

RESEARCH NEWS



*The MAN gasholder of 1930-2 at Battersea
– see story page 14*

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Germans, guns and gas in south London

In the closing stages of its work on Woolwich and Battersea, the *Survey of London* has encountered important but unexpected German contributions to each area's industrial history.

THE ROYAL LABORATORY, WOOLWICH

The barricades erected in Dresden's Republican uprising of 1849 were said to be of a quality not seen before in street fighting. This has been attributed to supervision from Gottfried Semper, the head of the department of architecture in Dresden's academy of fine arts, and architect of the city's opera house and art gallery. The rebellion was crushed, and Semper forced into exile, aged 45. A year later he pitched up in London. At first he wrote, publishing *Die Vier Elemente der Baukunst* (The Four Elements of Architecture), then he found work arranging the Canadian, Turkish, Swedish and Danish exhibits for the Great Exhibition, from which he drew great intellectual inspiration. But, cerebral and accomplished, he was underemployed, and

The Royal Laboratory's main machine shop in the Royal Arsenal, Woolwich, showing the cast-iron frame designed by Gottfried Semper in 1853–4



© Greenwich Heritage Centre, 1914

fell into impecunious depression. Rescue came in 1852 when he gained a government appointment, as Professor of Architecture at Henry Cole's Department of Practical Art, the precursor of the V&A.

The Royal Arsenal, the British state's principal arms factory, was emerging from peace-time doldrums in the 1840s. Following the example of the royal dockyards, the Board of Ordnance had adopted steam-powered machinery as the modernizing way forward. Little progress was made until panic about French invasion and looming war with Russia focused minds in 1852. The Board had grown dependent on private suppliers and was uneasy about arms-making capacity. The Royal Laboratory, the Arsenal's ammunition-manufacturing department, housed in buildings of the 1690s and especially ill-equipped to cope with increased demand, was the target of the first major mechanizing reconstruction. Building design in the Arsenal was generally handled by Royal Engineers. A recent arrival, Capt. Thomas Bernard Collinson, RE, age 31, was given a lead role. He had helped map Hong Kong and New Zealand for the Ordnance Survey, but his sole architectural experience had been a stockade in Wanganui and some barracks in Wellington.

A scheme for enclosing the Royal Laboratory's open quadrangle was devised in 1853. An area about 300ft (92m) by 138ft (42m) was to be covered on a grid of ninety cast-iron columns for a vast open-plan steam-driven ammunition factory with a north-lit 'saw roof' and around 500 lathes, for productivity that would reduce labour costs by two thirds. At this point, and at the direction of his commanding officer, Collinson sought help. Capt. Henry Charles

Owen, RE, who had superintended the foreign side of the Great Exhibition, advised him to write to Semper, understanding that the professor was 'prepared to give architectural elevations suitable for manufacturing buildings'. Semper travelled to Woolwich and took on the job. Collinson's letters to Semper, which survive in Zurich, indicate that Semper was given responsibility for the entire form in detail of the iron frame and roof. His designs were resolved in early 1854, just as war was declared on Russia. Ironwork was supplied by Benjamin Hick and Son of Bolton and the factory was hastily erected.

It was unusual for an architect of pedigree to be involved in the design of this kind of structure. The frame here was robustly moulded with octagon-section columns, as in the Crystal Palace, which Semper knew intimately and admired, though he deprecated the spindliness of iron in other contexts. The north elevation was eccentrically ornamental, with reliefs of cannon in the spandrels and a circle-pattern frieze depicting ammunition under a cornice bearing the initials of members of the project's committee. This may have been more Collinson than Semper. The former altered the latter's designs for the engine house, expressing presumptive if not simple-minded concern for aesthetic fitness for purpose with the explanation that he wanted an elevation to be 'taken from the outline of a cannon, and I should like to give the chimney some resemblance to that suitable object'. For Semper this was a demeaning assignment, what his German biographers have called *Handlangertätigkeit* (dogsbody work). To make things worse, he had to harry Collinson for payment.

Semper's career recovered after he moved to Zurich in 1855. His best known theoretical work, *Der Stil in den technischen und tektonischen Künsten* (Style in the Technical and Structural Arts), drew on his English experiences and articulated strong reservations about iron architecture. Yet his Royal Laboratory frame had become an archetype. It was the model for numerous later iron-framed workshops at the Arsenal, even into the 1880s. Some of these still stand. Semper's factory continued as the Royal Laboratory's main machine shop until after the First World War. It was not taken down until the 1970s.

