\( k \) = reduction factor.  
\( \mu \) = the distance along a helix axis associated with one radian of angular rotation: \( \mu = \psi \tan \beta \).  
\( \rho \) = fluid density.  
\( \Phi \) = strength of source distribution over the portion of the vortex sheet corresponding to the blade.  
\( \varphi \) = an angular measure in the \( i, j \) plane measured from the \( i \) axis as shown in fig. 1.  
\( \Phi \) = an angle measured in the same way as \( \varphi \), but associated with rotation in the \( i, j \) plane rather than with movement on a helical surface.  
\( 1 - \psi \) = inflow velocity (excluding any induced velocities) expressed as a fraction of ship speed.  
\( \psi \) = angle between the vortex sheet and the camber-line tangent.  
\( \omega \) = angular velocity of the propeller.  
\( _0 \) = subscript implies association with the point at which the induced velocities are being calculated.  
\( _t \) = super-subscript denotes differentiation with respect to radius.  
\( _{(2)} \) = super-subscript implies association with the secondary propeller.  
\( _* \) = super-subscript implies association with the mid-chord position of a blade section.

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**ERRATUM**

'INTERNATIONAL SHIPBUILDING PROGRESS'

April 1967

'Drag measurements on a thin plate in dilute polymer solutions' by J. Levy and S. Davis.

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The curves appearing in Figures 4 through 13 are erroneously marked Turbulent (Prandtl-Karman).  
Correctly marked this should be Turbulent (Karman-Schoenherr).