

## GRAHAM JONES

Edited transcript of interview with Graham Jones conducted at his home, by Chris Eldon Lee on the 29th of January 2013. AD6/24/1/207. Transcribed by Allan Wearden, 8th September, 2016.

[Part 1 0:00:00] Lee: This is Graham Jones interviewed by Chris Eldon Lee on the 29th of January, 2013. Graham Jones, Part 1.

Jones: My name is Graham Jones, my place is here?

[Part 1 0:00:18] Lee: Where were you born?

Jones: Oh, I beg your pardon! Cardiff, South Wales on the 29th of July 1944.

[Part 1 0:00:24] Lee: So how old are you now?

Jones: Sixty eight.

[Part 1 0:00:29] Lee: You've had some correspondence with your MP Claire Perry about the purposed merger between BAS and NERC, towards the end of last year, what were your feelings about that plan?

Jones: I felt listening to the speakers at the BAS reunion that it was something that which hadn't been thought through, but was useful for the bureaucrats to maintain their funding, rather than achieve the scientific aims of BAS! I was also conscious of the effect that was going to have on the Argentines, because it is an incredibly sensitive situation and any changes which we make in this country, would be reflected in Argentina. And of course they are going through a bad economic time at the moment, and because I wintered on Deception I spent a few days with Argentine Naval guys and know what their views are, so I thought that it was a classic case of Whitehall were trying to balance budgets, over the realities of the situation.

[Part 1 0:01:37] Lee: So you were more concerned with international politics than you were about what impact it might have on the efficiency of BAS?

Jones: In reality yeah! Because I'm very interested in sustainability and food sustainability. The whole balance of the global food chain is pretty sensitive at the moment particularly with the Argentines because they have had bad harvests. We have had bad harvests, this sounds very sort of global but in reality we are heading for a major catastrophe which is probably, almost certainly caused by Global Warming. But there have very bad harvests right across the world, and the Argentines will not miss any opportunity to take the focus off their own politicians and on to anybody else. It just

seemed a crazy example of Whitehall silo management to do something like this at this moment in time!

[Part 1 0:02:39] Lee: Those were the points you made to Claire Perry, what kind of response did you get?

Jones: Claire wrote to me and thanked me for my letter, because I have met her several times, usually around sustainability, and she forwarded my letter to the correct people in the Secretary of State Office.

[Part 1 0:02:55] Lee: And the reply she got from David Willis, the Minister for University's and Science, basically was saying tough, wasn't it!

Jones: Yes, but you expect politicians to do that as their first reaction, but afterwards I guess Willis got somebody to have a look and probably with enough support, from other people that had been at the BAS reunion and they thought about and changed their minds, I understand they have changed their mind now?

[Part 1 0:03:23] Lee: Was this an example of 'Fid Power' then!?

Jones: An example of people power, democracy at work!

[Part 1 0:03:31] Lee: Were you surprised when the news broke that there wasn't going to be a merger, between NERC and BAS?

Jones: Yeah, yes I was but I had left BAS in 1969 when NERC had sort of formally taken it over, and we were travelling back from South, and diverted into the Canaries to pick up the Shore Superintendent of the BAS shipping fleet, who interviewed us all on the way home, when we brought the *Shackleton* back, then she was laid up from that stage and I had to go and look for another job! So I suppose I'd seen the effects of NERC first hand! All being, it 50 years before or so!?

[Part 1 0:04:17] Lee: Why were you being interviewed Graham?

Jones: Well the whole ship's company was being interviewed, the way that the *Shackleton* ran, I don't know if it's the same with the modern ships, but we had UK officers and Falkland Islands crew and they were interviewing us to see whether we would be suitable for employment on one of the other ships, or they would get rid of us! As it happened I'd had enough of the Antarctic by that time and decided I'd stay at sea, but went for interviews with other shipping companies and at that time at the end of the '60s it was when the British merchant fleet was sinking as companies were flagging out! And I was offered jobs, with Fyffes but the first interview I got was with the Superintendent, and he asked me whether I liked spiders, and I don't! And he explained that when they put the refrigeration on for the first time they come out of the bananas and

into the accommodation! So I thought probably not a good idea! Tate and Lyle offered me a job on the *Sugar Producer* I think it was and that was running backwards and forwards to the West Indies, and then also Shaw Saville offered me a job running down to New Zealand, which seemed a much more sort of interesting opportunity particularly as my grandmother had been born in New Zealand, so I thought it would be a good choice to go back. But I failed the Shipping Federation medical on a suspected duodenal ulcer and they won't take anyone to sea like that, because it's expensive to fly them home if they are sick!

[Part 1 0:05:57] Lee: How's your ulcer now?

Jones: Oh, it's fine it was probably as a result of years of nearly 4 years of really no fresh food!

[Part 1 0:06:08] Lee: So really because of the Antarctic?

Jones: I think so, think part of it was quite a stressful time, I went into Argentine Islands over Christmas, because the previous DEM had been medically evacuated out and just after the last ship went, I found they had understated the amount of fuel that they had used in previous years! So we went through the whole of the winter season with me watching the fuel consumption like a hawk, which has probably made me very conscious of environmental resources now!

[Part 1 0:06:45] Lee: Lets go back then, thank you for that, [Jones: Yeah] Lets go back to the very beginning, tell me about your father was he a professional man, an educated man?

Jones: Self educated man, he grew up in Merthyr Tydfil in, he was born in 1916 and his father had been a hauler in the pits, looking after the pit ponies, a country boy that had gone to work in the mines, and looked after the ponies which is probably where I get my love of horses from. But in the '20s my grandfather was unemployed so my father left school at 14 and went to work in England doing any job that he could get, but finished through the Labour Party at Coleg Harlech which was I think was probably a workers' education college in North Wales. And went from there to the Bristol Aircraft Corporation and guess he'd got his apprenticeship now, joined the Cardiff Auxiliary Air Force in '38/ '39 and then was a Flight Sergeant Fitter Rigger in the RAF through the war and I was issued while at St Athan, both my parents had been in the air force. And late '40s he moved up to Dunsfold in Surrey, where they were running the Berlin Airlift and my mother and I moved up a year or so later, so I grew up in Surrey and he went first of all to work for Hawkers and was the inspector on the Hawker Hunter that broke the Sound Barrier! And then he went work for what was Vickers, but then became British Aerospace at Weybridge.

[Part 1 0:08:33] Lee: The planes are rebelling do you want to close the window!

Jones: Yeah!

[Part 1 0:08:37] Lee: I did fear this would happen!

Jones: Probably Prince Harry! [Laughter!]

Lee: You think you'd know, wouldn't you?

Jones: Yeah!

[Part 1 0:08:44] Lee: Did the RAF never appeal to you?

Jones: No, not really.

[Part 1 0:08:48] Lee: OK, what was your education like then?

Jones: Oh, failed the 11 Plus, 13 Plus technical school, engineering stream, I realised years afterwards that I was probably dyslexic, and they just thought I was thick and couldn't spell in those days and wasn't very good with technical drawing. But did engineering course and at about 15½, when I had to leave school at 16, suddenly realised and better get myself into gear! In those days in Surrey there was all sorts of engineering opportunities, manufacturing there was Dennis, and Hawker Sidley, and Lagonda Cars and Petter Diesels, and AC Cars and I got an apprenticeship in a garage with a company called Wadham Stringer so I was a technician apprentice for 5 years. I wouldn't say I hated it, [laughter!], but I left within weeks of finishing my apprenticeship. Quite interesting now, you think about square pegs in round holes? I was a good technician, but that more intellect than anything else I still like cars, but at the technical college in Guilford where we had to study one day and one evening a week, the Principal had been I think it had been in the Arctic Club, but he was a marine biologist and he...

[Part 1 0:10:22] Lee: This is Dr. Stott?

Jones: Dr Stott yes, he used to get a lot of the tradesmen to go to either Spitsbergen with the Arctic Club or to the Antarctic. A guy I'd known in the Scouts had been a cook at Halley Bay and he said it was a great life! So I needed the money, at the time I was engaged to a girl, when I finished with FIDS I think I had £1500 in the bank, and you could have bought a cottage in Surrey then for about four and a half thousand, indeed I bought my first house for four and a half thousand! I the idea was that would have set us up and we could have lived in comfort, as it happened, like a lot of Fids I got the 'Dear John' in the last few months of my tour! [Laughter!]

[Part 1 0:11:14] Lee: So was it engineering or the technical engineering, that was a sort of false start to your career or was it something you had craved to do as a boy?

Jones: No, it was really someone said 'Why don't you try?' An awful lot of Fids finished up on FIDS, because they couldn't think of anything else to do! Which if they'd had a good education, would probably have become teachers or explorers, but you needed good family background for that and I grew up in a council house in Surrey! So my family couldn't afford for me to be an explorer. It was OK my real bent was as it turned out afterwards more commercial, so whilst I was an apprentice I would buy and sell cars and make money in that way, so we were always very well off, in the terms of foreign holidays and the early '60s were a wonderful time to be young in the UK!

[Part 1 0:12:16] Lee: Yes, I vaguely remember them!

Jones: Yes, it was great so when we went to Italy by train for a fortnight holiday, and you could see, and later when we went camping through Austria and Germany and you could realise just the devastation that you'd seen in the war. There were still displaced persons camps in Germany when you drove about, and we could buy an awful lot more than they could and I guess that affected me as well, and I remember being in Winchester in the cathedral and seeing the war memorial and a fortnight later we went to Germany on a youth trip and stopped in Heidelberg and you see exactly the same war memorial! With the same young people and I don't think it consciously turned me into a pacifist, but it probably turned me against most politicians and I still think that if people over the age of 55/60 went to war, rather than 18 year olds there'd be a lot less wars than there are now! But that's nothing to do with FIDS, and that was just my mental background, mental state thinking before I went on FIDS. FIDS did seem a useful thing to do, it was scientific research rather than going into the military for 5 or 6 years, and it turned out to be great fun!

[Part 1 0:13:39] Lee: What do you recall then of the interview you had to get this posting south?

