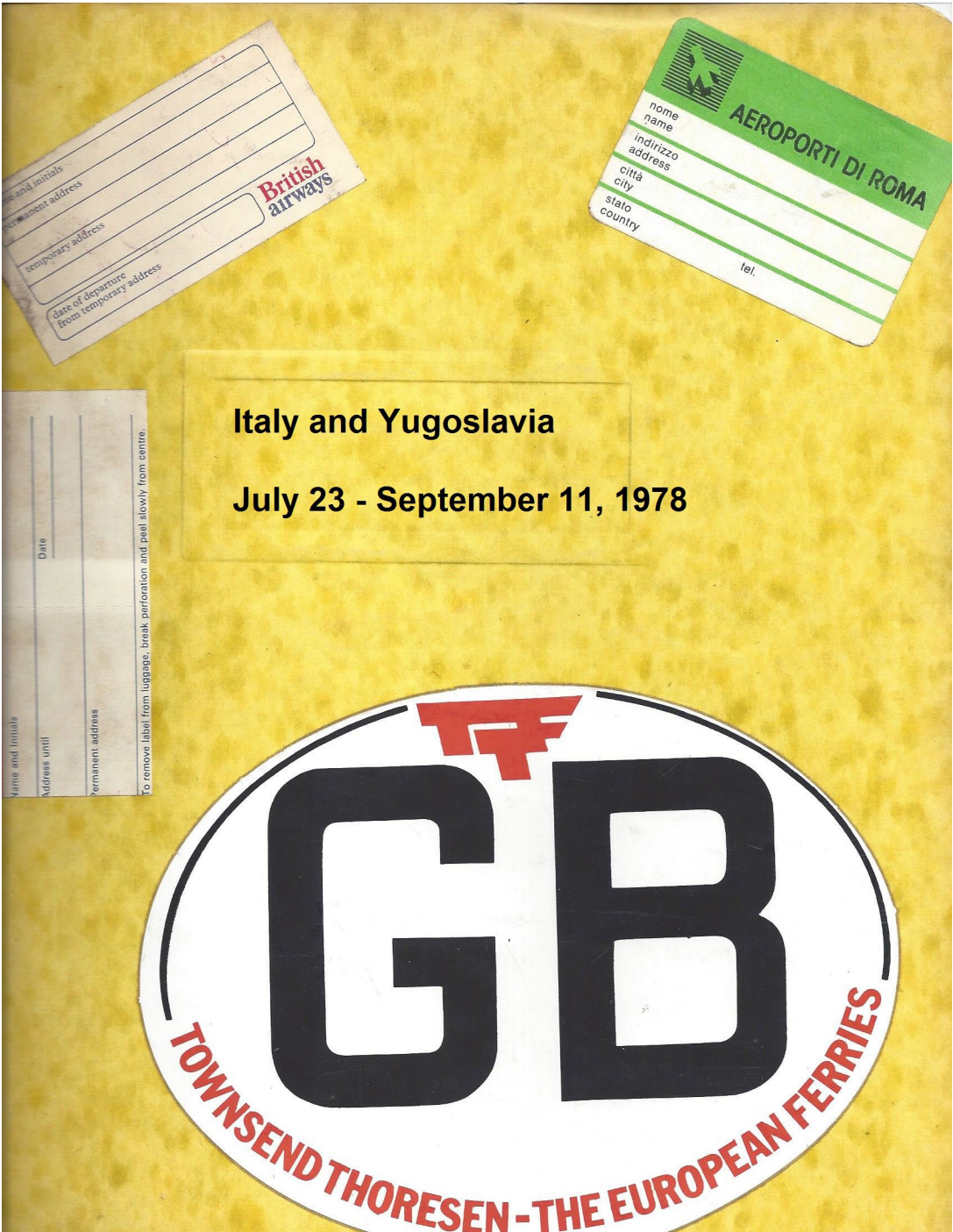


TRAVELS NOW AND THEN

© Christopher Earls Brennan

YUGOSLAVIA 1978





Dicks'

TRAVEL SERVICE

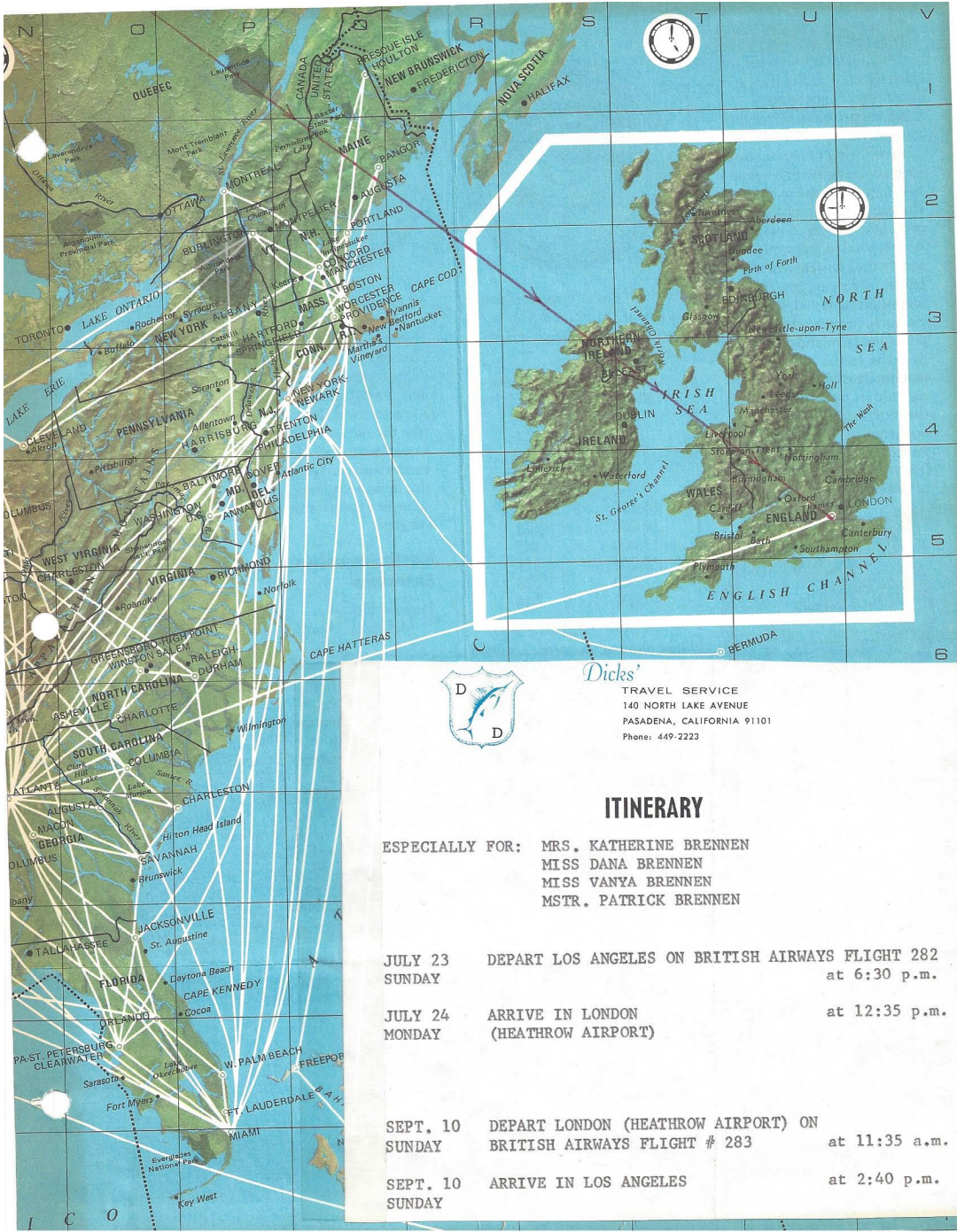
140 NORTH LAKE AVENUE • PASADENA, CALIFORNIA 91101 • TELEPHONE • 449-2223 • 681-3533
PROPRIETORS • DICK VAUGHN • DICK RONNE

ITINERARY FOR DR. C. BRENNEN

July 23	Los Angeles	Depart United Airlines # 28	10:00 PM.
Sunday		Arrive New York (Kennedy Airport)	5:55 AM.
		Snack will Be Enroute	
August 11	New York	Depart TWA # 708	9:30 PM.
Friday		Arrive London	9:10 AM.
		-Dinner Enroute-	
August 12	London	Depart British Airways #4582	10:30 AM.
Saturday		Arrive Belfast	11:35 AM.
		-Surface back to London-	
August 29	London	Depart British Airways # 502	8:35 AM.
Tuesday		Arrive Rome	11:50 AM.
		Hertz rental car confirmed on arrival in Rome FIAT 127	
September 10	Rome	Depart British Airways # 20	7:35 AM.
Sunday		Arrive London	8:55 AM.
		-Breakfast Enroute-	
		Transfer Planes	
		Depart British Airways # 283	11:35 AM.
		Arrive Los Angeles	2:40 PM.
		-Dinner Enroute-	

WELCOME HOME AND THANK YOU,

1978



ENDORSEMENTS/RESTRICTIONS (CARBON)		ORIGIN		DESTINATION		PROB/TO		CARRIER		FARE CALCULATION		See below for Airline Form, Serial Number TICKET OF ISSUE - AGENT DICK'S TRAVEL SERVICE PASADENA CA 05 62801 4 L	
NAME OF PASSENGER (SUPS) MSTR. PATRICK BRENNEN		NOT TRANSFERABLE		ISSUED IN EXCHANGE FOR		DATE OF ISSUE 18 JUN 78		PASSENGER'S COUPON LHR BA 20300 LIX BA 20300		PASSENGER'S COUPON LHR LIX Q 1500		IT IS UNLAWFUL TO PURCHASE OR RESELL THIS TICKET FROM/TO ANY ENTITY OTHER THAN THE ISSUING CARRIER OR ITS AUTHORIZED AGENTS	
COUPONS NOT VALID BEFORE 214 AUG		COUPONS NOT VALID AFTER 12 SEP		ORIGINAL ISSUE 104 HX 60		TICKET DESIGNATOR BA 203		PLACE 23		DATE 23		TIME 1135	
NOT GOOD FOR PASSAGE		FARE BASIS Y		ALLOW Y		CARRIER BA		FLIGHT/CLASS 203		STATUS OK		FROM LOS ANGELES TO LONDON - HEATHROW NOT GOOD FOR PASSAGE	
FROM LOS ANGELES		TO LONDON - HEATHROW		FARE BASIS Y		ALLOW Y		CARRIER BA		FLIGHT/CLASS 203		STATUS OK	
NOT GOOD FOR PASSAGE		FARE BASIS Y		ALLOW Y		CARRIER BA		FLIGHT/CLASS 203		STATUS OK		FROM LOS ANGELES TO LONDON - HEATHROW NOT GOOD FOR PASSAGE	
FARE 421.00		EQUIV. ART. PD 3.00		ROUTE CODE 434.00		ENCODE 261		CPN 125		AIRLINE CODE 8273240263		SUBJECT TO CONDITIONS OF CONTRACT ON PASSENGER'S COUPON PASSENGER TICKET & BAGGAGE CHECK - ISSUED BY British airways 125 6	

PASSENGER TICKET and BAGGAGE CHECK

8273:240:264

PASSENGER TICKET and BAGGAGE CHECK

SUBJECT TO CONDITIONS OF CONTRACT ON PASSENGER'S COUPON

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 R BA 348419
 B BA 348418
 B BA 348417

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 Baggage checked subject to tariffs including limitations of liability therein contained.
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British
airways

Passenger ticket and baggage check
Issued by British Airways, London
Subject to conditions of contract
on reverse of passenger coupon

Origin

Destination

125:4214:451:193:1

Endorsements/Restrictions (Carbon)

Conjunction Tickets)

Passenger
Coupon

From/to

Carrier

Fare calculation

Name of Passenger
Not transferable
Issued in exchange for

Coupons not valid before
1 2

Coupons not valid after
1 2

Not good for passage

Original issue
Carrier

Form and Serial No.

Place

Date

Agents numeric code

Ticket designator

Tour code

Fare basis

Allow

Carrier

Flight

Class

Date

Time

Status

From

To

Baggage
Checked
Unck'd

Pcs.
wt.

Unck.
wt.

Pcs.
wt.

Unck.
wt.

Form of payment

Fare

Agent

Date and place of issue

From/to

Carrier

Fare calculation

Fare
£15 00

Equip. Amt. Pd.

Additional Endorsements/Restrictions (Carbon)

Total

0 125 4214451193 1 0

Do not mark or write in white area above

Passenger ticket &
baggage check

Your attention is drawn to the conditions
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Baggage identification tag

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Convention as amended by the Hague Protocol 1955.

90-99-05 A DUBLIN

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Passenger ticket &
baggage check

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Baggage identification tag

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Convention as amended by the Hague Protocol 1955.

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airways

Passenger ticket &
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of contract printed inside this ticket

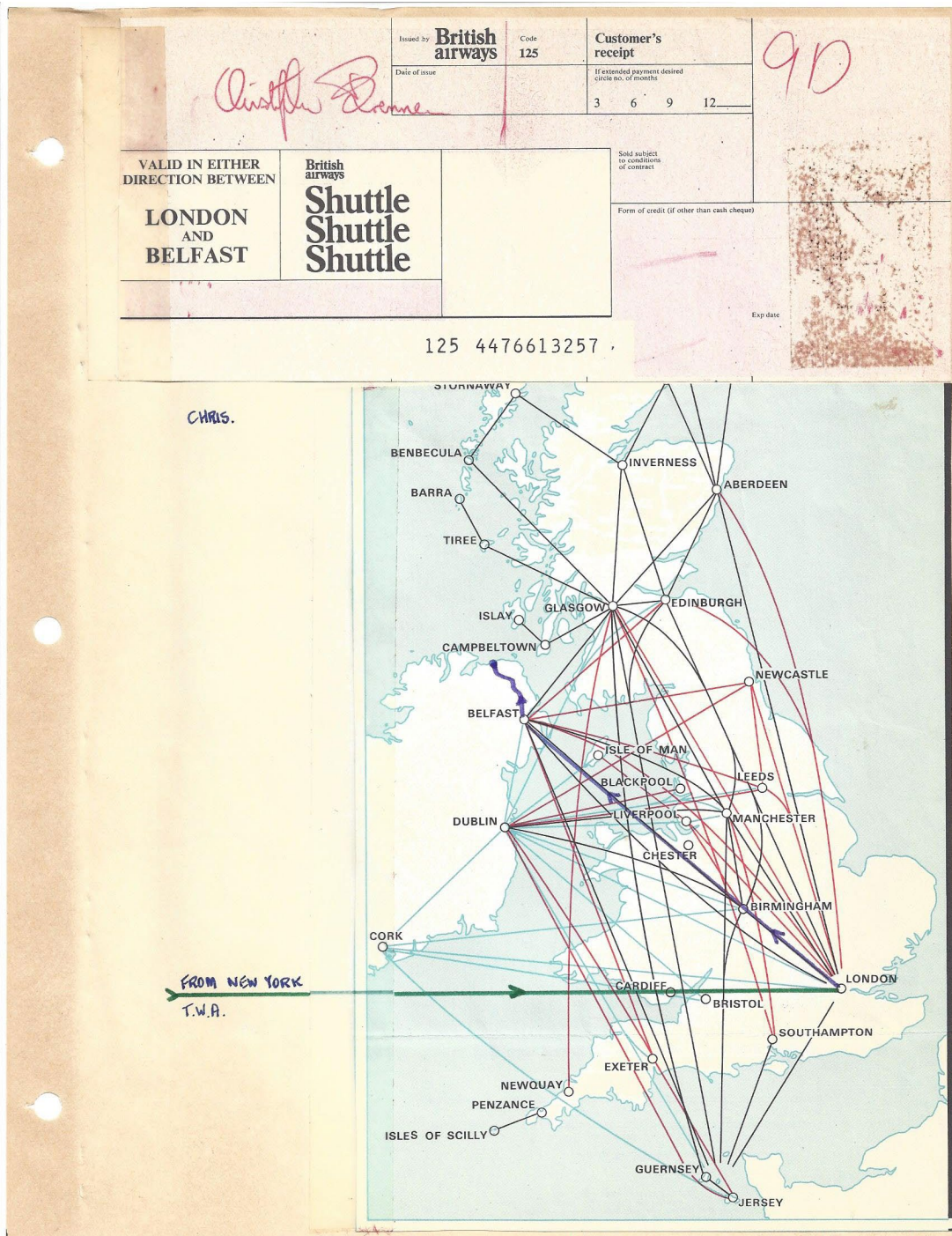
AerLingus

Baggage identification tag

This is not the luggage ticket (baggage check) described
in Article 4 of the Warsaw Convention or the Warsaw
Convention as amended by the Hague Protocol 1955.

