

23 | *jacobus filius legitimus ardebald waddle nate in*  
*Schotia aetat 33 Ann et Sara pese nate in Anglia*  
*atati 37. Anno natus 24 Aug. hora duodecima nocturna,*  
*Subcep. Robertus saults et anna penderglass incolae*  
*hujus.*  
 Archibald Waddle P.J. Stuer Vicepast  
 Robert Saults signat Matrino

Fig. 1. Record of James Weddell's birth (Ostend Parish Registers 1787b).

Since the birth or baptism of this child was not recorded in the parish registers of Ostend, it may be that the family for some time lived somewhere else. This was clearly Weddell's elder brother who had the same first name (Ostend Parish Registers 1787a).

A third document was found in the baptism register for 1787. In the entry for the date of baptism 23 September, it is mentioned that James Weddell was born a month earlier.

Jacobus, legal son of Ardebald Waddle, born in Scotland, aged 33 years, and of Sara Pese, born in England, aged 37 years, was born on 24 August at 12 o'clock midnight. Witnesses Robert Saults and Anna Penderglass, living here.

The document was signed by Archibald Waddle, Robert Saults and the priest G.J. Stuer. The godmother, 'Matrina' in Latin, signed with a cross (Ostend Parish Registers 1787b) (Fig. 1).

No further documents were found in the baptism and death registers. It is assumed that Archibald Weddell died not long after the birth of James. If this be true, then he did not die in Ostend, for his name is not found in the death registers of Ostend, which were checked until 1804.

It is very probable that the family left Belgium not long after the birth of James. Already at the very young

age of nine, James Weddell joined his brother Charles in the Royal Navy as boy, first class, on the ship *Swan* (Jones 1992: 375).

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## Una Peaks: a long overdue Antarctic geographical naming

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**ABSTRACT.** A new name for a geographical feature in the Antarctic Peninsula known for many years by its colloquial name of Una's Tits, was formally approved by the Antarctic place names committee of the United Kingdom. It is now known as Una Peaks, named for a former secretary in the governor's office, Stanley, Falkland Islands.

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### Introduction

On 20 May 2008 the Antarctic place names committee of the United Kingdom (UKAPC) approved the name Una Peaks for '[t]win ice and snow-capped peaks on Renard Island, south of Cape Renard, at the entrance to Lemaire Channel. Named after Una Spivey, a member of staff in the Governor's Office in Stanley, Falkland Islands in



Fig. 1. Photograph of Una Peaks by the author, December 1987.

the 1950's. Known colloquially as Una's Tits since circa 1955, also as Cape Renard Towers' (Fig. 1; SCAR 2008). Renard Island was also approved as a new name at the time.

### Geographical setting

The location of Una Peaks is perhaps best known by those who approach Lemaire Channel on tour vessels for its striking topography prior to entering the channel from the north. The colloquial term for the feature apparently started with the field members of the Falkland Islands Dependencies Survey (FIDS, now British Antarctic Survey), an all-male field organisation conducting mapping and other work in the British-claimed Antarctic Peninsula beginning in the 1940s. However, Una, herself, had heard from a Royal Navy officer that the name 'Una's Tits' was first used in 1956 as a temporary name on a draft chart drawn by a naval survey party. That was probably Lt. C.J.C. Wynne-Edwards' hydrographic party, an independent naval survey unit transported by HMS *Protector*, which, working with a small boat from Port Lockroy between November 1956 and February 1957, had charted Bismarck Strait (Headland in press).

The connection between the field workers for FIDS and home was Stanley, where the then Una Sedgwick represented a pleasant and feminine presence for those heading south, as well as those returning after a 2 year assignment (Fig. 2). Una's charms presumably led to the colloquial term, which will probably never cease to exist, even though the new name is now official, with stated coordinates of 65°01'28''S, 63°46'36''W.

As a result of close connections between the Stanley office and the field workers, it was perhaps inevitable that Una married one of the expedition members, Major Robert Spivey (formerly 21st Independent Parachute Company), who spent two years at the British base on Stonington Island, Marguerite Bay, in 1948–1950.