Jones: It was almost as if they had decided that I was going to have the job. I was interviewed by a guy called Bill Sloman, a guy you must have heard about, and one of the engineers whose name escapes me, but it was very much as though 'Well come along. We know about you from your records and we've made enquiries', it was almost to see if I could fit the bill really.

[Part 1 0:14:17] Lee: Well do you think you were being psyched out a little bit, to see if you could cope with communion living in a hut?

Jones: I didn't get that impression. I did suspect though from something they said, that it was a lot cheaper to take young civilians than to pay the military for the equivalent, which would be ground equipment fitters, and couldn't help thinking right through my tour that I was there at 21 because it was cheaper than sending an RAF corporal or sergeant down, but the interview almost seemed like a foregone conclusion!

[Part 1 0:15:01] Lee: Yeah, I think you're probably right. The other factor is that they'd preferred to send young people down there who hadn't yet got married or steady girlfriends.

Jones: Yes, and an awful lot of us were Boy Scouts and an awful lot of us came from a similar background either grammar school or technical schools, middle class, working class but from professional families. That's a contradiction as who thinks about class now? I guess class in the '60s was quite important.

[Part 1 0:15:34] Lee: So did you pass that medical, because you must have had one?

Jones: Yeah, it wasn't, we had to go to..?

[Part 1 0:15:41] Lee: Harley Street?

Jones No, well yes I passed the medical I was very fit!

[Part 1 0:15:49] Lee: The ulcer didn't come up in conversation?

Jones: No, again I don't think that they were that keen, when you did the medical I seem to remember some guy in the Commonwealth Office, and we sat for a chat for 15 minutes, you know like the old army things, 'Can you walk?' 'Yes', 'OK!' [Laughter!!] Did you get it, yeah I walked OK that's fine!

[Part 1 0:16:19] Lee: What was the reaction back at home to this idea, what did your parents make of the idea our Graham going away for?

Jones: I think my father was very proud and use to tell all mates, and my mother was convinced she was going to die while I was down there! My girlfriend never really got over it I think, and most of my mates thought I was mad but I don't remember any great heroics or anything!

[Part 1 0:16:49] Lee: You would have had a period of time between told you were going South and actually departing?

Jones: Yes.

[Part 1 0:16:57] Lee: Was that a busy period, were you doing lots of training, cliff rescue type work?

Jones: Err no! I think I got back off holiday the beginning of August and found a letter saying I'd been accepted, and we had to do 3 weeks training at Lister's who made the diesel generators [Lee: In Dursley?] In Dursley, so we did 3 weeks there and I think I left on, I'll tell you exactly in my diary.

[Part 1 0:17:23] Lee: Roughly.

Jones: The 5th of October I think 1965, so I probably had 2 months and in terms of training we had a night and a day at Birmingham University, when we all got together and we got lectures from various people, who were very interesting, and that was it, then on the ship!

[Part 1 0:17:49] Lee: Basically you'd been employed as a diesel electric mechanic?

Jones: I'd been employed in a garage as a motor mechanic, and so I had 3 weeks training on generators, although when I had finished my apprenticeship I had gone to work with an electrician, for a few weeks to learn how to throw cable together and everything, but!

[Part 1 0:18:14] Lee: Sorry my question was more to do with what post BAS gave you?

Jones: Oh, I beg your pardon yes, yes, that was as a diesel electric mechanic.

[Part 1 0:18:19] Lee: So you had to brush up on bits of it at Dursley? [Jones: Yes.] Were they intensive days?

Jones: Err, not intensive, because bearing in mind I had just finished 5 years at college, so the diesel part of it was easy and it was very practical hands on stuff. I shared a room with a guy, Tom Allan, who later died down there, there was an article about him in the Fids' magazine recently, and I coincidentally worked with his cousin for 3 or 4 years, so I knew of Tom, knew the family, so it was a bit of a shock when he died, in my first year!

[Part 1 0:19:01] Lee: On your base?

Jones: No I was on Deception and he was I think on Adelaide or Stonington, but we'd both been diesel mechanics.

[Part 1 0:19:12] Lee: What happened to him?

Jones: Oh, I think he went out on a jolly and died in the cold, not quite sure of the details, I guess nobody ever is? But we'd had a fatal the year before at Halley and then we had a few other accidents as well!

[Part 1 0:19:33] Lee: Did that affect you at all? I mean did it make you think twice about certain things or perhaps be more careful?

Jones: I don't so at the time, because in your early 20's you're going to live forever aren't you?

[Part 1 0:19:45] Lee: Yeah, you're immortal aren't you!

Jones: And indeed one of the air party guys that we wintered with was, must have been in his 40's and I...

[Part 1 0:19:56] Lee: This is Jack Coggles ?

Jones: No, Jack Coggles' mate, Roy Brand, but there was the two fitters Jack was the senior I think, Jack was the Flight Sergeant the other guy was the Chief Tech. But we used to joke that Roy would die during the winter, and I'd built a deep freeze on the end of the hut, and so used to say we'd freeze him down and bring him out on Saturday nights, for beer! But the normal Fids thing was that you'd take the 'lead pill' at 40! So the fact that the guys died, we didn't admit to, who knows what effect there was underneath that? And I guess it's a bit like the military now, there's nothing you can do about it so you have to put it to one side and carry on don't you? Because as I say at that age you are going to live for ever!

[Part 1 0:20:43] Lee: Tell me about the journey South?

Jones: Bloody boring! [Laughter] We all shared cabins, two to a cabin, it took 3 weeks from Southampton to Montevideo, we could do some work on the ship 'holy stoning' decks and we got some time on the ship's wheel, but apart from that pretty boring, just watching films in the Fiddery and playing cards. Montevideo was very interesting and funnily enough I read somewhere years afterwards, if you want to understand Spain go to South America first. And the first time I went to Spain, I could see what they meant.

[Part 1 0:21:30] Lee: What did they mean?

Jones: It's the buildings and the style of the country and that sort, there was a mixture of the sort of arrogance and also at the time that we went down, there was a lot of eastern European hustlers trying to sell us leather jackets and everything, and it was just a fascinating mix! And we, I got to know a radio operator who was based there, and we'd chat to him and laugh about the country, but the inflation rate was there phenomenal even then, and there was buses, British built buses on the quayside, that the government wouldn't allow in for export licences and it was explained to us that would need a bribe! And one of the Uruguayan naval ships was laid up, because they couldn't afford fuel for it and apparently some locals had stolen the bronze propellers off them, so they could never go to sea! But it was just that sort of mixture of the grandiose buildings and the poverty, much as what Europe is going through now, but it had been a very wealthy country but was in decline, and again 3 weeks ago in Valencia you see this magnificent infrastructure of roads, and museums, but then you go round the backstreets and you see people that are pretty hard up! Again nothing to do with FIDS, so again I digress and must stop!

[Part 1 0:23:03] Lee: No, no don't worry were you forming friendships on the way down, which stood you in good stead later on?



Jones: Yes, but I wasn't based with many of the guys that were on the *Shackleton* on that first trip, but it was a very good atmosphere and though I know looking back, I haven't seen many of those since, they're spread all over the world as it were!

[Part 1 0:23:42] Lee: What did you make of Port Stanley?

Jones: Well the first thing that hit me in those days, but don't what it's like now, but the smell of peat when you come in, and it was great. It was a little village, we still have little villages like that in Surrey! I was working by that time, most of the time as in Port Stanley we had to fill 45 gallon drums with diesel, and so as the diesel mechanic, that was my job for several hours a day! And we were only in for, I seem to think about 4 days, when we had to go down to Signy as one of the scientists had sort of seen God, and they wanted to get him out. He'd been living in a hut and so we had a rush, and a medical evacuation to Signy! In the course of which, we hit a rock and sprung a rivet! And then went down, came out of Signy and 2 or 3 days later, the bo'sun dipped the tanks and found we had flooded all the holds! All they could really do is take the ship to Deception and beach her and repair the damage, and take all the, a lot of the cargo was ruined, particularly the electronics, the radio sonde and stuff like that! And so I stayed on that base then from mid November, November the 24th.

[Part 1 0:25:12] Lee: On Deception? [Jones: On Deception] A bit more about this, it was *Shackleton* that struck the rocks?

Jones: Yeah. [Lee: At Signy?] Yeah.

[Part 1 0:25:19] Lee: And when you say cargo was damaged, how badly?

Jones: Oh, a lot of it was written off, the electronics were written off, but when you're on a ship you've obviously got the double bottomed tanks, and you dip tanks for water, for oil and you can dip the holds as well for no traces of water. But we were told 2 or 3 days out of Signy, whoever was on the wheel, complained to the bo'sun that she was very head heavy and when the bo'sun went to look and she was on the point of sinking! [Laughter!]

Jones: So Deception and up on the beach and mend the hole!

[Part 1 0:26:00] Lee: Can you elaborate on that process?

Jones: Not really, because I wasn't involved with it, I think it was just a rivet and it was probably just a case of putting a coffer dam round it, you know like putting a box round it and fill it up with cement and I don't know I don't think they went over the side and riveted it, I think just repaired it. But we had to take an awful lot of cargo out, so I finished up, I was destined for that base anyhow, so I stayed there.

[Part 1 0:26:26] Lee: So you ended up with this rather useless..?

Jones: We ended up with a lot of useless stuff, I don't remember what happened to it, very good question, but I don't remember! Probably a lot of it went back on the *Shack*, but I do remember a that lot of the things like the radio sondes were damaged and electronic equipment.

[Part 1 0:26:49] Lee: So were you short of things at Deception because of this?

Jones: Not consciously, I think it was more going to be into the next year, and Deception was very much, well it was the air party base, and we had the hanger, but meteorology so there was only 3 met men, and in that year we built a new hut, so we had a carpenter winter with us. And we had some summer builders and a summer cook, but through the winter it was quite a small team and then after the air party went in September I guess then it was even smaller.

[Part 1 0:27:29] Lee: So what was it like at Deception, because you were hoping to go to the Antarctic, and Deception isn't quite the Antarctic, were you disappointed with the posting?