90-99-22 A DUBLIN

airways



At "Cranagh Dhu", Magherafelt



At "Cranagh Dhu", Magherafelt



At Portstewart



At Portstewart



Portstewart harbor



Magilligan strand



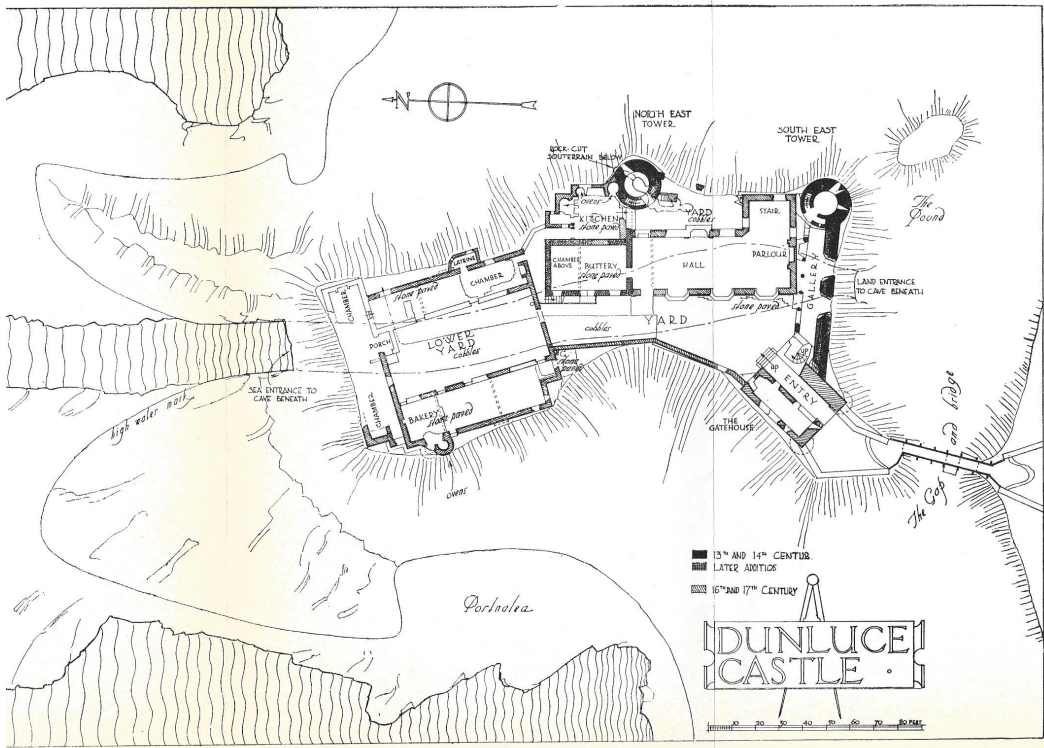
Ballycastle



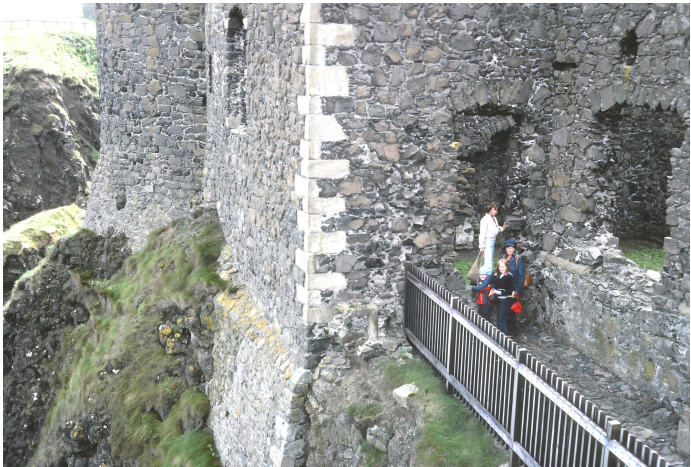
Ballycastle



Carrick-a-Rede rope bridge



Dunluce Castle



Dunluce Castle





Giants Causeway



Runkerry



Donaghmore graveyard



Dunluce Castle

HISTORIC MONUMENTS in State Care on the ANTRIM COAST ROAD

The Antrim Coast road has a great deal to offer the visitor, including magnificent scenery, impressive geology and a varied selection of historic monuments. Here we list the sites in State Care (distinguished by the use of capital letters) on or near the coast road, with brief reference to some others on the way. Many of the sites listed date from the medieval period, but the traveller should also bear in mind that this coast has produced some of the earliest evidence for man living in Ireland, some 7000 years ago. Neolithic burial cairns crown the hilltops of Carnanbane and Knocklayd, and Neolithic people quarried fine-grained stone for axe-making from Tievebullagh and Rathlin Island. Naturally strong headlands and promontories, like Knockdhu and Lurigethan, were fortified with earthworks probably in the Iron Age.

CARRICKFERGUS CASTLE (J415873), prominently sited on the lough shore at the W approach to the town. One of the finest castles in Ireland, playing an important military role for nearly 750 years. Built to control Belfast Lough by John de Courcy, conqueror of Ulster, from 1180 onwards, it shows additions and alterations of many periods, adding up to an impressive and exciting whole. Guide card and guide book available.

DALWAY'S BAWN (J443914), reached by a slight detour from the coast road on the B90 road to Ballycarry. An unusually well preserved example of an early 17th century planter's fortified enclosure, now enmeshed with a working farm and only partly in State Care. John Dalway surrounded himself with this stone bawn with its three rounded corner towers in about 1609 to secure his royal grant of land in the area.

BALLYLUMFORD DOLMEN (D431015), is reached by another detour on the B90 to the NW tip of Island Magee, where the dolmen sits rather unexpectedly in the front garden of a house. Popularly known as the Druid's Altar, these are the remains of a Neolithic burial monument, 4000 to 5000 years old, formerly covered by a cairn.

LARNE: OLDERFLEET CASTLE, on Curran Point (D413016). A 1610 map shows 3 castles at Larne : though known as Olderfleet, this one is probably *Coraine*. The ruin is the shattered remnant of a 16th century tower, defended by gun-loops, controlling access to the harbour and providing a safe store for merchandise, a reminder among the modern industry and commerce of the earlier importance of the port.

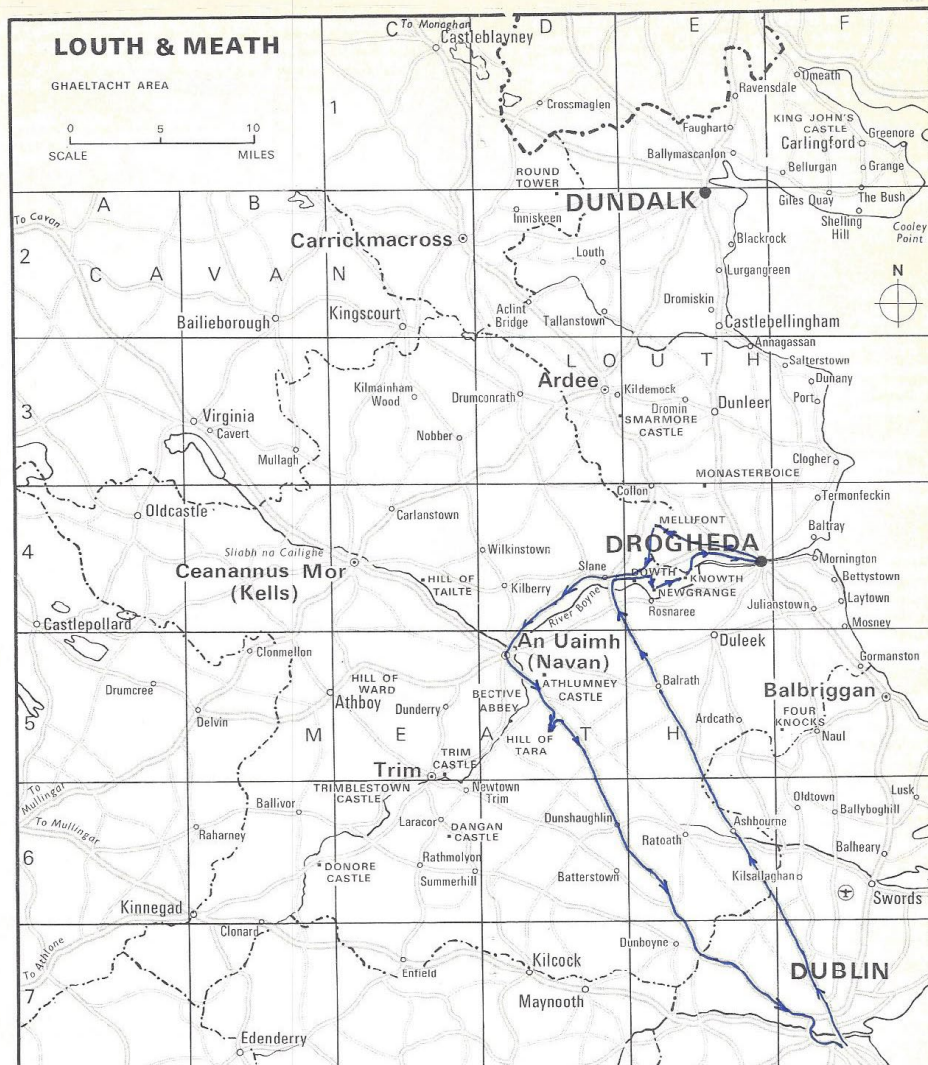
Ballygalley Castle on the coast road looks across to Scotland where the origins of its builder and its style are to be found. Built in about 1625 by James Shaw of Greenock, it is one of Ulster's few 17th century buildings still in use.

Red Bay Castle, a notable landmark on a headland S of Cushendall. The ruins of a 16th century stone tower occupy the site of an earlier earthwork castle.

OSSIAN'S GRAVE (D213284), in Lubitavish, 1¼ miles WNW of Cushendall, on a hillside with fine views of Glendun and Glennan and to Scotland. Romantically named after the legendary hero, like Ballylumford this is a prehistoric burial monument, in this case of the court grave type. A semi-circular forecourt opens into a gallery with two segments, all formerly set in an oval cairn.

LAYD CHURCH (D245289) stands beside a fast-flowing stream in a deep valley opening out to the sea. Though traditionally a friary, this seems to have been a parish church by 1300, and it was used until 1790. The church, which awaits consolidation, shows several periods of building including a west tower which may have provided





NEWGRANGE

CO. MEATH

by Claire O’Kelly

Newgrange is one of the finest examples, not only in Ireland, but in Western Europe, of the type of tomb known as a passage-grave. Its probable date of erection is about 2000 B.C. It belongs to a time when stone and not metal was the everyday material for tools and weapons.

The tomb consists of a passage and chamber, the walls and roof of which are built of large slabs without mortar. A large circular mound or cairn of stones covers the tomb and a kerb of massive slabs laid on their long edges, ends touching, surrounds the base of the cairn and was intended to act as a retaining feature. Surrounding the mound but situated twelve to fifteen yards outside it, is a circle of tall, widely-spaced standing stones.

The Great Circle

Only twelve stones survive out of a possible 35 to 38 originally. The circle is 340 feet in mean diameter and encloses an area of about two acres. The four stones first seen by the visitor opposite the entrance are the largest of those that remain and stand 6 to 8 feet above original ground level. Most of the remaining stones have been broken off near the ground. None of the stones of the circle is decorated.

The Mound

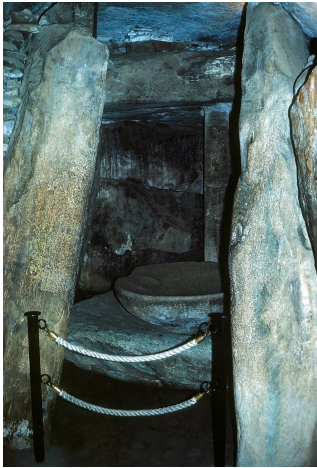
This is made up of medium-sized water-rolled pebbles, 6 to 9 in. across. White quartz stones were used as an outside finishing layer, at least in the entrance area. Round boulders of granite, about the size and shape of a child’s football, must have been employed also as a finishing outer layer. The cairn is 36 feet high.

At present, extensive excavations are being carried out at Knowth and the site is permanently closed to the public until these are completed.

Dowth The mound at Dowth is 50 ft. high and 280 ft. in diameter. A number of the decorated stones surrounding the bottom of the mound can still be seen. Inside there are two tombs (2500–2000 B.C.). At the entrance to the passage there is an early Christian souterrain. As a certain amount of crawling and climbing over stones is involved in getting to the first tomb, it is recommended that only persons in good physical condition make the attempt. The site is open from June to September. The hours of opening are Monday – Saturday 11 am – 1 pm and 2 – 6 pm; Sunday 3 – 7 pm. Tickets for entrance to the site: adults 10p; students/children 5p. Directions for obtaining the key during the rest of the year are posted at the site.



Newgrange



Newgrange

dabach.



dalem
am mel
doib

lafran



TARA

bim bruinir



daul





locht.

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mel doib

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SWAN

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car rental

SWAN NATIONAL LTD
(Central Accounts Department)
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RENTAL

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EUROCARD

BANK AMERICARD

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Auth. code

111305

DRIVER'S NAME

C. BRENNAN

miles IN

4465

HIRE DETAILS

hours @

7000

TO BE PAID BY

name

3840. MAYHARDT

miles OUT

3917.5

days @

1400.

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address

3840. MAYHARDT

miles DRIVEN

518

weeks @

country

U.S.A.

miles CHARGED

518

@

pence

Credit card / Home / local address:

TYPE OF RENTAL

T & M

1

2

% Surcharge

Inv DATE-IN

time

28/8/78

11:45

hrs

RENTAL CHARGE

7000

AGMT DATE-OUT

time

28/8/78

16:00

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LESS:

Branch Out

077

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NET RENTAL

7000

Vehicle model

Corvair

Collision Protection

675

Reg'n No.

A006805

Delivery

Model code

E2

Group quoted

E

Collection

Sub Contr

Yes

Other taxable charges

Sub TOTAL

A

7675

Petrol

£ 7.40 B

658

Insurance

PAI

GIT

non-taxable Damage Claim, Fines etc

TOTAL CHARGES Before VAT

8335

VAT @ 8% on A

614

VAT @ 12% on B

82

TOTAL CHARGES including VAT

9029

CREDIT HIRE TOTAL

9029

CASH HIRE TOTAL

9029

CHARGE TO CR. CARD

Type

VISA

9029

CASH BALANCE DUE:-

DEPOSITS RECEIVED

DATE

28/8/78

INITIALS

CDW RANGE

UK Res.

Visitor

1

2

3

4

5

6

INIT

DAMAGE OUT

INIT

STATEMENT OF LIABILITY

knowledge that during the currency of this Rental Agreement and extensions thereof and for the purpose of Section 1-5 and Schedule the Road Traffic Act 1974 I shall be liable as the owner of the vehicle and of any other vehicle let to me thereunder in respect of the losses or any excess charges detailed in condition 10 overleaf.

NATURE

DATE

28/8/78

DECLARATION OF RENTER

I have read the terms and conditions on both sides of this Rental Agreement and agree thereto

I accept that if any driver is under age 24 I may be required to leave a deposit to be applied against the cost of making good any loss or damage of the vehicle or its replacement (other than normal wear) which may have arisen before its return to Swan National.

By my initials above, I accept the charges for additional protection

Please charge my credit card company (card no. above)

NATURE

DATE

28/8/78

Commission

A/C No.

Name & address

R/A prepared & lics examined

by

TOTAL DEPOSITS:

BALANCE FOR BRANCH ACTION

Refunded

Date

Rcpt No/Sig

Received

BALANCE FOR H. O. ACTION

H.O. USE ONLY

DR.

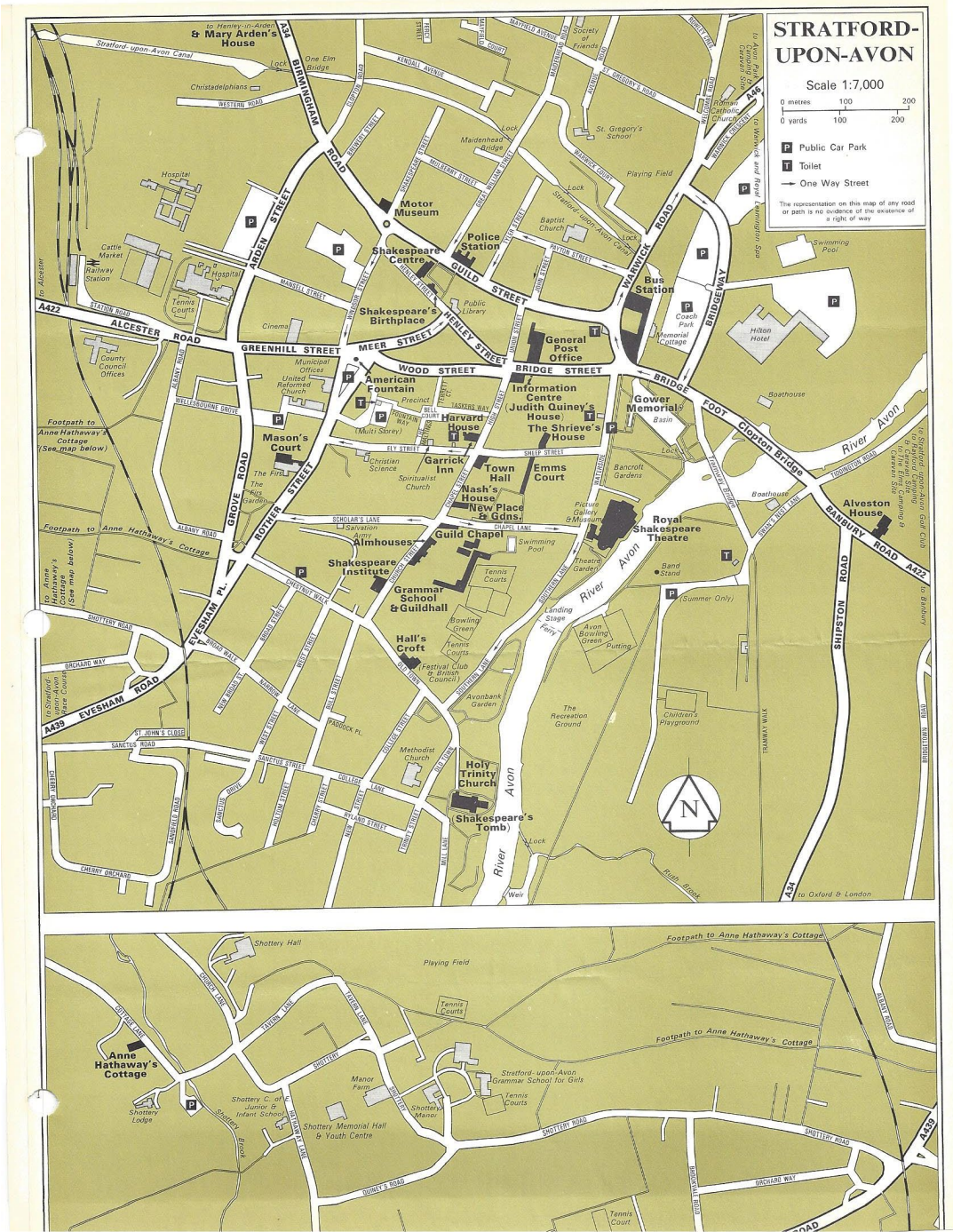
CR.

