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The Florida Architect

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OCTOBER, 1957

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THE COVER

This all-aluminum, 150-foot diameter Geodesic Dome erected in Honolulu by the Kaiser Company as a convention and concert hall was designed by a man who has been called one of the foremost creative thinkers of this century. He is R. Buckminster Fuller, long famed for his Dymaxion designs. Fuller will be one of the featured speakers at the 43rd Annual FAA Convention at Clearwater next month. A profile of the man and his major work starts on page 11.

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Convention Plans Are Complete



Plans for the 43rd Annual FAA Convention are practically signed, sealed and delivered, according to Chairman ROBERT H. LEVISON and Assistant Chairman EUGENE H. BEACH, pictured here. The program which has been built around the Convention theme — “*The Challenge of the Future*” — is one of the most stimulating of any FAA Convention gathering. With a list of top-ranking speakers heading the four seminar panels scheduled for Thursday and Friday afternoons, the professional value of the Convention will undoubtedly merit a superlative rating.

Other highlights, however, will prove equally as attractive to many. One is the two-fold exhibit program. The Manufactured Products exhibit will include some 60 booths, and the Architectural Exhibit promises to be equally as fine as that of 1953 when one of the present program chairmen, WILLIAM B. HARVARD assembled an exhibit of Florida Architecture by Florida Architects which went on an international tour for more than three years.

Visitors to the Products Exhibit will have an opportunity to win a whole series of attendance awards. Heading the long list which has been assembled by Awards Chairman TONY PULLARA is an all-expense-paid tour around the glamorous Carribean — for two. Included are such desirable gadgets as TV and Hi-Fi sets, golf carts, cameras and a whole range of electrical appliances.

The FLORIDA STEEL CORPORATION has announced that it is planning to stage a golf tournament for Conventions — with the hope that this

Convention event can be made an annual affair. Full details of this will be made available at Convention Headquarters November 7.

The AIA's national Package Deal Committee has chosen Clearwater and the time of the FAA Convention to hold its next meeting.

Entertainment Chairman EDMOND N. MACCOLLIN has promised top-flight entertainment talent — with a professional MC — for the two party nights scheduled for both Thursday and Friday.

On the business side, FAA officers and directors will offer a full agenda of affairs requiring the thoughtful consideration of all Chapter delegates. The FAA, as one of the country's leading and most active State Organizations, is on the threshold of important developments.

As a member of the FAA you owe it to yourself to attend this Convention. There's not too much time left to reserve accommodations for it. So better do it now — and avoid being sorry you didn't later on.

Mrs. A. Wynn Howell Heads Convention Ladies Program

Although FAA Ladies are welcome at all sessions of the 43rd Annual Convention, the Florida Central Chapter Auxiliary, chairmanned by Mrs. A. WYNN HOWELL of Lakeland, has planned a special program for them. It will start on Thursday, the official opening day of the Convention and will continue until the Convention is officially adjourned on Saturday, November 9th.

First highlight of the Ladies Program is an open house for all feminine visitors to the Convention at the new Clearwater Beach home of Mrs. EDMOND N. MACCOLLIN, to which transportation will be furnished by the Auxiliary of the Florida Central Chapter. Friday will be an especially full day starting with a Ladies Breakfast in the Skyline Room of the Fort Harrison Hotel, followed by a conducted tour of the Clearwater Art Center. In the afternoon a Poolside



Card Party and Bingo Tournament has been arranged — and Friday night marks the gala Night-Club Party, preceded by the traditional cocktail hour.

Mrs. Howell's Convention Committee includes: Mrs. ROBERT H. LEVISON, Hospitality; Mrs. THOMAS V. TALLEY, Special Breakfast; Mrs. J. BRUCE SMITH, Card Party; and Mrs. ANTHONY L. PULLARA, Prizes.

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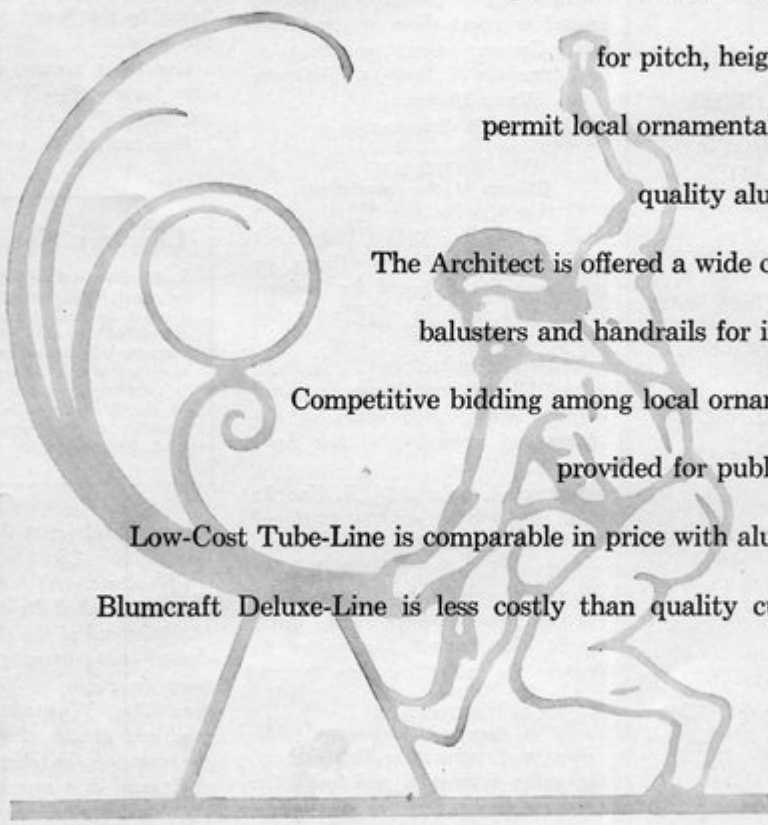
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By-Law Changes Proposed

The following changes in the Constitution and By-Laws of the FAA have been developed as one proposal for strengthening the Association by bringing the By-Laws more in line with the manner in which the FAA actually operates and to align the FAA committee structure with that of the Institute.

The By-Laws Committee urges every FAA Chapter member to carefully consider these proposed By-Laws changes and be prepared to accept, amend or reject them at the Clearwater Convention next month.

JEFFERSON N. POWELL, Chairman
A. WYNN HOWELL
WALTER B. SCHULTZ

ARTICLE V

Officers of the Association

Section 1, subsection D, change to read as follows: "(D) Only such members as have been officers, or members of the Board for at least three years shall be eligible for the office of President."

Section 4, subsection A, lines 9, 10 and 11: strike out "have charge and exercise general supervision of the offices and employees of this Association."

Section 4, subsection B, line 2: strike out "or other assistant employed by this Association."

Section 5, subsection A, line 5: After the word "shall," strike out "prepare the budgets" and insert "assist the Budget Committee to prepare the budget" in lieu thereof.

ARTICLE VI

Board of Directors

Section 1, subsection B: Strike out the entire subsection and insert the following in lieu thereof, "Each chapter having up to 19 Institute members shall have one director; each chapter having from 20 to 59 Institute members shall have two directors; and each chapter having 60 or more Institute members shall have three directors. Institute membership shall be determined from chapter rosters showing all members approval by the Institute 60 days prior to the Annual Convention."

Section 4, subsection C, line 3: After the word "than," strike out "five" and insert "ten" in lieu thereof.

ARTICLE VII Committees

Section 1: Insert the following in lieu thereof "Section 1 — Classes of Committees. There shall be standing committees and special committees. Standing committees shall be vertical and non-vertical; vertical committees shall be those designated by the Institute, and non-vertical committees shall be those necessary to the administrative operations of the Association. Special committees may be established by the Board of Directors or the President."

