devoted to that region, and it derives directly from an inset of the Arctic on his world map of 1569 noted above. This historic masterpiece on 18 sheets, measures approximate 1,25x2 meters, and survives in only three copies!*

The first state of the map of the Arctic as published by Gerard's son Rumold in 1595 (and re-issued in 1602) did not

depict Spitsbergen. The Arctic landmass in the middle of the map consisted of four islands where rivers were pushing out water to the seas. The tradition that the North Pole is the center of four streams was not based on any exploration but could have been based on medieval "T-O-maps" drawn with Jerusalem in the center and Paradise at the top where it was supposed that the world's four great rivers had their source. (See "Northward Bound at the far Edges of the World" page 10)

After acquiring the map publishing business of Mercator in 1604, Hondius had the North Pole copper plate partly re-engraved for the expanded Mercator-Hondius atlases starting in 1606. In its second state in which the four islands were broken up, the map was intended to include Spitsbergen and make revisions to the shape of Novaya Zemlya, mostly based on the map by Willem Barentsz from 1598 (see our entry 6).

The first-state issue of the Arctic map was a source of information for scholars and potential Dutch explorers in the search for a northeast route to Asia. Even before that, it was certainly known and studied in manuscript form before its publications in 1595, just in the middle of Barents's three great voyages, and one year after Petrus Plancius's important map of Europe with its inset of Novaya Zemlya (see our entry 3).

**A very fine copy in decorative original colours.** A weak marginal age tone only. A few millimeters paper flaw in lower margin crossing the black printed line.

**Literature:** "Old" Koeman Me 13A, W. B. Ginsberg "Printed Maps of Scandinavia and The Arctic 1482 – 1601" entry 33, fig.33-2a (first state) and 33-3 (second state), P. Burden "The mapping of North America" entry 88, Nicholas Crane "Mercator – The Man who mapped the Planet" London 2002, first state illustrated after page 243, Benedicte Gamborg Briså, Bente Lavold and Luitgard Sofie Löw "Northward Bound at the Far Edge of the World" Museene for kystkultur & gjenreisning i Finnmark 2010.

**Provenance:** Kunstantikvariat PAMA. Exhibition "Ultima Thule" spring 2013

**275 000,- (€27 500)**



# THE DUTCH BARENTSZ EXPEDITIONS TO THE ARCTIC REGIONS

1594, 1595, & 1596 – 97



In this section, we present two maps and two illustrated books by some of the major figures active in the North Holland school of cartography from c. 1580 to c. 1620. They relate to the three Dutch voyages of 1594-97 to the northeast regions of the Arctic, which rank among most famous travels and explorations in the history of discovery. In command was a cartographer by trade, Willem Barentsz (1549 – 97). From his sailings to Spain and the Mediterranean and the compilation of an atlas of the latter, he was already an experienced explorer and map specialist when, in June 1594 with three ships, he set the course suggested by the influential Petrus Plancius with the hope of finding the Northeast Passage. Barentsz reached the west coast of Novaya Zemlya before the ice conditions forced them to turn back. On the two first voyages (1594 and 1595), Barentsz was accompanied by Jan Huygen van Linschoten, whose skills were already well known to Barentsz through their having sailed together on the earlier Mediterranean voyages.

We should pause to ask ourselves why some men were willing to spend huge sums of money and employ other resources to discover a north-east sailing route to Asia under incredibly difficult conditions?

For the answer, it is necessary to begin with the background of the political and religious development in Europe through the 16th century. The threat from Spain in the south caused many influential and powerful people in finance, trade, and the

Church to move north. By the end of the 16th century, the Northern regions of The Netherlands with Amsterdam as its core were developing into one of the superpowers in Europe both economically and culturally.

Trade was booming and several trading stations were established in Asia, Africa and the Middle East. To avoid conflicts with Spain and Portugal, and to reduce the sailing distance to Asia, the idea of finding an alternative north-east route became a priority. To actually do so involved a number of people and institutions, private and public. One of the individuals was Balthasar de Moucheron, a wealthy merchant with close Russian trading contacts who had fled from Antwerp to Middelburg and who presented his plan for a northeast expedition to the authorities in Zeeland in 1593. Other key persons were cartographers and map publishers; maps, charts, globes and instruments by people such as Petrus Plancius, Cornelis Claesz and Gerard Mercator were carefully examined and studied. Although they shared the optimism that there was an open sea along a north-east route, they knew from previous English expeditions (e.g. by Richard Chancellor, Sir Hugh Willoughby, and Anthony Jenkinson) and Dutch merchants, that the main challenge was ice blocking the route. But, they not unreasonably wondered when the sun is shining 24 hours during the summer days in Siberia does it not make sense that the ice will melt?





*"Geographers at work studying a Globe and the Map of Barentsz on the table" Cornelis de Man (Dutch 1621 – 1706)  
Oil painting (Kunsthalle Hamburg)*



*«How our ship became stuck in the ice, and how we nearly lost three men»*

The two first "Barentsz expeditions" were financed and equipped by Middelburg, Enkhuizen, and the provinces of Zeeland and Holland, and supported by the States General. Even though the first voyage of Barentsz did not reach its ultimate goal it was decided to make another attempt the following year. From the publication of the journal kept by one of the participants, Jan Huygen van Linschoten, in 1601 (see item 4 below for the second edition in 1624) we have a narrative of the two first voyages on board the ships from Enkhuizen and Zeeland. In 1594, ice near Novaya Zemlya blocked the expedition's eastwards progress and forced the three ships to turn back. In 1595, a late departure of the seven ships (a joint venture between even more Dutch states) and unexpected weather that had kept the Kara Sea frozen resulted in their having to turn back before they achieved their mission.

In spite of the failure of the 1594 and 1595 voyages to reach their goal, Petrus Plancius powers of persuasion convinced the Amsterdam authorities to make a third attempt. In May 1596 a ship and a yacht were outfitted. The yacht's captain was Cornelis Rijp; Jacob van Heemskeerk commanded the ship, with Willem Barentsz serving as senior pilot, and de facto leader of the mission. During the first weeks, the expedition discovered both Spitsbergen and Bear Island. On July 1st, Barentsz and Van Heemskeerk had a disagreement with Rijp about setting the course. Barentsz decided to follow the 1594 route to Novaya Zemlya, and continue further along the west coast in search of a possible north-east passage. Rijp, with the yacht, decided to head north in what was to prove another vain attempt to sail along the eightieth parallel.

Unfortunately Barentsz and Heemskeerk and their crew of 15 were soon facing serious weather problems, and the ship was frozen into pack ice on the eastern side of Novaya Zemlya. By salvaging wood from the ship, Barentsz and his men built a winter shelter (het Behouden Huys, literally "the safe house"). The diary of the overwintering by Gerrit de Veer (see entry 5) was published with several illustrations of the men's tremendously harsh living conditions.

Finally on June 14, 1597, the men were able to leave the camp for the journey home in two open vessels and headed for the Kola Peninsula. Regrettably, five of the 17 men – including Willem Barentsz - died before they were rescued. Barentsz died on June 20, 1597, near the Cape of Troost on the north-west coast of Novaya Zemlya, when the vessel was in the middle of a serious and very dangerous ice-block problem.

Almost 300 years later, in 1871, the Norwegian skipper, seal hunter and explorer Elling Carlsen happened to find the Barentsz over-wintering camp from 1596-97 on the northeast shore of Novaya Zemlya. Het Behouden Huys was still in a remarkably good condition. The manuscript material that Carlsen found



inside is today preserved in Dutch museums. From 1872 to 1874, Elling Carlsen participated in the Austro-Hungarian North Pole Expedition lead by Julius Payer and Karl Weyprecht.

**Literature:** Günter Schilder «Early Dutch Maritime Cartography. The North Holland School of Cartography (c. 1580 – 1620)» Leiden 2017, Benedicte Gamborg Briså "Northward Bound at the Far Edge of the World" Nordkappmuseet 2010, page 30 – 33, Wikipedia – "Willem Barentsz", W.B. Ginsberg "Printed Maps of Scandinavia and the Arctic 1482 – 1601" New York 2006, Entry 46, Lainema – Nurminen "UltimaThule – Arktiska Upptäcktsfärder" page 134 – 135.



«Nova Zembla» with an inset of «Loms Bay» close to Cap Plancius on Novaya Zembla's north-west coast.

Galleri Bygdøy Allé and Pål Sagen want here to use the opportunity to express great thanks to five people who over time have inspired me and contributed essentially to my knowledge about the Exploration of the north.

**William B. Ginsberg:** For more than 30 years I was tightly involved with Bill's building and creation of his extraordinary collection of atlases and maps of Scandinavia, the Arctic, and Norway. The Ginsberg Collection is now the core of The Map Center in The National Library, Oslo. His three reference books 2006 – 2012 of the mapping of the area are the foundation stone when working with maps of the North.

**Professor Günter Schilder:** His incredible work for the history of cartography through several decades is just outstanding. Always kind to help and answer inquiries, this is really appreciated. His books and articles about the Dutch voyages and mapping of the North are the base for essential parts of the content in this catalogue.

**Erling Walsøe:** Erling is a collector of art, books, and maps and lives in Gjesvær next to the North Cape. We have been friends since early 2000 and his interest and enthusiasm concerning northern conditions has been of great importance to me. In 2013 and 2014 we were together in Russia and Archangelsk and organized a spectacular exhibition in The State Museum Association Art Culture of the Russian North" with the map and book collection "The Exploration of the North".

**Leen Helmink:** Great thanks to the Dutch map dealer now based in California, Leen Helmink, for his willingness in sharing enthusiastically his great knowledge and passion for the Dutch exploration and mapping +/- 1600.



Courtesy: Norsk Kultursenter, Koppang in Norway

**Kira Moss:** Independent scholar Mag.art Kira Moss, Copenhagen. As well as assisting on specific details of the presentation of the object, she is responsible for the article in this catalogue under Entry 10 – The unique manuscript map from Fridtjof Nansen and the "Fram Expedition" dated 1895. Already in 2009 Kira was the editor of Kunstantikvariat PAMA's important book and map project "The Exploration of the North". Her knowledge and passion for Fridtjof Nansen has been of great inspiration for me and Galleri Bygdøy Allé.



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## AN EARLY AND INFLUENTIAL MAP FOR BOTH NORTHWEST AND NORTHEAST ARCTIC PASSAGES WITH THE OLDEST PRINTED REFERENCE TO THE FIRST POLAR VOYAGE UNDERTAKEN BY THE DUTCH AND WILLEM BARENTSZ

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### 3. PETRUS PLANCIUS (1552 – 1622)

“EUROPAM AB ASIA ET AFRICA...”

Engraving, 39,5x54,5cm, inset map of Novaya Zemlya 10,5x8cm.

Drawn and engraved by Baptista Doetecum, engraved signature upper left, third state published by David de Meyne  
AMSTERDAM (1594), but c. 1605 or slightly later

AN IMPORTANT MAP OF THE NORTHERN NAVIGATION COMPILED BY A KEY FIGURE IN DUTCH EXPLORATION AND MAP MAKING AROUND 1600.

Petrus Plancius was a Dutch theologian, astronomer, cartographer, clergyman and businessman. At age 24 he became a minister in the Dutch Reformed Church, and during

the Inquisition he fled from Brussels to Amsterdam. There he became interested in navigation and cartography and was one of the founders of the Dutch East India Company. From the 1590s, Plancius's influence gave him access to maps recently brought from Portugal. Careful study of these manuscripts convinced him of the existence of an alternative route to India



and Cathay (China) through a Northeast Passage. The map or the chart of Europe was a part of the project to find and sail through such a route, and it helped to convince the Sponsors and the Authorities in the Netherlands to organize expeditions to the Far East via North Norway and Russia.

The beautifully designed chart was first published in 1594 by the well established publisher Cornelis Claesz in co-operation with Petrus Plancius. It included valuable new information about the northwest sailing routes acquired from the English voyages of Martin Frobisher and John Davis. However the most important feature of Plancius's map is the enlarged map of Novaya Zemlya and the northern coast of Russia in the upper right corner. In the inset – and unlike on the main map - Novaya Zemlya is drawn as two islands separated by a strait. Judging by the many English names in the Arctic region his sources are obviously based on the English explorers. Plancius's theory about Novaya Zemlya as two islands made it more difficult for him to accept Gerhard Mercator's depiction of the four polar islands (see our entry 2).

In making this map Petrus Plancius wanted to create interest in and knowledge of his idea about a potential northeast route. It is very interesting to read the text line under the inset map saying that an expedition had been sent out to this region in July 1594. This text is assumed to be the oldest printed reference to the first polar voyage undertaken by the Dutch and Willem Barentsz and it is the more remarkable for having been published before the expedition's return to Holland.

Our copy is in its third state (c. 1605, by Schilder "before 1620"), where the text within the cartouche is engraved and signed by de Meyne: "Amsterdam by Davit de meijen inde werrelt Cart". (In the first state the text was printed on slips and pasted on, the second state c. 1605 had the text printed directly on the map sheet but without the name "David de Meyne". Some copies of the two last states are found in the first edition of Paulus Merula "Cosmographia generalis", Leiden 1605.

The map is in very good condition. Only a small restored tear upper right. Parts of left blank margin extended but not affecting the printed surface.

**Literature:** Günter Schilder «Early Dutch Maritime Cartography. The North Holland School of Cartography (c. 1580 – 1620)», see illustrations p. 194, 195, 196, and 395, Lainema – Nurminen «UltimaThule – Arktiska Upptäcktsfärder» page 98 – 99

135 000,- (€13 500)

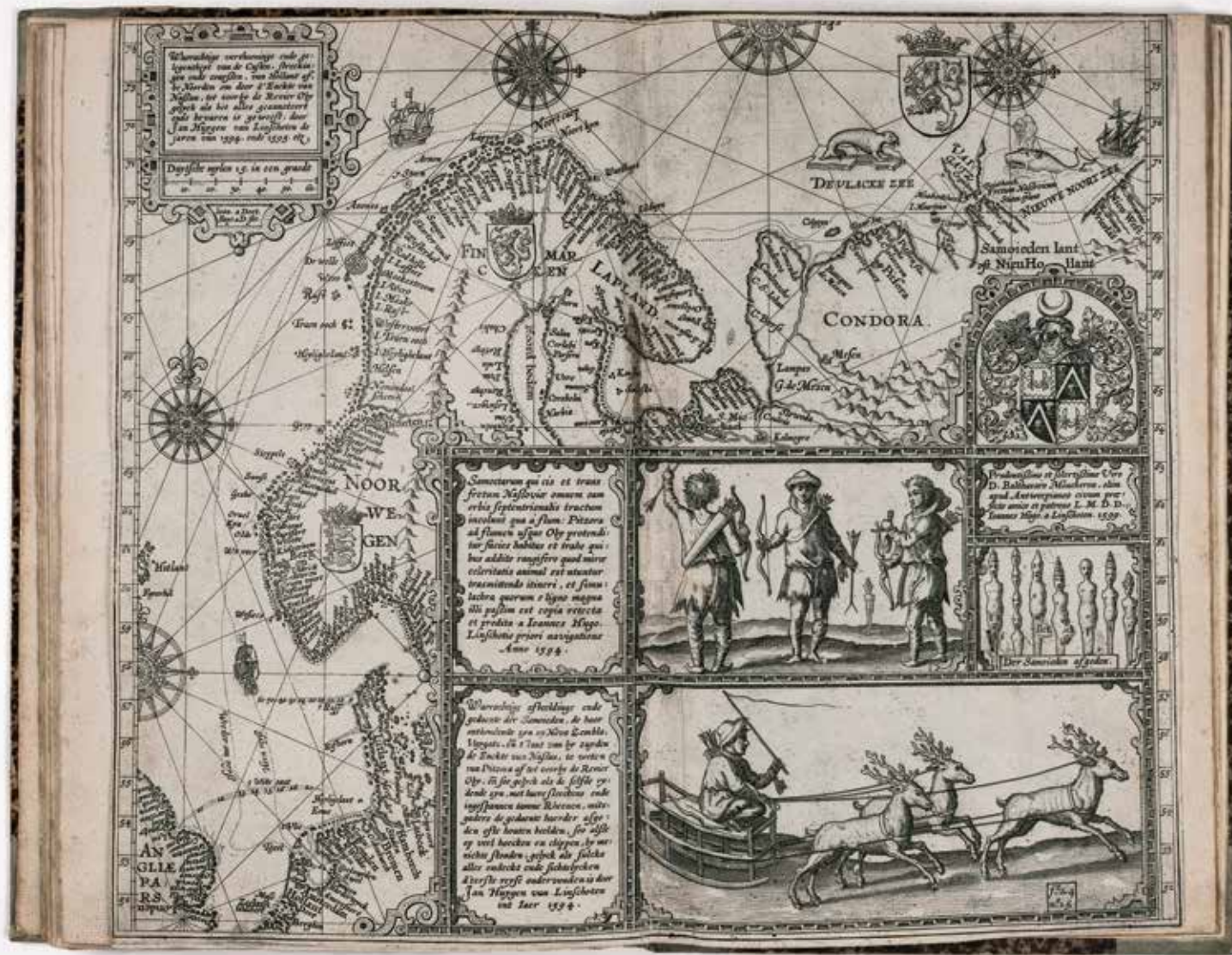


The text below the inset map of Novaya Zemlya on Plancius' map of Europe is assumed to be the oldest printed reference to the first polar voyage undertaken by the Dutch and Willem Barentsz and it is the more remarkable for having been published before the expedition's return to Holland.



# EXCEEDINGLY RARE EYE-WITNESS ACCOUNT OF PIONEERING ARCTIC EXPLORATION VOYAGES IN THE SEARCH FOR A NORTHEAST PASSAGE AND A TRADING ROUTE TO CHINA

BY JAN HUYGEN VAN LINSCHOTEN WHO ACCOMPANIED  
WILLEM BARENTSZ ON HIS FIRST TWO VOYAGES TO THE NORTH



## 4. JAN HUYGEN VAN LINSCHOTEN (1563 - 1611)

«VOYASIE, OFTE SCHIP.VAERT..VAN BY NOORDEN OM LANGES NOORWEGEN DE NOORDT-CAEP, LAPLANDT, VINLANDT, RUSLANDT, DE WITTE ZEE, DE KUSTEN VAN KANDENOES, SWETENOES, PITZORA, &C. DOOR DE STRATE OFTE ENGHTE VAN NASSOUW TOT VOOR BY DE REVIERE OBY»

Complete book. Folio, 30x19,2cm. Amsterdam 1624 (second and last edition, first edition of 1601 was printed in Franeker), text in Dutch. Title within engraved architectonic border, elaborately decorated with hunters armed with bowes and arrows, hanging fish, and an inset map of Novaya Zemlya. A polar bear and a walrus, 1 leaf dedication, Fol. 1-38. Additional to the paginated text leaves are 15 double-page engraved maps, some folding. Engraved by Johannes van Doetecum and his son Baptista. The 15 maps and plates are in the second state (modified for the second edition) with binding placement instructions in the lower right-hand corner of each plate. 19th century half vellum pasted boards (light traces of use only)

AMSTERDAM, Jan Evertssen Cloppenburg, 1624

A CORNERSTONE DOCUMENT IN THE HISTORY OF THE NORTH. NO TRANSLATION TO OTHER LANGUAGES APPEARED.