Irish Sea crossing

Caernarvon Castle

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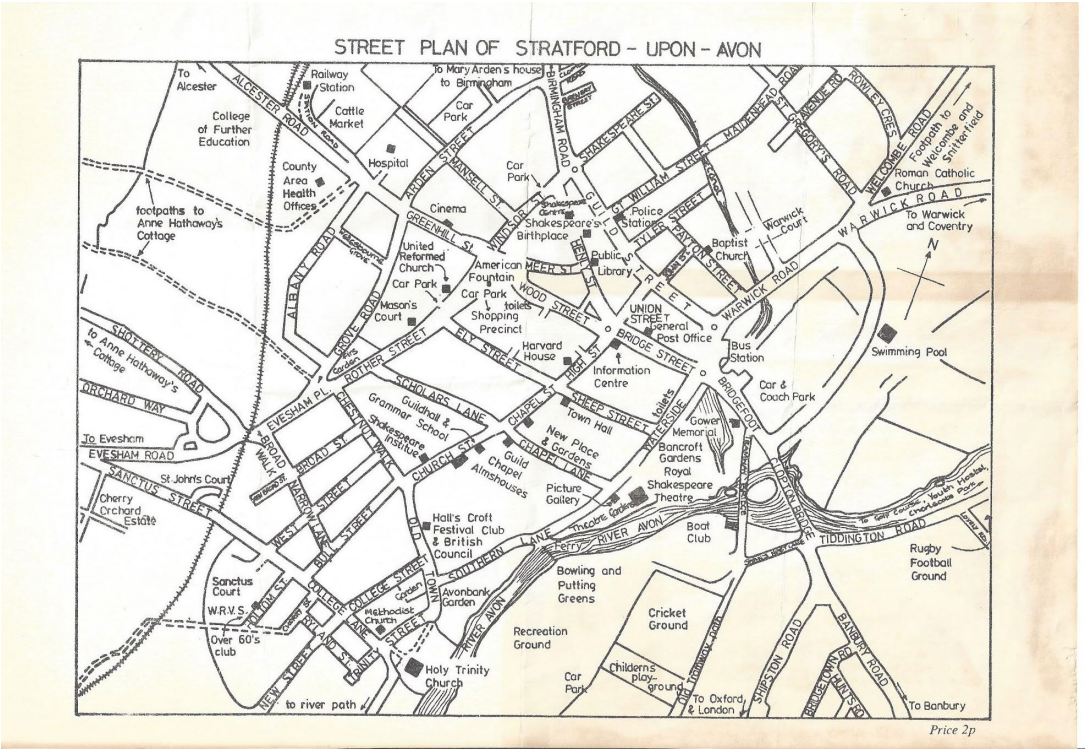




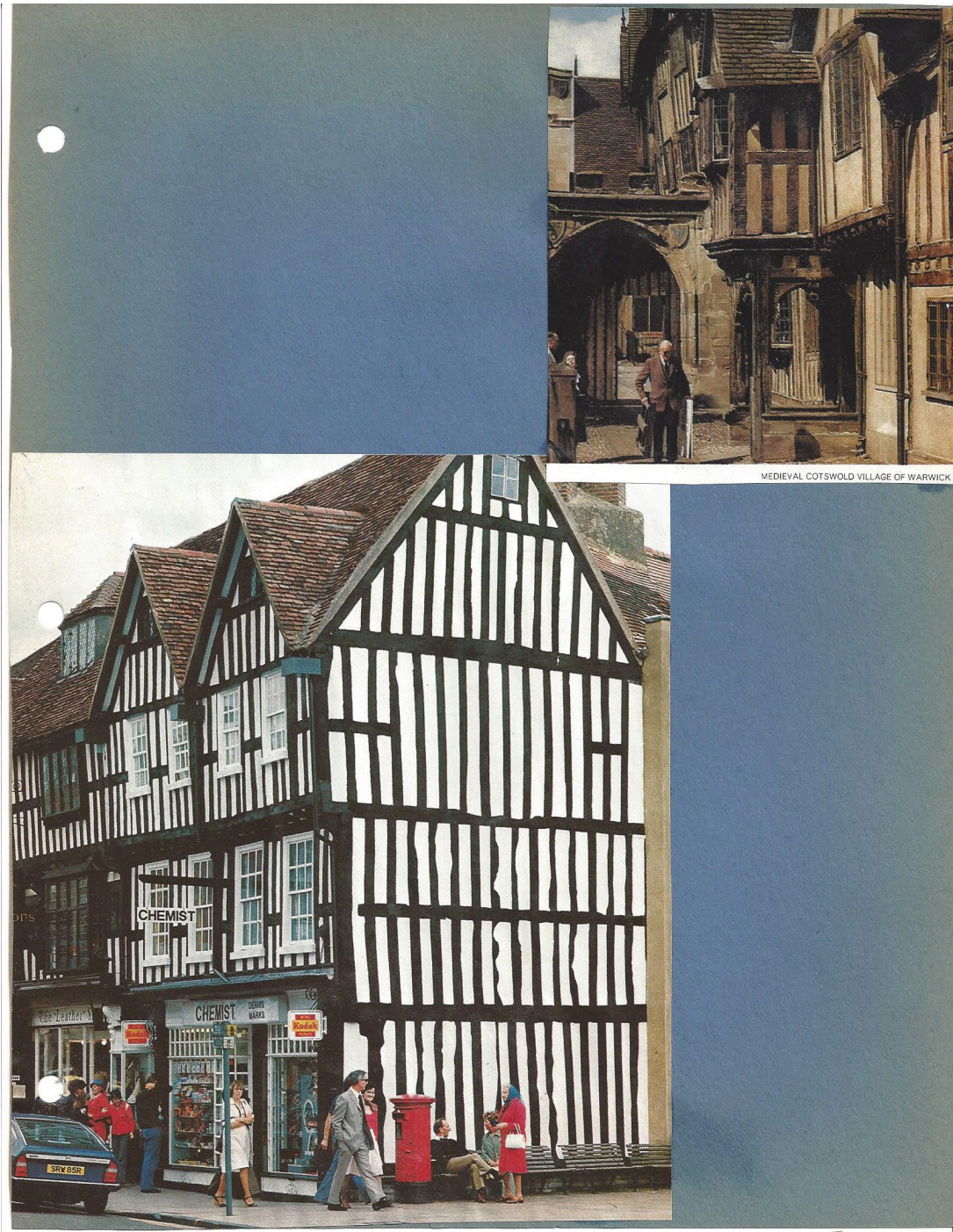
Stratford

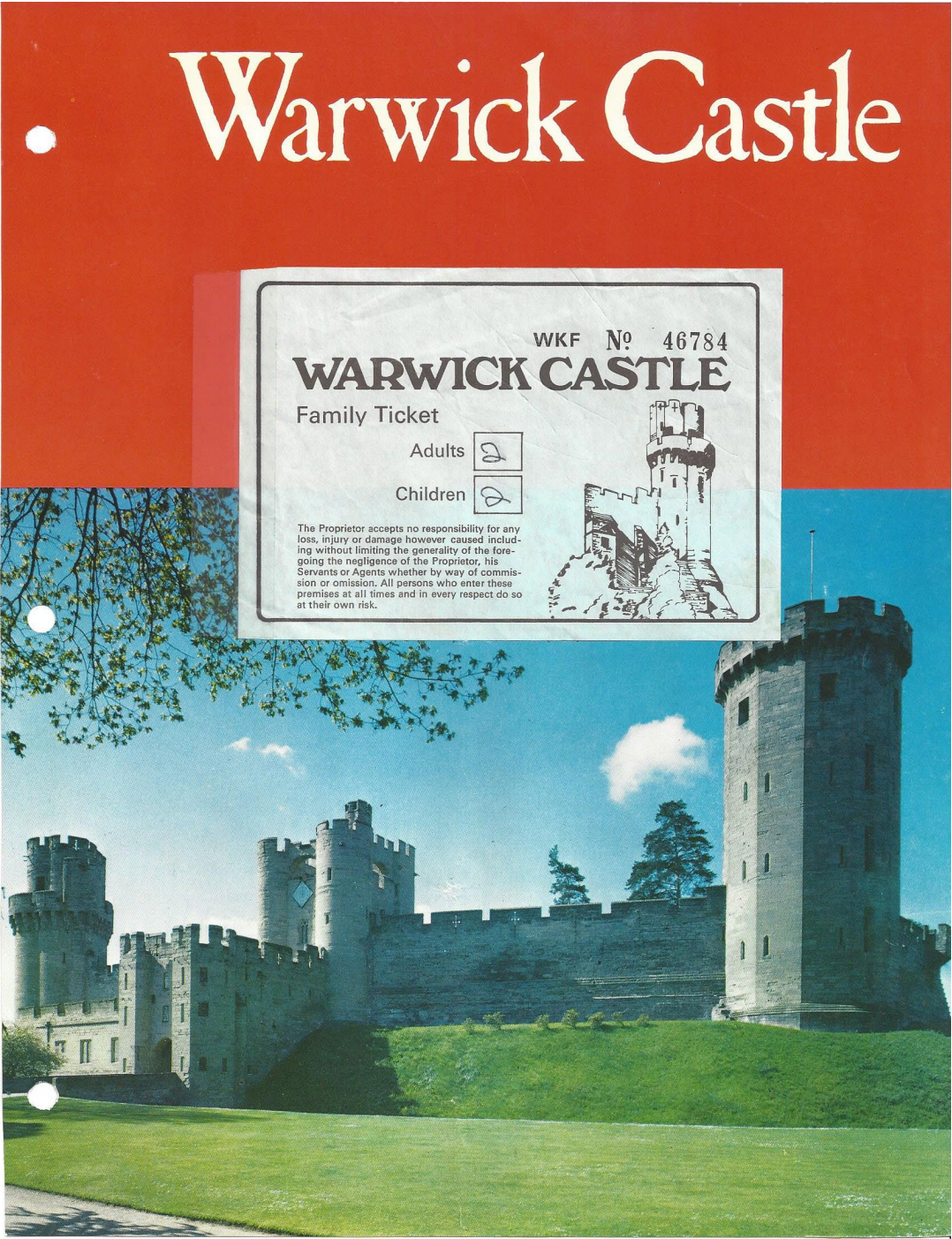


Stratford





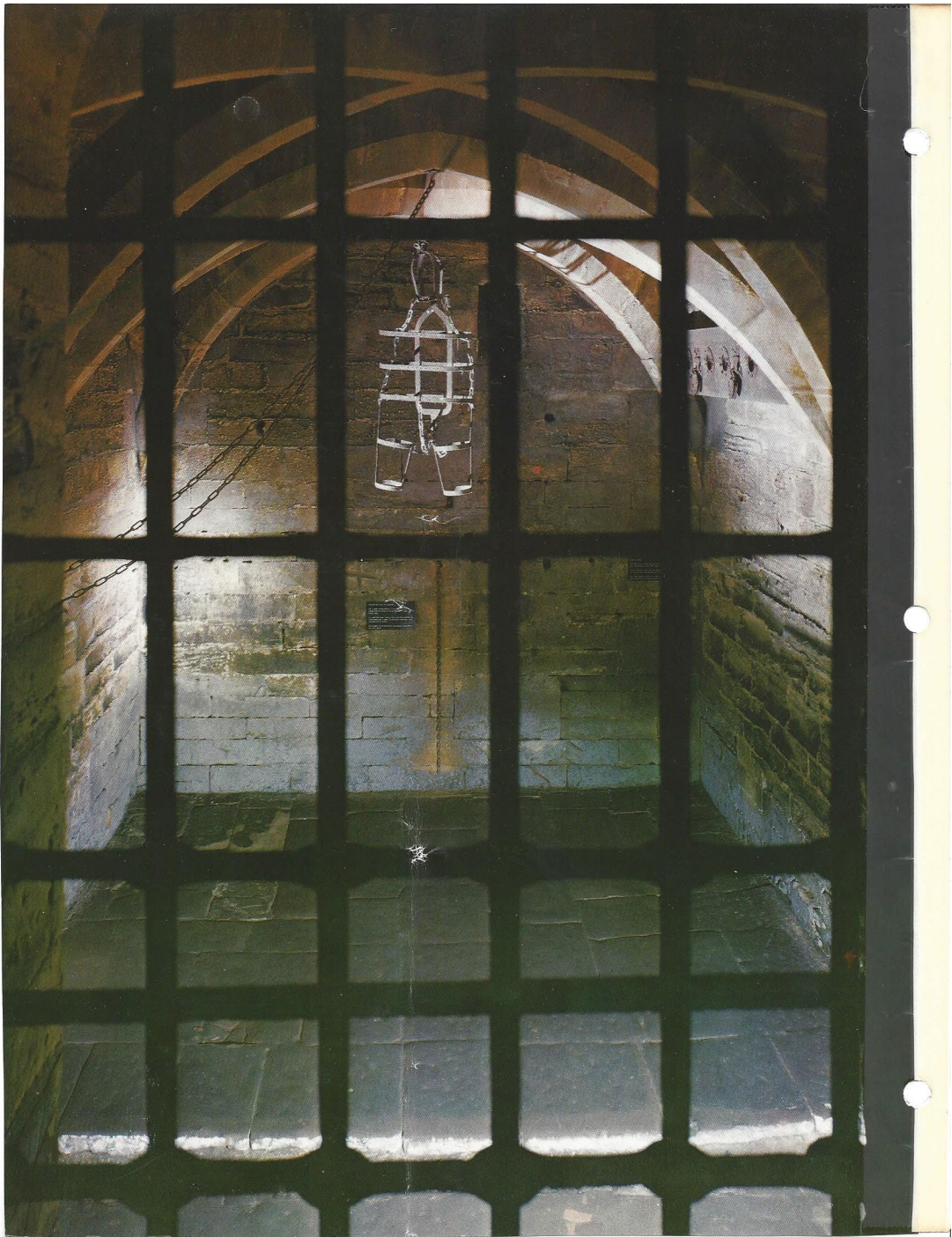




Warwick Castle



Bear Inn, Woodstock



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1. The Royal Shakespeare Theatre reserve the right to add, withdraw or substitute artists and to make any change in the programme or repertoire which may be necessary.

2. Under no circumstances can tickets be exchanged nor can money paid for them be refunded.

3. Latecomers will be asked to stand at the back until there is a suitable break in the performance.

Royal Shakespeare Theatre : Stratford

AUG. 25
FRIDAY EVE. 7-30

STALLS
£3.00 Incl. VAT
RIGHT

Q 3

VAT No. 27270/5851 TO BE RETAINED (P.T.O.)

£3.00 Incl. VAT
Q 4

VAT No. 27270/5851 TO BE RETAINED (P.T.O.)

Q 5

VAT No. 27270/5851 TO BE RETAINED (P.T.O.)



RSC
Royal Shakespeare Theatre

Love's Labour's Lost

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Worcester Cathedral

The Dean and Chapter welcome you and thank you for your contribution. Without it the Cathedral cannot be maintained.

This Cathedral was founded in 680 A.D. and staffed in 962 A.D. by St. Oswald and his monks whose motto ran: "No work without prayer: no prayer without work".

It was rebuilt in 1084 by St. Wulstan whose crypt, or underground chapel, exists to this day, and was for many years a favourite place of pilgrimage.

King John requested in his will that he should be laid between the shrines of St. Oswald and St. Wulstan. His tomb, in the Quire, is adorned with the oldest carved figure of a king in England—1216.

The Cathedral was enlarged several times before John Clyve, master mason of Windsor, built the tower in 1374. Prince Arthur's Chantry is the resting place of Henry VII's elder son who would have been King of England if he had not died at the age of fifteen. During the reign of his brother, Henry VIII, in 1541, the Cathedral was re-founded with a set of rules planned "to the intent that intercession and praise may continually be offered up in the said church". In this task all visitors may play their part.

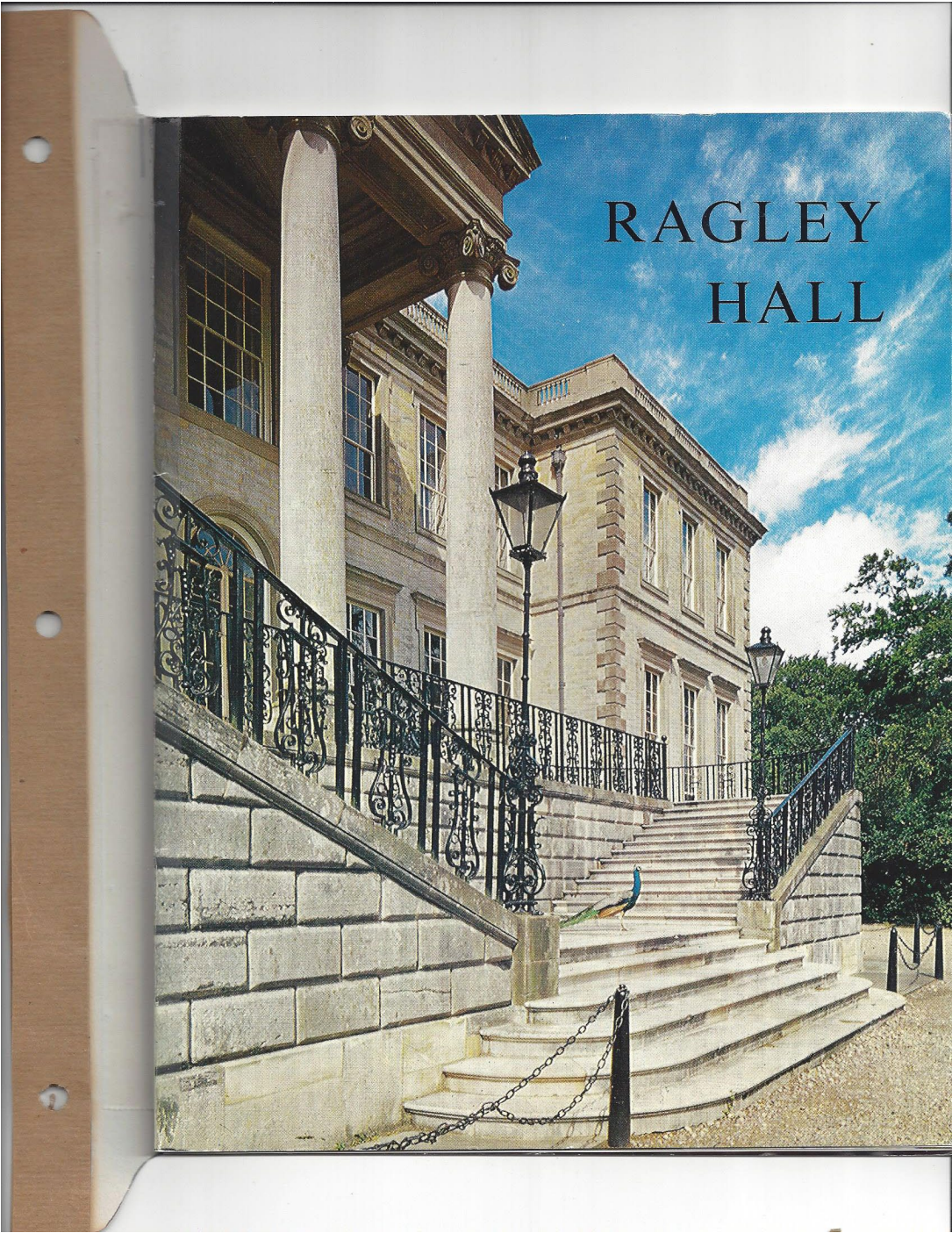
This Cathedral is a Christian church, at which worship is offered daily. The main services are:

- | | | |
|---------|------------|---|
| Daily | 7.45 a.m. | Holy Communion.
(Also on Wednesday at 1.05 p.m.) |
| | 5.15 p.m. | Evensong (sung by the Cathedral Choir
on all days in School Term except
Thursdays). |
| Sundays | 9.30 a.m. | Family Eucharist. |
| | 11.00 a.m. | Sung Eucharist (Cathedral Choir). |
| | 4.00 p.m. | Evensong (Cathedral Choir)
(School Term only). |
| | 6.30 p.m. | Nave Evensong (Voluntary Choir). |

If you want information or counsel, or wish to make your confession, speak to one of the Chaplains or Vergers on duty.