Renumber present Section 1 as a new Section 3 — Nominating Committee.

Section 2: Strike out all of present

Chapters Please Note !

An Alternate FAA Director must be elected for each FAA Director elected by each Chapter. This is stipulated in the FAA By-Laws, Paragraph 8, Subparagraph C. The function of the Alternate Director is to serve as a pro-tem member of the FAA Board in case of the inability of the regularly elected FAA Director to serve.

Section 2 and insert the following in lieu thereof: "Section 2 — Committee Structure. (A) Vertical standing committees shall be composed of a chairman and of the chairmen of the chapter committees performing the same functions as the Association committee. Whenever functions are combined at the chapter level, the chairman of the chapter committee shall serve as a member of each of the Association Committees he represents functionally at the Chapter level. Committee chairmen shall be appointed by the President with the advice of the Board of Directors for three year terms. (B) Every special committee shall expire with the fiscal year, but any thereof may be re-created. Members of special committees shall be appointed by the President and their terms of office shall expire with the committee."

Section 3: Strike out all of present Section 3 and insert present Section 1, re-numbered as "Section 3 — Nomi-

THE FLORIDA ARCHITECT

nating Committee" in lieu thereof.

Section 4: Add thereto an additional subsection as follows, "(E) When their terms expire, committee chairmen and members shall transmit to their successors all records necessary to the continuing work of the committee."

Proposed Resolutions

The 42nd FAA Convention held last year at Miami Beach adopted a new method for the consideration of future resolutions. Part of this method involved publication of proposed measures in the FAA Official Journal one month prior to the annual convention, the object being to give FAA membership time to consider both the intent and content of each resolution.

The measure adopted last year provides that "All resolutions shall be forwarded to the Executive Secretary two months prior to each Annual Convention." To date, only four proposed resolutions have been received; and according to terms of the new procedure, submission of other resolutions for Convention consideration by the Resolutions Committee must be approved by a two-thirds vote of Convention delegates. Chairman of the Resolutions Committee is CLINTON GAMBLE, 1407 East Las Olas Boulevard, Ft. Lauderdale. Members are: A. WYNN HOWELL, Florida Central; JACK MOORE, Florida North; IGOR B. POLEVITZKY, Florida South, and IVAN H. SMITH, Jacksonville.

The following three resolutions have been proposed by the Florida Central Chapter:

Dues Payments

WHEREAS, membership dues of the Florida Association of Architects, Inc., and the several chapters is at present on an annual basis; and,

WHEREAS, most members pay their dues on their anniversary dates; and,

WHEREAS, the collection of dues at the State and Chapter level is distributed throughout each fiscal year;

NOW THEREFORE, BE IT RESOLVED, that the Florida Association of Architects, Inc., dues be in-

voiced and collected on a 1-3 of the year basis during the fiscal year of application and acceptance of any member, and that all invoices be rendered and payable for a full year as of January 1 of the ensuing year; and,

BE IT FURTHER RESOLVED, that a recommendation be forwarded to the several chapters to comply with this system of collection of dues at the chapter level for greater uniformity.

Executive Secretary's Office

WHEREAS, the status, responsibilities, duties and the authority of the Executive Secretary of the Florida Association of Architects, Inc., has not been clearly and specifically defined; and,

WHEREAS, members of the Florida Association of Architects, Inc., have not been fully advised of the scope of work of the office of the Executive Secretary;

NOW THEREFORE, BE IT RESOLVED, that the status, responsibilities, duties and the authority of this office be clearly set forth and that the title of this office be commensurate therewith, and that the status, responsibilities, duties and the authority as set forth be incorporated as a part of the By-Laws of the Florida Association of Architects, Inc.

Commendation

WHEREAS, this Association recognizes the outstanding performance of ROGER W. SHERMAN, FAA Executive Secretary, during the 1957 Legislative Session, as evidenced by his comprehensive report of events in Tallahassee which should have been of interest to all Florida Architects;

NOW THEREFORE, BE IT RESOLVED, that the President of the



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Beautiful leaded glass is used in Ador sliding glass door in this dramatic church installation.



Sliding Glass Door opens church conference room to patio area in this Ador installation.



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Study room gains maximum natural light plus easy access to courtyard through Ador door.



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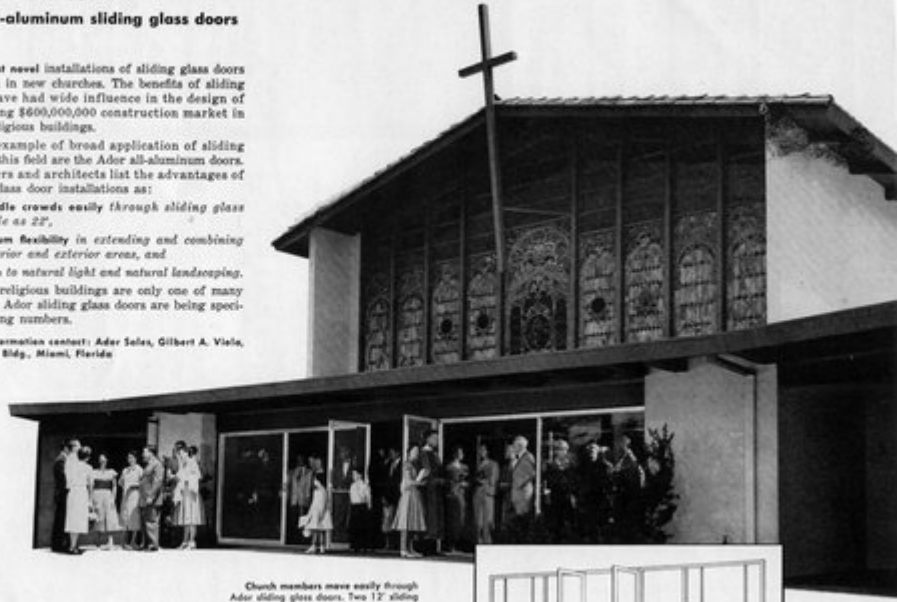
Outstanding example of broad application of sliding glass doors in this field are the Ador all-aluminum doors. Church builders and architects list the advantages of these sliding glass door installations as:

Ability to handle crowds easily through sliding glass entries as wide as 22'.

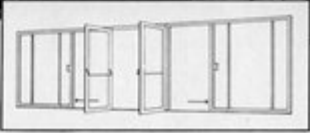
Provide maximum flexibility in extending and combining the use of interior and exterior areas, and

Open the church to natural light and natural landscaping. Churches and religious buildings are only one of many fields in which Ador sliding glass doors are being specified in increasing numbers.

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Kitchen-dining area is open to patio through sliding glass doors for special church and



Convention Headquarters, the big building in the foreground, is just a five-minute drive from the beaches and the Gulf

CONVENTION CITY

Clearwater, now acclaimed as the gem of Florida's suncoast and site of the FAA's 43rd Annual Convention next month, was once the stamping ground for pirates and the homestead of a top-flight Florida pioneer.

By Frances Reed

The story of Clearwater, as of all Florida, is a story of adventure. Dark days and bright, tragedy and romance, are in its plot. Indian warriors, Spanish conquistadors, black-hearted pirates stalk with vigor across these Suncoast pages, as elsewhere. But now and again Destiny, in capricious mood, has written in new characters, new situations, to enliven the history against which this modern Clearwater is built.

Dr. Odet Phillippe, one of the most colorful of these characters, sailed his ship, "The Ney," up Old Tampa Bay and into the story on a Spring day in 1823. Even had he known that he and his family were

about to become the first white settlers of the land toward which he steered, it probably would not have disturbed him. And he could hardly have even dreamed that the acres he would homestead would eventually be dedicated to his memory as Phillippe Park, one of the beauty spots of Pinellas County today.