Jones: No, other than the fact that it wasn't on 24 hour power, because I really wanted to work with 24 hour power, it was a very pleasant a very comfortable place to be, it had a septic tank and we had a well! [Laughter!] So there was no shovelling snow or anything, that was all taken care of and then during the winter the septic tank got up and running so we had flush toilets as well! And there was plenty to occupy me because we had the hangar, so I could do maintenance on the tractors and also once the ships had gone out, there was quite a bit of socialising between the Chileans and Argentinians.

[Part 1 0:28:25] Lee: Let me come back about that in a minute, tell me more about the work you were doing? I thought the hangar was built to put the aeroplanes in?

Jones: Well it was, but it also a generator in to provide power for the aeroplanes and space for the tractors, so I could take tractors in there, certainly at a time when the aeroplanes were out! And bearing in mind, we only ever had one plane flying in all my time with BAS, because there was supposed to be two, but they kept smashing one up, so they didn't work and...

[Part 1 0:29:01] Lee: Were you ever there when an accident happened?

Jones: No, I was there when there was a plane that they were waiting for parts for...and my photographs actually show the aircraft outside of the hangar. No they must have brought it in, the guy before Jack Coggles had been very worried about problems with the aircraft, I think probably they had crashed one aircraft down South and just got the one back up to Deception, because in those days the aircraft wintered on Deception, it wasn't arranged to fly them out to South America, and afterwards I think the first Twin Otter

came in about '69. [Note: Actually was summer '68/'69] Just as I was leaving we had a Pilatus Porter before that and the pilot was called Ayers.

[Part 1 0:30:02] Lee: John Ayers?

Jones: John Ayers, we always knew him as 'Pubic' so! [laughter!]

[Part 1 0:30:09] Lee: I wonder why!

Jones: And I shared a cabin with him on the trip back, and he was absolutely lovely guy and he broke the legs off that!

[Part 1 0:30:19] Lee: So what would be your responsibility then at Deception, what was uppermost in your mind?

Jones: Keeping the power on when it was needed because if the radio operator missed 2 skeds I think that caused the panic buttons to be pressed! So making sure that the generators started, so the meteorologist would do 3 hourly Met checks and they would be transmitted twice a day I think to Port Stanley, and the radio ops would take traffic at other times.

[Part 1 0:30:57] Lee: So how often were you turning the generators on and off then, every 3 hours?

Jones: No, we would probably, well depending on the time of the year, in the summer they would go on for maybe an hour in the morning and maybe an hour or so in the afternoon, just to charge the batteries, because there were the generators in the shed plus a big bank of lead acid batteries. So we had 2 lighting systems, 240 volt lighting systems that powered the appliances that we had and then the batteries, so we had like 12 volt lighting throughout the hut. Once we had built the deep freeze then obviously we needed power for that and then which meant we were running for longer, but just to get the oil, I mean all the oil for that base came in 45 gallon drums, so it all had to be pumped out every day and the oil, diesel solidifies or waxes at about 20 degrees, so you always have to make sure you've got reserve tanks in the generator shed, that's full of oil at the right temperature so topping tanks up every day.

[Part 1 0:32:11] Lee: Was this kind of thing a bit of a struggle, daily struggle to get the generators up and running in time for skeds?

Jones: I don't remember anything on FIDS being a daily struggle it was a pretty easy life really!

[Part 1 0:32:25] Lee: So the generators behaved themselves did they?

Jones: Yeah, like any engine if its set up properly it'll run, it's only if isn't set up properly, that it won't run, but properly maintained and they were Lister diesels that had been designed to run anywhere around the Empire and with the minimum amount of maintenance. The later engines that we started to use, the Fords and the Rolls Royce's were much more delicate because they ran at higher speeds, the Lister's ran at 1000 revs and the Fords at 1500. But the Fords were shorter strokes had a slower piston speed then the, this must sound very boring.

[Part 1 0:33:10] Lee: No, no it's interesting.

Jones: So then at Deception we had the two Listers and there was a Royal Enfield in the hangar, and I think there was a Royal Enfield in the generator shed as well, so that in the summer we could just charge the batteries with that. So, no it wasn't hard work and the again I had 3 tractors, one with just wheels, one with half tracks and one with full tracks, so provide they were maintained and the fuel tanks filled every time they were used, so you didn't get any condensation in them, they were great! They ran on aviation petrol anyway so were usually easy to start.

[Part 1 0:33:54] Lee: These were Massey Fergusons weren't they?

Jones: Yes, Fergie 35's.

[Part 1 0:33:59] Lee: What were they used for?

Jones: Well theoretically for moving the aircraft and moving cargo, we had like a transporter bucket on the back to take the gash up to the tip which was half a mile away, but that was about it you couldn't really go for a jolly on them. Because Deception the Whalers Bay was on like a sort of a flat bay, but then you had to go over a ridge of mountains to get to any of the other bases, so you couldn't take a tractor over. I was told by somebody who had come down I think I said to Bill Sloman, 'Why have we got 3 when we only need 1?' 'Well if we reduce the indent for this year, the budget will cut and we won't get it for next year when we might need one', so that could be the answer!

[Part 1 0:34:53] Lee: Pardon my ignorance, if you're using a tractor only occasionally, isn't that actually worse than using it all the time?

Jones: Yeah, it's like using any engine all the time so especially when you are running on petrol, because when you start them up you get a lot of condensation in the cylinders, which wears the cylinders. The only thing was they ran such short distances that it could well be that it didn't matter. I had to change a clutch on one I remember and mend a puncture on the back wheel of another one and only had a foot pump, so that was probably the most arduous thing I had to do!

[Part 1 0:35:32] Lee: And the same with the generators, I'm surprised you were turning them on & off so frequently, that just didn't run for 24 hours a day?

Jones: Well, a) it was saving fuel of course [Lee: Yeah] but also diesels are not like petrol, that's why they use diesels for milk floats and things you can stop them and start them much more easily.

[Part 1 0:35:56] Lee: Was there any boats to look after?

Jones: Yeah, two boats at Deception and I think 3 or 4 Seagull outboard motors. But little tiny things you know, it wasn't till I got on the *Shackleton* and got some nice biggies about 40 horses!

[Part 1 0:36:16] Lee: Did they demand much of your time?

Jones: Yeah, I mean the outboards did because they were so delicate and probably over-used, because when you were using a boat if it wasn't for fishing or a jolly then they were going to maybe one of the other bases in the summer. So some fairly long runs and there were these delicate British 2 strokes and occasionally a pin would come out and fall in the water and you'd have to strip them out again and rebuild them!

[Part 1 0:36:54] Lee: And they were also used, weren't they to service the lighthouse?

Jones: Yes, I had an acetylene powered lighthouse at the other side of the bay, which I had to go across and do that, lug a bottle of acetylene into the boat and then out of the boat, up I suppose it was about 30 metres up the side of the mountain to the lighthouse. So I was a lighthouse keeper as well! [Laughter!]

[Part 1 0:37:25] Lee: What was the purpose of the lighthouse?

Jones: Well have you seen a map of Deception?

[Part 1 0:37:30] Lee: I have been there!

Jones: Oh, have you OK.

[Part 1 0:37:32] Lee: Just tell me why?

Jones: Well it's to stop ships running aground inside the Bellows, there was one I think maybe two whale catchers that had run aground and their remains were still there! And of course we got some fairly big ships from the Argentinian navy going into their base and it was just to show them where the shore was and the dangers of it.

[Part 1 0:37:55] Lee: Was it running 24 hours a day 365 days a year?

Jones: Should have been I'm sure it was, it was just a question of burning an acetylene flame, so other than replacing the gas I don't recall any other sort of disasters with it.

[Part 1 0:38:13] Lee: So there wasn't a revolving lens on it?

Jones: No, I don't remember how it worked now, which is probably an indication of how reliable it was as it wasn't taking up all my time! I could probably still strip down a Seagull and put it back together again, because they were probably the greatest bit of, source of problems, that and the deep freeze!

[Part 1 0:38:39] Lee: So how was it crossing, across the lagoon on a small outboard motor?

Jones: Probably quite hairy, you think back to what was it, *Amazons* and, what was the kids' book?

[Part 1 0:38:48] Lee: *Swallows and Amazons*.

Jones: *Swallows and Amazons*, think 'I must head into the wind', and then you think, 'Oh shit! If I do that I'm going to go the wrong way', yeah quite hairy little rowing boats with a little tiny engine on the back of them!

[Part 1 0:39:08] Lee: Hairy or very hairy or just marginally hairy?

Jones: Marginally hairy when you got out, but quite hairy when you are right in the middle of the lake, because again we had a life jacket, but the survival temperature of the water is, I don't know, minutes!?

[Part 1 0:39:27] Lee: And you were going solo? [Jones: Yeah!] And your mentor was Arthur Ranson?

Jones: Yeah, probably that and Baden Powell. [Lots of laughter!]

[Part 1 0:39:39] Lee: Tell me about the deep freeze, I would have thought one of the last places you would need a deep freeze would be the Antarctic, so what was its function?

Jones: Well its function was to give us a variety of food, bearing in mind the Americans and even the Russians had deep freezes. Frozen food needs to be kept sort of -18 to -20 degrees and it was very rarely that sort of temperature, so the hut we had at Deception was fibreglass and the deep freeze went on, like a fibreglass extension and the motor was in the galley. So the motor was in a hot area, all the cooking was done by coal fired Agas so the area around was quite hot, and so that the idea was that the deep freeze would run, it was never fully laden with food while I was there, because I was given sort of a box of bits and said make this run! And I guess the next year perhaps they sent the food down? But it was a very good idea, because we lived off canned food. When the ships came in

you got some eggs and some guys ate penguin eggs, which didn't really appeal to me. Some guys ate seal and again that didn't really appeal to me, so we were living off canned food Hafna hams and corned beef. Virtually no vegetables, canned vegetables obviously, accelerated freeze dried meat & fish.

[Part 1 0:41:16] Lee: I've heard about these tell me more?

Jones: It was like a piece of cardboard [Laughter!] which you soaked overnight in water with Worcester sauce in and the next day you cooked it, and it tasted like a piece of cardboard which was bigger than the day before! [More laughter!] AFD is the now like an acceptable practice, but in the 1960's let's say it was just starting out in its technological journey! But if you soaked it longer enough and then made a scragde with I don't know, baked beans and tinned peas or vegetables it was edible!

