

1300-16610

16

DEPARTMENT OF NATIONAL DEFENCE

COMMUNICATIONS
EAST COAST - GENERAL

USE INSIDE COVER FOR CROSS REFERENCES

[illegible]

**"B.F." - DO NOT HOLD THIS FILE WHEN LAPSE
IN ACTION MAY EXCEED 48 WORKING HOURS**

DND 705 (Rev 3-64)
7530-21-562-6955

VOL. 4

1300-166/10

SECRET
FILE NO. S-

SCHEDULE AUTHORITY YEAR(S)	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00	01	02	03	04	05	06	07	08	09	10
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DESTRUCTION OF CORRESPONDENCE ON FILES

A RETENTION PERIOD OF 5 yrs HAS BEEN AUTHORIZED BY PRC
UNDER TREASURY BOARD MINUTE PAC 69/014 DATED 1969.
CORRESPONDENCE PRIOR TO 1964 ON VOLUMES 1 TO 3
OF FILE 1300-166/10 HAS BEEN DESTROYED.

N.B.: MATERIAL OF POLICY, LEGAL, RESEARCH, HISTORICAL, ETC.
NATURE HAS BEEN BROUGHT FORWARD ON REMAINING VOLUMES(S).
DCR 25

MESSAGE FORM

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Document divulgué en vertu de la Loi sur l'accès à l'information

FOR COMBAT/SIGNALS USE

FILE

NUMBER

PRECEDENCE - ACTION

ROUTINE

PRECEDENCE - INFO

DEFERRED

DATE - TIME GROUP

05/21/10 NOV 65

MESSAGE INSTRUCTIONS

PREFIX

GR

SECURITY CLASSIFICATION

~~CONFIDENTIAL~~

ORIGINATOR'S NUMBER

XPDC 412

FROM

CANFORCEMED

TO

CANAIRLANT

INFO

REURTEL AT 122 4 NOV. CONCUR IN DELAY TO 16 NOV

PAGE 1 OF 1 PAGES

REFERS TO MESSAGE

DRAFTER'S NAME

OFFICE

TEL.

CLASSIFIED YES ☐ NO ☐

W/C JV WATSON

DTTP 3
3063B

2-5646

FOR
OPR'S
USE

R

DATE

TIME

SYSTEM

OPERATOR

D

DATE

TIME

SYSTEM

OPERATOR

RELEASING OFFICER'S SIGNATURE

(TE CONNORS) CAPT RCN DTTP

MAILED FILE No. S- NS 1300-166/10 T.D. No. VP 5356

DEPARTMENT OF NATIONAL DEFENCE



TEMPORARY DOCKET

T.D. No. S- MAIN FILE NUMBER

Many

ROUTING				P.A. & B.F. ENTRIES				REGISTRY ONLY	
REFERRED	REMARKS	DATE OF PASS	INITIALS	DATE OF P.A.	INITIALS	DATE OF B.F.	CANCEL B.F.	DATE RECEIVED	INSPECTED
DMFORT-2	Requested	22/12/65	FL						
ADCMF		28/12/65	LL						
Deputy Minister	Mr. Armstrong	29/12	PL						
ADM(P)		31/12	FL						
DMFORT-2		4/1/66	PL	11/1/66	FL				
DMFORT-2	FOR NO. CR MAR 01 1966								
DCMF		1/3/66	LL						
Deputy Minister		2/3/66	PL						C21
ADM/P		3/3	FL						
DMFORT-2 "C" Bldg.		4/3	PL	11/3/66	LL				

noted by VCDs registry
Paul

INSTRUCTIONS

- 1. Temporary Dockets are to deal WITH ONE CASE ONLY.
- 2. T.D.'s NOT to be placed on main file UNLESS Central Registry informed by means of a File Control Form.
- 3. T.D. No. together with main file number to be quoted on all correspondence originated.
- 4. T.D.'s not to be passed from one service to another.
- 5. Action should be taken as soon as possible in order that main file may be kept up to date. If action cannot be taken within 48 hrs. B.F. Docket.
- 6. T.D.'s to be requisitioned, passed, P.A.'d, B.F.'d, etc., in the same manner as main files by means of a File Control Form.

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NS 1300-166/10 Vol. 4 (DMFORT-2)
TD VP 5356


Canadian Forces Headquarters
Ottawa 4, Ontario
4 March, 1966


Assistant Deputy Minister, Air
Department of Transport
Ottawa, Ontario

NAVAL FACSIMILE BROADCASTS - CFH HALIFAX


Reference: A. NS 1300-166/10 Vol. 4 TD VP 5356 (DMFORT-2) dated
4 January, 1966.

1. Information has now been received that the difficulties mentioned in reference A have been resolved. The start/stop equipment has been installed and is now in operation on the CFH Facsimile Broadcast.


E. B. Armstrong
Deputy Minister


G.A. Hoyte/LCdr/2-0951/cl

- DMFORT-2
DMFORT
DCMF
DC Ops


1 Mar 66

Letter Despatched

MAR 4 1966

DM for signature

ppa

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✓ NS 1300-166/10 Vol. 4 TD VP 5356
(DMFORT-2)

Canadian Forces Headquarters
Ottawa, Ontario

4 January 1966

Assistant Deputy Minister, Air
Department of Transport
Ottawa, Ontario

NAVAL FACSIMILE BROADCASTS - CFH HALIFAX


Reference: A. 3156-5(SRC) dated 22 November, 1965.

1. It is regretted that the start/stop feature has not yet been added to the CFH Facsimile broadcast.
2. Investigation reveals that contractual difficulties have been encountered in getting the transmitters modified. When these problems have been resolved you will be advised of future plans to implement this service.


E. B. Armstrong
Deputy Minister


G.A. Hoyte/LCdr/2-0951/cl

- DMFORT-2
DMFORT
DCMF
DC Ops


28 Dec.

JAN 4 1966

by D. S. G.

305

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AIR SERVICES
SERVICES DE L'AIR



CANADA
DEPARTMENT OF TRANSPORTS
MINISTÈRE DES TRANSPORTS

YOUR FILE
VOTRE RÉF:

IN REPLY QUOTE
RÉF. À RAPPELER:
3156-5(SRC)

NOV 22 1965

OTTAWA, Ontario



Chief of Defence Staff,
Canadian Forces Headquarters,
Ottawa 4, Ontario

Dear Sir:

DG COMM. Admin Section

Re: Naval Facsimile Broadcasts - CFH Halifax

1. Your letter of January 28, 1965, file N51300-166/10 Vol. 4 (Copr DG Comm) advised that start/stop signals would be established on transmissions from CFH late in April, 1965. To date, this feature has not been added and we are anxious to know when you now expect to complete arrangements.

2. Your early reply would be appreciated.

Yours very truly,

G. A. Scott
(G. A. Scott)

Assistant Deputy Minister, Air

DM FOR T

NOV 23 1965
File N. 1300-166/10
Chg'd to D. B. Lorne P3

5-10

SECRET

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HCACS 1300-1

(UNCLASSIFIED without Enclosures)
DEPARTMENT OF NATIONAL DEFENCE



ORIGINAL DAMAGED

Office of the Maritime Commander Atlantic,
Fleet Mail Office,
Halifax, N.S.

27 November, 1964

ALTERNATIVE MARITIME HEADQUARTERS ATLANTIC

References: (a) ISS 1300-166/10 Vol. 3 (STAFF)
dated 3 June, 1964

(b) HCACS 1300-1 dated 9 April, 1962

Enclosure: (A) Revised Communication Requirements for the
Alternative Maritime Headquarters (Atlantic)

Enclosure (A) is submitted in accordance with
reference (a).

2. It is requested that favourable consideration
be given to the proposals for additional communications with-
out which effective command and control could not be exercised
from the Alternative Headquarters.

REAR-ADMIRAL

Chief of Defence Staff
(for Chief of Operational Readiness/
DN Com and D Com)

(UNCLASSIFIED without Enclosures)

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S 1700-151/1 TD 4336 (DCE)

MEMORANDUM

15 Mar 65

D Comm P

**REVISED COMMUNICATION REQUIREMENTS FOR THE
ALTERNATIVE MARITIME HEADQUARTERS (ATLANTIC)**

Reference: a. MCACS 1300-1 dated 27 November, 1964.

1. The following information is forwarded regarding the proposals contained in Enclosure A to reference a, as requested in your Minute 2 dated 8 January 1965. Paragraph references below refer to those of Enclosure A to reference a.

Para 9. Assuming that an adequate emergency tape relay station already exists in 7 CU, it appears that this requirement can be met by providing two Model 28 ASR sets (\$5000 each) for 100 wpm operation at 7 CU, one VFCT keying channel between Mt Uniacke and Newport Corner (\$1000), and cable pairs from the Mt Uniacke station to the cable between Albro Lake and Newport Corner (\$1000). It is noted that this would be an "off-line" circuit.

Estimated total cost \$12,000

Para 12. This directorate is unable to comment on the availability nor the current costs of cryptographic equipment for this requirement. This information can be obtained from D Comm S. The cost of a duplex circuit from A/MHQ to Blandford is \$1900 per month. The planned receivers and antennas for Blandford are likely to be adequate but additional teletype and keying equipment would be required to the extent of approximately \$10,000 (two ASR sets). The plans for Blandford do not include provision for this type of facility and it is intended to keep the receiver building to the largest extent possible free from message handling and message relaying functions. The space requirement would be approximately 1500 sq ft and additional personnel are also a likely requirement.

Estimated cost (exclusive of crypto eqpt) \$10,000 plus \$1900/month

Para 13. The proposal to use HM41 transmitters for HF Fleet broadcasts may prove difficult owing to interaction on harmonically related frequencies. Assuming that the difficulties are not insurmountable, additional antennas would be required. It is estimated that the space available at the current Transmit Site would accommodate up to four additional dipoles for this purpose (\$10,000). In addition, it is estimated that teletype equipment (2 Model 28 ASR - \$10,000) would be required. It is assumed that this requirement would share the existing HM41 transmitters with the 7 CU to Mt Uniacke point-to-point service.

Estimated cost \$20,000

Para 14. The air-ground console at 7 CU is already over-committed in having to man 10 frequencies for Maritime use and 4 frequencies for MACS. However, it is assumed that in an emergency some readjustment might be possible to accommodate the ship-shore requirement. It should be noted however, that

SECRET

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- 2 -

while a good complement of HF transmitters exists at 7 CU now, implementation of interim CIAP will result in a reduction to two SSB transmitters to cover Maritime and transport A/G Service. These transmitters will provide SSB voice, AM voice, CW and FSK RATT (by keying 2000 cps \pm 425 in USB). It would be possible to leave the existing transmit equipment in the 7 CU transmit site, as there is sufficient space, but there is not sufficient power available at present to operate both services. It is estimated that an additional 100 kVA would be required both from the mains and from an APU. It is not possible to provide an estimate at this time for increasing the mains capacity, but the cost for additional APU capacity would be about \$25,000.

Estimated cost

\$25,000 plus an unknown amount for increasing mains capacity.

Para 15. The air-ground facilities being provided at Mt Unlacks do not have local control facilities. The control consoles will be located at MHQ and MACHQ and under emergency conditions would presumably not be available.

Para 16. This would require that the existing Air-Ground equipment remain at 7 CU. The increase in primary power discussed under Para 14 would be required at the cost indicated.

Para 22. This call-up circuit to Argentina will cost \$50 per month plus a daily charge when called up.

Estimated cost

\$50 per month

Para 24. It is assumed that only the LF component of the broadcast is to be copied. Receiving installations would be required at four locations. A minimum capability at each station, (i.e. no back-up equipment) would cost \$11,000 per station, exclusive of crypto equipment.

Estimated cost - LF capability only (exclusive of crypto equipment)

\$44,000

Para 26. The cost of the loop circuit from DMB 20249 is \$5 per month. Two Model 28 ASR teletype machines would cost \$10,000.

Estimated cost (exclusive of crypto equipment)

\$10,000 plus \$5 per month

Para 27. It is assumed that these transmitters will be shared with the requirement discussed in Para 13.

Para 28

(a) Discussed under Para 12.

(b) Discussed under Para 24.

(c) This statement is not understood since Paras 16, 19 and 30(e) state that CW netted operation is intended.

.../3

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SECRET

- 3 -

Para 28 - Cont'd

- (d) There is insufficient space at the existing transmit site for a 50 KW LP transmitting facility. Without a siting survey and a reasonably complete engineering investigation it is difficult to provide cost figures. However, it can be said that this facility would be very expensive, probably in the order of 3 to 4 million dollars.
- (e) Discussed under Para 12.
- (f) Discussed under Para 26.
- (g) A pneumatic tube at 7 CW is feasible and is estimated to cost about \$4000.
- (h) Costs for call-up circuits are as follows:

COMARGASWORD - discussed under Para 22
Greenwood - \$50 per month
Summerside - \$50 per month
Trenton A/RCC - \$350 per month

2. The above costs are in certain cases only rough approximations and are provided at this time only as a basis for further consideration of the requirement. Should there be an intention to implement all or any part of these proposals, more detailed costing would be necessary before attempting to substantiate such projects to higher authority. It is emphasized also that the costs do not include any crypto equipment which might be necessary, since D Comm S has the necessary information on this aspect.

W Kanwisher
for (E.W. Pierce)
Group Captain, RCAF
DCE
2-5302

(W. Kanwisher)CDR/js
2-6947

Copy for Orig ✓
DCE 2-2
CTS 2
CTS 2-2
DCE Circ (2)

SECRET

SECRET

VV ICA251 OEA311 MOA042 UU

RR RCCWC

DE RCEOM 21 01/1844Z

R 011840Z

FM CANCOMARLANT

TO CANFORCED

BT

UNCLAS FOR DCOMP3

REF MINUTES 2/65 MEETING MSG PARA 3 PD REQUEST STATUS

BT ~~FOR~~ 011904Z QJ 65

DG Comm
(12)

(130)

MESSAGE FORM

FOR COM**CEN/SIGNALS USE

FILE

NUMBER

PRECEDENCE - ACTION ROUTINE		PRECEDENCE - INFO DEFERRED		DATE - TIME GROUP 061500Z OCT 65		MESSAGE INSTRUCTIONS	
FROM		CANFORCED				PREFIX GR	
TO		CANCOMARLANT				SECURITY CLASSIFICATION UNCLASSIFIED	
INFO						ORIGINATOR'S NUMBER XVCP 1082	
<p>UNCLAS.</p> <p>YOUR 011840Z. NO CHANGE. LETTER</p>							

PAGE OF PAGES		REFERS TO MESSAGE		DRAFTER'S NAME		OFFICE		TEL.			
		CLASSIFIED YES <input type="checkbox"/> NO <input type="checkbox"/>		Lcdr AM Cupples		D COMA/13		2-0951			
FOR OPR'S USE	R	DATE	TIME	SYSTEM	OPERATOR	D	DATE	TIME	SYSTEM	OPERATOR	RELEASING OFFICER'S SIGNATURE
											(D. Gooderham)

NS
FILE = 1800-166/10

VV ICA251 OEA311 MOA042 UU

RR RCCWC

DE RCEOM 21 01/1844Z

R 011840Z

FM CANCOMARLANT

TO CANFORCED

BT

UNCLAS FOR DCOMMP3

REF MINUTES 2/65 MEETING MSG PARA 3 PD REQUEST STATUS

BT ~~FOR~~ 011904Z QJ 65

DG Comm
(124)

(130)

DEPARTMENT OF NATIONAL DEFENCE

CONFIDENTIAL
TEMPORARY DOCKET

dormant

[illegible]

INSTRUCTIONS

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2. T.D.'s **NOT** to be placed on main file **UNLESS** Central Registry informed by means of Form D.N.D. 710.
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"AC" NO UNCLASSIFIED
REPLY OR REFERENCE.

VVVVVV ICAG31 PEEB'SOEAGG7 CCAG10

HH
Apr 27 01 37 '66

RR RCCWC

DE RCEOC 15 27/C165Z

R 261701Z

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FM CANMARCOM

DMFORA

TO CANFORCEHD

BT

C O N F I D E N T I A L O R 66

FOR DMFORA

REF DMFORA 6151 041915Z APR 66. TAPE PROCESSING CENTER.

NO SUBMISSION FORWARDED.

2. DETAILED STUDY NOW BEING CONDUCTED.

3. REQUEST YOU ADVISE WHETHER A MILITARY FACILITY EXISTS

THAT COULD PROVIDE TAPE PROCESSING SERVICES FOR

MARITIME COMMAND

BT (120)

CONFIDENTIAL

MESSAGE FORM

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FILE C 0050-105-4

FOR COMMEN/SIGNALS USE

NUMBER

(DMFORA)

(Signature)

PRECEDENCE - ACTION ROUTINE		PRECEDENCE - INFO DEFERRED	DATE - TIME GROUP 032005ZJUN, 66	MESSAGE INSTRUCTIONS
FROM	CANFORCEHED			PREFIX GR
TO	CANMARCOM			SECURITY CLASSIFICATION CONFIDENTIAL
INFO				ORIGINATOR'S NUMBER DMFORA 6152

REF OR 60 R 261701Z.

HAVE INVESTIGATED AVAILABILITY OF TAPE PROCESSING FACILITIES IN OTTAWA AREA. THERE ARE NO MILITARY OR COMMERCIAL TAPE PROCESSING AGENCIES IN OTTAWA TO OUR KNOWLEDGE.

PAGE 1 OF 1 PAGES		REFERS TO MESSAGE REF OR 60 R 261701Z		DRAFTER'S NAME <i>J.R. Barrette</i>		OFFICE J.R. BARRETTE, F/L (DMFORA) 2-6239		TEL.	
		CLASSIFIED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>							
FOR OPR'S USE	R	DATE	TIME	SYSTEM	OPERATOR	D	DATE	TIME	SYSTEM
					SIGNATURE <i>E.J. Smith</i> E.J. Smith G/C (DMFORA)				

MESSAGE FORM

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FOR COMMEN/SIGNALS USE

FILE C 1300-166/16

NUMBER

(DMFORA)

PA

PRECEDENCE - ACTION ROUTINE		PRECEDENCE - INFO DEFERRED		DATE - TIME GROUP 04/19/52 APRIL, 66		MESSAGE INSTRUCTIONS	
FROM CANFORCEHED						PREFIX GR	
TO CANMARCOM						SECURITY CLASSIFICATION CONFIDENTIAL	
INFO REF ORR6 142015Z.						ORIGINATOR'S NUMBER DMFORA 6151	

TAPE PROCESSING CENTRE. ACCORDING TO CANAIRLANT
A206 24 NOV 242022Z, THE TAPE CENTRE WAS UNDER FURTHER
STUDY BY FOAC AND MACHQ WITH THE AIM OF CONSOLIDATING THE
REQUIREMENTS. PLEASE ADVISE WHETHER A SUBMISSION HAS
BEEN SENT TO CFHQ AFTER 24 NOV 65.

PAGE 1 OF 1 PAGES		REFERS TO MESSAGE ORR6 142015Z				DRAFTER'S NAME J.R. Barrette				OFFICE F/L (DMFORA)				TEL. 2-6239	
		CLASSIFIED YES <input type="checkbox"/> NO <input type="checkbox"/>													
FOR OPR'S USE	R	DATE	TIME	SYSTEM	OPERATOR	D	DATE	TIME	SYSTEM	OPERATOR	RELEASING OFFICER'S SIGNATURE E.J. Smith G/C (DMFORA)				

DMFORA

MAR 14 21 41 '66

for reply pze.

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1. C. INCLIS
LCDR - A Sec (CP) 5 (TR)

MAR 15 1966

CONFIDENTIAL

PCA 149VVVVVVVVV PEA245 MCB055 HH

RR RCCWC

DE RCEAMC 135 14/2014Z

R 142015Z

FM CANMARCOM
TO CANFORCEDH

AC

Paraphrase NOT REPLY
No und... reference



~~DGTR~~

BT

C O N F I D E N T I A L ORR6

FOR DGTR

AC 7600-1 (22) DATED 28 JUN 1965. DNT PROJECT M 1003 TAPE
PROCESSING CENTRE REQUEST STATUS

BT

TD5186
1300-166/10 DGTR

CHARGED
DTPP3-4 22/2/66

CONFIDENTIAL

Reference
pze

Directorate of
Training Plans and Programmes

FROM: DT P P 3.2

Date

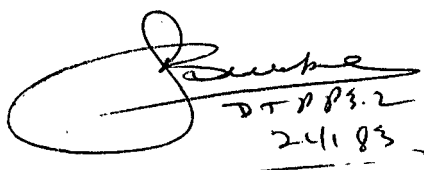
TO: DMFORA.

21/3.

Canmar coms 1420152 Marbb
Request DT P P 3.

May be info on
further action.

- Canairant 2420222 Nov.
regrs.


DT P P 3.2
24183

C1300-166/10

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NNNNVVVVV PCA412 PEA211 HH

PP RCCWC

DE RCEPC 152 24/2028Z

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FM CANAIRLANT

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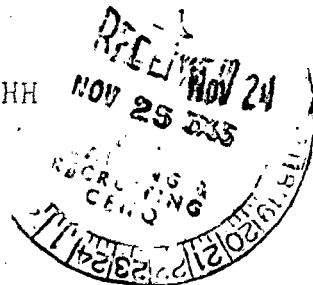
REFERS PD THE FORMATION OF A JEZ CENTRAL AND ASW TAPE PROCESSING

CENTER IS UNDER FURTHER STUDY BY FOAC AND MACHQ WITH THE AIM TO

CONSOLIDATE THE REQUIREMENTS PD A SUBMISSION WILL BE FORWARDED

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AC

Phrase NOT required
No unclassified reply or
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DEPARTMENT OF NATIONAL DEFENCE

5186

ROYAL CANADIAN NAVY

Office of the Flag Officer Atlantic Coast
Fleet Mail Office
Halifax, N.S.

Ref'd to *ASDR*
JUL 5 1965
File No. *1300-166/10*
Chg'd to *Cop R D G Comm 7/6/65*

JUN 28 1965

TAPE PROCESSING CENTRE - ATLANTIC COMMAND

Reference: (a) DNT Project Book (TEMS).

Enclosure: (A) CPAC(C) 7600-1 dated 8 June,
1965. (CANFORCED only)

A preliminary study into the establishment of a tape processing centre to meet the requirements of project M 1003 of reference (a), is submitted as enclosure (A).

2. The introduction of modern sensor equipment in the sonar JEZEBEL and E.W. fields has greatly increased the requirement for realistic training devices. Tape recordings have proved to be the only suitable method of providing this type of training both ashore and afloat. It is therefore considered that requirement for a tape processing centre outlined in reference (a) is still fully justified.

3. Enclosure (A) explains in some detail, the complexity of establishing a fully effective tape processing centre and requests that technical assistance be provided to complete the design study of this centre.

4. In view of the complexity of this requirement, it is recommended that a suitable project team be formed within Canadian Forces Headquarters to establish the detailed requirements for a tape recording centre within the Atlantic Command, and to complete the design specifications for such a centre.

[Signature]
REAR ADMIRAL

Chief of the Defence Staff.
(for Chief of Personnel-
Director Training Requirements)

Copy to: Commodore Personnel Atlantic Coast.

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Enclosure (A) to AC 7600-1 (22)

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GPAC(C) 7600-1

Office of Commodore Personnel Atlantic Coast
HMCS STADACONA, HALIFAX, NOVA SCOTIA

JUN 8 1965

TAPE PROCESSING CENTRE - ATLANTIC COMMAND

Reference: (a) DNT Project Book (TEMs).

- Enclosure: (A) Functions of, and Problems Associated with a T.P.C.
(B) Present Status of Tape Recording Reproducing Equipment held in Weapons Division Fleet School.
(C) Composite photo of Editing Section, Sonar Tape Analysis and Recording Department (STAR) US Fleet Anti-Submarine Warfare School, San Diego, California.
(D) Copy of STAR Department Brochure.

Submitted for consideration that preliminary studies into the establishment of a Tape Processing Centre in the Atlantic Command to meet the requirements of reference (a) have revealed so many functions associated with Command projects that recourse to higher authority is considered necessary to ensure that this centre will be well-established and able to cope with the future requirements of the Fleet.

2. Enclosure (A) describes the functions of a Tape Processing Centre and reveals many problems associated with each function.

3. These functions are derived from reference (a) and from a systematic analysis of the basic requirements necessary to support existing and future trainers. They are supported by Lieutenant N. MIDDLETON's report on his visit to the STAR Department, PLEASWOOD, San Diego. The details of this report are covered in enclosures (C) and (D).

4. To date, all professionally-made training tapes have been acquired from the Royal Navy or United States Navy. The difficulties encountered during the joint Royal Canadian Navy/United States Navy CAN 14E3 tape recording programme illustrate the complexity of the problem of producing good training tapes.

5. Project D1003(B) in reference (a), refers to the acquisition of multi track tape recorders for use in the Royal Canadian Navy for the production of training tapes, anticipating 2-3 days ship and submarine time, six weeks editing, and the production of one training tape every two months. It is considered that these figures are too optimistic, and are only accurate when referring to the STAR Department, where a specially trained team of Sonar men was formed for this type of task in 1958.

.../2

Flag Officer Atlantic Coast,
H.M.C. DOCKYARD,
Halifax, Nova Scotia.

