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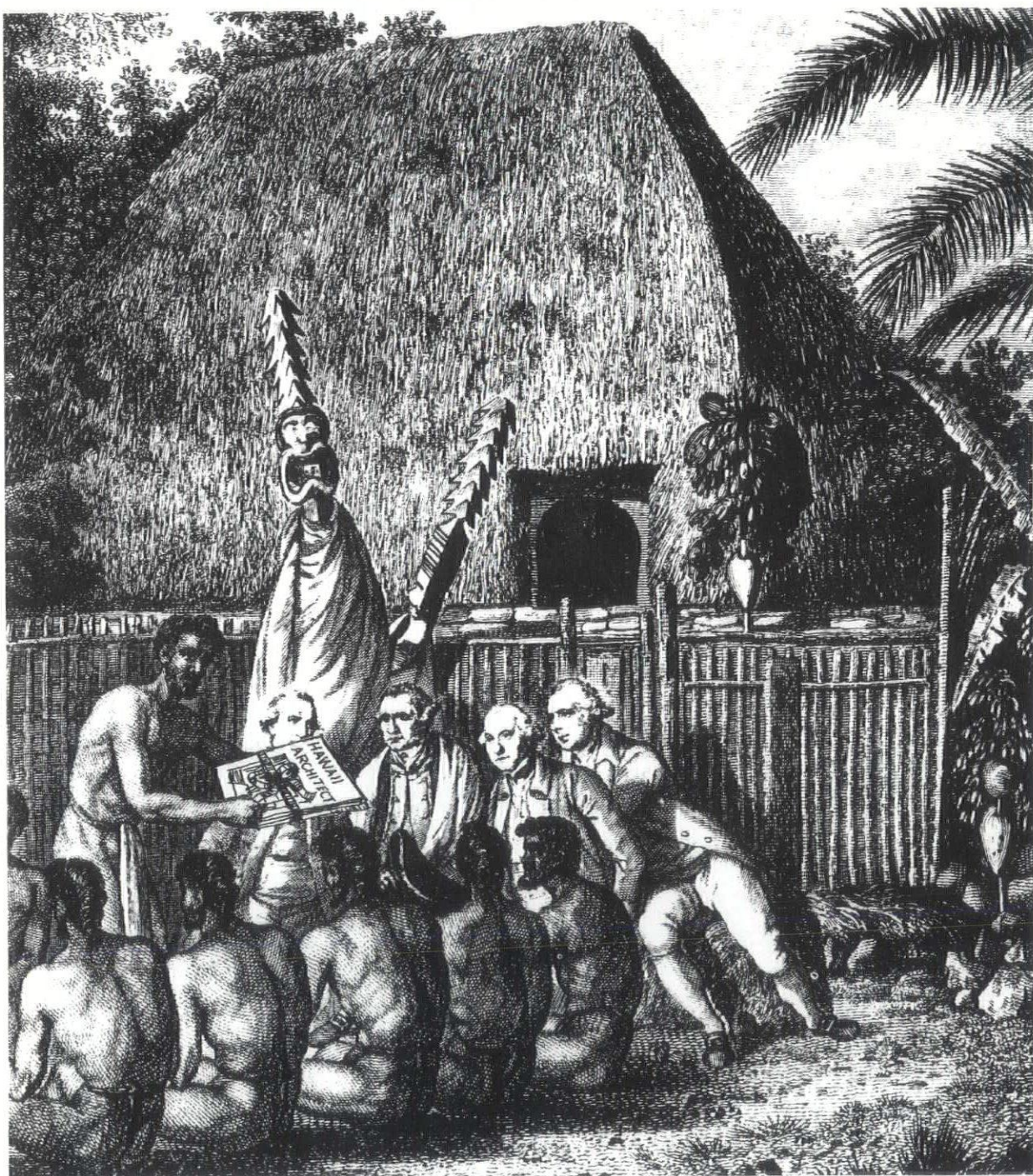
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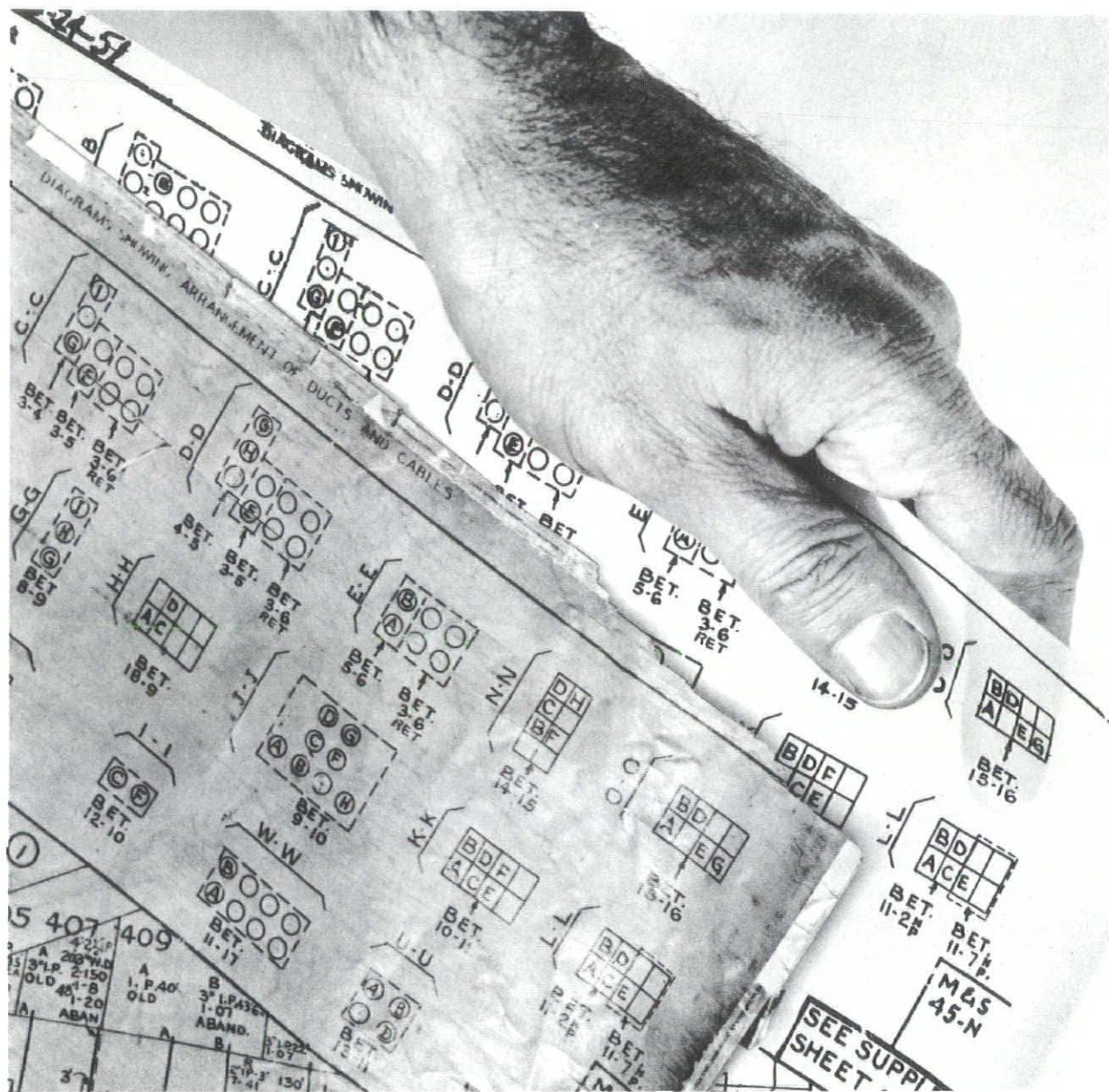
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december, 1973

the journal of the hawaii chapter, american institute of architects



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The official monthly journal of The American Institute of Architects, Hawaii Chapter. \$10 per year. Opinions expressed in articles are not necessarily official opinions of the AIA.

Address all letters to:

Hawaii Chapter, AIA
1192 Fort Street
Honolulu, Hawaii 96813
Peggyjo Gum
Executive Secretary
Phone (808) 538-7276

Co-Editors:

Robert M. Fox
James N. Reinhardt
Rolf Preuss Urban Design Editor

Editorial Board:

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Donald Dumlao, AIA

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HAWAII ARCHITECT Published by



Post Office Box 833
Honolulu, Hawaii 96808
Telephone (808) 521-0021

Crossroads Press, Inc.

Publishers of
PACIFIC BUSINESS NEWS

The Hawaii Chapter of the AIA Ponders Campaign Contributions

By Don Goo

The professional integrity of architects has been tarnished by recent disclosures of "buying favors" from members of our Government. It has been voiced by members of the profession that a policy be established to limit monetary contributions to politicians to an amount which would be interpreted by the public as nominal.

This policy:

1. Is intended to prevent or dismiss any interpretation of the contribution as a "buying of favors."
2. Is to promote public confidence of the politician and architect's integrity.
3. Will provide architects a basis for evaluating their contribution.
4. Is **not** intended to restrict generous "gifts." That is a matter of individual conscience.

The actual amount is a suggestion by the Chapter regarding a "nominal" amount. This amount can be revised by

the membership as circumstances change. The policy is a recommendation — not a law. It is not intended to have disciplinary actions.

I would recommend that this issue be discussed at the business meeting. By this letter, I move that the Chapter adopt the following policy:

The members of the Hawaii Chapter, AIA voted unanimously to limit campaign contributions to or for individuals. This limitation is intended to maintain public opinion of the independent professional integrity of the Architect.

