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EDITORIAL

ARCHITECTURAL COMPETITIONS

The recent competition for a New Headquarters Building for the Natal Provincial Administration being the first of any magnitude in South Africa for many years brings to the fore the much debated subject of architectural competition, and, for the benefit of the many new members of the Institute who may not have given the matter much thought, the following observations may be of interest.

In general, it is believed that the advantages of the competition system outweigh the disadvantages but the latter weigh heavily in the minds of many promoters, and many prospective competitions have failed to materialize because of this.

Accordingly it would be better to consider first those points which prove difficult, and in many cases, a stumbling block to the inauguration of a competition.

The principal objection raised is that the promoter fears that the architect of the winning design may not be sufficiently experienced, not a good business man or *non-persona grata* for personal reasons. It remains for him to weigh these disabilities against the advantage of having the best possible design. Certain safeguards offered to him are embodied in the conditions of competition, in brief, that the assessors can decide on valid objections to the employment of the successful architect.

If an objection to the winner is upheld by the assessors they can adopt two alternatives: either they may dismiss the successful competitor or they may insist on the winner of the competition collaborating with another architect in the execution of the design.

These two alternatives may not be considered entirely satisfactory from the point of view of the promoters who may wish and probably feel they are entitled to have the best design carried out. It is thought by some people that the promoters ought to be permitted to purchase the winning design outright and have it executed by another architect.

Against this, however, the fact remains that a well established architect of good standing in the profession could not afford to face the discredit he would suffer if for some foible of the promoters he was passed over after having won a competition. As a consequence, competitions would certainly be poorly supported by well-established architects, if they feared the possibility of being turned down after winning a competition.

Promoters sometimes express the thought that they might not like the verdict of the assessors and in fact prefer some other design premiated or not. Differences of opinion and taste are inevitable, but inherent in the competition system is the fact that the assessors must be persons who can understand and interpret the promoters' requirements. The conditions of the competition must clearly convey the wishes and requirements of the promoters and discussions between the assessors and promoters must resolve all the contentious points. All compromises should be effected at this stage so that the competitors are left in no doubt of the problem. Where a competition has proved a failure, in no small measure is the failure due to the lack of care in the selection of assessors.

It is accepted by the Institute that in all cases the Board of Assessors must have a majority of architects in their personnel. If a single assessor is appointed he must be an architect, if three assessors, two must be architects, and so on. In the case of a board of assessors therefore the promoters have the opportunity of being represented in a minority by nominating a lay member to the Board. This has some advantages but in most cases it is felt that, wherever possible, the whole board of assessors should be architects. After all they are judging an architectural problem which

has been posed in architectural terms, the assessors having reduced in the condition of competition the requirements of the promoters to such terms.

A Board of Assessors is to be preferred to a single assessor, not only from the point of view that the general approach to the problem by competitors is likely to be limited, in the case of a single assessor, by an attempt to satisfy the known predeliction of the assessor; but also because the onus on a single assessor in a large competition is a heavy one and better results can be expected from discussions between three or more assessors.

It is the Institute's policy to encourage competitions. It, however, does not, so far as is practicable, permit of any deviation from its model conditions. In particular no competition within the writer's experience has ever been agreed to where the principle of the assessors' decision being final and binding on the promoters and competitors alike, has not been adhered to.

A projected competition for the Railway Hotels, some years ago, failed to materialize because of this, the promoters being unwilling to agree to the finality of the assessors' choice.

The Institute in all cases presses very strongly for open competitions and only in a few cases has it agreed to competitions limited to a definite number of selected architects.

Open competitions in two stages will be approved of by the Institute. In a competition of this type the first stage is an eliminating one on rough sketches. A number of finalists are selected to prepare final competition drawings, all of them being paid a fee to compensate them for the work.

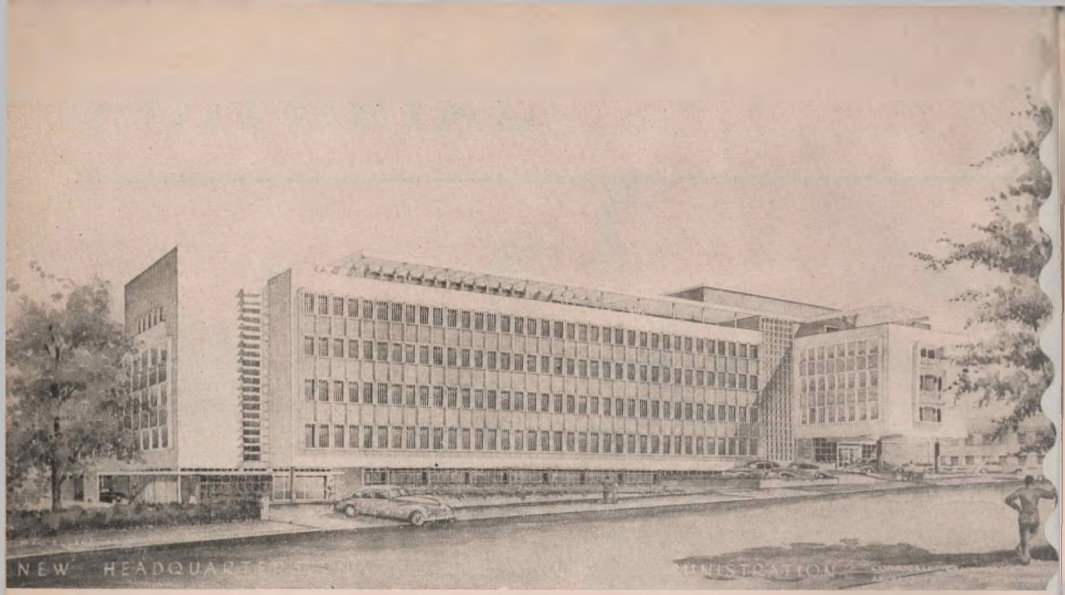
It is to be understood from the foregoing that the Institute is primarily concerned with seeing that in all competitions, both sides get a fair deal. The promoters if they wish to get the best design possible at that particular time and from the architectural skill available, must sacrifice the ultimate choice of their architect, and the architects on the other hand must risk a good deal of time and money in an endeavour to win recognition in their professional field.

Competitions are perhaps the best means available to young architects of winning their spurs. Even if they are not placed in the prize list, the experience gained in the solution of the complex problems posed for them from the actual needs of the public of this generation, is of incalculable benefit.

Some mention of the vexed question of estimates must be made here. It is obligatory on assessors in South Africa to satisfy themselves that the building requirements of promoters can be met within the money available for the project.

Some dissatisfaction has been caused in the past among competitors who feel that a building of the class desired by the promoter is worthy of a better finish than the estimate will permit. The writer feels sure that it is the duty of the assessors to argue this subject with the promoters. If they cannot or are not willing to foster the architectural development of their time as the "Patrons" did in the past, at least they afford architects the opportunity of exercising their skill in producing buildings worthy of their time and in fact do no more than the private client who asks his architect to produce the best possible building for the funds available.

D.S.H.



Perspective drawing of the First Premiated Design Corrigall, Crickmay and Partners, Architects Photo: Natal Witness

COMPETITION FOR THE NEW PROVINCIAL ADMINISTRATION HEADQUARTERS OFFICE BUILDING, PIETERMARITZBURG, NATAL

The design for this large and important building was the subject of an architectural competition held and assessed in the latter half of last year. The competition was restricted to the architects of Natal, and the assessors were Messrs. J. Fassler, D. S. Haddon and A. V. Nunn, all members of the Transvaal Provincial Institute.

Apart from the obvious importance of the competition in respect of the character and size of the building and the honour accruing to the winner, it has assumed a significance to both the profession and the interested public by reason of its pronounced success. Not only does it fully substantiate the claims made in favour of the competition system by the councils of the Institute, not only has it produced an outstandingly successful architectural solution to a complex planning problem, but it has paid handsome dividends for the care and thought expended by Central Council in the preparation of its "model" conditions of competition.

This competition was marked, too, by the complete confidence placed in the independent professional assessors by the promoters. This accord was a contributing factor to the successful outcome, and in this respect, both the promoters and their assessors deserve the wholehearted congratulation of the profession.

This successful result could not have been achieved without the support which the architects of Natal gave the competition; and it is a significant fact that no attempt was made by competitors to clothe the building in the trappings of an outmoded classicism. The schemes were all genuine attempts to solve a complex contemporary planning problem by acknowledged contemporary means, and in terms of such postulates, to give this public building a dignified and appropriate character.

While it is impossible to comment on all the designs, it is abundantly clear from the four illustrated that the uncompromising approach adopted by the authors has produced schemes which reflect both a high standard of planning skill and demonstrate the dignity and repose, the rhythmic and exciting qualities of surface pattern and the stimulating nature of well-co-ordinated three-dimensional composition. This architecture, emerging from a clear appreciation of the problem and the organic, forthright solution of the demands of planning, circulation, structure and composition, and which in consequence truthfully reflects the circumstances surrounding the design, at once demonstrates the rich variation to be found in good contemporary designs and serenely dispels the popular and

persistent misconception that official architecture must, of necessity, be cloaked, indeed camouflaged, in the traditional straightjacket of a classic facade.

* * * * *

The congratulations of the profession are due to the winners, Messrs. Corrigall, Crickmay and Partners, and to Messrs. S. N. Tomkin and Partners, Mr. Gordon Marks and Mr. W. B. Barboure who were placed respectively second, third and fourth.

* * * * *

THE PROBLEM

Competitors were required to limit the total cost of the building, including professional fees, to £250,000. In broad outline, the accommodation required comprised four main departments, which were stated as follows:

(a) *Secretariat:*
The Secretariat has 5 sub-departments comprising:
(1) Accommodation for the Administrator, Members of the Executive Committee, Provincial Secretary, etc.
(2) A general section, staff section, registry, and typing pool.
(3) Local Government Section.
(4) Provincial Water Engineer's Section.
(5) Provincial Town and Regional Planner's Section.
Public access is required to the Administrator, and his officers under (1) above; some public access to (2), (3), (4) and (5). Although good public access is required to (1) it is nevertheless suggested that the Secretariat be housed on an upper floor. Special care should be given to the finishes of the important rooms in this department.

(b) *Motor Traffic Bureau:*
Good public access is required to this department which should be on the ground floor with additional separate entrance.

(c) *Provincial Accountant:*
Occasional public access is required to this department. The whole of the accommodation detailed later must be on one floor level.

(d) *Provincial Auditor:*
Very occasional public access is required to this department. It need not be on the same floor level as the Provincial Accountant's Department but should be readily accessible from it.

