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Refused 16/4

mk b
Mr Duffell
DMS
RHM

GOVERNMENT COMMUNICATIONS HEADQUARTERS;

Room No. E1206.....

OAKLEY,

PRIORS ROAD,

CHELTENHAM, GLOS.



Tel.: CHELTENHAM 55321 Ext. 2308

YOUR REFERENCE

G.C.H.Q. REFERENCE... ACE-45

29th March, 1957.

Declassified by ASD - 2024
National security and/or personal
information removed.

Mr. R. D. Botterill,
MH, D.S.B,
Defence Department,
Melbourne,
Australia.

Dear Bob,

Although I am still hoping to gain sufficient machine experience before I leave G.C.H.Q. to be able to manage Infuse without a further training period at D.S.B. I think you should know how little time I have had on Colorob - less than 20 days in the last 100 working days. I have begun a letter on several occasions but invariably something has happened to make writing appear unnecessary and a well-behaved Colorob an immediate prospect.

The basic reason for the long time it is taking to bring Colorob into commission is a shortage of engineers. There are only four engineers in the party and as they are also responsible for Infuse their effective Colorob strength for some time now has seldom exceeded two. In addition, the development of a magnetic core store has occupied one of them for the last couple of months or more. Three of them have specialised in the development of particular sets of chassis and are not completely au fait with the machine as a whole and consequently, as all three are seldom available at any one time, this has delayed the rectification of faults which we, the programmers, have located. Some of the conditions which occur in our programs have not been catered for in the chassis tests so far designed by the engineers and, in particular, a single pulse at infrequent intervals has revealed a number of errors. Further, some associated jobs, such as the installation of a cooling system have caused considerable delays.

From time to time I had explained to Glass my need for practical experience on Colorob and he had agreed to do what he could but that was very little as I have shown above. As the situation looked blacker than ever this week and as I have only four more months here I decided to approach M. I explained the situation fully and he was most sympathetic. He said he would transfer an engineer from Autolycus to Colorob as he considered that it was important that I should make the most of my stay and go home as well trained as possible. So, I am hoping that the situation will now improve and that there will be a further improvement when the Infuse racks etc. have gone. It is a great pity Singleton went home.

All this makes me wonder how smoothly the installation of Infuse will proceed and whether the present timetable, apart from any delays that there may be in receipt of the components, may not be rather optimistic. It has also emphasized the importance of having first class maintenance engineers.

*Yours
A. C. Cartwright*

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