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6. Although there is an urgent requirement to commence a small T.P.C. in the Weapons Division of the Fleet School to meet present training requirements, the scope of this project as revealed in enclosure (A), together with the implications of the requirements of other departments, and the difficulty experienced in obtaining the expensive equipment and technical knowledge necessary to commence this project, necessitates that further consideration be given to determine the ultimate role of the Tape Processing Centre.

7. It is therefore requested that:

- (a) The future requirements of the T.P.C. may be determined for the processing of all training and non-training tapes in the Atlantic Command.
- (b) That the best location for the T.P.C. be determined in the light of the future requirements.
- (c) That technical advice be obtained to determine the equipment needed to process the various types of tape which will be used to meet the requirement.
- (d) That acoustic engineers be consulted to design and lay out the editing section of the T.P.C.
- (e) That the necessary equipment be purchased and issued to the T.P.C.
- (f) That personnel be specially trained and authorized as complement for the T.P.C.

Original Signed by

J. M. CLARK

(G. C. EDWARDS)
COMMODORE

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Enclosure (A) to CPAC(C) 7600-1
dated JUN 8 1965

FUNCTIONS OF, AND PROBLEMS ASSOCIATED WITH A
TAPE PROCESSING CENTRE

1. To act as a central depot in the Atlantic Command for the handling of tape recordings.
2. To provide the Royal Canadian Navy with the facilities necessary to:
 - (a) Construct and edit training tapes from raw sea recordings.
 - (b) Repair damaged tape recordings.
 - (c) Store and issue tape recordings.
3. To equip Canadian Forces Headquarters with the means of providing sonar equipment manufacturers and other interested parties with representative sonar sounds. These recordings must be backed up with a transcript narrative and a selection of photographs of video displays.
4. To reproduce and edit training tapes for the JEZEBEL trainer and any expansion of it. These tapes are dual track, $\frac{1}{4}$ " tapes produced by R.M.C.S. SHELburne. There are available in COMOPVAL many tapes containing raw sea recordings made on a "PI" recorder which could be made into valuable training tapes, if the T.P.C. could edit them.
5. To produce training tapes for the 11-B-32 Slide/Tape projectors. This type projector is presently being used in the JEZEBEL trainer for training on the AN/AQA-3 and in JEZEBEL Tactics and a programme has been initiated by Maritime Air Command to extend this use to cover the AN/AQA 4-5. As the ability to make slides is available in the Command Photographic Section the use of this excellent projector could be greatly extended if the T.P.C. could make the necessary tapes.
6. To train a Tape Recording Working Group in the techniques of acquiring the raw sea recordings necessary for the editing of training tapes. This team would be required to:
 - (1) Record raw sea recordings at the necessary gain level for reproduction.
 - (2) Provide the necessary narratives which are imperative if the recordings are to be of use at a later date.
 - (3) Prepare for and gain experience prior to the AN/SQS 505 training tape programme. The difficulties experienced during the CAN 14E3 programme illustrate the complexity of this task.
7. To commence the collection and cataloguing of the Tape Library for Canadian Forces Headquarters and the T.P.C. This library is generally considered to be:
 - (a) For Each RCN Search and Attack Sonar
 - (1) Ship's self noise at speeds representative of Slow, Fast, and normal cruising on a steady course, and under helm with Sonar in Listen and Active modes.
 - (11) As for (a) with Torpedo decoy in operation.
 - (111) Torpedo contact in active and passive modes.

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- (iv) Internal and external mutual interference representative of Bad and Marginal.
- (v) Open ocean and bottom reverberations with variation of gain settings.
- (vi) Equipment transmitting with:
 - (a) Each available combination of power level, pulse length and active mode at a transmission interval representative of medium with a constant gain setting.
 - (b) Transmission intervals representative of long, medium, and short in each active mode with pulse length and power level representative of medium.
 - (c) Variation of ODN from zero through Correct to Maximum over Correct at a ship's speed representative of normal cruising.
- (vii) Echo Contact with a submarine at medium range with:
 - (a) Each available combination of pulse length, power level, and active mode.
 - (b) Demonstrating echo pitch from marked low through zero to marked high.
 - (c) Full variation of gain settings.
- (viii) Echo contact with a submarine at ranges representative of long, medium, and short using optimum equipment settings for the situation.
 - (a) Passive contact with submarine in active and passive sonar modes.
 - (b) SST reception in active and passive modes.
 - (c) Underwater telephone interference.
- (b) As the requirements of paragraph 3 are partially met by existing A/S 1069 tapes and the 504 demonstration tape held by Canadian Forces Headquarters the immediate requirement is:
 - (a) Extension of the 502 series.
 - (b) 503A.
 - (c) 10/11.
 - (d) Extension of 504.
 - (e) 505 (when developed).

THE PROBLEMS OF EDITING, PRODUCING AND STORING TAPES

1. Collection of Raw Sea Recordings

- (a) In order to produce high quality training tapes a complete library of all sonar sounds recorded on each RCN Sonar must be available in order that the editor may have realistic examples at his disposal. Although the Royal Canadian Navy has a wide selection of tapes presently available, an extensive recording programme will have to be commenced.

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- (b) As each ship in the Atlantic Command is presently fitted with a TRUVOX series 80 tape recorder which can be connected to all fitted sonars through the ACSO's BOARD/TELEPHONE, each ship has a recording capacity.
- (c) Regrettably, the Truvox has the following limitations:
 - (i) It is a single track recorder, and a narrative cannot be added simultaneously with the recording of Sonar sounds, nor can the output of two sonars be recorded simultaneously for comparison of a single transmission.
 - (ii) The Truvox uses a "magic eye" to show recording strength instead of a vu-meter. This "eye" is very difficult to monitor and many recordings are valueless when received for editing.
 - (iii) The Truvox has been proven incapable of recording below 40 CFS and therefore is unsuitable for JEEBEL recording.
- (e) Although it is intended to issue written instructions on how to record raw sonar sounds and correlate data and narrative with each sound it is expected that until experience is gained that many reels of tape collected will be unusable in the Tape Processing Centre. This fact was proven during the 1453 recording programme even when highly skilled technicians were employed.

2. Processing

- (a) The tapes received at the T.P.C. must be exposed to a complete analysis for the purpose of identifying completely and accurately the recorded sounds. Each tape is then studied with all accompanying data, and a detailed data sheet prepared. Filter processing and speed translation techniques are then applied for the purpose of clearly defining all possible Audio classification cues. There should be no controversy over whether an echo is Slight Low, same, or Slight High.
- (b) When the tape has been completely processed, a voice commentary is prepared and a master tape is produced, complete with commentary. This master tape will then be reproduced for Canadian Forces Headquarters where it can be mass produced for distribution to the Fleet. The master copy will be retained by the T.P.C.

3. Repair

- (a) The Weapons Division at present has the facility to repair " " tape. Equipment necessary to repair each new type of tape introduced will have to be provided.
- (b) It is noteworthy that in order to repair damaged tape it is a requirement to cut the tape exactly between the end of a transmission and the instant of the next transmission. To accomplish this it is necessary to have recorders with "a cueing" device and a magnetic tape viewer. Cueing arrangements on the Truvox series 80 tape recorders are inadequate.

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4. Storage and Issuing Facility

(a) At present all tapes in the Weapons Division are stowed in their parent teachers. As the Tape Processing Centre grows however, the Tape Processing Centre will have to have storage area for unprocessed tapes and a large library for master tapes. These master tapes, because of the time and cost of production, are extremely valuable. Special tapes, recorded as opportunities occur, may be unique and invaluable. The security classification of tapes may well range from Unclassified to Top Secret.

(b) Tapes are susceptible to the following:

(i) Mishandling of tapes by operators contaminates a magnetic tape, distorts reproduction, and causes wear to the playing head.

(ii) Storing - extremes in temperature must be avoided. Ideal conditions are:

Humidity	40 - 60% R.H.
Temperature	60 - 80°F

(iii) Distortion - tapes must be stored in proper shelves on end, and in standard containers.

(iv) Accidental erasure - all recorded tapes and un-recorded tapes must be kept away from electro-magnetic bulk erasers and magnetic devices. Effects of Radar and RF on tapes is not known but must be investigated in view of the close proximity to high powered radars in the Fleet School and ships.

(c) It is therefore necessary that the Tape Library be in a safe, climatically controlled, and shielded stowage, large enough to store the present and envisaged tape library and have additional facilities for issuing, cataloguing, and shipment of tapes.

5. Future Considerations

It is important to consider the Tape Processing Centre in relation to the JEZEEL analysis centre, and any possible consideration of a parallel development to the United States Navy's Anti-Submarine Contact Analysis Centre (ASCAC) because the equipment required to accurately analyse raw Sonar Data is also required in a T.P.C. to investigate new methods and new clues to sonar identification and classification. The transmission of raw sonar data by radio link (SODATRANS) has been perfected by the United States Navy but has been found to be only as good as the raw sonar data fed into it. The ability to record, edit, analyse, and compare data with a comprehensive tape library directly links the immediate requirement of producing training tapes with every possible use of tape in the future.

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Document disclosed under the Access to Information Act -
Document divulgué en vertu de la Loi sur l'accès à l'information

Enclosure (B) to CPAC(C) 7600-1
dated

JUN 8 1965

PRESENT STATUS OF TAPE RECORDING/REPRODUCING
EQUIPMENT WEAPONS DIVISION FLEET SCHOOL

1. 1069 Trainer - 1 SIMOND's PLAYBACK UNIT

A Truvox tape recorder was demanded on temporary loan for this trainer but was later returned as it proved unsatisfactory for running a multi recorder trainer.

2. Audio Video Trainer - 1 TRUVOX TAPE RECORDER

This trainer was engineered by the Sonar Section, Weapons Division to supplement the pressing need for I.D.C. trainers in 1962. It is run by a TRUVOX tape recorder allocated for the T.F.C. No recorder has been approved for this trainer.

3. JEZEBEL Trainer - 2 TRUVOX TAPE RECORDERS

This trainer requires an AMPEX 601 recorder to adequately reproduce the low frequency, dual track 1" tapes produced by H.M.C.S. SHELburne. The requirement for an AMPEX recorder was cancelled when 3 TRUVOX recorders were allocated to the T.F.C. because the justification for the AMPEX referred to its dual role of reproducing tape for the trainer in the T.F.C.

4. T.F.C. - has 3 TRUVOX Series 80 recorders allocated and recently issued - however:

1. One recorder is used in the AUDIO/VIDEO Trainer.
2. Two recorders are used in the JEZEBEL Trainer. (One for each set of 4 readouts, however, they are not satisfactory below 40 CPS).
3. Trainers will have to be shut down when the recorders are withdrawn to commence tape processing.

5. Limitations of the TRUVOX

1. It is Single track 1".
2. It cannot be cued (Stopped and fed by hand).
3. It has only a magic eye in lieu of a proper vu-meter and true amplitude of recording cannot be accurately determined.
4. It will not reproduce nor play back JEZEBEL tapes below 40 CPS.

Narrative can be superimposed on a recording or injected before or after a recording but it can not be fed into a separate channel simultaneously while recording. This feature greatly restricts the S.C.O. when collecting raw sea recordings as he cannot record and describe simultaneously. This places a similar restriction on an editor.

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C1300-166/10 TD 5186 (DTTP)

Canadian Forces Headquarters
Ottawa, Ont.

28 Oct 65

Air Officer Commanding
Maritime Air Command
Halifax, N.S.TAPE PROCESSING FACILITIES

Reference: a. Functions of a Tape Processing Center.

1. The RCM has stated a requirement for the establishment of an ASW tape processing center. The functions of the type of center envisaged by the RCM are outlined in reference a., attached.
2. The preliminary consideration of this project at CFHQ indicates that the equipment required will be expensive, and the personnel manning the center will require special training to carry out the editing. It is essential, therefore, that any duplication of effort between the potentially similar requirements of the RCM and the RCAF be avoided.
3. Because there is rather limited knowledge and experience available within the Canadian Forces in the production of tapes for use in ASW training it is proposed to form a project team which will have representation from both users and those able to offer technical advice and assistance to ensure the establishment of a well-equipped facility. There will be a continuing opportunity for MAC to contribute to the project, and it is not necessary at this time to consider the RCAF requirement in too great detail.
4. Initially, it is requested that the RCM proposals at reference a. be considered, and CFHQ advised if there is a potential need for RCAF participation in the project. If so, any requirements peculiar to MAC should be stated, at least in general terms. This information will enable the CFHQ project group to make an estimate of the overall scope of the facilities required preparatory to preparing detailed technical specifications.
5. It is requested that your reply be made by 9 Nov 65.

Original signed
(T.E. Connors)
Captain
for Chief of the Defence Staff

Copy to: Flag Officer Atlantic Coast

Commodore Personnel Atlantic Coast

(JV Watson)W/C/jd

2-5646

DMFOR/Air

Orig, Circ, File

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DEPARTMENT OF NATIONAL DEFENCE
MINISTÈRE DE LA DÉFENSE NATIONALE

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Enclosure (D) to CPAC(C) 7600-1

dated JUN 8 1965

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SONAR TAPE ANALYSIS AND RECORDING
PROGRAM
AT THE
U. S. FLEET ANTI-SUBMARINE WARFARE SCHOOL
SAN DIEGO, CALIFORNIA

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 - c. Practical Use
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 - e. Future Trends
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SECTION I

HISTORY OF SUBMARINE/ANTISUBMARINE WARFARE

The evolution of the pro-submarine and anti-submarine aspects of military preparedness presents an interesting study of trends, equipments, requirements and developments. Ever since the introduction of a floating log as a vehicle for conveying a man across water, man has utilized the obscurity of the sub-surface element to prosecute submarine warfare. Primitive man recognized that a floating object such as a log provided a means of carrying an aggressive action to the realm of the defender on a distant shore. The defender in turn was quick to foresee the advantage in countering this threat while still waterborne, and swimmers were dispatched to upset the floating conveyance. From this rudimentary beginning, submarine warfare and antisubmarine warfare have been successions of development. A potential aggressor develops equipments and techniques which will provide an advantage on or under the water and the non-aggressor develops countermeasures to protect against such threats while simultaneously improving his own equipments and techniques of conducting submarine warfare. These parallel and integrated sciences have developed to the point where, by virtue of the weapons of complete destruction involved, there must be some conjecture whether the next stage won't involve a return to the log and the swimmer.

When German made such extensive use of the submarine as a weapon of destruction in World War I, the Allied nations countered with the use of sound to probe the depths of the seas and seek out the aggressive submarines. As the equipments and techniques in sonar increased in effectiveness the advantage of the submarine was reduced. In turn, similar improvements in submarines restored the advantage. This necessary and much sought advantage has been alternately with the submarine and surface forces until today, with the vast number of new untested (in actual warfare) weapons and techniques, the location of the advantage is a debatable point.

The cessation of hostilities in World War I found the U.S. Navy equipped with listening gear of limited range in surface vessels and weapons of the overhead drop type; our submarines were equipped with the initial types of passive array equipments. Tactics in both areas were mainly unit to unit. From this point up until 1949, successively improved models of the searchlight equipments was the pattern of sonar development in surface forces while the submarine continued to improve the passive array systems. Some new equipments were introduced such as the Tactical Range Recorder (TRR) in 1942, but no really startling developments occurred. During this same period, tactics were altered to the pact action in submarines and the multiple ship attacks by surface forces. As the detection ranges were extended the surface moved toward the prosecution of antisubmarine warfare at increased ranges. Weapons of the known type were adopted and dual ship attacks were perfected. The submarine meanwhile increased the effectiveness of extended range operation, adopted longer range weapons and concentrated on silent running operations.

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In 1949 the surface forces were equipped with scanning type sonar which improved significantly the ability to search, detect, and classify submarine targets. The trend toward extended detection ranges continued - the ranges at this time being about five times that of the previous equipments. From 1949 until the present, ranges have been steadily extended with successive types of sonar; weapon systems have advanced rapidly to the point where it is now possible to prosecute the ASW attack at remote ranges. This improvement has not however resulted in an apparent advantage for the surface forces since submarines have likewise increased their range of operation - both in sonars and in weapons - plus the fact the atomic boat is now a factor to be reckoned with. Horizons in both areas have been extended. Surface forces now are capable of operating and attacking from great ranges; both fixed wing and helicopter aircraft have been introduced to the ASW scene; the ASW Task Forces and the HUK groups have developed a high degree of effectiveness in ASW. Shore installations now supplement the action of forces afloat in the ASW field. By the same token, the operating ranges of submarines have reached what seems an ultimate with the ability of the atomic boat to operate with no fueling problem; effective ranges of sonars and weapons have been extended; the speeds of which submarines are capable now removes a former handicap and the configuration of present-day submarines removed the depth limitation of previous craft.

With the recent emphasis on the ASW Field, it appears we are on the threshold of a completely new era in naval warfare. The primary mission of our Navy is now anti-submarine warfare and this redirection of emphasis is being reflected in the type of ships being constructed, the power plants which drive them, the research for new sonar equipments and weapons which will render our ships and submarines the most effective in the world. Our technicians are engaged in a continuing study of all these factors in an effort to devise the most effective possible methods for utilizing these developments.

It must be recognized that a prerequisite for effective utilization of each new development is a sound training program. We in the Fleet ASW School are vitally concerned with improved training of Sonarmen and ASW officers and have taken a dynamic course of action to provide really effective ASW training. This pamphlet is designed to discuss the most recent innovations in ASW training here at the Fleet ASW School in the hope that this information will assist commands and activities engaged in similar training.

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SECTION II

THE PASSIVE SONAR TAPE PROGRAM

1. History of the Passive Sonar Tape Program.

Ever since the Navy adopted the wire recorder, the forerunner of the tape recorder, as a piece of equipment for Fleet usage, random experiments have been conducted in recording submarine sounds. The first efforts to develop any organized program in the area of submarine sound recording dates back to 1956 when the Submarine Force at Pearl Harbor set up a limited-scope program for acquiring tape recordings and utilizing them for training of the submarine Sonarmen in the Pearl Harbor area. The effectiveness of a program of this sort was immediately apparent and the program gained momentum. The collection of taped-recordings was extended and the training utilization of these tapes became widespread. When the Sonar Information Center concept was initiated in SUBPAC Squadrons, the tape recording program became the focal point of training.

In October 1958, the Bureau of Naval Personnel established a passive sonar tape program at the Fleet Anti-Submarine Warfare School, San Diego, California. A specially trained team of Sonarmen was formed for the purpose of insuring high quality tape production.

2. Scope of the Passive Sonar Tape Program.

Collection of raw sea recordings - presently accomplished primarily through soliciting source material from submarine squadrons. The majority of sea tapes acquired to date have been obtained through personal contacts between the Passive Sonar Tape Team and submarine personnel in units and by BUPERS, Fleet and Type Commanders, NAVPERS ltr Ser: C114/0100 of 30 September 1959 announced the formally organized tape program at the Fleet ASW School, San Diego, and requested all submarine squadrons to supply source material in support of the program; BUPERS ltr Ser: C14/016 of 17 February 1960 reemphasized the need for source material and requested Submarine Force Commanders organize formalized programs for the collection of domestic source material; COMSUBPAC ltr Ser: 32/0225 of 26 April 1960 requested Pacific Fleet submarines forward the desired raw tapes to Sonar Information Centers for processing and delivery to the Fleet ASW School. Although given favorable endorsement by the above cited correspondence, there continues to be a lag in the collection of source material.

Processing of raw sea recordings. The tapes received at the Fleet ASW School are exposed to a complete analysis for the purpose of identifying completely and accurately the recorded sounds. Each tape is studied, together with all accompanying data, and a detailed data sheet prepared. Filter processing and speed translation techniques are applied for the purpose of clearly defining all possible audio classification cues. Then the tape has been completely processed and analyzed, a voice commentary is prepared and a Master Tape is produced, complete with commentary. This Master Tape is then forwarded to the

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Naval Training Aids Center (West Coast) in San Francisco where it is mass-reproduced and distributed for Fleet Utilization. Each tape distributed represents a complete training package. The sonar samples provide training in specific audio classification problems; the commentary guides the trainee through the training situation. Any ship or submarine having a tape recorder such as an AN/UNQ-7 can utilize these tapes for on-board training of Sonarman watchstanders and as post-graduate training of sonar analysis.

Present status of tape development

Submarine tapes (passive). There are 21 tapes available which are divided into three kits.

Kit #1, Watchstanders: Includes basic training material for inexperienced sonarmen and other watchstanders, such as prop beats and other sounds needed to determine the contact classification.

Kit #2, Passive Analysis Training: Includes special techniques used for advanced sonar analysis in target classification.

Kit #3, Special Series: Information on various underwater sounds of a special nature. Includes sounds not ordinarily encountered in normal operations, such as foreign ships, biologics, specific area noises and etc..

Destroyer tapes (active)

Two tapes are presently available, Techniques of Tape Recording and Biological and Non-Submarine Targets. A tape of various submarine evasive devices will be available in the near future.

Fixed Wing and Helo Tapes:

One tape is now available on noisemakers and decoys.

Future Objectives of the Program:

In general, efforts have been directed toward submarine passive utilization. On the basis of recent conferences of ASW-interested commands and activities, the program will include more recordings of passive and active modes of operation for surface, helo and fixed-wing sonarmen. With such an expansion, destroyer squadrons and aircraft wings will also be provided with material to aid in their on board training programs. It is envisioned that all commands will increase the effectiveness of their training programs with the use of training tapes, which are of particular importance when units are deployed away from shore-based facilities.

The STAR Division personnel are continually working on new ideas and techniques which will further the development of both passive and active sonar classification training.

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Future requirements of the passive tape program. In order to implement the program as envisioned, including expansion to include surface and aircraft tapes in the passive mode, additional personnel will be required - personnel with backgrounds of experience in the new areas of activity, surface and aircraft of both types. Source material will have to be obtained for each type of tapes which will necessitate support of Fleet and Type Commanders. Within each type, a dynamic program will have to be established to insure a steady flow of sea tapes to the ASW School. New equipments will have to be obtained. Specifically, the following equipments will have to be procured:

- 2 - Variable filters (Allison) Model 2A
- 1 - Band reject filter (Allison) Model BE6
- 1 - Sonic vibrator
- 2 - Audio spectrum analyzer
- 3 - AN/UNQ-7 Recorder-Playback Units

Inasmuch as the personnel required for the passive tape program are so closely linked with personnel in the other aspects of the tape programs and their missions and tasks are inter-related, the specific breakdown of the personnel structure will be discussed under the section on the STAR Division.

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SECTION III

THE ACTIVE SONAR TAPE PROGRAM

1. History of the 14E Series Active Sonar Tape Program.

It has long been recognized that the ability of ASW personnel to classify sonar targets with accuracy and consistence is one of the main deficiencies in the overall ASW area. Existence of this situation is attributable in part to the fact that few adequate training aids are available for training in this area. Further, the limited time and services available for realistic sea-phase training in sonar target classification training precludes really effective training. Toward improvement of training in sonar target classification, the U.S. Naval Training Device Center developed the 14E-series Sonar Target Classification Trainers. Through the use of these trainers it is possible to present to trainees, in groups or as individuals, almost all sonar target classification problems - and in a completely controllable and realistic manner. Recording of all possible sonar classification situations, submarine and non-submarine, are made at sea. When replayed through either of the actual training components of the system, the 14E2 or 14E3, these tape recordings will activate every normal sonar display available to the sonarman at sea - the audio, PPI and Range Recorder. In effect, the trainees are "taken to sea" without leaving the confines of the classroom. Although still in development, it is evident that this trainer system has demonstrated its tremendous potential and it is expected that as a result of its utilization, the level of competence in classification should be increased significantly.

2. Components of the 14E-Series Trainer System

The 14E1 Recorder Unit - a fourteen channel, high-fidelity recorder using 1-inch instrumentation tapes. This recorder is installed in ASW vessels and records every signal entering or leaving the sonar transducer. This recorder is capable of replaying a recorded tape through the same shipboard sonar system. This equipment is not to be confused with the conventional portable tape recorder. The two units occupy a space approximately 6'X6'X3' and weight is approximately 1400 pounds. A dockside installation is required of this equipment. This unit is compatible with all sonars in the 1 to 25 kc. range by use of different lag lines.

The 14E6 Editor-Reproducer - an equipment through which the sea-tape recorded by the 14E1 can be analyzed, edited and reproduced complete with voice commentaries.

The 14E3 Shore-based Multiple Classification Trainer - a trainer capable of training 40 trainees simultaneously in sonar target classification techniques. This unit utilizes the tapes reproduced by the 14E6. The trainer consists of a playback unit, an instructor's master console, and ten trainee booths equipped with AN/SQS-40 sonar components. The master console enables the instructor to monitor and completely control the performance of all trainees through a bank of PPI scopes slaved

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to each operator station. Each trainee booth is tied in with the instructor's console by a two-way voice communication link. Each of the operator stations includes all of the normal sonar displays available to an operator at sea - the audio, PPI scope and the Range Recorder. The trainees in each station perform independently of the other stations, manipulating their equipments in a realistic manner to track and classify the targets. The presentations in each station are identical to the presentations obtained in the initial recording at sea.

The 14E2 Tender-installed Trainer - Consists of a playback unit and a single operator station. This trainer is capable of training only 3 trainees simultaneously and is designed to provide refresher training to ASW personnel who have access to the Tender but not to the ASW School.