(e) *General:*
Plant rooms, garaging, native quarters, etc.

The following observations, together with those referring to the four premiated designs published below, are extracted from the assessors' report:

Although the problem concerned the design of an office building, it was complicated considerably by the orientation of the site, the need for appropriate character, the necessity for planning the Provincial Accountant's Department on one floor, the large elements within this Department, the disparate sizes of Departments and extensive garaging facilities that were asked for. Considerable ingenuity was displayed by competitors in reconciling these diverse elements, and a good measure of success was recorded in suggesting treatments which had appropriate character.

After carefully examining the designs submitted, the Assessors decided to curtail the field for further consideration to schemes Nos. 1, 5, 6, 7, 9, 10, 12, 14, 15. Following further careful analysis, the Assessors unanimously decided to make their award as follows:

First Premiated Scheme ...	Design No. 1
Second Premiated Scheme	Design No. 15
Third Premiated Scheme ...	Design No. 5
Fourth Premiated Scheme ...	Design No. 12

First Premiated Design (Design No. 1)

The author of this project made a serious attempt to design a building within the limitations imposed by Clause 24. A solution was achieved which is simple and direct, and it is the opinion of the Assessors that the building will meet the requirements of the Provincial Administration very effectively.

The organisation of horizontal and vertical circulations is good, so is that for cars to and from the garage in the basement plan. Access from garage to staircases and lifts is simple and direct. The author suggests that the entrance used by the Motor Traffic Bureau should also function as a staff entrance, the main entrance to be used by the Administrator, members of the Executive Committee, and heads of Departments. The Assessors feel that this suggestion warrants consideration, and is sound.

The general plan form used results in the minimum of offices with north-west exposure, there being a preponderance of offices facing north-east, south-east and south-west. The Provincial Accountant's Department, which had to be on one floor, and which was the largest and most difficult suite to arrange, has been located on the ground floor. By grouping the three large general offices tightly together in the courtyard, and top-lighting them, the author eased the problem of planning the remainder of the accommodation in the building.

The Assessors considered this treatment at some length as it was unique amongst the schemes submitted, and decided that it offered several important advantages. The first was that a good evenly lit floor area could be achieved in these rooms, which would render the location of desks very flexible, and would in fact allow the inclusion of more

desks than were asked for; the second, that they were situated in the quietest part of the site; the third, that as much wall space as desired would become available for filing cabinets, etc.; the fourth, that the height of these rooms could be increased without upsetting normal floor to ceiling levels elsewhere.

The above advantages are not sufficient alone, however, and in this case the author further succeeded in relating individual general offices to the Departments which they served by means of the short linking corridors shown. The principle of lighting general offices of this type from the top is not a new one. The Assessors do feel, however, that the author should consider the inclusion of some windows on a level at which they can be seen out of, in order to dispel the possibility of claustraphobia which some people might experience. Such windows are shown on plan, but their location is not given in section.

The competent planning of other Departments is supported by sound architectural treatment externally; and excluding for the present, certain suggestions which follow, the Assessors feel that a notable addition will be made by this building to the body of contemporary architecture in the Province of Natal.

The Assessors recommend, in relation to the first premiated design:

1. That two intermediate rows of columns located longitudinally in the garage, be eliminated, and that the record room shown at the garage entrance be curtailed to ease the approach to the garage, open up the loading bay and improve facilities for cycles.
2. That the possibility of straightening the site along Standard Lane be considered, in view of the fact that it has been reported to the Assessors that Government building development will take place further along Standard Lane. The bottleneck at the entrance to Standard Lane will be eliminated, and traffic conditions in the lane improved.
3. That the planning of the Executive Committee Chamber and adjoining Conference Room, be improved. Persons seated at the desks in both rooms as planned would be seeing the members present against the sources of light.
4. That the safe repository and licence room in the Provincial Accountant's Department be designed as strong rooms as laid down in the conditions.
5. That the screening of windows on the north-west frontage from excessive penetration of sunlight requires further study, and the Assessors recommend that the Provincial Administration should carry out a full scale experiment—possibly with temporary materials, in relation to an existing north-west facing office window, to test the Architect's final proposals. The Assessors feel that, whatever method of shading is finally decided upon, should involve as few moving parts as possible, preferably their entire elimination, to avoid maintenance over years of service.
6. That the vaulted slab above the roof garden over the projecting wing on the main facade should be eliminated or substituted by a simple horizontal slab. The Assessors feel that the treatment shown is out of character with the building as a whole.
7. That the finishes generally be improved, to take advantage of the 10% margin in estimating, and that the possibility of air-conditioning only certain zones of the building be investigated.

First Premiated Design: Author's Report

1. GENERAL PLANNING AND CONSTRUCTION

(a) Orientation.

The only suitable orientation for offices in Pietermaritzburg is South. This orientation would in this case be hard to combine with the gist of the second paragraph of the Schedule of Accommodation and a compromise layout has therefore been designed. In this plan precautions have been incorporated against excessive direct sunlight both by the zoning of the offices and by the introduction of constructional and special shading devices. For further details see paragraph 8.

(b) Modular Plan.

It has been attempted to introduce a simple method to provide reasonably efficient sub-division of space for the various offices—generally ranging from 225 square feet to 600 square feet—by the adoption of a modular system with dual modulus.

The one modulus is 17′ 6″ x 4′ 6″ and the other 22′ 0″ x 4′ 6″ giving an area of 78.75 square feet and 99 square feet respectively. The 78.75 square feet modulus is designed mainly to provide for the 225 square feet, 300 square feet and 400 square feet offices, giving areas of 233 square feet, 312 square feet and 393 square feet respectively. The 99 square feet modulus provides for the 400—500—600 square feet and larger offices.

In order to prevent long narrow spaces for the larger offices in the Provincial Auditor's Department and in the Secretariat the 99 feet modulus has been increased to 28′ 0″ in length by cantilevering out, thereby increasing the area to 125 square feet.

The advantages of the modular system and the flexibility in office layout and possibilities for future extensions resulting therefrom are well known.

(c) Construction.

For the construction of this building the modular system has been combined with 12″ hollow floor slabs, suspended between the external wall beams and one central beam along the passage. This construction does further increase flexibility in layout and is economical if applied in large areas.

The columns in the external walls are intended to be of standard dimensions, generally 24″ x 6″, the depth providing much needed interception of direct sunlight. This issue has been dealt with in detail in paragraph 8 hereafter.

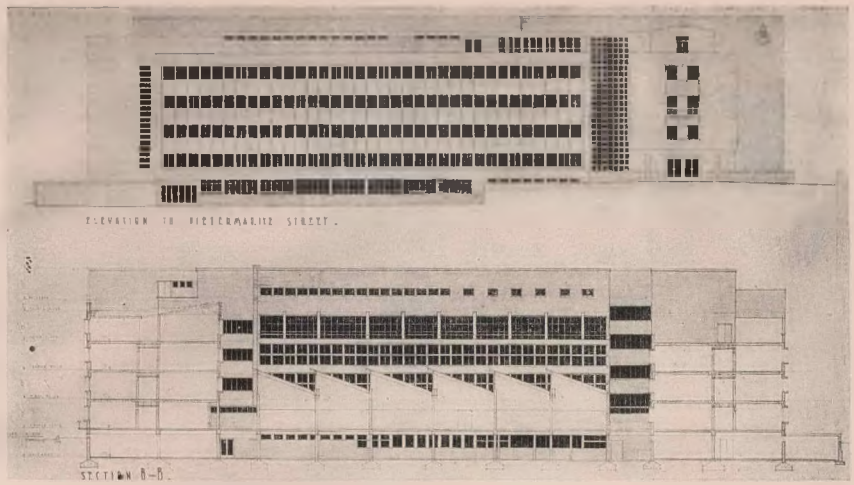
(d) Air Conditioning.

Delivery and return ducts have been provided adjoining the staircases. In view of the high cost of metal ducting brick and concrete ducting has been introduced over the passages with outlets to adjoining offices and inlets in false ceiling over passages. Preference has been given in the basement to record storage space over the air conditioning plant room which is now situated on the roof. This can be altered without causing any complications.

2. DETAILS OF PLANS

(a) Entrances and Exits.

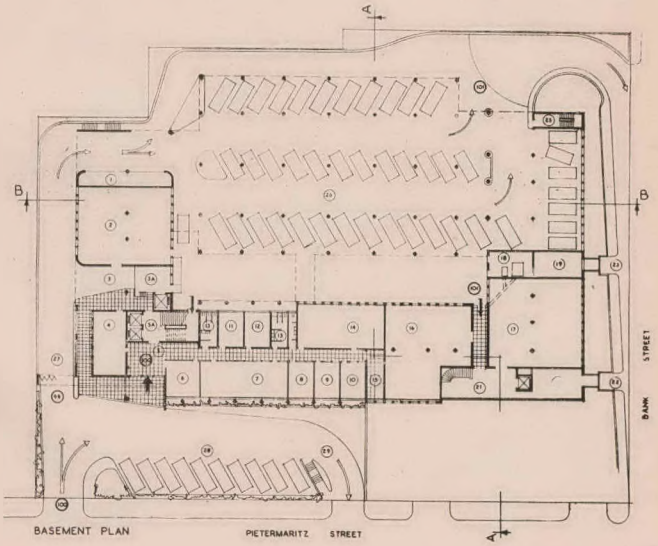
(1) *The Main Entrance* is from Pietermaritz Street to ground floor level with separate car and pedestrian approaches and independent parking facilities.



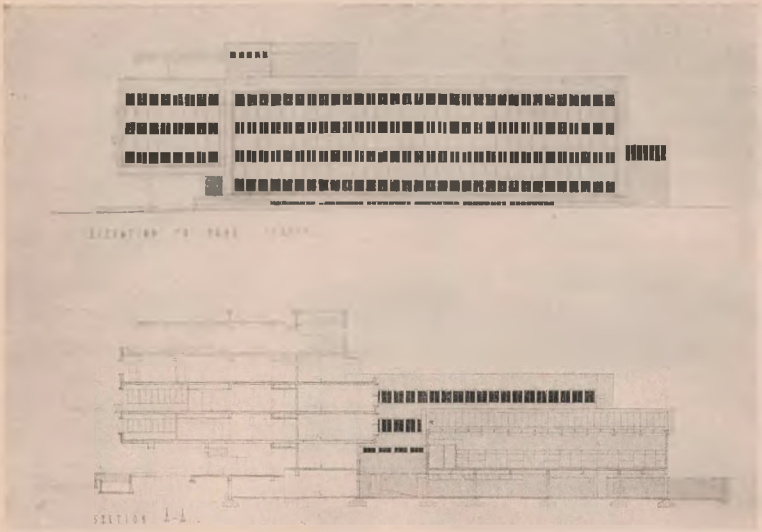
Above: Elevation to Pietermaritz Street.