[Part 1 0:41:59] Lee: So did the freezer present you with any struggles or problems, a) installing it, and b) keeping it running?

Jones: Yeah, fridge motors trip out when they get too hot, and one of the biggest things in running equipment in the Antarctic is keeping them cool enough, if you got high winds and drifting snow, blizzards then they blow in and short out all the electrics, you have to shut the windows and consequently one of the biggest problems diesel mechanics usually faced in those days, was that the engine rooms or fridge rooms overheating! Rather than being too cold, so daft isn't it but unintended consequences of having to seal something up.

[Part 1 0:42:47] Lee: Was it sizable, could you get a couple of sheep in there?

Jones: Oh yeah it was probably 2 metres deep and maybe 3 metres deep and metre & half wide and two & half metres tall, it was just like a big sentry box. It was probably sort of a toilet extension, which been made in fibreglass and bolted on the backdoor!

[Part 1 0:43:16] Lee: So how did the frozen food get to Deception Island or were you freezing your own?

Jones: No, I think the idea was it would be, it would come out of the ships' freezers, but as I say the only frozen food we got was from the Americans, who when they visited would give us steaks from their ship. The American base at Palmer Island used to have a problem that they couldn't get to the other stuff past the steaks, because they had loaded the fridge in the wrong way so the fancy fish and crab was at the back of the freezer and the beef was at the front! So no, we got frozen meat when the ships came in, but as I say by the time I'd got the system running it was the end of the summer and then I was out of there at the Christmas time, to go down to Argentine Islands.

[Part 1 0:44:07] Lee: Tell me about fraternizing with other bases then, you say you went across to see the Chileans.

Jones: They were great guys!

[Part 1 0:44:11] Lee: And the Argentinians I guess?

Jones: Yes great guys, I went with various guys, Bob Burgess the pilot and I had two or three days in the Argentinian base, we walked around and spent a few nights there. That was very good, they were Argentinian Navy, so there was 3 officers and their doctor and then there crew, and we had a very pleasant time and there's a tremendous British influence in Argentina, but again this wonderful British arrogance, everyone used to laugh at the Argentinian Base Commander, who was a guy called Pablo Deminche and because he thought that the island was volcanic and that it was dangerous posting! And our people thought, 'Bloody foreigners!' You know they don't understand this, and that must have been 6 months before the island exploded and everyone had to be evacuated!! But they were very good, there was some quite amusing things, one of their cooks had been at Sunderland standing by a ship they were converting, and one night we were talking and he said he had learnt some English and I said what was that? And he thought for a bit and said 'Time gentlemen please!' [Laughter!] Which I said 'Yes that's a pretty good assessment of what the UK was like at that time', but they were great!

The Chileans were Chilean Air Force, their Base Commander Bob Stangis was half German and half Scottish and he'd grown up on a city on the Pacific. And we were talking one night and he was saying how his father had a brewery in Chile and during the Second World War and all the German businesses were apparently closed down in Chile, so then quite poor! And his father had invited all the officers of the *Graf Spee* to dinner, and then two weeks later his mother had invited all the officers from the *Ajax & Achilles*, that's the British squadron and then a month later they were all shooting at each other on the other side of the continent!! But Bob was great and he wanted me to go and work for a copper mine in Chile, but I decided to come home instead.

[Part 1 0:46:55] Lee: And are the rumours true about the vast quantities of red wine and beef steaks on the foreigners' bases?

Jones: Yeah, probably I mean we had, you asked about frozen meat before and I had totally forgotten that! I mean we went to a wonderful barbecue on the Argie base, which they called 'Asado' and I first ate *empanados* and this was great, absolutely wonderful meat. Chileans I seem to think ate more sea food, but we drank a lot of red wine! And I also learnt that in Chile having red wine down your shirt was a sign you have enjoyed yourself, rather than something to be embarrassed about! [Laughter!] I always wanted to go back to Chile and never did.



[Part 1 0:47:47] Lee: Were there sort of diplomatic overtones about all this, were you having to deliver letters and so on?

Jones: Yeah, the Base Commander was having to. [REDACTED]

[REDACTED] But we were obviously having to do foreign shipping reports, but Ray Adie who was the Deputy Director and came down on my first year, stayed for a few days on the base and it was in the summer and I don't know whether you ever met Ray Adie?

[Part 1 0:48:23] Lee: Sadly not, no!

Jones: A lovely man, a South African with a very strong South African accent, and he really amused me, I keep thinking about it, he said we ought not to be fraternizing with the Argentinians! And he said 'We British have got to make sure that we set an example on the island!' I said 'Yeah', but you know our example was doing things in sort of a half hearted very poor way, and these guys had probably 30 people on their base, with duplicates of staff, I think the reason they offered me the job in Chile was that we had one person of each trade, so 1 mechanic, 1 radio operator and 3 Met men obviously because of shift work, whereas they probably had a crew of 6 guys looking after their generating and engineering.

[Part 1 0:49:24] Lee: So they weren't over-worked? [Jones: No.] No, did you get any sense other people have said the difference between the Brits and South Americans, is that the Brits wanted to be in the Antarctic and the South Americans didn't?

Jones: Yeah, that's probably a good point, because they were military it was a posting and it was a posting which would help their promotions. And the only other time both nations seemed to have worked overseas was when they were buying a ship, which was probably from the Dutch or the Americans or us! Or buying an aircraft and indeed, when I'd been home for a couple of years two of the guys who'd been fitters on Deception Island, and had been their diesel mechanic equivalent had come up to Dunsford on a course and had gone round to see my father, because someone on the base knew where my dad lived, and I went down and had a good night with them! So, yeah we probably wanted to go down there they just saw it as posting, they'd been in the States obviously on courses the officers had. The dealing was basically with the officers because of course they were the ones that spoke English, quite interestingly though, I'm going to digress but as an interesting social thing? They bought some British aircraft and I, and because the Vietnam War was on, the Americans couldn't manufacture aircraft enough for the Vietnam and I'd said to Roberto Stangee 'So now you've bought the Hunters, will you carry on with them?' And he said 'No we can't afford that, because you've changed all your spanners to metric and if we had to re-equip our air force it would cost us far too

much money we haven't got that, so no we'll go back to buying American, we'll just buy enough tools to fit these planes!!' And you suddenly realise maybe one of the reasons why our engineering industry disappeared, was that we'd moved away from the American standards, yet most people in the world are still using feet and inches!?

[Part 1 0:51:47] Lee: Imperial yeah!

Jones: Imperial yes, yes.

[Part 1 0:51:48] Lee: Did the South Americans ever visit the British base?

Jones: Oh, yeah, yes some great piss ups! Parties! [Laughter!] Yes they did, so in fact the guy I replaced at Argentine Islands, was a guy called Geoff Blanshard who was an RAF corporal ground equipment fitter and he was flown out of Argentine Islands and up to Deception, and then the Argentinian doctor came and stayed with us for it seems to me a week, but certainly several days, looking after Geoff and indeed I got a Christmas greeting email from Raul Camino this year! So yeah, they came and stayed but they would tend to come over by boat rather than, the Chileans walked once or twice but usually came by boat, when the ice was clear and before their ships were in and stayed because we had plenty of room, because we had the new base and the old base with bunkrooms in it, and anyway we was very glad to see visitors!

[Part 1 0:53:10] Lee: You had a visit from someone called Bill Tillman?

Jones: We did indeed.

[Part 1 0:53:13] Lee: On Deception Island, now I've have heard about him, but I know very little about him, what can you enlighten me?

Jones: Major Bill Tillman was apparently a famous mountaineer who'd attempted Everest, but he had a Thames pilot cutter, I've got some photographs of it which I found for a talk I was giving. He had come down with a crew of people to climb some of the mountains, Elephant Island I think? And came into us, between Christmas and New Year for provisions, apparently he'd lost somebody overboard on the way down from between UK and Montevideo! Picked up two or three guys in Montevideo and they stayed in the hut one or two nights, but tied up alongside of the *Shackleton*, very interesting sort of 'Son of the Empire!' Because a lot of these guys, a lot of Fuchs guys I think had been long range desert guys during the war and misfits from all over the Empire! Never settled to anything, 'Think I'll go and explore the Antarctic next, if someone will pay us' sort of thing!

[Part 1 0:54:29] Lee: So you met him personally did you?

Jones: Who? [Lee: Tillman.] Yeah, he spent the night, I don't remember now if Tillman spent the night at the base, but certainly two or three of his crew did, he may have gone back to his ship and then the *Shackleton* came in and he tied up alongside the *Shack*, and I think I sent a photograph on there, which I think hasn't come out very well, but that was Tillman's boat.

[Part 1 0:54:55] Lee: Ah yes, a tiddler next to the Royal Research Vessel!

Jones: Yes, and it was I think it was built in about 1900, it was a Bristol pilot cutter.

[Part 1 0:55:07] Lee: Just turning up out of the blue wasn't an imposition and the base didn't resent it?

Jones: No, just pleased to see people, 'Come on in have a beer'? [Laughter!]

[Part 1 0:55:18] Lee: The other incident on Deception, in the summer of '66, was the carbon monoxide scare?

Jones: Oh yeah, that was when Raul was staying with us, when because we had coal burning fires and because we were in the plastic hut. There'd been a very high wind in the evening, the stoves had all been filled up with coal and then banked down and the wind had dropped in the night and so the hut filled up with carbon monoxide, so when the Met man got up at 3am to his observation he passed out! Fell to the floor and then obviously came to, and put the rest of us on the shake! But the poor bugger that had come up from Argentine Islands very ill and had to be woken up. So I don't remember what time it was, but I do remember walking along the beach very early in the morning, so guess it was about 3.30am Phil would have got up about 3am for the 3am ob.

[Part 1 0:56:31] Lee: Was it a close call?

Jones: Yeah! Yes I mean if the guy passed out when he stood up, I don't know perhaps another hour? We all had fairly strong bladders then, so you didn't get up in the middle of the night for a pee like you do now! So, yes I guess we could have all have had it!

[Part 1 0:56:53] Lee: Was there any change in policy or procedure after that to avoid it happening again?

