

drodynamics was refreshing to sense; their grasp of many topics is already quite profound. Transmission of ideas was tortuous, however, because of the language barrier; nonsimultaneous translation made the delivery of lectures lengthy and sometimes bewildering.

Daily life in Bulgaria and Romania (visited subsequently) was a bit reminiscent of stepping back forty years (or more!) in the U.S. Housing and food are low in cost, selections appeared limited, and items in the class of "luxuries" are very expensive for these people. Although most of the audience in the sessions appeared somber, they showed a great capacity to "have a ball" at the banquet held on the last evening when with the lubrication of vodka, slivovitz, and wines, I found many knew all the words in English to harmonizing songs. Certainly not a new discovery to find again that people are basically the same everywhere! The visit was made especially cordial by the warmth of the Directors, Professor Guliev and Dr. Bagdanov.

As a visiting specialist at the Skibsteknisk Laboratorium (Danish Ship Research Laboratory) in Lyngby, Denmark, I am thoroughly enjoying a fine quiet place to work amid a group of researchers involved with various aspects of experimental and theoretical ship mechanics. Considerable work is going forward on the rough water behavior of surface effect ships under contracts originating with the U.S. Navy. Their large amplitude planar motion apparatus for determination of the force and moment coefficients necessary for course stability and maneuvering predictions is entirely unique in the world of "tankery." Again one sees models of innovative ship designs not generally seen in the U.S. model basins.

The new home of the Danish Technical University at Lyngby is expansive (1 km \times 0.5 km) and abounds in the

tasteful designs for which the Danes are renowned. The Department of Naval Architecture, formerly chaired by Professor C. W. Prohaska who was also the "father" and Director of the "Laboratory," is now ably headed by Professor S. A. Harvald who is also Director of Skibsteknisk Laboratorium. A new program for educating naval architects, which radically departs from the traditional regimen, is now in its third year of trial. It certainly would be useful to study its applicability to such types of educational curricula in the U.S.

The cost of everyday life here appears greater relative to income than in the States! [Cost of a car plus tax (160%!) is astronomical.] All the Danes complain of their enormous income tax rates (67% on \$25,000; 55% on \$14,000), but yet one does not see them fleeing the country! My impression (albeit on a short-term observation) is that one can live a less diffused life here and can thereby find the time to concentrate on finding the joys inherent in even the simplest of experiences.

In these travels I have endeavored to spread the word about the *Journal of Hydraulics* and continually seek new, competent authors. At the outset of 1974, be again assured of our untiring efforts to advance the Journal, and our appreciation of your support. My warmest thanks to Gordon Dugger, AIAA Vice President-Publications, Ruth Bryans, AIAA Director of Scientific Publications, Anne Huth, AIAA Managing Editor, Scientific Publications, and their dedicated Staff for all their help in making this sojourn feasible. All of us join to thank our reviewers (listed below) and authors for their fine work during 1973.

John P. Breslin
Editor-in-Chief

JOURNAL OF HYDRONAUTICS*

Reviewers—September 1, 1972—August 31, 1973

Ailor, William H., II
Besch, Peter K.
Bishop, R. E. D.
Casarello, Mario J.
Cummin, R.
Cuthbert, J.
Dalzell, J.
Dogan, Pierre
Eda, H.
Granville, Paul

Hess, John L.
Hsu, Chun Che
Jewell, David
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Lum, Samuel M. Y.
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Schoenherr, Karl E.
Tsakonas, S.
Tuck, E.
Van Mater, Paul R.
Vytlacil, Nicholas Jr.

*Because it is difficult to include the reviewers for September, October, November, and December 1973 in this issue of the Journal, they will be listed with reviewers for the 1974 in the January 1975 issue.