Dr. Phillippe — born Count Odet Phillippe, in Lyons, France — was a grand-nephew of King Louis VI. In college, where he was studying to become a surgeon, he became the friend of a much older student, Napoleon Bonaparte, who, when he later became Emperor, made Phillippe head surgeon of the French Navy.

When the French fleet was defeated in the Battle of Trafalgar the Doctor was sent by the British to the Bahamas as a prisoner of war. There he endeared himself to the populace by caring for the sick during a fever epidemic, and spent his leisure in learning to make and smoke cigars — or, as he spelled it, "segars." Released at the end of two years, but forbidden to return to France, he joined the large French Colony in Charleston, South Carolina, where he became influential and wealthy, not only from his medical practice but as owner of a large plantation.

Years later, reduced to financial
(Continued on Page 8)



As in any Suncoast city, boating and fishing is one of Clearwater's major sports as this marina will attest.



Golf, too, is a popular pastime. There are two fine courses in Clearwater, both available for Conventioneers' use.



You can do it even in November—swim in the Gulf at a fine, broad beach just five minutes from your hotel.

Convention City . . .

(Continued from Page 7)

ruin through helping a friend, he built a boat, named it for a famous French general, and moved his family, his hundred slaves and their overseers, and his household goods to the East Coast of the wild land of Florida to start anew.

After much hard pioneering another plantation began to flourish, just as they had to flee an Indian uprising. So narrow was their escape that they saw the house go up in flames as they sailed away.

Rounding the Peninsula of Florida, they were halted by a pirate ship captained by John Gomez, known as the cruellest pirate in the whole Caribbean! The very thought of what might happen to the Doctor's three young daughters, Octavia, Charlotte and Melanie, was horrifying! And he and all his men might easily be forced to walk the plank!

It turned out well, though. Most of the members of the pirate crew were suffering from a tropical fever, and Dr. Phillippe had offered his services. The men recovered quickly, and Gomez had been most graceful. He had given the Doctor a letter guaranteeing him immunity from pirate attacks forever; had lavished upon him a handsome chest filled with treasure; and, learning of the loss of his home, had told him of a great bay up the Florida coast, the shore of which would be a desirable site on which to build.

"It's the most beautiful bay in the world, with the possible exception of the Bay of Naples," said Gomez, pointing on the map to Old Tampa Bay, and to a spot about six miles east of where the City of Clearwater now stands. "Go there, Doctor. You will not be sorry."

Dr. Odet Phillippe, remembering the pirate's words, watched the shoreline grow more distinct as he sailed up the bay. You could see now how high the land was; how luxuriant the growth. You could see the white of the shell mound gleaming in the sunshine as it sloped down to the water's edge. It seemed almost like a mountain. Gomez had mentioned this, too.

More than pleased with the place, Dr. Phillippe unloaded his boat and set his slaves and overseers to clearing and building, and he and his family left for the Bahamas to buy plants

and nursery stock for a citrus grove. He is credited with having planted here the first grove anywhere to be set in rows and cultivated. He developed the art of budding and grafting to improve fruits and create new varieties. Some of his trees still stand in Phillippe Park.

For a long time the Phillippes' only neighbors were Seminole Indians. The Doctor made friends with them and became their physician. They, in turn, taught him the medicinal value of the mineral springs nearby, which they called "the springs where the healing waters flow." To a friend Phillippe once wrote: "This is God's own country, and this water is His medicine, stirred by His hand and deposited on this shore to heal men's sufferings." The springs, now maintained as a spa, are visited by thousands of health-seekers annually.

Dr. Phillippe lived for many years on the shore the pirate Gomez had recommended to him, and which he always called "the mountain." Eventually new settlers drifted in, and the Phillippe daughters, finding husbands among them, became the ancestors of many of the native residents of Clearwater.

All was not peace in the intrepid French Count's life on his mountain, however. In 1848 the most severe hurricane and tidal wave ever to hit the West Coast of Florida destroyed much of his property, even his home; and again he must build.

He was beset by wars: the Seminole War, when he was forced as a patriot to help the Government round up the Seminoles for exile, in spite of his friendship and sympathy for them; the War Between the States, when he was forced to move his slaves inland to prevent their capture by Federal gunboats coming into Tampa Bay.

Odet Phillippe died in 1869. Great-nephew of a King of France, friend of an Emperor, American pioneer extraordinary, he lies buried in a lonely grave on his "mountain," with only a simple granite headstone to mark the spot. Few people who play in his beautiful park, even though they may see the sign pointing up the flower-hedged path, ever bother to ask who he was.

This land which Dr. Phillippe settled is believed to be rich in history that dates far back into antiquity. The Smithsonian Institution, in recent years, sent an archaeological expedi-

OCTOBER, 1957



One of the finest landscaped causeways in the state connects Clearwater with its beaches, just two miles away.



Nearby Tarpon Springs, one of the famous sponge centers of the world, teeming with old-world charm and customs.

tion under Dr. Matthew Sterling to spend many weeks excavating the mound. Unusual relics of pre-historic and early American Indian life were discovered.

The site of the mineral springs the Doctor valued so highly is thought to be the spot where, in 1539, Hernando DeSoto landed and established headquarters from which to start his expedition to the West, and eventual discovery of the Mississippi River. DeSoto named the camp Espiritu Santo—Holy Spirit—and the springs still are called Espiritu Santo Springs.

This coast was a trysting place of the pirates who for many years infested the waters of Gulf of Mexico and Caribbean Sea. Legend has it

that a heavy iron bar, now grown far up among the branches of a giant oak tree on the Phillippe mound, was the gibbet from which pirate captives were hung. The old tree is known as the "gibbet oak."

Pirate tales abound along the Suncoast, and pirate gold is believed to have been buried at many points. The oft-told story of a sunken pirate ship off Honeymoon Island, north of Clearwater Beach, sends treasure-hunters scurrying for salvage equipment whenever it is revived. Adding credence to the story, sponge-fishermen from Tarpon Springs have reported seeing the silt-buried hull when the tide was low and the water sufficiently clear.

(Continued on Page 22)

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Ribbed panels of precast concrete, prefinished in natural color and measuring 4 by 20 feet, form the walls of the new Miami Springs Recreation Center, for which Steward and Skinner were architects. Jorgensen & Schreffler and Maurice H. Connell & Associates, Inc., were the engineers. General contractor was Bradford Builders, Inc.

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KOSKA

R. Buckminster Fuller, one of the most creative and controversial figures of our time, will be a speaker at the 43rd FAA Convention's seminar on design next month

COMPREHENSIVE DESIGNER

A Michigan State College Centennial Award given to R. BUCKMINSTER FULLER in 1955 described him as "Engineer, inventor architect, teacher, mathematician, author and philosopher." *Who's Who* tabs him simply as "enr." — and then devotes some 50 lines of close-packed and abbreviated data to prove the meagerness of the title. U. S. Steel's FOSTER GUNNISON has called him "the unquestioned genius of the entire field of prefabricated constructions." He has been called "a visionary," "crackpot" (an appellation now recognized as obsolete by certain red-faced observers of his earlier work), "engineering philosopher" and "the greatest living engineering genius."

An article in *Fortune* once described him as "... a chunky, powerful little man with a build like a milk bottle, a mind that functions like a cross between a roll-top desk and a jet-propulsion motor, and one simple aim in life: to remake the world." Fuller's own description is less involved. He calls himself, simply, a "Comprehensive Designer."