The historical and cultural significance of Linschoten's account encompasses both the text and the 15 plates of coastal profiles, views, and maps. The spectacular double-page map of Scandinavia and the Russian Arctic is signed by the famous artists Johannes and Baptista van Doetecum. The three illustrations lower right depict Nenet (Samoyed) – huntsmen, a reindeer sled, and some Nenet gods. The cartouche above the illustrations displays the coat-of-arms of Linschoten's friend, the merchant Balthasar de Moucheron. The tracks of the two voyages 1594 and 1595 were quite similar, and are drawn on the map.

The book begins with details from the first and, more successful of the two attempts to find a sea route to the east. A shorter description of the second voyage in 1595 follows, and the book concludes with an extract from a resolution of the States General of the United Netherlands regarding the voyages.

Both editions 1601 and 1624 are very rare, as are individual copies of the striking and beautifully engraved double-page map of Scandinavia. The Franeker and Amsterdam printings are almost identical except that «Voyagie, ofte Schip-Vaert» on the 1601 title-page was replaced with «Voyasie, ofte Schip-Vaert» in 1624, and as noted previously binding placement instructions were added in the lower right corner of the plates in 1624.

The right margin on the title-page slightly shaved just touching lower right corner, a small waterstain in lower left corner also affecting next leaf. Some plates have some sides shaved until the printed line. Lower left blank corner on map 3 torn just affecting printed surface, plate 14 supplied from another copy. Plate «Verus aspectus freti Nassovici» with a small marginal repair just touching into the printed area. The double-page map has three small holes in the picture on the right-hand side «Der Samoieden afgoden».

A FINE COPY.

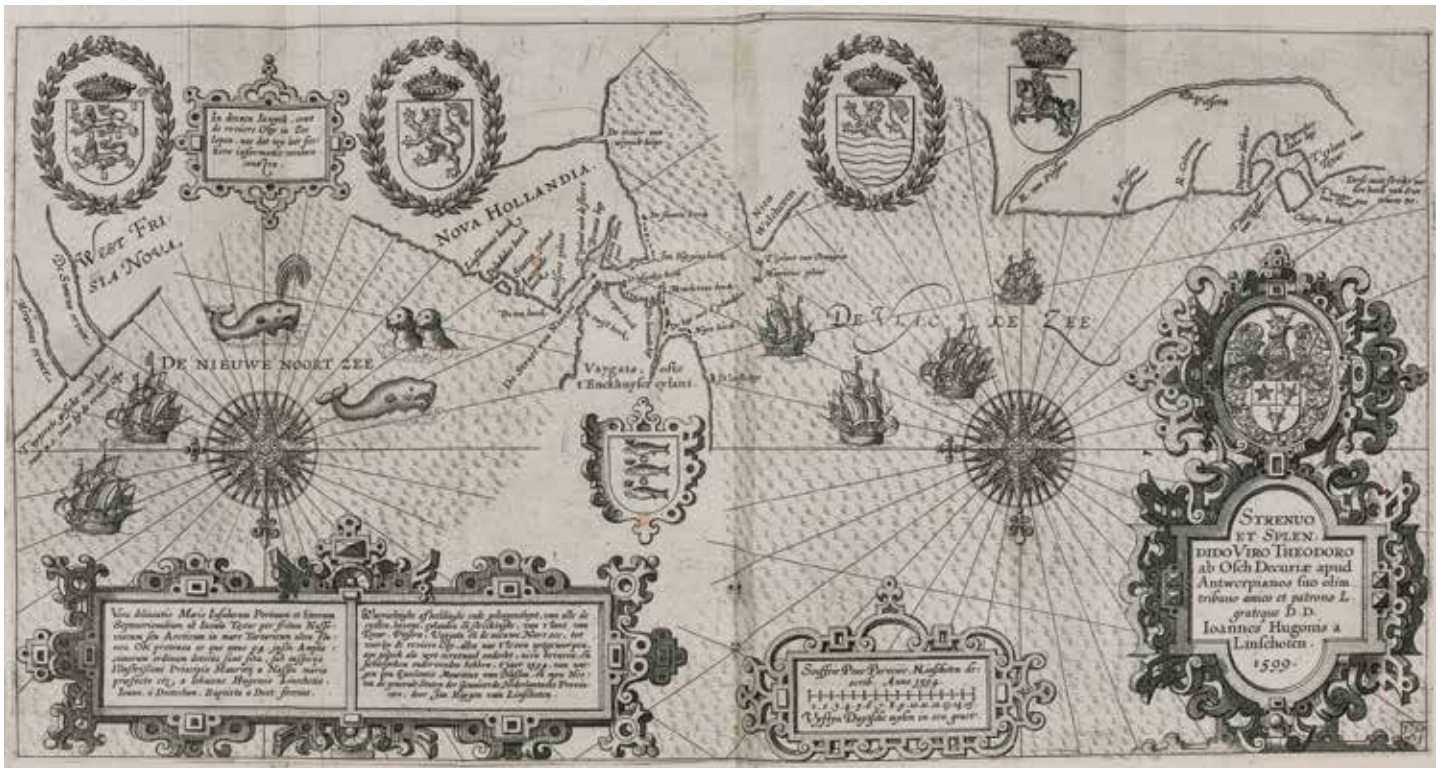
**Literature:** Günter Schilder «Early Dutch Maritime Cartography. The North Holland School of Cartography (c. 1580 – 1620)»,

W.B. Ginsberg "Printed Maps of Scandinavia and the Arctic 1482 – 1601" See Entry 49, Benedicte Gamborg Briså, Bente Lavold and Luitgard Sofie Löw "Nortward Bound at the Far Edge of the World" Museene for kystkultur & gjenreisning I Finnmark 2010, page 32-33

**480 000,- (€48 000)**





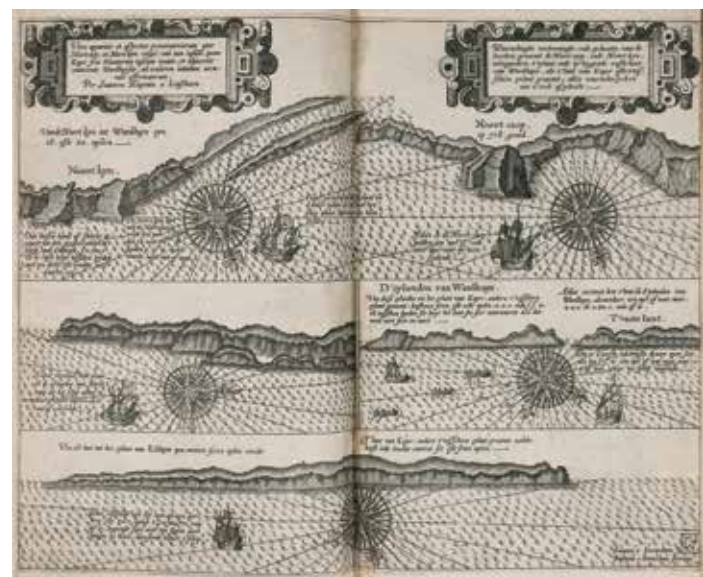
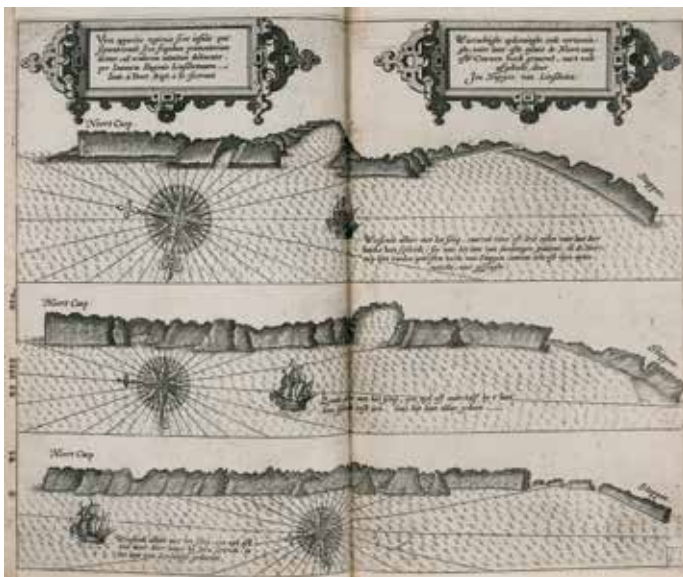


*"Vera delineatio Maris Insularum Portuum Septentrionalium ab Insula Toxar per fretum Nassoviacum seu Arcticum in mare Tartaricum ultra flumen...1594"*

Engraving, 27,5x54cm

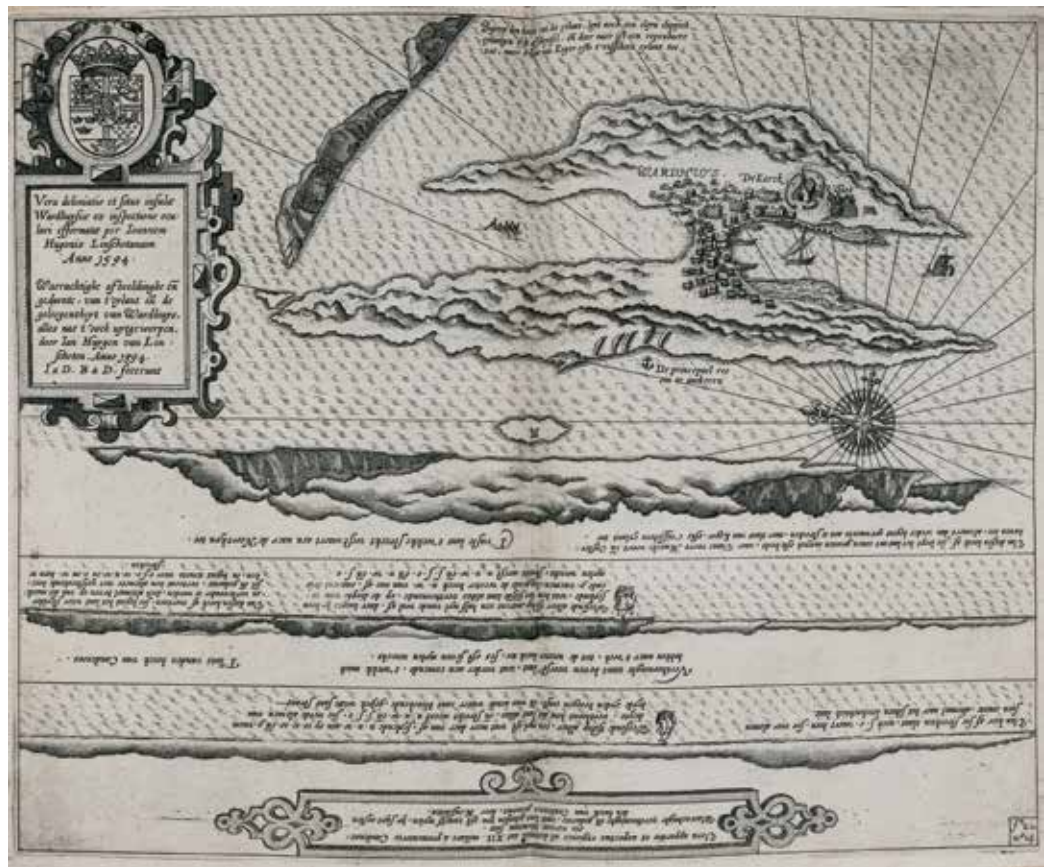
IMPORTANT MAP OF THE EXPLORATION IN THE SEARCH FOR A NORTHEAST PASSAGE.

The map is oriented "up-side down" with south at the top and centred on "Vaygach Island". The Barents Sea is on the right and the Kara Sea on the left. Among the names on the map are "Nays hoeck", "Mucherons hoeck", and both "Jan Huygens hoeck" and "Linschotens hoeck".



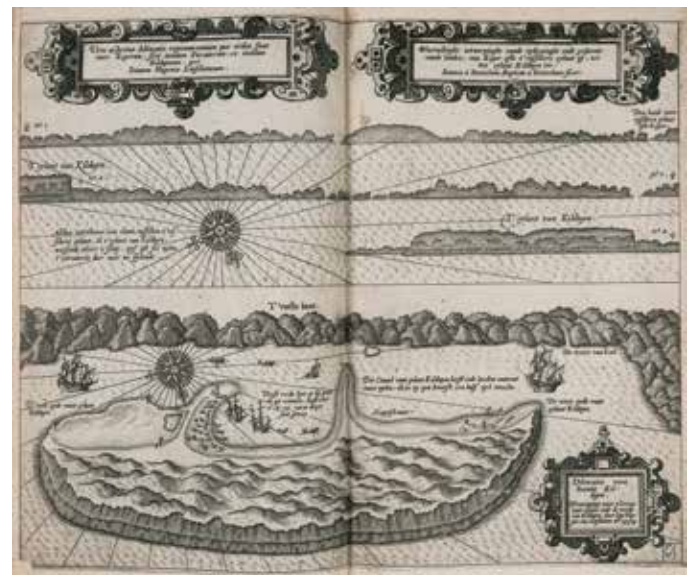
*Two plates with coastal profiles west and east of the North Cape*





### “Wardhuys” and coastal profiles

Probably the first and most important printed map of Vardøhus. The map was published two years after the visit to Vardø and Kola by King Christian IV of Denmark – Norway in the spring and summer of 1599. He travelled “incognito” with the alias “Christian Frederiksen” on a fleet that set sail from Bergen and headed north along the Norwegian. Although it is conjecture, it seems probable that the ships’ leaders had information from recent Dutch voyages, including Willem Barentsz Arctic map and his chart of Finnmark published by L.J. Waghenauer in 1596.



Two views of Kildin. The island was an important trading-post for Russian and west-European merchants.



FIRST FOLIO EDITION, FIRST LATIN EDITION, FIRST YEAR OF PUBLICATION  
— AND THE FIRST OBTAINABLE EDITION OF THE CORNERSTONE BOOK —  
DESCRIBING THE DUTCH EXPEDITIONS IN THE ARCTIC 1594 – 1597

WRITTEN BY GERRIT DE VEER WHO ACCOMPANIED WILLEM BARENTSZ ON THE SECOND AND THIRD  
ARCTIC EXPLORATION VOYAGES. PUBLISHED BY CORNELIS CLAESZ IN AMSTERDAM



## 5. GERRIT DE VEER (c. 1573 – 1598)

«DIARUM NAUTICUM SEU VERA DESCRIPTIO TRIUM NAVIGATIONUM ADMIRANDERUM...»

Folio, 31x23,4cm. (1 leaf) Title-page with engraved vignette divided in 8 sections, verso blank, leaves 2-43, last leaf L4 blank, 31 engravings in text, 30 of them half-page, including 5 maps of the Arctic region, one is the full page map of Novaya Zemlya signed by the engraver Baptista a Doetechum.

In a 18th Century quarter calf binding, paste paper boards, recent spine  
AMSTERDAM, Cornelisz Claesz, 1598

A VERY GOOD AND AUTHENTIC COPY OF THE ICONIC DOCUMENTATION OF EARLY DUTCH ARCTIC EXPLORATION.

Gerrit de Veer joined the two last voyages of Willem Barentsz those of 1595 and 1596/97, as a carpenter. From «De Digitale Bibliotheek voor de Nederlandse Letteren» (DBNL) we read:

«Gerrit de Veer describes the three expeditions done between 1594 and 1597. The first two expeditions are somewhat of an introduction to the spectacular third expedition, resulting in the epic wintering on Novaya Zembla. De Veer's account is by far the most important source for this episode of the Dutch history of exploration. Thanks to him we know exactly what happened in the winter of 1596-97. Also, without de Veer's account, Willem Barentsz, the hero of the wintering drama, would have remained a more obscure figure... Little is known

about De Veer. He must have been relatively young at the time, between 20 and 30.»

Gerrit de Veer's account starts with a short summary of the two first voyages 1594 – 1595. As he did not take part in the first, he must probably got the information from Willem Barentsz. The third voyage is taken far the major part of the book and is written in the form of a «day-to-day diary» description.

Until c. 1600 there was no tradition in the Netherlands to publish travel journals, even though important sea travels took place. Barent Langenes in Middelburg and Cornelis Claesz in Amsterdam would change all that with books published in 1597 and 1598 describing voyages to the Far East. Printed journals of voyages to the north followed almost immediately.

«Cornelis Claesz became a driving force behind publications in



*This is about two bears that approached our ship, and what happened to them:*

*We had placed a tub full of salted meat on the ice not far from our ship, intending to water the meat down, when two bears arrived to help themselves from the tub.*

*As one of them began to feed, it was shot through the head from the ship and fell to the ground. When the other bear saw that its mate was dead, it hesitated and then ran off. But it soon returned and came up to the ship, where we received it with muskets and halberds. It reared up to its full height and was shot through the body. As soon as this happened, it turned and fled.*

the field of cartography, description of foreign lands, seaborne navigation and books on the outcome of Dutch voyages of discoveries and trade missions into all parts of the globe»

(Günter Schilder in «Monumenta Cartographica Neerlandici VII)

It is generally believed that the 1598 Dutch edition of Gerrit De Veers's journal by Cornelis Claesz preceeded the Latin edition from the same year. The Dutch edition was published in the unusual oblong quarto format, (this format was first introduced by Langenes in Middelburg for «Houtman Journal» 1597), but Claesz used the more convential folio format for the Latin and French editions. However the new format was apparently so popular that it became the standard for 17th century Dutch journals. The copperplates and the illustrations were the same for all three 1598 editions by Claesz, and the two main maps are signed by Baptista van Doetechum.