Below: Longitudinal Section B-B

FIRST PREMIATED DESIGN CORRIGALL, CRICKMAY and PARTNERS



4-15, Motor Traffic Department; 1-27, Miscellaneous; 28, Traffic Department, parking.



Above: Elevation to Bank Street.

Below: Cross Section A-A

(2) *Secondary Entrance.* From lower Pietermaritz Street corner of site into basement level of building. This entrance is primary meant for the Motor Traffic Bureau but it is felt that in view of the fact that this bureau is likely to be open in normal working hours only, this entrance would be very suitable as staff entrance. This type of traffic would have its peaks immediately before and after working hours and would therefore not interfere with the Motor Traffic Bureau. The main entrance hall and particularly the lift in that hall could then be more or less reserved for use by the Administrator, members of the Executive Committee, senior staff members, etc.

(3) *Service Entrance.* Adjoining Secondary Entrance with access to lifts and staircase and to goods lift.

(4) *Car Entrance and Exit.* From Pietermaritz Street at lower corner of site with independent loading bay for goods lift, access to parking garage and direct way out by means of ramp into Bank Street. Car exit from basement is by means of abovementioned ramp. Standard Lane has purposely not been utilised for this purpose because this narrow lane is already being used extensively for parking and a further large number of cars entering it might cause bad stoppages at peak hours. In order to prevent traffic congestion in Bank Street, the ramp has been taken round to prevent vehicles entering Bank Street at right angles. It is suggested that a strip of the site be added to the width of Bank Street to enable cars coming from the building to file easily in the Bank Street traffic. It is not anticipated that the very much smaller number of cars coming from the Main Entrance will cause any traffic problems in Pietermaritz Street.

(b) **Basement Layout.**

To accommodate:—

(1) Motor Traffic Bureau.

(2) Staircase and lift halls for access to upper floors.

(3) Three dead record rooms.

(4) Boiler-room and Coalbunker with access for tippers to shute in Bank Street.

(5) Transformer-room with access from Bank Street to high tension section and access from staircase hall to low tension section.

(6) Garaging space arranged for cars to be driven in and out by owners.

(7) Cycle Storage.

(8) Goods Lift with independent loading bay.

(9) Through drive with exit ramps to Bank Street, see Paragraphs 2—(a) (3), (4) and (5).

(10) Access has been provided to both staircase and lift halls from parking garage.

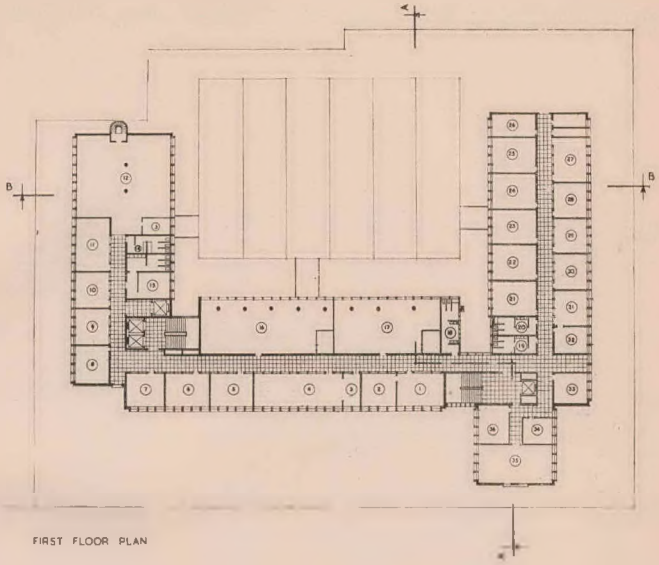
(c) **Ground Floor Plan.**

To accommodate the Provincial Accountant's Department.

(1) *Large General Offices.* It is felt that any attempt to accommodate these offices within the limits of the standard modular office wing would result in either poor lighting or excessive sunlight and in too little floor to ceiling height. They have therefore been placed in the "Courtyard" with parking garage under and covered by a saw tooth roof with S.W. facing windows, shaded from the low afternoon sun by the Bank Street wing. The windows in the roof to be placed in a steel "Vierendeel" girder with one central column support. This girder to support 2 x 11 rafters with corrugated iron roofing and insulated ceiling fixed directly to underside of rafters.
This window system will provide good indirect lighting and leave ample wall space for filing cabinets, etc.
The air conditioning of these offices to be by means of independent local units with heating from Central boiler. The offices are connected to their respective sub-departments by means of covered passages.
Separate lavatory accommodation has been provided for the office of the Accounts Sub-Department which is considered too far away from the other lavatory blocks.

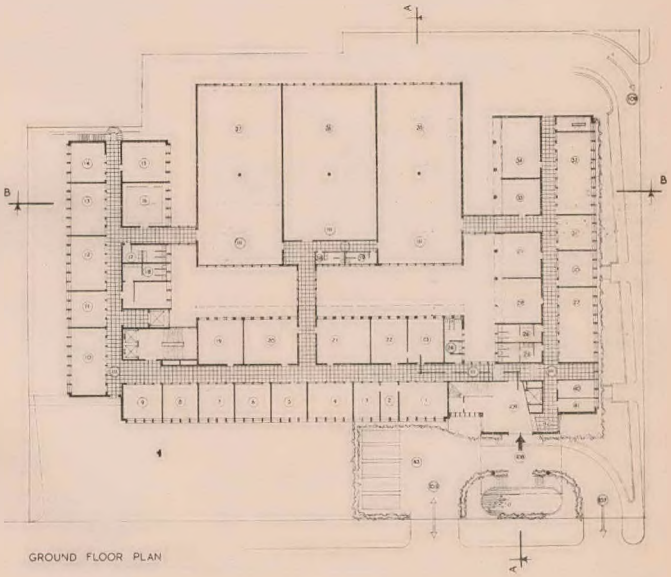
(d) **First Floor.**

To accommodate the Provincial Auditor's Department and the Provincial Water Engineer's Sub-department. For reasons set out in



1-6, Audit Department; 7-20, Provincial; 21-30 Local Government; 31-36, Provincial Water Engineer.

FIRST FLOOR PLAN



1-4, 22, 23, 27-29, Provincial Accountant; 30-35, Salaries; 5-7, 19-21, 36, Accounts; 8-12, 37-39, Bookkeeping; 24-26, 40-43 General.

GROUND FLOOR PLAN

paragraph 1 (b) the modulus of 99 square feet has been increased to 125 square feet for some larger offices.

(e) Second Floor.

To accommodate the following sub-departments of the Secretariat:

(1) Secretariat.
(2) General Section.
(3) Staff Section.
(4) Registry.
(5) Typing Pool.

The Administrator's office with ancillary rooms has been placed in the wing facing Pietermaritz Street with independent access from both the staircase hall and the Executive Committee wing.

The position of toilets on this floor deviates from the other floors because it was felt that priority should be given to the position of the Executive Committee Waiting Room. (See paragraph 3.)

(f) Third Floor.

Accommodating the Local Government and Town Planning Departments, Native Quarters and Caretaker's flat. The N.E. wing could be utilised for future offices.

Altering the Native Quarters into future offices has been facilitated by retaining the standard column and beam system in the external walls. The accommodation for resident servants and day servants has been kept separate.

The Native Quarters are readily accessible from the Caretaker's flat.

(g) Fourth Floor.

Accommodating Cafeteria with kitchen and store, covered Terrace, Roof Garden, air conditioning room, and lift motor rooms, see paragraph 1 (c).

3. LAVATORIES AND RESTROOMS

In order to prevent unnecessary walking, two blocks of lavatories have been introduced for each sex on each floor.

In the Schedule of Accommodation the lavatory accommodation requirements for heads of departments is worded rather differently from those for the Administrator and Administrator's Secretary and it was therefore considered that a separate lavatory block on each floor for Heads of Departments would serve the purpose.

The lavatory blocks have been zoned above each other wherever practical, but if necessary the position of offices, etc., has been given preference. See 2 (c) and 2 (e). Unsightly pipes can generally be disposed of in locally increased depth of hollow slab and in small internal ducts.

4. ROOF CONSTRUCTION

(a) N.E. wing—Bituminous sheeting on screeding laid to falls.
(b) Native Quarters—Corrugated Iron.
(c) Large General Offices—Corrugated Iron.
(d) Lift Motor Room, Cafeteria, Air Conditioning Room—Corrugated Iron.
(e) Terraces—Slate cover on bitumen in situ.
(g) Hoods over Terraces—Bituminous coatings.

5. FLOOR FINISHES

(a) Offices and Corridors, Cafeteria, Staircase Halls, etc.—Asphalt Tiles.
(b) Offices, Administrator and Heads of Departments—Cork Tiles, Parquet or Strip Floors.
(c) Staircase generally—Hard burnt special non-slip tread and riser tiles.
(d) Main Entrance Hall and Main Staircase—Ground to first floor—Comblanchien marble.
(e) Basement Record Rooms and Garage—Untinted grano on hollow tiles, laid with anti-water seepage precautions.

6. WALL FINISHES

(a) Internally.

(1) Passages and Toilets—"Emelux" plastic paint wall finish.
(2) Office walls—Flat oil paint.
(3) Ceilings—Distemper.
(4) Administrator Suite—Wood panelling.

(b) Externally.

(1) White cement plaster with marble chipping, carborumdum polished.
(2) Facebrick. (Bronze coloured.)
(3) Terrazzo sills and copings.
(4) Marble panels adjoining main and secondary entrance.

7. WINDOWS

Stock pattern bottom hung, opening in—to be used wherever possible. bronze sprayed if cost permits.

8. SHADING OF WINDOWS

Along N.E. and S.W. elevations.

The 2' 0" mullion will intercept the sun in early morning and late afternoon.

During later morning hours the sun will penetrate the N.E. facing windows.

Along N.W. elevation.

The sun will penetrate these windows between 11.00 hours and 14.00 hours in spring, autumn and winter.

It is felt that the only efficient manner to counteract this excessive direct sunlight is the introduction of vertical external louvres, adjustable by preference. Eliptical extruded aluminium sections of approximately 4" x 6" can be manufactured for this purpose at relatively low cost.

The staircase and passage windows in the N.W. elevation have been shaded with 24" x 3" natural colour precast concrete vertical and horizontal ledges.