3. Present Status of the Trainer System.

At present the 14E1 has been installed in four vessels. The initial engineering acceptance installation was placed aboard the USS PETERSON (DE 152) at Key West, Florida. This was a conventional AN/SQS-4 sonar installation. It was determined that the equipment performed as expected and 35 tapes were recorded. During this installation it was decided that the recording program should be redirected toward the current RDT sonar equipments. On the basis of this decision, the tapes recorded in PETERSON were erased. The second installation was made in USS SANSFIELD (DD 837). This was an RDT sonar equipment and a total of 45 tapes were made. Of this number, 20 were eventually erased due to technical and training weaknesses. The remaining tapes are currently available for training. The third installation was in USS HOPEWELL (DD 681) in San Diego, California. A total of 35 useable tapes were obtained during this installation. The majority of these tapes have been processed by the 14E6 and are available for training utilization. The fourth installation was made in the USS HULL (DD 945) which has an SQS-23 sonar system. During this recording phase, new components and circuitry were evaluated to assure the compatibility of SQS-23 systems and 14E1 recording equipment. Minor changes in circuitry and alignment procedure remain necessary for full compatibility between the two units. During 2nd quarter 1962 the 14E1 will be installed in an RDT equipped ship in the Pearl Harbor area for obtaining long range classification training tapes thus completing the 14E series tape library for current shipboard sonars. There are two 14E3 trainers installed in the Fleet Sonar School, Key West, Florida and one in the Fleet ASW School, San Diego. 14E2 trainers are presently installed in the USS TIDEWATER (AD 31), USS YOSEMITE (AD 17), USS BRYCE CANYON (AD 36) and USS DIXIE (AD 14). Installation of 14E2 trainers in the remaining LANTFLT and PACFLT tenders are scheduled for FY 62.

Satisfactory results are not being obtained at present in the Tender installations due to installation deficiencies and lack of qualified maintenance personnel. Action is taken at the Fleet ASW School to provide training for tender personnel during installation of each individual E-2 Trainer. Both maintenance and operational training is given by a Fleet ASW School STAR Division Recording Member.

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At present it is necessary to conduct training in this manner due to the long periods between individual new installations. Upon completion of all E-2 installations, courses will be scheduled at Fleet ASW School, San Diego.

4. Future Requirements of the Active Tape Program.

At a conference held 13-15 September 1960 at the Fleet ASW School, representatives of all activities having units of the trainer system were requested to indicate future needs for tapes. These requirements embraced the following: (1) more tapes of the basic, classic-type targets, (2) additional tapes of the more difficult classification problems - targets obscured by extraneous artifacts, (3) tapes of dual ship problems and tapes recorded in sea areas of maximum, long-range detection probability. It was also definitely indicated that a more complete library of non-submarine targets is necessary - targets such as marine biological specimens, pinnacles, wrecks, etc.

Afloat Services and Logistic Requirements.

Assignment of a Project has been made for installation of the 14E1 in a Pearl Harbor based destroyer. This recording phase will consist of 6 full recording days with submarine services and the remaining time while installed on a not-to-interfere basis. Funds for the installation of the equipment has been made available by the U.S. Naval Training Devices Center.

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SECTION IV

THE SONAR TAPE ANALYSIS AND RECORDING (STAR) DIVISION

1. History of the STAR Division:

The STAR Division was formally established at the Fleet ASW School in August of 1960 when the 14E1 active sonar recording program was transferred to the command. Prior to this time, the passive portion of the recording program had been in progress since 1958 at the school while the active portion of the recording program had been located at various commands on the east coast and in the San Diego area. In the interest of combining the efforts of the two parallel areas of activity, the Bureau of Naval Personnel effected the transfer of the active program to the ASW School where the two were combined into a single division. As presently constituted, the STAR Division will have responsibility for all activity in the field of tape development, recording and analysis in both the active and passive fields. The passive group will coordinate the collection of all source material from Fleet sources, will analyze all material received and provide guidelines for more effective collection of recorded materials in the Fleet. From available source material, master tapes will be developed at the ASW School and forwarded to the Training Aids Center (West Coast), San Francisco, for mass reproduction and distribution. The division will assume responsibility for programming the individual recording into categorized training kits for more effective utilization. In addition to producing training tapes, research and analysis will be conducted to improve techniques of classification and seek new classification cues.

The function of the active sonar recording group parallels that of the passive array group except for the fact the active group will engage in the actual collection of source material rather than depend on source material from the Fleet since the collection of the active tapes requires the use of a unique type of equipment. This group will serve as liaison for the Commanding Officer, U.S. Fleet ASW School in arranging services for sea-phase recording periods, will arrange for the services required in connection with installations and make all electrical connections. The active sonar recording team will collect recordings at sea, edit and analyze all collected materials and prepare the format for each training tape made from these sea recordings. Specially trained personnel of the division will assist in the preparation and presentation of maintenance training courses in equipments of the 14E series. As in the passive array program, continual efforts will be exerted to seek new cues for classification and to develop new techniques which will improve classification efficiency.

Anticipated Expansion of the Division

As a result of the conference held at this command 13-15 September 1960, it has been determined that in addition to the passive array sonar

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recording program and the surface active sonar recording program there will be a continuing requirement for corresponding programs for fixed wing aircraft, helicopters and minecraft. Preliminary action is in progress to develop a library of tapes for training helicopter sonarmen and similar action in the areas of fixed-wing aircraft and minecraft will follow as soon as personnel and equipments are available. It is expected that the integrated efforts of these various programs will result in maximum utilization of personnel and services and the end result will be training materials which will satisfy a critical requirement for effective aids to support classification training.

During August 1961, the mission of the Fleet ASW School was modified to provide personnel and equipment to develop new classification procedures and techniques. This additional task has been assumed by the STAR Division and has resulted in the development of several new ASW classification techniques.

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SECTION VI

CLASSIFICATION TRAINING AT THE FLEET ASW SCHOOL

1. Sonar Classification training at the Fleet ASW School has recently undergone a complete revision as a result of the introduction of a new and highly effective trainer for use in this area - the 14E3 Sonar Target Classification Trainer which was described in section III. Since the physical characteristics of this trainer have already been described this paragraph will discuss the training program which has been developed around the equipment.
2. Heretofore, classification training has been severely restricted by limited available training aids. With the 14E3 it is now possible to "take the trainees to sea" for realistic sonar classification training. A library of tapes is being developed (a portion of which is already on board) which will present to the trainees every conceivable classification situation from the simple situation of classic submarine aspect presentation under ideal sonar conditions, to the highly complicated classification problems resulting from poor sonar condition, extraneous interferences, and submarines maneuvering to avoid detection and classification. With the assistance of highly specialized personnel from the Supers Personnel Research Field Activity, these tapes have been programmed into a complete 50-hour course of instruction which will take basic sonarman trainees from the elementary to the most complex classification problems. Instruction in this course deals with the techniques of equipment operation for optimum results in classifying targets, guided development of sensory perception in classification cues, the systematic integration of classification cues from all possible sources of classification intelligence, and a working familiarity with the NEL Classification System.
3. The fact that the library of tapes is currently limited to those tapes necessary to support the basic sonarman training program restricts the classification training program to this area, however by the end of calendar 1961, it is expected that long range tapes of a more advanced nature will be available. During August 1961 the first advanced sonar classification analyst course was convened to provide instruction in the refined aspects of classification, particularly as applied to differentiation between submarine and non-submarine contacts of an obscure nature.
4. Officer training in classification is currently directed toward those areas of responsibility which are at a command level, with a limited amount of training in the operators classification procedures to enable the ASW Officer and the Commanding Officer to have a working knowledge of the function at the operator level.
5. The following named courses are devoted solely to the subject of classification training and are listed in order of course titles and course length: C-511, Submarine Sonar Advanced Classification, 3 days;

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C-511A, UNQ-7 Sonar Tape Recording, 1 day, C-512, Sonar Target Classification, 4 days; C-560A, Helicopter Sonar Target Classification, 3 days; C-560 S-7, Submarine Passive Sonar Classification, 5 days. Further descriptions are available in CONTRAPACINST, P1500.2M, U.S. PACIFIC FLEET TRAINING DIGEST.

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SECTION VI

DEVELOPMENT OF ASCAC

Anti-Submarine Contact Analysis Center

A. In 1957, COMSUBPAC pioneered the idea in the form of a Sonar Information Center (SIC), primarily to train sonarmen in the identification of new sounds. The FLEASWCOL has been training sonarmen in classification techniques since 1943. The primary training aids in this program have been the 1/4" passive sonar tape and 1" active sonar tape produced by the school and utilized in group operational trainers such as the 14E3. The use of these tapes to supplement at-sea training on live subs, enables the sonar operator to gain realistic experience that could be acquired only by extended periods at sea.

Experimentation indicated that several intelligence cues existed on these active and passive tapes that, when collected, correlated and evaluated, would give a high probability that a contact could be classified. Additionally, the FLEASWCOL was frequently called upon to send Emergency Classification Teams to datum to assist operational commanders on on-scene-classification and to conduct post analysis of tapes collected during the prosecution of an unident. It was apparent that by combining these two techniques and transporting both analysis teams and equipment to datum, a much greater capability would be realized. About this time, CNO requested comments on the Bureau of Ships Classification Program which proposed the development of an Emergency Classification Team to be transported to datum and using portable equipment, assist the CIC. Since this proposal so closely paralleled our efforts in this area, we decided to give the concept an operational feasibility test during the SLAMEX phase of Operation GREEN-LIGHT. Accordingly, in conjunction with the Naval Electronics Laboratory, the inaugural operational employment of ASCAC was effected during the period 21-28 April 1961. Needless to say, the venture was a huge success. As a result of this demonstrated feasibility, CINPACFLT decided, with CNO's blessing, that ASCAC's would be installed in all CVS's and Air Wings with the first afloat ASCAC's in YORKTOWN and BENNINGTON.

The YORKTOWN (CVS 10) installation was completed in July 1961, and during the first week in August was operating with four DD's conducting an entry into Pearl Harbor. The force skirted one sub, and two other subs were placed out of action due to positive classification by the YORKTOWN'S ASCAC. The ASCAC on BENNINGTON (CVS20) is in the final stages of completion and will be tested and evaluated during October 1961.

B. Theory.

Basically, an ASCAC is an assembly of analyzing equipment, manned by a highly trained ASCAT (Anti-Submarine Contact Analysis Team) whose mission is to collect, correlate, and classify raw sonar data. As mentioned previously, to be of tactical value, the classification must be derived quickly. This necessitates a rapid data collection process. One method that has proven successful is the transmission of raw sonar data by radio link (SODATRANS). Using this transfer process, evaluations can be conducted within a matter of minutes on HF or UHF links. To date, maximum SODATRANS ranges have been affected out to 160 miles.

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When received in the ASCAC, the active/passive data is processed using Subjective and Physical Analysis techniques. Speed translation through three-speed recorders elicits such cues as cavitation, engine/shaft RPM'S doppler, varying doppler, blades/propeller, biologics, echo quality and number of echoes. To bring out highlights, or to search a particular frequency spectrum in the bulk frequency envelope, Allison filters are employed. To determine number, quality of echoes, and length of echo, the TRR augmented by an oscilloscope is used. To activate the remote TRR in the ASCAC, a Transmission Interlocking Pulse Synchronizing Unit (TIPSU) is used. The TIPSU was developed by Master Chief Sonarman Weldon TIPPS of the FLEASWSCOL.

When passive mode sonar provides raw data, machine analysis of lower frequency is used. This Physical Analysis produces new cues or confirms the cues already extracted using Subjective Analysis techniques.

Once these cues are collected, they are correlated and a decision is made as to the probability of its being sub or non-sub. Depending on the quality of the SODATRANS, classification can be made in 15-20 minutes.

C. Practical Use.

Unidentified Contact - QUEBEC 34, post analysis of tapes revealed several classification cues. The key bit of information was found in the TRR and Oscilloscope traces which showed a reflected surface echo when a VDS transducer was in use. This phenomena has never correlated with any contact other than a submarine. In addition, this cue gave a good indication of target depth (600') and verified the high speed (12 kts) observed without the presence of cavitation. The FLEASWSCOL ASCAC classified QUEBEC 34 as probable submarine, non U.S. type. The same analysis techniques were employed on several subsequent unident situations.

During Greenlight the FASWS ASCAT manned an ASCAC in YORKTOWN. Evaluations were conducted on 45 SODATRANS. Forty were classified as Biologics and 5 as probable submarines. As the result of ASCAC assistance, two of the four submarines were placed out of action, one submarine twice falling victim. The final coup was effected when a bonafide unident was acquired toward the end of the exercise by a submarine. Subjective analysis by the submarine had indicated the presence of compressed cavitation, a significant submarine cue. However, in a matter of minutes, physical analysis by the ASCAC revealed the cavitation to be "singing screws". The contact was positively identified as a merchantman in the first convergence zone. With this rapid classification, and subsequent saving of time, money and effort, ASCAC stock rose to a new high.

As mentioned previously, a similar success story was written by the YORKTOWN ASCAC during the Mid-Pacific pre-deployment HUK exercises of CARDIV NINETEEN and ASCAC became firmly entrenched as an operational tool. COMCARDIV FIFTEEN's first interim ASCAC report states, "YORKTOWN ASCAS has operated precisely as planned. The ASCAC is considered to be a valuable adjunct to the HUK group and has been received favorably by all concerned. During ORE completed 18 August the ASCAC performed 56 successful operational evaluation."

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D. Training Aspects

In addition to the operational employment of ASCAC, the concept has an inherent capability for classification training.

The FLEASWSCOL has been assigned a mission by CNO to establish a program for the collection, development, and distribution of magnetic recorded materials for

- a. Device 14E Series Active Sonar Classification Trainers
- b. Submarine Passive Array Sonar Training including LOFAR/CODAR
- d. Device AN/UQS-T3 Minecraft Sonar Trainers
- e. Hydrographic Office research

It is axiomatic that analysis of SODATRANS is only as good as the raw input. Therefore to achieve maximum effectiveness, it has been necessary to resort to concentrated training of data suppliers. By furnishing the ASCAC with a training tape library and by interjecting a requirement that all sonarmen of a task group take advantage of every opportunity to increase their knowledge through use of this library, not only is cross pollinization achieved, but by bringing the sea to the student, it is possible that a sonarman can acquire experience equivalent to 20 years "ping time" at sea in a matter of months.

As for training ASCAT personnel, the FLEASWSCOL conducts an 11 week course of instruction covering subjective and physical analysis techniques. This course was originally designed to meet the submarine force requirement for classification analysis to man the nuclear subs but has been expanded to include current ASCAT training requirements.

E. Future Trends

One of the stumbling stones in ASW operations is the ability to get the "mostest forces there the firstest" to borrow a quote from Naval History. To alleviate this deficiency, we consider that an ASCAC installed in an aircraft has definite potential. Accordingly, we have determined that the high performance of P3V aircraft, with its low ambient noise level and artifact-free propulsion plant, is ideally suited to fill the billet. In fact if this Airborne ASCAC had been in being when QUEBEC 37 was born, the evaluation could have been conducted at datum in a matter of hours rather than days.

Another aspect is the continuing problem of countering the severe threat posed to CVA's that is presented by enemy submarines deployed into normal attack carrier operating areas for attacks to coincide with commencement of hostilities.

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We strongly believe that shipborne (CVA) and airborne ASCAC's can contribute to the solution of this threat.

Eventually, it is envisioned that a single minaturized ASCAC package can be designed for either ship board or aircraft use. The development of such a package is already underway and it is hoped to evaluate the concept during PACFLEET exercise "POTSHOT" in Mar 1962.

Another avenue of investigation being pursued is the use of single side band equipment to extend the range of SODATRANS. Admiral THACH, having witnessed ASCAC in operation, stated that "The ASCAC technique represents the first real breakthrough in ASW in a decade."

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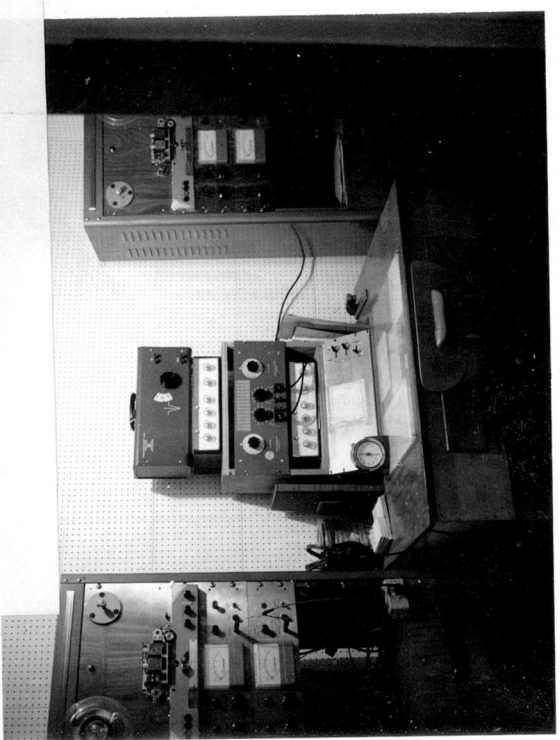
F. ASCAC References

1. CO FLEASWSCOL ltr ser 0126 of 5 May 1961
Subj: Installation of SIC in USS YORKTOWN (CVS 10); evaluation of
and recommendations concerning

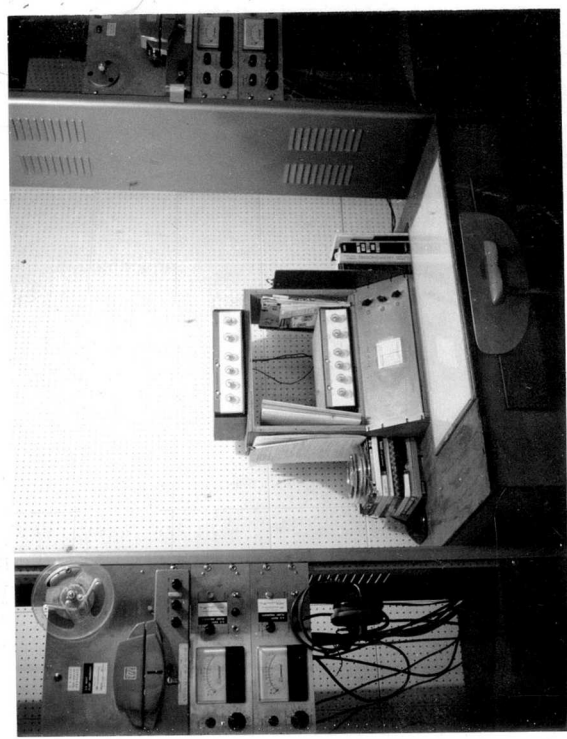
NOTE: Following (2 thru 9) are the references listed in the
above letter.

2. BUSHIPS ltr C-9670/13 ser 689c-0279 of 22 Dec 1960
Subj: ASW Contact Classification Program; proposal for
3. COMNAVDEFESTRAC ltr Ser 301/054 of 20 Jan 1961
Subj: Summary of Unident Contacts 1960
4. CO FLEASWSCOL SDIEGO ltr Ser 018 of 26 Jan 1961
Subj: FLEASWSCOL SDIEGO Officer/Enlisted Manpower Authorization;
recommended changes to
5. COMNAVAIRPAC ltr Ser 1261 of 10 Feb 1961
Subj: SODATRANS (Sound Data Transmissions) Evaluation
6. CO FLEASWSCOL SDIEGO ltr Ser 048 of 14 Feb 1961
Subj: Anti-Submarine Warfare Contact Classification Program;
information concerning
7. CNO ltr Ser 0108P71 of 27 Feb 1961
Subj: ASW Contact Classification Program
8. COMFIRSTFLT ltr Ser 062 of 10 Mar 1961
Subj: Participation of U.S. Fleet Anti-Submarine Warfare School
in PHASE II, Exercise "GREEN LIGHT"; invitation for (U)
9. COMASDEFORPAC ltr Ser 0109 of 24 Mar 1961
Subj: Unidentified Contact QUEBEC 34 (1960)
10. COMASDEFORPAC ltr ser 0124 of 7 Apr 1961
Subj: ASW Contact Classification Program; comments and re-
commendations concerning

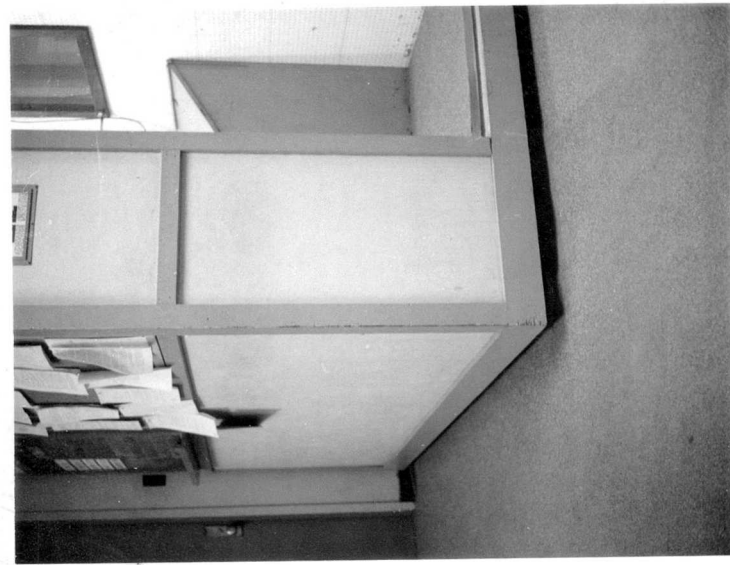
Enclosure (c) to CPAC(C) 7600-1
dated



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D COMM P8

" P8-2

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" CLSG

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" P2-2

" S5

" S6

" S2-3

" CLRM

DEPARTMENT OF NATIONAL DEFENCE
MINUTE SHEET

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SECURITY CLASSIFICATION

REFERENCE

FILE NUMBER

DATED

TO

REFERRED TO

REMARKS

(To be signed in full showing Appointment, Telephone Number and Date)

P2
I AM AT A LOSS IN THIS ONE
AS HERE WE HAVE A SENIOR
COMMAND MAKING A REQUEST
TO A JUNIOR COMMAND -
THE JUNIOR COMMAND BEING
UNABLE - AS I SEE IT - TO
APPROVE OR DISAPPROVE.

I SUGGEST WE, AS
A MATTER OF POLICY, WRITE
TO IC O AC AND ASK HIM
TO SUBMIT REQUEST THROUGH
CFHQ. AS IT IS HE CAN
DO NOTHING - THE CHAIN
IS IN REVERSE

P2-2
9/6

AC: 1300-1 (8)

JUN - 7 1965

ADMINISTRATION OF TELECOMMUNICATIONS
IN THE ATLANTIC COMMAND

With the formation of C.F.C.S., it is proposed that consideration should be given to an improved method of controlling telecommunications (landlines, telephones, etc.) in this command. As a first step, an experienced Army or RCAF senior H.C.O. or junior officer should be sent to CANPLAGLANT's staff to act as telecommunications administrator.

2. For many years this duty has been carried out by a civilian Technician 3, who is established on the staff of the Staff Communications Officer. The civilian technician reports through the Officer-in-Charge of the Naval Communications Centre (which includes the tape relay centre). Presumably, in due course, this entire activity will come under command and control of C.F.C.S., although continuing to respond to requirements of the operational commander.
3. Heavy reliance is placed on the advice of the civilian technician, since naval communication officers are inclined to be weak in knowledge of landline communications, their training and experience being slanted towards mobile communications. Similarly, chief and petty officers in the R.C.N. are ill-equipped to cope with shore-side communication systems.
4. When one considers the investment in telecommunications plant in the command, plus an annual expenditure of some \$190,000 from Primary 03, a Technician 3 is hardly adequate to do the job properly. Furthermore, the ever-increasing degree of control imposed by C.F.C.S. warrants more manpower on the administrative side than the R.C.N. can provide.
5. Whether a senior H.C.O. or a junior officer will be able to handle the duties on his own is problematical and would probably depend on the individual. Presumably, however, C.F.C.S. has a good idea what the scale of administrative staff should be and can advise with some degree of accuracy.

.... /2

Commander
Canadian Forces Communication System

Copy to: Chief of the Defence Staff
(Attention: Director General, Communications)

Rel: <i>Cip R D S Gomm</i>
JUN 8 1965
File No. <i>1300-166/10</i>
Chg'd to

000805

- 2 -

6. It is important to understand at this point that the incumbent civilian technician is expected to retire within the next year, the Officer-in-Charge of the Naval Communications Centre will probably be re-appointed in November, and the Staff Communications Officer is leaving in July. To maintain any form of continuity, therefore, it would be most appropriate if a suitably trained and experienced Army or RCAF man were to join the staff this summer.

7. Your acceptance of, and action on, this proposal would be appreciated. If further discussion is necessary, the Staff Communications Officer will be in Ottawa to attend a meeting of the Steering Group on Maritime Communications on 23 and 24 June.