The specific name is not important. But the man is. And he has been so

for the thirty years since he first emerged from a mental Gethsemane at Chicago in 1927 and shocked the design world with his proposal for a "universally-conditioned and industrially-reproducible" dwelling unit labelled *Dymaxion*. Ever since he has been a needle-sharp thorn in the flesh of smugness, complacent compromise, sloppy-surface thinking. In that time he has demonstrated practical revolutions in the fields of sanitary equipment (the Phelps Dodge unitary bathroom), automotive transportation (the three-wheeled, 4-D transport), prefabricated dwellings (the Wichita House, prototyped by Bell Aircraft to sell for \$4,000), cartography (the Airocean world map), mathematics (Energetic Geometry), and lightweight, self-supporting and portable structural shelter units (Geodisic domes).

Fuller's work has earned him top recognition in varied fields. He has been a technical editor of *Fortune*, chief mechanical engineer for the Board of Economic Warfare, and a senior assistant in the Foreign Economic Administration. He is now chairman of the board of his own

Fuller Research Foundation and an active force in the widening activities of two other corporations founded to develop the structural fruits of his research. For the past several years he has been increasingly in demand as a lecturer—particularly in the architectural schools of MIT, N. C. State College, Cornell, Yale, the Universities of Michigan, Minnesota, Oregon, California, Georgia, Illinois, Wisconsin, Kansas, North Dakota, Washington, Colorado; and at Princeton, Clemson College and McGill.

He is a member of the Harvard Engineering Society (which should please him the more since he was fired twice from Harvard for paying too scant attention to the business of his education!) and the American Society of Professional Geographers. He has received the U.S. Marine Corps Award of Merit for his Geodisic shelters—which the Corps says has made all their other shelters obsolete and is "the first major basic improvement in mobile military shelters in the past 2,600 years." He is also the recipient of an Award of Merit from the New York Chapter, AIA; the



A bird's eye view of a Geodesic Dome designed by Fuller and constructed under license of his patents in Honolulu, during February of this year. It was built to house a convention arena and as a philharmonic concert hall and measures 150 feet in diameter. This dome, fabricated of aluminum by the Kaiser Company was erected in 24 hours. It served as a prototype for another unit erected in August at Virginia Beach for use as a civic auditorium. This is the first all-aluminum dome. Others, like the restaurant dome at Wood's Hole, Mass., have been built with wood struts and a transparent plastic covering.

Grand Prize for the United States from the Triennale trade fair held at Milan, Italy, in 1955; an honorary degree of Doctor of Arts from the University of Michigan; and, as of June this year, another honorary degree of Doctor of Science from Washington University in St. Louis.

Such is the man who will be one of the major speakers in the Seminar Program scheduled for the 43rd Annual Convention of the FAA next month. He is already known to some of those who will be attending this Convention. But to those who have not already had the privilege of meeting Buckminster Fuller and of hearing him share his knowledge and convictions with an audience, this Convention opportunity should prove to be a long-remembered experience.

The theme of the Convention — *"The Challenge of the Future"* — is one which has been Fuller's main mental concern for almost forty years. The end-aim of all his research and analysis, his creative designing, his

prototype demonstrations of that creativity has been to answer the future's challenge in terms of improved environments for a world population which he calls "the Human Family." And his patient and persistent efforts to obtain a practical public acceptance of his ideas in terms of finite items which industry could make and market have been a measure of his implicit faith that the future can be wonderful if humans will "use forces, not fight them" to make it so.

To those who know his record but do not know the man, Fuller's work-history may appear to be a succession of grand failures, save for the past five years during which the technical and public acceptance of his Geodesic Domes has stirred a heavy ground swell toward new design forms and has generated some penetrating re-appraisals of both the theory and practice of structures. But the lack of immediate public acceptance or even the disinclination of industry to commit its finances and factories to

the production of his products has never dismayed him. In every instance he has succeeded in obtaining the specific interest and the financial means necessary to bring each idea into demonstrable reality. The fact that these realities worked as vast improvements over present techniques — as his analytical synthesizing told him they would — has always been more important to Fuller than the full and immediate realization of their industrial or commercial possibilities.

Some thirty years ago he clearly saw that the popular acceptance — much less understanding — of his principles and prototypes would be long deferred even after he had proved their practical workability. Then he expressed the conviction that a time-lag was inevitable; and he set the "gestation period" for the dawn of actual production activity based on his research and designs as between 22 and 25 years. It has worked out almost exactly on schedule. His pre-occupation with the structural prin-

ciples and forms of the Geodesic dome began in the very early 30's. On Christmas Eve, 1952, Henry Ford II became his first customer for a Geodesic dome to cap the Ford rotunda. And in 1954 one of his favorite prophecies came true when a Sikorsky "Workhorse" helicopter first lifted its own 50-foot-diameter Geodesic dome hanger and transported it from fabricating plant to construction site.

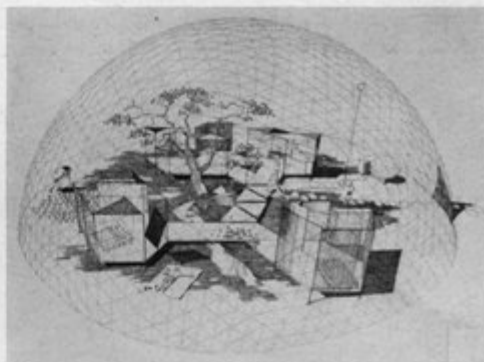
The almost instant recognition of these Geodesic domes and their ever-widening field of application is not regarded as phenomenal by Fuller — and is anything but that if you understand how his thesis conflicts with the ponderous statics which regulate industrial activity. In the 4-D bathroom, in the Dymaxion car — even in the factory-fabricated Wichita House, wherein *Fortune* saw, in 1946, the shaping promise of a huge new industry — the scope of the idea-demonstration outran the current capacity of industry to capitalize it. Tooling costs alone were then impossibly huge; and the gamble against a yet unconditioned public acceptance held great and unfavorable odds.

But in the domes Fuller has tapped a deep well of industrial possibilities — the employment of many small, standardized and inexpensive elements to create an integrated whole — with a uniquely - principled construction which seems now to contain endless application possibilities. Geodesic Domes have been used for radar shelters, for a restaurant (at Woods Hole, Massachusetts, where the tearing winds of Hurricane Hazel blew against it harmlessly), guest houses, exhibition arenas, barracks, warehouses, aircraft hangars. One of the domes — to span some 750 feet — is now under study for housing a new playing field for the Brooklyn Dodgers. The Fuller Research Foundation says the practical dimensions for this construction are virtually limitless — and for the first time the idea of comfort-conditioning whole communities with a transparent bubble - membrane may have found a beginning root in reality.

Thus it will be no dreaming visionary who will address the Convention. It will be a brilliantly far-thinking technician whose self-styled title of "Comprehensive Designer" implies his concern with the full gamut of creative thinking and the demonstrated ability to fashion analytical thought into advanced reality.

OCTOBER, 1957

In 1951 students of MIT took Fuller's Geodesic Dome as the basis for a house design and produced this result — an "exploded" plan of dis-associated living units in a natural gardened setting with the entire space completely conditioned within a covering membrane of a geodesic dome.



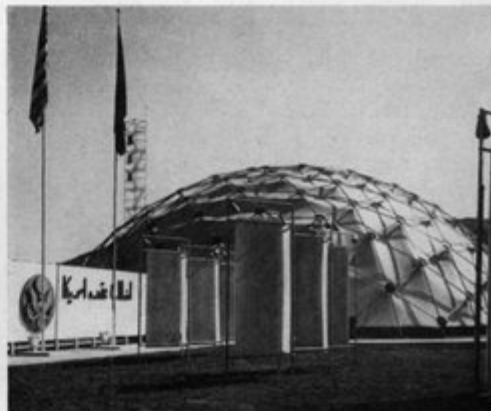
Another possibility for use of the domes for residences is this Geodesic Garden Dwelling, designed by Fuller at the request of New York's Museum of Modern Art for a future exhibit of his work.