I move that the monetary limitation of the campaign contribution policy be reviewed by a representative committee selected by the president. The committee shall recommend the amount of money considered by a spot poll among members as "nominal." The recommendation shall be voted upon by the members at the next Chapter meeting.

CEC Guidelines for A/E Selection

By Consulting Engineers Council

A recognized procedure for finding and selecting a consulting engineer is as follows:

1—Consider the qualifications of a number of firms which appear capable of meeting the requirements of the project. Names of qualified firms in particular fields may be obtained from the Consulting Engineers Council of Hawaii or from firms or individuals known to the client who have retained consulting engineers for similar work.

2—Select three to six firms which appear best qualified for the particular job; write each, describing briefly the project and inquiring as to their interest. On receipt of an affirmative answer, request each to come for a separate interview, giving the firm's representatives an opportunity to inspect the site and operations. Go over the qualifications and records of the firm and request current data and available staff, brief description of work on hand, and key personnel available.

Check carefully with the firm's recent clients.

3—List three of the firms in the order of their desirability, considering technical qualifications, capacity, facilities, types of services, location, reputation, experience, accomplishments, financial standing, and quality of references.

4—Choose the firm considered to be the best for the job to be done and notify all other firms interviewed that selection has been made. Hold a complete second hearing and discuss the questions of compensation with the selected firm. If a mutually satisfactory understanding is obtained, the assignment can proceed.

5—If a mutually satisfactory contract cannot be consummated, negotiations with the first Consulting Engineer selected should be terminated. Negotiations should then begin with another qualified Consulting Engineer. This procedure should be continued until a suitable agreement is reached.

Architects and Political Contributions

In an effort to show what is happening in other parts of the country with respect to A/E selection and political payoffs, HAWAII ARCHITECT is reprinting several articles of particular interest.

By AIA, Washington D.C.

A nine-month study of political contributions by architects has produced a recommendation from the American Institute of Architects that the award of government design contracts be removed from the political process.

The AIA recommended that an open selection board be established to review designers' qualifications and award contracts for work.

At its fall Board of Directors meeting in Vermont, Sept. 19-21, the 24,000-member professional society also adopted a stiffer ethical standard regarding political contributions by its members.

The proposal to establish open architect and engineer-selection processes for government construction projects at state levels was announced by AIA President S. Scott Ferebee, Jr., FAIA, of Charlotte, N.C. "The idea of having designers' qualifications reviewed and recommendations made publicly by independent bodies of professionals is to help insure that political contributions are not a condition of an architect's getting state contracts," Ferebee explained.

The recommendation for establishment of open selection processes came out of a study by a special Task Force on Political Contributions set up last

December by the AIA Board. The Task Force was headed by Philadelphia architect Ehrman B. Mitchell, Jr., FAIA, director of the Institute's Pennsylvania Region. The report, which Mitchell's Task Force presented to the Board, spelled out specific procedures for setting up designer selection boards. (Several states, including California, Massachusetts and Kansas now use open selection procedures for selecting designers; others are considering doing so.)

The AIA recommends that, on the state level, the governor choose candidates for the selection board from lists of qualified persons submitted by professional organizations with an interest in state work. Candidates would be subject to confirmation by the state legislature.

Design firms would submit their qualifications and notification of their interest in specific projects to the board, which would then select and rank firms to be considered for each project.

Negotiation with the selected firms, in order of the board's preference, would then take place until a firm was selected.

Ferebee said that the AIA proposal would help free the selection process from potential undue political in-

fluence; would open it to public scrutiny; and would maintain the advantages of the current negotiated selection and compensation procedures, which emphasize picking the best qualified design firm for a specific project.

Ferebee also said, "We believe that an open selection process would help insure that qualified firms of all sizes and types are considered for state work."

He added, "We think it is important to protect architects' rights to support political parties and candidates — to participate as informed citizens in the political process. We also believe that open selection processes which are subject to public scrutiny are the best way of separating political contributions from the award of design contracts."

At its September meeting, the Institute Board also adopted more specific ethical regulations governing political contributions by its members. While reaffirming the right of architects to take part in politics, the revised standard stipulates that "the architect shall not contribute, or promise to contribute either directly or indirectly, any gift or other consideration for present, past, or future award of professional work."

Corruption in Maryland

The Maryland scandal that has achieved national notoriety because of former Vice President Agnew's involvement is the worst of its kind in a long time. But it's the kind of corruption that all too often infects the relations between business and state and local governments.

Construction contracts for highways and public works are generally awarded

on the basis of competitive bidding, but not so the contracts for outside professional consultants, mainly architects and engineers, who are involved in almost every construction project. These professionals insist that there is no way that measures of professional quality can be written into job descriptions for competitive bidding.

Consequently, most state and local executives have been left with a fairly

free hand in selecting consultants. And architects and engineers interested in obtaining government contracts are strongly motivated to give heavily to party fund raisers. In some states, lists of "approved" professionals are kept in the governor's office or at party headquarters, and those not on such lists rarely get state work. The system leads easily to outright bribery — there is not

Continued on page 5

Reprinted from Fortune

much difference, after all, between buying eligibility for government contracts through campaign contributions and making a direct payoff to a public official after election.

The pervasiveness of such corruption is surely contributing to popular cynicism about both business and government. Its elimination calls for more than the conviction of the more obvious offenders. True reform must get at the whole procedure for awarding contracts.

To begin with, states and major local governments should set up screening boards for reviewing the qualifications of consultants. Massachusetts in 1966 established such a board, composed of private citizens appointed by the governor. The board, which includes some architects and engineers, selects the three most qualified applicants for each state contract, and the job goes to one of the three. Architects in Massachusetts say they are now under much less pressure to make political contributions.

The whole body of laws governing campaign fund raising also needs to be restudied and revised so as to separate legitimate political giving from the buying of government favors. In the meantime, the professional groups now being damned by the politicians could themselves go a long way toward cleaning up the system. Both the American Institute of Architects and the National Society of Professional Engineers prohibit members from making political contributions in return for promises of government work. But such deals, as spokesmen for the two associations admit, are very hard to prove.

The simple solution, then, is for the associations flatly to prohibit members who plan to seek government contracts from making any sort of political contributions. Some of the professionals strongly resist such a broad prohibition on the grounds that it would interfere with rights of free speech. This would perhaps be true of any legal prohibition, but it would hardly be true of voluntary rules — any more than the prohibition of self-advertising that many professional codes now include.

Engineers and architects who give up their rights to make contributions would of course be forgoing one form of participation in our governmental process. But so do many civil servants who are required to stay out of partisan politics. If those who seek government contracts cast themselves in the role of Caesar's wife, a large source of corruption would evaporate — and engineers and architects themselves would be freed from political harassment.

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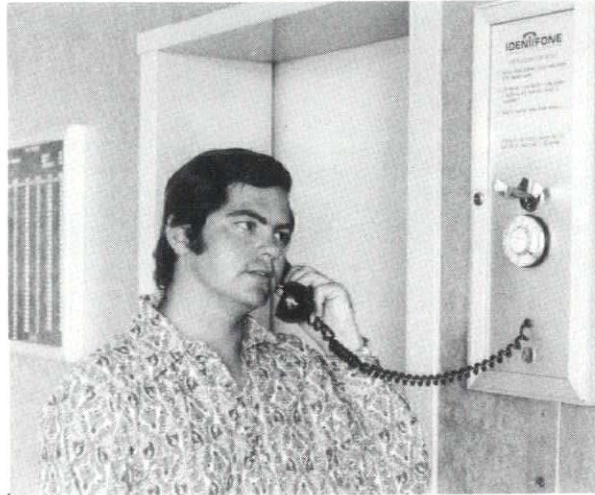
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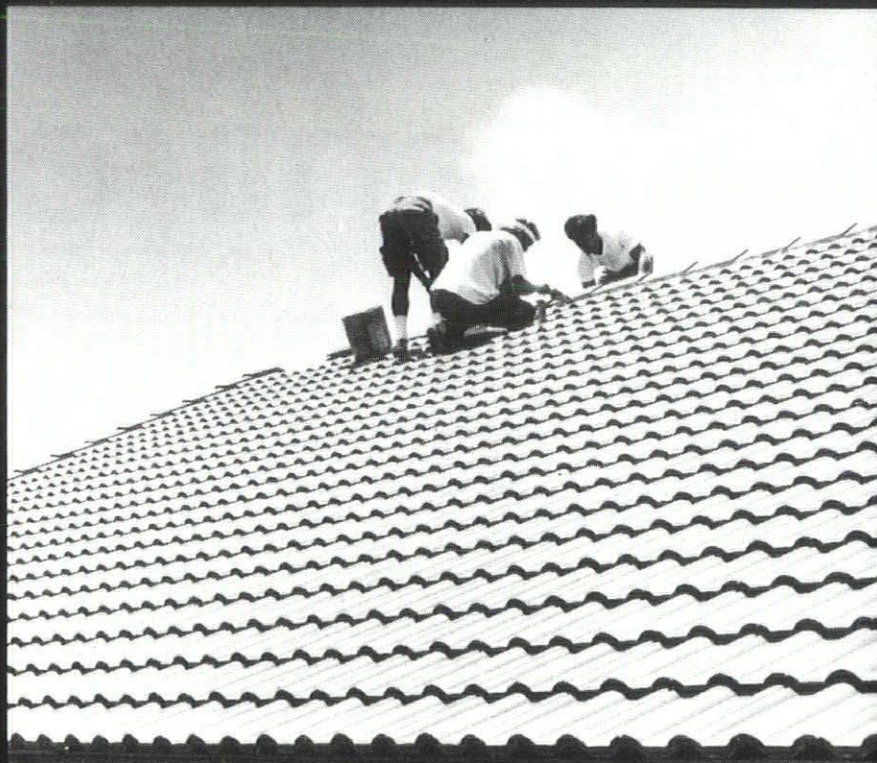
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Other Prosecutors Planning Kickback Probes in U.S.