Original Signed by

J. C. PRATT

REAR ADMIRAL

NNNNVV 1CA105 OEA256 COA117 UU

RR RCCIC

DE RCEOC 94 12/1600Z

R 121555Z

FM NEWPORT CORNER

TO CANFORCEHED

INFO CANFLAGLANT

COMSUPTLANT

BT

UNCLAS TO DRB (D PHYS R) NS ¹³⁰⁰1540-166/10 (COPR DG COMM) 6 APR 1965

PARA 3. INSTALLATION VLF FREQUENCY STANDARD COMPLETED

2. DR. BELROSE MAY CONTACT LCDR P.F. WILSON, STAFF COMMUNICATIONS
OFFICER, LCDR N. FORD, STAFF OFFICER ELECTRICAL, MR. R. BANKS
SCIENTIFIC CONSULTANT, ALL FOAC

3. REQUEST ANTICIPATED DATE OF ARRIVAL DRTE REPRESENTATIVE

BT

FOR 121870 apr 65 (72)

Routine

*for action
DRB
DG COMM*

(22)

Ottawa 4, Ontario

NS 1300-166/10 (DAGR)

31 Mar 65

Assistant Deputy Minister, Air
Department of Transport
Ottawa, Ontario.

JOINT HALIFAX TERMINAL CONTROL AND
RCN SHEARWATER AGREEMENT
EFFECTIVE NOVEMBER 21, 1960

1. Enclosed are the signed amendments to the
Joint Halifax Terminal Control and RCN Shearwater
Agreement Effective November 21, 1960, as requested
in your letter 5184-285-11 (ATP) dated 4 March, 1965.

F. D. Millar
for Deputy Minister

A.B. Armstrong
Deputy Minister

Encl. 6

(S.B. Soward)LCBR/rr/2-7113

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PPA/NS 1300-166/10
8950-116 TD 4335P

SECRET
UNCLASSIFIED WITHOUT ENCLOSURES

Canadian Forces Headquarters
Ottawa, Ontario.

MAR 30 1965

Maritime Commander Atlantic
FMO HALIFAX, N.S.

Maritime Commander Pacific
FMO VICTORIA, B.C.

Flag Officer Atlantic Coast
FMO HALIFAX, N.S.

Flag Officer Pacific Coast
FMO VICTORIA, B.C.

Air Officer Commanding
Maritime Air Command
5217 South Street
HALIFAX, N.S.

Commanding Officer
HMCS STADACONA
HALIFAX, N.S.
(The Directors, Joint Maritime Warfare School)

MINUTES OF THE STEERING GROUP ON MARITIME COMMUNICATIONS

1. Two (2) copies of enclosure 1. are forwarded for information and retention.

ORIGINAL SIGNED BY

H. SHORTEN
CDR. R.C.N.

(J. V. Allard)
Lieutenant-General
for Chief of the Defence Staff

Encl. 1. (Minutes of the Steering Group on Maritime
Communications 1/65 held 19 March, 1965)

Ann
(A.M. Cupples) LCdr/cl
2-0250

- D COMM P3
D COMM P
DG COMM

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PIA/NS 1300-166/10
8950-116 TD 4335P

MINUTES OF THE 1/65 MEETING OF THE
STEERING GROUP ON MARITIME COMMUNICATIONS

HELD 19 MARCH, 1965 IN THE MARITIME HEADQUARTERS, ATLANTIC

Ottawa 4, Ontario.

30 March, 1965.

Members Present:

LCdr. A.M. Cupples	CFHQ	DG Comm/D Comm P3 - Chairman
S/L R.F. Jones	CFHQ	DG Comm/D Comm P5
F/O K.A. Orford	CFHQ	DG Comm/D Comm P5

Also Attending:

LCdr. P.E. Wilson	MHQ Atlantic	SCO
LCdr. J.H. Ellerton	MHQ Atlantic	A/SCO(CP)
F/L D.E. Haines	MHQ Atlantic	A/SCO
F/L T.D. Casselman	MAC HQ	SO TEL/TEL G
F/L C.J. Daye	MAC HQ	SASO/SOOT4
F/L D.A. Reynolds	CCHQ	OPS 4
F/O J.L. Milligan	Greenwood	G TEL 0

ITEM	SUBJECT	ACTION
1	<p><u>Minutes of 4/64 Meeting</u></p> <p>1. LCdr. Wilson said that Item 3 of the 4/64 minutes did not record the lengthy discussion of the need for compatible radio teletype between ships and aircraft and ground stations.</p> <p>2. S/L Jones said that as all had agreed that compatibility was necessary and that as the specifications for aircraft and ground equipment had ensured that compatible FSK operation would be possible, he had not referred to it in the minutes.</p> <p>3. S/L Jones asked that in Item 3 para 6 b. line 2 the words "RTT modems" be replaced by "teleprinter equipment".</p>	
2	<p>a. <u>Emergency Communication Facilities</u></p> <p>4. The Chairman reported that the Maritime Commander Atlantic proposal for alternative MHQ and emergency communications was still being studied at CFHQ. An engineering feasibility study and estimate of costs had just this week been completed.</p>	

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ITEM	SUBJECT	ACTION
	<p>b. <u>7 CU - Microwave In Place Of Cable</u></p> <p>5. S/L Jones said that 7 CU had proposed a microwave link to back-up the cable between PEPPERRELL and the radio receiver and transmitter stations. This sort of back-up was a normal arrangement but he had introduced the item because Maritime Commander was a principal user of these communications. The Steering Group endorsed the need for a microwave back-up.</p>	
3	<p>a. <u>Single Sideband and CIAP Programme</u></p> <p>6. S/L Jones reported that delivery of 618 Ts for fitting would not begin until May '65. Fitting of all operational aircraft was still expected to be completed by early 1966.</p> <p>7. F/O Milligan told of the trial carried out between an Argus fitted with 618 T and the MHQ. MHQ had been able to receive the Argus at all times between Halifax and the Azores. The Argus had had some difficulty receiving MHQ but that adjustments were being made to overcome the problem. The fault was considered to be with the 618 T in the aircraft as during the same period MHQ had successful two-way communication with another equally distant station.</p> <p>8. S/. Jones said that the completion of the HF on-line RATT programme was expected in early 1967. The Argus LF teletype broadcast reception programme would not be completed until November 1967.</p> <p>9. F/L Casselman asked about KW-7 training specifically - would there be the people to train? Would they be trained in time? and would the trained men still be there when the equipment arrived? He wished to know where the responsibility lay for ensuring that training was carried out. The Chairman said that allowance for training of air force technicians in naval courses had been made. S/L Jones recommended that MAC make proposals about any establishment increase necessary to take care of aircraft KW-7 maintenance.</p> <p>10. FO Milligan asked if any allowance had been made for providing transportable HF SSB equipment for use from temporary bases such as Bermuda. There were ARC 38s now for this purpose and 618s would be needed. It was suggested he write a letter stating the requirement.</p> <p>11. LCdr. Ellerton said that there would be at least a year when aircraft were fitted with SSB and MHQ wasn't. He recommended a temporary fitting of 618s at the MHQ. LCdr. Wilson said that CANCOMARLANT would write a letter stating the requirement.</p>	

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ITEM	SUBJECT	ACTION
	<p>b. <u>MHQ Air Ground Air Circuit Recording Equipment</u></p> <p>12. S/L Jones said that the MHQ Atlantic letter stating the requirement for recording equipment for air-ground-air circuits had been received at CFHQ. He intended to query the Maritime Commander Pacific about his needs and he wished to know if Torbay too must have the same facility. It was agreed that there was a need for three channel recording at Halifax and two channels at Torbay.</p>	
4	<p><u>Need for High-Grade Crypto in West Coast Aircraft.</u></p> <p>13. The Chairman said that the COMSEC analysis of exercise Hardshot had not yet been received. However, no one really doubted that there was a need for high-grade crypto in Maritime aircraft. The problem was that it was difficult to use the KL-7 in Neptunes and use of it was avoided as much as possible by aircrews.</p> <p>14. LCdr. Ellerton said that the introduction of KAC 130 in place of KAC 1 had further reduced the use of KL-7 in Argus and that it was now used only for training people in its use. KAC 130 was easier to use and resulted in speedier communication.</p>	
5	<p><u>Protection of KW-7 In MP Aircraft</u></p> <p>15. S/L Jones said that the problem was now being dealt with by the Directorate of Security.</p> <p>16. The item was discontinued.</p>	
6	<p><u>ACP 119 Voice Call Signs</u></p> <p>17. The Chairman said that there was no change in the situation unless it was the increased use of JANAP 119 by US forces.</p> <p>18. LCdr. Ellerton stated that ACP 119 call signs had proved cumbersome to use and for this reason other NATO countries with which Canada exercises, apparently aren't using them. The USN had reverted to the use of JANAP 119 as did Canadian ships participating in Spring-board. The USN have proposed the use of ships' names for call signs as a result of experience in Silex '64.</p> <p>19. LCdr. Ellerton recommended that a more suitable NATO call sign system be found and in the meantime Canada remain compatible with the U.S.</p>	

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ITEM	SUBJECT	ACTION
	<u>Combined JASON Broadcast</u>	
7	20. Plans for exercise POLE STAR were discussed. LCdr. Wilson said that the broadcast would have to use a combined key card for two weeks and that the Command had made no plans for screening traffic to go on the broadcast, however RCN originators would be warned beforehand.	
8	<u>KW-7 Fitting In Ships</u>	
	21. The Chairman reported on the status of the fitting of KW-7 in ships. He could not forecast when the fitting plans would be approved or when the fitting could be completed.	
	22. LCdr. Wilson said that the Albro Lake KW-7 installation had been completed.	
9	<u>Replacement of CR 91 A. Receivers</u>	
	23. LCdr. Cupples said that he had not taken action to provide the three RACALS for MHQ as he had heard that they were available in the Command. LCdr. Ellerton said that only one RACAL was now heeded. LCdr. Cupples said he would try to find one with LF adaptor.	CFHQ D COMM P3
	24. F/L Reynold suggested that crystal control of receivers at Uniacke might improve remote reception. He said that he would investigate further.	
10	<u>Ionosonde Research and Development</u>	
	25. S/L Jones said that research and development were going on at DRTE. However, it would be a long time before anything came of it.	
	26. The item was discontinued.	
11	<u>Common Communication Orders for Maritime Operation</u>	
	27. Copies of a paper on Communications Orders and Regulations for Maritime Forces prepared by F/L Haines were tabled. LCdr. Wilson told of the aim of the project and asked if it were duplicating work that was being done at CFHQ. The Chairman said that the amalgamation, where possible, of communication orders of the three services was one of jobs to be done by DG COMM but that no great progress had been made yet.	
	28. The Steering Group recommended that the MHQ project be continued and that the results of the study be forwarded to CFHQ where it would be of great assistance in preparing new publications.	CANCO- MARLANT

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ITEM	SUBJECT	ACTION
12	<u>Other Business:</u> 29. LCdr. Wilson told of the plans for integrating communications functions of the Flag and Maritime Commander and of the action that had been taken so far.	
13	30. The next meeting of the Steering Group on Maritime Communication is scheduled for Ottawa about the 23 June, 1965. Any earlier in June would clash with Exercise POLE STAR.	

A. Cupples

(A. M. Cupples)
Lieutenant-Commander, RCN
Chairman
Steering Group on
Maritime Communications

(A. M. Cupples) Lcdr/cL.
2-0250

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MAIN FILE No. 1300-164/10

T.D. No. OP 5074

DEPARTMENT OF NATIONAL DEFENCE

BEST AVAILABLE COPY

TEMPORARY DOCKET

Harry

[illegible]

INSTRUCTIONS

Noted by Lopez Regulating
Paul

1. Temporary Dockets are to deal WITH ONE CASE ONLY.
2. T.D.'s NOT to be placed on main file UNLESS Central Registry informed by means of Form D.N.D. 710.
3. T.D. No. together with main file number to be quoted on all correspondence originated.
4. T.D.'s not to be passed from one service to another.
5. Action should be taken as soon as possible in order that main file may be kept up to date. If action cannot be taken within 48 working hrs., B.F. Docket.
6. T.D.'s to be requisitioned, passed, B.F.'d. etc., in the same manner as main files by means of Form D.N.D. 710.

APR 1 1965

Ottawa 4, Ontario

1300-166/10 (DAOR)

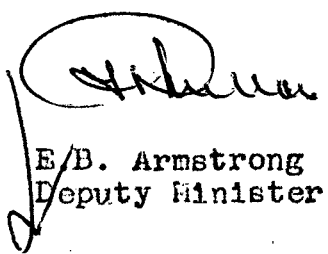
3/ Mar 65

BEST AVAILABLE COPY

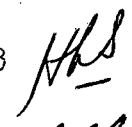
Assistant Deputy Minister, Air
Department of Transport
Ottawa, Ontario.

JOINT HALIFAX TERMINAL CONTROL AND
RCN SHEARWATER AGREEMENT
EFFECTIVE NOVEMBER 21, 1960

1. Enclosed are the signed amendments to the
Joint Halifax Terminal Control and RCN Shearwater
Agreement Effective November 21, 1960, as requested
in your letter 5184-285-11 (ATP) dated 4 March, 1965.


E/B. Armstrong
Deputy Minister

Encl. 6

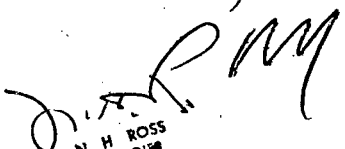
(S.E. Soward) LCDR/rr/2-7113 

(A T BICE)
CDR AOR 2

MAR 18 1965

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AOR2 Sec (2)

MAR 22 1965


N.H. ROSS
BRIGADIER
DGOR

26 MAR 1965

DGOR REGISTRY

Purport No: 10000

Section: D A R

PA'd to file _____

or Disposition:

Date:

Initia. 000817

(CIVIL AVIATION, TELECOMMUNICATIONS
AND ELECTRONICS, METEOROLOGICAL
AND CONSTRUCTION BRANCHES)



YOUR FILE No.

OUR FILE No. 5184-285-11 (ATP)

ASSISTANT DEPUTY MINISTER-AIR
DEPARTMENT OF TRANSPORT
OTTAWA, CANADA

March 4, 1965.

Chief of the Defence Staff,
Canadian Forces Headquarters,
Ottawa 4, Ontario.

Attention: Lt. Cmdr. H. L. Swiggum (AOR 2-9).

Dear Sir:

Enclosed are seven copies of Amendment No. 2 to the
Joint Halifax Terminal Control and RCN Shearwater Agreement.
The Amendment has been approved in this Department, with
revisions as agreed by Lt. Cmdr. H. L. Swiggum and J. W. Coles
of our Air Traffic Control Division.

If the revised Amendment is acceptable to you, please
return six signed copies to us for distribution through our
Moncton Office.

Yours very truly,

J. B. Bond
J. B. Bond,
for Assistant Deputy Minister, Air.

B Encls. 7

Referred to <i>C. ap R</i>	<i>JAOR 2-9</i>
<i>H. J.</i> MAR 5 1965	
<i>File # 1300-166/10</i>	
<i>C-10/COM B 5/2/65</i>	



ASSISTANT DEPUTY MINISTER-AIR
DEPARTMENT OF TRANSPORT
OTTAWA, CANADA

March 4, 1965.

Chief of the Defence Staff,
Canadian Forces Headquarters,
Ottawa, Ontario.

Reference: Lt. (Col.) J. A. G. G. G. (AOM 1-1).

Dear Sir:

Enclosed are seven copies of the document to be
submitted to the Joint Chiefs of Staff for their
review. The document has been approved in this
document and is being submitted to you for
review. It is requested that you review the
document and submit your comments to the
Director of the Joint Chiefs of Staff.
If the revised document is acceptable to you, please
return the original copies to me for distribution through our
Director of the Joint Chiefs of Staff.

Yours very truly,

J. A. G. G. G.
for Assistant Deputy Minister, Air.

10003

RECEIVED
D.G.O.R.
Mar 8 15 49.65

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1 DEPARTMENT OF NATIONAL DEFENCE



MCACS: 1270-1

Office of the Maritime Commander Atlantic,
Fleet Mail Office,
Halifax, N.S.

MAR - 8 1965

AGENDA ITEMS FOR STEERING GROUP
ON MARITIME COMMUNICATIONS MEETING 1/65

Reference: (a) CANFORCEHED XOCP 1021 180843Z (U)
February, 1965.

As directed in Reference (a), the following agenda items are proposed for the 1/65 meeting of the Steering Group on Maritime Communications:

<u>SUBJECT</u>	<u>SPONSOR</u>	<u>REMARKS</u>
1. Emergency Communication facilities. 2. 7 CU RADIO LINK TO REPLACEMENT CABLE	CANCOMARLANT	Continuation of A.I. 2, 4/64 meeting. Status requested.
2. (a) SSB and CIAP programmes.	CANCOMARLANT CANAIRLANT CANFLAGLANT	Continuation of A.I. 3, 4/64 meeting. Status requested.
(b) Recording equipment for MHQ A/G/A installation	CANCOMARLANT	Refer to Item 14, 4/64 meeting, and MCACS: 1300-1 dated - 2 March, 1965.
3. Need for high grade crypto in West Coast Aircraft.	CANAIRLANT	Continuation of A.I. 4, 4/64 meeting. Status requested.
4. Protection of KW 7 in MP aircraft.	CANAIRLANT	Continuation of A.I. 5, 4/64 meeting. Status requested.

.... /2

Chief of the Defence Staff
Attention: Director of Communication Plans (Naval)

Copy to: Flag Officer Atlantic Coast

Air Officer Commanding
Maritime Air Command

Referred	Cop R	AS Comm
MAR 10 1965		
File No. 1300-166/10		
Chg'd 1 D/COM P3 5/2		

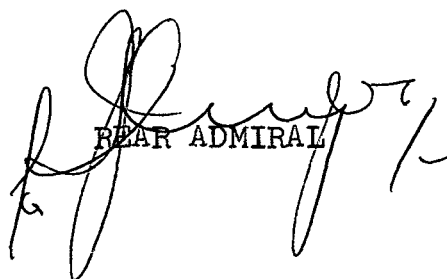
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<u>SUBJECT</u>	<u>SPONSOR</u>	<u>REMARKS</u>
5. ACP 119 Voice Call Signs.	CANCOMARLANT CANAIRLANT CANFLAGLANT	Continuation of A.I. 6, 4/64 meeting. Status requested.
6. Combined JASON broadcasts.	CANCOMARLANT CANFLAGLANT	Continuation of A.I. 7, 4/64 meeting. Discussion of POLE STAR plans. Status of other negotiations requested.
7. Progress of KW 7 fitting in ships.	CANFLAGLANT	Continuation of A.I. 11, 4/64 meeting. Status of A&A approval requested.
8. Replacement of CR91A Receivers	CANCOMARLANT	Continuation of A.I. 15, 4/64 meeting. Status requested.
9. Ionosande R&D	CANAIRLANT	Continuation of A.I. 16, 4/64 meeting. Status requested.
10. Common Communication Regulations and Orders for Maritime Operations.	CANCOMARLANT	Paper will be tabled. CANFORCEHED views are requested.


REAR ADMIRAL

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FM CORNWALLIS

TO CANFORCED

INFO CANFLAGLANT

STADACONA

BT

UNCLAS NS 11300-166/10 (COPR DGCOMM) DATED 26 JAN ENCLOSURE (1)

ITEMS 4 AND 5. FOUR TELETYPE MODEL 15 STOCK NO 5815-21-041-1991

AND TWO TELETYPE MODEL 14 TRANSMITTER DISTRIBUTORS STOCK

NO 5812-21-040-4047 TRANSFERRED FLEET SCHOOL STADACONA 18 FEB

BT TOR 241622Z FEB 65

Routine

For Action:

DGComm

(18)

(46)

NS 1300-166/10 Vol. 4
(COPR DG COMM)
S950-116 TD 4335 P

MEMORANDUM

9 February, 1965.

D COMM P3

D COMM P5

STEERING GROUP OF MARITIME COMMUNICATIONS


1. For 1965 the membership of the CANFORCED portion of the Steering Group of Maritime Communications shall be:

LCdr. A.M. Cupples RCN (CHAIRMAN)

LCdr. G.A. Hoyte RCN (SECRETARY)

S/LDR. R.F. Jones RCAF

F/O K.A. Orford RCAF


by (P. D. Smith)
Colonel
Director of Communications Plans

Copy to: DG COMM

(H. Shorten) Cdr./cl
2-7146

/ NS 1300-166/10 (COPR DG COMM)

MEMORANDUM

8 February, 1965.

D COMM P

MEMBERSHIP OF STEERING GROUP ON MARITIME COMMUNICATIONS

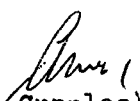
References: a. S950-116 TD 4335 (D COMM P5) of 19 Jan 65.

b. NSS 1300-166/10 (OPRED DN COM) of 25 Nov 64.

1. In minute 2 to reference b. DG COMM said that the steering group on Maritime Communications should continue to meet. It is recommended therefore that membership be similar to that in the past and that two officers from each of D COMM P3 and D COMM P5 be named as members. Representation at meetings from other CFHQ directorates and from Commands could continue to be as required by agenda items.

2. LCdr. A.M. Cupples and LCdr. G.A. Hoyte are nominated as P-3 members. As the chairmanship normally rotated annually and as S/L Jones has been the chairman since January 1964, recommend LCdr. Cupples be the chairman for 1965.

(H. Shorten)
Commander, RCN
D COMM P3
2-7146


(A.M. Cupples) LCdr/cl
2-5163

ORIGINAL DAMAGED

Ottawa 4, Ontario.

✓ NS 1300-166/10 Vol. 4
(COPR DG COMM)

✓ January, 1965.

Assistant Deputy Minister, Air
Department of Transport
Ottawa 4, Ontario.

NAVAL FACSIMILE BROADCAST - CFH HALIFAX

1. Your letter 3156 (SRC) dated 2 October, 1964 requested information concerning RCN plans for implementing the low frequency assignment on the Halifax Facsimile Broadcast. Also included was a request to improve the service to CCGS icebreakers by the addition of start/stop facilities to the broadcast.
2. A contract demand for the necessary low frequency exciters has been approved. It is anticipated that fitting will be completed early in 1965. If this schedule is met, the low frequency component of the CFH facsimile broadcast will commence operation during the spring or early summer of 1965.
3. The RCN has instituted procurement action for start/stop ancillaries for the facsimile transmitter at Newport Corners. Installation will be carried out concurrently with a factory overhaul which will commence late in March. It is anticipated that start/stop transmissions will commence late in April 1965.

~~RECEIVED~~
~~L. G. CRUTCHLOW~~

ORIGINAL SIGNED BY
L. G. CRUTCHLOW

JAN 28 1965

JAN 28 1965

E.B. Armstrong
Deputy Minister

(G.A. Howe) LCdr/cl
2-5163

D COMM F3
D COMM P
DG COMM
COPR

Ans. 25 Jan 65
R. Horton

HL

CONFIDENTIAL

C O N F I D E N T I A L

UNCLASSIFIED WITHOUT ENCLOSURES

✓ NS 1300-166/10 (COPR)

Canadian Foreign Headquarters
Ottawa, Ontario

26 January 1965

Maritime Commander Atlantic
FMO HALIFAX, N.S.

Maritime Commander Pacific
FMO VICTORIA, B.C.

Flag Officer Atlantic Coast
FMO HALIFAX, N.S.

Flag Officer Pacific Coast
FMO VICTORIA, B.C.

Air Officer Commanding
Maritime Air Command
5217 South Street
HALIFAX, N.S.

Commanding Officer
HMCS STADACONA
HALIFAX, N.S.
(The Directors, Joint Maritime Warfare School)

MINUTES OF THE STEERING GROUP ON MARITIME COMMUNICATIONS

1. Two (2) copies of enclosure 1. are forwarded for information and retention.

DESPATCHED BY

Col. R. Sub. Reg.
28 JAN 1965 *OK*

[Signature]
(J. V. Allard) *Col*
Lieutenant-General
For Chief of the Defence Staff

Encl. 1. (Minutes of the Steering Group on Maritime Communications 4/64, held 3 Dec 64)

(A.M. Cupples) LCdr/cl
2-5163

CONFIDENTIAL

[Signature]
D COMM P3
D COMM P
DG COMM 000826

CONFIDENTIAL

RCAF S950-116TD4335P(DGComm)
RCN NSS1300-166/10(Staff)

MINUTES OF 4/64 MEETING OF THE

STEERING GROUP ON MARITIME COMMUNICATIONS

HELD 3 DEC 64 IN THE NAVAL BOARD ROOM, CANADIAN FORCES HEADQUARTERS

Ottawa 4, Ontario

Jan 65

Present

S/L R.F. Jones	CANFORCEHED	DGComm-Chairman
LCDR A.M. Cupples	CANFORCEHED	DGComm
F/O K.A. Orford	CANFORCEHED	DGComm-Secretary

In Attendance

LCDR L.R. Carr	CANFORCEHED	DGComm
LCDR R.F. Duston	CANFORCEHED	DGFE
LCDR J.H. Ellerton	CANFOMARLANT	SO(C)
LCDR N.G. Ford	CANFLAGLANT	DFF/L
LCDR R.F. Gladman	CANCOMARPAC/CANFLAGPAC	SO(C)
LCDR H. Hargreaves	CANFORCEHED	DGComm
LCDR G.A. Hoyte	CANFORCEHED	DGComm
LCDR J.C. Knox	CANFLAGLANT	SO(L)
LCDR W.D. Moyes	CANFORCEHED	DGComm
LCDR H.R. Wilcox	CANFORCEHED	DGComm
LCDR P.F. Wilson	CANFLAGLANT	SCO
S/L A.J. Laidler	CANFORCEHED	DSecurity
F/L F.W. Bonnyman	CANFORCEHED	DAITel
F/L T.D. Casselman	CANAIRLANT	SOTel
F/L L.A. Cooper	CANAIRLANT	SASO
F/L A. Crew	CANFORCEHED	DGComm
F/L J.F. Langan	CANAIRLANT	SOTel
F/O J.R. Richard	CANFORCEHED	DSecurity

ITEM	SUBJECT	ACTION
1	<u>Minutes</u> 1 The Minutes of the 3/64 meeting were approved by the Steering Group.	
2	<u>Emergency Communications Facilities</u> 2 LCDR Cupples stated that the revised submission from Maritime Commander Atlantic, on Communications Requirements for Alternate Headquarters (Atlantic), had been received at CFHQ. The submission is at present under review. 3 LCDR Gladman stated the requirements for ALTPAC are under review and a submission would be forwarded when completed. 4 Item to be continued.	

