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New Hampshire ARCHITECT



OFFICIAL PUBLICATION

New Hampshire Chapter of the American Institute of Architects

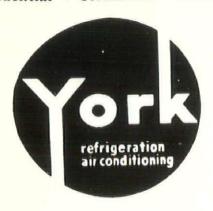


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MARCH, 1956

NO. 8

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Davison Building 10-12-13-14-15-16-17-18-	-19

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The President's Message

We are approaching the time of year when an increase in new work is normally expected. For months owners have been studying and visiting buildings of the kind they are contemplating erecting. In the process they have been impressed by the general appearance of what they have seen, listened to what those who have been using the buildings have to say about the structure, their good and poor features, whether it would have been better to have spent a little more or whether adequate results could have been secured more economically, and what they would do differently if they were to build again.

Architects are familiar with the questions which alert owners and building committees ask them as result of the owners previous investigations. We too are constantly studying new work, not only in the local area but throughout the whole country. Design is not static and every well designed structure is, in some way, an improvement on existing prototypes, in one or more ways. Each new structure includes modifications of earlier buildings required by financing, terrain, by owners requirements and by the architect's ingenuity.

Two factors in determining design cause the greatest confusion; desired facilities and costs of other buildings generally similar to what the new one is to be.

In comparing buildings on a square or cubic foot basis, it is important that the same method of determining volumes or areas is used for all buildings under comparison; and whether type and quality of construction within the buildings are similar. Variations in construction can make very significient differences in estimates. Contracts for any parts of the building, such as painting, flooring, and lighting fixtures for example which are sometimes awarded separately from the general contract, should be noted and included in the cost of the structure. Not included as part of the cost of the building itself should be architectural and engineering fees, cost of land, paving, walks, landscaping, special foundation work such as piling, and movable furniture.

By comparing the foregoing characteristics, by deciding what features are to be common to the existing and proposed structures, and, not the least, reconciling what is wanted with what can be afforded, owners and architects will begin their relationship with mutual understanding.

Themas Squalett -



-Photo by Union-Leader

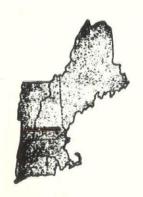
Honorary Memberships Conferred by Randlett

For the first time since its organization, New Hampshire Chapter, A. I. A. conferred honorary associate memberships on two New Hampshire men, outside of the profession.

Paul E. Farnum of Concord, chief of the Division of Administration of the New Hampshire State Board of Education, and Gordon V. Marshall of Manchester, New Hampshire representative of the F. W. Dodge Corporation, were recipients of the memberships and were presented citations by Norman P. Randlett of Laconia, president of New Hampshire Chapter, A. I. A.

Presentation of the awards was made at the February meeting of the chapter at the Manchester Country Club. Architects and their guests numbering 75 attended the dinner meeting.

Prior to the dinner meeting, members of the executive committee of the chapter, outlined plans for the coming meetings for the year.



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New England Regional Council Holds Annual Meeting

The Agawam Hunt Club in Providence, R. I. was the scene of the Fourth Annual Meeting of the New England Regional Association of the A.I.A. on Saturday, March 10.

Regional Director Austin Mather of Bridgeport presided. He told the Delegates and their wives of recent activities of the Board of Directors and announced plans for the forthcoming National Convention to be held in Los Angeles.

Reports were heard from the Regional Chairmen of the "Vertical" Committees of the Institute and planning was initiated for the next Fall Seminar to be held probably next October somewhere in Northern New England. Subject of the Seminar will be "Education of the Practicing Architect."

Regional Director Mather stressed the importance of completing committee organization within the Chapters and utilizing the Regional Council for implementing their work.

Morancy Offers New Service to Architects

An estimating and take off service for the architects of New Hampshire has been undertaken by Melvin W. Morancy, 208 Academy Street, Laconia, it has been disclosed.

In a letter to the architects, Mr. Morancy explained that his new service would include an estimate at the preliminary phase of design after he had received a preliminary plan and an outline of the specifications from the architect.

Mr. Morancy points out that his service will give an architect a definite idea of the final cost in the early stages of planning.

A graduate civil engineer of New England College at Henniker, Mr. Morancy was employed by Hayden, Harding and Buchanan, consulting engineers of Boston. Before starting his new venture in Laconia, Mr. Morancy was employed by E. I. Dupont De Nemours as a construction engineer in Georgia and by the Corps of Engineers in San Francisco as an estimator.

The Facts of Life-1956

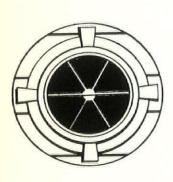
S AID MY daughter, about to be married, "Mother, I love Alan very much but, frankly, I don't think I'm quite ready for marriage. There's so much I don't know."

Taking this as a cue for a woman-to-woman discussion, I asked,

"Well, shall we start off with the bees and the flowers?"

"Oh, Mother!" she exclaimed. "It's not sex I'm worried about. It's cooking that makes me feel so inadequate!"

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New England Awards for 1956 Off to Record

BOSTON—New England started 1956 with the highest January yet in dollar volume of contract awards for future construction, according to Dodge Reports totals. January 1956 was up 37 percent over January 1955, at \$125,938,000, announced James A. Harding, New England manager for F. W. Dodge Corporation. This corresponded to a January 1956 gain of 25 percent in dollar volume over January 1955 for the 37 eastern states as a whole.

Individual January 1956 awards in the three basic Dodge construction categories compared with January 1955 shows: Non-residential, up 46 percent, at \$42,127,000; residential, down 7 percent, at \$34,577,000; heavy engineering, up 94 percent, at \$49,234,000.