Guidebooks and books about Christianity are on sale at the Bookstall.

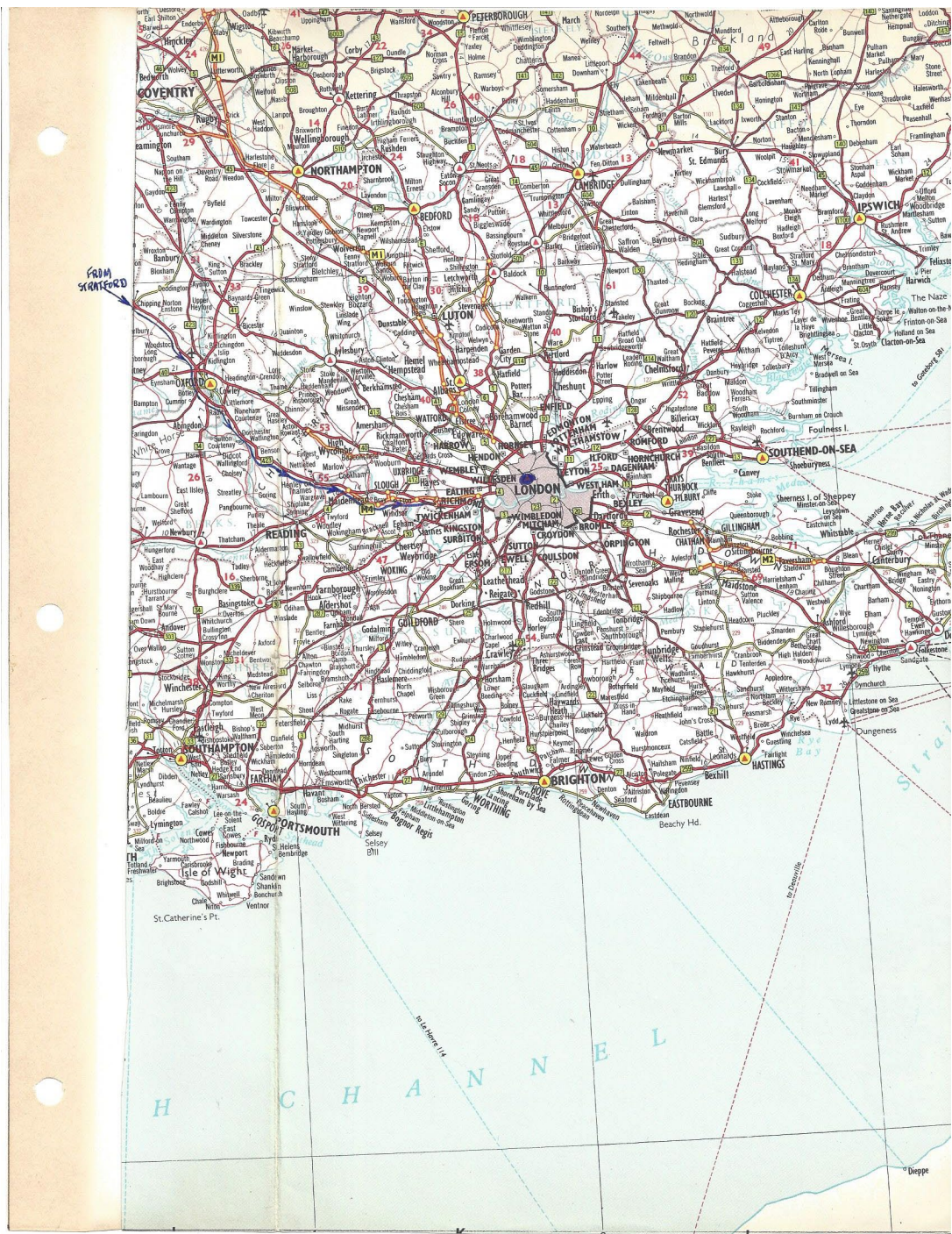
The Cathedral Choir is one of the finest in Europe. Its recordings are also on sale at the Bookstall.



Old home, Oxford



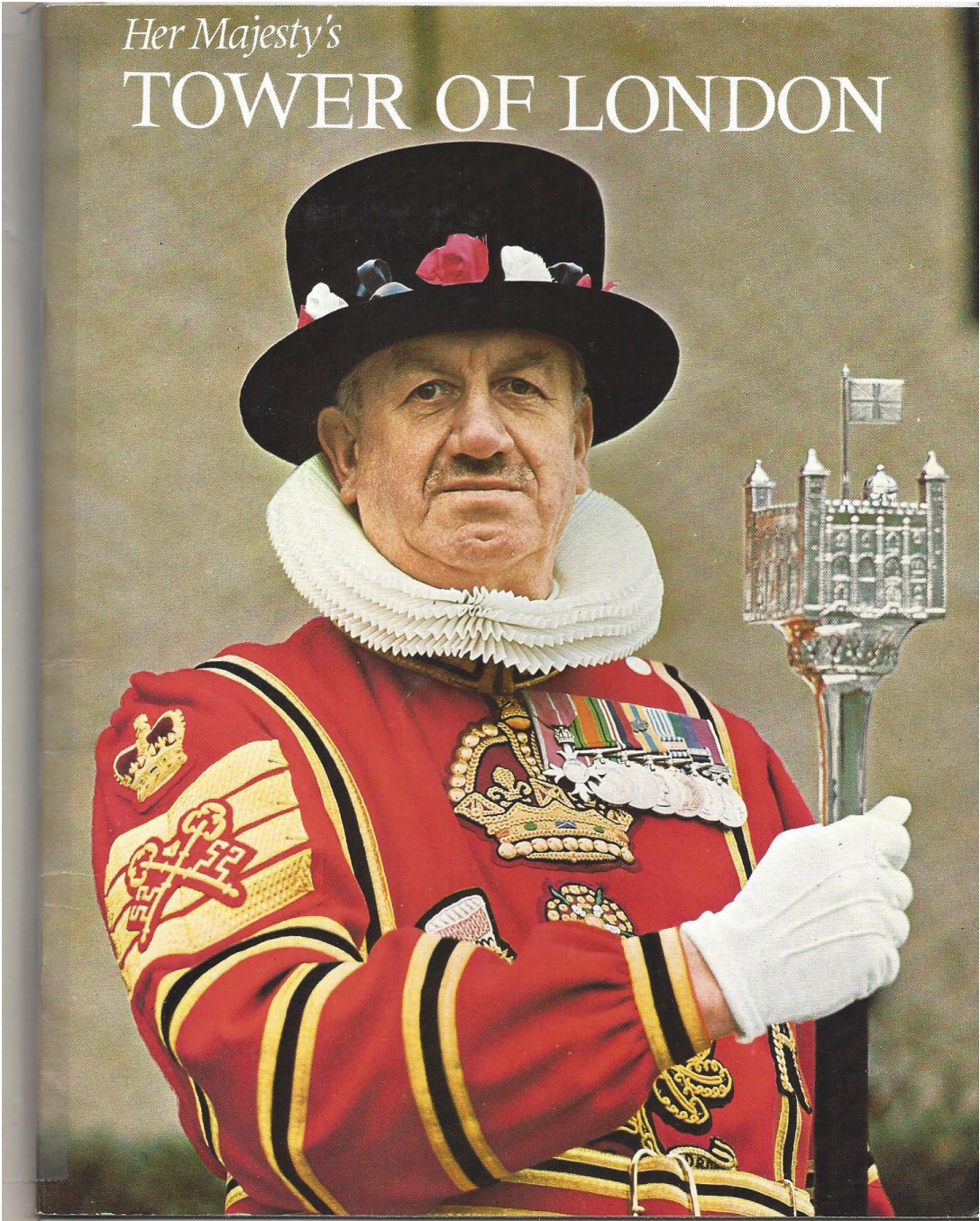
Punting in Oxford



Tower of London



Tower of London



The Royal and The Imperial Crown Jewels of the World



THE MAGNIFICENT CORONATION CROWN OF THE EMPRESS FARAH DIBHA OF IRAN

The magnificent crown shown as above, was made especially for the Coronation of Farah Diba who was crowned as Empress of Iran on October 26th 1967. The famous Jeweller took six months research, visiting Iran over 24 times with the one object of choosing the most beautiful stones he needed for the Crown from the Royal Crown treasures. The stones total 1,646 and of these 1,469 are diamonds, 36 Rubies, 36 Emeralds and 106 Pearls. These Pearls are up to 22 mm nearly an inch long. In this way the delicate Crown in Red, White and Green – the national colours of Iran – is a fitting piece of Regalia for the beautiful Empress.

foundations. But the Pahlavi Crown of Reza Shah the Great—towers with white aigrette plumage and fairly blinds the eye with its 10,400 gems. The Royal and the Imperial Crown Jewels of the World shows you this masterpiece in magnificent replica.

What is the oldest crown in the collection? Historians would say the Crown of the Holy Roman Empire made for Charlemagne in 800 A.D. You'll see it here in exact replica, even to the hand-painted plaques depicting Old Testament scenes. The gems are represented by richly cut and polished stones, every single one set by hand.

The Vatican also is nobly represented. Miss McCullagh shows you a magnificent model of the modern crown given to Pope Pius IX by the Catholics of Belgium.

THE GREAT IMPERIAL CROWN – CATHERINE II TZAR'S CROWN

This fabulous creation was ordered for the coronation of Catherine II in 1762. However, it was not completed in time. It was designed and executed by the Court Jeweller, Posier – Catherine had ordered him to "make the richest crown in the world"; and judging from the contents, he certainly excelled himself.

A masterpiece in diamonds, 4,936 to be exact – total weight 2,858 carats – the entire crown weighs 5 pounds. Some of the larger diamonds are at least 55 carats each. From the Rosette at the top of the crown rises a magnificent ruby, reported to be the largest ruby in the world, it weighs 414 carats! Surmounting this is a beautiful diamond encrusted Cross.

This crown was used in the coronation of the ill fated Tzar Nicholas II on May 26, 1895.



CROWN OF ANDES

This magnificent crown was made in the year 1596 and valued at 4½ million dollars!!! In 1590 a dreadful plague swept throughout most of South America, devastating the land. The citizens of Popayan participated in a Novena to the Madonna for the safety of their city. Many prayers later the plague passed over and the citizens were saved. In fervent thanksgiving, Popayan citizens decided to make the most precious crown in the world for their statue of Mary.

Entirely hand made, the entire frame weighs 12 pounds. The crown was wrought by hand from one solid block of gold. It was made in six sections, held together by pure gold nuts and bolts.

The crown contains 453 exquisitely matched emeralds, weighing 1,521 carats. The principal emerald is the Atahuipa emerald, which weighs 45 carats and is one of the emeralds of the Incas. Passing through the greedy hands of many pirates and raiders, last it was in the possession of Catholic missionaries and was under negotiations to be acquired by the Czar Nicholas before World War I. Later it was bought by a group of Chicago business men and it was broken up in this century for the sake of its enormous emeralds. What you see here is the only exact replica of the crown, now in existence.



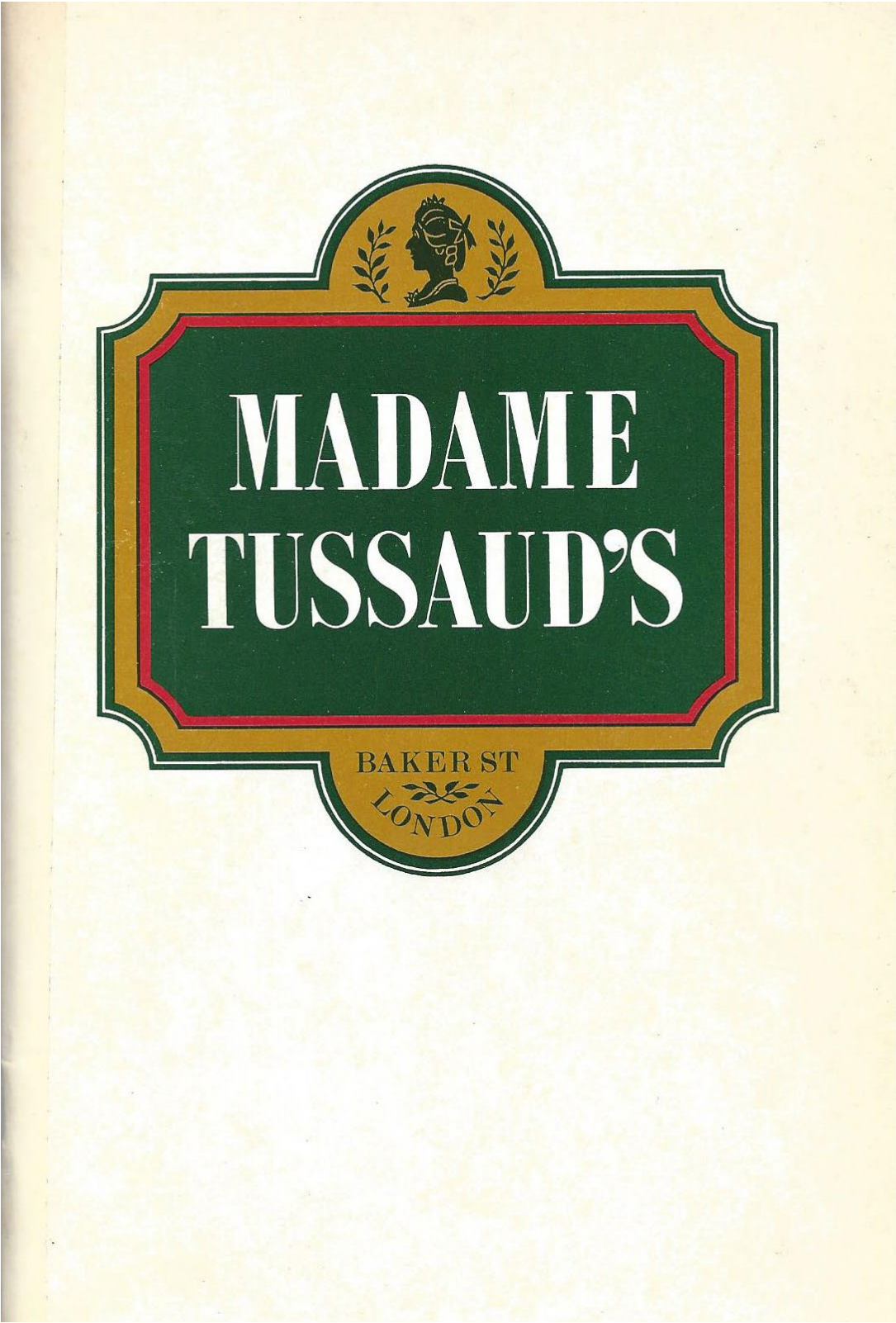
CROWN OF EMPEROR RUDOLPH OF AUSTRIA

The Imperial Crown is today housed in the Burg Palace – still very much as it was made in 1002, during the reign of Rurik German Emperor from 1576.

During the course of history, many stones removed for use in other Royal Crowns, time being Empress Elizabeth's coronation in 1867. However, court jeweller, Kochev good the losses in 1871.

It is exquisitely made: the frame of triangular, delicately engraved gold plate, entire crown is embellished with a multitude of perfectly matched pearls, diamonds and colored precious stones. Surmounting this is a delicate gold cross, with a beautiful sapphire inserted into the center. At the top of the two golden arms hold a huge sapphire but highly polished.

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ROOM 118	DEPARTURE 12/26/82	RATE £	NO. IN PARTY 2	25A 173392
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	AUG 28 82	TAX	18 * 1.92	* 32.62	
 <div style="display: flex; justify-content: space-around; margin-top: 10px;">     </div>					
<h2 style="font-family: cursive;">Thank You!</h2> <p>HURRY BACK</p>					

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Pescara → Split Sept 1
Dubrovnik → Bari Sept 8

	26	SAT						
	27	SUN						
	28	MON	(GB Bank Holiday)					Stay near Heathrow.
Aug.	29	TUES	London → Rome	Rome				Stay Rome
	30	WED	Rome					Stay Rome
	31	THURS	Rome → Abruzzi	Abruzzi				Stay Abruzzi
	1	FRI	→ Pescara 12.30 → Split	Split				Stay Trogir
Sept	2	SAT	Split + Trogir					Stay Trogir
	3	SUN	→ Dubrovnik					Stay Dubrovnik
	4	MON						
	5	TUES						
	6	WED						
	7	THURS						
	8	FRI	Dubrovnik → BARI (11.30 → 2.00)					Stay Bari or near
	9	SAT	→ Pompeii → Rome					Stay Rome
	10	SUN	Rome 7.35 → 8.55 (London)					Leave London at 11.35 AM.

