

Infernal Traffic: Excavation of a Liberated African Graveyard in Rupert's Valley, St Helena

Appendix D6 Supplementary images

Figure D6.1 St Helena. Approach to the west side of the island on the RMS St Helena. The 'RMS' is one of only two ocean-going vessels in the world still to carry the title of Royal Mail Ship. She currently provides the sole means of access to the island



Figure D6.2 Jamestown. The island's capital occupies the James Valley in the centre of the photograph. The largely modern settlement of Half Tree Hollow, on the plateau above Jamestown, can be seen on the right. Rupert's Valley is just beyond the left-hand edge of the photograph



Figure D6.3 James Bay. View from Ladder Hill



Figure D6.4 James Bay. Historic photograph by Lilley, dating to c 1860



Figure D6.5 Jamestown Wharf. This wharf was founded by the East India Company and retains buildings and other structures that date as far back as the late 17th century. It continues to serve as the principal entry-point to the island, with the consequence that this hugely important heritage feature must contend with the joint pressures of continued use and commercial redevelopment. Photograph courtesy of Ruth Mauritzen



Figure D6.6 Jamestown



Figure D6.7 Jamestown and the James Valley. View from the Briars



Figure D6.8 The Waterwitch Monument. Situated in the Castle Gardens, Jamestown, this monument was erected by the crew of HMS Waterwitch in memory of their ship-mates who died on the West Africa station between 1839 and 1843



Figure D6.9 Jamestown Court. This building housed the Vice-Admiralty Court of St Helena and is still a working court-house



Figure D6.10 Boer War desalination chimney, Rupert's Bay. This structure was built c 1900 to provide fresh water for the prisoner of war camp situated inland from Rupert's Valley at Deadwood Plain