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ITEM	SUBJECT	ACTION
3	<p><u>SSB Program and CIAP</u></p> <p>5 The chairman advised the meeting there had been no changes in the ground portion of CIAP Phase I, from that reported at the previous meeting.</p> <p>6 F/L Bonnyman reported the following:</p> <ul style="list-style-type: none"> a. The 618T was now coming off production and awaited quality approval which is expected in January. Delivery in quantity should commence in February 1965. b. DDP is at present negotiating production contract for the RTT modems and anticipate completion this month. Production is expected to begin early in 1965. c. The aircraft fitment program appeared to be in advance of the ground portion and completion is expected by 1967, and d. Two teletype equipments are to be installed in the Argus. One will be "Receive Only" for monitoring the LF fleet broadcast. 	
4	<p><u>Need for High Grade Crypto in West Coast Aircraft</u></p> <p>7 LCDR Moyes stated the COMSEC analysis carried out during Exercise Hard shot was under review. This analysis should confirm the need for high grade crypto in west coast aircraft.</p> <p>8 Item to be continued.</p>	
5	<p><u>Protection of KW7 in Aircraft</u></p> <p>9 The problem of providing adequate physical security for KW7 equipment installed in aircraft was discussed.</p> <p>10 F/L Crew read a memorandum addressed to DSecurity which had been prepared by Com Sec staff. This memo outlines the requirement for provision of adequate security measures prior to the fitment of KW7 in MP aircraft.</p> <p>11 S/L Laidler stated this problem would have to be resolved at a very high level. The minimum requirement is for one guard for each parked aircraft at all times.</p> <p>12 Item to be continued.</p>	
6	<p><u>ACP119 Voice Call Signs</u></p> <p>13 A general discussion took place on the disadvantages of using ACP119 voice call signs.</p> <p>14 It was pointed out that Canada had adopted ACP119 in order to be compatible with the USN. However, the USN, on finding ACP119 call signs too cumbersome, have reverted to using JANAP119.</p>	

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ITEM	SUBJECT	ACTION
7	15 The use of ACP119 is at present a panel item of CANUKUS.	
	16 Item to be continued, pending CANUKUS resolution.	
	<u>Combined JASON Broadcast</u>	
	17 LCDR Gladman reported MARPAC anticipates having a capability of combined JASON broadcast on the west coast by July 1965.	
	18 LCDR Wilcox stated east coast plans were for an interconnected broadcast system rather than combined. LCDR Moyes added that the greatest drawback to a combined system was the USN reluctance to give up direct control of their forces.	
8	19 The subject of combined JASON broadcasts is at present under discussion by the ALCANUS committee.	
	20 Item to be continued.	
	<u>Security on Voice Circuits</u>	
	21 LCDR Gladman stated that the increasing use of voice communication with aircraft under the SSB program has raised a requirement for voice security equipment.	
	22 LCDR Moyes stated that no voice security equipment was available at the present time. He estimated that such equipment would not be available for at least five years.	
9	23 Item to be discontinued.	
	<u>Conduct of Fleet RATT Broadcast</u>	
10	24 LCDR Gladman advised that this item had been resolved by discussion with CFHQ staff and requested it be deleted from the agenda.	
	<u>SELCAL</u>	
	25 The question was raised as to whether or not "Selective Calling" was to be a feature of the ground to air RTT facilities under CIAP.	
	26 The chairman advised that the requirement for SELCAL had never been stated but that DAOR has listed it as a desirable feature in the statement of requirements.	
11	27 Item to be discontinued.	
	<u>Progress of KW7 Fitting in Ships</u>	
	28 LCDR Gladman advised that MARPAC is at present drawing up the A and A for the fitment of KW7 in 261 and Frigate class ships. He reported the trial results were extremely satisfactory.	
	29 Item to be continued.	

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ITEM	SUBJECT	ACTION
12	<u>CFCS Representation on MSG</u> 30 A discussion took place on the desirability of having CFCS representation at MSG meetings. 31 It was agreed that it would be desirable to have a CFCS Headquarters representative attend the Ottawa meetings and an area representative attend the coastal meetings.	
13	<u>Plans for CFCS Related to Maritime Communications</u> 32 The chairman advised that as CFCS was at present in the process of formation, their plans in regard to future maritime communications have not been made known.	
14	<u>Tape Recorders on Voice Radio Circuits</u> 33 LCDR Ellerton asked if recording facilities were being provided under CIAP for monitoring of voice channels used in the control of "on the scene" aircraft. He pointed out that the requirement was very similar to standard control tower facilities where controlling channels were constantly monitored by tape recorders to provide records in the event of accidents. 34 The chairman advised that tape recorders would not be provided under CIAP Phase I. However the operating consoles have jack and switch facilities for tape recorders. 35 MHQ to submit statement of requirements if tape recorders are considered necessary. 36 Item to be discontinued.	
15	<u>Replacement of CR91A Receivers</u> 37 The inadequacies of the CR91A receiver in MHQ operations was pointed out and an enquiry made as to whether a replacement receiver could be made available. 38 It was decided, as no replacements were available from RCAF sources, LCDR Cupples would investigate the possibilities of obtaining two or three RACAL receivers for use in the radio room at Halifax. 39 Item to be continued.	
16	<u>Ionosonde Research and Development</u> 40 F/L Bonnyman reported that DRTE are at present working on a sounder which would be suitable for aircraft use. LCDR Duston reported that Cossar are developing a sounding transmitter and receiver for use in a major feasibility trial of the US CURTS system.	
17	<u>Future of MSG</u> 41 It was agreed that the MSG would continue to serve a useful purpose under integration. Pending indications to the contrary, the MSG would continue in its present form.	

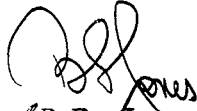
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- 5 -

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(R.F. Jones)
Squadron Leader, RCAF
Chairman
Steering Group on Maritime
Communications

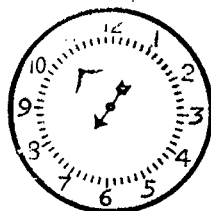
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NS 1300-166/10 (COPR DG COMM)

MEMORANDUM

DG COMM Admin Section ^{P-2-2}

25 Jan 65. *PA*

D COMM P2 -2

DTRAM (Training Devices)

DT (MEN) (Navy Training)

DGFE/A/Dops S (TT)

NOTED
PA
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12-2

COMMUNICATIONS TRAINING EQUIPMENT

1. Enclosure (1) is forwarded for information and action as appropriate.

H. Shorten
(H. Shorten)
Commander, RCN
D COMM P3
2-7146

Encl. 1. Minutes of the Communications Training Equipment
(Atlantic Command) Meeting held 13 January, 1965.

NS 1300-166/10 (COPR
DG COMM)

19 January, 1965.

COMMUNICATIONS TRAINING EQUIPMENT

MINUTES OF THE COMMUNICATIONS TRAINING EQUIPMENT (ATLANTIC COMMAND)
MEETING HELD 13 JANUARY, 1965.

PRESENT:

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LCdr. L. Watson
LCdr. J. Reid
Lt. S. Iscoe
LCdr. H. Hargreaves
LCdr. C. Fleming
LCdr. L. Blair
Mr. P.B. McCaffary
LCdr. H. Bennetts (Secretary)

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HMCS CORNWALLIS and each 10, for the Fleet School, HMCS STADACONA.

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1. In view of the programme of fitting Model 28 Page Printers in lieu of Model 15 Page Printers in ships it was agreed that a review of Model 15 Page Printer holdings would be undertaken by D COMM. Outstanding requirements for communications training are each 13, Model 15 Page Printer for the Fleet School, HMCS STADACONA. The Fleet School, HMCS CORNWALLIS has each 4, Model 15 Page Printers surplus to requirements which are to be transferred to the Fleet School, HMCS STADACONA.

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(H. Shorten)
Commander, RCN
D COMM P3
2-7146

DISTRIBUTION:

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LCdr. J. Reid
HMCS CORNWALLIS.

Lt. S. Iscoe

LCdr. H. Hargreaves ✓

LCdr. C. Fleming

LCdr. L. Blair
HMCS STADACONA

Mr. P.B. McCaffery

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RCAF S950-116TD4335P(DGComm)
RCN NSS1300-166/10(Staff)

MINUTES OF 4/64 MEETING OF THE

STEERING GROUP ON MARITIME COMMUNICATIONS

HELD 3 DEC 64 IN THE NAVAL BOARD ROOM, CANADIAN FORCES HEADQUARTERS

Ottawa 4, Ontario

Jan 65

Present

S/L R.F. Jones	CANFORCEHED	DGComm-Chairman
LCDR A.M. Cupples	CANFORCEHED	DGComm
F/O K.A. Orford	CANFORCEHED	DGComm-Secretary

In Attendance

LCDR L.R. Carr	CANFORCEHED	DGComm
LCDR R.F. Duston	CANFORCEHED	DGFE
LCDR J.H. Ellerton	CANFOMARLANT	SO(C)
LCDR N.G. Ford	CANFLAGLANT	DFP/L
LCDR R.F. Gladman	CANCOMARPAC/CANFLAGPAC	SO(C)
✓LCDR H. Hargreaves	CANFORCEHED	DGComm
LCDR G.A. Hoyte	CANFORCEHED	DGComm
LCDR J.C. Knox	CANFLAGLANT	SO(L)
LCDR W.D. Moyes	CANFORCEHED	DGComm
LCDR H.R. Wilcox	CANFORCEHED	DGComm
LCDR P.F. Wilson	CANFLAGLANT	SCO
S/L A.J. Laidler	CANFORCEHED	DSecurity
F/L F.W. Bonnyman	CANFORCEHED	DAITel
F/L T.D. Casselman	CANAIRLANT	SOTel
F/L L.A. Cooper	CANAIRLANT	SASO
F/L A. Crew	CANFORCEHED	DGComm
F/L J.F. Langan	CANAIRLANT	SOTel
F/O J.R. Richard	CANFORCEHED	DSecurity

ITEM	SUBJECT	ACTION
1	<u>Minutes</u> 1 The Minutes of the 3/64 meeting were approved by the Steering Group.	
2	<u>Emergency Communications Facilities</u> 2 LCDR Cupples stated that the revised submission from Maritime Commander Atlantic, on Communications Requirements for Alternate Headquarters (Atlantic), had been received at CFHQ. The submission is at present under review. 3 LCDR Gladman stated the requirements for ALTPAC are under review and a submission would be forwarded when completed. 4 Item to be continued.	

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- 2 -

ITEM	SUBJECT	ACTION
3	<u>SSB Program and CIAP</u> 5 The chairman advised the meeting there had been no changes in the ground portion of CIAP Phase I, from that reported at the previous meeting. 6 F/L Bonnyman reported the following: a. The 618T was now coming off production and awaited quality approval which is expected in January. Delivery in quantity should commence in February 1965. b. DDP is at present negotiating production contract for the RTT modems and anticipate completion this month. Production is expected to begin early in 1965. c. The aircraft fitment program appeared to be in advance of the ground portion and completion is expected by 1967, and d. Two teletype equipments are to be installed in the Argus. One will be "Receive Only" for monitoring the LF fleet broadcast.	
4	<u>Need for High Grade Crypto in West Coast Aircraft</u> 7 LCDR Moyes stated the COMSEC analysis carried out during Exercise Hard shot was under review. This analysis should confirm the need for high grade crypto in west coast aircraft. 8 Item to be continued.	
5	<u>Protection of KW7 in Aircraft</u> 9 The problem of providing adequate physical security for KW7 equipment installed in aircraft was discussed. 10 F/L Crew read a memorandum addressed to DSecurity which had been prepared by Com Sec staff. This memo outlines the requirement for provision of adequate security measures prior to the fitment of KW7 in MP aircraft. 11 S/L Laidler stated this problem would have to be resolved at a very high level. The minimum requirement is for one guard for each parked aircraft at all times. 12 Item to be continued.	
6	<u>ACP119 Voice Call Signs</u> 13 A general discussion took place on the disadvantages of using ACP119 voice call signs. 14 It was pointed out that Canada had adopted ACP119 in order to be compatible with the USN. However, the USN, on finding ACP119 call signs too cumbersome, have reverted to using JANAP119.	

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ITEM	SUBJECT	ACTION
7	15 The use of ACP119 is at present a panel item of CANUKUS.	
	16 Item to be continued, pending CANUKUS resolution.	
	<u>Combined JASON Broadcast</u>	
	17 LCDR Gladman reported MARPAC anticipates having a capability of combined JASON broadcast on the west coast by July 1965.	
	18 LCDR Wilcox stated east coast plans were for an interconnected broadcast system rather than combined. LCDR Moyes added that the greatest drawback to a combined system was the USN reluctance to give up direct control of their forces.	
8	19 The subject of combined JASON broadcasts is at present under discussion by the ALCANUS committee.	
	20 Item to be continued.	
	<u>Security on Voice Circuits</u>	
	21 LCDR Gladman stated that the increasing use of voice communication with aircraft under the SSB program has raised a requirement for voice security equipment.	
	22 LCDR Moyes stated that no voice security equipment was available at the present time. He estimated that such equipment would not be available for at least five years.	
9	23 Item to be discontinued.	
	<u>Conduct of Fleet RATT Broadcast</u>	
10	24 LCDR Gladman advised that this item had been resolved by discussion with CPHQ staff and requested it be deleted from the agenda.	
	<u>SELCAL</u>	
	25 The question was raised as to whether or not "Selective Calling" was to be a feature of the ground to air RTT facilities under CIAP.	
11	26 The chairman advised that the requirement for SELCAL had never been stated but that DAOR has listed it as a desirable feature in the statement of requirements.	
	27 Item to be discontinued.	
	<u>Progress of KW7 Fitting in Ships</u>	
	28 LCDR Gladman advised that MARPAC is at present drawing up the A and A for the fitment of KW7 in 261 and Frigate class ships. He reported the trial results were extremely satisfactory.	
	29 Item to be continued.	

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ITEM	SUBJECT	ACTION
12	<u>CFCS Representation on MSG</u>	
	30 A discussion took place on the desirability of having CFCS representation at MSG meetings.	
	31 It was agreed that it would be desirable to have a CFCS Headquarters representative attend the Ottawa meetings and an area representative attend the coastal meetings.	
13	<u>Plans for CFCS Related to Maritime Communications</u>	
	32 The chairman advised that as CFCS was at present in the process of formation, their plans in regard to future maritime communications have not been made known.	
14	<u>Tape Recorders on Voice Radio Circuits</u>	
	33 LCDR Ellerton asked if recording facilities were being provided under CIAP for monitoring of voice channels used in the control of "on the scene" aircraft. He pointed out that the requirement was very similar to standard control tower facilities where controlling channels were constantly monitored by tape recorders to provide records in the event of accidents.	
	34 The chairman advised that tape recorders would not be provided under CIAP Phase I. However the operating consoles have jack and switch facilities for tape recorders.	
	35 MHQ to submit statement of requirements if tape recorders are considered necessary.	
	36 Item to be discontinued.	
15	<u>Replacement of CR91A Receivers</u>	
	37 The inadequacies of the CR91A receiver in MHQ operations was pointed out and an enquiry made as to whether a replacement receiver could be made available.	
	38 It was decided, as no replacements were available from RCAF sources, LCDR Cupples would investigate the possibilities of obtaining two or three RACAL receivers for use in the radio room at Halifax.	
	39 Item to be continued.	
16	<u>Ionosonde Research and Development</u>	
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17	<u>Future of MSG</u>	
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- 5 -

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Chairman
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Communications

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Canadian Forces Headquarters
Ottawa, Ontario.

26 Jan 65

Commodore Personnel Atlantic Coast
HMS STADACONA
HALIFAX, N.S.

(For Communications Section, Operations
Division, Fleet School.)

Commanding Officer
HMS CORNWALLIS
CORNWALLIS, N.S.

(For Communications Sub-Section, Operations
Division, Fleet School.)

COMMUNICATIONS TRAINING EQUIPMENT

1. Enclosure (1) is forwarded for information and action as appropriate.

[Signature]
(J. V. Allard)
Lieutenant-General
For Chief of the Defence Staff

Encl. 1. - Minutes of the Communications Training Equipment
(Atlantic Command) Meeting held 13 January, 1965.

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(H. Bennetts) LCdr/cl
2-6148

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Am. 25 Jan 65

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DG COMM)

19 January, 1965.

COMMUNICATIONS TRAINING EQUIPMENT

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D COMM P3
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NS 1300-166/10 Vol 4.
(COPR DG COMM)

MEMORANDUM

26 January, 1965.

Deputy Minister

ORIGINAL DAMAGED

NAVAL FACSIMILE BROADCAST - CPH HALIFAX

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2. The Department of Transport, in DOT 3156-5 (SRC) dated 2 October, 1964, reopened the subject and in addition requested information on RCN plans to implement a low frequency component of the facsimile broadcast. At this time the DOT offered to provide the necessary start/stop kits.
3. DGFE was requested to comment on the DOT proposal. Their reply, in NSS 1300/166/10 (DGFE) dated 14 October, 1964, expressed the view that provisioning of parts by the DOT may cause problems in maintenance and spare parts. As a result DGFE recommended that the start/stop kits should be fitted by the manufacturer at an estimated cost of \$1,450.00.
4. DGFE also stated that the necessary exciters to provide a low frequency component of the broadcast would be fitted commencing in January 1965.
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6. Addition of this facility to the Naval Facsimile Broadcast will comply with a recommended procedure. It will provide a service desired by the Department of Transport. It will not interfere with RCN ships reception of the broadcast. Therefore this addition was recommended.
7. DGFE, in NSS 1300-166/10 Vol. 4 (DGFE) dated 28 December, 1964 TD 5004, provides details of fitting and states that start/stop transmissions should commence not later than 15 April, 1965.
8. Your signature on the attached letter to the Department of Transport is recommended.

[Signature]
(J/V. Allard)

Lieutenant-General
for Chief of the Defence Staff

[Signature]
(G.A. Hoyte) LCdr/cl
2-5163

- D COMM P3
D COMM P

Ans. 25 Jan 65
DG COMM
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000845

ORIGINAL DAMAGED

NS 1300-166/10 Vol 4.
(COPR DG COMM)

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Letter signed 1/16/65
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CR (Navy) Please Pa

Pa

NS 1300-166/10 (COMM 93 COMM)

MEMORANDUM

25 Jan 65.

D COMM P2

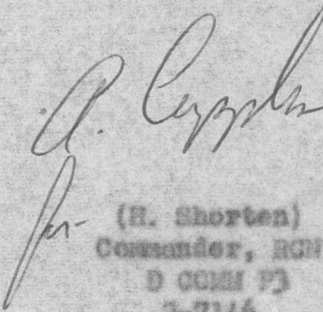
DETRAM (Training Devices)

DE (DEW) (Navy Training)

DEFE/A/Dops 8 (TT)

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(H. Bennetts) LCdr/cl
2-6148

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1. The Model 28 Page Printer is the only page printer to be fitted in ships. Outstanding requirements for communications training are each 6, Model 28 Page Printer for the Fleet School, HMCS STADACONA. It was agreed that D COMM would initiate transfer of each 6, Model 28 Page Printer (ex-COND) from the Fleet School, HMCS CORNWALLIS to meet this requirement.

Item 4. - Model 15 Page Printer

1. In view of the programme of fitting Model 28 Page Printers in lieu of Model 15 Page Printers in ships it was agreed that a review of Model 15 Page Printer holdings would be undertaken by D COMM. Outstanding requirements for communications training are each 13, Model 15 Page Printer for the Fleet School, HMCS STADACONA. The Fleet School, HMCS CORNWALLIS has each 4, Model 15 Page Printers surplus to requirements which are to be transferred to the Fleet School, HMCS STADACONA.

All Model 15 Page Printers surplus to shore requirements, subsequent to the ships Model 28 Page Printer programme, are to be allocated to NCSO and held NSD Montreal.

Item 5. - Model 14 Transmitter Distributor -
Model 14 Reperforator

1. It was established that all phased out ships' equipments of these types are to be transferred to the Fleet Schools for training requirements. Model 14 Transmitter Distributors surplus to Fleet School, HMCS CORNWALLIS requirements are to be transferred to the Fleet School, HMCS STADACONA for crypto training.

Item 6. - Model 28 Transmitter Distributor -
Model 28 Reperforator

1. It was determined that the outstanding requirements for these equipments are each 8, Model 28 Transmitter Distributor, and each 8, Model 28 Reperforator for the Fleet School, HMCS STADACONA.

Item 7. - Headsets

1. The factors contributing to unserviceability, damage and loss of headsets in communications training was discussed at length. In summary, it was agreed that the following action would contribute to more effective control over these items:

- (a) Headsets to be established as a quasi-permanent stores item instead of the present consumeable stores item.
- (b) Establish quarterly headset consumption rate as a control guide.
- (c) Control of headset usage to remain with Officers-in-Charge Schools.

.../3

- 3 -

Item 8. GNT Model 2206, Teletype-to-Morse Converter

D COMM is to arrange transfer of all holdings of this equipment in NRS ALBRO LAKE and HMCS ALDERGROVE to the Fleet School, HMCS CORNWALLIS.

Item 9. - ADK Morse Transmitter/Creed 850 Morse Tape Perforator

D COMM is to initiate a programme that will provide modern replacements for these equipments in Fleet Schools and naval radio stations.



(H. Shorten)
Commander, RCN
D COMM P3
2-7146

DISTRIBUTION:

Cdr. H. Shorten

LCdr. L. Watson

LCdr. J. Reid
HMCS CORNWALLIS.

Lt. S. Iscoe

LCdr. H. Hargreaves

LCdr. C. Fleming

LCdr. L. Blair
HMCS STADACONA

Mr. P.B. McCaffery

DEPARTMENT OF NATIONAL DEFENCE

CONFIDENTIAL
TEMPORARY DOCKET

211

[illegible]

' INSTRUCTIONS

1. Temporary Dockets are to deal WITH ONE CASE ONLY.
2. T.D.'s NOT to be placed on main file UNLESS Central Registry informed by means of Form D.N.D. 710.
3. T.D. No. together with main file number to be quoted on all correspondence originated.
4. T.D.'s not to be passed from one service to another.
5. Action should be taken as soon as possible in order that main file may be kept up to date. If action cannot be taken within 48 working hrs., B.F. Docket.
6. T.D.'s to be requisitioned, passed, B.F.'d. etc., in the same manner as main files by means of Form D.N.D. 710.

~~CONFIDENTIAL~~
CONFIDENTIAL

NSS 1300-166/10 Vol 4 (DCE)

TDK022

Canadian Forces Headquarters
Ottawa, Ont.

12 Mar 65

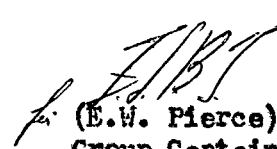
Commodore Superintendent
Atlantic Coast
FMD Halifax, NS

NAVAL FACSIMILE SERVICE - ATLANTIC COAST

Reference: a. CSAC (S): 1300-1 (END) 21 Jan 65
b. NSS 1300-166/10 Vol 4 (DGFE) 12 Jan 65
c. Contract Demand No 177544
Amendments No 3 and No 4 (NOTAL)


1. Regarding Reference a. the four facsimile chart transmitters, type D-658DF, utilized on the Atlantic Coast are to be modified under reference c.

2. It is requested that the exchange procedure recommended in reference b. be extended to cover the addition.


(E.W. Pierce)
Group Captain
for Chief of the Defence Staff

Copy to: Flag Officer,
Atlantic Coast
FMD Halifax, NS

Commanding Officer,
HMCS Shearwater
Shearwater, NS

(J.E. Sutton)/mo 
2-3862
Copy for: Orig
DCE Circ (2)
File ✓

CONFIDENTIAL

CONFIDENTIAL

5022

CSAC(S): 1300-1 (ENO)

DEPARTMENT OF NATIONAL DEFENCE
Royal Canadian Navy

Commodore Superintendent Atlantic Coast

JAN 21 1965

D Com Eng

NAVAL FACSIMILE SERVICE - ATLANTIC COAST

Reference (a) NSS: 1300-166/10 Vol. 4 (DGFE) dated 12 January, 1965.

Submitted for the consideration of Canadian Forces Headquarters is the recommendation that all four R.C.N. owned facsimile transmitters, Type D-658 DF, be overhauled and modified as outlined in reference (a).

2. The third facsimile chart transmitter installed at the Dominion Public Weather Office in Halifax is used to transmit East Coast ice reports which are receiving international use. The number of these charts originating at D.P.W.O. would place it in the category to require the start/stop signalling. This transmitter was used to transmit all weather maps until 1962 when that service was transferred to the weather office in HMC Dockyard, and this particular receiver has never received a major overhaul.

