

# CORRESPONDENCE

SIR,

H.M.S. ' Royal Arthur '

I have read with great interest the article on H.M.S. *Royal Arthur* in the April, 1957, issue of the *Journal*. However, recent experience as the E.O. of a destroyer makes me feel that, for the aims of this Establishment to be fully realized, the scope of its work should be extended.

It is my opinion that, in the small ships which are making up an increasing proportion of the Navy, the links connecting Chief and Petty Officers on one hand and junior rates on the other are now much weaker than they were before and during World War II. The influence which the former can exert on the latter has thereby been reduced ; at the same time, the influence of the leading rates at work, and on the mess deck, has been increased. I feel that these leading rates should be given something in the nature of the courses at *Royal Arthur* described in the article. I am not in a position to know how far this is practicable, and it seems likely that some preliminary selection would be necessary, but then that would, at any rate, be desirable.

I cannot claim any specially wide experience, and it may be that I am mistaken in my theory. I am therefore writing to you in the hope that making it public in the *Journal* may lead either to its confirmation or to its destruction.

(Sgd.) R. M. INCHES,  
Commander, R.N.

SIR,

**Work Study**

K.'s plan for sound indoctrination was met, in part, by Lieutenant-Commander Dibsdall's article in the same *Journal*. From this, S. Tone-Deaf would see that his 'unsoundness' lay in failing to meet the first challenge, essential to any work study, in not deciding 'What is done, and why?' I will leave it to one more musical to define the aim of an orchestra.

Scholars of literature will already have recognized, as a work study evangelist, Rudyard Kipling :—

' I had six stalwart serving men,  
They taught me all I knew.  
Their names were WHAT and WHERE and WHEN  
And WHY and HOW and WHO.'

(Sgd.) ' O.K. '

SIR,

**False Gods**

Captain Wheeldon's article should promote thought and discussion. False Gods are indeed everywhere, inviting the adoration of the sloppy thinker, but despite their attractive labels—'standardization'; 'career-factors'; 'repair by replacement', etc., they should present little danger or worry to the single minded.

The preoccupation of any fighting service is clear and indivisible—readiness to destroy the Queen's enemies. The labels quoted are part of a whole series of means to that end. Used as such, each one is of great potential value; viewed as an end in itself, each can quickly become an exacting Deity to its devotees, with results very different from those intended.

The compelling feature of repair by replacement is its power to remove maintenance effort from a ship of war which today lacks both time for maintenance and space to house maintainers. But this great advantage demands a high price and indeed, Captain Wheeldon's article by no means enumerates all the disadvantages of such a policy. Clearly, as in so many other things, a balance must be struck between what is desirable and what is possible. This is E.-in-C.'s policy.

There are, of course, degrees of repair by replacement. It can be applied to complete equipments, to sub-assemblies, or to components. I suspect that Captain Wheeldon had the former in mind, but the example he quotes is perhaps not a very fortunate one. Motor boat engines, alas, are prone to failure from time to time, and repairs thereto—diagnosis; dismantling; cleaning; fitting spare parts (repair by replacement!); re-assembly and test—are time consuming. Happy the E.O. who has a spare engine and who can utilize the man-hours saved thereby in overtaking some of the back-log of maintenance and repair elsewhere in his hard-pressed part-of-ship.

E.-in-C.'s aim, in conjunction with D. of D., is to keep a realistic control of repair by replacement. Dockyards will, where practicable, remove complete equipments from a ship for repair ashore, the same equipment being replaced on board after repair. Where this cannot be carried out in time to meet the ship's completion date, the dockyard may install a new or refitted item.

If repair by replacement becomes a god, it will be of our own creation, and it will not be his feet which are plasticized, but our own.

(Sgd.) R. F. STORRS,  
Captain, R.N.

MONSIEUR,

### Un Attaché Adjoint Technique

J'ai lu avec grand interet la lettre de mon collègue naguère à Rome, le Commandant Hewett, et je suis sûr que beaucoup de vos lecteurs l'ont savourée. Il a bien brossé le tableau de la vie d'un Attaché Naval Adjoint Technique là-bas ; vie qui est semblable à la mienne à Paris à part quelques différences peu importantes. On pourrait dire, avec justification, que la cuisine française est plus fine que celle d'Italie et que le taux des maladies de foie est plus élevé en France mais, après tout, ce sont des bagatelles.

Il a rendu un service public en faisant dissiper la légende de la vie mondaine des Attachés Navals qui étaient supposés passer leurs journées à jouer au polo et leurs nuits à boire de la vodka pour se faire reveiller de grands secrets à contre coeur par des étrangers.

Enfin, j'aime sa suggestion de donner, dans certains pays, le titre d' ' Attaché ' aux Ingénieurs en poste à nos ambassades. On serait alors obligé de se renseigner sur les ' klystrons '.

Veillez agréer, Monsieur, l'assurance de mes sentiments les plus distingués.

(Sgd.) J. C. HODGES,  
*Capitaine de Frégate.*

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#### NOTE

*The Editorial Staff of the JOURNAL has recently been reduced and, in consequence, fewer issues will be made each year.*