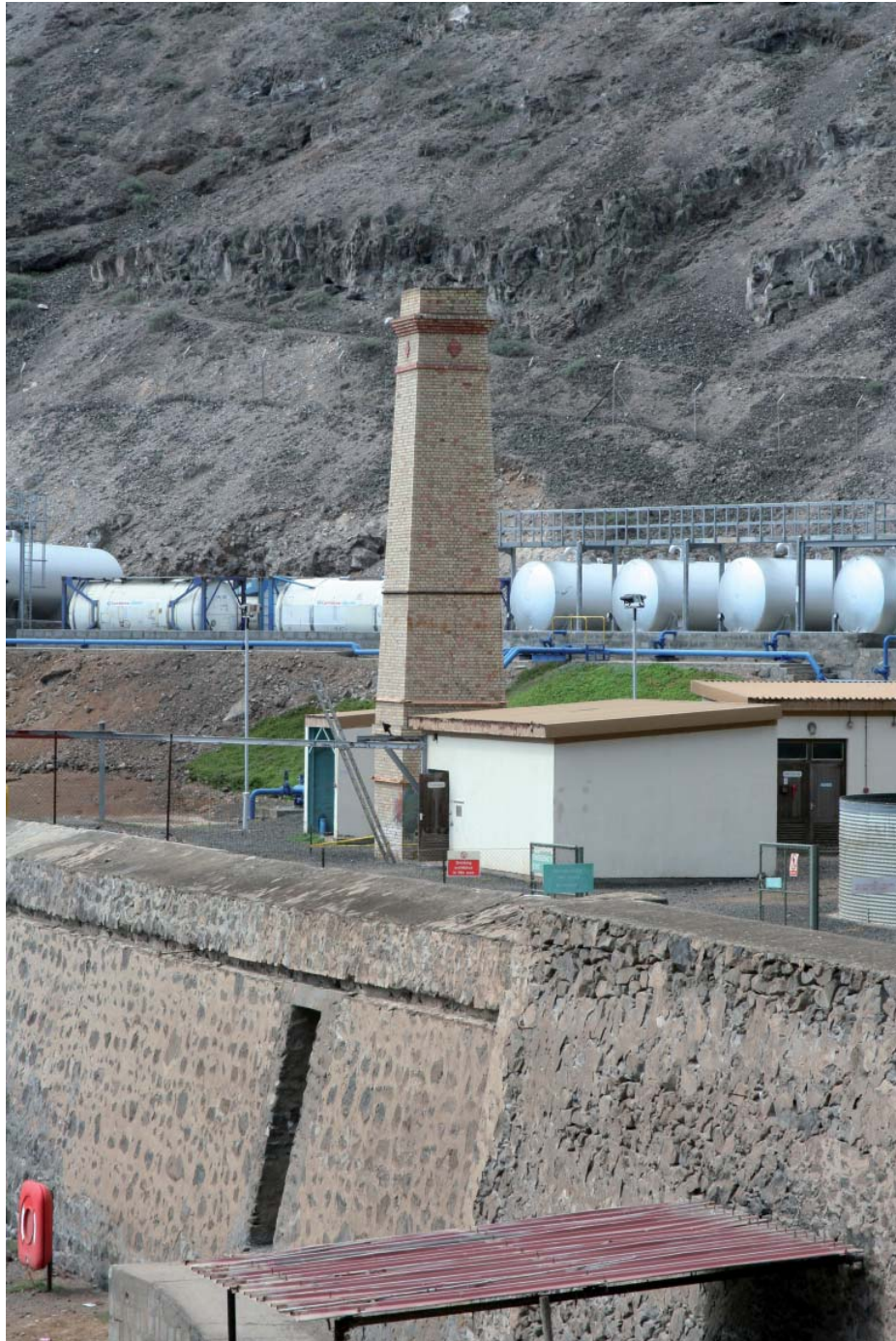


Figure D6.11 Lower Rupert's Valley. View from the military path towards the bay



Figure D6.12 Rupert's Valley. 19th-century cottages, part of the planned settlement of 'Hay Town'



Figure D6.13 Rupert's Valley: the lower Liberated African graveyard. The graveyard occupies the sloping ground in the foreground of the photograph. The 2007 evaluation trench (Trench 04) was dug 10m to the right of the nearest cottage



Figure D6.14 Rupert's Valley: the modern church. The Mid Valley Fuel Farm can be seen in the background of the photograph. The excavation area lay immediately beyond the last visible structure on the left. The grave-stones in the foreground had been removed from Jamestown and were stacked around the church. They dated to the 18th and 19th centuries. As part of the 2008 field work they were unstacked and their inscriptions recorded



Figure D6.15 The upper valley. View across the area occupied by the upper graveyard. Deadwood Plain occupies the land behind the far ridge



Figure D6.16 The excavation site after completion of the archaeological works and reinstatement



Figure D6.17 Banks Valley Bay. Situated to the north of Rupert's Valley, this bay was suggested as a possible quarantine station for the Liberated Africans but this idea was rejected. The historic defensive Lines and accompanying batteries still survive, but are rapidly being eroded by the sea



Figure D6.18 High Knoll Fort. This fortification, which dominates the island, was used to house a small number of Liberated Africans during the earlier 1840s. It was also the location of a Sunday School that was set up for their education



Figure D6.19 Lemon Bay. The defensive Lines, viewed from Half Moon Battery. The Liberated Africans were housed in the barrack block that is visible behind the Lines, in tents, and in the hulks of former slave ships anchored in the bay



Figure D6.20 Chamberlain's Cottage. A former plantation house, this building became Dr George McHenry's residence during his tenure as surgeon in charge of the liberated Africans in Lemon Valley between 1840 and 1843



Figure D6.21 The Naval and Liberated African graveyard in Lemon Valley. Lemon Valley is known to have been used as a quarantine station from the earliest years of the English occupation. The burial ground used for the Liberated Africans had formerly been used as a naval cemetery in Napoleonic times, and may contain older graves. Located in the valley floor beneath Chamberlain's Cottage, it is now heavily overgrown by invasive Wild Mango



Figure D6.22 Lemon Valley. View from Friar's Battery



Figure D6.23 Old Woman's Valley. Located on the south-west side of the island, this isolated valley was used for the quarantine of Royal Naval crews who had arrived with recaptives suffering from smallpox and other transmissible diseases



Figure D6.24 The African Graveyard, Half Tree Hollow. Documentary and cartographic sources combine to suggest that this area is the site of the burial ground opened for recaptive Africans in 1863. As yet, no archaeological excavations have been undertaken to test this theory



Figure D6.25 Main Street, Jamestown. As a 17th to 19th century East India Company settlement this town functioned as a trading post and supply station – one which was an essential stopping point for British ships sailing back to England from India and the east. The Georgian architecture of Main Street survives largely intact, and the character of the town differs little from its historic form



Figure D6.26 Plantation House. The historic and modern residence of St Helena's Governor



Figure D6.27 Rock Rose. A former 18th and 19th-century Planter's house which, like many such grand historic residences on the island, is now in a state of ruin



Figure D6.28 Historic and modern cottages, Deadwood. The island's interior ('the country') preserves a distinct vernacular architecture, which nowadays often intermingles with more modern properties. Photograph courtesy of Ruth Mauritzen



Figure D6.29 Longwood House. The final residence (much restored) of Napoleon during his exile on St Helena between 1815 and 1821



Figure D6.30 Sandy Bay Lines



Figure D6.31 Prosperous Bay Martello Tower and battery



Figure D6.32 Sampson's Battery, above Rupert's Valley



Figure D6.33 Early 19th-century cannonade, in situ at Thompson's Battery on the south-west side of the island



Figure D6.34 20th-century naval guns on the cliff-edge at Half Tree Hollow



Figure D6.35 Prosperous Bay Signal Station. Originally established as a watch-post in the early 18th century, this site was part of a system that warned of approaching ships by a relay of guns linking the coast to the garrison at Jamestown. This system was later replaced by semaphore, and finally by the electric telegraph. The present ruin was built at the end of the 19th century; perched on the cliff edge high above the sea, this site was surely one of the most remote military posts in the British Empire