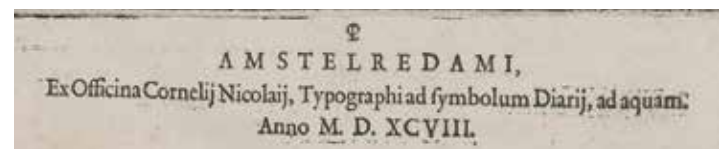
The oblong 4to, Dutch 1598 edition is «rare to the point of not existing», (a phrase used only a few times by the Oslo antiquarian book dealer Claes Nyegaard when cataloguing exceptionally rare books). There are a few copies held in institutions and libraries, but no copy can be traced in sales records from the last several decades. An incomplete copy was sold in Oslo at auction in 1969 (Skougaard).



*Willem Barentsz and Claes Andriesz on a stretcher on the shore only a few hours before they both died 20 June 1597.*

The first Latin edition of 1598 is a rare book, with just a few copies appearing on the market during the last 30 years.

In trying to judge the comparative historical importance of the editions and their desirability from the collector's point of view, we would rank highest the three issued by Claesz in 1598. Not only were these published first and very shortly after de Veer and the other survivors returned, but Claesz is most closely associated with publishing the major works of early Dutch voyages. The later printings of this work (Italian, 1599 and French reprints of 1600 and 1609) are slightly less scarce. There are also derivative accounts (e.g. in German and English) that are uncommon.



*Imprint on the title-page by Cornelis Claesz in Amsterdam.*

Some occassional browning throughout, 4-5 leaves are mostly affected. Leaf 32/33 has a c. 5cm restored marginal tear touching the illustrations 32recto and verso. A short neat contemporary handwriting at top of the title-page, by the same pen a marginal writing on page 15 (slightly shaved). A good copy in «a correct» binding.

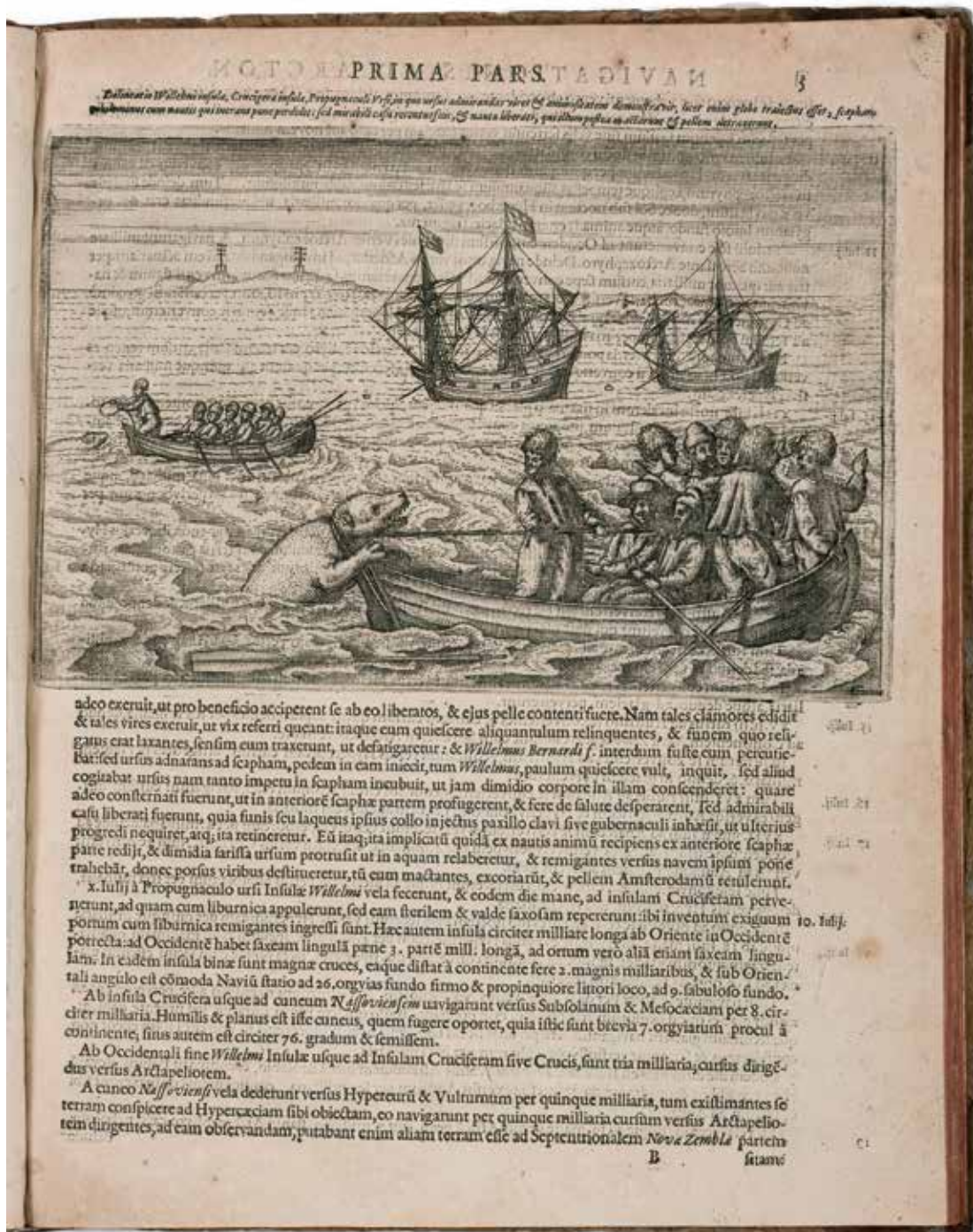
**Literature:** Günter Schilder «Early Dutch Maritime Cartography. The North Holland School of Cartography (c. 1580 – 1620)» Leiden 2017, Thorleif Dahls Kulturbibliotek «Willem Barentsz' Siste Reise Etter Gerrit de Veers beskrivelse fra 1598» Oslo 1997

**295 000,- (€29 500)**



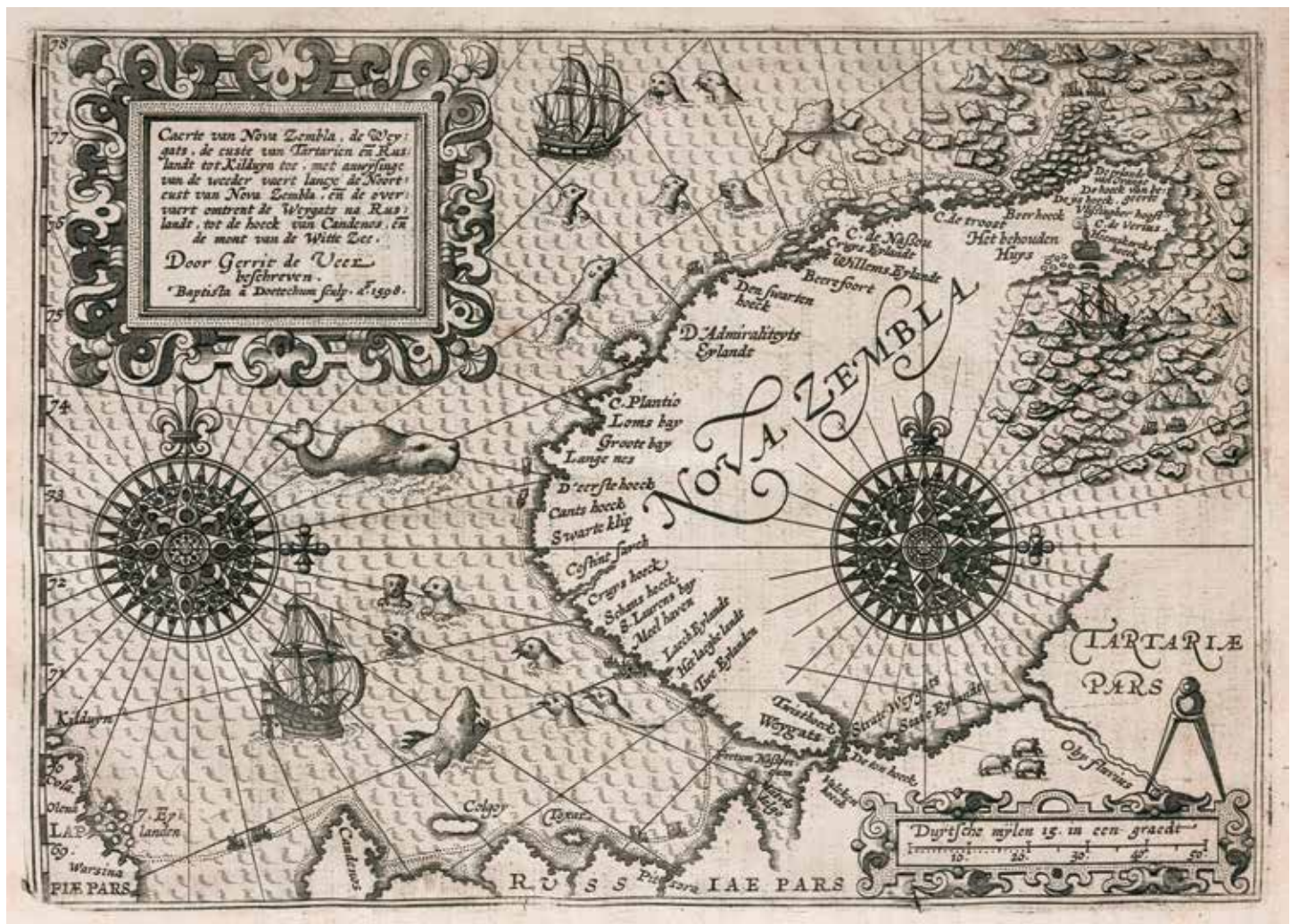
## SOME OF THE BEAUTIFUL AND REMARKABLE ILLUSTRATIONS IN THE «DIARIUM NAUTICUM»

(NB! The translations in English below is taken from the text in Theodore de Bry's «Small voyages», Frankfurt 1601, which included Gerrit de Veer's diary. (From a set sold by our Gallery in 2013)



How a the crew struggled with a polar bear, but it says they finally succeeded: «The men then had the chance to finish the bear off, skin it and keep the skin for taking to Holland»





«Caerte van Nova Zembla»

This handsome map shows Willem Barentsz's wintering 1596-97 in a logcabin at the northeast corner when the ship became trapped in ice. In June 1597 the return voyage was commenced in two open boats, during the course of which Barentsz died. The route taken by the boats from the winter-quarters to the Kola River is shown. (See Günter Schilder «Cartographia Neerlandici» Chapter 8,25)



«A life-like illustration of walruses – either they are monsters or fabled creatures»



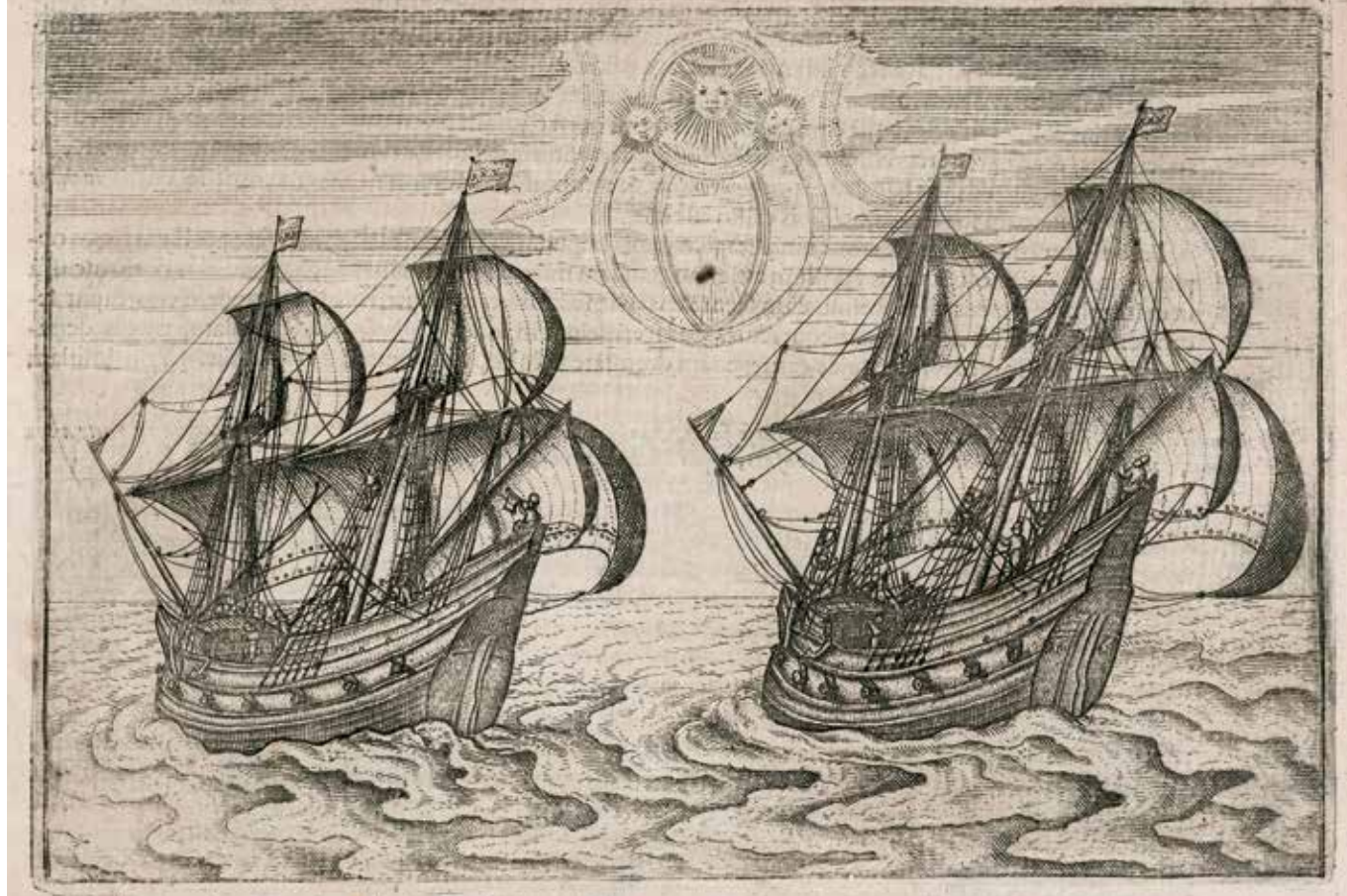
Samojeds – the local inhabitants at «Strede Nassau»



# NAVIGAT. AD ARCTON TERTIA PARS.

14

*Delineatio sive figura admirandi signi in calo conspecti 4. Iunii anno M. D. XCVI. Solis utrinque alium Solem habentis, & duarum Iridum eos tres Soles secantium, deinde aliarum duarum Iridum, unius late Solem ambiens, & alterius magnum illum orbem secantis, cuius maiora orbis infima pars supra Horizontem elevata 28. gradibus.*



«A wonderful vision in the sky – After spending a month without any perils on third sea-voyage in the North, we saw a heavenly miraculous sign. As illustrated in this picture, it consisted of three suns and various rainbows»



«How we constructed a home where we were to spend the winter»





«How a horrible great bear attacked two of our company – After landing upon an island which we named «Standen», we discovered certain small stones not unlike diamonds. While a couple 16arto searched for these stones in a ditch, a polar bear fell upon one man, who wanted to know what was attacking him. The other man, hurrying away, told him it was a bear. Twenty 16arto ran forward to help him, but we were to late (!). We then killed the bear, peeled off its skin and took it with us to Amsterdam»

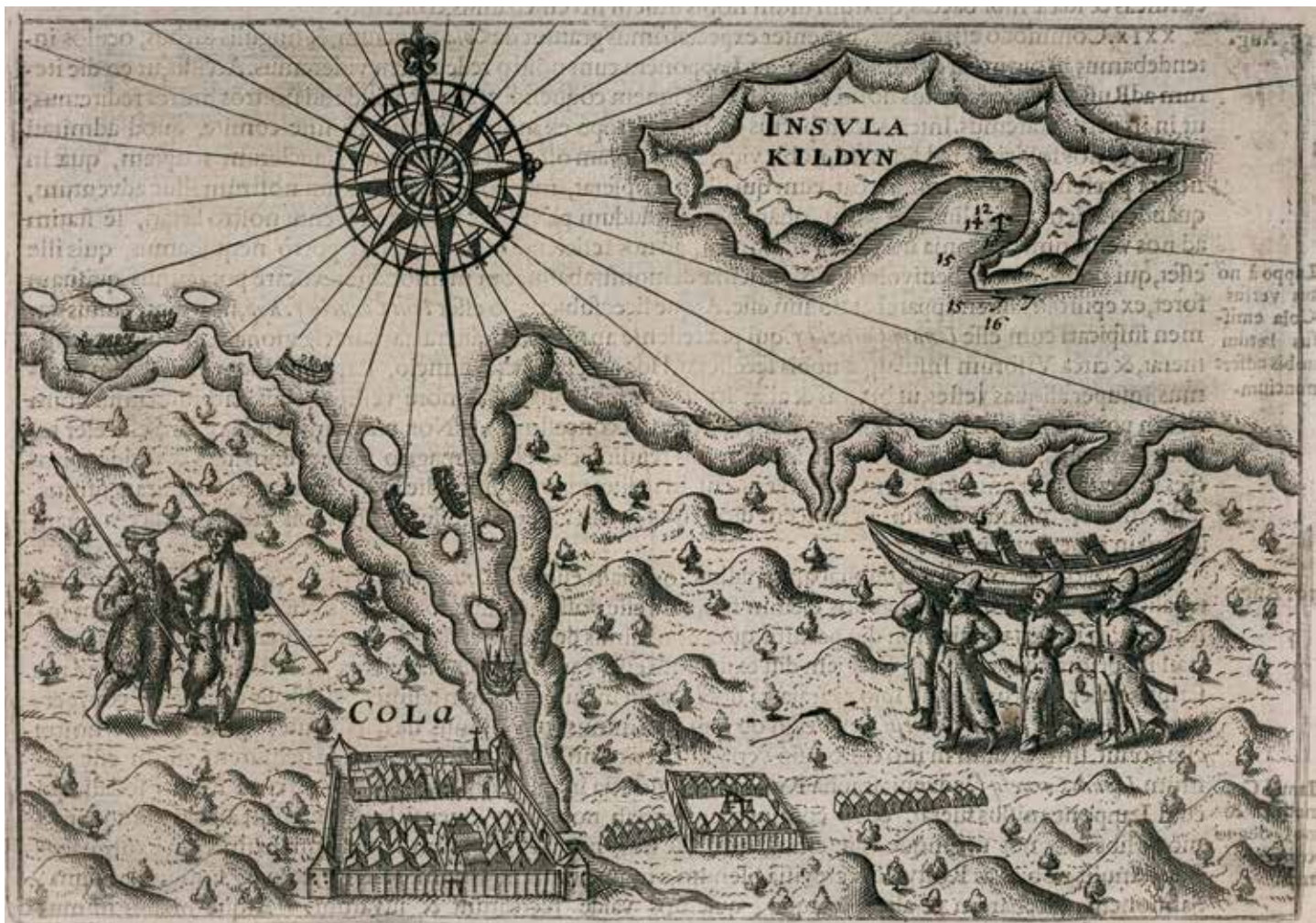


«How we prepared to return to Holland – After we spent the long, cold and perilous winter in this miserable island, we went to see if the ice had 16artouche the coast. This was not possible before May (1597), Our boats were no longer sea-worthy, and we were advised to repair and rennovate them. We had a journey of at least 300 miles across the sea before reaching any human civilization»