Reprinted from Washington Post, October 18, 1973

Investigations of kickbacks from architects and engineers to politicians, similar to the probe that toppled former Vice President Spiro T. Agnew last week, either have begun or are planned by at least a half-dozen federal prosecutors around the nation.

In addition, U.S. Attorney George Beall said in Baltimore yesterday that since Agnew's conviction on a tax fraud charge... he has received calls from several fellow federal prosecutors who have indicated that they are interested in launching investigations in their own states similar to the corruption probe in Maryland.

Sources familiar with the investigations, including those planned and those underway, said they are aimed at uncovering a persistent pattern of corruption that has grown up in recent years between consultants and politicians.

Donald A. Buzzell, executive director of the American Consulting Engineers Council, said, "My personal opinion is that this practice is widespread." William Slayton, executive vice president of the American Institute of Architects, said, "The system stinks."

Interviews by The Washington Post indicate that:

- = The U.S. attorney for the southern district of Louisiana is looking into possible payoffs from architects and engineers to federal, state and local officials in connection with contracts for federally insured housing construction.

- = A preliminary investigation is underway by the U.S. attorney's office in the western district of Pennsylvania into allegations that architects and engineers paid off state and federal officials for highway contracts.

- = The Delaware U.S. attorney's office has subpoenaed nearly 300,000 records from that state's Department of Transportation and the office of the state controller and treasurer relating to a probe into alleged kickbacks from consultants for highway work.

- = The U.S. attorney's office in Chicago has begun investigating possible

kickbacks by contractors to local officials in suburban Wheeling Township.

- = In New Jersey the U.S. attorney has obtained over the past four years 68 indictments and 46 convictions of public officials and engineering firms charged in connection with kickback schemes.

Nearly all the federal probes appear to center on the well-established practice of architectural and engineering consultants contributing large sums of money to politicians who award contracts.

"It's very hard these days to distinguish between a legitimate political contribution and a down payment on a contract," said George J. Gallinghouse, the U.S. attorney for the southern district of Louisiana.

Gallinghouse's office has an intensive investigation underway, according to sources, into alleged campaign contributions made by a small number of architectural and engineer firms that have cornered most of the state's consultant work during the past six years.

During one period of time in recent years, the sources said, an architectural firm from New Iberia, La., received half of the state contracts awarded and at the same time made large contributions to state and local political races.

Part of the focus of the Louisiana investigation has centered recently, according to the sources, on alleged payoffs by architects to federal officials and others who award contracts for federally insured housing in southern Louisiana.

Agents from the FBI and the Internal Revenue Service have been taking part in the federal probe, which sources said could involve millions of dollars in construction work.

According to the sources the allegations center around the possible inflation of the size of contracts given to architects and kickbacks given in return to both sponsors of the housing and politicians.

Gallinghouse acknowledged that his

office is looking into the contracts but declined to say which firms or officials might be involved.

Gallinghouse's office has already got indictments of David G. Volkert and James Faulkner, executives of the Washington-based consulting firm of David Volkert & Associates, and three state and local politicians in an alleged payoff scheme. The case is expected to go to trial in January.

In Pittsburgh, Richard Thornburgh, U.S. attorney for the western district of Pennsylvania, said yesterday "we have received information that there may be a pattern in awarding public contracts possibly similar to that in Maryland. There may be nothing to it," he said, "and it will take a long time to check out."

But, Thornburgh said, his information indicated that the pattern related to the award of "both state and local contracts." Thornburgh said his investigations had just begun and that no subpoenas have yet been issued.

In Delaware, when U.S. Attorney Ralph F. Keil and his five-man staff of attorneys subpoenaed virtually all the state's highway records from 1969 to the present, state officials were caught off guard.

The method used by Keil — sweeping up all files that might possibly contain shreds of a pattern of payoffs — is one that Beall has used in Maryland and which has also been used extensively in New Jersey by U.S. attorneys.

In Chicago there is an "ongoing investigation" into possible kickbacks to public officials, according to Samuel Skinner, assistant U.S. attorney. He declined to comment on the targets, but sources said that records of both contractors in Wheeling Township municipal government, a fast growing area north of Chicago, had been subpoenaed.

New Jersey's record of convictions stands at 46 and its record of indictments at 68 in a continuing probe of alleged kickbacks to public officials. Most of the individuals who made the

Continued on Page 17

Architecture And Energy

Condensed from October 1973 Smithsonian Magazine
by Gerald Allison FAIA

Architects have long been vocal proponents of conservation but their record in terms of efficient use of energy resources is questionable. The decisions made by an architect have a vast influence on energy use, for the construction and operating of buildings consumes 58% of all the electricity produced in the United States. As an example of the tremendous amount of energy used by today's buildings, the 110-story World Trade Center in Manhattan with its fantastic array of electrical requirements will require as much electrical energy as the entire city of Schenectady, New York, home for 100,000 persons.

Even though the technology is available, ideas for saving energy frequently meet tremendous indifference, if not actual resistance during the design of our structures. How seriously do we consider energy conservation when siting a building? Do we realize that a possible 29% energy savings for cooling may be achieved if the broad sides face north and south. Even if that were considered, why do we so frequently treat all faces of the building as if they were the same?

The structural sciences are in reality wasteful, based more on practical experience than on scientific analysis of how materials should be used. For example: concrete beams are designed to carry three times as much weight as they are likely to need for normal use. While a safety factor of three might not seem excessive, the design computations use a value for the strength of concrete only about one-third of its actual strength, so there is actually a safety factor of at least nine. Add to this the fact that concrete gains strength for years after hardening, the factor becomes even greater. It has been estimated that modified design standards could save 20,000,000 kilowatt hours a year in cement

production if modified design standards were adopted — enough to provide electric power for 3,000,000 families for a year. The production of aluminium requires a great deal of electrical energy yet remains a favorite architectural material over metals that consume much less. These are but two examples of many regarding the selection of materials and their standard of use.

Since the Lever House, many glass-clad buildings have been built utilizing single glazing. If double glazing had been used, the energy required for heating and cooling today would be drastically reduced.

The system of air conditioning and ventilation selected is frequently wasteful by their design. By making fairly simple and obvious changes in the design, 11% of the forecasted energy used in 1980 could be saved. An average office building is occupied 3,100 hours annually with 500 hours in the temperature range where untreated outdoor air could be used. Simply opening the windows would bring about a 19% reduction in the use of energy for handling air — but how many office buildings have windows that can be opened?

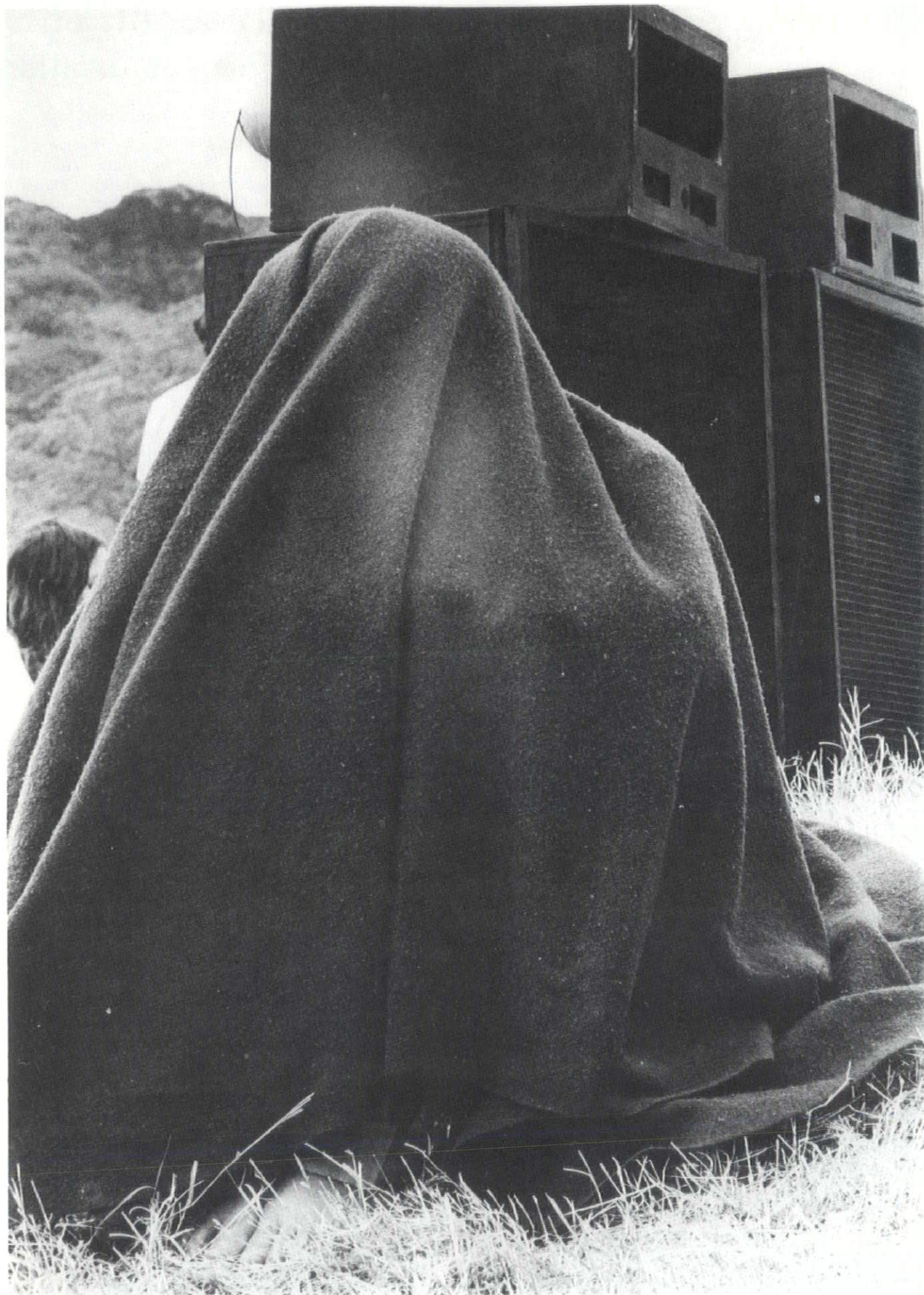
In their illuminating systems, architects have designed for a super abundance of light. Since 60% of the energy consumed in the building goes into light, careful consideration to its design is necessary. Selective lighting — lighting only those rooms or parts of rooms in which someone is at work (including cleaning personnel) would save considerably on lighting — thus energy. A greater use of fluorescent lighting, using one-quarter of the energy required by an ordinary filament bulb and greater use of low voltage systems would realize further savings. The overall average lighting levels in many buildings, the specialists feel, could be