Jones: I guess there was, other that maybe we took more interest in the weather before we went to bed, to make sure if there was a wind, maybe we left windows open? Because the hut was so well sealed that there was a Vent-Axia in the galley, but if you switched that fan on the other stoves in the building would go out, because there wasn't enough draught! That was the first hut of its type, so I guess the later designs had a hole banded in them! This problem about drifting snow is not confined to the Antarctic, if you remember 3 or 4 years ago a number of the Euro Star trains broke down because snow

was getting in from the vents into the generators, so similar sort of problem. But I guess a good health & safety report, as a result of this, we did that! Not sure I actually remember us thinking that far ahead?

[Part 1 0:58:03] Lee: Did the heating work, were you comfortable in those huts?

Jones: Oh yeah, ahem in the fibreglass hut when it was really cold, I think our bunks were you know were on the side of the hut and I seem to remember my sleeping bag getting frozen to the outside wall once or twice! But in the main we had a water heater in the boot room, but a fire in the lounge and one in the kitchen, the Aga in the kitchen and so yes, I don't ever remember it being cold inside.

[Part 1 0:58:45] Lee: There were two things that you touched on earlier, that I will just ask you about then we'll take a break. One was managing the diesel fuel because of under of under-reporting in earlier years, how do you manage diesel fuel, how do tell if diesel is being used or not?

Jones: Well you just go round and tell people to turn their electric fire off, or cut back in that sort of way, so you are monitoring the load all the time and obviously monitoring the consumption on a daily basis. Because that's not as difficult as it sounds when you are running generators, like watching the meter when you are at home. If you have to pump up so many gallons a day and the next day you need a lot more you realise, that you could always see the consumption anyway, see what it is.

[Part 1 0:59:29] Lee: So it never got critical?

Jones: It got pretty close towards the end when the *Shackleton* came in. We had two latter tanks I really don't remember what they hold now, but they were quite big tanks maybe 10 tons each of fuel. So they'd used those in the previous year, plus the contents of the Braithwaite tank, so yeah it got pretty close!

[Part 1 1:00:07] Lee: Were you making yourself unpopular by being stringent?

Jones: You'd have to ask the other guys, I don't think so, I think everyone understood. We'd I think only two or three breakdowns when the power went off, so don't think it was that bad, and I think everyone just understood you to be careful with it. The radar used to take a lot of power when it started up, but that was only once a day usually.

[Part 1 1:00:37] Lee: What about this 'Dear John' letter? Here you were going South to raise the money to buy a house for you and this lovely lady back in Britain, and then you get a letter and I wonder how you felt about it, and more interestingly how the base responded to your predicament?

Jones: Well that was very common so the normal routine was to put the 'Dear John' up on the dartboard and throw darts at it! [Laughter!]

[Part 1 1:01:03] Lee: So it wasn't a secret, everyone knew?

Jones: No, ahem again quite funny, Deception, the hut at Deception and the generator shed, were obviously separate with a long corridor because for fire precautions and a diesel electrician prior to me, had received his 'Dear John' and it was alleged that he'd gone out and shot himself!? It was certain, he had shot himself as he was buried in the cemetery which was next to the hut. And I must admit on a few nights when it was dark and I switched the generators off, and had to go down the alleyway and you could hear the snow sort of blowing across the hut, I did think 'Jesus I wonder if there is something in this spiritualism business!? I wonder if Arthur is watching me?' You mentioned something about psychologists going down when someone had been killed?

[Part 1 2:10] Lee: Yes.

Jones: One of the things that really stands out in my mind, is when we were at Birmingham for the first conference somebody, one of the Fids who was going down, a guy from Belfast asked if any psychological profiling or any work had been done, psychologically had been done on Fids. And that threw the stage into total confusion! And it was like who is this guy!? 'No-no we don't find that's necessary with the British!' [Laughter!] And it was total bloody confusion! I guess you just park these things, and perhaps a long time later when you start thinking about, now I think of the trauma to that poor girl, because there were lots of guys that were engaged and in the same position to me, when we could get through with amateur radio, but the most that BAS did was to get our parents to go to the BBC and make a broadcast that everyone could hear! It wasn't that the technology wasn't available, because it was! And the radio operators had amateur radio gear, which we were talking to the world with. I think it as an attitude of mind, possibly uncaring but they could have done a lot more for the people that were left behind.

[Part 1 1:03:44] Lee: Communication wise?

Jones: Yeah, and I think also this thing about two & half years was far too long really, I mean yeah its fine in the war there were guys that were sent to Burma for 4 or 5 years and never came home. I don't think anyone asked the effects on their families 10 or 15 years after that? Round here the number of guys, that you see in the streets in Marlborough, Devizes and Andover, with a can of lager that have probably out of the army, who've seen some dreadful things, nothing like that on FIDS, but there must have been some sort of stress there!?

[Part 1 1:04:25] Lee: So was it unrealistic to think actually jumped on a ship to head South, when actually there was a young lady waiting for you two & half years later?

Jones: I think it was unfair, because it would have put a lot of stress on her you know, in the '60s everyone was sexually active and it was asking an awful lot for someone to do!

[Part 1 1:04:46] Lee: You missed quite a bit of the '60s didn't you?

Jones: I did, we got *Playboy* and that was sent down in spares luckily!

[Part 1 1:04:56] Lee: Sent down in spares?

Jones: The company Petbow that made generators that I had at Argentine Islands, I opened up one of the cases of spare parts and they'd sent in a load of magazines for us! [Laughter!] Which I thought was a lovely thing for them to do! Yeah, but we missed all those sorts of things, I left in '65 and came back first in '68 and I, there was something on BBC 4 the other night about Epsom and I was at Epsom races in '68 and people there looked so old fashioned then, so all the talk we get of the Jagers and everything, when you look at perhaps '68 things hadn't changed that much, other than in Central London, but yeah we missed all the good interesting bits! Drugs, and indeed it wasn't, I was working as an interim manager in Liverpool 4 or 5 years ago and I suddenly realised I could recognize guys that had been drinking, but I knew nothing about drugs! And I thought, yeah I missed all that, I never had a chance!

[Part 1 1:06:08] Lee: Just as well! [Jones : Probably!] Talking of drugs lets have another coffee.

Jones: What a good idea!

Graham Jones Part 2:

[Part 2 0:00:00] Lee: This is Graham Jones, Part 2, interviewed by Chris Eldon Lee on the on the 29<sup>th</sup> January 2013. Graham Jones Part 2.

Did you know that you were going to be spending your second season somewhere else Graham?

Jones: Oh, on another base? [Lee: Yes.] Yes I had indeed, and when Ray Adie was staying with us in the first summer, I'd said I'd like to go on to a base with 24 hour power, and he said 'Yes', and so I didn't know it was going to be Base F, the alternative would have been Halley Bay I suppose, but thinking about it practically I don't suppose they could have got me back up to Signy to catch the boat to go back down, so yes I knew I was going to be on another base.

[Part 2 0:00:45] Lee: Was that just for the professional challenges or was it because it was more adventurous, there was more dog work & field work?

Jones: No it was the professional challenge of operating a 24 hour power system, boring isn't it!?

[Part 2 0:00:57] Lee: How did you rise to the challenge?

Jones: I think alright, as I said to you earlier on we kept the lights on, I don't think they went off more than a couple of times, perhaps the other guys may well say, 'Oh yeah the power was going off every week!' But I don't remember it like that.

[Part 2 0:01:17] Lee: So you weren't under stress then? [Jones: No.] No but you were running the generators 24 hours a day [Jones: Yeah.] and if there was a power cut it was quite bad news wasn't it for the scientists?

Jones: Yes, because particularly the physicists had atomic clocks and it took them a long time to reset them and they also had voltage stabilisation equipment, so that caused all sorts of problems to their gear! So I tried not to cut it out, and I saw one the physicists, Peter Morgan, at a reunion, back in the summer and he didn't say, 'You were always cutting my power off and causing problems', so I assume it was OK! And Dudeney was the beastie man<sup>1</sup> and we're still talking!

[Part 2 0:02:03] Lee: Were these still Listers again?

Jones: No they were Fords, Petbow Fords.

[Part 2 0:02:07] Lee: Better or worse than Listers?

Jones: Oh, much better! More modern 6 cylinder trunk engines with brushless generators, so different sort of generation altogether!

[Part 2 0:02:21] Lee: What would cause a power cut, why would they trip?

Jones: Once it tripped because I'd serviced the generator and brought it back online, and I hadn't fully opened the fuel valve so it starved of fuel! Another time I think we'd got drift snow into the control panel and it had shut off, because we'd left the window open, I mean I'd left the window open! And the snow got in, and I think maybe in the summertime running with very light load a couple of smaller generators, one may have tripped off with a power surge when we put the radar on or something like that?

[Part 2 0:03:06] Lee: Well weren't you responsible for the radar?

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<sup>1</sup> Ionosphericist - the Ionosonde was affectionately known as the 'beastie'.

Jones: No, we had a radar operator/mechanic who was the base commander that year, Brian Swift who lives at Abingdon and he was an RAF corporal. But I'd worked with him, we had something broken on the dough hook on his radar, and I helped him with that and also Sunday mornings we would go in, the radar took two people, the operator driving the radar and somebody then with the slide rule making the calculations. So I'd sit next to 'Speedy' and I'd enjoy that, but I think I put in the note the dangerous thing was, we had a hydrogen generator to blow the balloons up and then the radio sonde equipment, which was a little very delicate piece of electronics which went up under the balloon, and then a radar reflector so then the radar could find them at a distance! And the skill was coming out of the balloon hut without touching the side and bursting the balloon, in a high wind and then getting it up and out of the way before you were sterilised by the radar! [Laughter!] And then running across and getting in the radar, and we would, that track could last up to 90 minutes if 'Speedy' didn't lose it! So there was that and guys in the sonde room who were tracking the radio sonde put out 3 signals: pressure, temperature and humidity, and we were measuring the height and the distance that it was from the radar, hence the slide rule too.

[Part 2 0:04:50] Lee: So did you become something of an amateur authority on meteorological matters?

Jones: Did I?

[Part 2 0:04:55] Lee: Yeah!

