

CURRENT STATE ASSESSMENT OF THE THREE HISTORIC STRUCTURES WITHIN THE PROPOSED DEVELOPMENT – August 2020

Old Hospital/ Building Number 01

This depot – effectively a holding station and hospital for slaves rescued by the West African Squadron – was established in 1840 and remained in operation until 1874. It occupied ground behind Rupert’s Lines and included a hospital, barracks and store building. Today the only surviving element of the depot is the long narrow building that was later to be adapted for use as a cable house by the Eastern Telegraph Company (CH66).¹ See photograph below taken in 2007.



¹ St Helena Airport Environmental Statement Vol 2

Visuals of the building at August 2020

The external build which is visible appears to be in good condition. However, as can be seen from the pictures below, there are large amounts of overgrown vegetation surrounding the building. The building is not part of the proposed Rupert's Development project and whilst it is within the proposed secure area, any intervention will be subject to the necessary approvals to be sought by other Stakeholders.

SHG, through the proposed Rupert's Development Project, will cut back any excess vegetation to make the building visible.



Above –Upper Side entrance



Above – Lower elevation of the building



Above – Front of the building



Above – Front of the building



Above – Rear of the building



Above – Rear of the building

The dry stone walled area for break bulk cargo

This area has been utilised for light industrial or storage use for a significant period of time. Whilst the walls in general remain intact, with some minor breaches, however there are two significant trees (not endemic) that form an entrance to the north-west corner. The photographic evidence suggests that these trees are older than the walls.

Visuals of the walled garden – August 2020

There are some sections of the wall that has crumbled. As part of the Proposed Rupert's Development Project, SHG would ensure that the walls are repaired using sympathetic construction materials and techniques to reinstate appropriately. Furthermore, it is not the intention to remove the trees at the entrance, but expert advice will be sought on how best to undertake the trimming of limbs that is currently damaging the wall.



Above – Wall to the cliff face



Above – wall to the cliff face



Above – Wall to the cliff face



Above – Rear of garden wall



Above – Wall to the main road



Above – Entrance to the area

Rupert's Lines

Rupert's Lines were constructed in the early 1700's as a fortification with some sections of the wall destroyed from flooding in the immediate years thereafter. The fortifications of Rupert's Lines used to extend in an unbroken wall, linking in to the stone packed retaining wall to the south and west. It is thought that the wall was broken in about 1840 and the current access track passes through this breach.

The remaining section of the fortified sea wall will form the northern boundary of the proposed Rupert's Development project site. There are no plans to connect any of the proposed fencing to the wall. No aspect of the project will physically touch the wall.

Visuals of the Rupert's Lines – August 2020

Overall Rupert's Line's appear to be in reasonable condition and shows no signs of instability. The fortified walls have already been desecrated on the seaward side with tin roofed shelters erected to the wall and pipework built into the wall on the seaward side.

As part of the proposed project, SHG would ensure that the walls are repaired using sympathetic construction materials and techniques to reinstate appropriately.



Above – View from the Public toilet



Above – View showing entrance to/from the beach, which is not wheelchair accessible



Above – View of the fortification features and where some repair works will need to be undertaken



Above – View of the wall with the jetty in the background



Above – End of the wall showing where previous desecration has occurred.



Above – View from the seaward side showing tin shelters erected and pinned to the wall.

Below – View showing the toilets constructed against the Ruperts Lines wall

Far below – View showing fencing connected to the Ruperts Lines wall