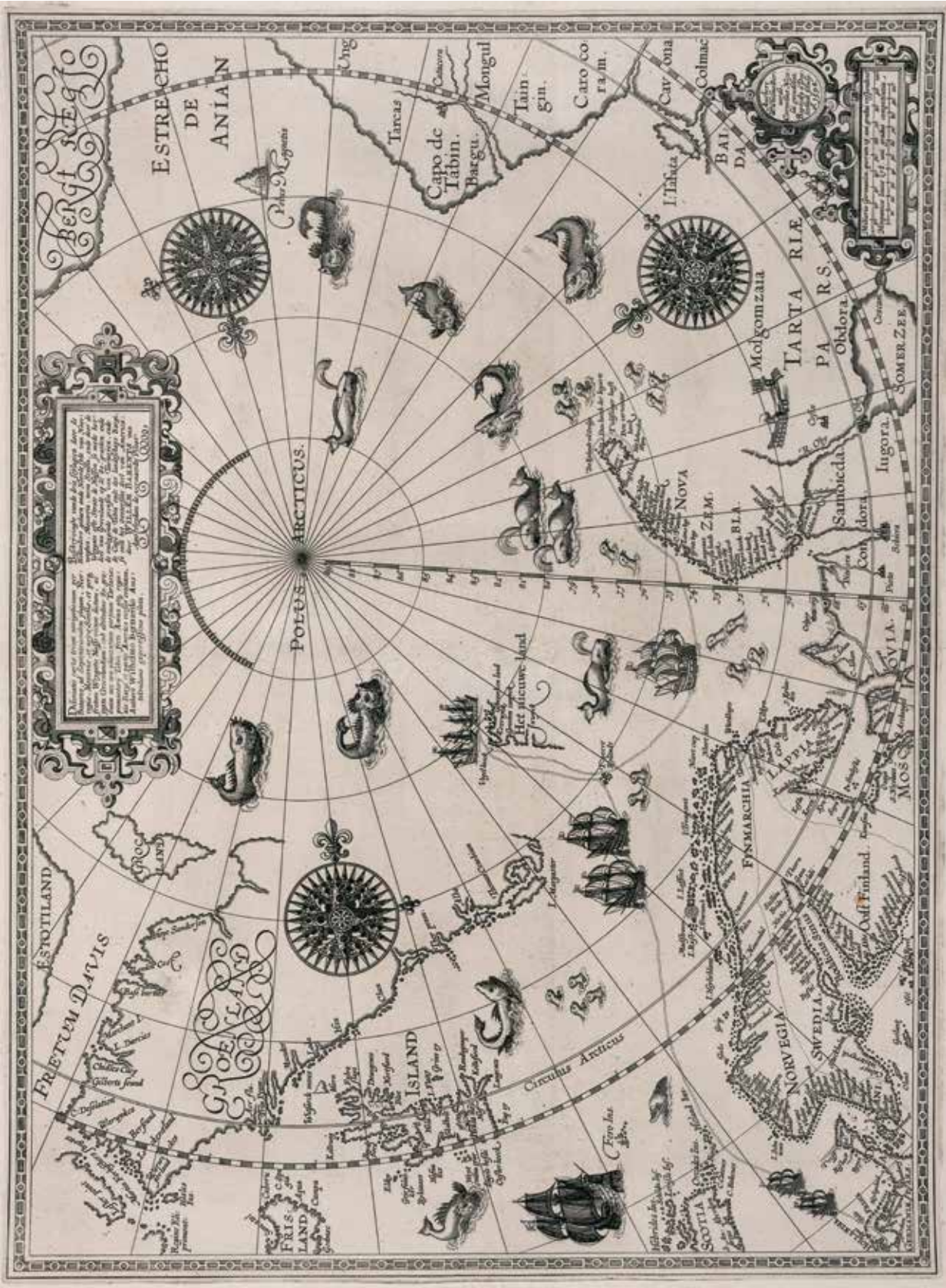
«How we at last met up with people again, - Russians. After a long time at sea, we spotted two Russians vessels from the stern of our boat, and we took the chance of coming ashore again. But when we saw that there were at least thirty people present, some of our courage left us. However, the Russians received us kindly when we approached...The next day, the Russians dog up some barrels that they had buried before, bade us farewell and left us»



August 1597:

«How we crossed the Polar Sea and came to Lapland, where we discovered the huts of both Russians and Lapps» (At «Insula Kildyn» and Kola)









## 6. WILLEM BARENTSZ (1550 – 97)

“DELINIATIO CARTÆ TRIUM NAVIGATIONUM PER BATAVOS, AD SEPTENTRIONALEM PLAGEM...  
BESCHRÏVINGHE VAN DRIE SEÏLAGIEN DOOR DE HOLLANDERS GEDAEN ANDE NOORDT SYDE VAN  
NOOR:WEGHEN, MOSCOVIA, NOVA SEMBLA, ENDE DOOR DE WEYGATS...”

Engraved map on paper engraved by Baptist Van Doetecum, 42x56cm

The paper is watermarked with “Two crossed arrows”. According to paper experts Theo and Frans Laurentius in Middelburg, Holland, this watermark corresponds to the date 1598.

The map drawn in a polar projection with the North Pole as its centre

AMSTERDAM, Cornelis Claesz, 1598

A MAJOR LANDMARK IN ARCTIC CARTOGRAPHY, THE FIRST MAP TO DEPICT SPITSBERGEN AND BJØRNØYA. ONE OF THE MOST FAMOUS AMONG ALL ANTIQUE MAPS.

As related in previous entries, this rare and sought after map is based on information by the Dutch map maker and explorer Willem Barentsz and his three voyages to the north 1594, 1595, and 1596/97. The track of the last journey is shown on the map. Among the papers the surviving crew brought with them back to Holland was a sketch and a manuscript of a North Polar map drawn by Barentsz. It was engraved on copper by Van Deutecum and published in 1598 by Cornelis Claesz. The map achieved wider circulation the following year when it was included in “Navigatio ac Itinerarium...”, one of the volumes of travels produced by Jan Huygen van Linschoten.

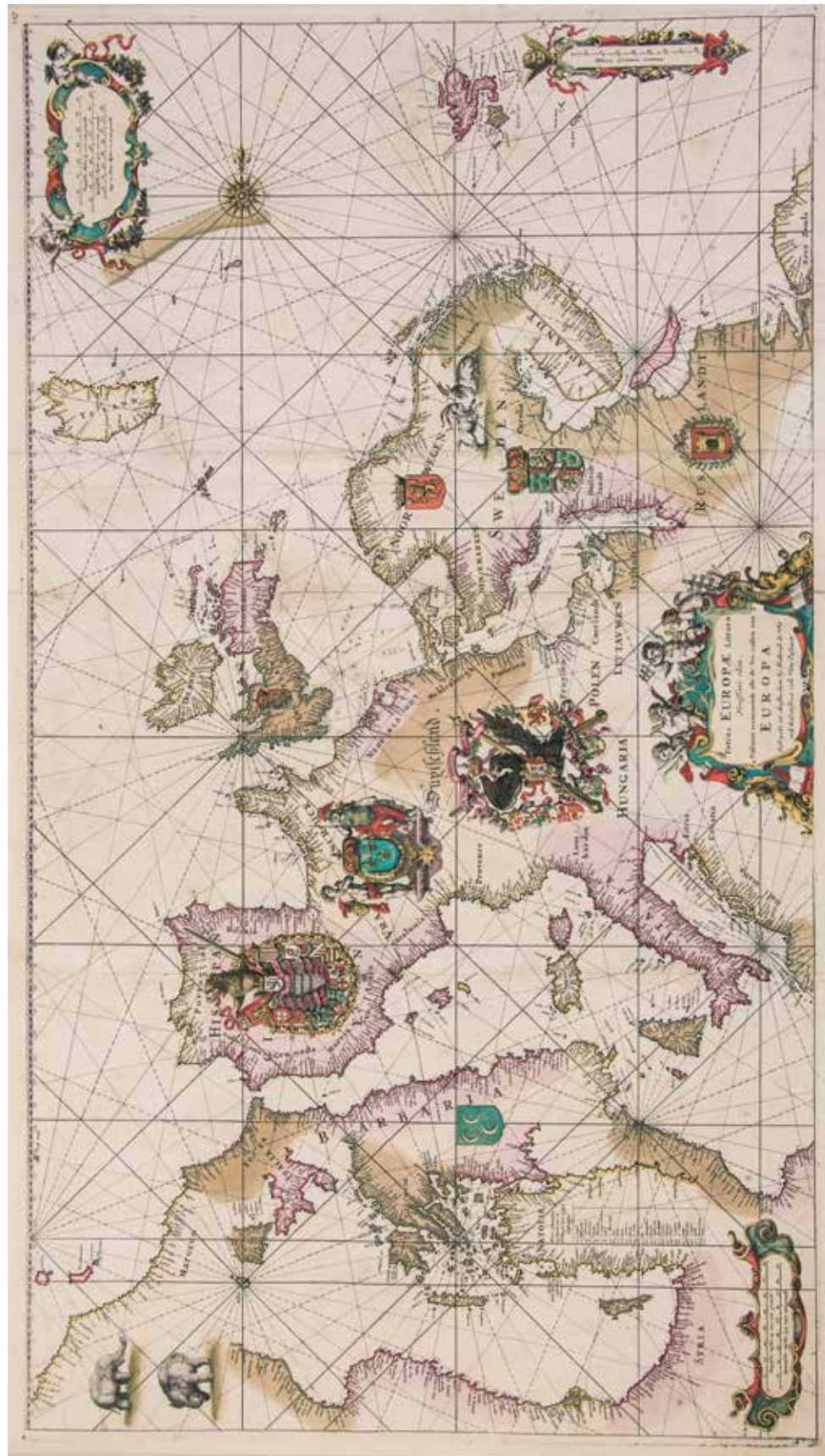
This highly decorative map contains 34 illustrations of sea monsters, ships and whales and the island “Polus Magnetis”. The map is a magnificent art work and will enhance any map collection that includes Arctic material.

Fine impression and a very good copy. A restoration of two tears formed as an “V” in the upper cartouche.

**Literature:** W.B. Ginsberg “Printed Maps of Scandinavia and the Arctic 1482 – 1601” entry 46, Günter Schilder «Early Dutch Maritime Cartography. The North Holland School of Cartography (c. 1580 – 1620)», MCC no.18, Dr. F.C. Wieder “The Dutch Discovery and mapping of Spitsbergen 1596 – 1829” no. 1, “Kompassrosen Orientering mot nord” Nasjonalbiblioteket 2009 pages 55-56 illustrated, Mingroot/Ermen “Norge og norden på gamle kart og trykk” no. 21, Benedicte Gamborg Briså, Bente Lavold and Luitgard Sofie Löw “Northward Bound at the Far Edge of the World” Museene for kystkultur & gjenreisning i Finnmark 2010, page 30-31

**400 000,- (€40 000)**

FROM THE GOLDEN AGE OF DUTCH MAP MAKING







## 7. FREDERICK DE WIT (1610 – 98)

“TOTIUS EUROPAE LITTORA NOVISSIME EDITA”

Contemporary hand-coloured engraving, 49x89cm  
AMSTERDAM c. 1675 – 80

THE FAMOUS LARGE-SIZE SEA CHART OF EUROPE IN EXCELLENT CONDITION AND EXQUISITE ORIGINAL COLOURS.

The chart is one of the most decorative maps of Europe from the 17th century. Extending from West Africa and the Mediterranean to Spitsbergen and Novaya Zemlya, it is printed from two plates and originally published in Frederick De Wit's "Orbis Maritimus". Its rich ornamentation includes a large cartouche and seven coats-of-arms, elephants in North Africa and rutting goats between Norway and Sweden. "Its shape and style are intentionally reminiscent of the early manuscript portolans of the area drawn on vellum" (See Ginsberg "Norvegia Regnum" page 30, entry 85)

Due to its size, format, and decoration, "Totius Europae" serves as a foremost model exemplifying the reasons for Dutch supremacy in map production during the seventeenth century.

**Literature:** W.B. Ginsberg «Sea Charts of Norway 1585 – 1812» Entry 7, 7A.3a, W.B. Ginsberg «Norvegia Regnum – A Collection of Maps and Sea Charts of Norway 1602 – 1827» Oslo 2001, Mingroot – Ermen no.3, Dr. F.C. Wieder 166, Günter Schilder «Early Dutch Maritime Cartography. The North Holland School of Cartography (c. 1580 – 1620)» Leiden 2017

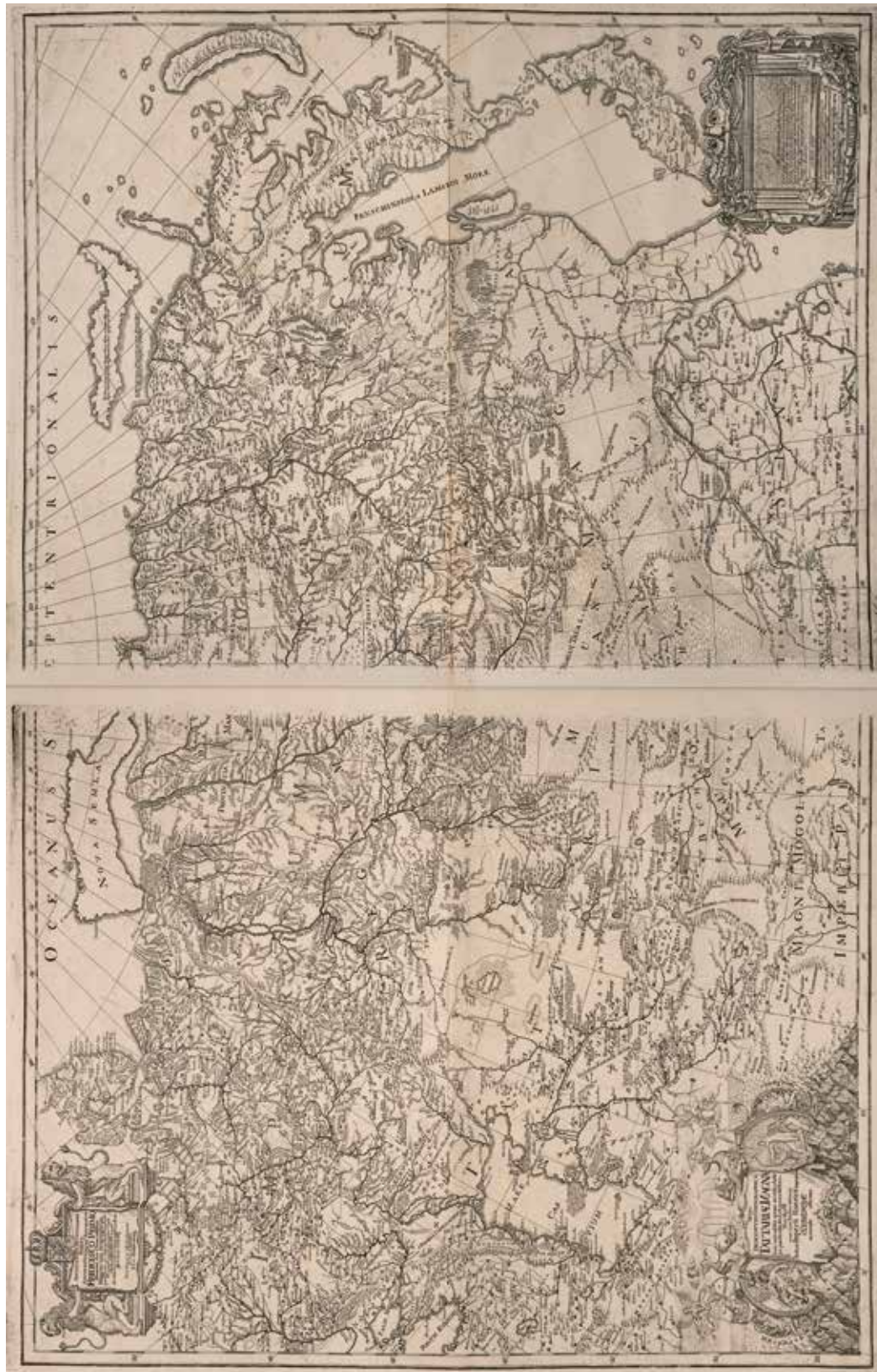
**100 000,- (€10 000)**



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IMPORTANT STEP IN THE MAPPING OF  
RUSSIA, SIBERIA, TARTARIA AND THE NORTHEAST PASSAGE

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## 8. PHILIPP JOHANN VON STRAHLENBERG (STRALSUND, GERMANY 1677 – HALMSTAD, SWEDEN 1757)

“NOVA DESCRIPTIO GEOGRAPHICA TATTARIAE MAGNAE TAM ORIENTALIS QUAM OCCIDENTALIS IN PARTICULARIBUS ET GENERALIBUS TERRITORIIS UNA CUM DELINEATIONE TOTIUS IMPERII RUSSICI IMPRIMIS SIBERIAE ACCURATE OSTENSA.”

Engraved map in two separate sheets as published, c. 65x99cm if joined.  
STOCKHOLM – BERLIN (no date, but 1730)

The original Swedish edition, printed on heavy thick paper with large margins and as a separate issue, is one of the most important maps of Russia, Arctic Russia and Siberia in the 18th century and in the exploration of the Northeast Passage.