A 30-year-old prophecy comes true. Early Dymaxion literature shows shelter units being delivered by air — an idea Fuller held as practicable when light but strong materials could replace the dead weight of structures due to improved design. Here a helicopter easily carries the 1100 pounds of its 50-foot diameter hangar from fabrication area to construction site.



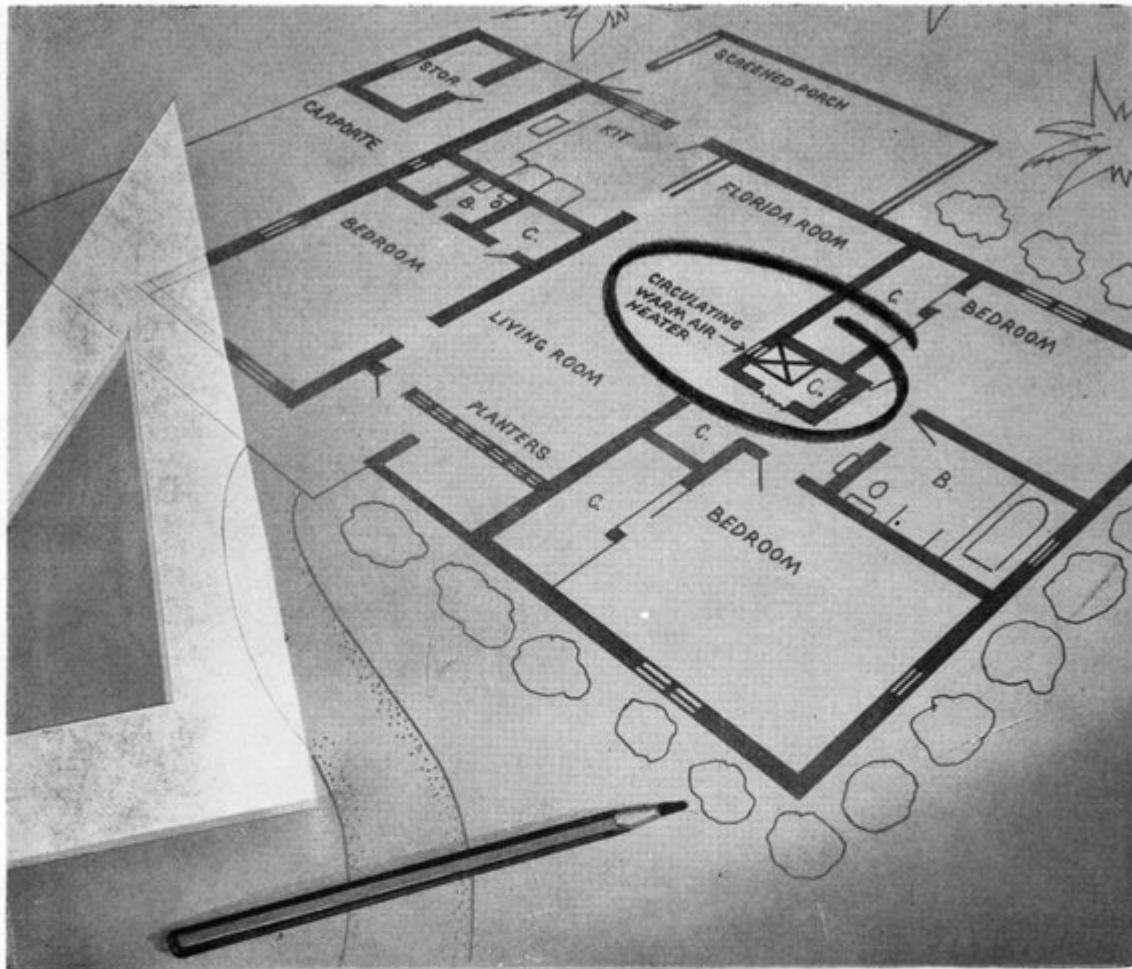
American exhibits housed in Geodesic Domes have stolen the show in ten foreign trade fairs — particularly that held in Poznan, Poland, where the dome measured 140 feet in diameter. This one — the first erected under the fair program — was erected last year at Kabul, Afghanistan.



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Our Committee Problem

By EDGAR S. WORTMAN

President, FAA

Progress of the FAA as a state-level professional organization has now come to a point at which an improvement of its committee structure is vital. Committees are the working muscles of any association. In the FAA this is particularly true. As it now exists, the FAA is an association of Florida's ten AIA Chapters, operating for the purpose of giving the membership of chapters the professional representation at the state level which would otherwise not be possible.

Because of its organization set-up, therefore, the FAA's committee pattern must not only reflect the purpose of its state-level activities, but must also tie-in with the interests and activities of its member chapters as indicated by the committee pattern of each chapter. It is the present

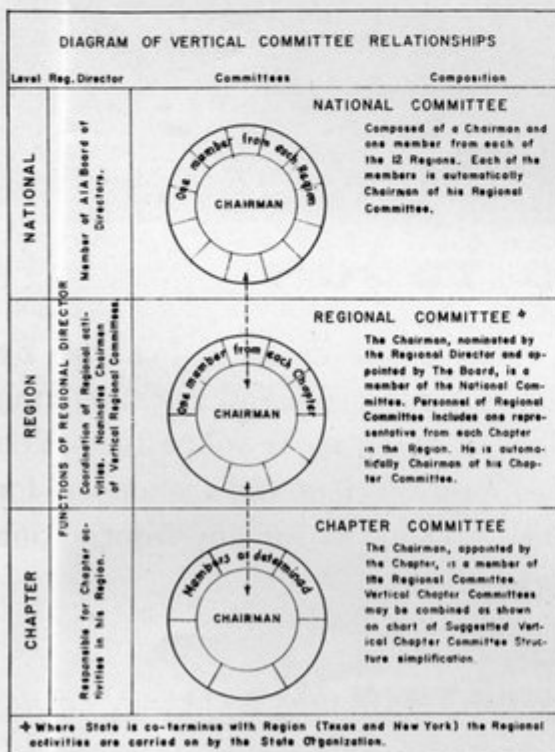
confusion of these committee patterns which constitutes one of our present problems. The solution to that problem lies in the overall coordination of committee work so that each chapter will be operating along similar organizational lines and so that the committee set-up of the FAA can provide focal points for state-wide action to which each chapter can contribute its cooperative share.

In the past—and currently until suggested improvements become effective—confusion in committee organization (and therefore a lessening of productive results in committee work) has arisen both at the chapter level and the FAA level. Chapters have not consistently followed the committee structure proposed by the Institute as indicated on the two

charts below. And because of that fact, the FAA has been unable to effect a committee pattern which could carry through the direct lines of that structure to efficiently reinforce chapter committee activities at the state level.

The charts below show clearly just how the Institute has thought through the whole committee structure—from chapter, to state or regional organization to the national level. The Institute has recognized that size of chapters vary; and it has therefore suggested that both committee organization and activity is subject to variation. The right-hand chart indicates a way in which these variations can be handled in the large, medium and small chapter. And if each of Flori-

(Continued on Page 16)



SUGGESTED CHAPTER COMMITTEE STRUCTURE

Integrating vertical committees at national & chapter levels

Small Chapter	Medium Chapter	Committees in Large Chapter	National Staff Exec.
	Chapter Activities	<ul style="list-style-type: none"> • Chapter Affairs • Membership • Centennial Observance ♦ 	} Holmes
	Education & Practice	<ul style="list-style-type: none"> • Education • Office Practice • Awards & Scholarships 	} Taylor
	Public Relations	<ul style="list-style-type: none"> • Public Relations • Government Relations 	} Morris
	Community Development	<ul style="list-style-type: none"> • Home Bld'g - Construc. Industry • Collaboration w. Design Profess'ns 	} Pettengill
	Special Design	<ul style="list-style-type: none"> • Community Development • Preserv. of Historic Buildings 	} Pawley
		<ul style="list-style-type: none"> • Research • School Buildings • Hospitals & Health 	} Pawley

♦ Vertical Committees ♦ through 1957 only

Prepared by Chapter Affairs Committee, The American Institute of Architects, January 1956

Committee Problem . . .