3. On occasion, it has been found necessary to withdraw one of the three regularly used transmitters from service owing to a delay on material procurement for the maintenance contractor. At these times, it has been the practice to utilize the transmitter at Shearwater as a substitute until the regular unit has been repaired. For this reason, it is considered advisable to include the fourth facsimile chart transmitter in the recommendation for overhaul and modification.

4. Action is being taken to remove the facsimile transmitter from Shearwater preparatory to shipment as recommended by reference (a).

E. M. Clarke
(E. M. Clarke)
COMMODORE

Referred to	<i>SEJ</i>
DATE	JAN 22 1965
FILE	1300-166/10
Chg	OG Com 13/65

Chief of the Defence Staff,
Canadian Forces Headquarters,
Department of National Defence,
Ottawa 4, Ontario.

Attention: Chief of Logistics, Engineering, and Development,
CMTS DIVISION, DGFE

Copies to: Flag Officer Atlantic Coast
Commanding Officer, HMCS SHEARWATER

Concur in recommendation

CONFIDENTIAL

Ch. R. J. Dutton

000853

CONFIDENTIAL
TEMPORARY DOCKET

NAVY

28/12

[illegible]

1. Temporary Dockets are to deal WITH ONE CASE ONLY.
2. T.D.'s NOT to be placed on main file UNLESS Central Registry informed by means of Form D.N.D. 710.
3. T.D. No. together with main file number to be quoted on all correspondence originated.
4. T.D.'s not to be passed from one service to another.
5. Action should be taken as soon as possible in order that main file may be kept up to date. If action cannot be taken within 48 working hrs., B.F. Docket.
6. T.D.'s to be requisitioned, passed, B.F.'d. etc., in the same manner as main files by means of Form D.N.D. 710.

NSS 1300-166/10 Vol 4 (DGFE)

*ID 500 4*MEMORANDUM

28 Dec 64

DG Comm

NAVAL FACSIMILE - CFH HALIFAX

Reference: a. NSS 1300-166/10 Vol 4 (Opred DG COMM)
of 17 Dec 64

1. , Regarding para 5 of reference a, provisioning action, on Contract Demand No. 177544, has been initiated for the supply of start/stop ancillaries.
2. It is anticipated that overhaul and fitting at the manufacturer's plant in Stratford, Ontario, will commence before the end of March 1965, and that the start/stop transmissions should commence not later than 15 April 1965.

J. A. M. Lynch
J. H. G. Burchell *Coyt*
(H.G. Burchell)
Commodore, RCN
DGFE (Navy)

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Document disclosed under the Access to Information Act -
Document divulgué en vertu de la Loi sur l'accès à l'information

NSS 1300-166/10 Vol 4 (DGFE)

MEMORANDUM

①
SREL

②

28 Dec 64
Agreed - please proceed
7/1/65
SREL

NAVAL FACSIMILE BROADCAST - CFH HALIFAX

Reference: a. NSS 1300-166/10 Vol 4 (OPRED DG COMM) of 17 Dec 64

1. Amendment No. 3 to Contract Demand No. 177544 will be presented shortly for the provision and fitting of start/stop ancillaries to Muirhead facsimile chart transmitters D658 DF at the manufacturer's plant at Stratford, Ontario. The equipment has been in continuous use for over five years, and the opportunity will be taken to overhaul the equipment.

2. Reference a approves the expenditure, totalling an estimated sum of \$1,450.00, and summarizes the requirement, which originated in Department of Transport.

J. M. Lynch
Capst
(H.G. Burchell)
Commodore, RCN
DGFE (Navy)

CONFIDENTIAL

000856

CONFIDENTIAL

✓ NSS 1300-166/10
Vol 4 (DGFE)

Canadian Forces Headquarters,
4, Ont

12 JAN 1965

Commodore Superintendent Atlantic Coast
c/o Fleet Mail Office
Halifax, N.S.

NAVAL FACSIMILE SERVICES, ATLANTIC COAST

Reference: a. Contract Demand No. 177544 (NOTAL)

1. Department of Transport has requested that start/stop signals be transmitted in concordance with World Meteorological Organization requirements.
2. These requirements are:-
 - a. the start signal shall be of 5 seconds duration and shall be 300 cycles per second when using an index of cooperation of 576, and
 - b. the stop signal shall be of 5 seconds duration and shall be 450 cycles per second when using an index of cooperation of 576.
3. Contract Demand No. 177544 Amendment No. 3 has been raised to supply:-
 - a. the factory overhaul of quantity 2 Muirhead facsimile transmitters type D658 DF, and
 - b. the provision and fitting of start/stop signalling ancillaries at the factory during para 3a above.
4. When the contract has been awarded, the contractor will be advised to notify the Commodore Superintendent that one Muirhead facsimile chart transmitter D658 DF be dispatched, freight paid, to the plant at Stratford Ontario.
5. On completion of overhaul and fitting, the first equipment will be returned to HMC Dockyard, Halifax for circuit use. Subsequently the second transmitter type D658 DF should then be forwarded for overhaul and fitting.
6. When both facsimile chart transmitters type D658 DF have been returned, it is intended that both be retained on circuit in HMC Dockyard for naval weather broadcasts.

.... / 2

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DISPATCHED D.G.F.E. 55
DATE JAN 12 1965 000857

CONFIDENTIAL

- 2 -

7. In order that the circuit be maintained with support during this overhaul it is recommended that the facsimile chart transmitter type D658 DF, now fitted at the RCN Air Station, SHEARWATER, be withdrawn temporarily and prepared for shipping, pending advice from the contractor.

LBS
(C.L. Annis)
Air Marshal
for Chief of the Defence Staff

Copies to: Flag Officer Atlantic Coast
c/o Fleet Mail Office
Halifax, N.S.

Commanding Officer
RCN Air Station
SHEARWATER, N.S.

J.S. / 28.12
(J.S. Sutton) Mr./hm
2-4128

How 28.12
John Lynch
for D6FE
29.12

For approval
DM/SRIEL
See memo 2 up

CONFIDENTIAL

000858

CONFIDENTIAL

NSS 1300-166/10 Vol. 4
(OPRED DG COMM)

MEMORANDUM

17 Dec 64.

✓ DNPC)
DGFE)

*Confirmed funds are available from Pim. 65. Munch. 23/12/64.
copy to each*

NAVAL FACSIMILE BROADCAST - CFH HALIFAX

Reference: a. DOT letter 3156-5 (SRC) dated 2 Oct 64.

b. NSS 1300-166/10 (DGFE) dated 14 Oct 64.

1. In reference a. the Department of Transport requested the RCN to add a start/stop transmission to the Halifax Meteorological Facsimile Broadcast. They also offered to provide the required modification kits.

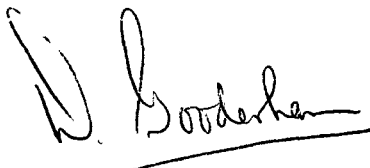
2. In reference b. DGFE stated: "It is considered that the provision of equipment by DOT may bring about difficulties in maintenance and spare parts". DGFE recommended that start/stop equipment should be fitted during a factory overhaul at an estimated total cost of \$1450.00.

3. DNPC is requested to indicate the availability of funds to carry out a factory overhaul of the facsimile chart transmitters and at the same time provide and fit the start/stop equipment. Estimated costs are:

Overhaul and wiring changes necessary to fit the start/stop transmitting equipment to two Type D658/DF facsimile chart transmitters.	\$ 650.00
Provide two start/stop transmitting equipments at \$400.00 each	\$ 800.00
Estimated total cost	\$1,450.00

4. Upon receipt of necessary funds DGFE is requested to take the necessary action to procure the start/stop equipment and arrange to have it installed by factory overhaul.

5. DGFE is requested to advise DG Comm of the estimated date that start/stop transmissions will be commenced in order that DOT may be advised.


(D. Gooderham)
Air Commodore
DG Comm

CONFIDENTIAL

CONFIDENTIAL

NSS 1300-166/10 Vol. 4
(OPRED D. COMM)

MEMORANDUM

17 Dec 64.

~~DNFC~~ copy to each
~~DGFE~~ *J.E.*

NAVAL FACSIMILE BROADCAST - CFH HALIFAX

Reference: a. DOT letter 3156-5 (SRC) dated 2 Oct 64.

b. NSS 1300-166/10 (DGFE) dated 14 Oct 64.

1. In reference a. the Department of Transport requested the RCN to add a start/stop transmission to the Halifax Meteorological Facsimile Broadcast. They also offered to provide the required modification kits.

2. In reference b. DGFE stated: "It is considered that the provision of equipment by DOT may bring about difficulties in maintenance and spare parts". DGFE recommended that start/stop equipment should be fitted during a factory overhaul at an estimated total cost of \$1450.00.

3. DNFC is requested to indicate the availability of funds to carry out a factory overhaul of the facsimile chart transmitters and at the same time provide and fit the start/stop equipment. Estimated costs are:

Overhaul and wiring changes necessary to fit the start/stop transmitting equipment to two Type D658/DF facsimile chart transmitters.	\$ 650.00
--	-----------

Provide two start/stop transmitting equipments at \$400.00 each	<u>\$ 800.00</u>
---	------------------

Estimated total cost	\$1,450.00
----------------------	------------

4. Upon receipt of necessary funds DGFE is requested to take the necessary action to procure the start/stop equipment and arrange to have it installed by factory overhaul.

5. DGFE is requested to advise DG Comm of the estimated date that start/stop transmissions will be commenced in order that DOT may be advised.



(D. Gooderham)
Air Commodore
DG Comm

CONFIDENTIAL

000860

CONFIDENTIAL

NSS 1300-166/10 Vol. 4
(OFFERED DG COMM)

MEMORANDUM

17 Dec 64.

DNPC) copy to each
DGE)

NAVAL FACSIMILE BROADCAST - CEN HALIFAX

Reference: a. DOT letter 3156-5 (SRC) dated 2 Oct 64.

b. NSS 1300-166/10 (DGE) dated 14 Oct 64.

1. In reference a. the Department of Transport requested the RCN to add a start/stop transmission to the Halifax Meteorological Facsimile Broadcast. They also offered to provide the required modification kits.


2. In reference b. DGE stated: "It is considered that the provision of equipment by DOT may bring about difficulties in maintenance and spare parts". DGE recommended that start/stop equipment should be fitted during a factory overhaul at an estimated total cost of \$1450.00.

3. DNPC is requested to indicate the availability of funds to carry out a factory overhaul of the facsimile chart transmitters and at the same time provide and fit the start/stop equipment. Estimated costs are:

Overhaul and wiring changes necessary to fit the start/stop transmitting equipment to two Type D65B/DF facsimile chart transmitters.	\$ 650.00
Provide two start/stop transmitting equipments at \$400.00 each	<u>\$ 800.00</u>
Estimated total cost	\$1,450.00

4. Upon receipt of necessary funds DGE is requested to take the necessary action to procure the start/stop equipment and arrange to have it installed by factory overhaul.

5. DGE is requested to advise DG Comm of the estimated date that start/stop transmissions will be commenced in order that DOT may be advised.


(D. Gooderhan)
Air Commodore
DG Comm

(G.A. [Signature]) LCDR/cl
2-5163

- D COMM P3
B COMM P
DG COMM

SS 3 17 Dec

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NSS 1300-166/10 (OPRED
DN COM)

MEMORANDUM

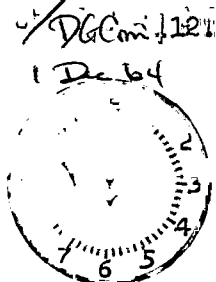
25 Nov 64

DG COM

STEERING GROUP ON MARITIME COMMUNICATIONS - 4/64 MEETING AGENDA

1. The 4/64 meeting of the Steering Group on Maritime Communications is to be held in Ottawa, Wednesday 2 December, 1964 at 0900 in the Comptroller General's conference room, 3719 "A" building.
2. The Steering Group was formed in 1961 with the object of ensuring that advances in communications in aircraft and ships in maritime warfare did not lead to incompatibilities. The membership was two officers from DN Com and two from D Com with the Chairmanship changing service annually.
3. The Group has met four times a year; all meetings until this year being held in Ottawa with representatives of the Maritime Commanders, Atlantic and Pacific, the Flag Officer Atlantic and Pacific Coasts and the AOC Maritime Air Command attending. In March this year Headquarter members went to Halifax for the 1/64 meeting and in September to Esquimalt for the 3/64 meeting.
4. The range of subjects discussed has increased to cover all aspects of communications in the Maritime commands not just ship-aircraft compatibility. Following are the items for the 4/64 Agenda:
 1. Emergency Communication Facilities - MHQ Atlantic.
 2. SSB Programs and CIAP (Includes aircraft reception of RATT broadcast and A/G/A RATT).
 3. ACP 119 Voice Call Signs.
 4. High Grade Crypto in MP Aircraft.
 5. Security on Voice Circuits.
 6. Combined JASON Broadcast.
 7. KW-7 fitting in ships.
 8. Requirement for Tape Recorder on MHQ Voice Circuits.
 9. "SEL CAL" on Air Ground Circuits.
 10. Ionosonde Research and Development.
 11. Plans for CFCS related to Maritime Communications.
 12. Future of Steering Group on Maritime Communications.

(-2) *See by 1/3/64*
DComP 3 (RAC 2202)
(thru DComP)
Re item #10, I support your proposal that these meetings be continued. We can sort out, before the next meeting, who should represent CFHQ.



12
12

(H. Shorten)

Commander, RCN

Director of Naval Communications.

2-7146

DIRECTORATE OF SIGNALS

CONFIDENTIAL

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V 1CA214 OEAS39 MOA040 HH

RR RCCIC

DE RCEOM 17 20/1818Z

R 201807Z

FM CANCOMARLANT

TO RCCIC/CANFORCEHD

INFO RCEOC/CANFLAGLANT

RCEPAQ/CANAIRLANT

BT

R E S T R I C T E D

OPRED/DN COM AND D COM

STEERING GROUP ON MARITIME COMMUNICATIONS

MCACS 1270-1 OF 13 NOV

ADD NEW ITEM "REPLACEMENT OF CR91A RECEIVERS IN MARLANT AIR/GROUND/
AIR SYSTEM BY MODERN HF RECEIVER"

2. BACKGROUND . AT PRESENT FIVE CR91A PROVIDED FOR LOCAL RECEPTION.
DURING PAST YEAR ONE RACAL AN/URR 501A ON LOAN FROM RCN HAS BEEN
INSTALLED FOR COMPARISON. RACAL HAS PROVED SIGNIFICANTLY SUPERIOR TO
CR91A

PA-1300-166/10.

LCOR

To: INCOM
DCOM

FOR ACTION

(18)

Routine
"AC" no unclassified reply
or reference

PAGE 2

3. REPLACEMENT RECEIVERS SHOULD BE PROVIDED IMMEDIATELY FOR
USE UNTIL SSB PROGRAMME COMPLETED IN LATE 1966

BT TOR 2018482 NOV 64

(46)

CONFIDENTIAL

MCACS: 1270-1

DEPARTMENT OF NATIONAL DEFENCE



Office of the Maritime Commander Atlantic,
Fleet Mail Office,
Halifax, N.S.

NOV 13 1964

AGENDA ITEMS FOR STEERING GROUP
ON MARITIME COMMUNICATIONS MEETING 4/64

Reference: (a) CANFORCEHED 092138Z NOV 64 (U).
(b) RCAF S950-116 (D Com),
RCN NSS 1300-166/10 (STAFF)
dated 9 June, 1964.

The following agenda items for the 4/64
meeting of the Steering Group on Maritime Communications
are submitted for consideration:

<u>SUBJECT</u>	<u>SPONSOR</u>	<u>SUPPORTING DOCUMENTS</u>
1. Emergency Communication facilities AMHQ (See Item 2 of reference (b))	CANCOMARLANT	MCACS 1300-1 dated 9 April '62 (revision will be forwarded prior to meeting)
2. SSB - Air and Ground (a) Status (b) Compatibility (c) Specs of Equipment	CANAIRLANT	CFHQ report requested. MCACS 1300-1 dated 13 Nov. refers
3. Ionosonde Research and Development	CANAIRLANT	CFHQ report requested
4. ACP 119 Voice Callsigns	CANCOMARLANT	CFHQ requested to brief on NATO status and future plans
5. High Grade Crypto in MP Aircraft (a) Requirement (b) Security precautions required when aircraft parked.	CANAIRLANT	Item 8 of 2/62 minutes. CFHQ statement requested.

.....2

Chief of Defence Staff
(Chief of Operational Readiness -
RCN and RCAF Communications)

Copy to: Flag Officer Atlantic Coast

Air Officer Commanding,
Maritime Air Command.

Copy sent to D Com 2-2

Referred to	<i>Cap R DNB</i>
NOV 16 1964	
File No	<i>1300-166/10</i>
Chg'd to	<i>DN Com 14/10</i>

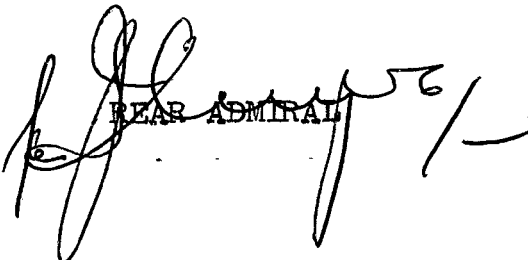
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- 2 -

<u>SUBJECT</u>	<u>SPONSOR</u>	<u>SUPPORTING DOCUMENTS</u>
6. Security on Voice Circuits	CANAIRLANT CANCOMARLANT	CFHQ statement on present status of development requested.
7. Planned aircraft RTT fitting for Broadcast and Air-Ground-Air use	CANAIRLANT CANCOMARLANT	MCACS 1300-1 dated 8 Feb. '61 Items 23 to 27.
8. "Selcal" on Air Ground Circuits	CANCOMARLANT CANAIRLANT	General discussion on capabilities and if possible, CFHQ arrange demonstration of "Selcal" equipment.
9. CANAIRCOM (or CFCS) representation on MSG	CANCOMARLANT	
10. Requirement for Tape Recorder on voice radio circuits emanating from MHQ	CANCOMARLANT	MCACS 1300-1 dated 9 June '64.


REAR ADMIRAL

CONFIDENTIAL

NNNNVV 10A253NW OMNA039 RH

RR RCCIC

DE PNM 8 18/1818Z

R 181813Z

FM CANCOMARPAC

TO RCCIC/CANFORCEHD

INFO RCEOM/CANCOMARLANT

RCEOC/CANFLAGLANT

RCWNC/CANFLAGPAC

RCEPAQ/CANARLANT

BT

C O N F I D E N T I A L OPRED FOR DN COM

YOUR 092138Z 4/64 MEETING OF STEERING GROUP ON MARITIME

COMMUNICATIONS. CANCOMARPAC/CANFLAGPAC AGENDA ITEMS

A. AIR GROUND/SSB PROGRAMME (CONTINUING)

B. COMBINED JASON BROADCAST

C. CONDUCT OF FLEET RALT BROADCAST

D. PROGRESS OF KW7 FITTING IN SHIPS

2. REQUEST BRIEFING ON PLANS FOR THE CFCs AS RELATED TO
MARITIME COMMUNICATIONS

BT

TOR 182003Z NOV 64

FILE ON

1300-166/10

ROUTINE
NOV 18 03 18Z

"AC" - no classified reply
or reference

To: DN COM
FOR ACTION

(15)

BEST AVAILABLE COPY

(16)

DEPARTMENT OF NATIONAL DEFENCE



MINISTÈRE DE LA DÉFENSE NATIONALE

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UNCLASSIFIED WITHOUT ENCLOSURES

✓ *PPa*
NSS 1300-166/10 (OPRED
DN COM)

Canadian Forces Headquarters
Ottawa, Ont.
12 November, 1964.

Maritime Commander Atlantic
FMO HALIFAX, N.S.

Maritime Commander Pacific
FMO VICTORIA, B.C.

Flag Officer Atlantic Coast
FMO HALIFAX, N.S.

Flag Officer Pacific Coast
FMO VICTORIA, B.C.

Air Officer Commanding
Maritime Air Command
5217 South Street
HALIFAX, N.S.

Commanding Officer
HMCS STADACONA
HALIFAX, N.S.
(The Directors, Joint Maritime Warfare School)

MINUTES OF THE STEERING GROUP ON MARITIME COMMUNICATIONS

1. Two (2) copies of enclosure 1. are forwarded for information and retention.

DESPATCHED BY
COPK Sub Reg.
NOV 12 1964 *AK*

Shorten
/n (R. P. Welland)
Rear-Admiral, RCN
for Chief of the Defence Staff

Encl. 1. (Minutes of the Steering Group on Maritime
Communications 3/64 held 29 September, 1964).

CONFIDENTIAL

000868

~~CONFIDENTIAL~~
CONFIDENTIAL

RCAF S950-116(DCom)
RCN NSS1300-166/10(Staff)

MINUTES OF 3/64 MEETING OF THE

STEERING GROUP ON MARITIME COMMUNICATIONS

HELD 29 SEP 64 IN MARITIME COMMANDER PACIFIC CONFERENCE ROOM, ESQUIMAULT

Ottawa 4, Ontario
28 Oct 64

Present

S/L R.F. Jones	CANFORCEHED	DCom Chairman
ICDR A.M. Cupples	CANFORCEHED	DNCom

In Attendance

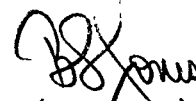
ICDR R.F. Gladman	CANCOMARPAC	MSO(C)
	CANFIAGPAC	SO(C)
ICDR F.J. Dunbar	CANCOMCORTON 4	
F/L F. Burgess	CANCOMARPAC	A/MSO(C)
F/L G.W. Hopkins	407(MP) SQN	MACHQ Rep
Mr W.H. Holmes	CANFORCEHED	DCom

ITEM	SUBJECT	ACTION
1	<u>Minutes</u> 1 The Minutes of the 2/64 meeting were approved by the Steering Group.	
2	<u>Emergency Communications Facilities - MHQ Atlantic</u> 2 To date no reply has been received from Maritime Commander Atlantic regarding CFHQ request to revalidate emergency communication requirements as stated in MACS 1300-1 dated 9 Apr 62. 3 It is understood the Army Commander at Fort Pepperrell is concerned over the magnitude of the requirement for A/MHQ. 4 ICDR Dunbar (as ex CANMARPAC MSO(C)) stated the requirements for AITPAC are at present under review, and would be submitted in due course. 5 Item to be continued pending receipt of requirements.	
3	<u>SSB Program and CIAP</u> 6 Mr Holmes briefed the meeting on the present status and plans under CIAP Phase I (Maritime). 7 In addition to the briefing, the following points were discussed: a. Relocation of MARPAC remote receivers to Westham Island receiver site, as Albert Head site may be unsuitable for expansion.	

~~CONFIDENTIAL~~
CONFIDENTIAL

ITEM	SUBJECT	ACTION
	<p>b. The provision of SSB adapters for the FRA501 receiver system.</p> <p>c. Two automatically tuned radio systems are to be provided to MARPAC, facility to be capable of tuning at 100 cycle increments.</p> <p>d. Control consoles to be installed at MARPAC.</p> <p>e. Recent MPEU tests indicate RTT is more reliable than CW.</p> <p>f. The more sophisticated modems prove more reliable.</p> <p>g. The MARPAC installation is to be considered as a partial only because of TB constraint of no new buildings or land acquisition at this time.</p> <p>8 LCDR Dunbar disagreed with the use of MARPAC SSB as a training facility. It was pointed out that this was necessary due to the lack of funds to provide separate training facilities.</p> <p>9 At this point the meeting recessed to inspect MARPAC radio and teletype facilities. Sufficient space for CIAP requirements appear to be available. However a firm decision regarding space requirements for CIAP must be held in abeyance pending outcome of contract negotiations and actual size of console provided.</p> <p>10 Considerable discussion took place in regard to the requirement for compatibility between airborne forces and vessels, submarines, etc. RCAF have stated compatibility is not necessary whereas the RCN are of the opinion that there is a requirement for Maritime surface forces to be able to communicate with airborne forces, using RTT. LCDR Cupples stated he would initiate query to Maritime Commanders regarding the requirement.</p> <p>11 Item to be continued.</p>	
4	<p><u>Need for High Grade Crypto in West Coast Aircraft</u></p> <p>12 It was agreed to hold this item in abeyance pending outcome of the COMSEC analysis carried out during Exercise Hardshot.</p>	
5	<p><u>ACPl19 Call Signs in MP Aircraft</u></p> <p>13 This item was discussed and it was agreed that MARPAC would request Route Word Assignments from ACPl19.</p> <p>14 Item to be discontinued.</p>	
6	<p><u>Call Sign Encryption in Peace</u></p> <p>15 As the use of encrypted call signs are governed by NATO policy, it was agreed to follow the existing policy and discontinue discussion on the item.</p>	

ITEM	SUBJECT	ACTION
7	<p><u>Use of PASCO (Low Grade Code)</u></p> <p>16 LCDR Dunbar informed the meeting that PASCO was a low grade code produced by the USN on the West Coast for use in place of KAC-117. For a short period it had been titled KAC-117. It is a little-figure-letter trigraph code with SOSOS vocabulary. PASCO was not used in Hardshot.</p>	
8	<p><u>Alcanus Cross Border Circuits</u></p> <p>17 LCDR Dunbar stated that two Alcanus circuits are shown in the DND Circuit list as Cat "C". These are circuits 20055 and 20056. The DND Circuit list should indicate the circuits are to be terminated at Dockyard. As this is not a Steering Group problem it was suggested CANFLAGPAC originate correspondence requesting action be taken to amend the circuit list.</p> <p>18 Item to be discontinued.</p>	
9	<p><u>Date of Next Meeting</u></p> <p>19 The next meeting of the MSG will be held in Ottawa on 2 Dec 1964, CFHQ, East and West Coast representatives attending.</p>	


 (RJ Jones)
 Squadron Leader, RCAF
 Chairman
 Steering Group on Maritime
 Communications

Distribution

DNCom 35 copies
DCom 15 copies

NSS 1300/166/10 (DGFE)

14 October, 1964.

MEMORANDUM TO: DN COM(OPRED)NAVAL FACSIMILE BROADCAST
CFH HALIFAX

Reference: (a) NSS 1300/166/10 Vol.4 (OPRED
DN COM) dated 8 October, 1964.