This scarce map was mainly compiled in Russia between 1709 and 1722 and is a description of the Russian Empire and claimed territory around 1730, covering from 50 to 185 east longitude to 32 and 75 north latitude. It extends from Moscow to Japan and Kamchatka, including the neighbours northern China, Mongolia, Persia, India, Tibet, Japan, Korea, and Turkestan. The map contributes with information of the later maps of the Bering Strait. One of the aims with the map was to establish Russian leadership and control of the Arctic Russia region.

BACKGROUND OF THE MAP – THE GREAT NORTHERN WAR AND IMPRISONMENT IN SIBERIA:

This map had a lengthy and difficult gestation, involving war, imprisonment, betrayal, and economic challenges over two decades.

Philip Johann von Strahlenberg was an officer and cartographer born to German parents in Stralsund, which then belonged to Sweden. He was ennobled in 1707 and worked as an officer in the Swedish army of Carl XII. In 1709, Strahlenberg was captured by Russian forces and imprisoned in Siberia for several years. However as a noble prisoner he was treated with respect and could spend time on different studies. Among the new skills he learned was to speak and read different Siberian



languages and Mongolian. Another prisoner-of-war was his fellow countryman Johan Anton Matérn. From war experience in Balticum Matérn had learned how to make maps. While still kept in Russian custody they were allowed to travel around in Siberia making terrestrial and astronomical observations. From this work they gathered new and valuable geographical, cartographical and historical knowledge about Siberia and Great Tartary.

The Russians started to support Strahlenberg's pioneer work, but in 1717 he was betrayed by a Russian Prince Gagarin who confiscated Strahlenberg's material. The potential disaster was fortunately avoided as he had copies of most work. In 1721 the Prince was hanged by the authorities.

Next step on this great journey in Russian exploration history is Strahlenberg's goodwill from Peter the Great. This derived from Strahlenberg's friendship with the German naturalist Daniel Gottlieb Messerschmidt who had an excellent relationship with the Emperor. Facilitated by the Emperor Strahlenberg and Messerschmidt collected a huge mass of information supplied from surveys by different Russian cartographers.

The war between Sweden and Russia ended in 1721 but the news of the cessation did not reach Siberia until the next year. Back in Stockholm the process of finding a publisher started but after a long war it was difficult to find someone to finance the project. One advantage came out of the delay. It gave Strahlenberg time to incorporate recent important cartographical knowledge by De L'Isle and his map of Russia (1723).

In 1730, the map was engraved on copper by Philip Jacob Frisch (1702 – 1753) and published. For Philip Johann von Strahlenberg this was a happy end of a long and challenging physical and mental journey. Today we can admire the map and become fascinated by the exciting and unique background of creating a map like this.

In addition to the copies of the map printed on thick paper and published separately (as this example), some were bound in Strahlenberg's book from 1730 "Das Nord- und Ostliche Theil von Europa und Asia". In 1736 the map was re-engraved on a smaller scale.

The map is artistically completed with decorations in two fine allegorical cartouches with wind-heads, spouting whales, the three-headed dog guarding Hell, Polar bear etc.

In an untouched, original condition in two oarts as published. Large untrimmed margins. A faint marginal waterstain only.

**85 000,- (€8 500)**









# A COMPLETE SET OF THE DOCUMENTATION WORK OF THE “LA RECHERCHE EXPEDITIONS” TO THE NORTH INCLUDING THE TOPOGRAPHICAL VOLUME FROM THE ICELAND AND GREENLAND VOYAGES

AN ORIGINAL SIGNED AUTOGRAPH LETTER BY J.P. GAIMARD,

“ALBUM AMICORUM” BELONGED TO J.P. GAIMARD  
(WITH APPROXIMATLY 200 SIGNED ENTRIES)

ORIGINAL DRAWING FROM SPITSBERGEN SIGNED BARTHÉLEMY LAUVERGNE







## 9. JOSEPH PAUL GAIMARD (FRANCE 1793 – 1858)

“VOYAGE DE LA COMMISSION SCIENTIFIQUE DU NORD, EN SCANDINAVIE, EN LAPONIE, AU SPITSBERG ET AUX FERÖE PENDANT LES ANNÉES 1838, 1839 ET 1840, SUR LA CORVETTE LA RECHERCHE...M. PAUL GAIMARD”.

3 volumes, large folio 52x36cm: “Atlas historique et pittoresque” (Volume I + II) with half-titles, two title-pages, and 1 frontispiece and 311 lithographed plates (one plate of Tromsøe not called for in the index, marked in our index as 103a) “Atlas de physique”, “Atlas géologique...de M.E. Robert” “Atlas géologique...de M. Durocher”, and “Atlas de zoologie” (Volume III) with half-title and title-page to each part “Géologique”, complete with 139 full page plates. And the complete set of the accompanied text volumes in 26 parts, “Livraisons” in 8vo, 23x15cm “Relation du voyage, Météorologie, Magnétisme terrestre, Aurores boréales, Géologie, minéralogie et métallurgie (M.E. Robert), Géologie, minéralogie, métallurgie et chimie, Astronomie et hydrographie, Littérature scandinavie, Histoire de la Scandinavie”.

The 26 text volumes in the original printed boards, the 3 plate volumes in contemporary or near contemporary black half-calf marbled bindings, spine with text, gilt (slightly rubbed)

+ “VOYAGE EN ISLANDE ET AU GROENLAND”.

The topographical plates from the set only, in two parts in one volume, two title-pages, extra title, 4pp, complete with 143 topographical plates.

Recent half-calf marbled bindings in the same style as the other set.

(The Iceland – Grönland expedition took place twice, one in 1835 and next in 1836) PARIS c. 1842 – 1856

A FINE AND COMPLETE COPY OF THE MOST EXTENSIVE LITHOGRAPHED WORK ON SCANDINAVIA, SPITSBERGEN, ICELAND, RUSSIA AND THE BALTIC COUNTRIES.

The monumental work presented in the catalogue is the account of the French expedition to the north which took place from 1835 – 40 under the command of the French marine doctor Joseph Paul Gaimard. The expedition was later commonly known as “La Recherche”. “La Recherche” was the headquarter ship for the expedition participants. Though the enterprise was initiated by the French and was supported by King Louis-Philippe, it is regarded as one of the first international cooperation expeditions in history. Several Norwegian participants joined the expedition and boarded “La Recherche” when the ship arrived along the coast of Norway. Schiøtz I lists 28 names of participants from France, Norway, Sweden and Denmark.

AN IMPRESSIVE COLLECTION OF PLATES: They include topographical views, maps, tables, plates of different animals and fishes, shells, geological illustrations and other scientific material. No less important are the many plates illustrating folklore, including the Sami people. There are portraits and interior scenes as well as pictures of the camps and their homes. The comprehensive text volumes describe and explain many of the plates and examine several complicated scientific issues. The topographical prints were mostly based on drawings made on the spot by the French artists Auguste Mayer, Charles Giraud, Barthelemy Lauvergne and F. Biard and depicting from south: Hamburg, Denmark, Faeroes, Norway with 98 views from Christiania to the North Cape including 40 from North Norway and Lapland, Spitsbergen (Svalbard) 27 and The Bear Island, Sweden, Finland, Russia North and Moscow, Poland and the Baltic countries.

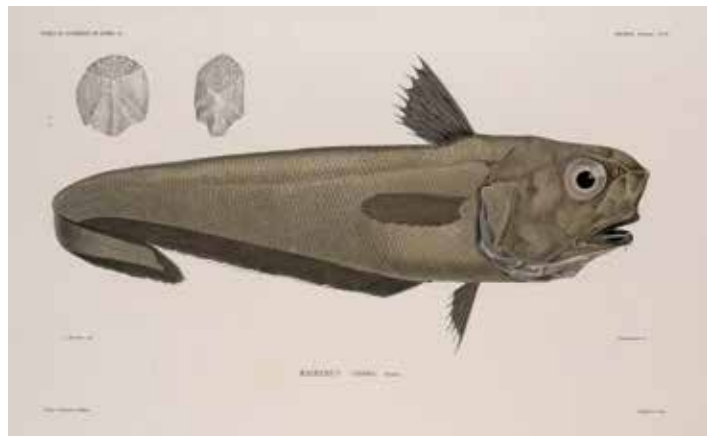
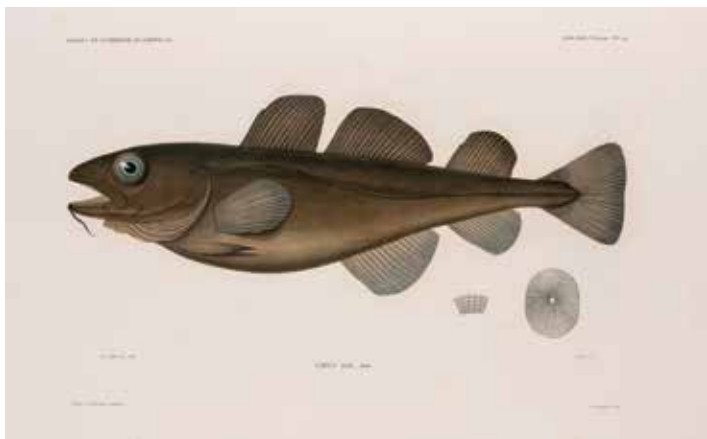


THE COMPLETE SET OF 450 FULL PAGE PLATES + ICELAND 143 PLATES. MANY NATURAL HISTORY PLATES FINELY COLOURED BY HAND. THE ACCOMPANYING TEXT VOLUMES IN ORIGINAL BOARDS. THE SET IS THE MOST COMPREHENSIVE INTERNATIONAL 19TH CENTURY PRINTED WORK DESCRIBING AND ILLUSTRATING NORWAY, THE NORTH AND THE SAMI PEOPLE.

Condition: "As usual" marginal browning and spotting affecting some plates in the atlas volumes. Some plates oxidized due to different paper quality delivered to the lithographer. Some plates trimmed affecting lower margin and text. But in general a good and complete set.

A complete "Gaimard" with all the plate volumes and the accompanying text books is seldom found. It has been estimated that the total print run could be as few as c. 150 copies. Several copies are in institutions or in public libraries and many have been broken.

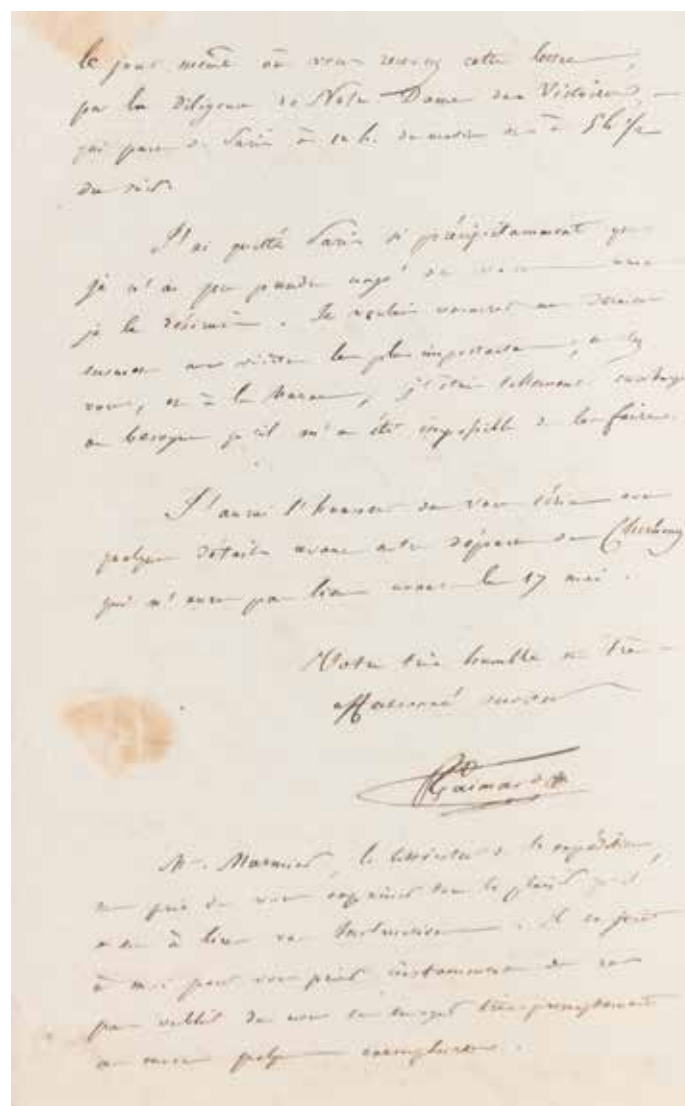
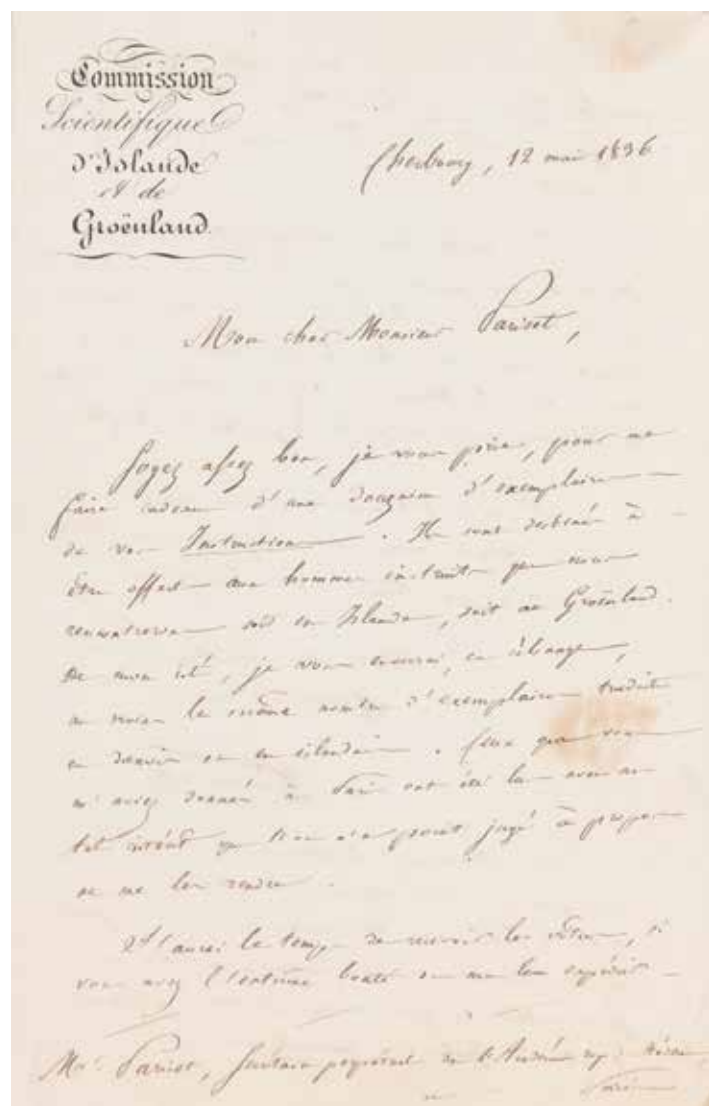
**Literature:** N. M. Knutsen and P. Posti "La Recherche, En ekspedisjon mot nord" Tromsø 2002, E. H. Schiøtz "Utlendingers reiser i Norge" no. 353 and additional information in part II, Nordnorsk Kunstmuseum, Tromsø 2005, "Voyage pittoresque Reiseskildringer fra nord" page 22 – 24, Wikipedia articles





# IMPORTANT SUPPLEMENTAL MATERIAL TO OUR SET:

## ORIGINAL LETTER FROM JOSEPH PAUL GAIMARD



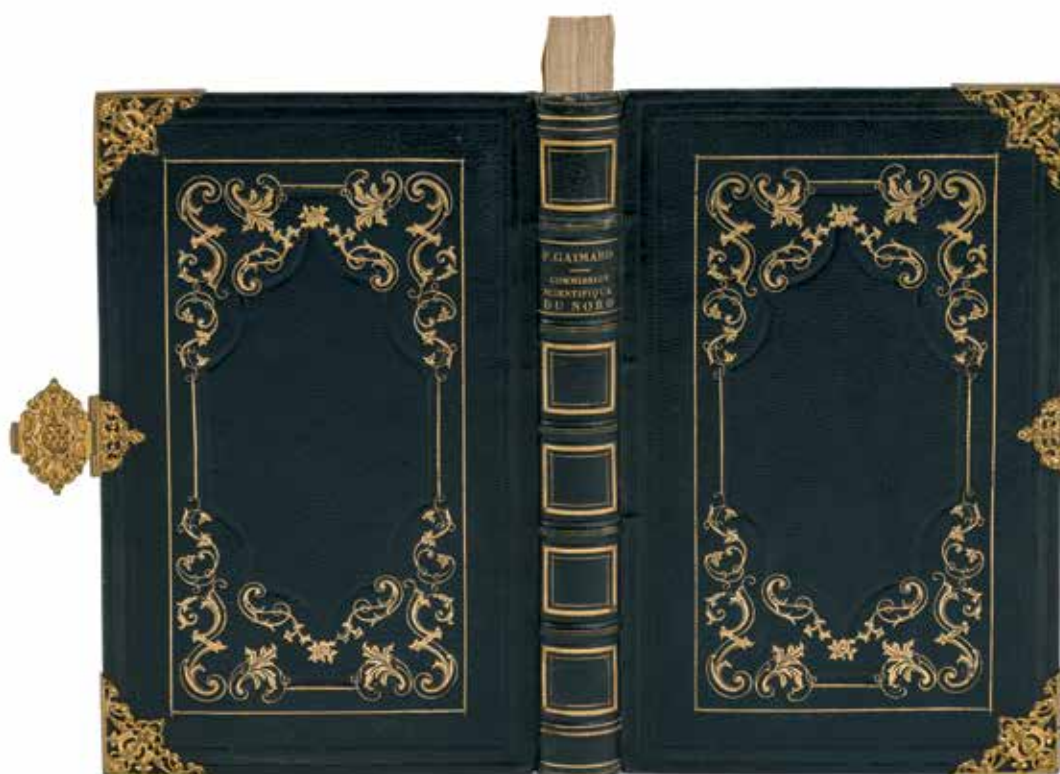
### JOSEPH PAUL GAIMARD

AUTOGRAPH LETTER SIGNED, 2PP, 19,8x12,6CM. FROM PAUL GAIMARD TO: «MONSIEUR PARISSET – CHERBOURG 12 MAI 1836» ON THE OFFICIAL PAPER TO THE EXPEDITION «COMMISSION SCIENTIFIQUE D' ISLANDE ET DE GRÖENLAND».