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Nethy 7 days \$1,400,000 unlimited mileage
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Need to arrive about before 10.00 AM.

Dubrovnik Volkswagen 1200 \$170 p.w. unlimited 15% tax

Brit Airways Rome → London (Sept. 10) 7.35 AM → 8.55 A.M.
(Brit. Airways 6.50 PM → 8.10 PM.)
London → Rome 29th 8.35 AM → 11.50 A.M.



NAME	CALIFORNIA INSTITUTE OF TECHNOLOGY		DATE
COURSE NO.	SUBJECT	DETAIL	SHEET
			OF SHEETS

Tuesday 29th Aug 1978

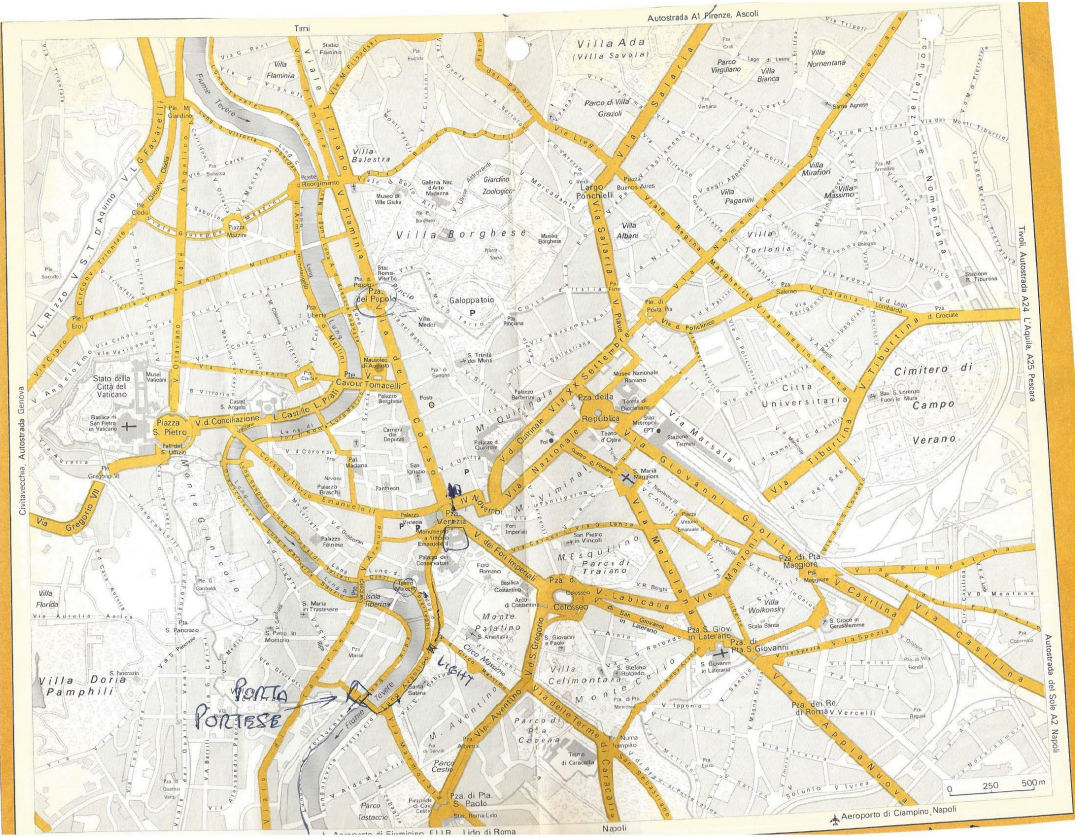
Rose early at the Holiday Inn and left at 7.00AM on the Courtesy Coach to Heathrow. Checked in and flew on time to Rome on British Airways Flight BA 502. - Changed money and ~~also~~ rented a yellow FIAT 131 from Hertz - they also recommended a place for us to stay in downtown Rome - but we did NOT eventually take this.

Starting driving into Rome - I recalled the Motel Agip opposite the campground I previously stayed ~~in~~ - fortunately was able to find it - it was a few miles due ~~to~~ west of downtown Rome. Checked into a large family room - quite comfortable + modern with drinks in a fridge.

After eating headed for Rome -> St. Peter. We were turned away because of my shorts which was stupid of me. Went to Colosseum - everyone tired - back to Motel for a swim. Then out to dinner at a pizza joint - local wine - back to bed.



Coliseum, Rome



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All prices are inclusive of service and taxes
Le service et les taxes sont compris dans le prix
Alle preise sind inklusive bedienung und abgaben

Pers.	Camera	Pensione	N. Camera	Piano
2+2	38400		365	

		Data	Motivazione	Importo
1	LEGENDA	1	AGO 29-78 APPART.	**38.400
2	APPART. Room - Chambre	2	AGO 29-78 TOTALE	**38.400
3	CAFFET. Coffee - Tea - Café Té	3		
4	RIST. COL. Lunch - Déjeuner	4	AGO 30-78 VARIE BAR	**2.650
5	RIST. PRA. Dinner - Diner	5	AGO 30-78 TOTALE	**41.050
6	CANT. VIN. Wine - Vin - Weine	6		
7	CANT. BAR Bar	7		
8	BIANCH. Laundry - Blanchis.	8	AGO 30-78 APPART.	**38.400
9	TELEF. T. Calls - Telef. - Tel.	9	AGO 30-78 TOTALE	**79.450
10	VARIE Various - Divers	10	AGO 30-78 VARIE AUT	**1.000
11	VARIE BAR Frigo - Bar	11	AGO 30-78 TOTALE	**80.450
12	DEDUZ. Discounts - Déd.uct.	12	AGO 31-78 VARIE BAR	**250
13	CASSA Payment - Caisse - Casse	13	AGO 31-78 TOTALE	**80.700
14	SUDDIVISIONE CONTO	14		
15	Per servizi Alberghieri L.....	15		
16	Iva 9% L.....	16		
17	Imposta di soggiorno L.....	17		
18	TOTALE L.....	18		
19		19		
20		20		
21		21		
22		22		
23	Conto N° 2600	23		
24		24		

FATT. N. _____

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DONT FORGET YOUR PASSPORT !
AVEZ-VOUS PENSE A RETIRER VOTRE PASSEPORT ?
HABEN SIE SICH IHRE PAPIERE ZURUCKGEBEN LASSEN ?

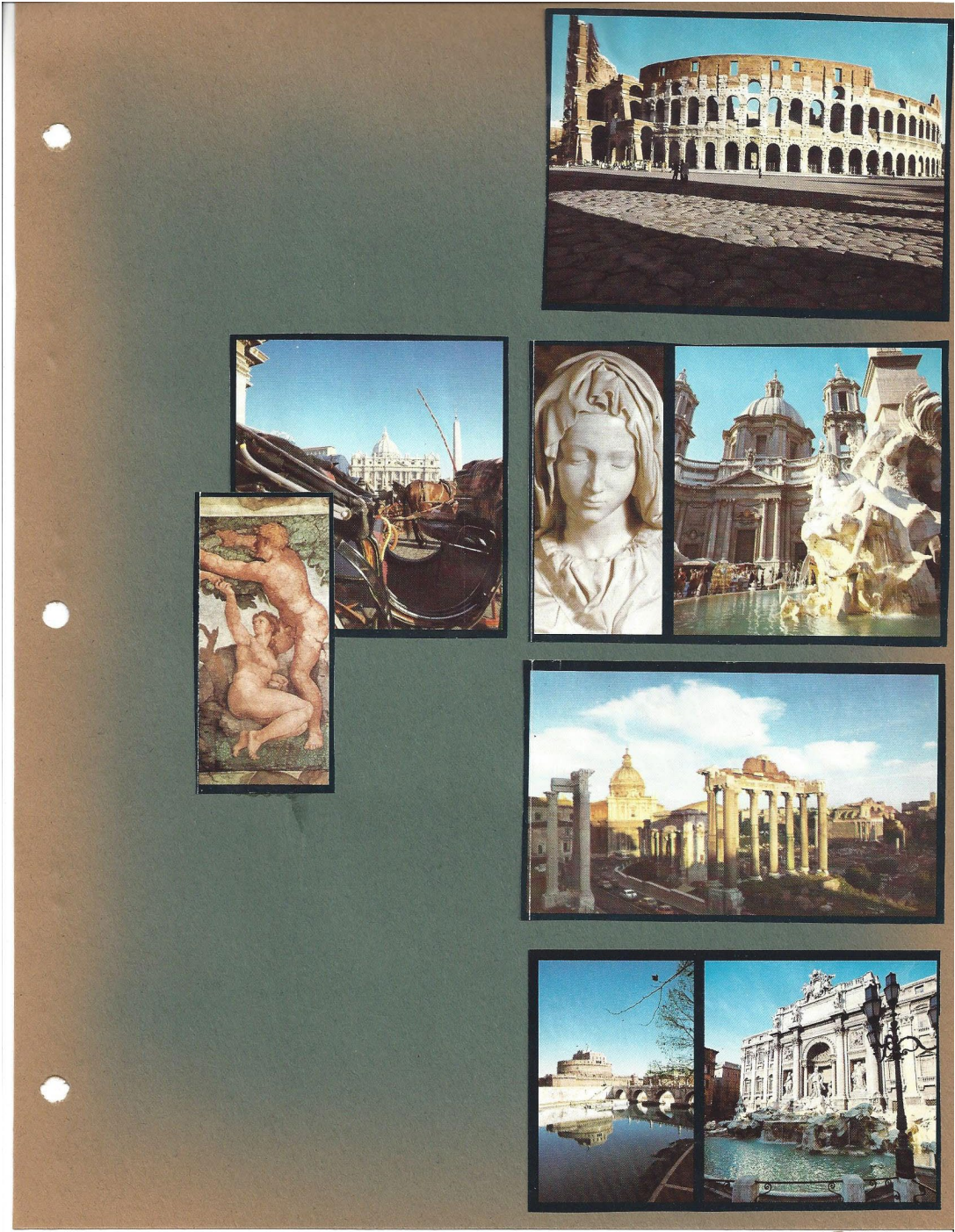
NAME	CALIFORNIA INSTITUTE OF TECHNOLOGY		DATE
COURSE NO.	SUBJECT	DETAIL	SHEET OF SHEETS
<p><u>Wednesday 30th Aug 1978</u></p> <p>Drove to local store early and got lots of stuff for breakfast and beyond. Bread, milk, grapes, yogurt, plastic plates etc. Then down to St. Peter's again. Incidentally our visit was just prior to the coronation of POPE JOHN PAUL THE FIRST who was crowned just a few days later [He lived and reigned less than 30 days]. Visited St. Peter's and saw the PIETA. Crowded. Talked with an American priest on the way out, Father Barry, who asked Paddy to pray that he, Father Barry, would be a good priest and told Paddy about the little boys in Ireland who said "Come back, Patrick, come back".</p> <p>Then walked around the outer walls to the Vatican Museum - long boring corridors with little information on any of the exhibits - before reaching the Sistine Chapel - remarkable.</p> <p>Then picked up car and drove to the Piazza Venezia where we had lunch in the park by the Victor Emmanuel Monument. From there we walked around the Roman Forum. Dana and I also did the Palatine Hill.</p> <p>Tired we returned to the Hotel Agip where we had odd and ends for dinner - hot ham + cheese sandwich things bought in the bar.</p> <p>After dinner our final visit into Rome - we went to the Piazza del Popolo where many people hang out in the evening - had drinks. Then toured the Villa Borghese and the area S.E. of it (the shopping part of Rome) before going back to bed.</p>			



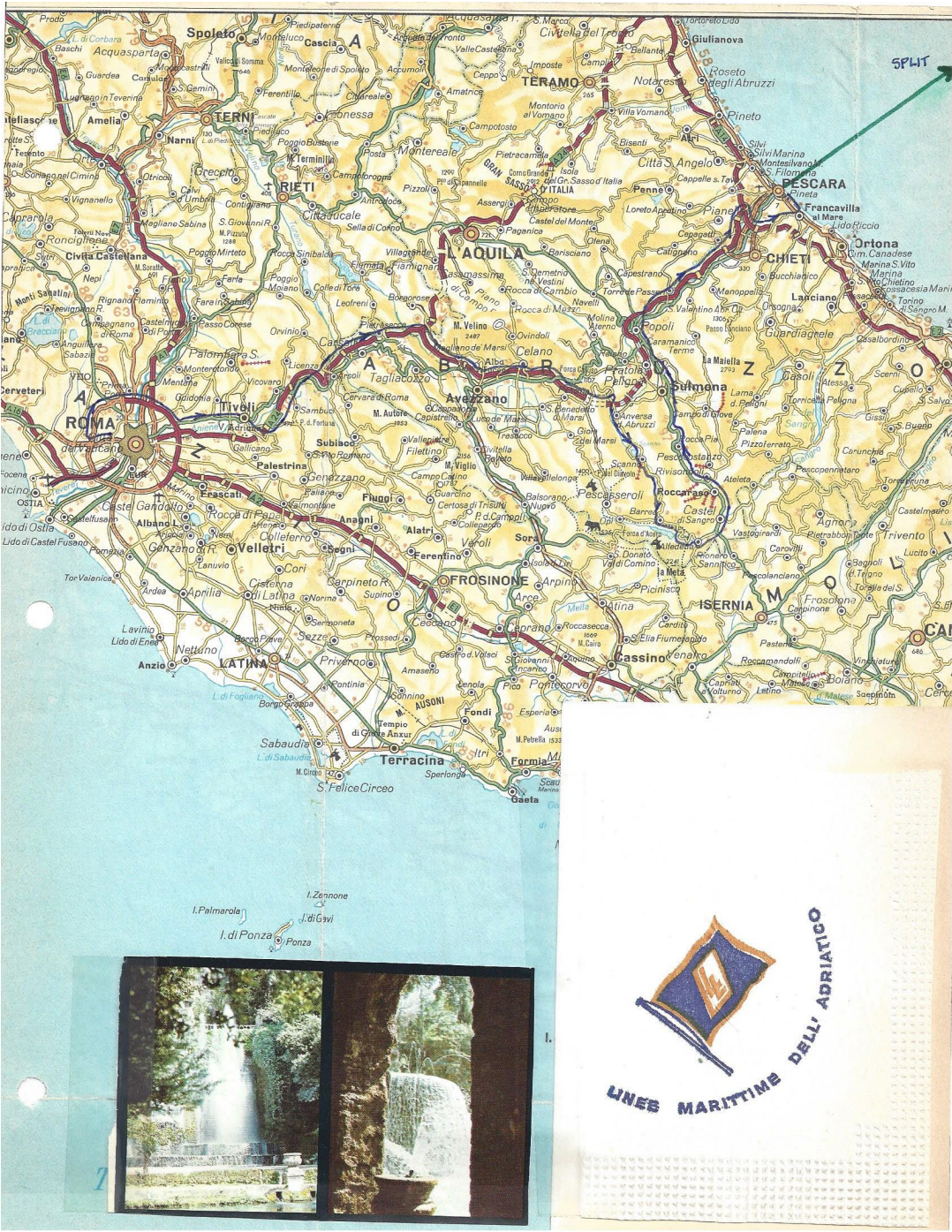
Roman Forum

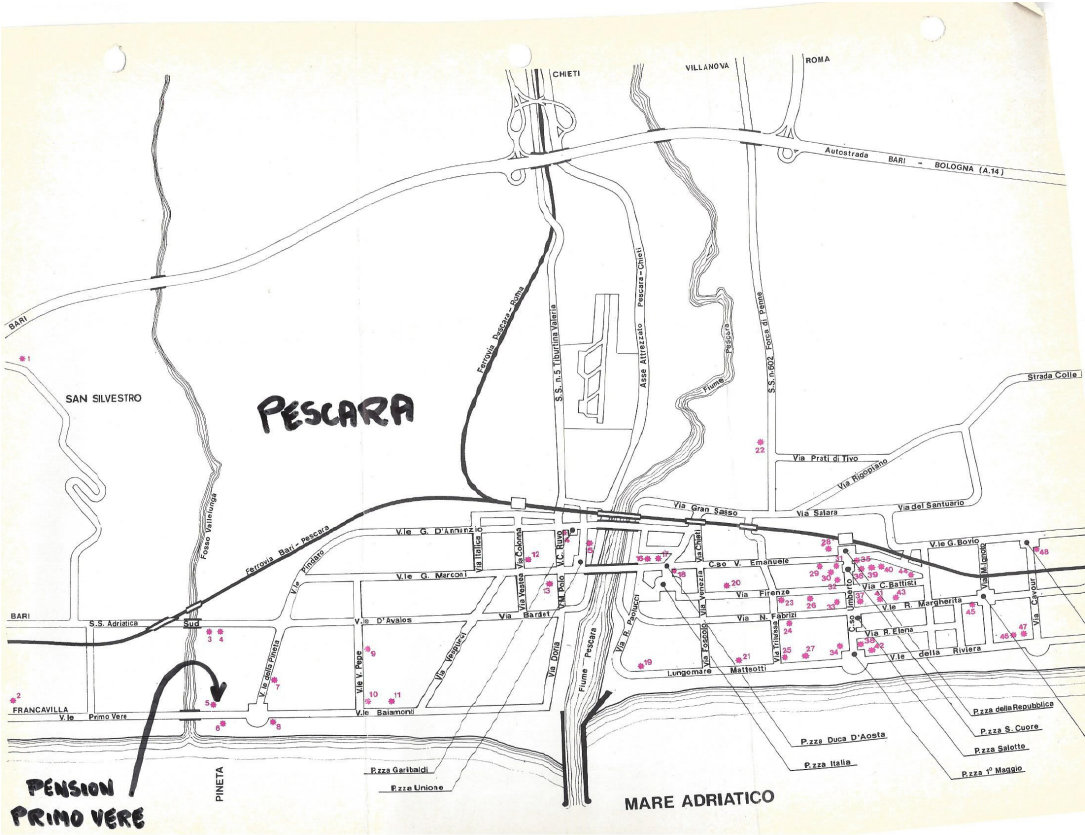


Roman Forum



NAME	CALIFORNIA INSTITUTE OF TECHNOLOGY		DATE
COURSE NO.	SUBJECT	DETAIL	SHEET
			OF SHEETS
<u>Thursday 31st August</u>			
<p>After bread, etc for breakfast left Rome - northern way around the ring road and took the regular ^{road} rather than the autostrada to <u>TIVOLI</u>. Had spaghetti lunch and then visited the <u>VILLA D'ESTE</u>. On the hill below are a whole series of magnificent fountains. Very pleasant - different.</p>			
<p>Then back on road - found the autostrada and drove past Avezzano the taking an off-ramp just north of Anversa d'Albuzzi - entered spectacular gorge - the town of Anversa d'Albuzzi most intriguing. A/S was Scanno further south. Old villages in tops of hills and other defensible positions. (Should have then returned to autostrada for this first part was the the best part of this detour).</p>			
<p>On to Barrea, Afdena (mountain pass between Scanno and Barrea) - then less interesting drive back through Castel di Sangro, Roccaraso → Sulmona and back onto Autostrada straight toward Pescara.</p>			
<p>Missed the straight mile into Pescara and ended up in Francavilla al Mare - drove north along coast built up with holiday resort toward Pescara. After one abortive look at rooms we found an excellent and the cheap pension, PENSION PRIMO VERE in Pescara a couple of miles south on coast and overlooking the ocean.</p>			
<p>Then off into Pescara to eat - several places no good - very of crowded - all tired - back to Pension for dinner - very nice and interesting - D. and I had huge hard shrimp (see picture) which we managed with some difficulty.</p>			
<p>Then to bed.</p>			