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MAN GASHOLDER, BATTERSEA

The so-called Field Gasholder Station near Battersea Park is now the only remaining major monument other than Battersea Power Station to this area's rich industrial past. It is scheduled for demolition in 2012 as part of the comprehensive regeneration of Nine Elms. As well as two important Victorian gasholders, the site contains a towering 300ft-high 1930s steel holder of German design that has become a local landmark.

It was erected in 1930–2 on a waterless system patented by a leading Bavarian mechanical engineering company, Maschinenfabrik Augsburg-Nürnberg AG (MAN). The firm had a long history of pioneering work in the design of diesel engines and rotary printing machinery, and by the early 1900s had branched out into locomotion and steel structures such as bridges and plant for gasworks.

Waterless gasholders originated with the firm in the 1910s, evolving from a characteristically Teutonic drive to improve industrial efficiency. They were intended for use in heavy industrial districts such as the Ruhr valley, where subsidence from mining and other factors often caused traditional telescopic gasometers to list and jam. A prototype was erected by MAN in Germany in 1918, and its effectiveness saw the design

Ornamental cast iron on the north elevation of the Royal Laboratory's machine shop of 1854



The Field Gasholder Station and Battersea Power Station, seen from the south-east in 1938

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International contracts and the sale of patents and licenses in this way were invaluable to MAN and German industry at a time of national crisis. The Ruhr had been occupied and its industries seized in the 1920s by French and Belgian troops in retaliation for unpaid war reparations. American loans that had then shored up the German economy were withdrawn in 1929 with the Wall Street crash. As the world slid deeper into depression the German economy and ruling Weimar coalition eventually collapsed, leaving a political vacuum that was eagerly filled by the rising Nazi party under Hitler. The waterless gasholders brought an important boost to MAN's civil business in the years around 1933, after which they came under increasing pressure from the Nazis to concentrate production on major public works and armaments. Thus MAN became heavily involved with Daimler Benz and other German engineering firms in the design and production of, among other things, Panzer and Panther tanks, and Marder tank destroyers. Allies seized MAN's factories after the war and split it from its parent company to prevent a repeat. The company still flourishes as a provider of heavy motor-vehicles and marine engines.

spread throughout Europe, the British Empire and the USA in the 1920s and '30s. Gas companies and local authorities took to them not just for their stability but for also their economy. Their great size might suggest otherwise, but without the need for an underground tank they could be erected in half the time of heavier water-sealed holders, and much more cheaply. Also, their modernity and bigger capacity befitted an era increasingly reliant on gas supply, both in industry and in the home.

The technology was simple. An external polygonal shell of pressed steel plates was constructed on a frame of steel standards and horizontal ribs, above concrete foundations. Rigid and stationary, this did not rise and fall with the level of the gas, like a water-sealed holder; instead the gas capacity and pressure were controlled by a floating cap or piston fixed inside, sealed at the edges by a ring of tar oil.

Though the technology was imported from Germany, most of the gasholders, including that at Battersea, were built by R & J Dempster, a Manchester firm of engineering contractors with offices in Westminster, who were principal licensees under MAN of its waterless gasholder patent in Britain. Dempsters must have been well regarded, as they even 'took coals to Newcastle', building gasholders for MAN in its German homeland.

The MAN gasholder of 1930–2 at Battersea, photographed from Queen's Circus in 2011



© English Heritage

Instantly recognizable, tall MAN holders thus became familiar sights across the country, and were not always regarded as eyesores; one example over 200ft high was even allowed to be built close to York Minster. By 1933 there were 32 MAN holders in Britain and Ireland, ranging from 250,000 cubic feet to 8 million cubic feet in capacity (that at Battersea was one of the biggest), and around another 200 worldwide. The Gas Light & Coke Company, which ran the Battersea site from the 1880s until nationalization in 1949, relied heavily on large-capacity MAN holders to deal with increased demand, erecting seven of them across its various London gasworks during an interwar period of intensive growth.

Reminders of industry are increasingly rare in modern Battersea. The MAN gasholder is one of the few examples of this particular form of pre-war Anglo-German industrial exchange left in Britain. It will come down later this year, along with its fellow Victorian holders, and a fourth modern spiral-guided steel holder of 1963 (the site is a really good 'pocket' guide to the evolution of gasholder design) to make way for what London really needs most: another anonymous 'mixed use' high-rise development.

Peter Guillery and Colin Thom

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