The letter is dated two days before departure of the second voyage to Iceland. We read about «M. Marmier, le littérateur de l'expédition». Xavier Marmier was a French writer and expedition participant.



JOSEPH PAUL GAIMARD'S  
PERSONAL «ALBUM AMICORUM»  
1842 - 1858





## JOSEPH PAUL GAIMARD

THE PERSONAL BELONGING «ALBUM AMICORUM» TO THE CHIEF COMMANDER OF THE «LA RECHERCHE EXPEDITION», MR. PAUL GAIMARD.

21,8x13,5cm.

Elegant full calf c. 1840 with catches and corner fittings. Covers richly tooled and gilt. Title on spine: «P. Gaimard Commission Scientifique Du Nord». All edges gilt.

Book seller's (or Book binder's) oval gilt ticket on inside front cover: «17 Rue L'Ecole de Medicine Ch. Roulhag Papeterie Relieure & Fourniture De Bureaux Paris» + circular label.

With c. 150 pages inscribed and signed notations and two very fine watercolours done by c. 200 well known and famous explorers, scientists, writers, artists etc. from different countries like France, Norway, Sweden and Denmark. The entries are dated from 22 March 1842 until 20 October 1858.

We want to thank Anders Guldhaug in Damms Antikvariat for his great help in cataloguing this item



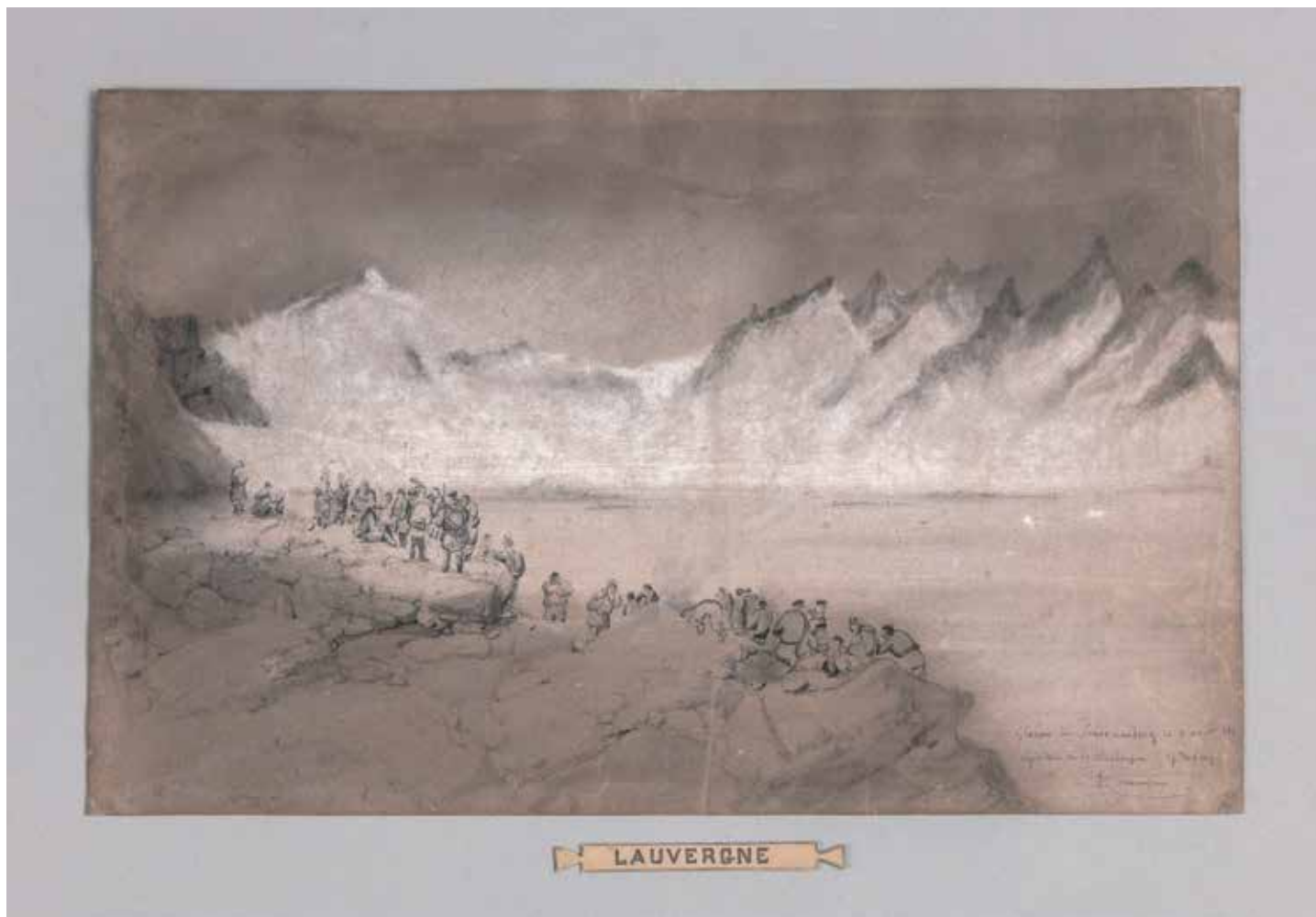
*à bord de la Reine Hotentotes.  
le 15<sup>e</sup> Juin 1856 au hâvre  
Napoléon Bonaparte*



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RELIQUARY FROM THE EXPEDITION AT SPITSBERGEN 1839  
SIGNED ORIGINAL SKETCH FOR A LITHOGRAPH USED IN THE PLATE BOOK

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**(JOSEPH PAUL GAIMARD) – BARTHÉLEMY LAUVERGNE (1805 – 1871)**

«BAIE DE SMEEREMBERG AT SPITSBERGEN»

Charcoal and pencil heightened in white, on paper, 25,6x40,3cm

Signed and inscribed lower right. Made on the spot

Drawn at SMEERENBURG («Smeeremberg») 6. August 1839

Barthélemy Lauvergne, French landscape and maritime painter. He was one of the participant artists on board the expedition personally invited by Joseph Paul Gaimard. Lauvergne is responsible for 101 drawings used as lithograph in the completed work. Our drawing is found on plate 143 in the book (see illustration page 39).

The sketches by Lauvergne are often regarded as potentially more interesting than those of Auguste Mayer. One reason is that Lauvergne seems to have more of the participants in his pictures, often depicted with good details.

«La Recherche» was to Spitsbergen twice, July – August 1838 and 1839, this drawing was executed on the latter. During the 1839 expedition they entered the Beeren Island 20. Juli, and

Magdalenefjord 31. July. Among the places they visited before the ship left for Hammerfest 13. August, was Smeerensburg on Amsterdam Island north-west top.

Smeerensburg is one of Europe's northernmost outposts. The place was founded in 1619 by Dutch and Danish whalers. The name is Dutch meaning «blubber town». During the intensive phase of the Spitsbergen whale fishery, Smeerensburg served as the centre of operations in the north. Due to the diminishing numbers of whales in the fjords and bays, Smeerensburg and the settlement were finally abandoned around 1660.

Original sketches from the «La Recherche» Expedition are rarely seen on the market.



Joseph Paul Gaimard was educated in medicine and worked as naval surgeon. But his interests for natural history in general gave him the position as leader of the scientific expedition «La Recherche», named after the expedition's main ship. The huge project was financed and supported by the French gouvernement as well as King Louis Philippe. Among the people on board were several known artists and several important scientists. But the project soon became an international expedition as it hired local people from the different countries in which it harboured.

The first two voyages went to Iceland and Greenland in 1835 and 1836, of which we in this catalogue can show some spectacular plates with views as well as an original letter by Gaimard from May 1836. In the years 1838 – 40, Scandinavia, the Baltic, Lapland, Faroe Islands, Spitsbergen and Russia were visited. On board the ship or from local places visited by horses, scientific instruments were used and a vast number of documents produced. Drawing and sketches by famous artists were made constantly. After the expedition some of those were picked out to be lithographed and published in the set we are presenting. The archive from «La Recherche» is now in «Archives Nationales, Paris». It is seldom original items from the Expedition are offered on the market.





A SHORT SUMMARY OF THE TRAVEL ROUTES,  
PLEASE ALSO SEE SCHIØTZ «UTLENDINGERS REISER I NORGE» VOLUMES 1 AND 2.



### THE TRAVEL ROUTES 1838 - 39:

13. June: Le Havre – Trondheim – Hammerfest – Bellsund, Spitsbergen – Hammerfest – 23. September return to Brest. When the ship arrived Trondheim June 26, 1838 they picked up a group of participants who had travelled from Christiania to Trondheim (Christiania – Bærum - Hadeland – Toten – Dovre – Trondheim). When the main expedition participants went to Spitsbergen in July – early August 1838, the Norwegian Christian Due and Xavier Marmier made an extensive Finnmark round tour: Hammerfest – Maasø – Gjesvær – Nordkapp – Havøysund, the same route was repeated shortly after but now also with the returned participants from Spitsbergen including Gaimard. In Hammerfest they met Lars Læstadius who during the winter 1838 – 39 followed Gaimard and some other on a tour across Finnmark. The ship though returned to Le Havre fall 1838 and returned to Hammerfest 10. July 1839, Gaimard could here again enter his ship.

In 1839 after arriving to Hammerfest «La Recherche» sailed to Beeren Island – Magdalenebay, Spitsbergen – Hammerfest – Bergen – Christiania – Le Havre. In September, a group of the expedition including Gaimard, Lauvergne, Marmier, and the painter Biard and his wife Léonie d'Aunet traveled from Kaafjord – Kautokeino – Karesuando.

### THE TRAVEL ROUTE 1840:

17. April Cherbourg – Reykjavik – Hammerfest – The White Sea and Archangelsk – 24. August Hammerfest – Brest.

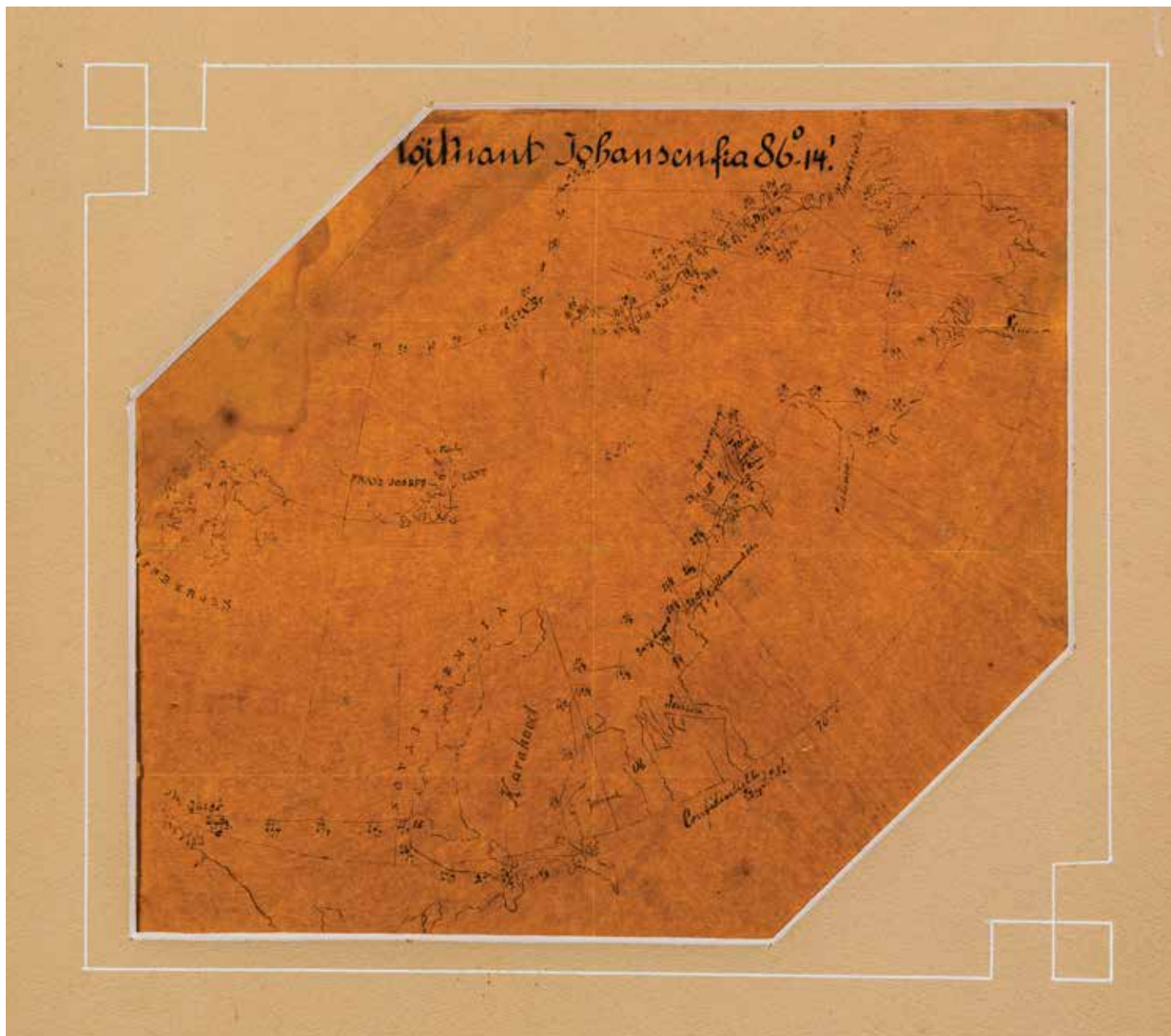
A group went from Archangelsk to Moscow and this is documented with several views in the book.

**385 000,- (€38 500)**



A SENSATIONAL DOCUMENTATION MAP FROM ONE OF THE MOST  
FAMOUS AND IMPORTANT POLAR EXPEDITIONS IN THE WORLD:

“THE FRAM EXPEDITION 1893 – 1896”



**10. FRIDTJOF NANSEN/SIGURD SCOTT-HANSEN**

“LÖITNANT JOHANSEN fra 86° 14'.”

Ink-pen on transparent paper (age-toned and browned), hexagonal shape, height 24,5 cm and wide 26,3cm, visible opening of the mount 22,5x25,3cm.

Lower right signed in monogram and inscribed “Confidensiellet S.S.H ” (Sigurd Scott-Hansen). Very fine traces of folds. At a later period, the map was laid down on cardboard during a framing process. The transparent paper contained oil which has caused a paper browning after exposing to UV-light. The ink though has kept its strong black colour and contributes to a fine and rich contrast. The map is fragile as expected. But for a map which has been through the extreme conditions in the Arctic, it is in good condition



### Drawn onboard the ship Fram, dated 9 FEBRUARY 1895

This manuscript map is a unique document from one of the most famous and important polar expeditions in world history. It is a map of the Polar Sea north of Siberia with the route of the expedition ship Fram. The position of the ship is plotted from the departure from Vardø 21 July 1893 – 6 January 1895. This is the first part of the The “Norwegian Polar Expedition 1893 – 1896” (called “The Fram Expedition”).

According to provenance, supported by recent examination, this map “Løitnant Johansen fra 86°14’ ” has accompanied Fridtjof Nansen and Hjalmar Johansen on their second part of the expedition, a sledge journey towards the North Pole. Nansen and Johansen left the ship on 14 March 1895 and arrived in Vardø the 13 August 1896. The map was drawn on board the Fram, probably on 9 February. At that point Fram had reached a latitude of 84°4’N.

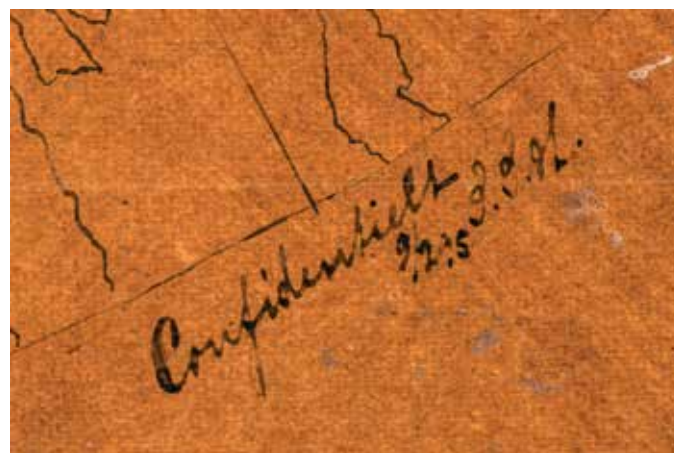
**86°14’ applied to the map is the latitude where Nansen and Johansen turned southwards. It was then the northernmost point any human being ever had been.**

The map was part of a collection of observations from the first part of the expedition copied to be carried by Nansen and Johansen on the sledge journey. As many tragic expeditions at this time had shown there was a risk, the Fram would not reach home. In this case and if the Nansen and Johansen survived, the two on the sledge journey would have at least some results to show. They also carried with them diaries, letters from the other expedition members and journals to make observations themselves.

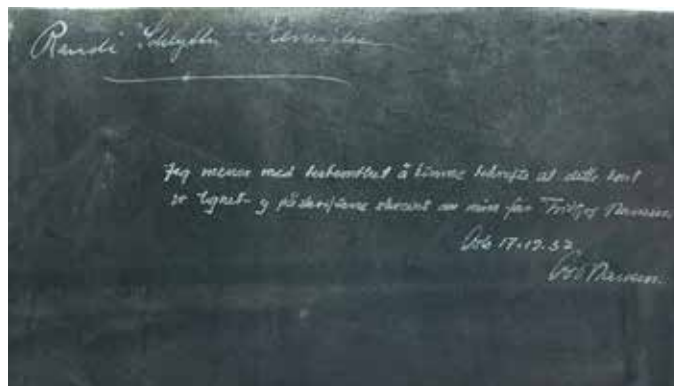
According to the information we have obtained, it is not known precisely which observations were copied. But from the list Nansen gives on the weight of the different groups of equipment on the sledge journey, we can conclude they only carried a scarce number of papers like the one with the map<sup>1</sup>.

The map combines information not only of the drift of the Fram but also to some extent new details of landmasses obtained in the first part of the expedition. So, the small map holds much information. The importance of this information in context of the goal of the expedition will be seen from the text below.