Jones: No I was more interested in the concept of using hydrogen, nowadays using hydrogen, generating hydrogen in that way, anyway the techniques I guess?

[Part 2 0:05:11] Lee: Well how was it done in your day, the pellets?

Jones: Yeah, I can't remember it was aluminium and, I can't remember what the other constituent was? But now of course there is all the talk of about running hydrogen powered vehicles and round here the amusing thing with the Olympics, when I think there were running hydrogen powered vehicles, taxis in London, but having to put them on a car transporter to take them to Swinsford to fill them up at night, because one of the only people with the pumps! But I mean it was a very interesting base, because I also had to help build a non magnetic hut and we used to use Pyrotenax copper covered mineral insulated cable, as heating strips. And we had a non magnetic hut built on an Island and had to put the heating into that and the wiring so it was quite an interesting base to be on!

[Part 2 0:06:12] Lee: Did you get off much?



Jones: Off the base? [Lee: Hem!] No, I think we did a couple of trips with the dogs and go over to the mainland, but no apart from that, obviously local sort of around in the boat and sealing and things like this, but no it was quite a small Island and so you are stuck there!

[Part 2 0:06:32] Lee: Are there any particular incidents that you recall, are amusing or worrying?

Jones: No actually I mean I spent a lot of time, I had a radio, amateur radio license and spent a lot of time on the radio and I guess that's sort of the main focus.

[Part 2 0:06:59] Lee: What was your call sign?

Jones: PPHAI!

[Part 2 0:07:02] Lee: Everybody remembers their call sign!

Jones: Absolutely and somewhere in a bag in a container in the village which we use for storage, I've got a bag with load of QSL cards! But again my QSL manager was a guy Hansie Mary Henry-Hank who was based at somewhere like Cirencester or Berkley. But we had a chat with him one day and he was mobile going down the A4 past Heathrow and his signal was dropping, and said 'Sorry lads but I'm having to slow down at the lights and the power's dropping on the set!' So this is 1967, when the technology was there with private amateurs and BAS was still sending our parents to the BBC to do a programme! We could have just used all sorts of things I mean Skype and that wasn't available then but?

[Part 2 0:08:02] Lee: So were you working the whole planet then, were you able to reach all 4 corners of the globe?

Jones: Yeah, apart from Midwinter when it went black, yeah at different times of the day, I worked Russia and Japan, obviously the States, South America, Australia and New Zealand, I mean the radio operator Robin Diamond built a cubical quad antenna and that was directional you could turn that around.

[Part 2 0:08:35] Lee: Was it fun?

Jones: It was great fun! Robin himself was a great guy, he'd been a 'listener' in his national service in the army in Berlin and he had some tremendous stories about all sorts of things! We had a very good crew of people. One of the things that stands out in my time with FIDS, I can never remember any serious arguments or people falling out with

anybody else and getting a monk<sup>2</sup> on! Everyone seemed to be extremely well balanced and well behaved, it was a pleasure really!

[Part 2 0:09:17] Lee: Did you think the isolation actually helped, the fact that you were all cut off together, you hadn't got a lot of option really but to get on together?

Jones: Yes and I think, yeah I mean I had a generator hut and a little office that I could go and sit in, if I really felt a bit black and you could always go and talk to the dogs or something! I think afterwards it made me a much better manager, because you learn to get on with people of all sorts of types and so when you are working properly, then that becomes quite an important skill I think and that probably the one thing that I got out of FIDS more than anything else, being able to work with people!

[Part 2 0:10:01] Lee: There are, there have been cases brought to my attention where the radio operator became slightly detached, from the rest of the crew because he wasn't only trapped in that location, he was playing the World or hearing what other huts, bases were up to, and I wonder whether there was any sense of that, the fact that you were communicating round the world, when you were not quite one of the lads?

Jones: Might be, but I wasn't conscious of it, you may talk to other guys that I wintered with and they may say that. But I wasn't conscious of, it maybe there was a clique of those of us that had amateur licenses and those that didn't. But I wasn't conscious of it!

[Part 2 0:10:41] Lee: That's OK. Did you have an interest of in what was happening elsewhere in the world? I mean, [Jones: Oh yeah!] You did, you didn't switch off?

Jones: Oh very much so, in fact I think it gives you a good focus, even with short wave radio and you can hear South Africa and Lourenco Marques and it was a very interesting time! There was Radio Vatican City, Voice of America, Cuba-Voice of Cuba and then American Cuba Libre, so you could get quite a good picture just by listening rather than doing anything else. And the guys that we were with, many of them so interesting, Dave Walter our Base Commander at Deception was as I [REDACTED] [REDACTED] His brother had been with Stirling right at the start of the long range desert group, yeah Dave [REDACTED] his brother had been in North Africa, his brother Dave used to say had never missed a year when he hadn't been in combat! Right up to the time, he was even, [REDACTED] [REDACTED] [REDACTED]

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<sup>2</sup> A Trappist monk!

[Part 2 0:12:08] Lee: So you were able to pick on the World news, and did it mean much at that time those of us on the rest of the planet, were getting quite concerned about the Cold War and Russia and America. [Jones: Yeah!] Did that worry reach you?

Jones: Yes of course it did, because I mean 'Bravo-Bravo', Bob Burgess our pilot, had been a Lightning pilot in Berlin, and would be talking about and having to scramble and fly up to the 'Wall' to see how fast the Russians could get off the ground, and then going up vertically on afterburner to avoid getting shot down! So Jack Coggles, there was a lot of military guys who were involved with the Cold War! There was also a few military guys who were in things like the Trucial Oman Scouts because they couldn't cope with wearing a uniform, so one of them was a diesel mechanic with us I think, who'd been in the air force for 15 years, and hadn't worn a uniform more than 3 days in all that time, sort of thing! So yeah, you were totally conscious and coming down on the *Shackleton* in '68 we carried a guy, I looked him up I couldn't find him, sure his name was *Dana Bailey*, but think he was a South African geologist who had published a book in Russia, and had to go to the Soviet Union to spend the money because they couldn't get the roubles out! And he had been in, was it Budapest? When did the the Russians go in?

Part 2 0:13:50] Lee: Fifty six.

Jones: '68 it was Prague, wasn't it Prague? [Lee: Yeah.] He'd been there at the time, and he was saying how different what he'd seen on the ground was from what we all heard in the West, and it was quite interesting to hear those guys talk! And then of course we met Russians and we met Americans, the Americans seemed incredibly wasteful you went on the American bases like Palmer, they had loads of spare equipment so if something broke down they'd just use another one! The Russians seemed to have salvaged everything from the war and repaired it, the Russian guys seemed much better educated than the Americans, the Americans we knew were basically Coast Guard or Sea Bees, who seemed pretty uneducated! In that you would imagine guys in the navy would know where the main harbours were in the UK, but a lot of the guys didn't know where Southampton was! [Laughter!] The Russians, we couldn't speak Russian only one or two of them could speak English, but I remember them coming onboard the *Shackleton* on one occasion and drinking rather a lot! And then suddenly a guy who was like the second steward said something to the captain who shut up immediately and they all decided to leave, so presumably he was the Commissar we'd all read about! Yes, quite interesting the whole world was changing in that time I was down South, you've probably gathered I'm not a great believer in authority which probably made me a very bad person to manage later on in life! But there were the peace movements in the States, the Bob Dylans of this world and the Pete Seegers and we were all into folk music at that time. But South Africa was changing and it was a fascinating time, very lucky.

[Part 2 0:16:03] Lee: What did you do for entertainment, I think you mentioned briefly the BBC broadcasts?

Jones: Yes, we put on 45's from the BBC and listened to old programmes like *Flying Doctor*, playing *Flying Doctor* by lining all the chairs when we'd had a few drinks on a Saturday night! [Laughter!] The call, the catch phrase was something like 'Flying doctor to Wollongonga base, we are going down folks hang on to your braces' and we'd all play flying airplanes in the lounge!

[Part 2 0:16:35] Lee: These were all BBC transcriptions?

Jones: Yeah, all BBC transcriptions and at certain times of the year, you could get the Falkland Islands Broadcasting Service which of course was shorted down to FIPS, which I always thought was a wonderful name for a radio service and perhaps the Russians should have adopted it as well!

[Part 2 0:16:52] Lee: They probably relayed lots of BBC material as well?

Jones: Oh they were, yes you could get the *Archers* I think most nights.

[Part 2 0:16:58] Lee: And the *Goon Show*, were you re-enacting an entire *Goon Show* as well?

Jones: Yes, yes most Fids would say you would get the records on to the base and then become word perfect in them! And I can say I'm still word perfect in a great many sort of Paul Simon and Bob Dylan songs of the '60s. But one of the things that BAS were very good at was that we could have a selection of books and records and it was sort of traditional that you left your records on the base when you left. So there was always music, and I guess my musical tastes in the main classical music have been based on what I learnt in the '60s. So I still like a lot of Bach and Bruckner.

[Part 2 0:17:46] Lee: Was Argentine Islands, was the accommodation better there than it was at Deception or more the opposite?

Jones: Probably wasn't as good as Deception, in the new hut at Deception there was only two of us in a room, whereas in Argentine Islands I think there were 4 in each of the bunk rooms, the Met men were in one bunk room because they worked shifts and I think there was 4 of us in my bunk room. So, but you know the galley was nice, the scenery was much nicer so I think.

[Part 2 0:18:29] Lee: Were you warm?

Jones: Yeah, but then of course you do acclimatise anyway, but it was all coal fires, coal was free so long as long as they didn't put electric fires on!! [Laughter!] Yeah, yeah I don't ever really remember being cold, other than obviously when you are outside

working, I mean things like shifting diesel in minus 20 you get cold, cause you are standing around for a long time looking at pumps! In the main, I don't have feelings of being frozen. But going into the huts when you have a full beard and you're iced up and having the most painful thing is thawing the ice out, so that you can pull your beard as you thawed out! But if you say to me, did I think of the cold very much? No, not at all but then I was in a hut and not in a tent!

[Part 2 0:19:36] Lee: As the time approached for you to head North again, at the end of your second season as you already hinted you thought that two years was enough, were you glad to get out or sorry to leave this wonderful place?