9. LIGHTING OF PASSAGES

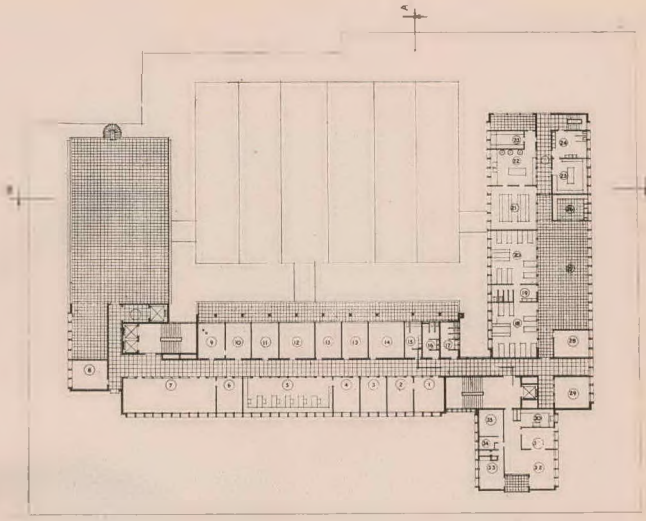
The passage wall without columns is to be finished off with two courses of 6" x 6" glass bricks between top of door frames and false ceilings, providing indirect lighting. Direct light or strong indirect lighting has been provided at the end of all passages.

10. SOUND INSULATION

It is considered essential that double glazing be installed in the Administrator's Suite and to the offices of Senior Officials along Bank Street, to insulate against street noises.

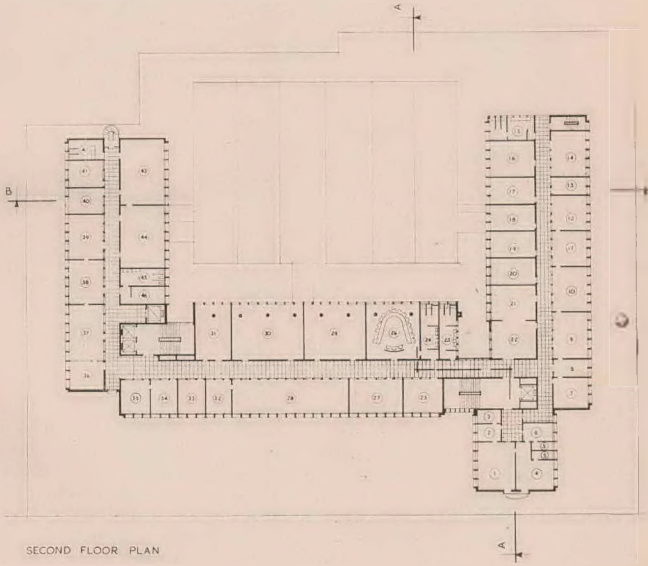
The ceilings of all typing offices are to be treated with Accoustic Asbestos Spray.

Sound installation is to be incorporated in the slab over the Administrator's Suite in order to be insulated against any possible noises from the Caretaker's Flat over.



1-17, Local Government and Town Planning Department; 18-28, Native Quarters; 30-35, Caretaker.

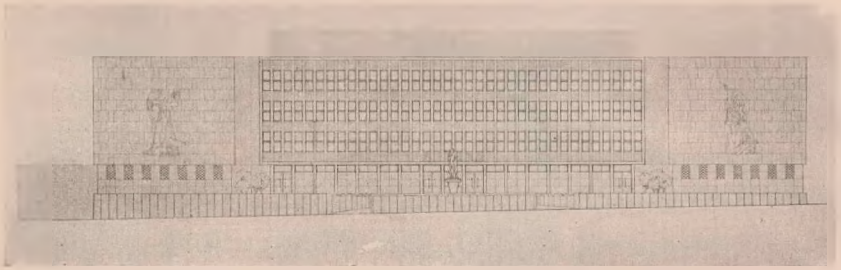
THIRD FLOOR PLAN



1-27, Secretariat; 29-31, Typing; 28, 32-35, General; 36-39, Registry; 40-46, Staff.

SECOND FLOOR PLAN

SECOND PREMIATED DESIGN — S. N. TOMKIN and PARTNERS



Elevation to Pietermaritz Street.

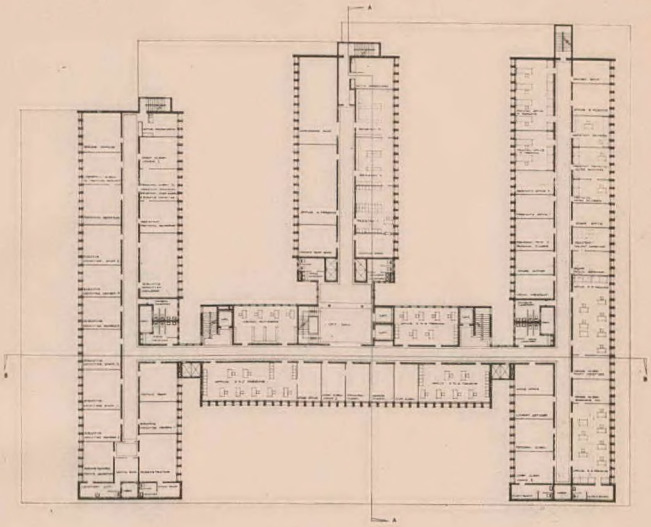
Elevation to Bank Street.

Second Premiated Design (Design No. 15)

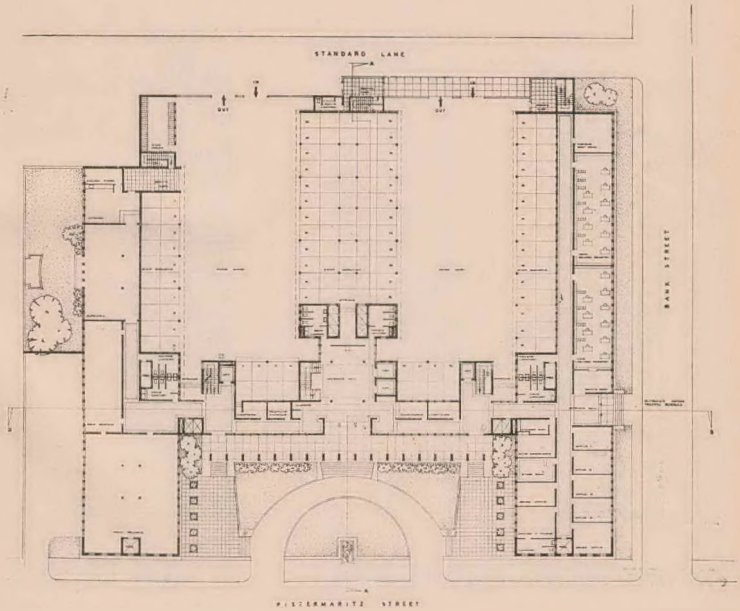
The author has conceived a building which has excellent character. It is an orderly solution to the problem. Departments are well arranged, and the scheme has an appropriately formal character. The scheme displays sensitivity and feeling. This is well illustrated by the treatment of the elevations in which play of light and shade, breadth of treatment and sculptural accents, contribute to produce a sense of monumentality.

There are, however, a number of points which detracted from its complete success. The first of these concerned the organisation of the site for garaging, and parking for deputations and the motor traffic section. The Assessors felt that the special parking bays in the basement for deputations were obscure, and their presence could not reasonably be detected by deputations calling at the building. The only access to staff garaging provided was from the one-way street, i.e., Bank Street, connecting to Standard Lane. The general plan form reduced the number of offices facing north-west, and increased those with more favourable exposures. The position of the building on the site cuts the height zoning line for Bank Street, and the whole block would consequently have to be moved over to clear it.

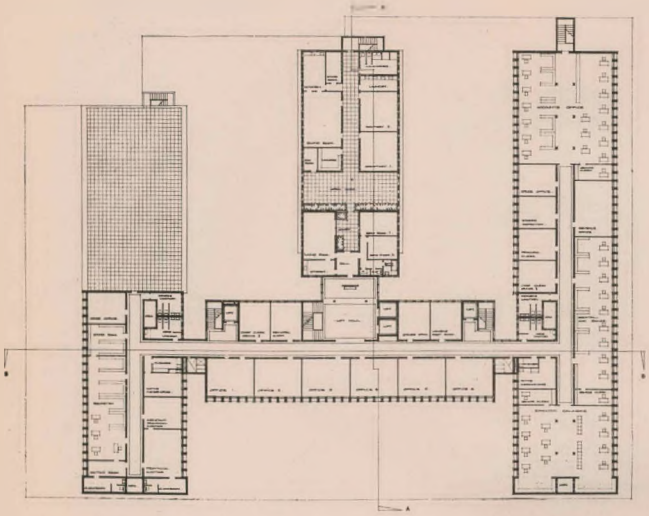
The principal criticism concerns the too generous planning in many places, and expensive finishes, which although not clearly reflected in the estimate submitted, would in fact render it quite difficult to complete within the 10% margin allowed above the stipulated total cost. Examples of excessively generous planning may be found on ground floor. The lavatory units near the main entrance are not necessary, nor are two service lifts or six staircases. There is also more than enough garage accommodation. Although the area covered is large in the central portion of the ground floor wing, little effective accommodation is available. The Provincial Accountant and Provincial Auditor, who were to be reasonably close together, are located too far apart. The lighting of cloak rooms at the ends of projecting wings is poor, and the Administrator's suite not ideal in relation to the main stair and lifts.



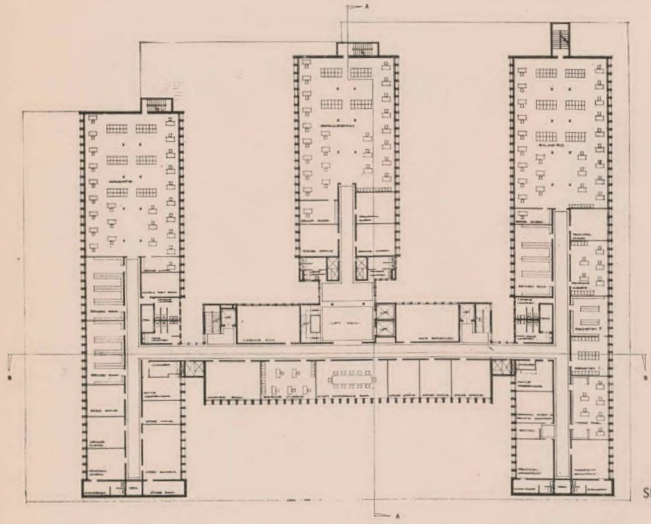
FIRST FLOOR PLAN:
Secretariat.