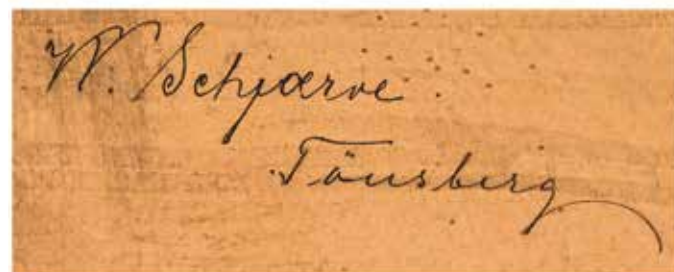
There has been some speculation on who drew the map. Sigurd Scott-Hansen with his initials S.S.H. seems the most probably. Scott-Hansen according to the diaries of Nansen copied the materials, even though there is information of other members also making copies. In his diary the doctor on board the ship Henrik Greve Blessing describes how Scott-Hansen draws a map of the drift of Fram 2 February 1895<sup>2</sup>. The dates suggest this map on thin paper was copied after the one Blessing mentions. According to an inscription on the mount (now only preserved through a negative photograph) from 17 December



*Inscription on the map signed and dated 9 February 1895 by Sigurd Scott-Hansen*



*The statement by Odd Nansen dated 17 December 1895*





1952, Fridtjof Nansen's son Odd Nansen believes with certainty his father both draw the map and made the inscription. ("Jeg mener med bestemthet å kunne bekrefte at dette kartet er tegnet og påskriftene skrevet av min far Fridtjof Nansen. Odd Nansen". Knowing the role and attitude of the leader of the expedition it seems more likely that unlikely, that Nansen himself has inspected the map carefully before departure. It cannot be rejected that two hands are seen on the map, which might explain Odd Nansen's possible recognition of his father's handwriting. Nevertheless, we believe Scott-Hansen to be the main cartographer. We have no reason to doubt the title was applied by Fridtjof Nansen.

The map "Lóitnant Johansen fra 86° 14'." has recently been carefully examined both visually and technically at the National Library in Oslo. This kind of transparent paper is consistent with other maps and documentation material from the Fram expedition, though perhaps not identical. The heading of the map in ink "Lóitnant Johansen fra 86° 14'." is of course added to the map after the expedition but probably not too long afterwards.

#### **Provenance according to accompanying documentation:**

Fridtjof Nansen  
Hjalmar Johansen  
Wilhelm Schjærve,  
received as a gift from Johansen 2 January 1913  
Wilhelm Schjærve's daughter Randi Schjærve,  
married to Sverre Schlytter-Henrichsen  
Randi Schlytter-Henrichsen  
By descent to the present owner

**Exhibited:** *The Fram Museum at Bygdøy, Oslo, 2011 and 2012 as part of their permanent exhibition.*

Acknowledgments go to the National Library in Oslo and the Fram Museum at Bygdøy for their kind help and assistance in providing useful and important information about the map.

**1 250 000,- (€ 125 000)**

1- Nansen, Fridtjof: *Farthest North. Being the record of a voyage of exploration of the ship Fram 1893-96*[...]Westminster: Archibald Constable and Company., 1897. Vol II. p. 6-7.

2- Blessing, H.G. *Legen på "Fram". Henrik Greve Blessings Dagbøker og brev.* Oslo: N.C.P., 2013. p.185, 186. Blessing describes on the same and the next day how he copies photographic plates and Bernhard Nordahl copies the meteorological journal.



# AN ICON OF POLAR EXPLORATION

Kira Moss, mag.art. cultural studies.

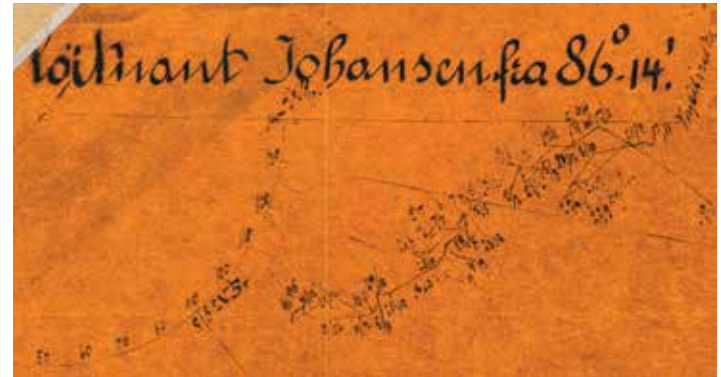
## A SYMBOLIC GIFT

Summer 1893 marked the beginning of the famous "Norwegian Polar Expedition 1893 – 1896" lead by Fridtjof Nansen, already famous for his first crossing of Greenland. The ship *Fram* sailed out from Kristiania (Oslo) and up the Norwegian coast to the northern coast of Siberia and into the polar sea heading towards the entrance to the Northeast Passage. The expedition was to go into the ice and then drift with the ice across the North Pole. Fridtjof Nansen's ambition was scientific, he wanted to prove the idea of a strong current east-west over the Pole, and it was cartographic, he wanted his, Norwegian, expedition to be the first to reach the Pole.

The *Fram* was successfully anchored in the ice but during the second winter it became evident that she would probably not go as far north as to the North Pole itself. Thus, Nansen decided to go on a sledge expedition, taking crew member Hjalmar Johansen with him.

The North Pole however remained unreachable as the ice became still more unconquerable for the two skiers. At a record 86°14'N the two men turned around hoping to reach known land before winter. They did not succeed and had to stay in a small stone shelter for a long black winter, surviving mostly on meat from polar bears and walruses and the company of each other.

In the end they did return to Norway, the ship *Fram* and her expedition members returning only a week after. Fridtjof Nansen instantaneously became one of the greatest heroes Norway has seen. Hjalmar Johansen on the other hand had a troubled life, but he joined Roald Amundsen's expedition to the South Pole. While Nansen conquered the World, and with his fame lay the foundation for among others his humanitarian work, Johansen fell out of favour. He argued with the notorious difficult Amundsen and was cast out of the race to the South Pole, returning to Norway with an accusation of mutiny. Hjalmar Johansen shot himself on the 3 January 1913.



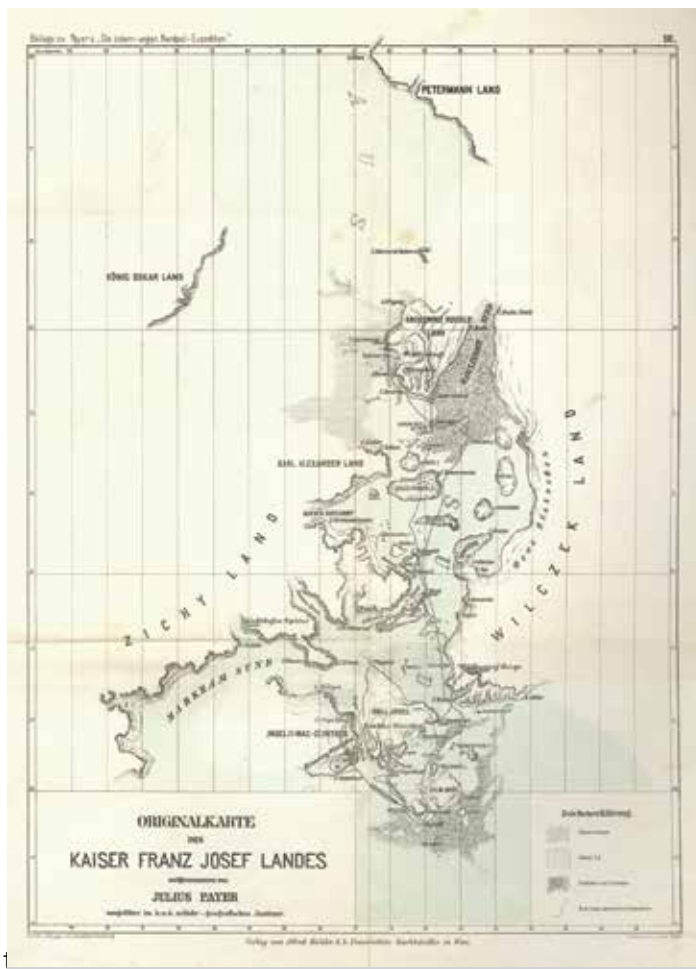
After their return from the sledge journey Fridtjof Nansen presented Hjalmar Johansen with the map entitled "Løitnant Johansen fra 86°14'" ("Lieutenant Johansen from 86°14'"). We do not know exactly when he gave Johansen the map, but it must have been during the first years after their return, as Johansen was promoted captain in 1899 and it is not likely Nansen would have used the old rank, not even retrospective.

This map encompasses the essence of Polar exploration in all its aspect. The ambition of the scientific investigation, the exploration of the ends of the Earth and the dramatic story of arduous expeditions.

## THE SEARCH FOR THE NORTHEAST PASSAGE PAVED THE WAY TO THE NORTH POLE

On her embarkment *Fram* sailed towards a part of the world not unknown to the Western world. The idea of a short trade route from Europe to China through the Northeast Passage was fostered already in the 16th century with English and soon Dutch expeditions, as described above in this catalogue. During the next centuries, many European countries sent out expeditions to conquer the polar areas. Expeditions often ending in spectacular disasters. The result was a tale of horror and despair but also fantastic myths and hopeful promises.

With the Pomor trade, Russian ships had already sailed the waters of the northeast for a long period, and the Russian expeditions were dominant in the 17th and 18th centuries. Exceptions from this include an expedition from Denmark-Norway in 1653 and an expedition from England commanded by the famous Capt. Cook in 1776.



The Payer map of the Franz Josef Land from 1876, the only map that could help Nansen and Johansen on their sledge journey. (Payer, Julius: *Die österreich-ungarische Nordpol-Expedition in den Jahren 1872 – 1874...* Wien, Hölder, 1876.) (Photo: Nasjonalbiblioteket)

can be marked out as important to the planning and fulfilment of Nansen's expedition.

One of the most important forerunners was the "Austro-Hungarian North Pole expedition" 1872-74. Despite the name the expedition's purpose was find the Northeast Passage. It was led by Karl Weyprecht and Julius Payer, and one of the members was Elling Carlsen, the Norwegian captain who found Willem Barentsz' winter-camp the year before.

The expedition was stopped by the ice in its search for the Northeast Passage, but it returned with very important geographical discoveries, among others of Franz Josef Land. The map of this archipelago published by Payer in his account of the expedition was crucial for Nansen and Johansen on their sledge journey. At the same time this expedition had in fact unwillingly experienced what Nansen later aimed for: Their ship, *Tegetthoff*, was stuck in the packed ice and lifted upwards

by the ice pressure. Nansen describes reading Payers account in detail several times before and on board the *Fram*<sup>3</sup>.

Another expedition important to Nansen, was the first expedition to actually traverse the whole of the Northeast Passage to the Bearings Streat. The "Vega Expedition" was led by the Fenno-Swedish Adolf Erik Nordenskiöld in 1878-79. The experience with the ice in these seas and the geographical knowledge collected by Nordenskiöld was naturally of immense importance for Nansen's expedition. Especially on the first part, where they had Nordenskiöld's sketch map of the coast and islands north of Siberia to navigate after.

The third expedition was indirectly the one fostering the idea of the *Fram* expedition, "the one with the most important bearing upon my own"<sup>4</sup> as Nansen put it. It was the ill-fated "Jeanette expedition" 1879-81 lead by De Long of the American navy. Nansen's idea, as is widely known, was to move not against the drifting ice but with it. To let his ship get stuck in the pack ice and then with the polar current drift over the North Pole.

This idea in most part had its origin in a theory by Professor Henrik Mohn<sup>5</sup>. In an article in "Morgenbladet" 30 November 1884 Mohn described how items from the sunken expedition ship *Jeanette* had been found at the coast of Greenland. *Jeanette* had drifted in the ice for two years from Wrangel Land to a point northeast of the New Siberian Islands. Three years after she sunk things undisputedly originating from the ship was found in the drift ice close to Julianehaab (Qaqortoq) on the southwest coast of Greenland. These findings let Mohn to the conclusion that the ice on the Polar Sea was drifting east-west over the Pole<sup>6</sup>.

Nansen's expedition was to drift in the same manner as *Jeanette* had unwillingly done. To this purpose Nansen had the very original idea to construct a ship that could withstand the pressure of the ice, the pressure experienced by Payer and his crew, the famous polar vessel, the *Fram*.

## MYSTERIES OF THE UNKNOWN POLE

One of the big questions Nansen was well acquainted with was the question of the nature of the Pole itself. Since the beginning of western cartography speculations and many different ideas as to what one would find, if on the North Pole can be seen on the maps. As mentioned in entry 2 on the map by Mercator, the idea of the four streams going out from the Garden of Eden can be traced in some of these ideas. From this followed maybe the theory of a great Whirlpool on the Pole and the idea of a warm sea behind the land of ice.

Mercator's primary source to this idea of the North Pole surrounded by four islands was the *Itenerarium* by Jacobus





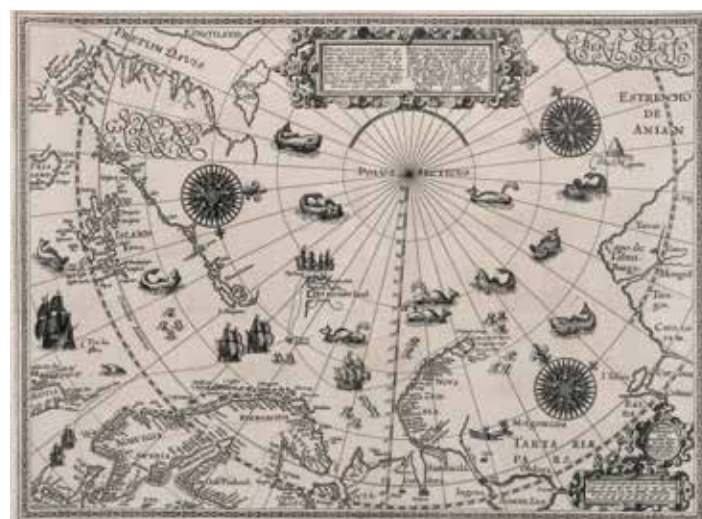
Mercator 1595

Cnoyen<sup>7</sup>. Today no copy of the *Itenerarium* by Cnoyen is known to have survived, and we only have Mercator's own descriptions based on the book, a description he wrote in a letter to the English astronomer John Dee, 20 April 1577 (now in the British Museum). Mercator writes:

*"In the midst of the four countries is a Whirlpool...into which there empty these four Indrawing Seas which divide the North. And the water rushes round and descends into the earth just as if one were pouring it through a filter funnel. It is 4 degrees wide on every side of the Pole, that is to say eight degrees altogether. Except that right under the Pole there lies a bare rock in the midst of the Sea. Its circumference is almost 33 French miles, and it is all of magnetic stone...and it is black and glistening. And nothing grows thereon, for there is not so much as a handful of soil on it."*<sup>8</sup>

There was no doubt as to the polar streams, seafarers had witnessed powerful currents which might support the theory of the great whirlpool at the Pole. In *Farthest North* Nansen mentions Henry Hudson's attempt to reach the North Pole in 1607, where he – one can say with associations to the map by Mercator – believed to find an open basin with a direct connection to the Pacific.<sup>9</sup>

The shift from the Mercator's 1595 map to the William Barentsz map from 1598, entry 6 is indeed noticeably. The Barentsz map also maps the North Pole, but there has been a significant change. The biblical references are gone, no land is outlined around the Pole; the area is empty – almost – only



Willem Barentsz 1598

showing what was known with certainty about the polar shores. Svalbard is depicted for the first time.

This marks a revolution in the mapping of the North with a different, in today's view more scientific approach. Already in 1606 with Mercator's successor Jodocus Hondius, the Mercator map was reissued with many important changes. According to the new way of mapping the North Pole only the shores known to expeditions are shown, there is no land depicted around the Pole.

Most maps published in the 17th and 18th centuries followed this way of depicting the North Pole as a blank spot on the map. A spot to be filled in by the ambitious explorer.

Nansen writes:

*"Over and over again it has been the same – the most natural explanation of phenomena is the very one that men have most shunned; and, if no middle course was to be found, they have rushed to the wildest hypothesis. It is only thus that the belief in an open polar sea could have arisen and held its ground. Though everywhere ice was met with, people maintained that this open sea must lie behind the ice. Thus the belief in an ice-free north-east and north-west passage to the wealth of Cathay and India, first propounded towards the close of the 15th century, cropped up again and again, only to be again and again refuted."*<sup>10</sup>

The persistent theory of the open polar sea had its scientific ground among others in the assumption that landmasses were necessary for the creation of ice. If there was no land on the Pole, there could be no ice. This assumption was nevertheless rejected due to the experience from the exploration far North. Parry in his attempt to reach the Pole in 1827, came to the revolutionary 82°45'N but the drifting ice southwards carried him away from the Pole faster than he could move towards it.

Payer, in his introduction to the account of the Austro-Hungarian expedition writes it is impossible to reach the Pole because of the sea ice, which was in his opinion properly just going to be more and more unconquerable as one moved closer to the Pole<sup>11</sup>. A theory predicting Nansen's experience.

The character of the ice in the areas around the Pole was in general one of the biggest uncertainties for the expeditions sailing North. The ice varied from year to year, so some expeditions came easier into the Polar sea than others. But when Nansen headed towards the Pole, the ice had conquered all previous expeditions and seemed insurmountable. Nansen in his special style, describes it as follows in an article in *Naturen* 1890, referred to in *Farthest North*:

*"The results of these numerous attempts, as I have pointed out, seem somewhat discouraging. They appear to show plainly enough that it is impossible to sail to the Pole by any route whatever; for everywhere the ice has proved an impenetrable barrier, and has stayed the progress of invaders on the threshold to the unknown regions."*<sup>12</sup>

### DRIFTING TOWARDS THE NORTH POLE

*Fram* left Kristiania (Oslo) 24 June 1893, she sailed north up the coast of Norway to Vardø, where she had her last stop in Norway. From here Nansen followed Nordenskiöld's route towards the Northeast Passage into the Barents Sea past Novaya Zemlya to Khabarova, where the ship took on board dogs for pulling the sledges. From here the route went into the Kara Sea, towards the Taimy Peninsula and Cape Chelyuskin, which they rounded as only the second ship after Nordenskiöld's *Vega* in 1878, and then into Laptev Sea. At 78°49'N, 132°53'E the 5 October 1893 the *Fram* was declared stuck in the ice.

The *Fram* drifted very slowly south and north but mostly north during the next one and a half year. Only a little bored in spite of many scientific measurements, the men onboard lived a rather comfortable life; probably the most comfortable anyone had been during an arctic expedition.