Enclosure: (A) NSS 1300-1 (DGFE) dated
12 November, 1963.

In connection with reference (a) paragraph 2 Contract Demand No.465817 was raised on 28 September, 1964 and is enroute for approval. It is anticipated that fitting will take place in January 1965.


2. Regarding reference (a) paragraph 3, the subject matter is provided in enclosure (A). However it is not necessary to provide receiving start/stop equipment for HMC ships at this time.

3. It is considered that the provision of equipment by DOT may bring about difficulties in maintenance and spare parts. It is recommended that the fitting of start/stop facilities to facsimile chart transmitters Type D658/DF be carried out by the manufacturers plant in Canada, coupled with an overhaul of the facsimile transmitters, which have been in continuous use for over five years.

4. The fitting of start/stop equipment requires a modification to the internal wiring of the facsimile chart transmitters Type D658/DF, which would be carried out during overhaul.

5. The costs of start/stop transmitting equipment is approximately \$400.00 per unit and would total \$800.00 to include a back up unit. The overhaul and wiring changes for two Muirhead chart transmitters Type D658/DF is estimated at a total of \$650.00.

6. Funds to complete such a requirement are estimated at \$1450.00.


(J.M. Davison),
Commander, RCN
ACTING DIRECTOR OF OPERATIONS SYSTEMS.

FILE
BUDGET
SS-F3
SS-BUDGET

CONFIDENTIAL

ORIGINAL DAMAGED

JES/jt

NSS 1300-1 (DSFE)

MEMORANDUM TO: DNWS
DN COM

FACSIMILE START/STOP FEATURES

References: (a) NSS 1300-1 Vol.6 (STAFF) dated
6 November, 1963.
(b) NSS 1300-1 Vol.6 (DSFE) dated
24 October, 1963.

Regarding Paragraph 2 of Reference (a), Draft Stanag No.3324 Revised, describes facsimile equipment characteristics, in which it is stated that:

- (a) the start signal shall be of 5 seconds duration and shall be 300 c.p.s., when using an index of cooperation of 576; and
- (b) the stop signal shall be of 5 seconds duration and shall be 450 c.p.s., when using an index of cooperation of 576.

These signals are in concordance with W.N.O. requirements.

2. Regarding Paragraph 3 of Reference (a) "security devices", it can be assumed that the start and stop signals would be encrypted by the on-line device and de-encrypted prior to delivery to the facsimile recorder, in order that overall security be maintained consistent with automatic start/stop.

3. The supply and fitting of start/stop ancillaries to facsimile recorders now in use is estimated at \$350.00 per equipment and does not require the services of the manufacturer's plant.

4. With further reference to Paragraph 3 of Reference (a), should Reference (b) be approved, it is considered that five months would elapse before start/stop signals could be transmitted from CFB, Halifax without any interruption of broadcasts, due to the necessary contractual procedures. In this regard the fitting of ancillaries to facsimile recorders, vide Paragraph 3 above, could probably be extended to nine months as A and A action would be required in addition to procurement.

Original Signed by
CDR R. D. WILSON (RCN)

(J.E. RME),
Captain, RCN,
DIRECTOR OF OPERATIONS (STED).

OUT F A A,
12 November, 1963.

CONFIDENTIAL

000873

NSS 1300/166/10 Vol 4 (OPRED DNCOM)

8 October, 1964.


MEMORANDUM TO: DGFE

NAVAL FACSIMILE BROADCASTS - CFH, HALIFAX

Reference (a) DOT letter 3156-5 (SRC) 2 October, 1964
(b) NS 7401-518 (OPRED DNCOM) TD 4115 dated 18
September, 1964.


Reference (a) requests information re implementation plans for
use of an LF component on the Halifax Meteorological Broadcast.

Reference (b) contained authority and funds to provide a
facsimile capability for the Halifax Meteorological Broadcast.

2. Information is requested on the status of the
programme to provide suitable excitors for this service.

3. Your comments on paragraph 4 of reference (a) are
also requested.

4. Upon receipt of information requested in paragraphs
2 and 3 above a reply to reference (a) will be prepared.


(H. Shorten)

Commander, RCN

Director of Naval Communications



ORIGINAL DAMAGED

ASSISTANT DEPUTY MINISTER-AIR
DEPARTMENT OF TRANSPORT
OTTAWA, CANADA

OUR FILE NO. 3156-5 (SRC)

OCT - 2 1964

Dear Sir:

Re: Naval Facsimile Broadcasts - CFH, Halifax

1. This Department is interested in improving our Maritime facsimile service and we are now exploring various ways of achieving better system performance. Our main concern is with the reception of ice reports aboard CCGS icebreakers.
2. In the past, extensive use has been made of broadcasts from Naval Station CFH; in addition to this, facsimile broadcasts are made from our stations located at Cambridge Bay, Resolute Bay and Frobisher Bay during the northern shipping season. During the winter weatherfax chart reception in the St. Lawrence River and Gulf area has been poor during daylight hours while virtually impossible at night.
3. Your Department has received a low frequency assignment for facsimile transmissions. This facility would undoubtedly improve existing signal coverage and we would be very much interested in receiving more information on your implementation plans.
4. We have initiated a programme this year to have start/stop facilities added to our installations in order to reduce the incidence of false recorder starts and thus improve operation under automatic or unattended conditions. It would be appreciated if consideration could be given toward adding this feature to "CFH" broadcasts. If necessary, we would be prepared to provide modification kits from Muirhead Instruments to equip your Mufax transmitters at Halifax.

Yours very truly,

J. R. Nixon
(C.S. Booth)
Assistant Deputy Minister, Air

Chief of the Naval Staff,
Royal Canadian Navy,
Department of National Defence,
Ottawa, Ontario.

OCT 6 1964

Chg'd to

000875

File on 1300-166/10

R 231816Z

FM CANCOMARPAC

TO RCCIC/CANFORCEHD

INFO RNEOM/CANCOMARLANT

RCEOC/CANFLAGLANT

RCWNC/CANFLAGPAC

RCEPAQ/CANAIRLANT

RCWVKJ/407 SQN COMOX

BT

ORIGINAL DAMAGED

C O N F I D E N T I A L COR FOR DNCOM

STEERING GROUP ON MARITIME COMMUNICATIONS. MY 041828Z NOTAL

AGENDA ITEMS

1. MARPAC AIR GROUND/SSB PROGRAMME (CONTINUING ITEM 4-16)
2. HIGH GRADE CRYPTO IN WEST COAST AIRCRAFT
3. USE OF PASCO (LOW GRADE CODE)
4. IDENTIFICATION OF ALCANUS CROSS-BORDER CIRCUITS (NSS 1868-78-3
OPRED DNCOM DATRRX14SEP 64)

BT

TOR 232038Z Sep 6

*Route
" AC. No unclassified
Reply or Reference*

NSS 1961-22-1 (OPRED DNCOM)

*041828Z is proposed meeting
date acceptable*

DNCOM

COR

DNCOM

DCOM

MESSAGE FORM

FOR COMMEN/SIGNALS USE

NAVA: CCO. OTTAWA

SEP 11 18 47 '64

FILE (OPRED IN COM)
NUMBER

NSS 1300-166/10
111120

11 September, 1964.

PRECEDENCE - ACTION ROUTINE	PRECEDENCE - INFO DEFERRED	DATE - TIME GROUP 111848Z	MESSAGE INSTRUCTIONS
FROM CANFORCEHED			PREFIX GR
TO CANFLAGPAC			SECURITY CLASSIFICATION UNCLASSIFIED
INFO CANCOMARPAC			ORIGINATOR'S NUMBER

NADEN

ORIGINAL DAMAGED

UNCLAS - OPRED IN COM

GO 61.00/8

A. LCDR A.M. CUPPLES IN COM

S/L R.F. JONES D COM

MR. W.H. HOLMES D COM

B. CANFLAGPAC

CANCOMARPAC

C. MEETING OF STEERING GROUP ON MARITIME COMMUNICATIONS

CANFORCEHED 041301Z, CANCOMARPAC 041828Z REFER.

.../2

PAGE 1 OF 2 PAGES		REFERS TO MESSAGE			
CLASSIFIED YES <input type="checkbox"/> NO <input type="checkbox"/>					
FOR OPR'S USE	R	DATE	TIME	SYSTEM	OPERATOR
					D

MESSAGE FORM

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FILE

FOR COMMCEN/SIGNALS USE

NUMBER

PRECEDENCE - ACTION

PRECEDENCE - INFO

DATE - TIME GROUP

MESSAGE INSTRUCTIONS

DEFERRED

111848Z

FROM

PREFIX

GR

TO

SECURITY CLASSIFICATION

INFO

ORIGINATOR'S NUMBER

- 2 -

BEST AVAILABLE COPY

D. SECRET.

E. 29, 30 SEP 64

F. REQUEST WARDROOM ACCOMODATION FOR ALL, FOR NIGHTS 28 AND
29 SEP.

DISTRIBUTION: D COM RCAF



PAGE 2 OF 2 PAGES

REFERS TO MESSAGE

DRAFTER'S NAME

OFFICE

TEL.

LCDR. A.M. Cupples (OPRED DN COM) 2-5163

CLASSIFIED YES ☐ NO ☐

FOR
OPR'S
USE

R

DATE

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RELEASING OFFICER'S SIGNATURE

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MESSAGE FORM

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FILE Nss 1961-22-1

FOR COMM/CEN/SIGNALS USE

NAVAL CCG, 01, WA

NUMBER

SEP 11 18 42 '64

PRECEDENCE - ACTION PRIORITY		PRECEDENCE - INFO DEFERRED		DATE - TIME GROUP 111643Z	MESSAGE INSTRUCTIONS
FROM	CANFORCED				PREFIX GR
TO	CANAVBRIT				SECURITY CLASSIFICATION UNCLASSIFIED
INFO	BEST AVAILABLE COPY				ORIGINATOR'S NUMBER

UNCLAS.

PERSONAL FOR SCO FROM DN COM.

REGRET UNABLE MAKE TRIP DUE UNFORESEEN

INTEGRATION PROBLEMS. REQUEST YOU NOTIFY ALL

INTERESTED

PAGE OF PAGES		REFERS TO MESSAGE		DRAFTER'S NAME		OFFICE		TEL.	
				Cdr. H. Shorten		DN COM		2-7146	
		CLASSIFIED YES <input type="checkbox"/> NO <input type="checkbox"/>							
FOR OPR'S USE	R	DATE	TIME	SYSTEM	OPERATOR	D	DATE	TIME	SYSTEM
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						RELEASING OFFICER			
						NUMBER 30			

MESSAGE FORM

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FOR COMMEN/SIGNALS USE

NUMBER

AUG 28 19 11 '64

1300-166/10

PRECEDENCE - ACTION ROUTINE	PRECEDENCE - INFO DEFERRED	DATE - TIME GROUP 2819/22	MESSAGE INSTRUCTIONS
FROM CANFORCEHD	TO CANFLAGLANT		PREFIX GR
INFO BEST AVAILABLE COPY			SECURITY CLASSIFICATION
			ORIGINATOR'S NUMBER

UNCLAS PERSONAL LT YOUNG FROM LCDR CUPPLES
HAVE ORDERED AUTOMATIC TELEX INSTALLATION HFX RELAY
FROM 5 TO 13 OCT FOR ROYAL TOUR TRAFFIC ONLY IN EVENT
OF FAILURE OF FX5

2. HALIFAX TERMINAL TELEX NUMBER WILL BE 014-42242.

ANSWER BACK QUOTE RCN HFX UNQUOTE.

3. PARA 9 OF NUKC 1225-100(C) SUB 1 OF 13 AUG 64 HELD BY
CANFLAGLANT EXPLAINS NEED. WE HAVE NOT YET RECEIVED
LETTER.

COPY TO ADN COM 2/5

P. Cupples

PAGE 1 OF 1 PAGES	REFERS TO MESSAGE	DRAFTER'S NAME LCdr. Cupples	OFFICE DN COM	TEL. 2-5163
CLASSIFIED YES <input type="checkbox"/> NO <input type="checkbox"/>				
FOR OPR'S USE R	DATE	TIME	SYSTEM	OPERATOR
				D
RELEASING OFFICER'S SIGNATURE				

NUMBER

BEST AVAILABLE COPY

INFO

4. DIRECT LIAISON CAMFLAGLANT AUTHORIZED ON ESCORTS AND OTHER PERTINENT DETAILS

...

PAGE OF PAGES

REFERS TO MESSAGE

DRAFTER'S NAME

OFFICE

TEL

CLASSIFIED YES ☐ NO ☐

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000881

MESSAGE FORM

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FOR COMMEN/SIGNAL USE

NUMBER

AUG 5 1956

PRECEDENCE - ACTION

PRECEDENCE - INFO

DATE - TIME GROUP

MESSAGE INSTRUCTIONS

DEFERRED

5/1
0518/12

FROM

TO

INFO

PREFIX

GR

SECURITY CLASSIFICATION

ORIGINATOR'S NUMBER

PAGE TWO

5. DIRECT COMMUNICATION FURY/ROMATERS AGREED EXCEPT CAMFLAGLANT
AND CABOT TO BE KEPT INFORMED NAVAL MATTERS CORNER BROOK SINCE
PRELIMINARY ARRANGEMENTS NOW BEING MADE.

D/COR: FOR CONCURRENCE PLER.

DISTRIBUTION: DND
D/COR
DG OPS

PAGE 2 OF 2 PAGES

REFERS TO MESSAGE

DRAFTER'S NAME

OFFICE

4 AUG/56

CLASSIFIED YES ☐ NO ☐

(J.A. FULTON) CDR.

DN OPS

2-3373

FOR
OPR'S
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000882

COPY 4

CONFIDENTIAL

RCAF S950-116 (DCom)

8PA RCAF NSS 1300-166/10(STAFF)

MINUTES OF 2/64 MEETING OF THE

STEERING GROUP ON MARITIME COMMUNICATIONS

HELD 10 JUN 64 IN ROOM 3126 "B" BLDG, NATIONAL DEFENCE HEADQUARTERS

Ottawa 4 Ontario
9 June 1964

Present

S/L L.J. Drake	CANAI RHED	DCom - Chairman
LCDR A.M. Cupples	CANAVHED	DNCom
Lt S. Iscoe	CANAVHED	DNCom
S/L R.F. Jones	CANAI RHED	DCom - Secretary

In Attendance

LCDR W.D. Moyes	CANAVHED	DNCom
LCDR L.R. Carr	CANAVHED	DNCom
LCDR G.A. Hoyte	CANAVHED	DNCom
LCDR J.W. Jewers	CANAVHED	DNCom
LCDR R.F. Duston	CANAVHED	DGFE
LCDR P.F. Wilson	CANFLAGLANT	SCO
LCDR J. Ellerton	CANCOMARLANT	SO(C)
LCDR F.J. Dunbar	CANCOMARPAC	SO(C)
	CANFLAGPAC	SO(C)
LCDR G.R. Milne	CANFLAGLANT	Naval Radio Station Albro Lake
S/L D.R. Cantera	CANAI RHED	DATR
S/L J.A. Eggleston	CANAI RHED	DTMC
S/L A.I. MacGregor	CANAI RHED	DMO (Item 10 only)
F/L J.F. Langan	CANAI RLANT	SOTEL/TELG
F/L G.J. Daye	CANAI RLANT	SOTEL/RAD
F/L T.D. Casselman	CANAI RLANT	SOTEL/TelOps
Mr. H. Holmes	CANAI RHED	DCom
Mr. F.R. Pratten	CANAI RHED	DAITel (Item 10 only)

ITEM	SUBJECT
------	---------

1 Minutes

1 The minutes of the 1/64 meeting were approved by the Steering Group.

2 Emergency Communications Facilities - MHQ Atlantic

2 LCdr. Cupples said that a letter had gone to the Maritime Commander Atlantic asking him to confirm that the communication requirements for the Alternative Maritime Headquarters Atlantic as shown in MACS 1300-1 dated 9 April, 1962 were still valid. No further action would be taken by HQ to meet the needs of the A/MHQ at Fort Pepperrell until the Maritime Commander's comments had been received.

3 Item to be continued.

- 2 -

ITEM

SUBJECT

3 LF Transmitter for Emergency HQ - MHQ Atlantic

4 No action has been taken on this item by Naval Headquarters. Future requirements for LF transmit facilities at Alt MHQ will be considered part of Item 2 above.

5 Item to be discontinued.

4-16 SSB Program

6 The Chairman advised the Group that with the exception of modems and radio teleprinter equipment all SSB requirements to satisfy Phase I CIAP had gone to contract. At present modems were under review, and radio teleprinter tenders should be in by the end of June. The installation of ground fittings may delay the program to early 1966.

7 LCDR Dunbar stated he was not aware of the RCAF intention to install SSB at Esquimalt. The CANAIRLANT representative was requested to advise MARPAC of the plans for installation of SSB on the Pacific Coast.

8 Mr. Holmes discussed the compatibility problems in regard to FSK.

9 F/L Langan advised that tests, based on the operational requirement, were being carried out. The results of these tests should indicate if a compatibility problem exists.

10 It was decided to continue the item, pending outcome of compatibility tests.

5 COMCHEX Trials

11 The report indicated the ionosonde is possibly better than auto-keying and recommends further ionosonde trials. AFHQ are considering recommendations and will advise MAC.

12 Item to be discontinued.

6 Upper Case "F"

13 The RCAF is going ahead with this plan and a purchase description is being prepared.

14 Item to be discontinued.

7 Use of Security Systems in Peacetime Operations

15 The report received from the Senior Canadian Officer Afloat (Atlantic) recommends full peacetime use of Security Systems. Action has been taken to implement these recommendations.

16 Item to be discontinued.

8 Need for High Grade Crypto in West Coast Aircraft

17 LCDR Dunbar advised the Group the item should read "Need for KL7". A high grade crypto is needed by KL7 does not appear to be the answer.

18 LCDR Dunbar stated speed outweighs need for security. Such speed cannot be provided by KL7.

- 3 -

ITEM

SUBJECT

- 19 LCDR Moyes stated Naval Headquarters are carrying out communication security analysis during coming fall exercise. Results of this analysis should assist in determining the requirement for KL7.
- 20 Item to be continued pending outcome of analysis.
- 9 ACP 119 Call Signs in MP Aircraft
- 21 This item is at present under active discussion by CANUKUS in Washington; it was decided to await their decisions and recommendations.
- 22 Item to be continued.
- 10 "SELCAL" System for MP Aircraft
- 23 S/L MacGregor briefed the meeting on Selective Calling (SELCAL) and its application to MP aircraft. He queried the operational requirement for such a device in the Maritime role. DMO recommending SELCAL be further studied after installation of SSB.
- 24 MARPAC agreed with MARLANT, SELCAL not operationally acceptable in Maritime aircraft.
- 25 Item to be discontinued.
- 11 Communications Probelems During Select Tactical Operations
- 26 Item deleted by sponsor.
- 12 COL 5 Routing to Reflect On-Line Capability of RCEO
- 27 LT Iscoe stated RCEO and tributaries should not be listed in ACP 117 Col 5 until full relay on-line capability achieved. This problem will be resolved approx. 1 July when Ottawa-Esquamalt circuit secured.
- 28 Item to be discontinued.
- 13 UHF Quick Shift Equipment for Ships
- 29 MARLANT briefed the meeting on the problems encountered during various exercises due to the lack of facilities aboard ships to provide quick frequency changes. Present UHF frequency control is provided by crystal. Crystals are not always available to provide complete compatibility between ship-ship, and ship-aircraft.
- 30 MARPAC endorsed MARLANT's requirement for quick shift facilities on ships.
- 31 FLAGLANT to action by raising requirement.
- 32 Item to be discontinued.
- 14 VLF Broadcast for Submarines
- 33 The subject of VLF broadcast for submarines was discussed.

- 4 -

ITEM

SUBJECT

34 LCDR Cupples stated that action had been taken to resolve the question.

35 Item to be discontinued.

15 Call Sign Encryption in Peace

36 The Chairman stated the RCAF did not endorse the use of call sign encryption in day-to-day peacetime operations and could not recommend the early introduction of call sign encryption at this time.

37 As the RCAF does not plan to procure KL4 equipment (replaces CSP 1750) encrypted call signs required for joint or combined exercises and emergencies will have to be provided by the appropriate Naval Authority.

38 Item to be continued.

16 ALCANUS Cross-Border Circuits

39 MARPAC stated a requirement for cross-border circuits and crypto terminal equipment to provide ALCANUS facilities.

40 The MARPAC representative was advised such requirements to be processed through ALCANUS channels. At present, requirements for emergency communications are being held in abeyance pending firm policy.

41 Item to be discontinued.

17 ALCANUS On-Line Crypto Requirements

42 See Item 17 above.

18 Communications Support for MARPAC ALT HQ

43 See Item 17 above.

19 Provision of Landline Requirements (West Coast)

44 Item discussed under Item 17 above.

20 Provision of MARPAC HQ Communications Requirements

45 Item discussed under Item 4 above.

21 Improvement of Esquimalt-Whidby Island MW

46 FLAGPAC briefed the meeting on action being taken by US and RCN to improve the microwave link between Esquimalt and Whidby Island.

47 Item to be discontinued.

22 Strategic Routing of Landline Cable in Victoria-Esquimalt Area

48 Sponsor deleted item from Agenda.

- 5 -

ITEM	SUBJECT
------	---------

23 ADC Representation on MSG

49 LCDR Dunbar suggested that as Comox was now an ADC base it may be advantageous to have ADC representation on the Steering Group on Maritime Communications.

50 The Group agreed to ADC representation on an "as required" basis.

24 Chairman

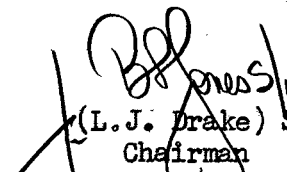
51 The Chairman stated that due to his transfer to ATCHQ this would be his last meeting with MSG and expressed his appreciation for the co-operation extended by the members and representatives.

52 The Group expressed their gratitude for S/L Drake's work in the Group.

53 S/L Jones to replace S/L Drake as RCAF Chairman.

25 Date of Next Meeting

54 The next meeting of the MSG will be held in Esquimalt in the period 21 - 25 Sep, NDHQ and West Coast representatives attending. Firm date to be confirmed subject to exercise programmes.


(L.J. Drake) S/L
Chairman
Steering Group on
Maritime Communications

Distribution

DNCom 35
DCOM 15

1382-166/10 0113

D.N. Com

Please discuss this with
ACNS(P) and act in accordance
with VENS memo and be
prepared to brief me on my
return (19 May.)

ARW
11.5.

Memo for File

Correspondence. AC: 1300-1(8) dated
17 July 1964 has been resubmitted
and placed on DSS 1300-1 Vol 6.
(PC to the Com) The reference has also
been transferred to January.

L. Lindsay

SECRETARY D.N. COM.

22/7/64

CONFIDENTIAL

NSS 1300-166/10
(DGFE)

2 July, 1964.

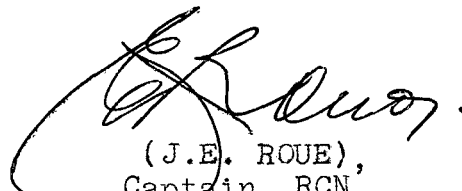
MEMORANDUM TO: ~~DN COM~~ *Janby*
PC, 6/7/64

OPERATIONAL COMMUNICATIONS -
ATLANTIC COMMAND

References: (a) ACS:1340-1 dated 8 May, 1963
(b) NSS 1300-166/10 (STAFF) dated
22 May, 1963

References (a) and (b) were not passed to DGFE in accordance with ACNS (A&W) routing instructions entered on reference (b). The two references were inadvertently turned up on the file, on 17 June, 1964.

2. In view of the time lapse it is not intended to comment on the specific recommendations of enclosure (A) to reference (a).


(J.E. ROUE),
Captain, RCN,
DIRECTOR OF OPERATIONS SYSTEMS.

CONFIDENTIAL

000890

4168

TEMPORARY DOCKET

NAVY

1964

000891

CONFIDENTIAL

4168

CSAC (S): 1300-1 (LNO)

DEPARTMENT OF NATIONAL DEFENCE
Royal Canadian Navy

Commodore Superintendent Atlantic Coast

ORIGINAL DAMAGED

10 June, 1964

KEYING FACILITIES
NAVRADSTA NEWPORT CORNER

Reference: (a) AC: 1300-1 (8) of 27 May, 1964.