Jones: I was sorry to leave the team, but I went straight back up to the Falklands and worked in a garage there I think I'd said, and so I missed the jolly of going down any farther south or going round any of the other bases. While the other guys that had come off base they got the jollies up and down the coast, I was in the garage in Port Stanley, the upside of that is that I got out with a guy called Ian Strange and went and pulled the teeth out of a load of whales! Just to sell to the Falkland Islands store, Ian I think sold them, I just went along for the jolly. And borrowed somebody's motor bike and rode out.

[Part 2 0:20:31] Lee: These were beached sperm whales?

Jones: Beached sperm whales yeah, had we known then what we know now, we would have said bugger the teeth and taken the sperm oil out of their heads, but we didn't so we pulled the teeth out, which I still have some, 1, 2 or 3 somewhere!

[Part 2 0:20:52] Lee: Were there lots of them there that had beached themselves?

Jones: I guess about a dozen.

[Part 2 0:20:55] Lee: You wonder how they got there?

Jones: I think whales tend to beach don't they? Yeah I did wonder, but apparently they chase fish into the shallows and then get stuck and maybe call on the rest of the school to come and help them. And they are quite, from Deception up on the rock face by the Bellows I remember going out there one night and there was a school of killer whales in the bay, going around and that was fascinating to see how they worked together, interesting creatures but the commercial bit in me Ian said 'We have got these, do you want to come and help me take the teeth out?' And Ian is I think still down there, as a he bought Bird Island and in the end met his daughter at an exhibition somewhere, she was pushing the Falkland Islands.

[Part 2 0:21:52] Lee: How do you remove the teeth from a sperm whale?

Jones: With a saw to cut off the bottom jaw and then I think we took them out with an axe and with a crowbar!

[Part 2 0:22:08] Lee: Fish were dead I guess or the mammals were dead?

Jones: Yes!

[Part 2 0:22:12] Lee: Yeah.

Jones: They were pretty smelly! But I also remember the farmer brought us over a carcass, a sheep's carcass and it's the only time I've really enjoyed mutton but we barbecued that on that beach and it was absolutely great, that was nice!

[Part 2 0:22:27] Lee: So what were you doing, why were you in the Falklands at that period of time, what was your job?

Jones: I think they wanted a mechanic in the garage to service the Land Rovers and also Frosty, David Turnbull the Master of the *Shackleton*, he had bought the Rolls Royce from the doctor, and I think he wanted me to have a look at it before he brought it back to the UK. And the garage where I'd served my apprenticeship had done Rolls Royces and it was nothing really like a Rolls Royce really, in as much it had a Perkins diesel engine in [Loud laughter!], but Frosty brought it back to the UK!

[Part 2 0:23:01] Lee: I presume it was the only Rolls Royce on the Falklands was it?

Jones: Yes it was! So to the best of my knowledge, there might have been one or two out on the Camp but it was the only one that I'd seen!

[Part 2 0:23:11] Lee: Sorry, I just need to know how long you were on the Falklands for?

Jones: Oh only, [Lee: Weeks?] Yeah. I mean I came off the base, I think in January and I probably there for two months or thereabouts.

[Part 2 0:23:28] Lee: So you were servicing the vehicles, the BAS vehicles?

Jones: So I was running the garage effectively, it wasn't hard work I recall, Land Rovers and...

[Part 2 0:23:42] Lee: So what happened next?

Jones: I came back on the *Shack* and Ian Curphey was the Third [Lee: Engineer.] engineer sorry yes, and he was a climber and wanted to go down South as a General Assistant, and I wanted to stay with, go to sea really I mean it was a great career, my luck of course was it was right of the end of the British merchant fleet days! But we almost swapped over, I came home in the April and I guess I signed on to the *Shack* in June and in those days the ship went for an overhaul at Thornycroft's yard in Southampton, so we

would standby the ship while it was being overhauled to see it was all done properly!  
And then we probably sailed out on trials in the September; quite interesting on that first trip because we had the first Satellite Navigation System on a British merchant ship!  
And they were building the *QE 2* and she had one, but we had this one before and it was all installed on the bridge and a guy came over from the CIA because they were top secret(!), to show us how to run it, and we did sea trials off Torbay and he was violently ill and didn't get out of his 'pit' for the whole time!! [Laughter!] But as I say, that would be yeah '68, we left.

[Part 2 0:25:25] Lee: Did it work, the satellite?

Jones: Yeah, there weren't as many satellites as there are now and I seem to remember it gave us like an alternate position, we could have been in the Atlantic or the middle of the Gobi Desert which one do you want lads!? [Laughter!] The mates reckoned it was accurate enough to show the ship moving at anchor! But I later suspect that it was just variations in satellite passes. But we'd been involved with some work the previous years, when there was a station at South Georgia, one at St Helena, and a number of stations around the world, where the Americans were photographing stars at certain times of the day, when each one of them of these stations are in position, so they can determine the shape of the earth. It's a very crude way of putting it, so I've no idea of how many satellites were up at that time, but I seemed to think only two or three as we had to wait for a satellite pass, and I seem to again think you got printout on, and it is was quite interesting, quite novel.

[Part 2 0:26:51] Lee: So it wasn't quite like a modern day 'sat nav' in the car?

Jones: Er no!

[Part 2 0:26:55] Lee: There were occasional fixes rather like using a sextant?

Jones: Yes, probably better than my Apple iPad though, that doesn't have a very good memory!

[Part 2 0:27:04] Lee: And it didn't send you the wrong down a one way street towards a ford!?

Jones: No, no it didn't do anything like that, no it was pretty good I mean the mates at that time were still using sextants. And of course we were doing magnetometer work, between Cape Horn and the Antarctic Peninsula just stooging up and down towing a thing behind the boat and I understand that was measuring effects and water temperatures at different levels, so you could hide submarines in thermal layers and thing like this, never knew the sort of full details of it! I think the Navy Hydrographer's were doing Decca surveys there at the time as well.

[Part 2 0:27:48] Lee: Were you getting involved with that or were just making sure it went forwards?

Jones: As far as the engineers were concerned and I mean when we were steaming and doing surveys, in those days we had to keep watches and mine was 12 to 4 so. [Lee: In the morning?] Yes and 12 to 4 at the night as well, 4 on and 8 off. Except that I had to relieve the second engineer for his dinner, which was, and his watch was 4 to 8, so I would come off watch at 4 and then go down and relieve the second at 6 o'clock and then get my dinner and then in the same way get my lunch before I went on.

[Part 2 0:28:38] Lee: Your role was fairly demarked was it?

Jones: Oh yeah, each officer has a 4 hour watch, the chief engineer has 8 to 12 but on our ship the chief engineer watch was stood by the donkeyman, so the chief didn't actually stand watches in the same way that the master's watch is stood by the third mate!

[Part 2 0:29:00] Lee: So my question really was to do with, whether you got yourself interested in a science that was being done and how closely you became connected with that, or was that not your..?

Jones: It was interesting especially as in days when we were doing some of the survey work, we had a high pressure air compressor in one holds, and we would fire off compressed air below the water so there was additional equipment to look after. The one thing I didn't mention when were talking about the *Shackleton* at Deception, was that we had got the hole in it, we, I seem to remember we had a deck cargo of aviation fuel and TNT! [Laughter!!] Yes, because when we left Southampton, we had to go round to Portsmouth and load the deck cargo of TNT for, because in those days rather than fire off the compressed air, they used to throw blocks of TNT off the back side! Which used to worry the master somewhat. I suppose he was concerned they might blow the back end off his ship!

[Part 2 0:30:19] Lee: "Laughing"! So this is the depth charges literally!? {Jones: Yeah} So what was the health and safety precautions employed to make sure the ship didn't get blown up, do you remember?

Jones: I think it was down to common sense!

[Part 2 0:30:32] Lee: The best health and safety there is!

Jones: Absolutely, and it was quite funny, working in Denmark I said to somebody about the machinery guard, 'Oh that's not that safe'! 'Course it's safe'! And I said 'It's not the new EU legislation'! 'It's Danish legislation'! And I said 'But if somebody puts their hand in there, they'll cut their fingers off!' 'Nobody would be that stupid!' [Laughter!]



Jones: But I tell that because it made me realise the costs which our Civil Service have put into our economy, blaming Europe! When in reality it isn't, it's the way we've gold plated and interpreted European health and safety legislation or any other legislation, as an aside sorry!

[Part 2 0:31:19] Lee: There was a fire on the *Shackleton* in 1969, when you were onboard tell me the story if you wouldn't mind?

Jones: Yeah, not at all, the Donkeyman left the oxygen and acetylene hoses over the exhaust pipe as I remember it, of the... It must have been the emergency water pump which was outside the engineers' work shop and they melted through, and must have ignited because the black acetylene smoke, which is I don't know if you have seen it, was very, very dense, was picked by the air conditioning and then circulated through the entire ship! So we then had an acetylene bottle on fire below the waterline and the ship filled up, with all the accommodation and engine room filled up with black smoke, so you couldn't see a thing!

[Part 2 0:32:14] Lee: How was that resolved then?

Jones: And we put the fire out and probably slung the bottles over the stern I would think! But we'd the fire out and then.

[Part 2 0:32:23] Lee: You put the fire out?

Jones: Me and the third mate and probably the second mate and I notice in one of the books, that mentions it, it says it was the second mate but I don't remember. I remember we had to stand on the accommodation. We were passing fire extinguishers in a chain gang to whoever it was, it might was the second engineer or second mate, but I mean we were all there and involved in it! And then soogieing down afterwards to get rid of all the black smoke that was on every painted surface that we had!

[Part 2 0:32:52] Lee: Sorry, what did you say?

Jones: Sorry soogieing, washing cleaning, a deck seaman's life was always said to be 'chip & soogee'! There either chipping paint or washing the saltwater off, to give the day shift something to do basically! The devil makes work for idle hands!

[Part 2 0:33:20] Lee: Was it a worrying episode?

Jones: Again afterwards, I think we had a couple of gins! [Laughter!]

[Part 2 0:33:29] Lee: So it was a two gin worry?

Jones: Yes certainly, the third mate and I were talking about it afterwards and we thought it probably could have been quite dangerous!