cut in half. Over the past 15 years, lighting standards have more than doubled resulting in extravagant energy uses. Resistance to utilize energy-saving principles stems in part from financial institutions that finance buildings based on first costs instead of life costs. Lower first costs usually mean higher energy consumption. Even though energy conservation methods will generally result in higher first costs, over the normal expectant lifetime of the building substantial savings in upkeep and energy use would be realized. The Federal Government now plans to use life-cost accounting on federal and federally-assisted buildings.

A glimmer of hope that architects are beginning to realize the need for energy conservation is provided by the presently circulating AIA exhibit, "The Architect and the Energy Crisis."

Easy availability of power can no longer be taken for granted and as Energy costs go up energy conservation will be taken more seriously. Legislators are predicting that builders will have to inform power companies in detail of their intended energy requirements. Drastic steps may be forced upon us. Legislation to control the amount of energy per unit of volume may well be with us within a decade. Building codes could be amended to raise insulation standards or to include new provisions for use of glass, ventilation, and site orientation to reduce energy requirements. Kilowatt hours could be taxed, annual kilowatts per building could be rationed. Such restrictions might inspire architects, engineers, and builders to come up with some of their own energy-saving solutions.

Energy conservation — if widely practiced — will stretch our limited resources so that the benefits of energy will be available to more people for a longer time.



Due to the overwhelming response to the "lovely Sharon", we are continuing our series of nudes. However, in deference to those who were offended, the shy Charlotte, this month's nude is more discreet. Photo by Rick Golt.

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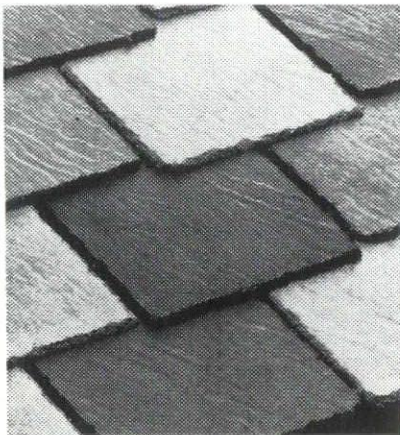


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Thoughts on Professionalism

By Ervin H. Zube

There is another perception of professions, one that dates from the first decade of the Twentieth Century, that I prefer to consider as the roots of modern professions. It is a perception that is consonant with the change to a social art. Abraham Flexner issued a report for the Carnegie Foundation in 1910 on the advancement of teaching in the 155 medical schools then operating in the United States and Canada. That report certainly marked a dramatic change in the medical profession. In the late 19th and early 20th Centuries it was easier to get an M.D. in some places than a B.S. or an A.B. degree. The Flexner report however resulted in the wholesale closing of the worst schools and the consolidation or reorganization of others. These changes were prompted by Flexner's perception of a profession as being intellectual, learned, practical and altruistic, having techniques and being organized. These were his six criteria for a profession:

1—It is intellectual, it carries with it great responsibility for the proper exercise of choice and judgement.

2—It is learned, it is based upon a substantial body of knowledge developed over a long period of years and which is transmissible to students who want to enter the profession.

3—It is practical, its knowledge can be applied to real life situations here and now — it can help solve human problems.

4—It has techniques, it has skills which can be taught, which serve as the mechanism by which knowledge can be applied to the solution of human problems.

5—It is organized into associations or groups which exist for various professional purposes, such as guiding the education of students and regulating the entrance of individuals into the profession.

6—It is guided by altruism, it has a high regard for and devotion to the interests of others, its purpose is to serve mankind.

I would add a seventh to the list and that is: it deals with matters of great urgency and importance, it deals with significant problems.

I hold that this is the valid concept of a profession, be it medicine, law, education, or environmental design.

Political Contracts Tied To Campaign Gifts

Reprinted from Wall Street Journal, October 17, 1973

Spiro T. Agnew's misuse of public office for personal gain is a notorious consequence of a hoary "system" of contract awards that, while especially entrenched in Maryland, breeds political corruption across the nation.

Besides Maryland, particular trouble spots appear to be Pennsylvania, New Jersey and Louisiana. In New Orleans, an agent of an engineering consultant firm has been indicted for attempted bribery, and the U.S. attorney there is looking for other lawbreaking in connection with the award of architectural and engineering contracts. A grand jury investigation is on in Philadelphia.

Political "Front Money"

"It's a universal evil, a blinding scar on my profession," proclaims Charles Colbert, a New Orleans architect who used to be dean of the Columbia University School of Architecture in New York City. "The architect and engineer dealing in public works provides the front money for the aspiring politician."

Donald Buzzell, executive director of the American Consulting Engineers Council, says the pressure on engineers is so great that "some firms have to hire former legislators and public officials who have influence so they don't have to give as much."

"It stinks; the whole business of financing campaigns stinks," agrees William Slayton, executive director of the American Institute of Architects. "The architect is put into a box he can't get out of. He's a cow to be milked." So smelly is the situation to the AIA that it's proposing ways to get politics out of contract awards.

The workings of the "system," as it has operated in Maryland, are spelled out in an "exposition of evidence" filed by the Justice Department with the court in its settlement with the resigned Vice President.

Continuing a Tradition

To receive major contracts, this document says, engineers in particular were required to make "political con-

tributions" to then-Gov. Agnew's state administration, continuing a tradition apparently begun in prior administrations. The contributions were mostly in cash and were expected to average 3% to 5% of the amount of the contracts awarded to donors. According to the Justice Department, Gov. Agnew kept 50% of the contributions and let two cronies (who later testified against him) split the other half; Agnew allegedly continued to receive money while Vice President.

Whatever the precise truth of the case in Maryland, the basic problem is far from unique to the Terrapin State. Late last year a Philadelphia architect, Ehrman Mitchell Jr., charged that the Democratic city committee told him that to get public contracts he would have to contribute at least 5% of the amount of the contracts he received. Though local Democrats deny the allegation, a grand jury is investigating, and more than 60 architects and engineers have been called so far to testify.

"The 'system' is a helluva lot more widespread than I ever imagined," Mr. Mitchell says now. "I was reacting to a situation in Philadelphia. I didn't know it was going on in Maryland, too. And since I've been chairman of the task force for AIA to deal with the subject, I've found it going on in many parts of the country."

Always a Campaign

Another place where the "system" seems to be operating is Louisiana. Mr. Colbert says flatly that "the 'system' down here is that 10% is considered the normal 'finder's fee' for public work." Already, a New Orleans indictment has charged attempted bribery by an agent of a Washington, D.C., engineering consultant firm, David Volkert & Associates; the agent is accused of offering \$60,000 to win a contract to design an additional span for the Lake Pontchartrain causeway. An attorney for the company confirms the indictment, but won't comment otherwise on the case.

George Gallinhouse, the U.S. attorney in New Orleans, reports that his office is investigating "a number of matters involving architects and engineers," though he says it is "difficult to establish proof" under federal statutes. "The problem is with campaign contributions," the prosecutor declares, "and in Louisiana there's always a political campaign, even when nobody's running for office."

Perhaps the most widespread exposure of extortion by public officials has come in New Jersey. There the U.S. attorney's office, now under the direction of Herbert J. Stern, has indicted 68 assorted officials, and convicted 46 of them, during the past three and a half years.

Those convicted include former Congressman Cornelius Gallagher, former Mayor Hugh Addonizio of Newark, former Mayor Thomas Whelan of Jersey City, former Secretary of State Paul Sherwin under incumbent Gov. William Cahill, and former Secretary of State Robert Burkhardt of the preceding administration of Gov. Richard Hughes — all on charges of extorting kickbacks. The money came mainly from engineering firms that sought and got public contracts.

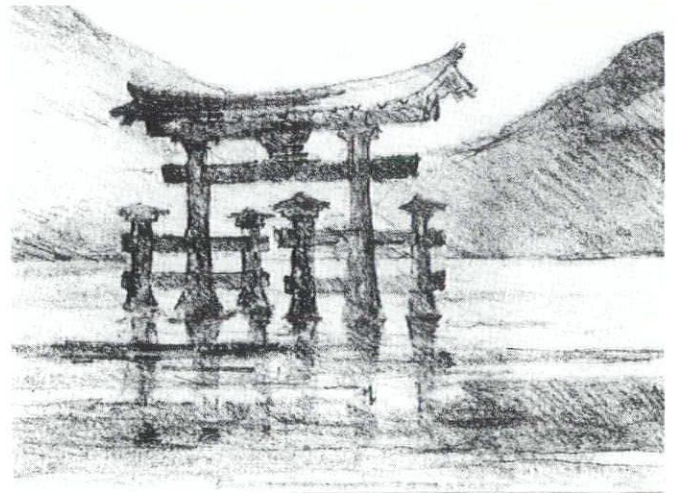
"According to the proof presented at the trials," says Jonathan Goldstein, first assistant to Mr. Stern, "10% is the (kickback) rate normally demanded by the politicians."