(Continued from Page 15)

da's 10 chapters will revise, where necessary, their individual committee pattern in line with this Institute recommendation, the greater part of the FAA's present problem can be solved.

Some chapters have already done this—notably three of the smaller ones. It would be to everyone's advantage if *all* chapters took *immediate* steps to do likewise. It would then be possible for the FAA to revise its own committee set-up adequately to develop the force of a vertical, truly representative organization.

This can strengthen our cooperative activities in two important ways. First, it can provide a direct channel from chapter to state or region and to the national level for any proposal for any sort of action. Second, it can work equally as well the other way. Action seen as desirable from the FAA's state-level viewpoint could then be referred to committee chairmen for prompt, decisive reaction by each chapter. Thus, through a smoothly-operating committee relationship the

two-way communication lines between chapters and the FAA as their state-wide representative would be kept constantly open and useful.

Of Florida's 10 chapters, only two—Florida South and Florida Central—can be called "large" in that each numbers more than 100 members. Four others, represented on the FAA Board by two directors each, can be considered as "medium"; and the four remaining are in the "small" category. But each group has the same interest locally and at the state or regional level. Thus a committee structure common to each—as outlined on the Institute's chart—would do much to streamline committee operations, thus making committee work more effective locally and more telling in results at the level of state or regional operation.

To accomplish this desirable result in the chapters requires only an understanding and approval at the chapter level. Perhaps some by-law changes may be required in some chapters. But whatever revisions may be necessary in individual chapters can be easily and quickly accomplished if each executive board of each chapter

will initiate such action for its membership.

In the FAA action has already been started along these lines. An FAA special committee headed by JOHN L. R. GRAND has made specific recommendations including certain by-law changes to make improvements in the FAA committee structure feasible. It is hoped that the FAA Board of Directors will approve these measures at its November meeting and that the way can be cleared at the 43rd Annual Convention for completely eliminating the current confusion by next year.

This will be possible only if the Chapters cooperate by bringing their own committee set-up into line with Institute recommendation. These recommendations do not, of course, prevent any chapter from appointing special, temporary committees to care for any local situation which may be encountered. But they do provide an overall method for strengthening the operations of our professional organization. And that, right now is what Florida chapters and the FAA need to clear up the confused operating situation that now exists.



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Proposed Resolutions . . .

(Continued from Page 5)

Association express the appreciation that is felt by all members of the Florida Association of Architects, Inc., of the American Institute of Architects for the invaluable services rendered by ROGER W. SHERMAN.

The following resolution has been proposed by the newly-formed FAA Regional Committee, chaired by FRANKLIN S. BUNCH, Jacksonville.

Petition for Regional Status

WHEREAS, the members of the ten chapters of the American Institute of Architects in Florida feel that the objects and purposes of The Institute can be furthered to the best advantage by the establishment of the State of Florida as a Region of the American Institute of Architects;

WHEREAS, the Florida Association of Architects, Inc., of the American Institute of Architects, for many years, has been performing all the functions of an AIA Region, and has been rendering many other valuable services to the public and the profession in the State; and

WHEREAS, the attached statement, "Florida — A New AIA Region" contains substantiating data to justify the establishment of Florida as an AIA Region;

NOW THEREFORE, BE IT RESOLVED, that the Florida Association of Architects, Inc., of the American Institute of Architects, does hereby petition the American Institute of Architects to take appropriate action as soon as reasonably possible to establish the State of Florida as a Region of the American Institute of Architects; and,

BE IT FURTHER RESOLVED, that the Florida Association of Architects, Inc., of the American Institute of Architects, does hereby extend to the American Institute of Architects the assistance and cooperation of this Association, its resources, its officials and its members, in the integrating of the organizational structure of this Association into that of a new AIA Region.

The "attached statement" referred to in the third paragraph of the foregoing resolution is now in preparation by the FAA Regional Committee and will be presented in completed form to the 43rd Annual Convention.

OCTOBER, 1957

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Your Specs Writer

Subject:

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News & Notes

What's Your Address Now?

Some of you haven't been receiving your copies of *The Florida Architect* recently. That's probably because you have changed your address and have not yet told us about it. Or it may be the magazine is now being sent to your office—and your copy is being "borrowed" by someone else. A note to us will cure both situations. Tell us when you move; and if you want the magazine delivered to your home instead of the office, send along your home address so we can change our stencil records.

Palm Beach

Architects in Palm Beach area are now wiser than they were—at least about hurricanes. At the Chapter's September 12th meeting they heard R. H. SIMPSON, regional director of the National Hurricane Research Project discuss the freakish characteristics of hurricanes in general and the havoc wrought by *Audrey* in particular.

As part of the following business meeting, HILLIARD T. SMITH, president, announced that the October 7th meeting would commemorate the Chapter's tenth anniversary. He also announced that the Chapter was planning to sponsor a 16-week's vocational training course in drafting for which GEORGE J. VOTAW and DONALD EDGE have volunteered as instructors.

AMES BENNETT suggested a new P/R project for the Chapter—sponsorship of a Little League Baseball project. Cost is minor—\$250 for the first year, \$125 yearly thereafter—but returns in good sport, Chapter recognition and youngsters' pleasure are large. The proposal was approved.

Student Chapter

Through their president, WILLIAM DALE, members of the AIA Student Chapter, which now numbers more than 100 at the U/F, have proposed a part-time apprentice program. They hope practicing architects will permit

them to work in offices during the summer so that on graduation they will be able to offer a full year's practical experience in addition to a degree. Weekly salaries would be low (about \$45), but employing architects would be asked to keep job records and sign performance reports.

Dale also offered the full cooperation of the students in putting on traveling exhibits of students' work as parts of exhibits by the Chapters.

Daytona Beach

Some 35 members of the Chapter gathered at Morrison's Imperial House September 9 for an excellent dinner and a program that ran itself. President William P. Greening introduced the FAA Executive Secretary who moderated an informal discussion relative to his office, the coming FAA Convention, operation of *The Florida Architect* and highlights of the FAA's legislative experiences at Tallahassee.

(Continued on Page 20)

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News & Notes

(Continued from Page 19)