GROUND FLOOR PLAN:
Motor Traffic Bureau.



THIRD FLOOR PLAN: Provincial Auditor.



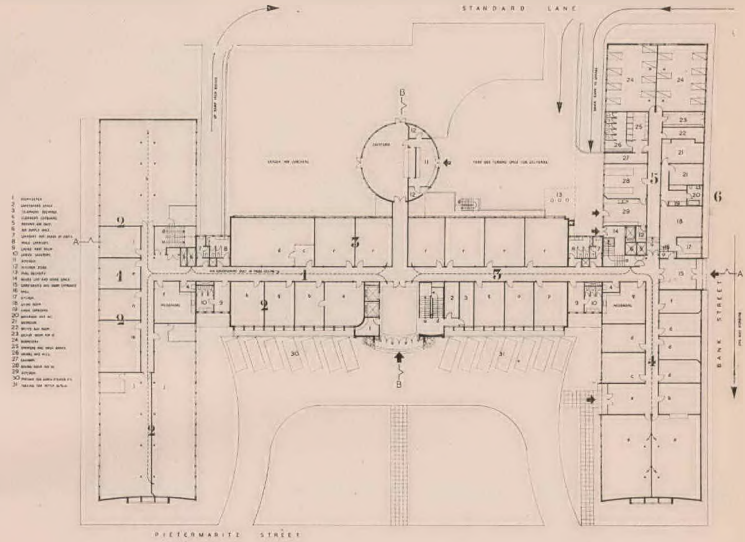
SECOND FLOOR PLAN: Provincial Accountant.

SECOND PREMIATED DESIGN

S. N. TOMKIN and PARTNERS

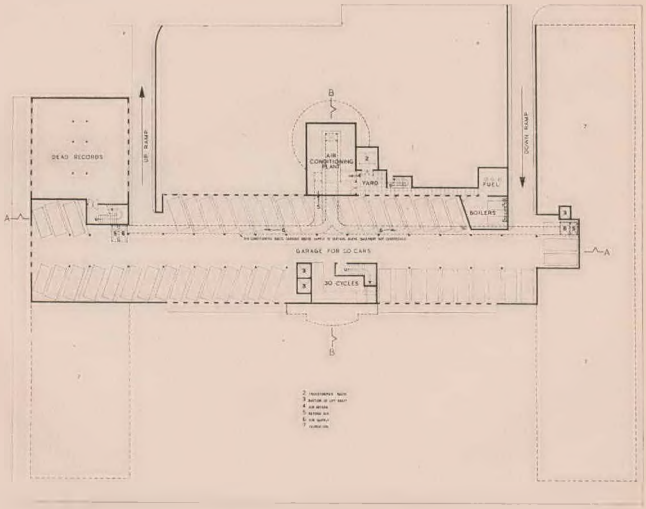
THIRD PREMIATED DESIGN

GORDON MARKS, A.R.I.B.A., M.I.A.

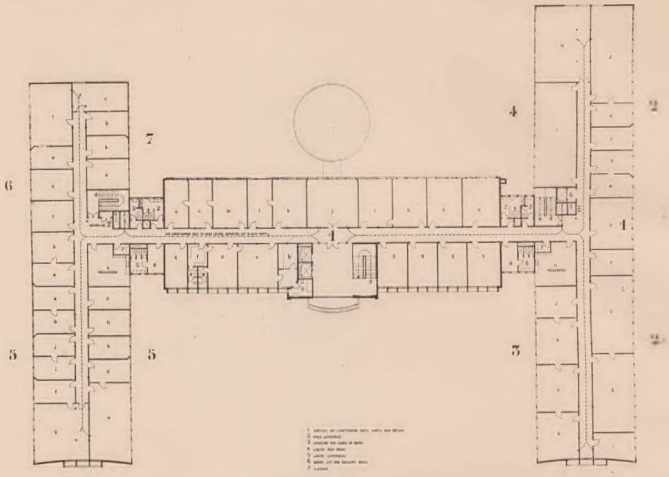


PLAN OF GROUND FLOOR AND SITE

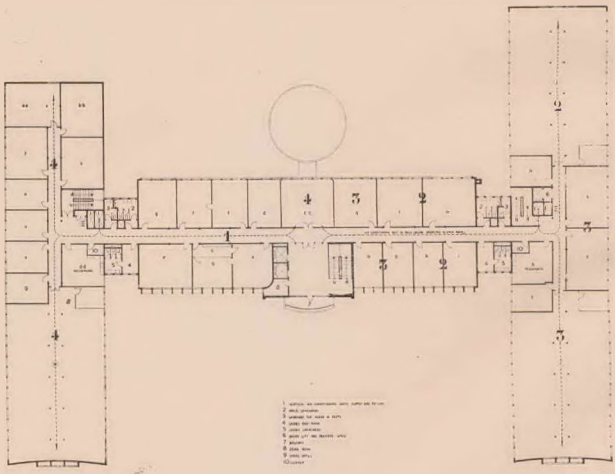
1 PROVINCIAL AUDITOR 2 PROVINCIAL 3 LOCAL GOVT 4 MOTOR TRAFFIC BUREAU 5 NATIVE QUARTERS 6 CARETAKER'S FLAT



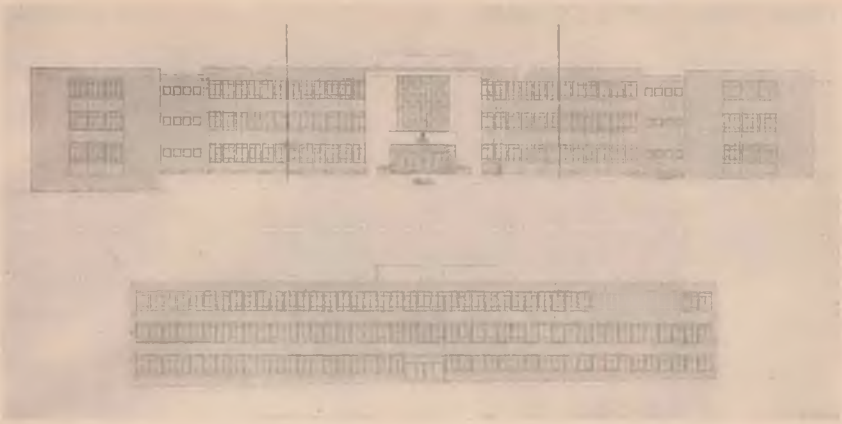
BASEMENT PLAN



SECOND FLOOR PLAN



FIRST FLOOR PLAN



Above: Elevation to Pietermaritz Street.

Below: Elevation to Bank Street.

THIRD PREMIATED DESIGN

GORDON MARKS, A.R.I.B.A., M.I.A.

Third Premiated Design (Design No. 5)

The author of the third premiated design conceived a building paying strict attention to the limited budget available for the project. A straightforward scheme was evolved which functions quite effectively. The suggested treatment of the building externally is simple and adequate. Detailed criticisms concern the staff garage for 50 cars, which is too tightly planned, rendering movement inconvenient in practice; the location and detailed planning of the Natives' and Caretaker's quarters, which are not up to the standard of the project generally; the layout of the Administrator's suite, which is not suitable.

The Assessors wish to draw the attention of the author to the unsatisfactory system of nomenclature which was employed. A good deal of time and effort had to be expended to establish the identity of the individual parts of plans.

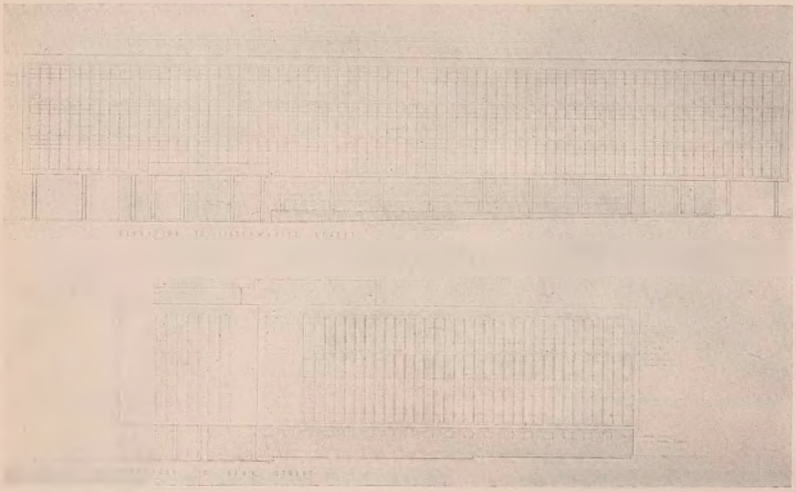
Fourth Premiated Design (Design No. 12)

Plans generally have been well arranged, circulations, the placing of Departments, and the location of staircases having been carefully thought out. Unfortunately no staircase is directly lit, and two at least would be dangerously dark in practice. Detailed layouts of Departments are good with the exception of the Administrator's suite, which is unsatisfactory. The office for 4 to 7 persons in the "Staff Section," first floor level, is badly lit, and the shape of the drawing office on the same floor is poor. Drainage from the lavatory units shown for heads of Departments in the midst of office accommodation, will be difficult to effect. Car circulation in the staff garage is tortuous and inconvenient. The two long office wings facing north-west aggravate the problem of providing suitable protection. The Assessors do not feel that the huge area of mechanically operated horizontal louvres proposed is a satisfactory solution. Whilst it is true that they have been employed in South America, the Assessors have knowledge of the mechanical failure and extensive adjustment which their use has entailed.

The Assessors draw the attention of the author of this design to the inadequacy of his report and estimate. They were forced to calculate the cost of the building for themselves, and to a certain extent exercise their discretion under clause 12 (d).