### Una in Stanley and in marriage

Una served as secretary to the Governor of the Falkland Islands in Stanley between 1949–1951. On appointment



Fig. 2. Una Sedgwick, 1949.

she was approximately 18 and had returned from three years at boarding school in England. Her father was Lawrence Sedgwick, a Falkland Islander who co-owned the general store in Stanley called 'McAtasney and Sedgwick'. She met Robert Spivey when he returned from Antarctica in about March 1950, when he brought back a team of huskies destined for the Festival of Britain. He proposed to Una at that time, but was refused. However, they became friends and kept in touch for 10 years from various parts of the world until they eventually married in February 1960. Prior to that, 'Spiv', as he was known, was dropmaster at Thule, Greenland, in 1954, magistrate on South Georgia, 1954–1957, and then, joined the Colonial Service. Una and he lived in the Solomon Islands and the New Hebrides (now Vanuatu) before finally settling in Australia, where Robert died in 1994. As a result of his work with FIDS, a geographic feature, Mount Spivey on Alexander Island, was named after him.

It is fitting after so many years that someone who became known in a friendly way to those who toiled in the field for FIDS should receive proper recognition, and this has now been achieved as Una Peaks.

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Chiara Ramorino, Consorzio of the Programma Nazionale di Ricerche in Antartide in Rome, was very helpful in

providing website information. Dr. Bernard Stonehouse, formerly with FIDS, spent two years with Bob Spivey at Stonington Island, and, by contact with Una Spivey in 2008 provided details about her and her history with the Governor's office in Stanley, and with FIDS and in later years. Final details and verification of the narrative contents of this note were secured by the author in direct communication with Una Spivey.

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## Whither the Arctic 2009? Further developments

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**ABSTRACT.** This note updates the author's paper with the title 'Whither the Arctic? Conflict or cooperation in the circumpolar north', published in the last issue of this journal (Young 2009). Particular attention is paid to the policy issues arising from the ongoing and rapid changes unfolding in the Arctic.

As we move into 2009, the rising tide of change in the Arctic is continuing unabated. The retreat of sea ice during the summer of 2008 was second only to that in the record year of 2007. The Europeans have become increasingly vocal about 'Europe's interests in the Arctic's energy resources, fisheries, new shipping routes, security concerns, and environmental perils' (Traynor 2008). Russia has been rebuilding its military forces in the north and exercising these forces in a manner that some observers see as provocative (*The Economist* 2008). Taken together, these and a number of related developments are sufficiently dramatic to justify the proposition that the Arctic is experiencing what systems analysts call a state change.

What started as a field day for pundits imagining scenarios featuring a rush to extract the Arctic's resources leading to serious clashes among major players has moved into a growing concern among policymakers. The five Arctic coastal states, meeting in Greenland during May 2008, issued the Ilulissat Declaration in which they asserted their dominance in the region '[b]y virtue of their sovereignty, sovereign rights and jurisdiction in large areas of the Arctic Ocean' and suggested rather pointedly to others that they leave Arctic affairs to the coastal states (Ilulissat Declaration 2008). In September, the Nordic Council of Ministers organised a conference, also in Greenland, entitled 'Common concern for the

Arctic' and providing a forum for various non-Arctic states and non-state actors to articulate their concerns regarding developments in the Arctic. The European Parliament followed with a resolution on 9 October expressing concern about the impacts of climate change on the lives of indigenous peoples and the condition of Arctic ecosystems and looking forward to negotiations designed 'to lead to the adoption of an international treaty for the protection of the Arctic' (Phillips 2008). On 20 November, the European Commission contributed to the debate with a paper spelling out Europe's interests in the Arctic and providing the basis for an Arctic policy statement expected to come in the near future. Although they have chosen a more low-key approach, the Chinese also have made known their growing interest in the Arctic. China has stepped up its research efforts in the Arctic and requested 'permanent observer' status in the Arctic Council.

What should be made of all these developments? And how should we approach them in the interests of managing human-environment interactions in the Arctic in a responsible and sustainable manner? It is believed that these concerns may be captured in a policy relevant fashion in five vital questions:

What are the real policy issues relating to the Arctic today?

Who are the legitimate stakeholders in efforts to address these issues?

How should Arctic issues be framed for purposes of policymaking?

Is a specific international agreement needed for the Arctic Ocean?

Is a comprehensive and legally binding treaty (or charter) needed for the Arctic as a whole?

Much of what the pundits have portrayed as a 'land rush', an 'Arctic meltdown', a 'very cold war for energy resources', or 'a perfect storm' seems highly exaggerated and frankly unhelpful to a thoughtful consideration of the issues now arising in the Arctic. Projections of recoverable reserves of oil and gas in the Arctic are largely speculative. Experts on shipping have made it clear that there are a number of obstacles to greatly increased commercial shipping in the region and that the proper consideration is cost rather than miles traveled from port to port. Predictions about drastic ecological changes, including popular concern for the plight of charismatic animals like