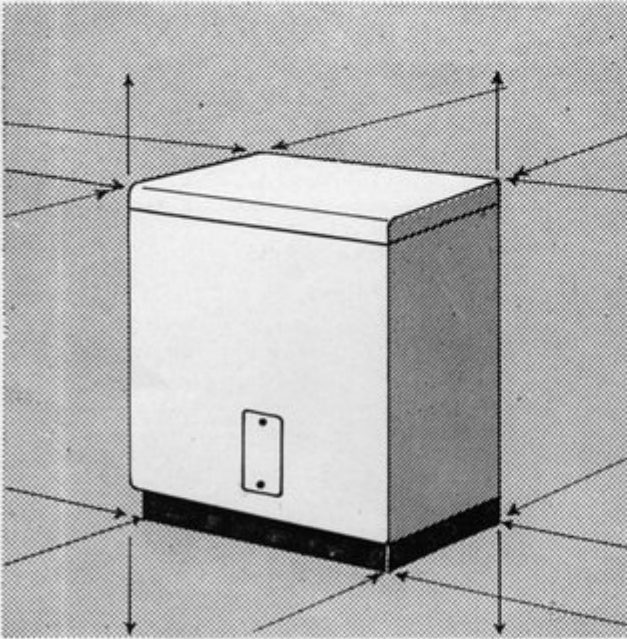
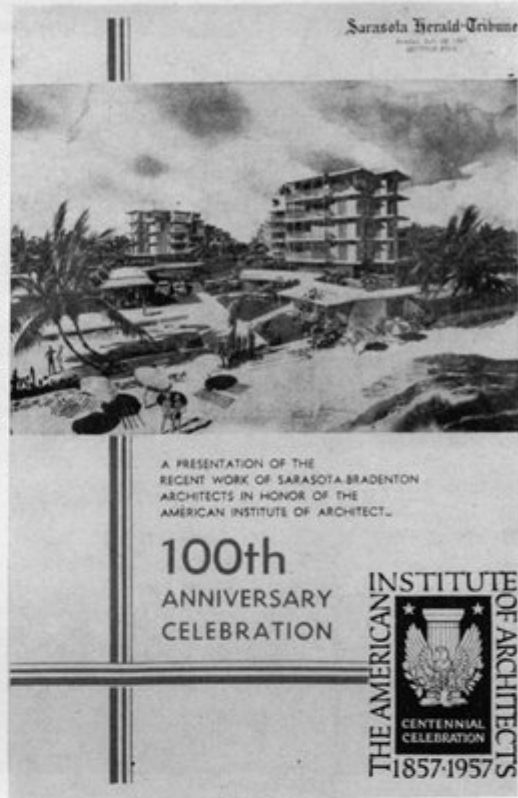
Jacksonville and Northwest

Meetings similar to that in Daytona Beach were held by the Northwest Chapter in Pensacola on September 3rd and in Jacksonville on September 18th. At Pensacola attendance was unfortunately small; but the Chapter approved a new type of meeting program involving an every-other-month party night to include the ladies of the Chapter. Plans were also discussed for increased Chapter participation in civic and regional activities.

The Jacksonville meeting in the Roosevelt Hotel was preceded by an Executive Committee dinner meeting at which both the FAA Executive Secretary and Regional Director SANFORD W. GOIN, FAIA, were guests. Director Goin spoke briefly at the Chapter meeting, after which President EUGENE CELLAR requested the FAA Executive Secretary to lead a round-table discussion on such topics as operation of his office, publication of the FAA journal and current FAA activities, including next month's Clearwater Convention.

THE PROFESSION AND THE PRESS

What can be done to help newspaper editors develop an interesting feature section and at the same time serve the interests of local architects is suggested by this cover of a 24-page tabloid section of the Sarasota Sunday Herald-Tribune. As worked out by Gilbert Waters, P/R and publicity man for the Sarasota-Bradenton Association of Architects, it was a well-edited, well-arranged presentation of area architects' work keyed to the centennial celebration theme of the AIA. Because the idea was newsworthy, the paper's editors welcomed the material; and enough local advertising was sold by the paper to make the feature section a profitable one—a happy situation for all concerned. Architects paid for a cooperative chapter ad on the back page.



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News & Notes

(Continued from Page 20)

Mid-Florida

Four members were selected by the Chapter to assist in the work of the Orlando Planning Board, headed by Chairman GEORGE W. JOHNSON. They are: ROBERT B. MURPHY, JAMES E. WINDHAM, III, FRED B. OWLES, Jr., and CLIFFORD WRIGHT.

Florida South

Most of the Chapter's September 10th meeting time was taken by a guest speaker, DAN PAUL, attorney for the Miami Metropolitan Charter Board who was appointed to his post by Governor LEROY COLLINS. Mr. Paul spoke on the new "Metro" government of Dade County.

The Chapter will elect its 1958 officers at the next meeting scheduled for November 5th. The Chapter voted to develop an exhibit booth for the "Design Derby" which is being sponsored by the local AID Chapter and the Designer's Guild. HERBERT R. SAVAGE, chapter P/R chairman, will be in charge of the exhibit.

Committee Appointments

President EDGAR S. WORTMAN has named CLINTON GAMBLE chairman of the FAA Nominating Committee. Other members are ANTHONY L. PUL-LARA, *Florida Central*, and WILLIAM STEWART MORRISON, *Fla. Northwest*.

Also named by President Wortman was a new FAA special committee, charged with the task of preparing a resolution petitioning the AIA to establish Florida as a new AIA region. This Regional Committee includes FRANKLIN S. BUNCH, *Jacksonville*, as chairman, and CLINTON GAMBLE, *Broward County*, and MISS MARION I. MANLEY, *Florida South*, as members.

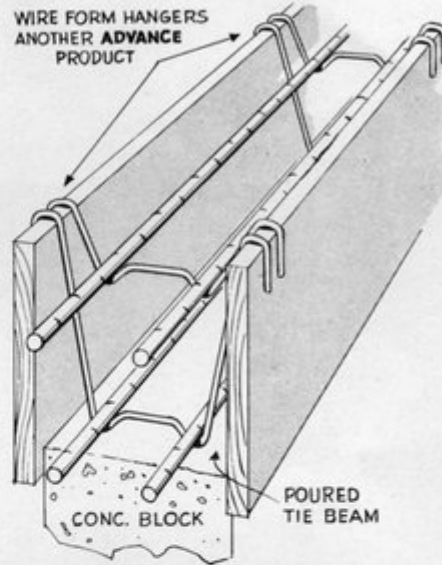
To act as a liaison representative of the FAA to the Hotel and Restaurant Commission in Tallahassee, President Wortman last month named RICHARD B. JESSEN, of Tampa. The new appointee is a former president of the Florida Central Chapter and is now serving as a supervising architect for the Hotel Commission.

A. J. SIMBERG, *Florida South*, has been appointed by Regional Director SANFORD W. GOIN, FAIA, as a member of the AIA Committee on Historic Buildings.

OCTOBER, 1957

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Convention City . . .

(Continued from Page 9)

The earliest chapter of adventure in this coastal story goes back to 1528 when Panfilio DeNarvaez, appointed governor of Florida by the King of Spain, arrived by ship with 400 men and climbed up the 30-foot-high bluffs overlooking Clear Water Harbor and the Gulf beyond—the site on which the City of Clearwater now stands.

Here the Spaniards found one of the largest Indian villages in Florida, inhabited by the Hirihiaguas, a tribe of the Seminoles, with the council lodge of their Chief Ucita. Cruelly mistreating the Indians, the Spanish forces finally were driven out, and the Seminoles inhabited the bluffs until forced into exile during the Indian Wars of 1835-42. American farmers, seeking a mild climate for their crops, then began to drift in and homestead the land for cotton plantations and orange groves.

Toward the end of the Seminole War a fort, called Fort Harrison, was established on the bluffs as a convalescent camp for sick American soldiers. Historians call this the real beginning of Clearwater, with the later farming community growing gradually into the present city, with its 40,000 population.

A tablet now marks the site of the old fort, on one of the city's finest waterfront estates. The main north-south thoroughfare bears the name Fort Harrison Avenue, and the Fort Harrison, the city's finest downtown hotel, will be convention headquarters for the Florida Association of Architects in November.

Within this Gulf Coast story many picturesque settlements sprang, each to write its own vivid chapter. One of the most interesting is the Greek Community in Tarpon Springs, sixteen miles north of Clearwater, where a thriving sponge industry is carried on in the age-old manner of the Islands of the Aegean Sea.

The sponge industry began here during the Spanish-American War, when the Key West sponge fleet, fearing the Spanish warships, put into port to dispose of their cargo. The spongers liked it and stayed, and brought over divers from Greece. From this nucleus has grown the largest sponge exchange in the world, and a slice of Old World life, with

THE FLORIDA ARCHITECT

its picturesque customs, which has made one section of the little City of Tarpon Springs its own.