[Part 2 0:33:42] Lee: Any other episodes from your time on the *Shackleton* that particularly stand out, you were, you just did the one trip?

Jones: I just did the one trip, yes one tripper!

[Part 2 0:33:54] Lee: Going round all the bases yourself?

Jones: Yeah, the routine usually would be Southampton to Montevideo, Montevideo to Port Stanley load up with, I think we used to pump diesel at Port Stanley because there was a high insurance cost to take a tanker, down to Port Stanley, so we would empty a lot of our tanks on to the government tanks then go down to Signy, and then I think we go to Punta Arenas and re-bunker and then go back up and depending on the ice then we would probably do Deception and Argentine Islands. I don't think the *Shack* went south of Argentine Islands, and then as I say we were doing magnetometer work in off the Cape.

[Part 2 0:34:49] You hint that it was a happy year?

Jones: Yeah, I thought it was a great year I really enjoyed it! I would have loved to stay at sea, and well not necessarily on the *Shack* although virtually all the crew and officers on the *Shack*, had been there for donkeys' the chief engineer and the second engineer, the electrician!

[Part 2 0:35:16] Lee: But NERC had other ideas?

Jones: Yeah, there was then, wasn't the next ship the *James Clark Ross* which was being built? [Note: It was actually the *Bransfield*.] And she was built at Leith and John Morton who had been the third mate went to stand by her. But as I say the other ship we used to run down and she was the *Biscoe* and she was fully crewed, so I would have to had found something else to do for a year, and it would have been good to stay at sea.

[Part 2 0:35:47] Lee: But you didn't! You suddenly reappear as a Master Baker?

Jones: No-no, I, a girl that I had met, her father had been involved in the food industry and he suggested I went to work in, or have a look at plant bakeries. As he put it, 'You might not be very clever, but in the land of the blind the one-eyed man is king!' And I walked into this big plant bakery in West London and liked it! Nothing like FIDS, but at least it's a 24 hour 7 day a week operation which built quite a good working relationship with people. I tried a few times to go out and work on the North Sea rigs, but the medical situation affected it. So the company allowed me to go to college and qualify as a plant engineer, then I was moved within two or three years and was chief engineer of another bakery, was very lucky as it was the Yom Kippur war and the engineer before me knew nothing about fuel economy. So I saved, we had our fuel consumption restricted and I was able to improve the fuel economy so we could still work the place, which brought me to the attention of the senior people! So they went up in '74 to Gateshead they had a very

big bakery up there, employing about 600 people and I was, we called it bakery management like operations manager, so was responsible for everything apart from sales and accounts. And then I eventually took that over as, we called it Chief Executive but really as site general manager and then moved from there to West Bromwich as site general manager, and then into head office in '84 in a sales role. And then I did that on and off. I left as someone 'head hunted' me to go and run a business in Wendesbury and didn't work out! My marriage had broken up at the time, I had met Linda and I went to work for a short time for a company called Cranks in London [Laughter!]

[Part 2 0:38:12] Lee: Oh, the health food people?

Jones: Yes, I was the general manager they were manufacturing, and we used to make sandwiches for BA and Virgin and we had central production unit that made cooked chilled meals for the shops in London, and ran that for a bit.

[Part 2 0:38:29] Lee: I was eating a Cranks recipe last night! [Jones: Were you?] With Ian and Judith Rose from the original Cranks paperback cookbook!

Jones: Fascinating thing about that, was that a lot of the recipes from the books didn't work with the times, like it said you needed an hour, and you probably needed two and half!

[Part 2 0:38:48] Lee: Dinner was 45 minutes late last night!

Jones: Really!! [Lots of laughter!] That doesn't surprise me, I won't tell you the reason when the mic is on, but there is very good reason for that! But yeah, I fell out with them as I said to you, I think I have been a difficult person to manage.

[Part 2 0:39:09] Lee: So you became self employed eventually, managing yourself?

Jones: Yeah.

[Part 2 0:39:13] Lee: Doing what exactly in this little office here?

Jones: Well, I call myself a Logistics Consultant nowadays. Last year my majority of my business came from consultancy, but I represent overseas companies so in the last 10 years that I've worked for myself probably 80% of my income has come from outside of the UK. I was interim managing director of a salad factory in Denmark in 2003, and then went almost straight into running a biscuit factory on Tyneside for an old mate of mine, who bought it from the receivers. Then I came back from that, I met up with some German people and sold equipment into UK bakeries. We moved, and I did some work with Linda's company Isla Foods on marketing running road show for them and then we moved down here in 2006, and I got a call from Washington from the International

Finance Corporation to ask if I'd be interested in working for them in Ukraine? That was in early 2007 and I was out there 2007, 2008 came back.

[Part 2 0:40:36] Lee: Taking Linda with you?

Jones: No, no she doesn't like going, we don't go on holiday she doesn't like travelling! I love it, people watching at airports, quite happy to do that! But it was very interesting because it keeps coming back to this thing about food security and global security and everything. Flying out you could see this yellow rape seed right across Europe to the Austrian border, and I sat down to have dinner with directors of the business that night, and one of them was saying what a terrible situation they were in because the government controls the price of bread! But the fact that there was a reduction in the wheat crop was driving up the price of wheat and of course that was 2007, 2008, 2009 you have got all riots in the Middle East, basically because governments had been subsidizing the price of bread. And in Egypt the army ran all the bakeries, so it was the unintended consequences of what we had done in the West to grow bio-fuels, were causing poverty and revolution in other parts of the world! An' I came back and I thought 'I'm going to need to keep working, because there ain't going to be any pensions', so I went and did an MSC part time! And filled in with representing this Finnish company that makes automation robotics!

[Part 2 0:42:12] Lee: Is there anything that you developed or learnt that were acquired skills or wisdom in your Antarctic years, which you think you're still drawing upon in your professional life now?

Jones: Yeah, being able to work with people at all levels. The real thing that I learned was that I'd failed the 11 Plus and I was a working class council house lad from Surrey. But I could keep the lights on and make scientific programmes work, so it didn't matter how good the scientists were if there was no electricity for their experiments then they couldn't do anything! So I learnt the importance of team work, an also the importance of being open to change and also I think taking a world view, because when you are stuck in a little part of the Earth, it's almost like looking down on the Earth from space! You can hear radio broadcasts in English coming from all over the world and if you have any nous at all, you realise things are changing. I think the days of the West might be in decline. But we are very good in our social attitudes and I think once the people are talking about the Brit countries being the future, I don't see that as far as Russia is concerned, because I don't think that they can manage their people properly and I think the same is true in India and China. That they'll have revolution before they take over the world, and so I think that the West has got tremendous potential, but we have got to see that and we can't be looking back and saying 'The high streets are declining!' Yeah, the high streets are declining of course they are, find something else to do with the high street, because the reality is stuff is going to be delivered to your door, from the internet isn't it, flexibility!!

[Part 2 0:44:16] Lee: One of the things you often hear, is about British economy, and British industry at present everything is being done at lowest possible price, everything is being done on the cheap! Corners are being cut [Jones: Yes!] to make a bigger profit for the shareholders and as a consequence these things are done on the cheap!

Jones: Horsemeat in burghers!

[Part 2 0:44:33] Lee: Yes, which has been a recent scandal, but you spotted that in the Antarctic 40 years ago didn't you, what was your view on that? I mean you noticed that BAS disregarded the welfare of their staff on the bases, because they were trying to do things on the cheap, can you expand on that?

Jones: I think we still have this imperial, Victorian vision that the guys that really made things, the Burghers, the Aldermen of Manchester and Birmingham, the guys that did things have been forgotten. We have got a country that's run by bureaucrats and politicians, and politicians can't make anything they can just stop other people doing it! It's a funny mix of fascist and socialists isn't it?

[Part 2 0:45:37] Lee: The core of my question is, what were you spotting in the Antarctic then about doing things as cheaply as possible, which is now being replicated today? What were you spotting in the Antarctic which you felt uncomfortable about?

Jones: Don't know that I can answer that, what I do think is that, and I heard Michael Hesltine say this, I'm very close to dyslexic and it wasn't till computers were invented that I could write and add up! But I heard Hesltine saying one of the benefits of dyslexia are that you see a much wider view. And he had got his civil servants to put pins on the maps to show where the objectors were to find out how they could run the M40? Now maybe I have just got a different mindset, but I have been throughout my career very good at seeing opportunities and ideas and coming up with solutions!

[Part 2 0:46:38] Lee: Do you think your welfare was comprised in your BAS years?

Jones: Yeah, we didn't have fresh food when the technology was around to give us fresh food, the Americans had it! We didn't have communications with our families that was there, it was very much do things on the cheap, not a criticism, I mean you could turn it on its head and say the guys that worked from a very small office in Buckingham Palace Road did a fantastic job with the funds that were allocated to them! If I had a criticism of the UK over my lifetime, it's probably that the country has been run by classicists with no understanding of the realities of commerce. Saying that to a classicist is perhaps not quite the right thing! But this country was built up by guys like Brunel that actually made things, and since that time there have been a tremendous amount of people that want to spend things, not generate the money for it in the first place, you can see that wherever you go?

[Part 2 0:47:51] Lee: Spending money they hadn't got, yeah! [Jones: Yeah!] Which is why we are in an economic decline? [Jones: Yeah!] How do, final question, how do you rate, in your life time how do you rate your Antarctic years?

Jones: Oh they were great, I mean they were tremendous formation for me and they've opened doors for me, that I would never have had without it!!

Interesting clips:

- *RRS Shackleton* hitting a rock at Signy and getting holed! [Part 1 0:23:42]
- Interesting reference to *Graf Spee* and *Achilles & Ajax* from 1939. [Part 1 0:44:11]
- Visit of Major Tillman and his boat to Deception. [Part 1 0:53:13]
- Taking sperm whale teeth in the Falklands! [Part 2 0:20:55]
- 'Frosty' buying doctor's Rolls in Falklands. [Part 2 0:22:27]
- Early 'sat nav' system on the *Shackleton* in 1968. [Part 2 0:23:42]
- Fire on the ship! [Part 2 0:31:19]

I