

CORRESPONDENCE

SIR,

Models and Mock-ups, Work-Study, Value Engineering

Lieutenant-Commander C. M. Robinson's excellent article in your issue of December, 1958, has clearly demonstrated the advantages of models and mock-ups in using material items to their best advantage.

The Navy is becoming aware of the value of Work-Study as a means of using personnel and material items to better advantage.

But what of the material items themselves ?

There is no comprehensive system for examining the design of individual items. This is the function of Value Engineering which has been defined as 'an objective appraisal of each element of design, manufacture, procurement and installation to achieve only necessary function and reliability at minimum cost.'

I hope you will find space to publish a paper on Value Engineering (such as 'Putting Value Engineering to Work') which will draw attention to the potential advantages of Value Engineering.

(Sgd.) N. S. STEWART,

Lieutenant-Commander, R.N.

Reply by D.M.E.

A reprint of part of the paper 'Putting Value Engineering to Work', which was presented at the annual meeting of The Society of Naval Architects and Marine Engineers, New York, in November, 1958, is being considered for publication in the next issue of the *Journal*.

SIR,

Journal of Naval Engineering

Having for some time heard opinions expressed by officers and ratings, having had opinions of my own, and now, finally, having been motivated by the last paragraph of Admiral Dalton's 'Foreword' in the December issue, I venture, albeit with humble trepidation, to make a few suggestions concerning the *Journal of Naval Engineering*. In doing so I am mindful of the difficulties experienced so often by editors of 'magazine-type' publications, when insufficient articles of desirable character are submitted: whether this applies in the case of the *Journal*, I do not know, but if it does, the Board of Directors obviously has a none too easy task.

I would suggest that the *Journal* be composed on the principles that it is the conversational medium of the Engineering Branch, and that it is intended to provide matter which is readable without undue concentration (more 'engineering' and less 'engineering science') and of interest to the majority (of which no small proportion are ratings). It should be a book to be read from cover to cover in spare free moments rather than to be flicked through quickly on receipt and put aside to accumulate dust, and fade.

My own view is that more of the *Journal* would be read by more people if:—

- (i) Intense and highly specialized articles were restricted to very maxima of one per issue and, say, four pages in length each, because such articles have very limited appeal and the information therein could usually be incorporated (or found) in some reference book
- (ii) The maximum space were given to 'Notes from Sea' and comments thereon, but these were restricted to points of wide interest and did not consist of a succession of points concerning the same ship, or Class, in any one issue
- (iii) The airing, and discussion, of opinions, not necessarily on wholly technical matters, were encouraged.

I would submit for consideration the possibility of including a questionnaire

in one issue, on which readers were invited to express their preferences for types of article ; many, I feel, would find time to fill in a form who would procrastinate over writing a letter, although I am hoping that some correspondence may be provoked by the opinions I have expressed here, some of which are similar to those expressed by Captain Yates in his letter in Vol. 8, No. 2.

(Sgd.) J. S. PARTINGTON,

Lieutenant-Commander, R.N.

Reply by D.M.E.

The *Journal of Naval Engineering* depends on the voluntary contributions from its readers and the highly valued co-operation of Authors and Editors of journals not connected with the Navy, for the publication of papers and articles of interest.

The composition of the *Journal* is, therefore, mainly dependent on the type of articles received. As has been said before, it is the organ *of* naval officers rather than an organ *for* them. Nevertheless, it is important to ensure the right balance between the non-technical articles and those arising from day to day experiences of the running of the Fleet in all its aspects.

The 'Notes from Sea' are controlled by what is actually received in the Admiralty Departments through official channels. Many events occur in ships and in shore establishments which are not officially reported but, if recorded, would be of much value and interest. Such anecdotes could be sent direct to the Editor.

Articles expressing readers' personal opinions and ideas on any aspect of their profession, whether 'pure engineering' or not, would be welcomed. This policy was expressed by Admiral Dalton in his 'Foreword' to Vol. 11, No. 1.