Pescara



Ferry to Split

NAME		CALIFORNIA INSTITUTE OF TECHNOLOGY		DATE	
COURSE NO.		SUBJECT		SHEET	
		DETAIL		OF SHEETS	
FRIDAY 1ST SEPTEMBER					
<p>Breakfast at Pension - then strolled + played on beach till time to leave for ferry. Ferry just down road from PENSION. Caught the M/S <u>TIZIANO</u> going to <u>SPLIT, YUGOSLAVIA</u>. Long and tedious but smooth crossing - very few on board. Ate twice and well in the self service. Finally arrived in Split in dark. Near disaster when I discovered that I had lost the key to the trunk of the car. D. found it just as I was going to give up. Then through the formalities into a crowded Split. Got money after long wait. Getting v. late - first try at hotel much too expensive - went along wrong road - finally got out on coast road going north and lucky to find a very helpful gas station attendant who spoke English. Directed us to the B class <u>HOTEL JADRIAN</u> where we checked in. Right on the sea. Straight to bed. (Hotel not cheap - rooms not worth it - the private "ZIMMER" we had later were much better + cheaper)</p>					

M/S «TINTORETTO»
M/S «TIZIANO»

CAR - FERRIES
1978



ITALY - YUGOSLAVIA

from 27 FEBRUARY 1978
to 30 DECEMBER 1978

LINEE MARITTIME DELL'ADRIATICO



JUGOSLAVENSKI PUTNICI KOJI NABAVE POLAZNO/POVRATNE
PUTNE KARTE U JUGOSLAVIJI IMAJU PRAVO NA POPUST
OD 30% NA PUTNICKIM TARIFAMA U PERIODU OD 27-OG
FEBRUARA DO 30-OG MAJA I OD 1-OG OKTOBRA DO 31-OG
DECEMBRA 1978.

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supplement per person in:	DE LUXE CLASS		STANDARD CLASS
	Lido Deck	Verandah Deck	Cabin Deck
- single cabin	12.600	—	8.600
- double cabin	8.600	7.300	6.000
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- free transportation of coach (over 16 seats) is granted on condition that at least for half of the seats available in the coach passenger tickets are bought; for empty coaches, or coaches with less than 50% of occupied seats, normal rate is to be applied.
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50% REDUCTION FOR RETURN JOURNEY OF YOUR VEHICLE
is calculated on the homeward journey.
Such reduction is also applied when the return journey is from/
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\$ 36.00+50% of \$ 30.50=\$ 51.25.
£ 20.00+50% of £ 17.00=£ 28.50.
This reduction is only granted on condition that the outward/
homeward tickets are issued together.

NAME	CALIFORNIA INSTITUTE OF TECHNOLOGY		DATE
COURSE NO.	SUBJECT	DETAIL	SHEET
			OF SHEETS

SATURDAY ~~the~~ 2ND SEPTEMBER

Breakfast in Hotel and away. First stop the medieval town of TROGIR. Very, very picturesque and interesting. Visited the 15th century Cathedral of St. LOUKE. Climbed half-way up the Clock Tower. Open inside with wooden stairs hanging from inside - scared to go further with P.+K. Many other superb little courts and medieval squares all in bright sandstone. Bought towels and food. Watched genuine cooper at work on barrels. Fine visit.

On to Split. Ate on wharf outside PALACE of DIOCLETIAN. Visited same - underground Roman cellars - the Emperor's mausoleum which is now a cathedral - climbed to top of tower this time - though scary as before at least the stairs were solid metal - great view. Walked around more - crowded - then left Split.

Very pretty drive south along the coast. Somewhere in the neighbourhood of BASKA VODA we found a delightful secluded but stony beach where we were able to get the car almost down to on a dirt track through the pine woods. Swimming was very pleasant - P. built a causeway of which he was very proud and very fearful to leave. Girls delighted at the fish they could see with marks.

Toward the end of afternoon we continued on our way - after an eventful drive backwards up the dirt road - smoke appearing from under car for a while (probably paint on exterior of clutch).

P. got sick. Rapidly went into PODGORA and fortunate to find ROOMS - the very nice overlooking quay and ocean. Had supper and GASTONKA (generic name) in shifts - P. getting better. Girls had front room w. balcony - we had to make do with back room. Bed.
P.S. Podgora was the port of supply for Partisans by Allies in W.W.II - monument commemorates this! - Pretty little place.



Trogir



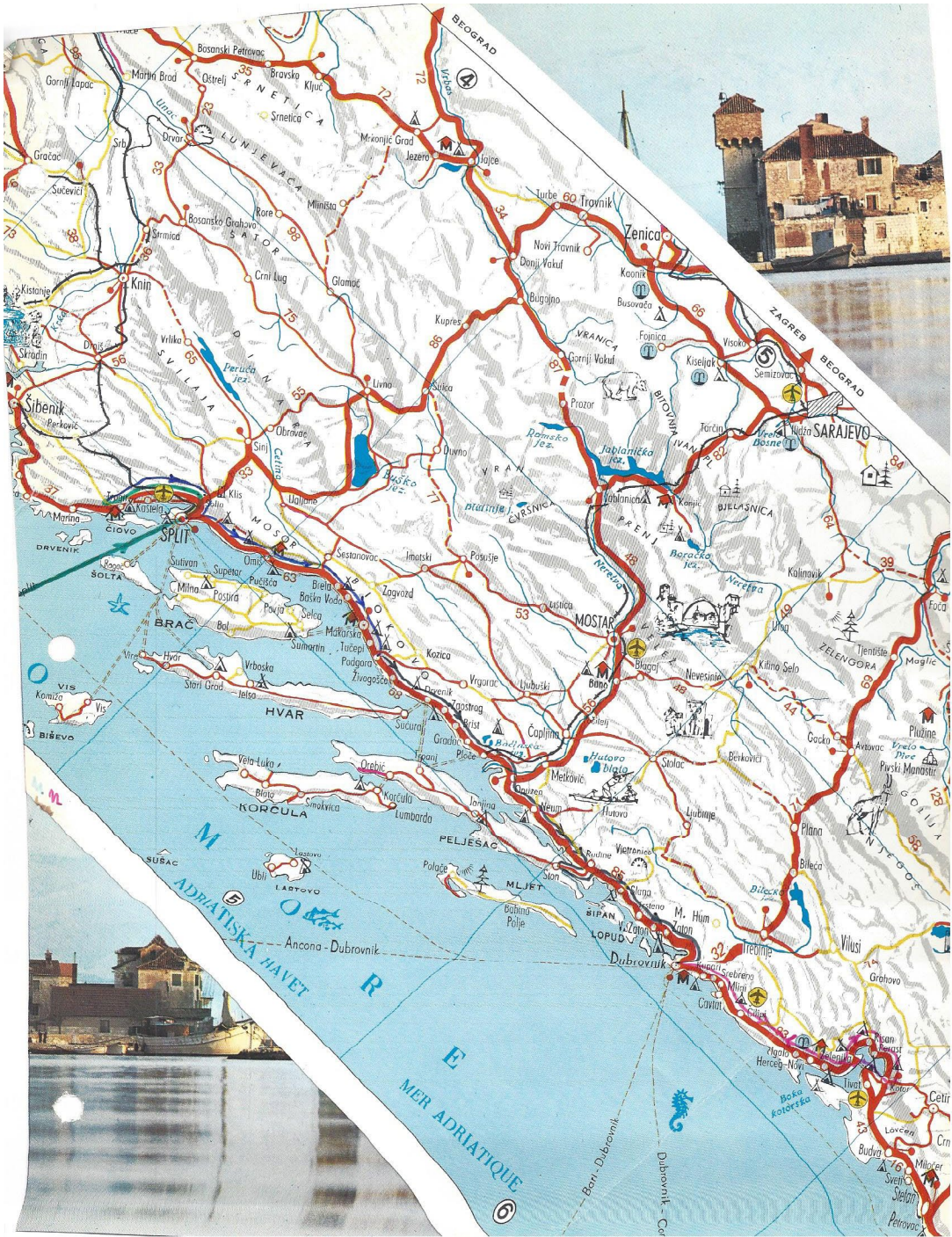
Trogir

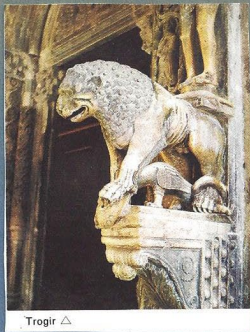


Podgora

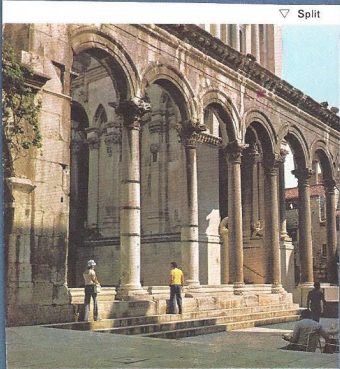


Podgora



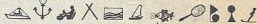


Trogir △

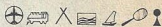


▽ Split

TROGIR — A "museum town", truly representative of Dalmatian history. Situated on an island connected to the mainland by a bridge; another drawbridge links it with the island of Čiovo. The sole monument from ancient times is the relief showing the Deity and Petronius. The Middle Ages are represented by many monuments: the Romanesque cathedral of St. Lovro with the portal by Master Radovan; the Gothic Duke's Court, palaces and several Dominican monasteries; the Renaissance Loggia; the Lučić Palace; the baroque Pamfogna Palace. Several swimming and sunbathing spots. Hotels (420); private homes (1000). Modern hotel complex MEDENA in nearby SEGET (1302).

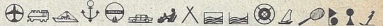


KAŠTELA — The seven small towns ("castles") between Trogir and Solin (Split): Štafilić, Novi, Stari, Lukšić, Kambelovac, Gomilica and Sućurac, were built as parts of a fortification system against the Turks. Their well-preserved belfries and churches characterise the 8 mile long Kaštela Riviera. Hotels (1400); private homes (7200). Split Airport is conveniently near.



SOLIN — Village at the mouth of the Jadro stream. Excavations of the old Roman town of Salona between the old and new Trogir-Split road, with the foundations of the Roman theatre, amphitheatre and the sites of old Croatian buildings. A sarcophagus inscribed with the story of the unhappy love of Phaedra and Hippolite has been discovered in the old Christian cemetery in Manastiri.

SPLIT — Geographic, traffic, economic, cultural and tourist centre of Dalmatia. The first settlement developed round the well-preserved Diocletian's Palace (4th century) which offered shelter to refugees from Salona. Still standing are three of its corner towers, the four gates, walls with medieval additions, the Peristyle, Jupiter's Temple (now the cathedral), the mausoleum (baptistry) and the vestibule. The basement premises, cleared in the past ten years, are now being used for exhibitions and displays. In the Middle Ages new houses built in the empty spaces included the Gothic-Renaissance Papalić Palace (Museum of Split). Subsequently, the town spread outside the walls of Diocletian's Palace and centred round the main square with the town hall and clock tower. Today this modern university town has many museums and galleries, including the well-known Mestrovich Gallery. Several modern bathing places, indoor swimming pool with heated sea-water, sports events, walks on Mount Marjan overlooking the town and offering fine panoramic views. Varied entertainments and the well-known Split Summer Festival presenting opera, ballet, concerts and folklore performances and also the International Festival of Light Music ("Melodies of the Adriatic"). Special marina for yachts. Ferryboat to Pescara (Italy) and many nearby islands. The very mild climate, modern hotels and numerous events throughout the year make Split a very popular winter resort. Several hotels of all categories (2080); private homes (3900).



Very interesting excursions to nearby coastal resorts and to the islands: KLIS, with its well-preserved fortress; SINJ, a small picturesque village 20 miles from Split, well-known for the "Alka" tournament for horsemen, held every year at the beginning of August and attracting many tourists;

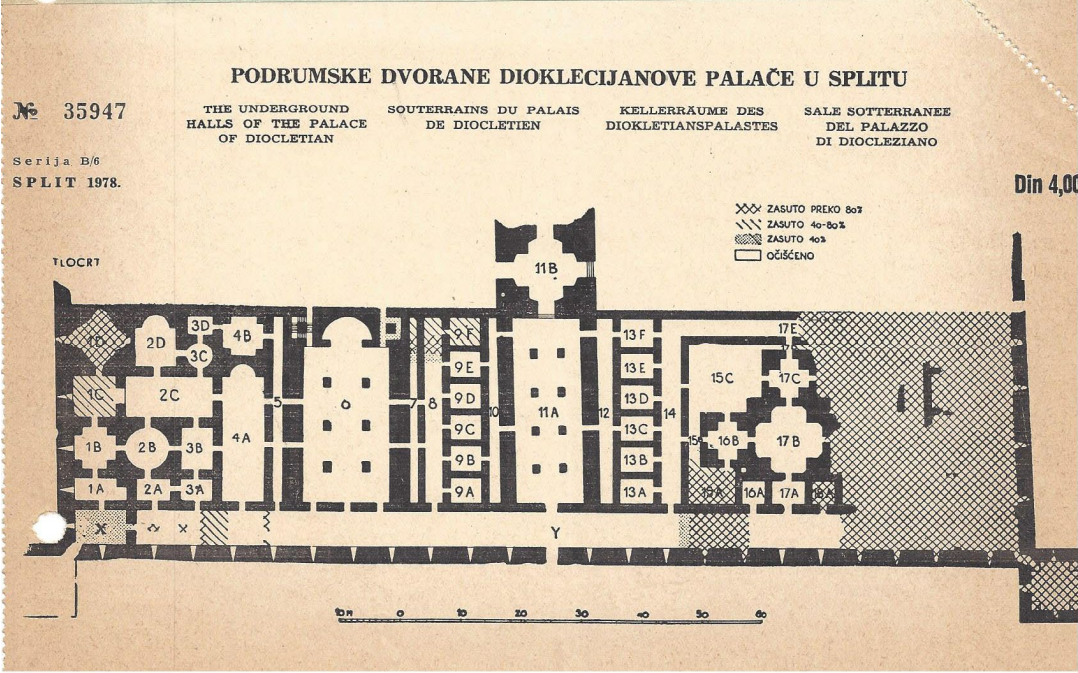
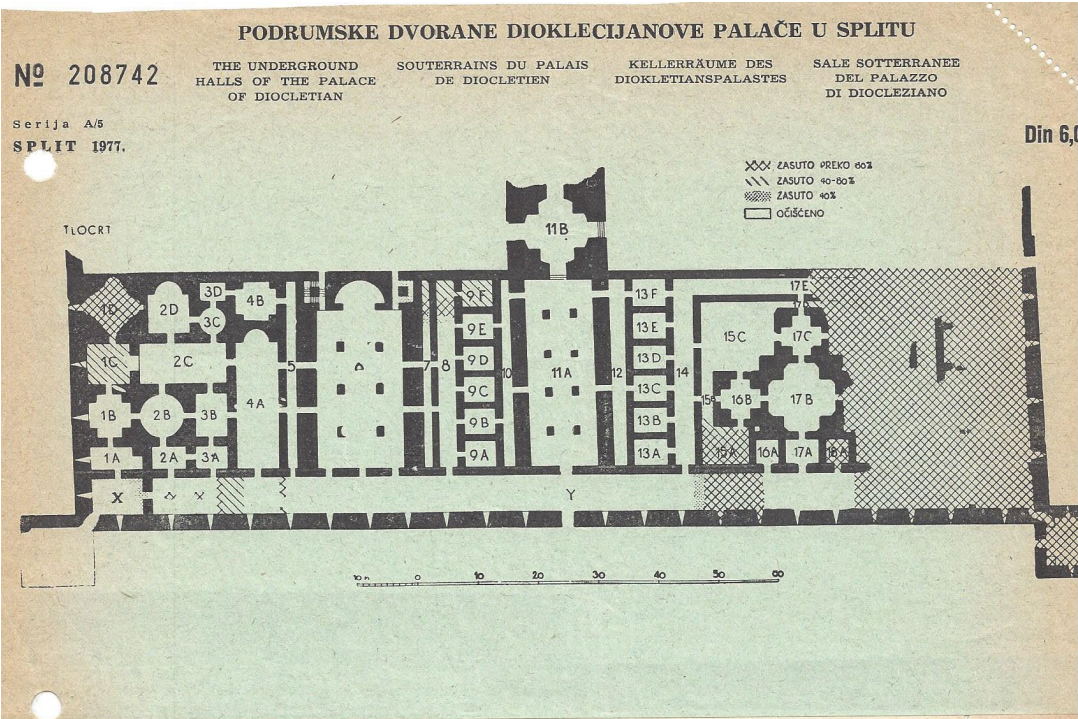
VRLIKA, an interesting village of the Dalmatinska Zagora at the source of the River Cetina, an area of beautiful national costumes and many folklore performances.

From Split to OMIŠ there are several small fishing villages (Stobreč, Strožanac, Grljevac, St. Martin, etc.), all with small pleasant sandy and pebble beaches. Accommodation available in private homes (3000) and camps.