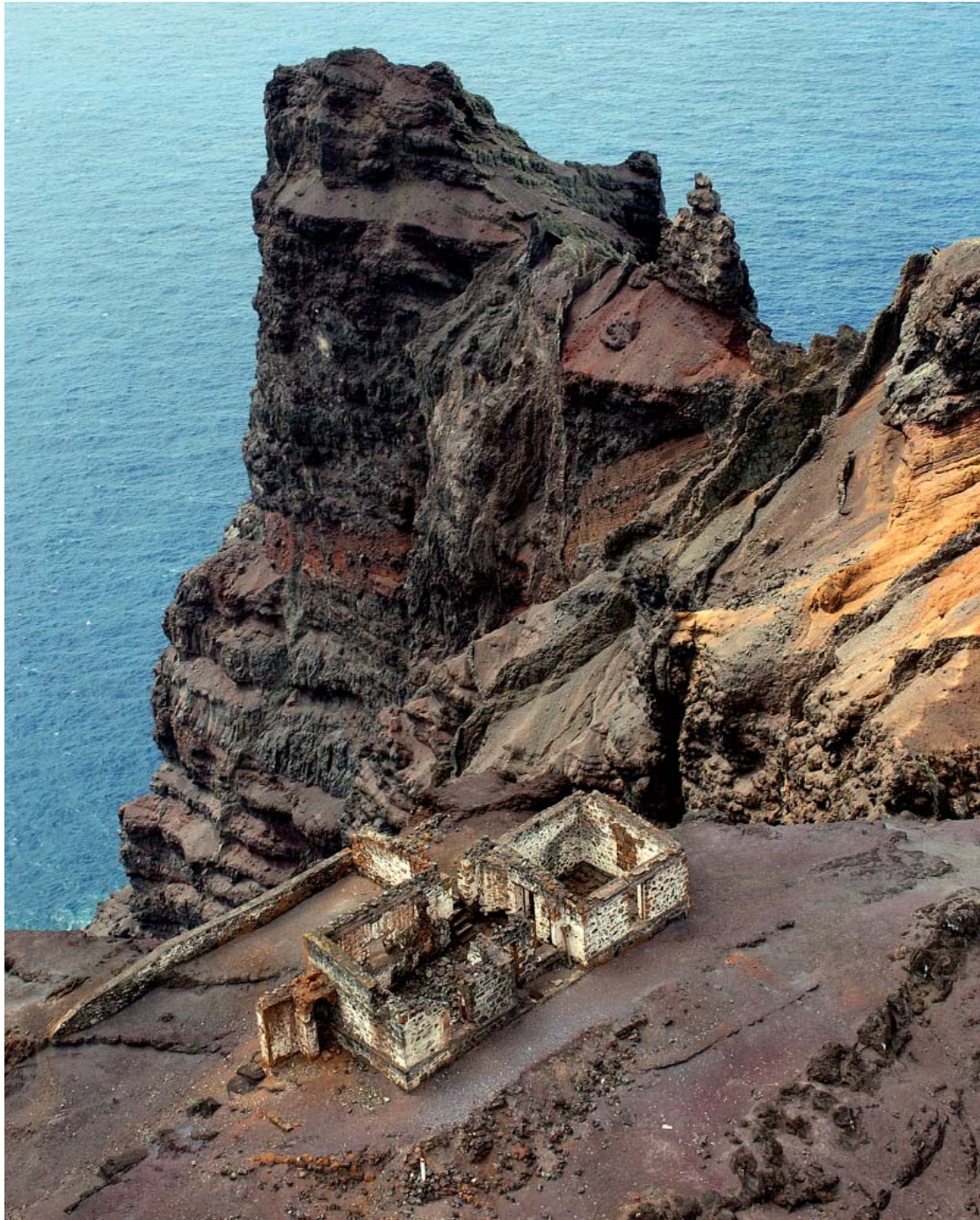


Figure D6.36 The coast at Lots Wife. Conditions on the windward side of the island are invariably rough, and the landscape unforgiving. This situation emphasizes the importance of sheltered landing places on the lee side of the island, notably the bays at Banks-, Ruperts-, James- and Lemon Valley



Figure D6.37 Prosperous Bay Plain. The proposed site of the airport, in the north-eastern part of the island



Figure D6.38 The Peaks. In contrast to many of the coastal areas, much of the interior of St Helena is extremely verdant – albeit often populated by invasive species at the expense of those endemic to the island. Here, New Zealand Flax competes with the native ebony, cabbage trees and giant ferns



Figure D6.39 Erosion gullies near Cox's Battery. The introduction of goats in the 16th century began a process by which human intervention radically altered St Helena's natural environment. These and other dramatic erosion gullies occupy a landscape that was once densely covered by vegetation