The 14 March 1895 Nansen and Hjalmar Johansen left *Fram* at 84°4'N with dog sledges and skies – and kayaks for the retreat. In the beginning they made good progress, skiing pretty fast, but the closer they got to the Pole, the more uneven the ice became, and in the end, Nansen decided, they had to turn south in order to have enough supplies to go back. At 86°14'N (86°13.6'N is probably more precise) they turned around.

The plan was to go to Franz Josef Land, and then take the kayaks to Spitsbergen, from where they could rather easily find a ship to take them home. But at one point they both forgot to wind up their watches. This meant they were no



*Fram in the ice March 1895. fotograf: Fridtjof Nansen.  
(Eier: Nasjonalbiblioteket)*

longer able to determine with certainty where they were. After many speculations Nansen in late August 1895 concluded that their only way to survive, was to overwinter. They had left most of their belongings behind in a final attempt to get to Franz Josef Land before autumn, but now they were forced to build a shelter mainly of stone and polar bear skins.

In the shelter, they turned and turned the only map of Franz Josef Land they had, the map that Payer had published in 1874, they settled on the impression that they were perhaps on Franz Josef Land, but most likely on Giles Land. They stayed in the shelter for a whole long polar winter, and only after 233 days and nights they could, on 19 May 1896 move on towards the south. From here they sailed in the kayaks, sometimes bound together. By chance, the two explores had a serious incident with a walrus and was forced to take the kayaks on land and set up a small camp. From here on the 17 June 1896, Nansen heard dogs barking. In the middle of the ice on Franz Josef Land, Nansen was met by the Englishman Frederick Jackson, who was on an expedition to the islands. Nansen and Johansen were in this way found and came back to Norway, to Vardø 13 August 1896.

When Nansen and Johansen left the *Fram*, Otto Sverdrup, being the captain of the ship, was in command. The ship continued in the ice, drifting north until 85°55'N, at one point crossing the route of Nansen and Johansen with just a few days in between, and then drifted southwards. The expedition crew continued the many measurements for the next year and a half. And in the early summer of 1896 the *Fram* finally escaped the ice and after 1041 days away from land sailed into Spitsbergen, and then to Skjervøy on the Norwegian mainland 20 August 1896



## NANSEN'S DISCOVERIES CLOSE TO THE POLE

In the end of his account Nansen sums up what his expedition had achieved in relation to the myths of the polar regions:

*"On the whole, it may probably be said that, although the expedition has left many problems for the future to solve in connection with the polar area, is has, nevertheless, gone far to lift the veil of mystery which has hitherto shrouded those regions, and we have been put in a position to form a tolerable clear and reasonable idea of a position of our globe that formerly lay in darkness, which only imagination could penetrate."*<sup>13</sup>

Nansen never conquered the ice, but he came the closest to the North Pole man had ever been. And he came so close as to being able to conclude there could be no land or open sea, or whirlpools or a Garden of Eden, just packed ice.

The expedition members measured, through holes in the ice, very deep water. Nansen names the discovered Polar sea "The North Polar Basin"

*"I designate by the name of the North Polar Basin the deep polar sea, discovered by us to the north of the Asian-European continent, which we traversed chiefly by drifting in the ice, from September 1883 to August 1896. This large basin, with depts of 3850 m, and probably more, is separated from the deep basin of the Norwegian Sea (between Norway, Spitsbergen, Greenland and Iceland) by a ridge or submarine plateau uniting Siberia and Europe with Franz Josef Land and Spitsbergen (see above pp. 281, 288), and by a ridge extending north-west from Spitsbergen, which probably reaches Greenland (se later)"*<sup>14</sup>

It was not only in the field of oceanography, the *Fram* Expedition came home with new knowledge.

The voluminous six volumes set of *Scientific Results from The Norwegian North Polar Expedition*<sup>15</sup> gathers numerous results on the basis of what was achieved during the three years. There are results in the fields of astronomy, terrestrial magnetism, biology, oceanography, sea fauna, fossils, birds as well as for example the phenomena of dead-water.

## THE MAP AS CARTOGRAPHIC PROOF

When Nansen and Johansen left the *Fram*, Nansen could of course not be certain, the ship would ever enter a harbour again. As described above Nansen took with him a copy of the most crucial observations on board the ship.

If the *Fram* had never reached the Norwegian coast, the map here presented would have been among the only documents surviving. The small map here documents not only the route of *Fram* until Johansen and Nansen left the ship. It also gives



*Fridtjof Nansen og Hjalmar Johansen fighting the ice 1895. fotograf: ukjent. (Eier: Nasjonalbiblioteket)*

cartographic improvements to the knowledge of the first part of the Northeast Passage, and it shows with good probability the drifting of the ice in an east-west direction as predicted by Mohn, proving Nansen and supporters right.

## 86°14'N – THE MARK OF A POLAR SUPERSTAR

The hand drawn title "Lóitnant Johansen fra 86°14'" is a remarkably interesting feature of the map.

At the turn of the century the Polar explorer was no longer a military officer going back into the lines after his return but a genuine superstar, in the way we use the word today. The Western World in the Victorian area was grabbed by what I do not hesitate to call arctic hysteria resulting in the famous race for the South Pole.

Nansen's ambition of the North Pole was not fulfilled. Nansen and Johansen did in the end not defeat the ice, but they succeeded in being the two persons to have come the closest to the North Pole, carrying with them a most incredible story of survival in conditions which still seem impossible to everyone else.

There is no doubt Fridtjof Nansen was gifted as a biologist, polar explorer, and not least diplomat, but he was also very skilled in the art of branding<sup>16</sup>. Fridtjof Nansen made the most of his expedition. With hard work he combined popular talks in Europe and the US, beautiful, well written accounts of the adventure, scientific lectures and articles with a self-staged appearance. The name "Fridtjof Nansen" became a worldwide synonym with strength and steadfastness, and the man became a Polar superstar.



Detail of the version of the route map as published in Nansen's popular account of expedition. (Nansen, Fridtjof: *Farthest North*. Westminster: Archibald Constable and Company, 1897.)

Using the official scientific goal of the *Fram Expedition*, the exploration of the polar sea, Nansen was able to almost draw the attention away from the unsuccessful attempt to reach the Pole itself.

The record longitude 86°14'N, with the meaning Farthest North, became a statement in its own. Hjalmar Johansen published an account of his sledge journey with Nansen. The title of the Norwegian first edition precisely uses this iconic latitude, *Selv-Anden på 86°14'*.

With the 86°14'-title, the map is no longer just a scientific paper proving the theory of the drift of the polar ice, it becomes a direct statement in the history of one of the most famous expeditions. And thirdly by its mere existence, its colours and fragile appearance it also documents the most incredible story of the sledge journey and survival of two men alone in the ice. The map is an icon of all the aspects of polar exploration around the turn of the 19th century.

In turn Nansen used this status not only in making a huge difference in the public and political landscape of a Norway on the brink of separation from the union with Sweden. But also, in his long struggle as a humanitarian, earning him The Nobel Peace Prize in 1922.

Hjalmar Johansen ended his life in 1913. In the same year, Fridtjof Nansen was invited to sail the Northeast Passage. Much

has been said on the relation between Nansen and Johansen after their expedition. It is not difficult to understand how the relation between the two men must have been complex. Having shared a dirty sleeping back for month after month and afterwards met with so different conditions of life.

Nevertheless, this gift from Nansen to Johansen must be a token of recognition from the famous polar hero to the not so famous but not less strong and steadfast polar explorer without whom Fridtjof Nansen would not have returned from the ice. With the title on this map Nansen states how Johansen will always have a central place in the story Polar exploration.





## FRIDTJOF NANSEN (1861 – 1930)

Fridtjof Nansen was born in Christiania and started his studies in zoology in 1881 and shortly after obtained the position as curator in the zoological department of the Bergen Museum. His doctoral thesis was published in 1887. His first polar expedition was the crossing of Greenland in 1888 which gave him invaluable knowledge and experience in the preparations for the Fram expedition 1893 – 96. Later in life Nansen was involved in many different matters. He was a scientist, a politician, diplomat and statesman. For his humanitarian effort he was awarded the Nobel Peace Prize in 1922.



Hjalmar Johansen (Illustration from Fridtjof Nansen "Farthest North", vol. 2, page 3)

## HJALMAR JOHANSEN (1867 – 1913)

Hjalmar Johansen was born in Skien. He joined the *Fram Expedition* in 1893 as stoker. After *Fram* was stuck in the ice, he became Sigurd Scott-Hansen's assistant in his meteorological studies. As an expert musher and an excellent skier Johansen was chosen to follow Fridtjof Nansen on their attempt to reach the North Pole on the sledge journey. In 1910 on Nansen's bidding Johansen was recruited to Roald Amundsen's expedition to the South Pole, but he was sent home in disgrace due to an argument with Amundsen. Johansen was a skilful gymnast and world champion in 1889. It was through this sport

he became a friend of Wilhelm Schjærve to whom he gave the map "Løitnant Johansen fra 86°.14'. Schjærve received the map from Johansen the day before the polar hero committed suicide in Sommerparken by shooting himself 3 January 1913.

## SIGURD SCOTT-HANSEN (1868 – 1937)

Sigurd Scott-Hansen was born in Leith, Scotland where his father was the vicar at the Norwegian sailor's church. He grew up in Christiania and was a lieutenant when he was accepted as a member of the crew in the forthcoming *Fram Expedition*. On board *Fram* Scott-Hansen was responsible for meteorological, astronomical and observations of earth magnetism. In the absence of Nansen, Scott-Hansen became second-in-command after Otto Sverdrup.

3. For example: Nansen, Fridtjof: *Farthest North. Being the record of a voyage of exploration of the ship Fram 1893-96*[...] Westminster: Archibald Constable and Company., 1897. Vol II. p.63.

4. Nansen, Fridtjof: *Farthest North. Being the record of a voyage of exploration of the ship Fram 1893-96*[...] Westminster: Archibald Constable and Company., 1897. Vol I. p. 12.

5. Henrik Mohn, Norwegian meteorologist, one of the founders of meteorological research in Norway. Director of The Meteorological Institute in Oslo 1866 to 1913.

6. An idea that was perhaps first, or at least remarkably close to the time of Nansen's idea, conceived by Mr. Lytzen, the Danish governor in Qaqortoq (Julianehaab). This Nansen mentions himself in *Farthest North*. Vol I. p. 18.

7. The Cnoyen Itenerarium was among other sources based on the Inventio Fortunata, a long-lost mythical book from the 14th century.

8. Ginsberg, William B.: *Printed Maps of the Scandinavia and the Arctic 1482-1601*. New York, N.Y.: Septentrionalium Press, 2006. p. 142.

9. Nansen, Fridtjof: *Farthest North. Being the record of a voyage of exploration of the ship Fram 1893-96*[...] Westminster: Archibald Constable and Company., 1897. Vol I. p. 11

10. Nansen, Fridtjof: *Farthest North. Being the record of a voyage of exploration of the ship Fram 1893-96*[...]Westminster: Archibald Constable and Company., 1897. Vol I. Page 6-7.

11. Payer, Julius v.: *Die österreich-ungarische Nordpol-Expedition in den Jahren 1872 - 1874, nebst einer Skizze der zweiten deutschen Nordpol-Expedition 1869 - 1870 und der Polar-Expedition von 1871*. Wien, Hölder, 1876.

12. Nansen, Fridtjof: *Farthest North. Being the record of a voyage of exploration of the ship Fram 1893-96*[...]Westminster: Archibald Constable and Company., 1897. Vol I. p. 15

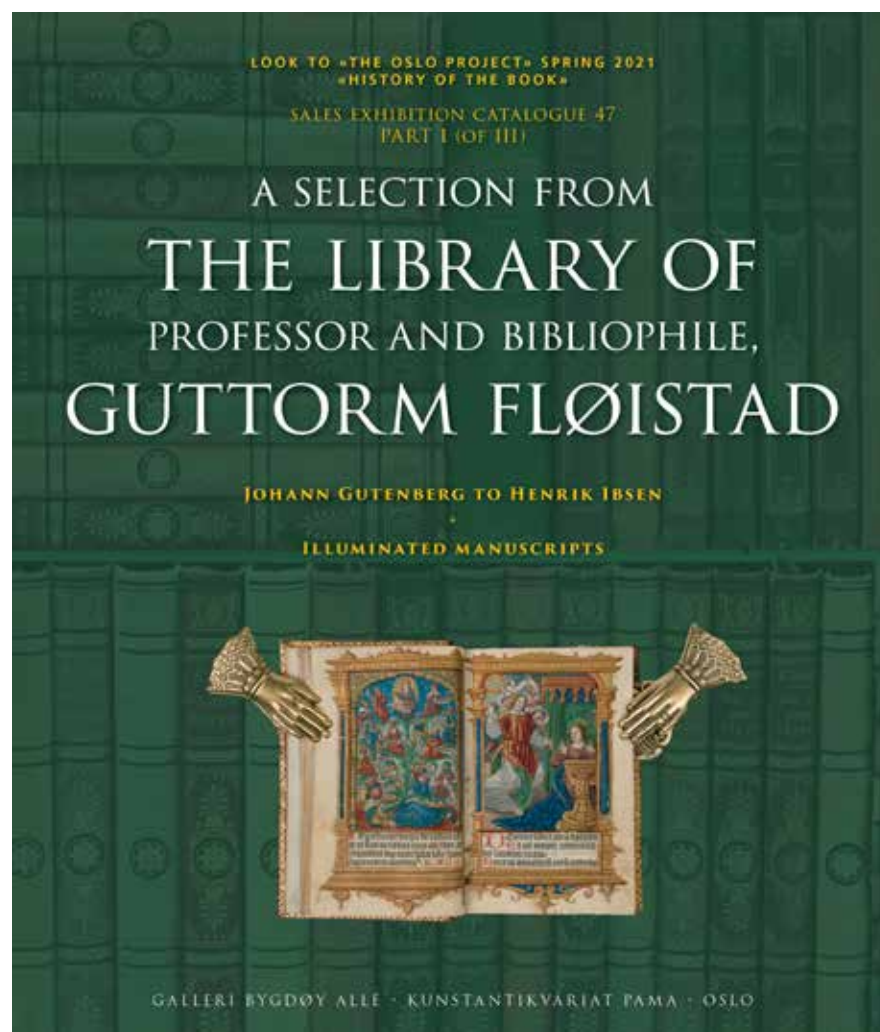
13. Nansen, Fridtjof: *Farthest North. Being the record of a voyage of exploration of the ship Fram 1893-96*[...]Westminster: Archibald Constable and Company., 1897. Vol II. Page 635.

14. Nansen, Fridtjof: "The Oceanography of the North Polar Basin", IN: Nansen, Fridtjof (ed): *The Norwegian North Polar Expedition 1893-1896. Scientific Results. I-VI*. Christiania, Jacob Dybwad (and others), 1900-1906, Vol. III, page 303.

15. Nansen, Fridtjof (ed): *The Norwegian North Polar Expedition 1893-1896. Scientific Results. I-VI*. Christiania, Jacob Dybwad (and others), 1900-1906.

16. A fine source to this aspect of the person Fridtjof Nansen is the archive held by The University Library in Tromsø Private Archive 11 with correspondence between Nansen and the secretary of the Royal Geographical Society, John Scott Keltie before and after the *Fram* expedition. Archive in open source: <https://doi.org/10.18710/C8FXID>

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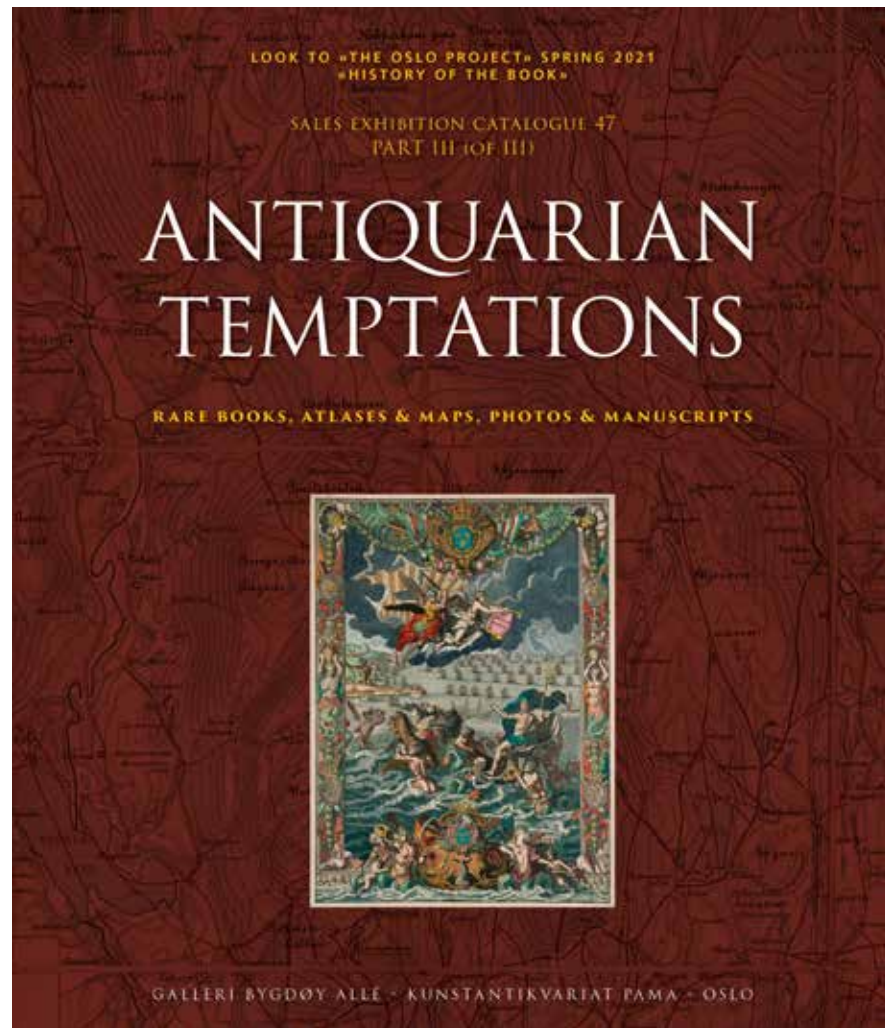
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«An exact picture of the wild Samvites, on dry land, at a place called Waygat. At first they appeared to us as savages, but when spoke to them they turned out to be friendly, worthy folk»

From Gerrit de Veer's diary August 1596