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Lyford & Magenau	June 1, 1956
Prescott & Erickson	July 1, 1956
Alexander J. Majeski	August 1, 1956
William L. White	September 1, 1956
Leo P. Provost	October 1, 1956
Alfred T. Granger Associates	November 1, 1956
Norman P. Randlett	December 1, 1956

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Contract Awards for New Hampshire Down Slightly

BOSTON—January contract awards for future construction in New Hampshire were 8 percent below January 1955 in dollar volume, according to Dodge Reports totals. The January 1956 figure was at \$5,246,000, stated James A. Harding, New England manager for F. W. Dodge Corporation.

Awards in the three basic construction categories for January 1956 compared with January 1955 show: Non-residential, down 15 percent, at \$3,600,000; residential, down 21 percent, at \$870,000; heavy engineering, up 113 percent, at \$776,000.

"Tommy," said his Uncle John, "do you have a girl?"

"Gosh, no," shouted the ro-year-old and ran off to his baseball game.

The little girl next door smiled wisely at Uncle John and said, "They're always the last ones to know." — The Union

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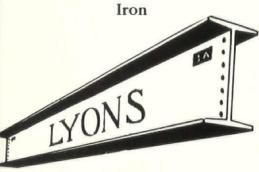
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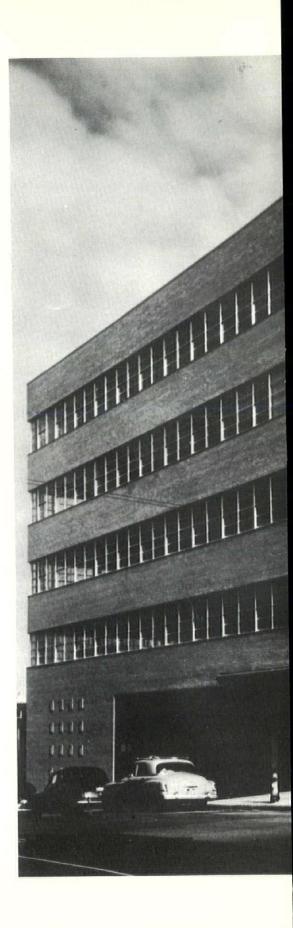
Architects



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Parking Problem for Davison Building Solved by Owners

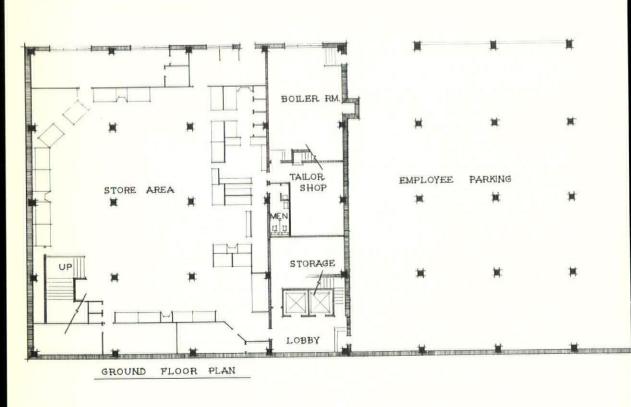
This is the most modern office and commercial building erected to date in the business district of Manchester. As in all city districts it faced a problem of parking space to serve the business people within the building, and for their clients and customers as well. Also, as in all commercial structures speed of construction was highly important in order to meet lease requirements.

The building was finished within a few short months, and this was accomplished to a great extent by use of a rigid steel frame which allowed for erection independently of the walls. The walls, therefore, became very light, non bearing curtains making possible the use of continuous fenestration, thereby providing ample light for all offices.

The upper floors contain offices, the basement and first floor are occupied by a retail store. The building is air conditioned and vertical transportation is handled by two self-operating elevators.

The parking problem was solved, in fact, by the owner, who set aside 50% of the building plot for parking. The slope of the land made possible the use of two parking decks—each with a capacity of approximately 28 cars. The lower deck is reserved for the occupants, and the upper deck is made available to the public. This capacity seems adequate for the stop and shop type of traffic, and while not a new idea, it does accomplish a closer in-

(Continued on Page 18)





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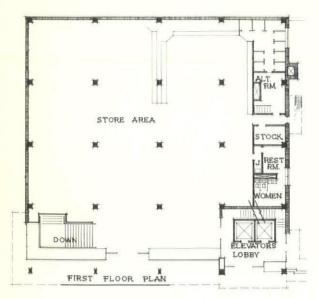
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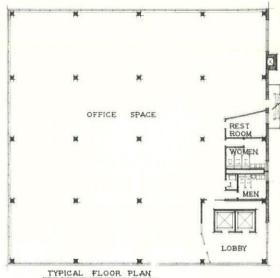
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Parking Problem -

(Continued from Page 14)

tegration of building and automobile. Perhaps this is one way that city establishments can halt the exodus of business to the outskirts.

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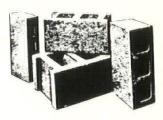
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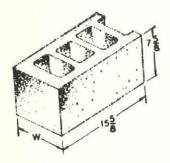
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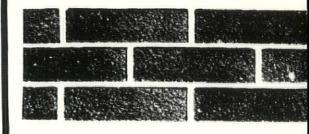
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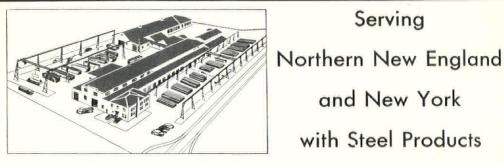
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