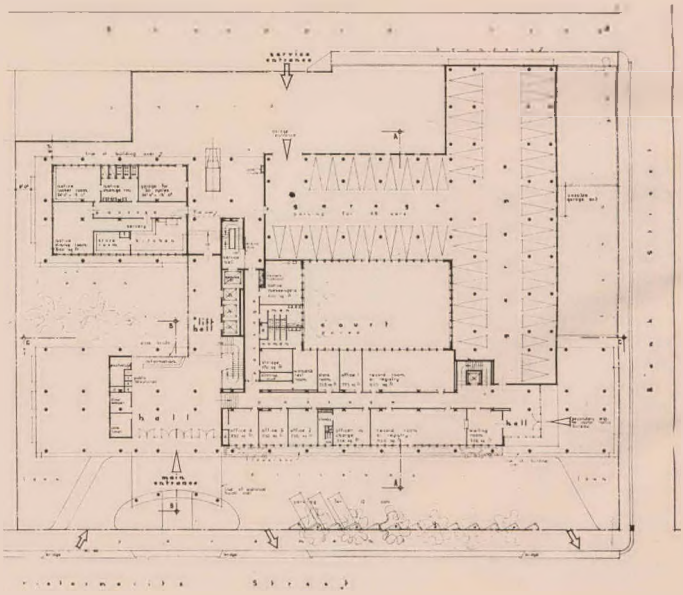
FOURTH PREMIATED DESIGN

W. B. BARBOURE

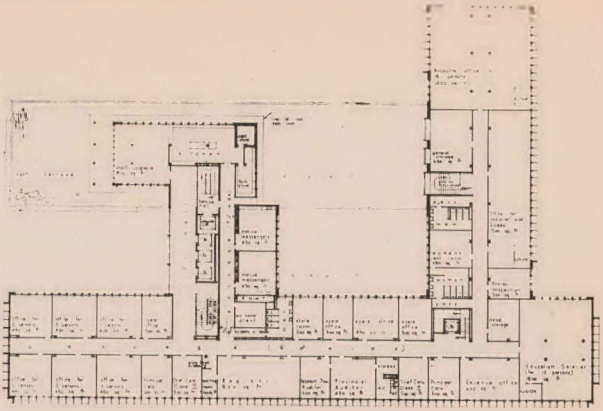


Above: Elevation to Pietermaritz Street.

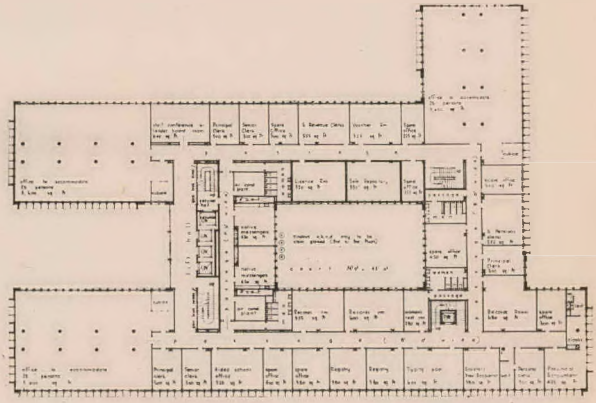
Below: Elevation to Bank Street.



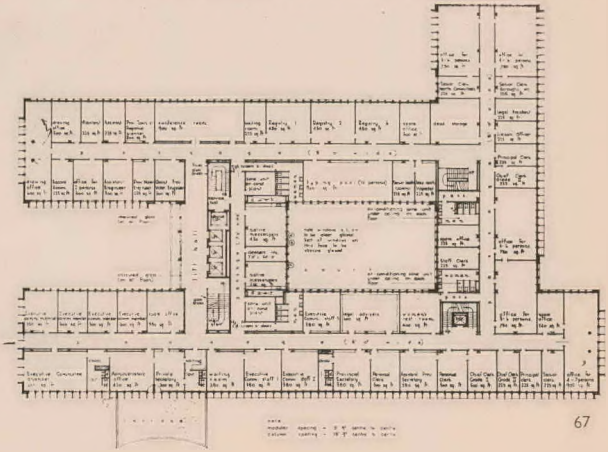
GROUND FLOOR PLAN: Motor Traffic Bureau.



THIRD FLOOR PLAN: Provincial Auditor.



SECOND FLOOR PLAN: Provincial Accountant.



FIRST FLOOR PLAN: Secretariat.

THE STUDENTS' FORUM

UNIVERSITY OF THE WITWATERSRAND, JOHANNESBURG

SCHOOL OF ARCHITECTURE AND STUDENT'S ARCHITECTURAL SOCIETY

A Report presented to the International Architectural Student Congress to be held in April, 1949

It is a matter of great regret to us that distance makes it impossible to send a representative to the Congress, particularly since we feel greatly the need for the widening of our horizons which direct contact with Architectural Students from other countries would give us. However, although we are unable on this occasion to attend the Congress, we feel that you might like to have some information on Architectural Education and Architecture generally in South Africa, and consequently are sending this brief survey, which we hope will be of interest to the Congress Delegates.

In a short report such as this, it will not, of course, be possible to give you a very detailed picture of Architecture in South Africa, but we will endeavour to present you with some aspects of it with particular reference to the Witwatersrand University School of Architecture and the Students' Architectural Society.

This history of this School of Architecture, although covering a comparatively short period, is of particular importance to a survey of Architectural development in South Africa, since, in many respects, it corresponds closely to the history of the development of Contemporary Architecture in this country. This School was established at the University of the Witwatersrand in 1921, at a time when the architecture of South Africa was largely in the tradition established by Sir Herbert Baker and Sir Edwin Lutyens. As was to be expected, the newly established School came under this influence, and the early work of students here closely followed the traditional blending of European and 18th Century South African influences which was apparent in the local work of that period.

However, by 1925, the tremendous impact which the work of Gropius, Mies van der Rohe and Le Corbusier was making on European architecture, gradually made itself felt in South Africa, and the students at this school turned, to an ever-increasing extent, to the philosophy of Functionalism, rather than that of Traditionalism, for their architectural inspiration. This tendency, inevitably, brought the School into sharp conflict with the practising members of the profession, who at that time were following closely the traditional approach established during the previous half century, and who saw in this new development a strong challenge to the validity of that approach. Had the profession been in a position to dictate the policy of this School, there can be no doubt that the development of Contemporary Architecture in South Africa would have been retarded for many years. Fortunately, however, the liberal tradition of the Witwatersrand University and, in particular, the liberal outlook of the then Professor of Architecture, Professor G. E. Pearse, made it possible for students to follow their interest in contemporary developments without undue external interference.

With regard to this, particular reference must be made to an early student at this School, Dr. Rex Martienssen, a man of outstanding scholastic attainment and breadth of vision, whose untimely death in 1942 robbed South African Architecture of one of its foremost teachers and exponents. As a student, Dr. Martienssen at first worked in the Baker and Lutyens tradition, but early developed an enthusiasm for the vitality of the trends manifesting themselves in Europe in the nineteen twenties. Together with two other students, N. Hanson and W. G. McIntosh, he formed a group which, by means of visits and the study of publications, kept in close contact with Europe between 1926 and 1930. This small group by their energetic championship of the cause of Contemporary Architecture managed to spread their enthusiasm to their fellow students to such purpose that, by 1930, this School was thoroughly steeped in the ideas of Gropius and Mies van der Rohe, and, later, those of Le Corbusier.

In 1931 Dr. Martienssen joined the staff of this School and became joint Editor of the *South African Architectural Record*, a publication which had for some years previously been edited by Prof. Pearse. The editorial policy of the *Record* had for some time been of a vigorous and imaginative nature, aimed at bringing to the notice of the Profession new developments in Architecture, Painting, and Sculpture, and this policy was continued under Dr. Martienssen. The determined efforts of the Editors of the *Record* to bring European developments to the notice of South African Architects were so successful that they aided materially in bringing into being the firm establishment of Contemporary Architecture, at least in Johannesburg and Pretoria, which was an accomplished fact by 1933. The value of the contribution to this development made by the *Record* can in some measure be assessed from an extract taken from a letter written to Dr. Martienssen by Le Corbusier, who wrote: "It is a very moving experience to turn over the pages of your *South African Architectural Record*. Firstly, because one is so amazed to find something so vital emanating from a distant point in Africa which lies beyond the Equatorial forests; but yet more because one can discern so much of youth's faith in it, such solicitude for Architecture, and so fervent a desire to attain a cosmic philosophy."

The development of Contemporary Architecture in this country during the nineteen thirties was given a strong impetus by the graduates of this School, who were entering the profession in ever-increasing numbers, and making their influence felt in an ever-widening circle. In the ten years which elapsed between 1930 and the outbreak of war, the influence of the early pioneers mentioned above spread to such an extent that, by 1939, it could with truth be said that there were in this country a considerable number of architects designing with a true appreciation and understanding of the contemporary idiom.

During this period, this School followed the trends of earlier years and has endeavoured to maintain the position in the van of Architectural thought in this country which it has held since its establishment. In the period immediately preceding the War, the greatest single influence on the work of students was that of Le Corbusier, and, to a lesser extent, that of Frank Lloyd Wright; while in more recent years the influence of South American work has been very much in evidence. In addition to these external influences, there has been quite clearly discernible in students' work their realisation of the fact that architects here, in their application of universal principles to local problems, are developing a recognisably distinctive South African idiom in Contemporary Architecture.

The absorption by the students of this School of the influences mentioned above has, inevitably, resulted in a good deal of work being produced which gives evidence of forms and lines of approach used without a full understanding of their true significance—a natural outcome of the inevitable immaturity of student design. Despite this, it can be said that, in the main, the chief objective of this School lies in an endeavour to arrive at a true understanding of fundamental Architectural principles and of the real significance of contemporary trends. And if, in the pursuit of this endeavour, these principles and

trends are occasionally misinterpreted, the disadvantage of this is greatly outweighed by the advantages to be gained from the continuation of a liberal and open-minded tradition.

Having now been given a brief survey of the history of this School, you might perhaps like to know something of its present functioning and of the work of the Students Architectural Society. At present, the School offers courses for the Degree and Diploma in Architecture and Quantity Surveying, all of which are of five years' duration; and a three-year part-time course for the Diploma in Town-Planning, open to graduates in Architecture, Land Surveying, and Civil Engineering. In general scope these courses are much the same as those existing in British Schools and Universities. For the Bachelor of Architecture Degree, which gives the holder Associate Membership of the R.I.B.A., the student is required to spend four years full time at the University and one year in an architect's office; while for the Diploma course, the student is required to spend one year full time at the University, and the remaining four years in an Architect's office, lectures being attended during working hours. Unlike the Degree, however, the Diploma, although permitting the holder to practise in South Africa, does not automatically give him membership of the R.I.B.A., a further thesis being necessary for this qualification.

Until the outbreak of War, the number of students in this School was always fairly small—usually somewhat less than one hundred—but the end of the War, as in other countries, brought with it a tremendous influx of ex-service students, who have increased the enrolment of the past three years to over four hundred in all courses. This enormous expansion has brought with it many difficulties caused by lack of suitable accommodation. However, temporary discomfort has been more than compensated for by the maturity given by ex-service students to the work of the School and the conduct of student affairs. In any case these difficulties will resolve themselves when the present students have passed out and the intake of new students returns to normal.