Realization of the pervasiveness of contract corruption has sparked calls for changes in election financing and for new methods of awarding public contracts.

Engineers May Act

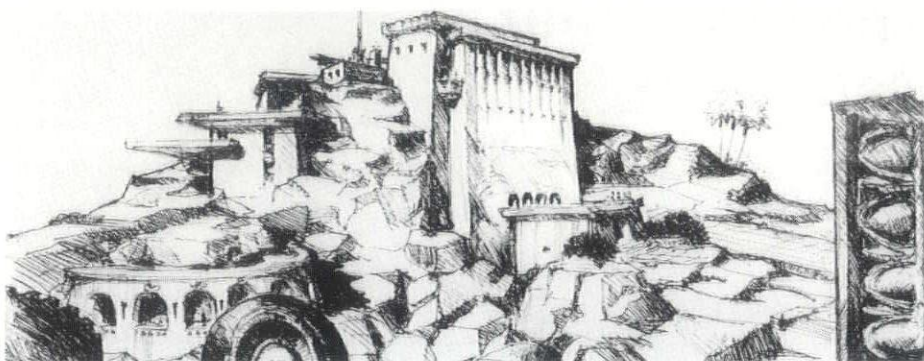
Though the national professional societies still shy from the issue, many individual architects and engineers throughout the country favor some form of public financing of political campaigns. William A. Carlisle, an architect in Columbia, S.C., and a

Continued on page 16



Pete Wimberly's Sketch Pad

During George J. (Pete) Wimberly's numerous travels, he is seldom seen without pad and pencil. Presented here are some of his many fact and fantasy sketches.



The Man-Hour Data Bank

by Robert Fehlberg FAIA

This week our firm signed a contract to design a new airport terminal building in Montana. The contract was executed using a fee schedule that we felt would be adequate, however, it was based on minimum experience; we had designed one other terminal building. How many times does this happen in our profession? On this project we are working on a percentage of construction cost, not on a clear evaluation of what our costs might be. It might have been on our direct personnel expense times a multiple or on a direct personnel expense plus a lump sum fee. The problem is that there is no information available on how many hours it takes to design a new airlines terminal building to accommodate an ultimate of 10 gates with first phase of 5 gates. Somewhere in the United States, this type of facility has been designed. Perhaps several of these

small facilities are now in operation.

The architects who were involved with these projects have a much better feel for the time involved and might be willing to share that information, providing they could receive man-hour information on a hospital (or some other building type) that they are now discussing with a potential client.

Recognizing that fee schedules prepared by chapters are no longer an acceptable approach to compensation, and that in most cases these schedules were quite arbitrary in their preparation, the state councils of California, Washington and Oregon have set out to establish a man-hour data bank. a simpler explanation of man-hour data bank is how many man hours it takes to perform architectural services for various types of building projects.

Taking our new client, the Airport Terminal building, as an example, they have done a considerable amount of homework, have an airport development master plan, have selected a site for a terminal building, and are ready to proceed with building design. In contrast, take a client who has to select a site for a building, conduct a site analysis, soils investigation, and so on — that client is going to require more A/E time.

It is not logical to perform these services based on how difficult the contractor's work is. Why not base the A/E compensation on how difficult the design and drawing process actually could be?

Man-Hour Data Bank as being developed by the West Coast councils is a record-keeping procedure that will enable architects to break their services into different tasks that can be identified and are required on a project. All projects will not have the same requirement. For front end services, for site analysis problems, and for interior space procedures, the projects are different and the clients are different. However, if the tasks are broken into identifiable pieces, and hours are recorded for those pieces of work, and if enough similar projects are assembled for the Data

Robert E. Fehlberg FAIA is a principal in the firm of CTA Architects/Engineers/Planners with offices in Billings, Montana, and Twin Falls, Idaho.

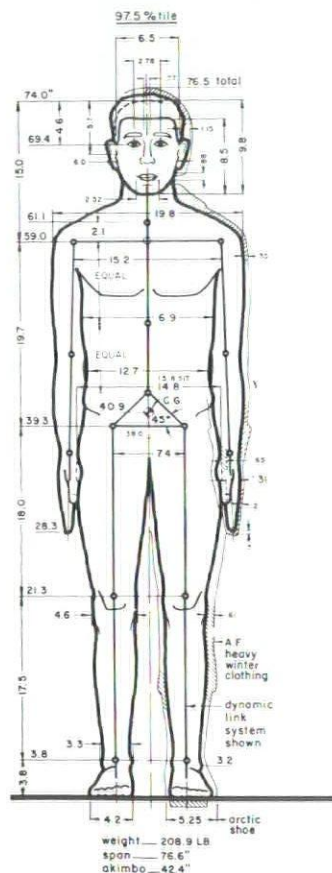
Fehlberg is on the Board of Directors, American Institute of Architects, representing the Northwest Region.

Bank, it should be possible to get a feeling for the amount of time that will be involved. Once man-hours have been established, it is an easy process to assign salary scales, overhead rates and profit requirements to arrive at a reasonable compensation.

Ken Brooks FAIA of Brooks, Hensley, Creager Architects, Spokane, is the chairman of the West Coast MHDB. Ken has long been an advocate of man-hour records and performing services for a client on the basis of what services the client needs rather than a per cent of construction cost for a basic A/E service. Ken's comment is "what's a basic service — no one wants just a basic package, they want services tailored to them." From the Oregon council is James Barnhardt AIA of Wilmsen, Endicott, Barnhardt, Green of Portland and Eugene. John Wells AIA of DeMars and Wells, Berkeley, California, is that state's representative. Also working on the MHDB is Mel Ferris, honorary AIA executive director of California Council; Jody Proppe, executive secretary of Oregon Council and Portland Chapter; Alf Werolin of Case and Company, San Francisco, who is providing technical data. I serve as a liaison with this committee and similar programs that are being developed nationally by AIA.

Since information storage and retrieval will become a major problem in the Data Bank, the committee has been working with Larry Sinkey and Gary Rehberg, both with the computerized practice department, School of Architecture, Washington State University.

The approach has been to determine what type of information is needed in the A/E firm. The tasks have to be broken down to usable increments of man-hours, but in addition, the other information about the project must be recorded — project construction cost, date bid, square foot area, cubage, number of floors, type of construction, seismic zone, funding (Federal, State, Private), client evaluation (able to make decisions, slow in making decisions, changes scope, damn tough to work





with), contractor evaluation (from excellent to incompetent). Once we know what we want, then we have to determine whether that information can be obtained from A/E firms, and when it is obtainable, how it can be stored for retrieval.

The computer is the obvious answer. The computer portion of the project is simple. Collecting the data from firms will be the difficult part of the project.

At this time, few firms are recording man-hours using the 56 category breakdown (grocery list) developed by California Council. But that is our goal — that detailed.

To get the program underway, projects will be recorded using just 6 divisions: pre-design, schematics, design development, working drawings, contract negotiation, construction administration. As record keeping becomes more sophisticated, the data bank can become more detailed in its output.

Oregon Council conducted a survey of 60 firms to determine interest in this type of record keeping and sharing. Twenty-five per cent responded favorably including man-hour data on three projects each. California and Washington are in the process of conducting similar surveys.

The intent is to determine interest, need, and if a sufficient number of firms is willing to invest in developing the data bank and in becoming subscribers.

One thought has been: If you input information you will be able to get output.

With the Man-Hour Data Bank operation, our firm could have telephoned the Data Bank requesting the averages for Airport Terminal buildings having 10 gates, designed and constructed within the last 10 years. We could have also requested the complete data sheet on the last 5 projects of this type in the file. The data we requested could have been mailed to us that day. With this type of information available, we could have been more confident that we were performing an adequate service for the proper amount of compensation.

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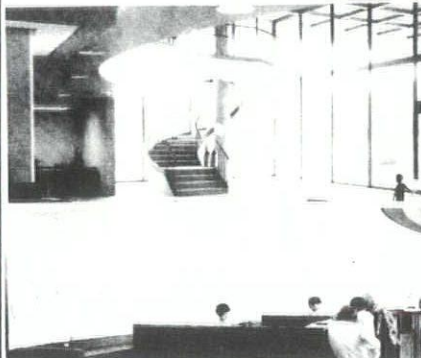
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Continued from page 11

regional director for the American Institute of Architects, says, "I'm personally very much in favor of public financing of election campaigns. The pressures and abuses in the Maryland situation show that we need to find some other way."

The AIA itself may take up the issue soon. "We just haven't discussed it yet," explains executive director Slayton, "but it could be the next topic for discussion."

William N. Holway, an engineer in Tulsa and president of the American Consulting Engineers Council, personally favors "strengthening the laws to prohibit any kind of payments" to elected officials and "a combination of public-private financing of political campaigns" that would limit individual contributions to candidates and parties. The council is considering ways to put these thoughts into legislative form.

As for reform of the selection process for architects and engineers, the AIA has recommended that designer selection boards, staffed by professionals and operating in full public view, be established at state levels to guarantee integrity in contract awards. "The idea of having designers' qualifications reviewed and recommendations made publicly by independent bodies of professionals," explains S. Scott Ferebee, AIA president, "is to help insure that political contributions are not a condition of an architect's getting state contracts."