The spongers still cling to the type of boat used on the Mediterranean Sea centuries ago, except for the modern engines with which they are powered. Painted white with bright bands of color, and stencilled with names both Greek and American, they bob gaily at their slips along the pier, their rigging spun like cobwebs against the sky.

The observance of Epiphany, with its "Greek Cross" rites each January 6, is a highlight of the Greek Orthodox Church, center of the Community's religious life. Visiting high church dignitaries from all over the nation assist in the services, which begin early in the morning in St. Nicholas Cathedral. At noon the church officials, attired in richly colored and embroidered robes, present a scene of Old World pageantry as they march with the congregation, including hundreds of school children in Greek costume, to Spring Bayou several blocks away. The ceremony of releasing the Dove of Peace, and the casting of a golden cross into the Bayou waters by the Archbishop, with young Greek divers plunging in and racing to retrieve it, are dramatic sacred rites that annually draw thousands of visitors from all over the land.

The youth who retrieves the cross kneels to receive the Archbishop's blessing for good fortune during the coming year. It is a young Greek's most coveted honor.

A second colorful Greek service is the Easter blessing of the sponge boats. The week-long Easter festival is perhaps the holiest of the Greek Orthodox Church year, and all boats return to home port for the celebration. After the Easter Sunday service the Priest of the Cathedral performs the blessing before the fleet sails again on the morrow for the sponge banks, and many weeks away from home.

Appropriately, Saint Nicholas, in whose honor the stately cathedral in the heart of Tarpon Springs is named, is the patron saint of the sailors.

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Editorial

The FAA Deserves Your Very Best

Next month the FAA will hold its annual election of officers. And by the end of this year all of Florida's ten AIA Chapters will also have chosen a new set of officers. Thus, it is at least possible that next year the administrative staffs of both chapters and the state association may be completely new.

This should not, by any means, be construed as necessarily undesirable. The argument that new brooms tend to sweep clean — or the more modern one that a new car has more git-up-and-git than a used one — is a privilege which every organization has the democratic American right to adopt. And though some could argue with equal logic that a certain continuity of administrative experience provides a good balance wheel for efficient operation, the question of *quantity* of change is not the case in point.

Of much more vital importance to both Chapter and State Association is the *quality* of whatever changes in administrative staffs may be made. In too many organizations there exists a notable tendency to change officer and director personnel merely to get old ones out and new ones in — to rotate the opportunities for leadership "so that all the boys will finally get their chance to have their say." This tendency is not a good one. It contains seeds of inertia, apathy, disinterest and do-nothingness. Unless real interest, ability and energy ride in with the new administrative slate, these seeds can grow quickly enough to choke out progress of an organization within half a year.

The opposite is also true. Given *quality* in leadership, both prestige and tangible accomplishment of any group can quickly soar to new highs.

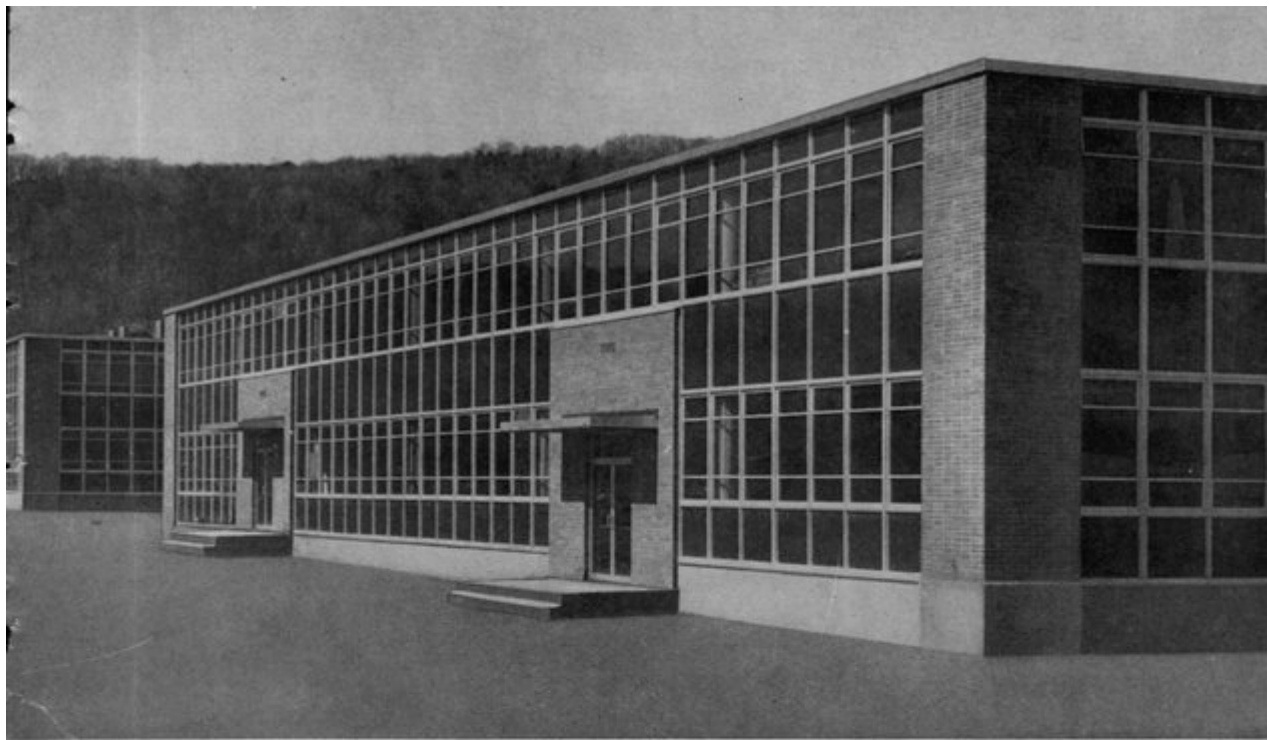
Probably never before in the history of the architectural profession in Florida has the need for this *quality* in leadership been more desirable. Architectural registration here has increased 20 percent within the past

year. The 10 AIA Chapters of the State, represented collectively by the FAA, may now be on the verge of becoming operating units of a new AIA Region — the Florida Region. As one direct result of now-centralized office operation, the FAA itself is setting its sights for a wider range of service activity — much of which will necessarily be linked directly to individual chapter operations through an improved committee organization. Expanded programs are being planned on the legislative and public relations fronts. Much needs to be done to strengthen our relations with the other trade and professional elements of the building industry with which architects must work. And plans for this are now under way.

But literally none of these objectives can be reached without constant, consistent, intelligent and vigorous co-operative action on the part of the administrative staffs of Chapters who make up the FAA. For the Chapters elect the Board of Directors of the FAA. And, as in any democratically organized body, the Board is the strength or weakness of the FAA's administrative program.

The By-Laws charge each director to represent his Chapter to the Board — and, conversely to present to his Chapter, for reaction by the Chapter, what the Board has done. This is a serious assignment which should be taken seriously. Each Chapter should deem it important enough to select the *very best* ability and initiative to represent it. And each Director so elected should pledge himself to the task of doing his *very best* to serve the state-level interests of his Chapter as well as to see that the FAA is constantly maintained as the constructive professional force it was organized to be.

There seems little doubt that the Chapters want strength and purpose at the state level. But it is up to them to pick the men who can develop it.



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the architect's vision sets the pace for the future . . .

by Lawrence Field

The plans an architect draws today may well determine the architecture of the future.

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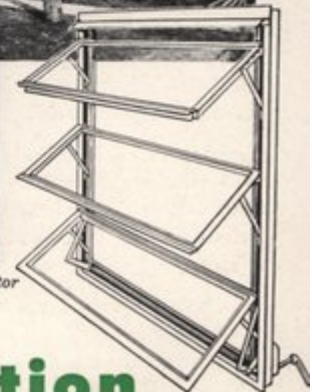
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