OMIŠ — Small town and harbour at the mouth of the Cetina. Once a pirates' stronghold and trading town, now a summer resort. On the right bank of the Cetina, in Priko, is the old Croatian church of St. Petar; in the town, the Renaissance church of Sveti Duh (Holy Ghost) and the baroque parish church. West of the town are the sandy beaches of Dugi and Mali Rat, Sumpetar, Krilo; the shore east of the town is steeper, with smaller beaches and resorts. Sailing on River Cetina to the Šarin Otok (island). Hotels (220); private homes (3000).



RUSKAMEN — Summer resort almost 5 miles south of Omiš with a new tourist settlement. Hotels (340). Fishing villages of Mimice and Pisak in picturesque settings with beaches suitable for families with children.





X4

NAME	CALIFORNIA INSTITUTE OF TECHNOLOGY		DATE
COURSE NO.	SUBJECT	DETAIL	SHEET
		OF	SHEETS
SUNDAY 3RD SEPT.			
<p>Had breakfast in spray side cafe in <u>PODGORA</u> and then off along more of this very pretty rugged coast (pine trees down to edge of beach). About 10:00 head inland for a while - flat flood plain - lakes - then up over mountains and back to coast about Neum. Long inlet parallel to road - oyster farms in the quiet water. Then took brief detour to Ston - an old walled town with a hillside behind it also walled.</p> <p>On toward Dubrovnik we stopped for about three hours at a story beach between Slatina and Trsteni - again very pretty - Kathy spent the whole time in the water building a "rock island" and finding the rocks under the water using the mask. I built a causeway toward it - very pleasant swimming. P. swam a good deal - never had a chance to swim in the ocean before.</p> <p>Then on around the long inlet known as the Ombla to Dubrovnik - found our way to the conference hotel - the Hotel Dubrovnik Palace and then spread out to find somewhere to stay nearby but cheaper. Tried one street for rooms - no good - then a Biliars hotel - no room - as we were leaving the hotel a man called out to us ZIMMER. He took us to his home high up above the inlet on the other side from Hotel Dubrovnik Palace and just above the beach. Good rooms - \$5 per person/night with breakfast. Arranged all with help of fellow staying next door who was Yugoslav but lives + works for World Bank in Washington, D.C. (The owner was MISITA RISTO). This time I and I had room with balcony + view. Ate in GASTRONICA just below rooms (down steps to next road). After dinner I went to the conference hotel to check register for conference. Then to bed.</p>			



Coast north of Dubrovnik

Romanesque-Gothic church; several rebuilt baroque houses. Hotels and pavilions (1000); private homes (1370).

PODGORA — A small fishing village in a magnificent bay surrounded by pine woods, three miles from Tučepi. An increasingly popular resort for those seeking peace and rest. There is a stone monument commemorating the founding of the Partisan Navy. Beautiful beaches, mainly of sand, suitable for children and non-swimmers. Excursions to neighbouring places and to the ancient settlements on the slopes of Mount Biokovo. Hotels and chalets (1530); private homes (3100).

IGRANE — South of Podgora, an interesting place built on a precipitous hill above the sea. Beautiful beaches, good wine. Private homes (670).

ŽIVOGOŠĆE — Beautifully situated, with a delightful beach and lush vegetation. Modern hotels with chalets (710); private homes (450).

DRVENIK — A small seaside resort with a ferry service to Sućuraj on the island of Brač. Boarding house (50); private homes (500).

BRIST — Village at the southern end of the Makarska Riviera, with nice beaches and olive groves. Private homes (200).

GRADAC — Old fishing village at the foot of the Biokovo with a long pebble beach. Hotel and pavilions (770); private homes (3000).

ZAOSTROG — Near to Gradac, with an old monastery and beach. Hotel (120); private homes (800).

NEUM and KLEK — Fishing villages off the Adriatic Highway on the Bosnian-Herzegovinian Riviera. Boarding houses and private homes (100).

PLOČE — Harbour on the delta of the Neretva River and terminal of the Sarajevo—Ploče railway, with a newly-built housing area. Shooting (swamp birds) and fishing in the delta of the Neretva. Hotel (90).

METKOVIĆ — Twelve miles from Ploče, an important commercial centre on the River Neretva. Museum with rich collection of stuffed birds. Hotel (60).

TRPANJ — Village on the northern side of the Pelješac peninsula and connected by ferry to Ploče. Picturesque landscape with pine woods; beaches and coves suitable for swimming. Hotel (220); private homes (1050).

OREBIĆ — This old fishing village with a maritime tradition lies on the south coast of the peninsula of Pelješac. It is rapidly developing into a pleasant tourist resort with modern hotels. There are many interesting houses, some of them veritable museums of various objects collected from all over the world. An agreeable climate, sandy beaches, lush vegetation and complete peace make it a very restful resort. Excursion to Korčula and Mljet. Beautiful view of coastline between Makarska and Dubrovnik from the St. Ilija Mountain. Pleasant walks along the sea. Frequent daily ferry boats to Korčula. Hotels (1260); private homes (1360).

LOVIŠTE, VIGANJ and KUČIŠTE — Villages to the west of Orebić with good beaches, lush vegetation and pleasant climate. Private homes Lovište (320); Viganj (150); Kučište (150).

TRSTENIK and ŽULJANA — Fishing villages to the east of Orebić with beautiful sandy beaches and dense pine woods reaching down to the sea. Private homes; Trstenik (110); Žuljana (80).

STON — Small town and harbour in the narrowest part of the Pelješac Peninsula. The "second town" of the old Dubrovnik Republic and its salt supplier (saltworks still in operation). The Dubrovnik Republic had both the lakes of Veliki and Mali Ston encircled with walls, bastions and towers, mostly in ruins today. The preserved monuments include the Gothic building of the former Office of the Republic, the Bishop's Palace, the Franciscan cloister and many stone monuments. Oyster beds. Beaches on both sides of town. Hotels (110); private homes (130).

SLANO — Village and summer resort in a cove. Several cultural monuments and beautiful landscape. Pebble beaches. Comfortable new hotels and other tourist facilities. Excursions to Ston, Dubrovnik, Trsteno and VJETRENICA, a cave in Popovo Polje. Hotels (900); private homes (400).

TRSTENO — Famous park with rich vegetation and exotic subtropical plants, founded by the Dubrovnik family of Gučetić. At the entrance, just below the Adriatic Highway, are two gigantic plane trees dating back to Napoleon's time, with a spring gushing behind them. Boarding houses (27); private homes (150).

VELIKI ZATON and MALI ZATON — Two villages at the foot of a wooded cove, opposite the Dubrovnik harbour of Gruž. Private homes (600).

DUBROVNIK — The most interesting and beautiful tourist resort of Yugoslavia. Founded in the 7th century, it is today preserved as it was at the end of the 15th century. The whole town is encircled by high stone walls. There are many museums in Dubrovnik but the town itself is a museum, with a history to almost every house. Among the most beautiful and important monuments: Doge's Palace; Sponza Palace; Onofri's Fountain; the Franciscan Monastery with one of the oldest pharmacies in the world; the baroque church of St. Vlaho (Patron Saint of the city), and the town

13

P.T.O.

NAME		CALIFORNIA INSTITUTE OF TECHNOLOGY		DATE	
COURSE NO.		SUBJECT		SHEET	
		DETAIL		OF SHEETS	
4 TH					
MONDAY		SEPT.			
<p>Conference in morning. D. + kids spent the time at the beach - v. sunny - caught hermit crabs. Lunch together in rooms. Conference for a while. Then down to the Old City for a tour. A remarkable main street - medieval - shiny polished + bright sandstone street - walked around the walls about half-way. - strenuous + spectacular - then visited the Sponza + Rector's Palace and walked around - P. chased the pigeons. Finally D.K.P. and I took the cable car up to the top of the hill behind the old city - spectacular view of Old City and of the whole of Dubrovnik. Back to rooms and I went back to conference for evening session.</p>					

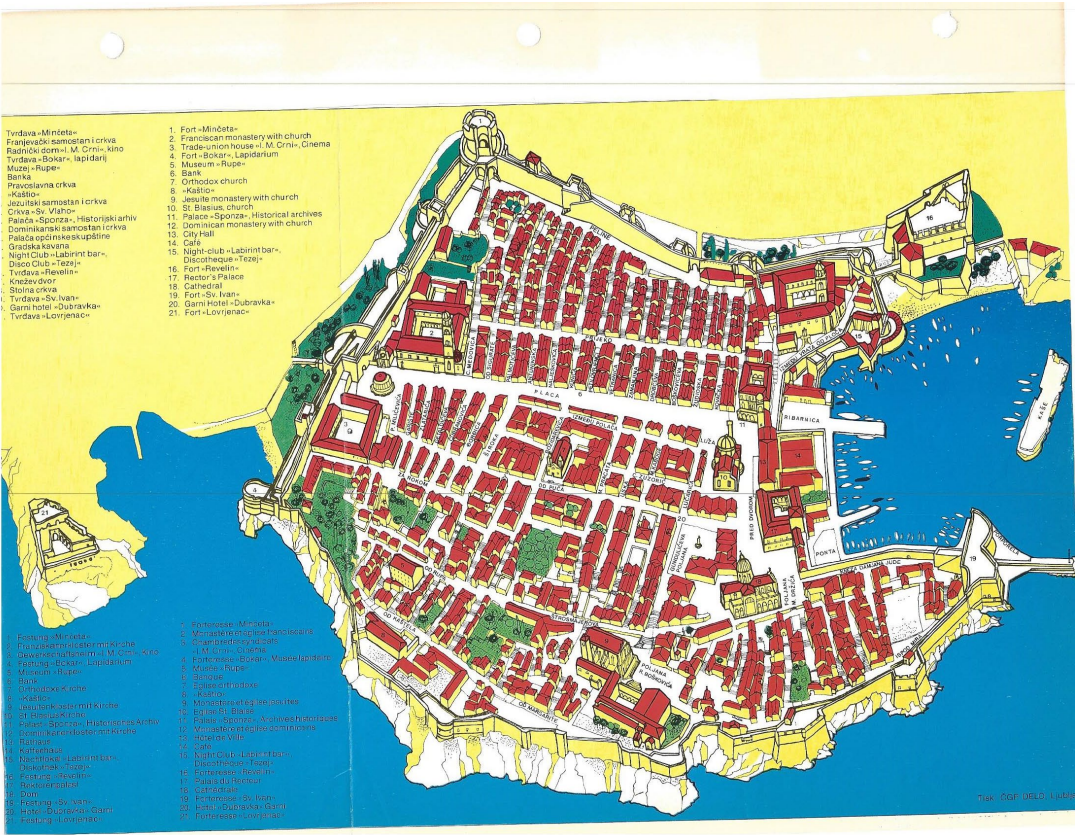


Dubrovnik



Dubrovnik





ATLAS tours DUBROVNIK '78
PROGRAMME

No. 1. DUBROVNIK — PANORAMA SIGHTSEEING

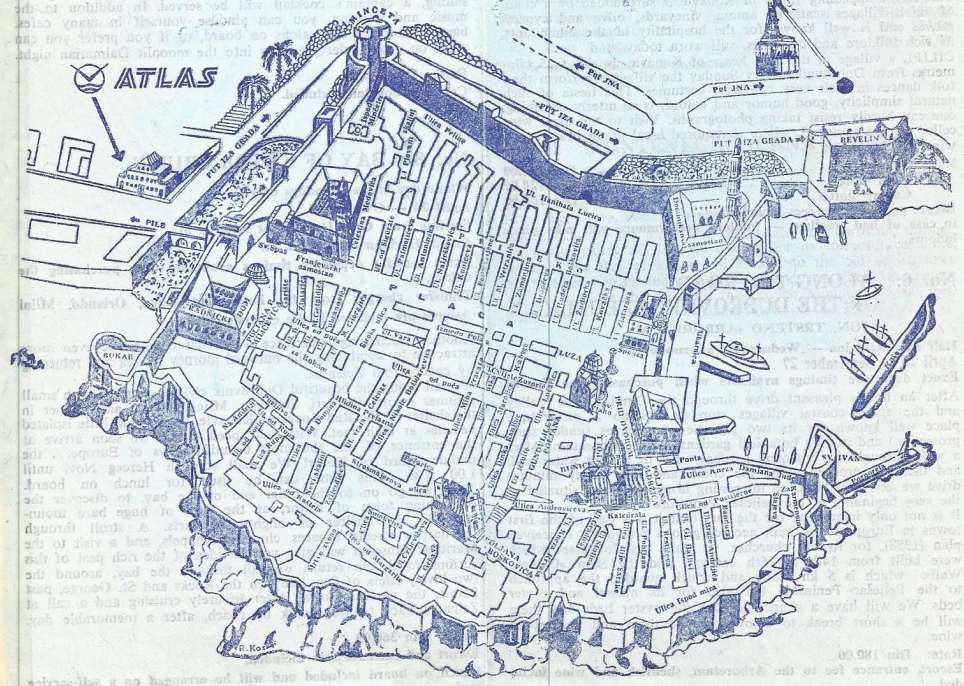
March 20 — October 30 — Daily
Tour »A« Mondays, Tuesdays, Wednesdays, Thursdays
Tour »B« Fridays, Saturdays, Sundays
Rest of the year: Mondays, Wednesdays, Fridays
From 9.00 a. m. to Noon
Starts from ATLAS building, Pile 1, between the Cariatid hotels, Plat, Mlini, Astarea, Orlando — Mondays, Wednesdays, Fridays
Transfer charges from the hotel Plat, Zupa, Orlando, Mlini Astarea and Cariatid hotels are included in the excursion ticket. Exact transfer timing are available when purchasing the ticket.

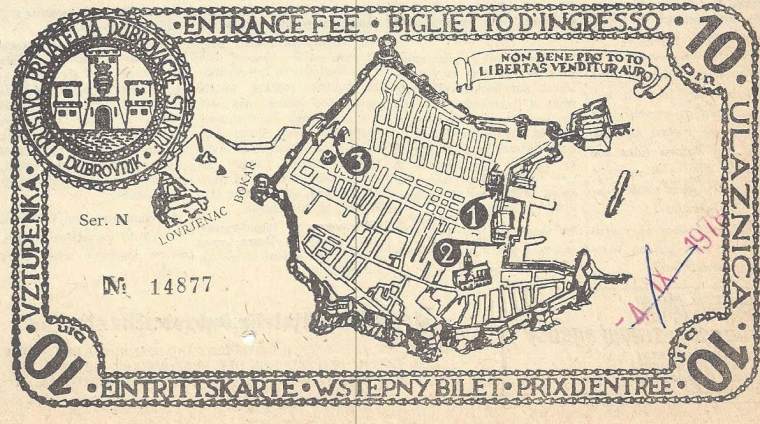
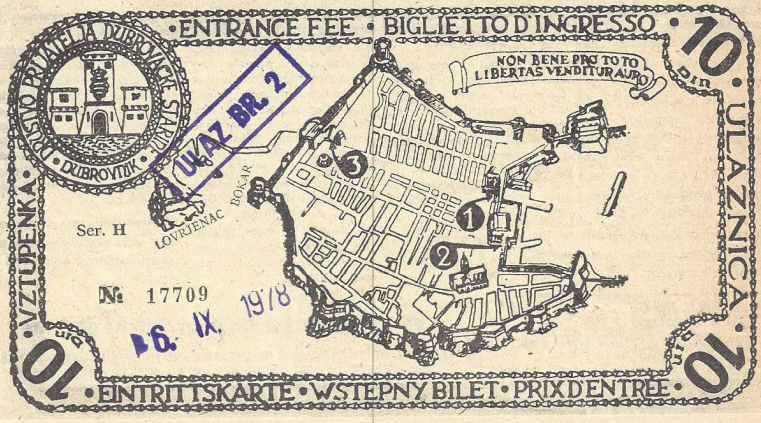
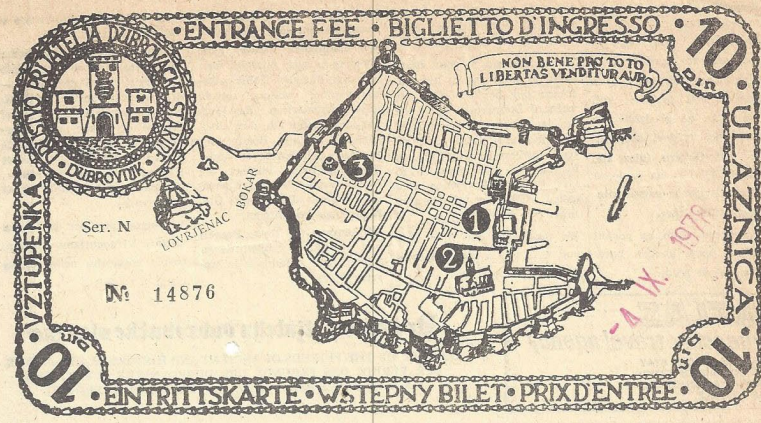
TOUR »A«
This walking tour features the most important historic sights and natural beauties of Dubrovnik and its surroundings.

GENERAL CONDITIONS

Atlas reserves the rights to change excursion rates without previous notice. Atlas declines to accept any responsibility for personal property lost or damaged during transportation. Departure times of excursions mentioned in the programme are tentative. For exact departure time please contact Atlas offices, hotel receptions or your representative. All excursionists on Atlas tour are insured. Verbal information obtained from the booker cannot oblige the organizer more than the offer printed in the programme. Bus and boat excursions can be cancelled 12 hours prior departure time. Plane and hydrofoil excursions can be cancelled 24 hours prior departure. 50% of excursions rate will be paid if cancellation is late. Full rate will be paid for plane or hydrofoil excursions. The organizer does not become responsible for any damages caused by

the change of the programme beyond the organizer's control. Only passengers with a valid document (ticket or voucher) bought before or on the spot can participate on the tour. The ticket is valid for only one person except for special groups when more passengers can travel on one voucher. Tickets incorrectly completed or amended afterwards will not be considered valid. Children under the age of 7 on bus/boat excursions and under the age of 4 on hydrofoil excursions do not pay or get tickets unless they ask for a seat. Children over the age of 7 and children under the age of 7 respectively 2 who occupy a seat pay full ticket price. Children pay tickets on plane excursions according to the rules valid in air transportation. Excursionists must address any complaints involving refund first to the representative of the organizer and make a written statement otherwise the organizer will not take them into consideration.