The subject matter covered in the Architectural course here is, in general, much the same as that offered in Schools in other countries. In order to equip the student adequately for the multiplicity of problems inherent in modern building technology, a wide range of technical subject matter is covered, including subjects such as Mathematics, Physics, Chemistry, Structural Engineering, Acoustics, Supply of Electricity, etc., etc. The object of these courses lies not so much in an attempt to train the student as, for example, a Structural Engineer, as in an effort to give him a thorough grasp of the work of technical specialists in various fields. In addition to the technical subject matter outlined above, an endeavour is made to equip the student fully for his future profession by giving him a thorough grounding in the ethical, legal, and financial aspects of professional practice.

Although all the subjects already mentioned are treated with the attention which their importance warrants, the subject occupying by far the greatest proportion of the students' time is, as would be expected, that of Architectural Design. This subject is commenced in the First Year, and continues throughout the duration of the course. As a background to Architectural Design, courses are given in Draftsmanship, and in the History of the Fine Arts and the History of Architecture. The two latter subjects are studied, not as a fruitful source of forms to be imitated meaninglessly, but as a vitally necessary background to instil in the student an understanding of plastic and spatial values, and an appreciation of the world's Architectural heritage.

In the Design course proper, students work both individually and in groups on design projects in Studios under the guidance of Studio Masters. These Design projects, which cover a wide range of problems, commencing with the simplest and increasing in complexity as the course advances, are aimed at giving the student a planning ability and architectural vocabulary which will enable him to deal with the architectural problems he will have to face in actual practice. The teaching of Design, being based on an analytical objective approach, rather than on any attempt to lay down rigid doctrinaire axioms, aims at giving the student as wide a scope as possible for the development of his own imagination and the expression of his own ideas. Thus, while it can be said that the analytical functionalism of the nineteen thirties is the basis of instruction in Design, recognition is given to the fact that rigid functionalism will not, in itself, provide a wholly satisfactory contemporary architectural background. Consequently, scope is given to the student for the application of what might be termed a more humanistic approach.

Any survey of this School of Architecture would be incomplete without mention being made of the Students Architectural Society, since it has for many years formed an integral part of the School. Briefly stated, the objectives of the Society are firstly, to cater for the interests of Architectural and Quantity Surveying students in every possible way; secondly, to maintain as close a liaison as possible between students and practising members of the architectural profession; and thirdly, to foster the interests of architects by bringing before the public current architectural problems. The Society, established in 1930, at a time when this School was first beginning to make its contribution to architectural development in South Africa, vigorously pursued the aims set out above and soon made itself felt as a force of some consequence in the South African architectural scene.

From its inception, the Society, strongly supported by the Staff of the School, endeavoured to further the cause of Architecture by means of public symposia, lectures, and exhibitions. Although it was established at a time when relations between students and members of the architectural profession were somewhat strained, the advance of contemporary architecture soon brought about a greater unity of outlook between these two groups. This unity has developed to such an extent that the student Society now enjoys a measure of mutual confidence and respect with the Institute of South African Architects which must be rare in the history of relationships between student and professional bodies. This mutual understanding has in recent years been given material expression by the co-operation of the Institute and the Student Society in the organisation of numerous lectures and exhibitions, the object of which has been largely to give the public some insight into contemporary architectural problems.

In the student sphere, the Society endeavours to maintain a spirit of unity within the School by the organisation of social functions, etc., and to widen the mental horizons of the student by the arrangement of extra-curricular lectures on a wide range of subjects. With reference to these lectures, mention must be made of a scheme, now in operation, which will enable the Society to bring to South Africa prominent architects from other countries for lecture tours of two or three months' duration every year. We are acutely aware of the isolation necessarily imposed upon us by distance, and are in consequence looking forward tremendously to the new avenues of thought which these visits will open up to us. In the wider student sphere, the Society has recently initiated the formation of an Association of South African Architectural Students, the lack of such a body as this having been felt for a long time. This Association will enable us to keep in closer touch with the other three Schools of Architecture in this country as well as providing a collective voice for South African Architectural students, which will, in particular, facilitate our contacts with similar bodies overseas.

One last point to be mentioned in connection with the Society is the fact that the support given to it by the Staff of the School has recently been given further expression by an invitation extended to the Society to send a representative to Staff meetings. Although in certain schools in other countries students have direct representation on Staff Committees, this step represents a unique innovation in this University. In consequence, it is greatly appreciated by students here as being indicative of the recognition their Society, as a responsible body, has received.

To sum up, it can be said without exaggeration, that of all the Student Societies in this University, the Students Architectural Society is quite the most active, and has behind it one of the proudest records of achievement. The future members of the Society will have before them this record and the realisation that the activities of their predecessors have enabled this School to make a material contribution to Architectural development in South Africa. With this in mind, the Students Architectural Society looks forward with confidence to its traditions being continued in the future, and to this School of Architecture maintaining its place in the lead of South African architectural thought.

Finally, we would like to express our appreciation of the opportunity given to us to place this survey of our School and Society before the Congress. Once again, we would like to wish the Congress every possible success, and to express the hope that we will in the future be able to maintain contact, however distant it may be, with the Students represented at the Congress.

A. A. PITT, *Chairman.*

On behalf of the Members of the University of the Witwatersrand Students Architectural Society.

CONTEMPORARY JOURNALS

APARTMENTS

"Architectural Review"—January, 1949, pp. 33—34.
Flats in Copacabana. H. Uchoa, architect. This eight-storey block of flats accommodates one large flat per floor.

COMMERCIAL

"Architectural Forum"—October, 1948, pp. 69—79.
The American Stone Company erects a new administrative headquarters and sales display building. H. Armstrong, architect.

"Progressive Architecture"—October, 1948, pp. 81—88.
Store Modernization. Pittsburg Plate Glass Co. Travelling exhibit of stores designed by E. A. Lundberg, architect.
(1) Open front flower shop.
(2) Semi-open front apparel shop.
(3) Partly closed drug store.
(4) Closed front jewellery store.
(5) Open front plus food display shop.
(6) Women's specialty shop with emphasis on window display.
(7) Restaurant with emphasis on interior activity.
(8) Shop fronts for displaying small objects.
(9) Fronts for places of amusement.

"Architectural Record"—September, 1948, pp. 126—134.
(1) An optometrist's shop with open vision, at Wilmington, Calif., L. Miller, architect.
(2) Offices and show rooms with a specialty shop at New York, Leon & Levy, architects.
(3) A shoe store catering for both men and women has been divided into two entirely separate shops, Gruen & Krummeck, architects.

"Architectural Record"—October, 1948, pp. 108—121.
Two office buildings for Shell Oil Corporation.
(1) Office building for Ammonia Plant, Shell Point, California, Kaufmann, Lippincott & Eggers, architects.
(2) Office building for Alcohol Plant, Martinez, California, Kaufmann, Lippincott & Eggers, architects.
(3) Citizens National Trust & Savings Bank, Los Angeles, Stiles Clements Associated, architects. This bank represents a distinct departure from traditional design.

CONSTRUCTION

"Progressive Architecture"—October, 1948, p. 97, 99, 101.
The following Selected Details are illustrated:
(1) Office sloping window for United Air Lines ticket offices, Los Angeles, California, Parkinson, Powelson, Briney, Bernard & Woodford, architects.
(2) Storage wall, Cointe Residence, Hollywood, California, H. Bissnek, architect.
(3) Foley's Department Store, Garment rack, Houston, Texas, Raymond Loewy Associates, Designers.

"Progressive Architecture"—November, 1948, p. 95, 97, 99.
Selected Details:
(1) Exterior showcases for Irene Burke Shop, Long Beach, California. K. Wing, architect.
(2) Concrete block partition for Dial Press office, New York. Reisner & Urbahn, architects.
(3) Kitchen sink counter for Shadd Residence, New York. Willard Smith, designer.

DOMESTIC

"Architectural Forum"—October, 1948, pp. 96—108.
(1) Cliff house with interlocking elements exploiting a magnificent site at Vancouver. Sited almost literally on the face of a cliff, this multi-level residence hugs a drop of 300 ft. from the North-west corner of the property to the sea. Sharp & Thompson, Berwick, Pratt, architects.
(2) House in Florida by R. Twitchell, architect, and P. Rudolph, associate. The design emphasizes indoor-outdoor living, and illustrates successful use of the patio.
(3) Four concrete beach houses provide luxury on a small scale. R. Twitchell & P. Rudolph, architects.

"Progressive Architecture"—October, 1948, pp. 52—77.
(1) House in Oakland, California, provides a remarkable degree of privacy on an average town site. C. Steiner, architect.
(2) House at Alexandria, Virginia, expertly welded to a hillside site. C. Goodman, architect.
(3) House at Ross, California, designed by H. Hill, architect, illustrates integration of all elements:—site adaptation, design, structural concept, landscaping and furnishing.
(4) A simple unpretentious home at Tucson, Arizona, on a flat urban site. A. Brown, architect.
(5) A spacious small house on an oak-wooded site sloping down to a creek with a view of hills to the South, at Atherton, California. Wurster, Bernardi, & Emmons, architects.
(6) A compact, apartment-size home for a bachelor at Los Angeles, California. Clifford-Lindstrom Associates, designers.

"Architectural Record"—September, 1948, pp. 82—120.
Main Roads to Better House Architecture by Arthur Stires. Architectural Record's Building Types Study No. 141, illustrating the following houses:
(1) Small house at Fresno, Calif. Wurster, Bernadi & Emmons, architects.
(2) House overlooking Lake Michigan, G. & W. Keck, architects.
(3) Moore & Salsbury, architects, exploit the mid-level entrance in the generous two-storey house at Kensington, Conn.
(4) House at Carmel, California, facing the Pacific. A. Hill, designer.
(5) A small house at Hollywood, California. R. Neutra, architect.
(6) House at Tucson, Arizona. R. Morse & W. Peters, architects.
(7) California beach-house. Wurdeman & Becker, architects.
(8) Small house at Bryan, Texas. L. Martin, architect.
(9) House designed for a steep site. J. Davidson, designer.
(10) Ingenuity provides spaciousness. House at Los Angeles, Calif. G. Ain, J. Johnson & A. Day, architects.
(11) Residence at Oklahoma City, designed on the modular principle. W. & R. Vahlberg, architects.

"Architectural Review"—October, 1948, pp. 165—170.
Two houses in Marin County, California.
(1) Dettner House designed by A. Hill.
(2) Tamalpais House, designed by A. Hill.

