

CORRESPONDENCE

Make-do-and-mend Repair Policy

SIR

The reference to work carried out in H.M.S. *Bristol* (Notes from Sea, *J.N.E.*, June 1982) reinforces the view held in H.M.S. *Intrepid* that there is still considerable craft expertise available throughout the Fleet. Our own observations were based on recent experience in the South Atlantic where a variety of skills were utilized to overcome the inherent naval stores/spare gear supply problems of such an operation.

The following list, which is by no means comprehensive, gives a general idea of the type of work and engineering skills involved:

- (a) Conversion of gunroom to emergency operating theatre with running water, drainage, etc.
- (b) Exocet deflector.
- (c) Machine-gun mountings.
- (d) Vectoring sight for LCVP minesweeping operations.
- (e) LCM to LCVP fuelling rig.
- (f) Rover gas turbine oil labyrinth.
- (g) Gearwheel for duplicating machine.
- (h) Gearwheel for 6-ton crane.
- (i) Gearwheel for food-mixer.
- (j) Washing-machine gearbox drive shaft.
- (k) Gun-barrel gauge.
- (l) LCVP propeller shaft.

In spite of the reductions in craft training following the U-by-E policy, much ingenuity and engineering craftsmanship remains in the Fleet. Although the larger ships have the equipment, manpower, and material to make the best use of these skills, it augurs well for the Navy in general and shows what can be done when the need arises.

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