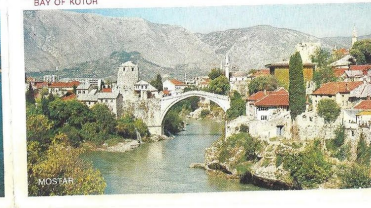




NAME		CALIFORNIA INSTITUTE OF TECHNOLOGY		DATE
COURSE NO.	SUBJECT	DETAIL	SHEET OF	SHEETS
<p>5TH <u>TUESDAY</u> THU <u>SEPTEMBER 1978</u></p> <p>Conference in the morning. D. + kids at beach but began to rain about lunchtime - they met me in lobby - lobby of conference hotel - had lunch - then set off for drive south. Drove all the way to Herceg - Novi and on around the inland sea of the GULF OF KOTOR - through PERAST to KOTOR. Visited walled city - spectacular fortifications up to and along the ridge behind the city. Then back different way taking narrow road to ferry across a narrow part of the GULF to ZELENKA - back toward Dubrovnik. Visited the pretty village of CAVRAT on the way (crowded). I went back to conference. Then we all got dressed up and went to the Hotel Dubrovnik Palace for a conference reception. F. wore his three-piece suit. The kids only lasted a very brief time. I took them home and then returned to the reception.</p>				
<p>6TH <u>WEDNESDAY</u> THU <u>SEPT. 1978</u></p> <p>Conference in morning - still some rain - went briefly to Old City again in the afternoon looking in the stores. Back to conference. Good meal in GASTONICA that night.</p>				
<p>7TH. <u>THURSDAY</u> THU <u>SEPT 1978</u></p> <p>Conference in morning - prepared by presentation in the afternoon while D. + kids went to beach - Conference in evening - my presentation.</p>				

ICHMT Seminar on Two Phase Flows, Dubrovnik, Yugoslavia, Sept. 1978.

Brennen, C. (1979). The unsteady, dynamic response of phase changes in hydraulic systems. In Two-phase momentum, heat and mass transfer in chemical process and energy engineering systems, ed. F. Durst, G.V. Tsiklauri and N. H. Afgan, Hemisphere Publ. Co., 2, 747-758.



NAME	CALIFORNIA INSTITUTE OF TECHNOLOGY		DATE
COURSE NO.	SUBJECT	DETAIL	SHEET
8TH			OF SHEETS
FRIDAY 8TH SEPT 1978			

Down to ferry about 10.00 AM — boarded ~~and~~ in Dubrovnik Harbor — M/S TINTORETTO bound for BARI, ITALY. Again a long trip — slightly rougher than the way over — arrived in BARI just after dark (Many others from conference on board). Started off up coast ~~to~~ to find somewhere for the night — very un-promising to begin with — finally found a pension — PENSION MARTA — on way into MONFETTA where a festival with fireworks was in progress. Cheap and a big run down. Having checked in we went out to find a restaurant. Found the best (and quite reasonable) place we ate at in all our Italian travels — very friendly waiters spoke excellent English. Then back to bed.

SATURDAY 9TH SEPT. 1978

Up very early — only able to find a stand-up "bar" on autostrada for breakfast — then on ~~slow~~ over flat country on Autostrada A17 toward Napoli. Turned south at Avellino → down to Salerno then north to POMPEI. Lunch in Pompei and then toward the Roman Ruins (Vesuvius mostly obscured by cloud and haze). First the Forum, then up Via Foro to Tempio di Genio Augusto. Toured villas Casa del Fauno and then Casa dei Vettii ~~with~~ followed by a visit to the Tower of the God Mercury. Down Stabian way to Stabian Baths. Girls most taken by chariot ruts in the roads. P. liked the stepping stones across the roads. Also were allowed into some villa with a fine mosaic fountain during this early part of the tour.

Then to Temple of Isis, the Triangular Forum, the Great Theatre and the Odeon before too tired for any more. Unfortunately the museum was closed (ANTIQUARIUM). Back out through the PORTA MARINA. Drinks and argument with waiter. Then off again on the Autostrada toward Rome. Drove hard and long passing MONTE CASSINO



Pompeii



Pompeii



NAME	CALIFORNIA INSTITUTE OF TECHNOLOGY		DATE
COURSE NO.	SUBJECT	DETAILS	SHEET
			OF SHEETS

on the way and then taking ring road and ~~on~~ around Rome and then the road to the airport.

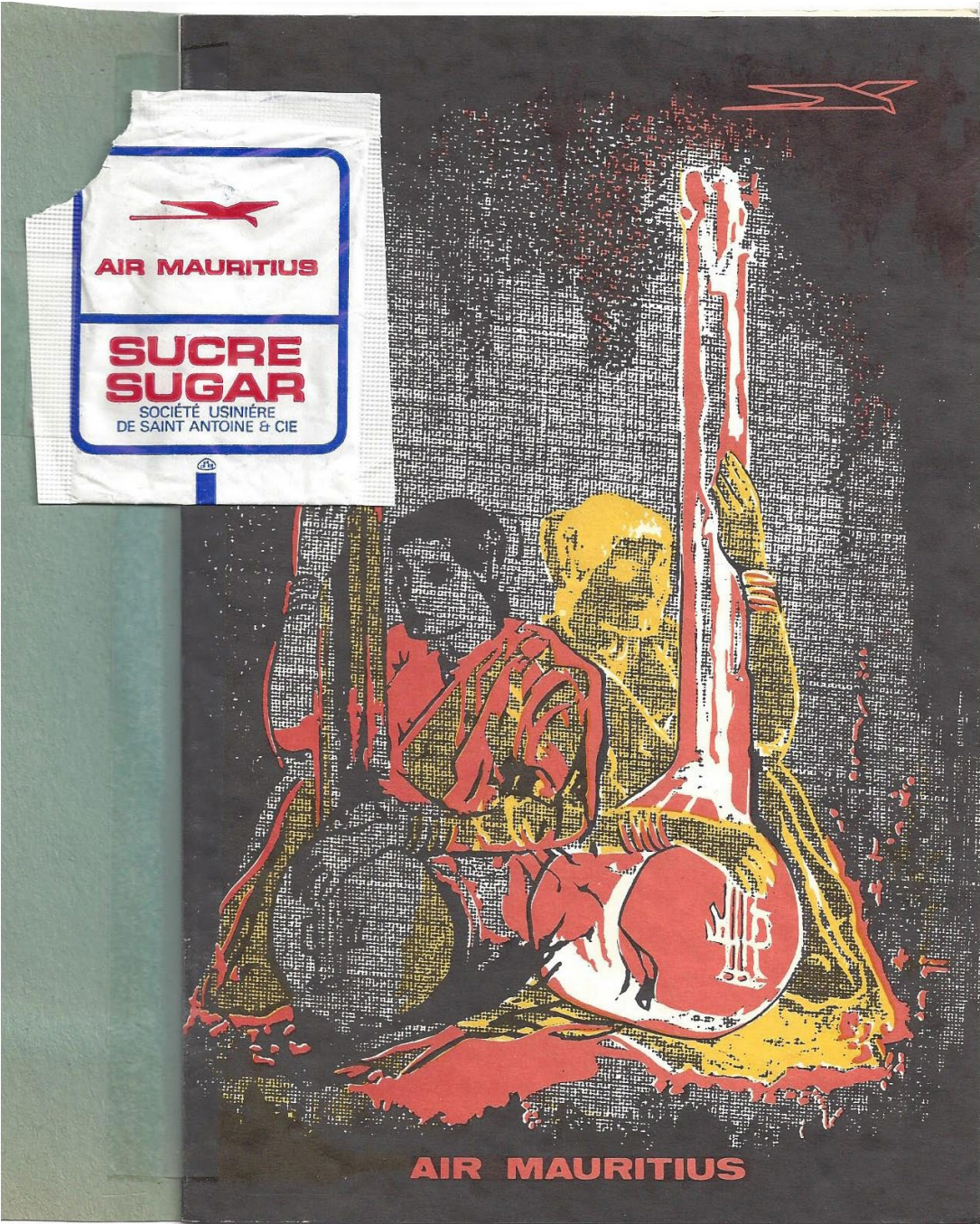
Trouble started at the airport. First the Hertz man claimed damage to the lower corners of each of the doors - vehemently denied - seemed and was a standard trick - went no further after my protestations. Then instead of flying out the next morning we decided to try to fly to London immediately. Just missed getting on as standby on

B.A. Flight at 7.00 PM - booked and checked in bags for
B.A. 9.30 PM flight - as time approached this was delayed - and delayed again, etc. until 2.00 AM

SUNDAY 10TH SEPT 1978

Finally they decided to take all passengers into Rome for the night and resume the flight late the next morning. But we would then have missed the London → L.A. plane. Finally we decided to stick it out for the night at Rome airport. Uncomfortable plastic hard seats - sleeping impossible. Talked with two Britons returning from Libya.

A Kenya Airlines plane was due to leave for London at 7.00 AM. After much trouble getting our flight coupons back from British Airways we checked in for this flight despite the fact that this would mean leaving our baggage on the B.A. flight. But Kenya Airlines does not show up - a plane with AIR MAURITIUS pulls in. Italians finally figure out this must be a replacement for Kenya Airlines plane. Finally we board it at 10.30 AM - probably too late to catch London → L.A. plane. Then our luck began to turn. Pilot radioed ahead to have a car waiting to take us to the L.A. plane → this was all laid on - very good service! They even agreed to check our stored bags out of the left luggage in Terminal 3, Heathrow





CALIFORNIA INSTITUTE OF TECHNOLOGY			
NAME	SUBJECT	DETAIL	DATE
COURSE NO.			SHEET OF SHEETS
and send it on on a later B.A. flight. Finally			
on our way to L.A. exhausted, dirty and smelly. Eleven			
hours later we arrived in L.A. and after registering a			
report on the missing luggage (3 items from Rome, 4 items			
from London) we took a taxi back to home in			
Pasadena. All well at 3840. Exhausted to bed.			

British airways

Property Irregularity Report (PIR)

Address(es)	Teletype code		Teletype code		Teletype code		Teletype code		Teletype code		S		P		
	S		P		S		P		S		P		C		
	S		P		S		P		S		P		C		
Signature	Teletype code		Date		Time		C		R		L		F		
	S						C		R		L		F		
Reference No. and message type	Local reference or file No.		(Delete message types not applicable)		DAMAGED		FOUND		MISSING		SND		C		
	1		S				S		P		C		L		
Passenger's name and initial(s)	Surname		If not available, enter "NIL"		Initial(s)		C		R		L		F		
	2		S		BRENNE		S		P		C		L		
Passenger's itinerary as per passenger coupon, (if not available enter "Nil")	Airline Flight No.		Month		Date		From		To		Airline Flight No.		Month		
	3		S		KQ616		/		10 SEP		S		P		
	4		S		BA022		/		09 SEP		S		P		
Baggage itinerary (if same as above or unknown enter "Nil")	Airline Flight No.		Month		Date		From		To		Airline Flight No.		Month		
	5		S		BA022		/		09 SEP		S		P		
Baggage Tag serial No(s), (if unknown enter "NIL")	Airline		Last 4 digits		Last 4 digits		Last 4 digits		Last 4 digits		C		L		
	6		S		X11177		/		1776		S		P		
Baggage type and colour codes	Type		Colour		Type		Colour		Type		Colour		S		
	7		S		03 / BLU		/		CF / GRN		/		S		
Brand name(s) of baggage	If more than one, add corresponding type code		If not available, enter "NIL"		C		R		L		F				
	8		S		FAMILY CLOTHING		C		R		L		F		
Contents (any of the distinctive items listed overleaf)	S		P				C		R		L		F		
Remarks (any other information which could assist in tracing, e.g. name labels, initials, hotel stickers etc.)	9		S		ID TAGS		C		R		L		F		
	10		S		BA022 / OR INDEF DELAY PIR REBOOKED KQ616/10		C		R		L		F		
	11		S				C		R		L		F		
	12		S				C		R		L		F		
*When enquiring please quote this reference number															
Local delivery instructions				Ticket form and serial No.				Total amount & Wt of checked baggage				Wt of missing pieces			
				125440632644											
Passenger's title				Correspond with passenger in				Key(s)				attached to PIR			
				English				(other language)				not attached to PIR			
Passenger's permanent address and telephone No.								Temporary address and telephone No. (Dates from/to)							
3840 WILHELMIA DR PASADENA 91107 213-351-9420															

[Back to table of contents](#)

Last updated 7/30/99.
Christopher E. Brennen

TQFR 1977-78

*** ME 19 ***

third term - 9 units

C. Brennen



Fluid Mechanics and Gasdynamics

Total responses: 19 of 29 (66%)

hours per week mean: 7.50 std. dev.: 1.76

% lec attended mean: 90.79 std. dev.: 21.62

% homewk comp mean: 99.21 std. dev.: 3.44

	1	2	3	4	5	6	7	m	sd
enthusiasm	0	0	1	1	5	8	4	5.68	1.06
clarity	0	0	1	1	1	3	13	6.37	1.16
workload	0	1	1	10	6	0	1	4.32	1.00
text	0	0	2	0	5	2	1	5.00	1.25
rapport	0	1	0	1	3	8	5	5.78	1.26
interest	0	1	0	3	1	6	7	5.78	1.44
rec. course	0	1	0	0	2	9	7	6.05	1.18
rec. lecturer	0	0	1	0	3	6	9	6.16	1.07

Breakdown of class: So 2; Jr 17.

Breakdown of option: APh 2; Eng 11; Others 6.

Breakdown of grade: A 7; B 9; C 1.

Breakdown of requirement?: yes 8; no 10.

(4 comments) Brennen is a very clear, thorough, and well prepared lecturer. Sabersky, who teaches first and second terms, is also excellent. (BAO)



Mr. Alan Crockard (second left), consultant neuro-surgeon at the neuro-surgical ward of the Royal Victoria Hospital, with (from left) Mr. Mr. Michael Brennan and Mr. Alan Leonard, consultant plastic surgeons, and Dr. Sean Young, consultant anaesthetist, who carried out the operation on Mr. Elliott last week.

RAG DAY WOMAN MURDER VICTIM BURIED

NORMA SPENCE, the young civilian searcher shot dead by terrorists on Rag Day, was buried today. Many of her 270 colleagues from search units in the city were in the congregation which packed Dundonald Presbyterian Church for the funeral service.

Their duties in the city centre were taken over for the day by RUC, UDR and military police.

BRAIN TEAM TAKES A BOW

THIS is the team of three Belfast surgeons and an anaesthetist who made medical history by performing a brain operation never before carried out in Ireland.

A the person who made another niche for himself in the surgical reference books, the patient Mr. John Elliott, of Ballysillan, is making good progress, and may be going home in a few days.

Mr. Alan Crockard, consultant surgeon in the neuro-surgical department of the hospital, and leader

of the team which carried out the operation on 58-year-old Mr. Elliott, said today: "We are hoping to let him home within the next day or two. But it is too early to say when he will be able to go back to his work as a driver."

The sophisticated operation, which has been performed only a few times in the United Kingdom, chalked up another "first" for the Royal when it took place on Mr. Elliott's 58th birthday, almost a fortnight ago.

And today, as microfilm and pictures of the operation — which involved joining the temporal artery to the middle cerebral artery in the brain — went on display, Mr. Crockard and his team talked of how their work in different fields of surgery can be successfully merged in major operations.

The other members of the team are Mr. Michael Brennan and Mr. Alan Leonard, both plastic surgeons and Dr. Sean Young, consultant anaesthetist.

Mr. Leonard said: "We

Compo can't come

ACTOR Bill Owen: "Compo" from the television series "Last of the Summer Wine", has had to call off a visit to Ulster.

He was due to arrive on Thursday as a guest of the Northern Ireland Association of Boys' Clubs.

Association chairman Mr. Bill Robson said today: "Bill has had to take over a role in an important production at the last minute. He's very disappointed. He has promised that he will visit the Province as soon as he can."

ENT call

In short

Approval

Mr. William J. Devlin has been granted planning approval for a new pub at Union Street, Cookstown. The original pub was extensively damaged by a prox van bomb blast about four years ago.

Record

The amount collected in Hillsborough and district for the Poppy Fund was local record at £793.

Winner

GEORGIA INSTITUTE OF TECHNOLOGY
School of Mechanical Engineering

SEMINAR IN MECHANICAL ENGINEERING

SPEAKER: Dr. Christopher Brennen
Associate Professor of Mechanical Engineering
California Institute of Technology

TIME: Monday, November 13, 1978, 2:00 pm

PLACE: Room 212, Mechanical Engineering Building

TITLE: The Unsteady Dynamic Characteristics of Hydraulic Systems with
Phase Change

This talk will focus on the unsteady dynamic behavior of hydraulic systems and in particular on the dynamic characteristics of internal flows with phase change. This emphasis is motivated by the large number of different flows of this kind which exhibits "active" dynamic characteristics and therefore have the potential to cause instabilities in the whole hydraulic system of which they are a part. Examples of the instabilities observed in evaporators, condensers, cavitating turbomachines and B.W.R. pressure suppression systems. Experimental and analytical studies of the dynamics of the latitude type of flow with phase change will be discussed.

MEW

ALL STUDENTS AND FACULTY ARE INVITED TO ATTEND

CALIFORNIA INSTITUTE OF TECHNOLOGY

PASADENA, CALIFORNIA 91125

OFFICE OF THE PRESIDENT 340-32

April 14, 1978

TELEPHONE (213) 795-6811

Dr. Christopher Brennen
3840 Mayfair Drive
Pasadena, California 91107


Dear Dr. Brennen:

This has been a special year for Caltech, and I personally thank you for your support during this period.

For your records, the Executive Committee of the Board of Trustees, at its meeting on February 13, 1978, approved an increase in salary to \$30,500 per annum effective October 1, 1978. A sum of approximately \$5,596 will be added to your retirement, insurance and other staff benefits.

Many of you diligently work to obtain funding for research. These efforts are a significant asset to our financial condition. I take this opportunity to express my appreciation and that of the Trustees for all your assistance in our common endeavor.

Sincerely,

A handwritten signature in dark ink, reading "Robert Christy". The signature is written in a cursive style with a large, stylized "R" and "C".

R. F. Christy
Acting President

cc: Provost
R. H. Cannon