Architect and engineering firms would submit their qualifications and notification of their interest in specific projects to the board, which would then select and rank firms to be considered for each project. Then the contracting agency, such as a state bridge authority, would negotiate with the selected firms, in order of preference, until a choice was made.

Open Bidding Opposed

Several states, including California, Massachusetts and Kansas already use some such open procedures for at least some public contracts and these processes are reported to be relatively free of politics. The federal government, too, uses nonpolitical advisory panels for much of its architectural and engineering contracting.

Michael Garber, an engineer in Philadelphia, relates: "In my younger years, I thought merit should be the sole

Continued on page 17



Ron Haworth



Chuck Fitzgerald

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Continued from page 7

payments were engineers.

According to Jonathan Goldstein, assistant U.S. attorney, evidence at the trials of those convicted showed that the going rate for receiving public contracts was 10 per cent.

Among those convicted are a former congressman, two former mayors, and two former secretaries of state.

A source familiar with the New Jersey investigation said yesterday that representatives from at least six other federal prosecutors' offices have sought advice from U.S. Attorney Herbert Stern's New Jersey office in the last year.

Stern's office put together the highly successful system of investigation involving a "net worth" audit. The system, which was used by Beall's investigators in Maryland against Agnew, involves tracing virtually every dollar paid into and out of bank and financial accounts of a suspect to uncover hidden untaxed income.

In the aftermath of the Agnew probe, professional societies for both architects and consulting engineers have proposed changes in the system in which government contracts are awarded in most states.

Buzzell said his organization scheduled a meeting to initiate "legal, legislative and administrative actions to put an immediate end to unprofessional practices on the part of consulting engineers seeking public agency work."

Slayton has recommended states establish an "open selection board, including laymen operating in the public interest" to award government contracts. Some states, including California, Massachusetts, and Kansas now use such procedures.

In Maryland, where no open selection procedure now exists. Lawrence E. Jones, vice president of the state's Society of Professional Engineers said his organization welcomes the continuing federal investigation.

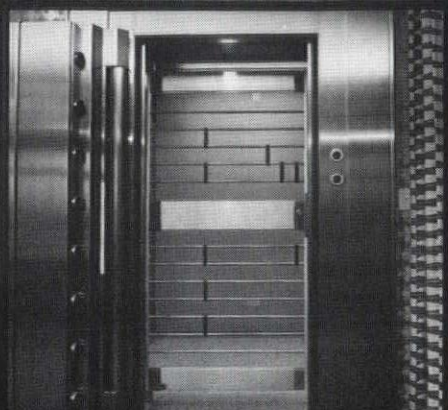
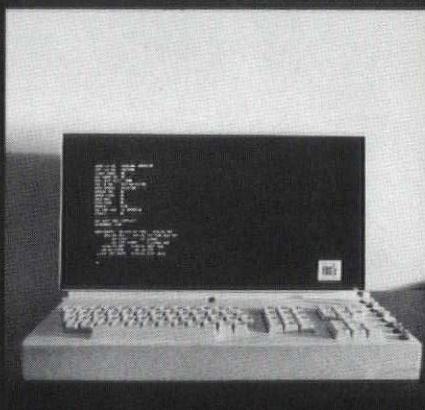
"Honest engineers have been placed under a cloud," Jones said. "We want the investigation to continue. It will restore public trust."

Continued from page 16

criterion. But as I grew older and wiser, I realized that isn't the way the real world works at all. You get contracts because you have connections. You have to be a friend of the party, and being a friend of the party means you help financially."

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The Trains Are Coming!

By Nick Carter, Hawaiian Railway Society

Driving along Farrington Highway toward Waianae you round the curve at Kahe Point and hear something vaguely familiar, something you remember from the past.

It's a steam whistle, soft and mellow! You look toward the beach and, lo and behold, there's a small green plantation locomotive rolling along at an easy pace. Trailing behind are two flatcar excursion coaches loaded with smiling faces. Young people walking or riding the bikeway adjacent to the track stop to wave as do the families eating at nearby picnic tables.

The puffing anachronism intrigues you so you slow down and pace it along its well-manicured right-of-way through Nanakuli.

Impossible you say? Not so! This scene could take place tomorrow.

Amazingly enough everything needed to create a living railroad museum on Oahu is in place and operable: track, train, and a group of people with the ability — and desire — to make it go.

The people are members of the Hawaiian Railway Society, a nonprofit educational organization incorporated in Hawaii and recognized by the Internal Revenue Service as tax deductible. The local group, a chapter of the National Railway Historical Society, was organized three years ago and has been working nearly every weekend since then to save and restore anything of significance to Hawaii's railroad history.

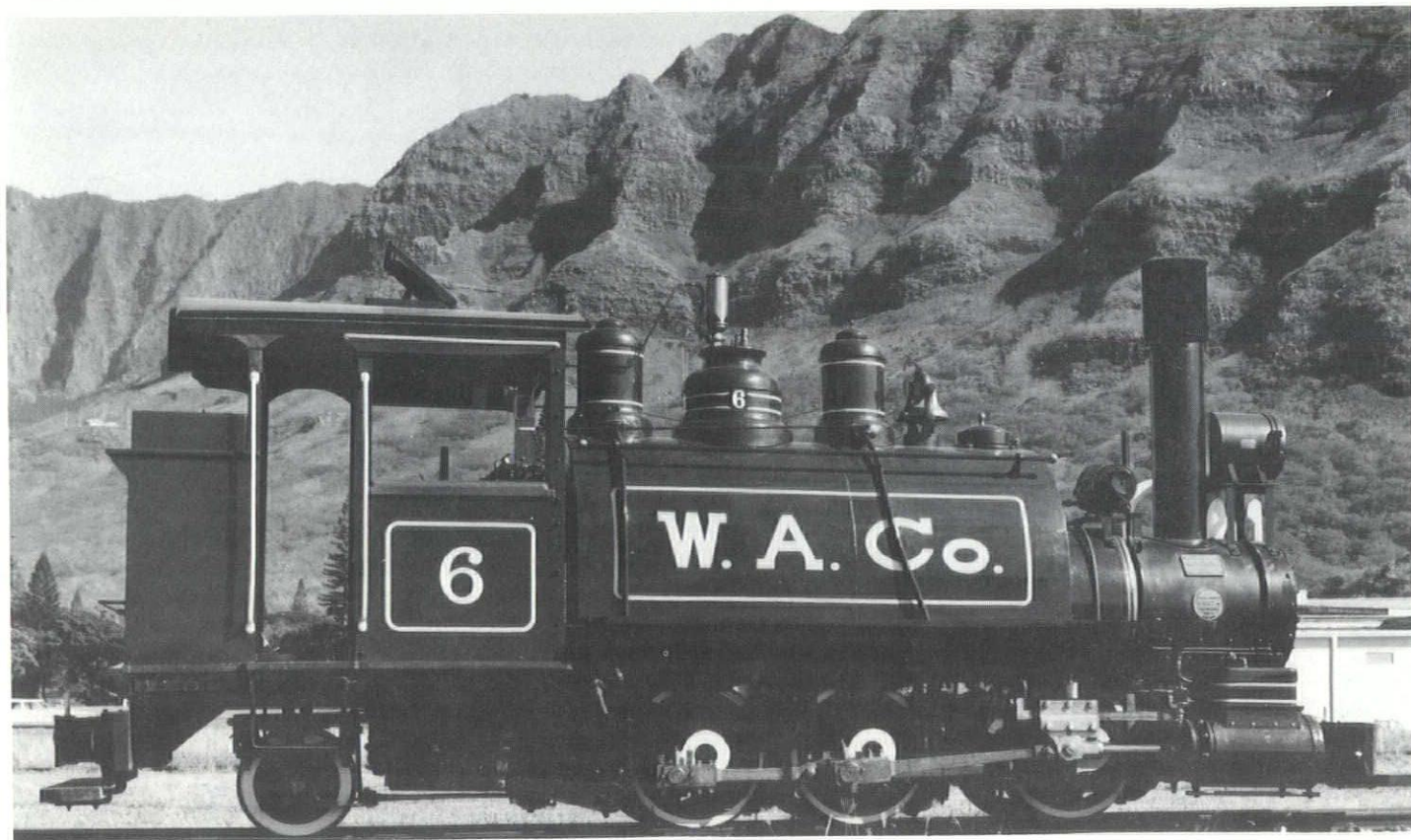
The train is Waialua Agricultural Company's old No. 6 — a 25-ton, 36-inch-gauge O-6-2T plantation steam engine. She is probably the only loco-

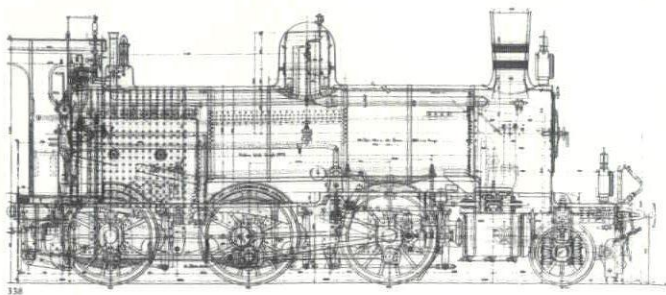
motive ever built in Hawaii, having been put together from spare parts at Waialua between 1916 and 1918. No. 6 is typical of the hundred or more tiny locomotives that once worked Hawaiian cane fields.

With the kokua of Waialua Sugar, the Society rescued Six from the scrapper's torch and spent two years restoring her to mint condition. She received national publicity recently when the DuPont Refinisher News printed an article and color photographs of the restoration. DuPont donated paint for the effort.

To complete the train, the Society acquired six flatcars and two boxcars during the last days of the Oahu Railway.