"Architectural Record"—October, 1948, pp. 92—107.
Domestic examples in America:
(1) Marcel Breuer builds for himself. This house, planned for active living, illustrates the cantilever developed to the ultimate degree. The balcony porch is suspended on steel cables, the stairs hang from the suspended porch, and the living and sleeping quarters are cantilevered over the small elevated basement. An extremely exciting and imaginative solution.
(2) Studio home of the John Lloyd Wrights, Del Mar, California. John Lloyd Wright, architect.
(3) A country house in the Pennsylvania Hills. Mitchell and Ritchey, architects.

"Architectural Review"—January, 1949, pp. 10—14.
Marcel Breuer's own house.

"Progressive Architecture"—November, 1948, pp. 73—76.
A larger-than-average family accommodated in an economically planned house, New Canaan, Connecticut. Sherwood, Mills & Smith, architects.

"Architectural Forum"—December, 1948, pp. 69—80.
Four small houses:
(1) A well-designed small house offering comfort and convenience in a pine-wooded area in Sabattis, N.Y. H. Hebbeln, architect.
(2) A two-family house designed around compact internal kitchens, from which radiate the living areas. The bedrooms are on an upper level, and the terraces serve outdoor living space as well as car port space. Architect J. Glass designed and built this house himself.

(3) House at the foot of a mountain at Beverly Hills, Calif., makes the most of an extremely difficult site. R. E. Faxon, architect.
(4) A small house at Glenview, Ill. D. Barrow, architect.

EXHIBITION

"The Architects' Journal"—October, 1948, pp. 377—379.
Exhibition Train, designed by A. C. Braven.

HOTELS

"Progressive Architecture"—November, 1948, pp. 65—67.
Motor-hotel at Long Beach, California. W. Dreiss, designer. A group of rental units designed to appeal to couples or families who prefer the convenience of a motor court, but for whom few first class court facilities are available.

"Architectural Forum"—December, 1948, pp. 81—96.
Terrace Plaza Hotel, Cincinnati. The Terrace Plaza Hotel is built above two large stores, and begins at the 8th floor, which is divided by the elevators, reception and offices, yet the 90 x 400 ft. roof o the two stores is big enough to accommodate the main dining room, cocktail lounge, bar, kitchen and terraces. Skidmore, Owings & Merrill, architects.

HOSPITALS, WELFARE, ETC.

"Architectural Journal"—December, 1949, pp. 104—108.
Home and Hospital in Hollywood, Calif., a colony for the assistance of indigent and aged members of the film industry. W. L. Pereira, architect. The new addition to the group housing for the veteran screen actors and technicians has skilfully expanded the original convalescent building into a small hospital with complete surgical and dental facilities, and a pleasant nurses' residence.

HOUSING

"Architectural Review"—October, 1948, pp. 179—
Post-war Housing in Britain by C. Mardall & J. Vulliamy. The first of a new series of articles in which the aesthetic expression in Contemporary British Building is examined.
Two houses illustrated are by Erno Goldfinger at Henley-in-Arden, and one at Wilmcote, Warwickshire by F. R. S. Yorke, architect.

RECREATION & THEATRES

"Architectural Forum"—October, 1949, 00. 95—
A 490-seat small theatre for rural moviegoers, semi-prefabricated and erected at low cost at Clara City, Minn. Architect G. Becker.

SCHOOLS

"Progressive Architecture"—November, 1948, pp. 51—64.
Three Elementary Schools are illustrated:
(1) A seven-classroom and kindergarten to be developed on a heavily wooded site as the first unit in a comprehensive future plant at Houston, Texas. Golemon & Rolfe, architects.
(2) First wing of an eventual sixteen-classroom rural school at Atascadero, California, emphasising construction economy, bilateral lighting and close relation to outdoor areas on an attractive wooded site. Daniel, Mann & Johnson, architects.
(3) A kindergarten and classrooms for the first six grades, a gymnasium-auditorium and office space as an addition to an existing structure on a site whose limitation dictated a two-storey scheme. Perkins & Will, architects.

TOWN PLANNING & LANDSCAPE DESIGN

"Architectural Review"—January, 1949, pp. 15—24, 25—32.
(1) Bankside regained. A scheme for developing the S. Bank of the Thames. In order to give London a riverside, the review proposes to build out into the river a pier, which would form a belt of leisure and entertainment between the river and the redeveloped area behind.
(2) Landscape Design in the U.S.A. by G. Eckbo. A prominent American landscape architect discusses the theory and practice of Landscape Design.

TRANSPORT

"Architectural Forum"—October, 1948, pp. 90—94.
Maintenance Base. United Air Lines streamlines its maintenance operation at San Francisco. The new shop and adjoining hangers provide assembly line facilities for overhauling planes.

"Architectural Record"—October, 1948, pp. 122—146.
Railroad Buildings. *Architectural Record*'s Building Types Study No. 142.
(1) Railroad Architecture in Europe by J. L. Martin.
(2) Railroad Architecture in North America To-day.
(3) Station on an Eastern Main Line, L. Tichy, architect.

"Progressive Architecture"—November, 1948, pp. 68—69.
An all-weather shelter to serve a comparatively small number of railroad passengers at Great River, New York. Architects Antonin Raymond & L. Rado.

NOTES AND NEWS

CAPE PROVINCIAL INSTITUTE

Dissolution of Partnership

The parnetship formerly known as Owen Eaton and Merrifield, Architects, United Buildings, Port Elizabeth, was dissolved at the 31st March, 1949. Mr. C. H. N. Merrifield, A.R.I.B.A., M.I.A., is continuing his practice at Mosenthal's Buildings, Port Elizabeth (Phone 5537).

BACK NUMBERS

The library of the University of Cape Town is anxious to secure the following issues which are missing from their sets: Vol. 1 to Vol. 16 (2 sets); Vol. 17; Vol. 18; Vol. 21, No. 7; Vol. 22, No. 8; Vol. 32, No. 1-3, 12; Vol. 28; Vol 29 and index. Any member who can supply any of these issues is asked to do so either to the Editor or direct to the University Librarian, Rondebosch, Cape Town.

BOOK REVIEW "RADIANT HEATING"

Our attention has been drawn to the fact that in the review of this book which appeared in the issue for September, 1948, no mention was made of the fact that the Machinery Publishing Co., Ltd., Brighton, England are the distributors of this book for the British Commonwealth, the price being 37*s.* 6*d.*

TRANSVAAL PROVINCIAL INSTITUTE

New Registrations

The following new members have been registered since January, 1949: In the practising class: Mr. K. Kock, Mr. C. A. Poseman. In the salaried class: Messrs. A. B. V. Good, J. Jerphanion, K. Knutzen, D. Myles, D. S. Petrovitsh, W. A. Serfontein and M. J. van Rensburg.

Partnership

Messrs. Gibbs and Dixon have entered into partnership and one practising in Windhoek, S.W.A. (P.O. Box 980).

PROVINCIAL WORK (TRANSVAAL)

LIST OF ACCEPTED TENDERS FOR PROVINCIAL SERVICES FOR QUARTER ENDING 31ST DECEMBER, 1948.

SERVICE	ARCHITECTS	QUANTITY SURVEYORS	CONTRACTORS	AMOUNT
Cyrildene English Medium School: New School	C. Small	W. Selkirk and E. A. Gaisford	L. Westly	£26,600 0 0
Noordgesig Coloured School: New School	Fyvie and Eddy	Borckenhagen and Louw	Eloff & Altman (Pty.), Ltd.	£29,321 0 0
Van der Bijl Park Second Primary School: New School	J. A. Hoffman	A. W. Springthrope	S. J. Labuschagne (Pty.), Ltd.	£30,000 0 0
Strubenvale English Medium Primary School: New School	Departmental	Departmental	De Klerk & Hewett (Pty.), Ltd.	£27,700 0 0
Pretoria Boys High School Alterations and Additions	Departmental	Departmental	C. G. H. Brandt	£6,051 0 0
Orkney English Medium Primary School, Klerksdorp: New School	Departmental	Departmental	H. D. Abery (Pty.), Ltd.	£31,499 0 0
Peacehaven Primary School, Vereeniging: New School	Departmental	Departmental	S. J. Labuschagne (Pty.), Ltd.	£27,990 0 0
Linksfield Primary School: New School	C. Sayce	Labuschagne, Law, Kennedy and du Toit	W. S. Crichton	£28,580 0 0
Dalview Primary School Brakpan: New School	Departmental	Departmental	Van der Spek and Matthysen	£18,747 0 0
Florida Extension No. 9 Primary School: New School	Departmental	Departmental	Concor Construction Corporation (Pty.), Ltd.	£18,800 0 0
Malvern East Primary School: New School	Departmental	Departmental	P. W. Venter	£19,500 0 0

S.A. STANDARDS COUNCIL

Attention is drawn to the specification for Standard Sizes for Doorlocks which is published by the South African Standards Council and which is of special interest to architects, construction engineers and building contractors.

The committee responsible for the drawing up of the specification, was appointed by the Standards Council at the request of certain South African manufacturers with the object of ensuring the interchangeability of various ranges of doorlocks. It is felt, however, that the specification should be welcomed not only by lock manufacturers, but also by all businesses and organizations responsible for extensive building operations and the maintenance thereof. Interchangeable doorlocks will also be of great practical value to householders.

If standard sizes are adhered to, individual fitting of locks will not be necessary in the course of installation, and replacements will be considerably simplified as the new locks would not require refitting, nor would it be necessary to replace with exactly the same make as the original lock. This interchangeability would be of special assistance to, for example, organizations which would otherwise find it necessary to hold unweildy stocks of a large variety of makes and sizes to cater for large housing schemes and blocks of offices.

The specification provides standard dimensions for the following range of doorlocks; two sizes of upright locks, and two bolt mortice locks, rebated upright mortice locks, straight and rebated horizontal mortice locks, rim locks, mortice latches and deadlocks.

Copies of this specification, S.A.B.S. 4:1947, are obtainable at a cost of 5s. each post free from the South African Bureau of Standards, Private Bag 191, Pretoria.

OBITUARY

Mr. Clement H. Stott, L.R.I.B.A., passed away on the 31st August last at Botha's Hill, Natal, at the age of 75. He built up an extensive practice as an Architect and Land Surveyor from 1896 and for many years was head of the firm of Stott, Sullivan & Barbour. He also took a great interest in public affairs, being for many years a Provincial Councillor as well as a Municipal Councillor, and at one period was Deputy Mayor of Durban.