The track is the only segment of historically authentic railroad left in the state. It was built in the 1890s as part of





the Oahu Railway and Land Co. main-line between Honolulu and Kahuku. In 1950, after OR&L had given up the operation, the Navy bought the Nanakuli to West Loch Pearl Harbor segment for ammunition hauling, reportedly for \$1.

The line, which is still in excellent condition, is significant enough that it is being considered for Historic Landmark status.

These three elements — track, train, and people — could be the basis of an exciting new type of museum. Not a static museum but an operating museum providing a “living history” experience. Not a gaudy carnival train but an authentic restoration. Not a commercial “herd ‘em on and herd ‘em off” tourist attraction but a real railroad offering a recreational-historical-educational experience.

Such a museum would offer many benefits:

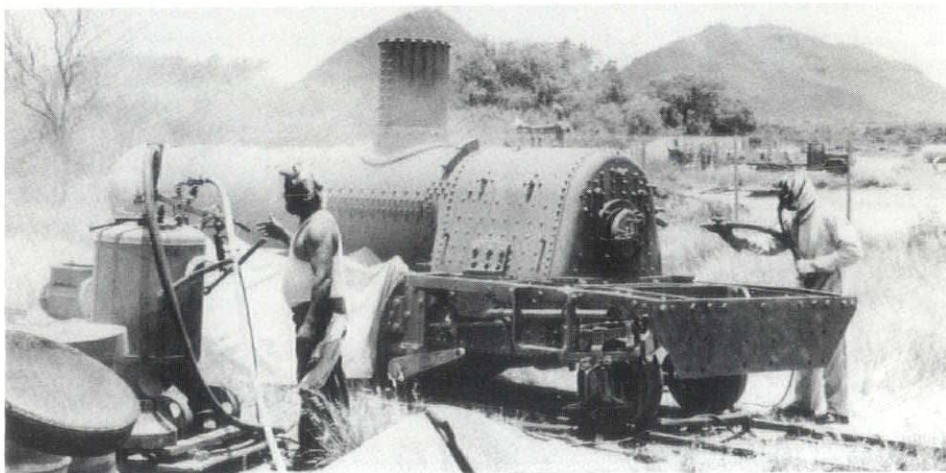
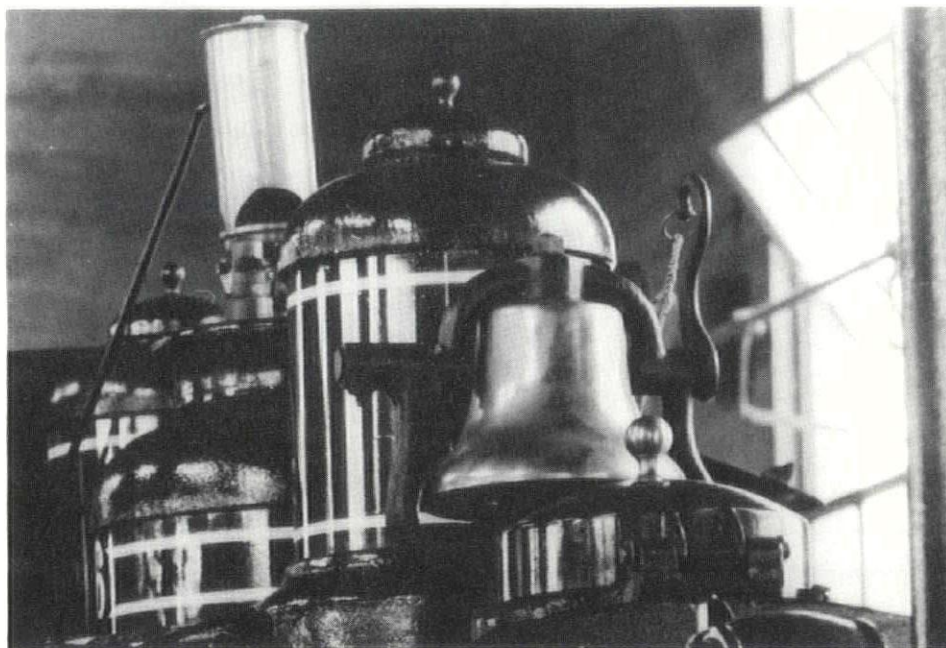
1—It would provide an enjoyable history experience at very little cost. The Society wants to restore more railroad equipment and wants to run trains for the public to ride. Track already exists and, ironically, is owned by the people of the United States (through the government). Thus an operation could be established without great expense.

2—The railroad would provide an aesthetic stimulus to the community by cleaning up and maintaining the tracks that are presently weed-grown and littered. In fact, it would create a linear park approximately 12 miles long by 40 feet wide.

3—It would provide an economic stimulus to the community by encouraging leisure spending in the Waianae Coast area. Eventually it might even offer employment for area residents.

4—Conceivably the railroad could become a simple form of mass transit. Existing track from Nanakuli connects with Iroquois Point and ferry boat service to downtown Honolulu.

Continued on page 20



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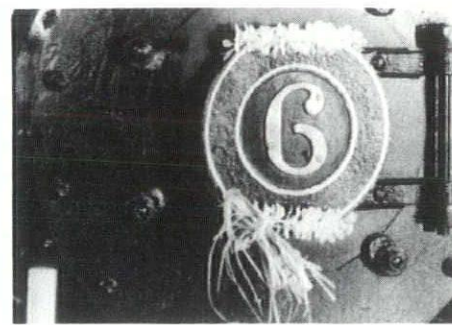
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5—An historic train operation and adjacent bikeways are entirely compatible. The right-of-way allows room for both and both are aimed at outdoor recreational activities. Furthermore the train could bridge that long stretch between Pearl Harbor and the Waianae Coast, appealing to bike riders who might wish to ride along waterfront areas.

6—The Waianae Coast trackage could be extended as far as Maile to provide a longer oceanfront train ride. Unfortunately, right-of-way does not appear to be reclaimable beyond Maile.

7—Publicity value of the colorful little train would be inestimable. It has already received national publicity. It could attract visitors simply because it exists.

8—Finally, in this time of energy crisis the train poses no threat. No. 6 runs perfectly on crankcase oil drainings! And using this recycled fuel helps solve part of a pollution problem — disposing of used crankcase oil. In fact the train might help the energy crisis by encouraging train and bicycle riding rather than automobile driving.

The potential for the railroad seems tremendous and the logic of using existing resources seems simple.

So why doesn't it happen tomorrow?

It's not as easy as it seems. Society members have been trying their best, but they need help. Here's the problem:

First, the existing dozen or so miles of railroad track must be preserved, otherwise the entire dream goes down the drain. Right now the future of the track is threatened.

A few months ago the Navy declared the railroad excess, so it's for disposal. The most obvious interested parties are the State and the City and County, or both, for future use as a mass transit corridor. But mass transit is not projected for the area until the 1990s at the earliest.

The fear is that the operating railroad potential will be overlooked and the rails will be ripped up.

Second, a new home must be found.

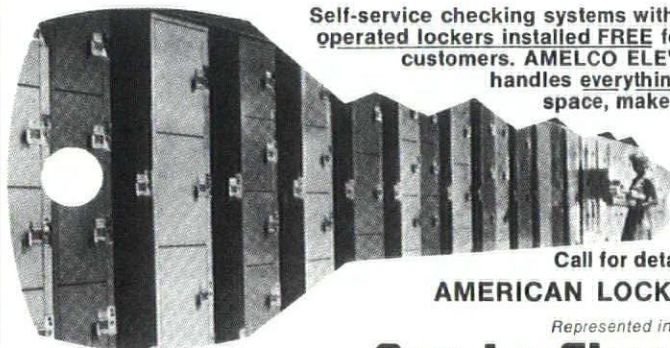


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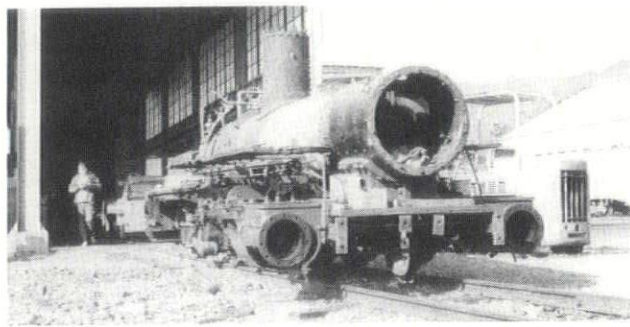
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Old No. 6 continued



Up to now the Navy has generously allowed the use of the enginehouse at Lualualei Naval Ammunition Depot for restoration work, but the Society's license expires at the end of February and a move must be made.

(The Lualualei enginehouse, a magnificent facility, is extremely well suited for the restoration and storage of railroad equipment. The Society would like to see a local government body negotiating with the Navy to dedicate the

building and adjacent track as a park-museum site for the public.)

Another possibility might be the last roundhouse on Oahu, which still stands on Campbell Estate property in Ewa. Although the turntable pit has been filled for 20 years, the facility could be restored to create an exciting and attractive museum site.

Other options would mean finding land along the railroad right-of-way and constructing a facility from the ground

up. While the Society could build an adequate facility, it could never hope to acquire the necessary land.

Third, like any nonprofit organization they need money. Because they have been working on a military base, it has not been possible to get maximum exposure for their work. If they can begin to operate the train in public, however, their money raising capability will be heightened.

To summarize, the Society has a lot of problems facing them — the possible demise of the railroad, the fact that they will be homeless in a few months, that they need money to continue their work.

There is optimism, however, because the project has tremendous potential, one believed to be practical, worthwhile and exciting.

The Society needs help.

The need is for government bodies that will probably acquire the railroad to recognize the unique potential of an operating railroad museum and the countless hours of pleasure it will offer Oahu residents.

The need is for a chance to run the train so people can experience it.

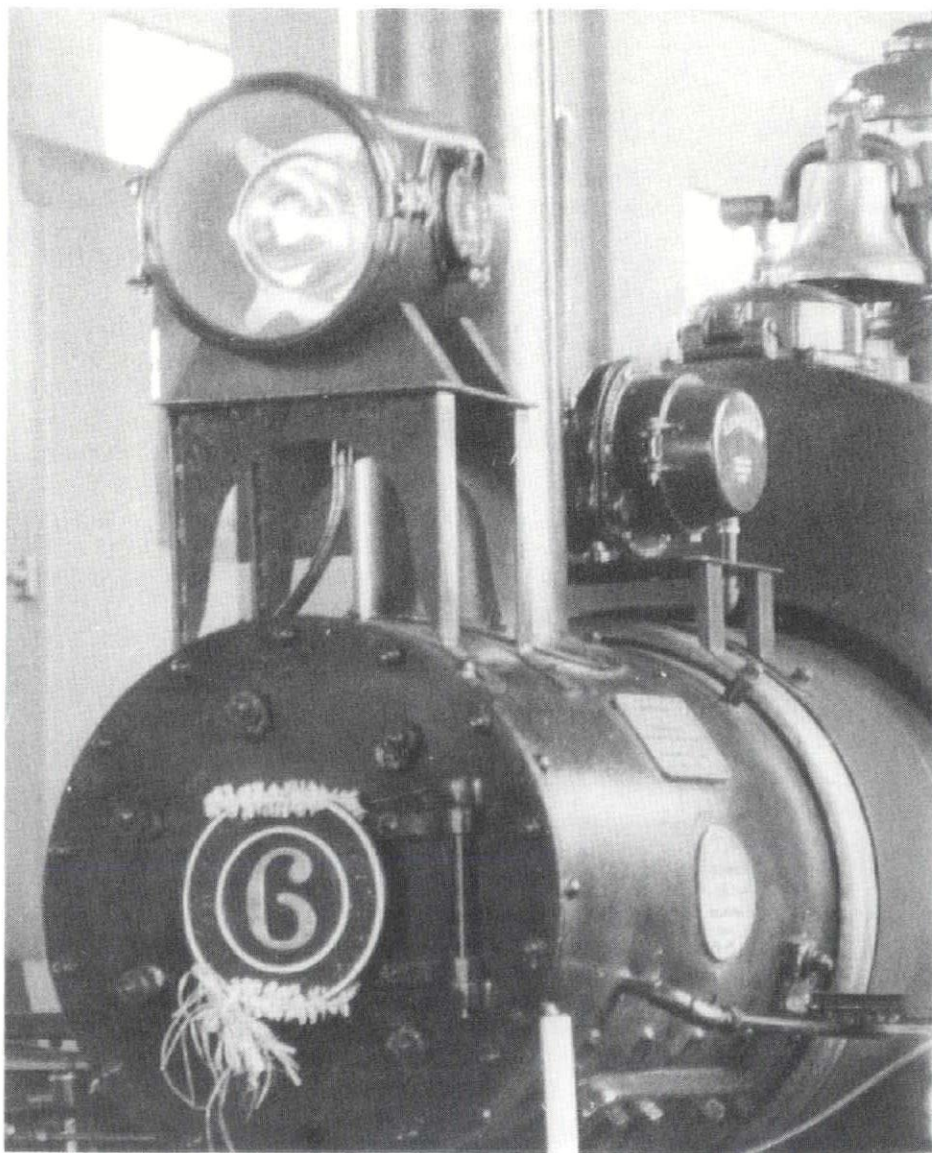
The need is for a place to call home for the priceless relics already collected.

It's reasonable to spend millions for a sports stadium or a new airport runway. It's reasonable to spend hundreds of thousands for a small boat harbor or a beach park.

It's reasonable to spend the few dollars necessary to convert an existing resource into an enjoyable public attraction — an unused railroad transformed into a linear park.

If there are any doubts about a need for such a railroad museum-park, ask a 4th grade youngster. Or a senior citizen who once worked on a plantation. Or the family next door looking for something fun to do this weekend.

Anyone wishing to know more about the project can contact the Society at:
Hawaiian Railway Society
Box 11126
Honolulu, Hawaii 96814



Letters to the Editors

December 4, 1973

With all due respect to the design excellence embodied in the form of "Sharon" who graced page 5 of the November issue of Hawaii Architect, I have serious doubt that this is the appropriate magazine for her exposure. Hopefully, before the editors embark upon any future change of policy, they will consult with all the members of the Editorial Board for our concurrence. Meanwhile, please let Playboy do what they can do better — and in color.

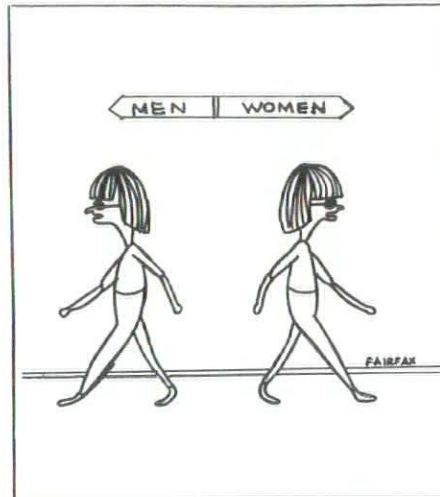
Gerald L. Allison, FAIA
Member, Hawaii Architect
Editorial Board

Ed.—We just wanted to see if anyone is really reading the magazine. From the comments received, lots of people do. Seriously — it is interesting to note that one nude girl has drawn much more notice and comment than the past two years worth of serious architectural and planning articles. Does this say something about the values of the readers?

7 December 1973

The photo of the nude person in the issue leaves no doubt that indeed your subject is a girl, and for that you are to be commended. It seems particularly timely in this day and age when it is often too difficult to distinguish one from the other, which reminds me of my favorite cartoon. (See below)

Geoffrey W. Fairfax



December 7, 1973

Gentlemen:

One picture — "Sharon" — is worth more than a 1,000 words on good design. What better way to say that "form follows function"? Let's have more Sharons and less rhetoric. Keep up the improvement.

Yours truly,
William E. Wanket



To be obscene or not obscene . . . that is the question for '74.

Photo by Jerry Stanfield

Merry Christmas

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¶ 401. Deductions—Tie-in with Federal Law

In general, the deductions allowable for the Hawaii income tax purposes are the same as under federal law. However, there are some differences explained in subsequent paragraphs, of two types: (1) a few that were specified when the basic Hawaii law was adopted in 1957; and (2) differences that have developed since 1957 as a result of federal changes not adopted by Hawaii.

¶ 402. Business Expenses

Hawaii Law: Sec. 235-2
Federal Law: Sec. 162, 274

The deductions for business expenses are the same for Hawaii as for federal with the minor exceptions explained below.

The federal law was amended in 1960 to permit initial purchasers of Federal National Mortgage Association stock to deduct, as a business expense, the excess of the issue price over the fair market value of the stock at the issue date. Hawaii has not adopted this provision.

As explained more fully at ¶ 425, the federal law on business expenses was amended in 1969 to (1) prohibit the deduction of certain illegal payments, etc., and (2) allow the deduction of certain expenses for damages received, etc. Hawaii has not adopted these federal provisions.

¶ 403. Depreciation

Hawaii Law: Sec. 235-2
Federal Law: Sec. 38, 46 to 48, 167, 184, 185, 187

In general, the deduction for depreciation for Hawaii tax purposes is the same as for federal. However, there are a few exceptions to this, as explained below.

As a result of the Tax Reform Act of 1969, federal law has accelerated depreciation methods on real property and business assets. Generally, use of the 200% declining-balance and other methods may no longer be used except on new residential property. On the other hand, an accelerated 5-year write-off is provided for property made to rehabilitate old properties rented to produce income. These provisions apply, generally, to property placed in service after July 24, 1969. The Tax Reform Act of 1969 has also changed the rules for "recapture" of the excess of post-1969 depreciation over straight-line depreciation (see ¶ 516). Hawaii has not adopted these rules.

¶ 401

The Tax Reform Act of 1969 provides for accelerated federal write-off of certain types of railroad property and of coal mine safety equipment. The Tax Reform Act of 1971 provides for accelerated federal write-off of certain expenses for training and for child care. Hawaii has not adopted any

accelerated depreciation deduction
which Hawaii deduction
is added to match
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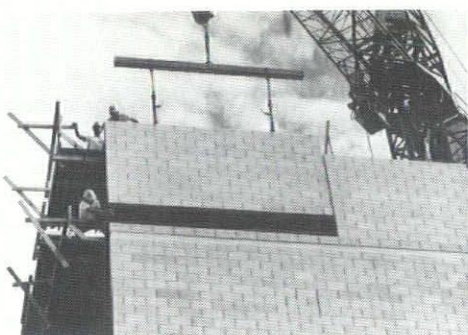
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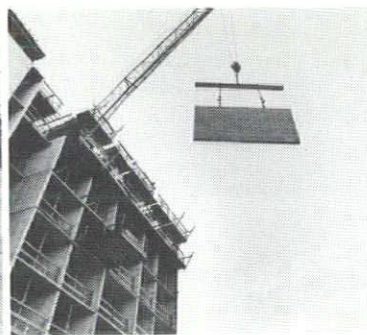
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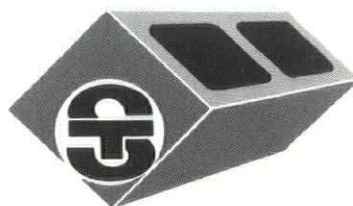
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