Submitted for the consideration of the Flag Officer Atlantic Coast that confirmation may be given that the keying facility requirement noted in reference (a) will also apply after the relocation of the Naval Receiving Station from Albro Lake to the planned site at Blandford, Lunenburg County, N.S.

Original Signed By
J. G. BELLIVEAU

(E. H. Clarke)
COMMODORE

The Flag Officer Atlantic Coast

Copies to: The Naval Secretary,
Maritime Commander Atlantic
Air Officer Commanding Maritime Air Command
6 Communications Unit, Maritime Air Command
Officer-in-Charge, Albro Lake Naval Radio Station
Officer-in-Charge, Newport Corner Naval Radio
Station

CONFIDENTIAL

Referred to	Staff
JUN 16 1964	
File No	300-166/10
Chg'd to	NG 7 E 15/6

T.D. No. 2120

NAVY

TEMPORARY DOCKET

20-5-47

[illegible]

1. Temporary Dockets are to deal WITH ONE CASE ONLY.
2. T.D.'s NOT to be placed on main file UNLESS Central Registry informed by means of Form D.N.D. 710.
3. T.D. No. together with main file number to be quoted on all correspondence originated.
4. T.D.'s not to be passed from one service to another.
5. Action should be taken as soon as possible in order that main file may be kept up to date. If action cannot be taken within 48 working hrs., B.F. Docket.
6. T.D.'s to be requisitioned, passed, B.F.'d. etc., in the same manner as main files by means of Form D.N.D. 710.

CR(Navy)

LM CACS 1270-1 1300-166/10 dated

May 20 has been removed and retained
in DNCom

DNCom
4/8/64
sm

NSS 1300-166/10
 Vol. 3 (STAFF)

- ROYAL CANADIAN NAVY -

4, Ontario.

3 JUN 1964

ORIGINAL DAMAGED

INTERIM ALTERNATIVE MARITIME HEADQUARTERS ATLANTIC

Reference: (a) MCACS: 1300-1 dated 9 April, 1962.

Reductions in Defence expenditures have made it necessary to cancel the building of a new protected Maritime Headquarters at BLANDFORD. The placing of an automated message relay centre in a protected building at Blandford, while not being definitely cancelled, will certainly not take place until modern automatic relay equipment has been selected and is in course of procurement; this will not be before 1968 at the earliest.

2. The Royal Canadian Air Force has had to close Torbay, and Fort Pepperrell has been selected as the site to replace Torbay as the Alternative Maritime Headquarters. Fort Pepperrell will have no better means of meeting the communication requirements in reference (a) than had Torbay unless equipment becomes available from an unexpected source.

3. An estimate item based on the communication requirements stated in reference (a) was introduced in the 1964-65 Estimates. This item was dropped from the estimates because the equipment it was intended to produce would not have been available prior to the intended completion of the new Maritime Headquarters.

4. The Alternative Maritime Headquarters communication requirements for the Maritime Commander Atlantic should be reviewed in the light of the factors in preceding paragraphs. The following factors should be taken as a basis for planning:

- (a) there will be no new permanent Maritime Headquarters;
- (b) the naval major relay centre will be at Halifax in its present location until 1968 at least;
- (c) no funds will be approved for fall-out protection;
- (d) Naval Radio Station, Blandford will replace Naval Radio Station, Albro Lake.

5. No further action will be taken on reference (a) which will be considered superseded by the reply to this letter.

Maritime Commander Atlantic.
 Copy to: Flag Officer Atlantic Coast.
 Air Officer Commanding, Maritime Air Command.
 Chief of the Air Staff.

LCdr. A.M. Cupples (2-6163)/DF.

Concurrence: DN Plans

DMO (RCAF)

DESPATCHED BY

JUN 3 - 1964

DEPUTY NAVAL SECRETARY
 NAVAL SECRETARY.

MAY 1964
 COMMUNICATIONS

000895

191416Z

FM 7CU SAINT JOHNS
NEWFOUNDLAND

TO CANAIRCOM

INFO CANFLAGLANT

CANCOMARLANT

CANAVHED

CANAIRHED

COMARGASWGRU NEWFAREA

CANCOND

HMCS CABOT

CANCOMNEW

BT

RESTRICTED. S304 19 MARCH

REF CANCOMNEW 171725Z MARCH.

WITH THE TERMINATION OF OPERATIONS OF RCN COMCEN HMCS AVALON

PEPPERRELL AND THE TRANSFERRING ON RESPONSIBILITIES TO 7CU

010001Z APRIL THE FOLLOWING CIRCUIT CHANGES ARE PROPOSED:

A. DISCONTINUE USN ARGENTIA HMCS AVALON CIRCUIT DND 31948

AND PASS TRAFFIC VIA CIRCUIT DND 20249 USN ARGENTIA 7CU.

REINSTATE CIRCUIT D N D 31948 WHEN 7CU RELOCATED AT PEPPERRELL

FROM ITS PRESENT LOCATION AT TORBAY APPROX 1 JUNE 64.

DEFERRED
"AC" NO UNCLASSIFIED REPLY OR
REFERENCE

171725Z RE-TRANSFER OF COMCEN
RESPONSIBILITIES ? CU

1360-166/10
DPP
CRYPTO
W SUPVR
TAPE RELAY
DNCOM

PAGE 2

B. RELOCATE CIRCUIT D N D 20103 7CU TORBAY HMCS AVALON AT AVALON
END TO ARMY PROVINCIAL WARNING CENTRE PEPPERRELL AND CONVERT CIRCUIT
FROM FULL DUPLEX TO HALF DUPLEX.

CANCEL D N D 20103 WHEN 7CU RELOCATED AT PEPPERRELL.

C. RELOCATE CNT TIE LINE FROM AVALON COMCEN TO 7CU COMCEN
AND MAKE 7CU TRI SERVICE COMMERCIAL REFILE CENTRE FOR NEWFOUNDLAND.

2. 7CU WILL ACT AS CRYPTO GUARD FOR ALL MILITARY AGENCIES IN THE
ST JOHNS AREA EFFECTIVE 1 APRIL. CANADIAN ARMY WILL PROVIDE COURIER
SERVICE BETWEEN 7CU TORBAY AND PEPPERRELL.

3. 1 RCAF COMOP NCO IS BEING ASSIGNED FOR DUTY WITH HMCS AVALON
EFFECTIVE 23 MARCH AND THENCE TO ARMY PWC EFFECTIVE 1 APRIL TO
EFFECT SMOOTH TRANSITION, THIS TO REMAIN UNTIL 7CU RELOCATED
AT PEPPERRELL

BT

TOR 192111Z MAR 64

SECRET

NSS 1300-166/10 Vol. 3 (STAFF)

1 June
~~28 May~~, 1964.

MEMORANDUM TO: ~~VCNS~~ *A* *2/6*

INTERIM ALTERNATIVE MARITIME HEADQUARTERS ATLANTIC

Reference: (a) NSS 1300-166/10 Vol. 3 (STAFF) dated 5 May, 1964.

In accordance with your instructions in reference (a), I convened a meeting between DN Com and a representative of the RCAF Communicators, in my office. At the meeting both communicators explained that the main requirement at the moment was to get an up-to-date list of the Maritime Commander's communication requirements for an Alternative Maritime Headquarters.

2. The Maritime Commander's previous submission is now some two years old and many changes have taken place in the meantime. It is considered that an accurate, up-to-date statement of requirements, drawn up in the light of the changed circumstances that have come about in recent months, is a pre-requisite to obtaining a realistic cost estimate. It might well be that the cost of this project can be reduced to the point where it is not now a serious obstacle to equipping an Alternative Maritime Headquarters completely.

3. I have also discussed the matter with A/CNS(P). The Communicators themselves have produced a revised draft of the letter to be sent to the Maritime Commander Atlantic, and this draft has been agreed to by A/CNS(P) who further agrees that the letter should be sent for the reasons stated by yourself in reference (a). A revised version of the letter to the Maritime Commander on this subject is, therefore, submitted for your approval and it should be noted that this has been concurred in by the Director of Maritime Operations, RCAF. On receipt of the reply I will have a clearer understanding of the problem involved and will be able to take any action necessary.



(A.B. Fraser-Harris)
Commodore, RCN
ASSISTANT CHIEF OF NAVAL STAFF
(AIR AND WARFARE).

SECRET

MESSAGE FORM

Document 9950 (1000)
Document 9950 (1000)

FOR COMMEN/SIGNALS USE

NUMBER

ORIGINAL DAMAGED

27-5-64

NAVY
SEC
JITAWA
5764

PRECEDENCE - ACTION

DEFERRED

PRECEDENCE - INFO

DEFERRED

DATE - TIME GROUP

27 2101² MAY

MESSAGE INSTRUCTIONS

PREFIX

SECURITY CLASSIFICATION

ORIGINATOR'S NUMBER

FROM CANAVHED

TO CANFLAGLANT - CANCOMARIANT - CANAIRLANT -
CANFLAGPAC - CANCOMARPAC -

INFO CANAIRHED

UNCLAS. NY 121946Z. 2-64 MEETING STEERING GROUP ON MARITIME COMMUNICATIONS
SCHEDULED 0930 10 JUN ROOM 3126 "B" BLDG.

2. AGENDA WILL BE AVAILABLE AT MEETING, AND INCLUDES ALL ITEMS SUBMITTED.

DISTRIBUTION: DCEE

DIRECTOR

[Signature]

PAGE		OF		PAGES		REFERS TO MESSAGE		DRAFTER'S NAME		OFFICE		TEL.	
CLASSIFIED YES		<input type="checkbox"/>		NO		<input type="checkbox"/>		LCDr. Hoyte G.A. <i>[Signature]</i>		2-6163			
FOR OPR'S USE		R		DATE		TIME		SYSTEM		OPERATOR		RELEASING OFFICER'S SIGNATURE	
D												<i>[Signature]</i>	

COPY 2

RELEASING OFFICER
NUMBER 13 000899

CONFIDENTIAL

under the Access to Information Act -
en vertu de la Loi sur l'accès à l'information

1300-1 (8)

ORIGINAL DAMAGED

MAY 27 1964

KEYING FACILITIES
NAVRADSTA NEWPORT CORNER

Steph
MAY 29 1964
File N 1300-166/10
Ch'd to Steph 9/1/64

CANCOMARLANT has stated a requirement to key the transmitters at Newport Corner from the RCAF receiving station at Mount Uniacke in an emergency. The requirement pre-supposes the loss of the naval receiving station at Albro Lake.

2. To meet this requirement it is proposed to enter the landline cable which joins Albro Lake and Newport Corner, re-routing the requisite number of pairs to Mount Uniacke. By use of a patching arrangement it should be possible to make the keying facility available to either Albro Lake or Mount Uniacke.

3. It is understood, however, that to key the Newport Corner transmitters from Mount Uniacke additional equipment is required to make the locations compatible.

4. You are requested to investigate and propose a method of dealing with this problem.

Original Signed by
J. C. PRATT

REAR ADMIRAL

Commodore Superintendent Atlantic Coast

Copy to: The Naval Secretary
Maritime Commander Atlantic
Air Officer Commanding, Maritime Air Command
6 Communications Unit, Maritime Air Command
Officer-in-Charge, Albro Lake Naval Radio Station
Officer-in-Charge, Newport Corner Naval Radio Station

CONFIDENTIAL

000900

M 211542Z

DEFERRED

ACNS (A&W)

FM CANCOMARPAC

"AC" NO UNCLASSIFIED
REPLY OR REFERENCE

TO CANAVHED

INFO CANFLAGPAC

NSS 1300-166/10 (STAFF)
RCAF 8950-116 (DCOM)

CANAIRHED

121946Z (DNCOM) RE- STEERING GROUP
MARITIME COMMUNICATIONS MEETING

CANCOMARLANT

CANFLAGLANT

CANAIRLANT

BT

C O N F I D E N T I A L YOUR 121946Z. FOLLOWING MAJOR ITEMS
SUBMITTED FOR JUN STEERING GROUP MEETING

A. RCAF-RCN SINGLE SIDE BAND PROGRAMME FOR WEST COAST INCLUDING
PHYSICAL LOCATION AT MARPAC HQ AND REQUIREMENT AT STATION COMOX

B. ALCANUS CROSS-BORDER CIRCUITS

C. ALCANUS ON-LINE CRYPTO REQUIREMENTS

D. COMMUNICATIONS SUPPORT TO MARPAC ALT. HEADQUARTERS IN CONNECTION
WITH PENDING TRANSFER OF STATION COMOX FROM MAC TO ADC

2. SUGGEST ITEMS ARE OF CONCERN TO CANAIRHED, CANAVHED, CANAIRLANT
AND CANFLAGPAC

3. RECOMMEND STEERING GROUP MEET AS SCHEDULED

BT

TOR 212133Z MAY 64

BEST AVAILABLE COPY

000901

M 201937Z

DEFERRED

ACNS (A&W)

FM CANCOMARLANT

NS/1300-166/10 (STAFF)
RCAF 8950-116 (DCOM)

TO RCCIC/CANAVHED

121946Z (DNCOM) RE MARITIMES
COMMUNICATION MEETING

INFO RCCPFZ/CANAIRHED

RCWNM/CANCOMARFAC

RCEOC/CANFLAGLANT

RCWNC/CANFLAGPAC

RCEPAQ/CANAIRLANT

BT

UNCLAS YOUR 121946Z CO-ORDINATED AGENDA ITEMS FORWARDED UNDER
MCACS 1270-1 OF 20 MAY

2. SUFFICIENT NEW AND URGENT ITEMS INCLUDED AS RESULT RECENT
EXERCISES TO JUSTIFY MEETING

3. REQUEST CONFIRMATION OF DATE BY MESSAGE

BT

TOR 202059Z MAY 64

1300-166/10

M 131045Z

DEFERRED

VCNS
ACNS (A&W)
DNI

FM CANAVERIT

"AC" NO UNCLASSIFIED REPLY OR
REFERENCE

TO RCCIC/CANAVHED

INFOCCEOC/CANFLAGLANT

BT

C O N F I D E N T I A L RN VERY KEEN THAT OIC'S ALBRO LAKE,
NAVCOMCEN HALIFAX VISIT WHITEHALL WIRELESS DISCUSS OVERALL
OPERATION SERVICE 5(P3), TRAFFIC HANDLING ROYAL TOUR, EXERCISE
TEAM WORK, ROUTING CLASSIFIED TRAFFIC WEST INDIES SHIPS
2. DIRECTOR NAVAL SIGNALS SEEMS VERY INTERESTED HEARING PROGRESS
M/S SHIP SHORE ARRANGEMENTS HALIFAX (VCS)
3. ALSO PROPOSE OFFICERS VISIT FOREST MOOR RECEIVING STATION
4. REQUEST ABOVE BE APPROVED EARLY DATE. STRONGLY RECOMMEND.
VISIT WOULD BENEFIT BOTH SIDES

BT

TOR 131536Z

MAY 64

DEPARTMENT OF NATIONAL DEFENCE

MINUTE SHEET

Referred to

REMARKS

To be signed in full showing Appointment, Telephone Number & Date

NSS 1300-166/10 Vol. 3 (STAFF)

~~ACNS(P)~~

13 May, 1964.

INTERIM ALTERNATE MARITIME HQ

ACNS(A&W) has directed me to discuss this matter with you in the light of VCNS memorandum dated 5 May one folio down.

2. It is requested that I may be advised when it is convenient to you to begin these discussions. ACNS(A&W) wants a briefing on his return on 19 May.



(W. H. HOWE)

COMMANDER, RCN

DIRECTOR OF NAVAL COMMUNICATIONS.

ACNS(A&W)

This is ACNS ~~(P)~~ current views
on this subject.

 000904
19/5/64.

MESSAGE FORM

Document closed under the Access to Information Act / Document fermé en vertu de la Loi sur l'accès à l'information
 FILE RCAP S950-116 (DGM)

FOR COMMCEN/SIGNALS USE

NUMBER

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PRECEDENCE - ACTION ROUTINE		PRECEDENCE - INFO DEFERRED		DATE - TIME GROUP 12-5-64 121946Z May		MESSAGE INSTRUCTIONS	
FROM CANAVHED						PREFIX MAY 11 NAV	
TO CANCOMARLANT CANFLAGLANT CANAIRLANT		CANCOMARPAC CANFLAGPAC		DIRECTOR CP MAY 12 1964 <i>Pm</i> COMMUNICATIONS		SECURITY CLASSIFICATION UNCLASSIFIED ORIGINATOR'S NUMBER 1 0 3 6 7 3 4 CO OTTAWA	
INFO CANAIRHED							
UNCLAS. STEERING GROUP ON MARITIME COMMUNICATIONS 2/64 MEETING TENTATIVELY SCHEDULED FOR 10 JUN. 2. ITEMS FOR INCLUSION IN AGENDA SHOULD BE FORWARDED TO THE SECRETARY BY 25 MAY. 3. IN VIEW OF APPARENT UNCHANGED STATUS OF ITEMS SINCE 1/64 MEETING IT MAY BE ADVISABLE TO CANCEL MEETING UNLESS URGENT AGENDA ITEMS ARE INTRODUCED. 4. FURTHER INFORMATION CONCERNING MEETING WILL BE FORWARDED.							
PAGE OF PAGES		REFERS TO MESSAGE		DRAFTER'S NAME ICdr. Hoyte G.A. / DF		OFFICE TEL.	
		CLASSIFIED YES <input type="checkbox"/> NO <input type="checkbox"/>		IN CO H/ACNS (A&W)		RELEASING OFFICER'S SIGNATURE	
FOR OPR'S USE	DATE	TIME	SYSTEM	OPERATOR	DATE	TIME	SYSTEM
R					D		
						NUMBER 12 2-5163	

SECRET

NSS 1300-166/10 Vol. 3 (STAFF)

MEMORANDUM TO: ACNS(A&W)

ACNS(P)

I am not in agreement with ACNS(P)'s para. 2. It is not consistent with what is going on in Air Defence matters and, as far as I know, there has been no directive to change EMO policies, merely a slow down while they are being re-examined.

2. In my mind, since we shall not have a separate MHQ from Halifax in the foreseeable future, it is more than ever necessary to have the minimum requirements for an Alternate Headquarters. MARLANT has stated certain requirements which should be examined on the basis of what we can do.

3. If between the RCAF and RCN, jointly, we cannot produce \$250,000, then what can we jointly produce in next year's estimates towards a progressive improvement. I would ask ACNS(A&W) to go into this personally with the RCAF and RCN Communicators and, if necessary, propose and prepare for a joint meeting between myself and VCAS on the subject.



(R. Dyer)

Rear-Admiral, RCN
VICE CHIEF OF THE NAVAL STAFF.

O T T A W A,
5 May, 1964.

SECRET

DEPARTMENT OF NATIONAL DEFENCE

MINUTE SHEET

Referred to	WHH/DF REMARKS To be signed in full showing Appointment, Telephone Number & Date
ACNS(A&N) VCNS	<p data-bbox="786 344 1139 405">NSS 1300-166/10 Vol. 3 (STAFF)</p> <p data-bbox="770 597 960 627">1 May, 1964.</p> <p data-bbox="391 687 884 722"><u>INTERIM ALTERNATIVE MARITIME HQ</u></p> <p data-bbox="264 783 1069 819">Reference: (a) ACNS(P) Memo dated 24 April, 1964.</p> <p data-bbox="404 879 1148 914">The attached letter is submitted for signature.</p> <p data-bbox="264 945 1213 1100">2. The reference, one folio down, comments to the effect that this letter should not be sent. VCNS personally directed that this study be undertaken. I consider that we have done all that we can do here on this subject and recommend the letter be signed.</p> <p data-bbox="763 1126 1025 1239">Original Signed by W. H. HOWE</p> <p data-bbox="640 1262 1160 1360">(W. H. HOWE) COMMANDER, RCN DIRECTOR OF NAVAL COMMUNICATIONS.</p>

DEPARTMENT OF NATIONAL DEFENCE

MINUTE SHEET

Referred to

REMARKS

To be signed in full showing Appointment, Telephone Number & Date

NSS 1300-166/10 Vol. 3
(STAFF)

~~ACNS (A&W)~~
VCNS

Noted

APD
4.5-

1 May, 1964.


INTERIM ALTERNATIVE MARITIME HQ

Reference: (a) ACNS(P) Memo dated 24 April, 1964.

Sir:

The attached letter is submitted for signature.

2. The reference, one folio down, comments to the effect that this letter should not be sent. VCNS personally directed that this study be undertaken. I consider that we have done all that we can do here on this subject and recommend the letter be signed.


(W. H. HOWE)

COMMANDER, RCN
DIRECTOR OF NAVAL COMMUNICATIONS.

000908

ORIGINAL DAMAGED

SECRET

NSS 1300-166/10
Vol. 3 (STAFF)

ROYAL CANADIAN NAVY

4, Ontario.

INTERIM ALTERNATIVE MARITIME HEADQUARTERS ATLANTIC

Reference: (a) MCACS: 1300-1 dated 9 April, 1962.

Reductions in Defence expenditures have made it necessary to cancel the building of a new protected Maritime Headquarters at BLANDFORD. The placing of an automated message relay centre in a protected building at Blandford, while not being definitely cancelled, will certainly not take place until modern automatic relay equipment has been selected and is in course of procurement; this will not be before 1968 at the earliest.

2. The Royal Canadian Air Force has had to close Torbay, and Fort Pepperrell has been selected as the site to replace Torbay as the Alternative Maritime Headquarters. Fort Pepperrell will have no better means of meeting the communication requirements in reference (a) than had Torbay unless equipment becomes available from an unexpected source.

3. An estimate item based on the communication requirements stated in reference (a) was introduced in the 1964-65 Estimates. This item was dropped from the estimates because the equipment it was intended to produce would not have been available prior to the intended completion of the new Maritime Headquarters. ~~The present financial climate precludes the resurrection of this item for fiscal year 1965-66 estimates.~~

4. The Alternative Maritime Headquarters requirements for the Maritime Commander Atlantic should be reviewed in the light of the factors in preceding paragraphs. The following factors should be taken as a basis for planning:

- (a) there will be no new permanent Maritime Headquarters;
- (b) ^{NAVAL} the major relay centre will be at Halifax in its present location until 1968 at least;
- (c) no funds will be approved for fall-out protection;
- (d) Naval Radio Station, Blandford will replace Naval Radio Station, Albro Lake;
- (e) the government emphasis on dispersal of emergency headquarters has been greatly reduced.

5. No further action will be taken on reference (a) which will be considered superseded by the reply to this letter.

NAVAL SECRETARY

Maritime Commander Atlantic.

Copy to: Flag Officer Atlantic Coast.
Air Officer Commanding Maritime Air Command
Chief of the Air Staff.

LCDR A.M. Gupples (2-5163)/nac

Am - 1 MAY

DIRECTOR
OF
NAVAL

MAY 1 1964

William Howe
COMMUNICATIONS

SECRET

000909

*Concur
for ACN 5(P)
14/5/64*

~~CONFIDENTIAL~~

(UNCLASSIFIED WITHOUT ENCLOSURE)

Directorate of Naval Communications.

PA NSS 1300-166/10
(STAFF)

RCAF S950-116
(D Com)

4, Ontario.

22 April, 1964.

MINUTES OF STEERING GROUP ON MARITIME COMMUNICATIONS

ENCLOSURE: (A) Minutes of Steering Group on Maritime Communications 1/64 Meeting held on 11 March, 1964, in Halifax, N.S.

Two copies of enclosure (A) are forwarded for information and retention.

J. Cosh
NAVAL SECRETARY.

Maritime Commander Atlantic.
Maritime Commander Pacific.
Flag Officer Atlantic Coast.
Flag Officer Pacific Coast.
Air Officer Commanding, Maritime Air Command.
Commanding Officer, HMCS STADACONA. (The Directors, Joint Maritime Warfare School).
Officer-in-Charge, Communication Division Fleet School, HMCS CORNWALLIS.
Naval Member Canadian Joint Staff, (LONDON).
Naval Member Canadian Joint Staff, (WASHINGTON).

APR 22 1964

Copy to: Chief of the Air Staff. (without enclosure).

LCdr G.A. Hoyte (2-5163)/DE.

~~CONFIDENTIAL~~

000910

C O N F I D E N T I A L

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RCAF-S950-116 (DCom)
RCN - NSS1300-166/10 (STAFF)

MINUTES OF 1/64 MEETING OF THE

STEERING GROUP ON MARITIME COMMUNICATIONS

HELD 11 MAR 64 IN THE CONFERENCE ROOM, MARITIME COMMAND ATLANTIC HALIFAX

Ottawa 4, Ontario
8 Apr 64

Present

S/L L.J. Drake	CANAIRED DCom	Chairman
LCDR A.M. Cupples	CANAVHED DCom	
Lt S. Iscoe	CANAVHED DCom	
F/L R.F. Jones	CANAIRED DCom	Secretary

In Attendance

LCDR J.H. Ellerton	CANCOMARLANT
LCDR P.F. Wilson	CANFLAGLANT
LCDR F. Fenn	CANCOMCORTON ONE
LCDR G.R. Milne	OIC Radio Station Albro Lake
Lt M. Cameron	SO(C) Capt Sea Training
F/L J.F. Iangan	CANAIRLANT
F/L D.E. Haines	CANCOMARLANT

ITEM	SUBJECT	ACTION
------	---------	--------

1 Minutes

- 1 The minutes of the 4/63 meeting were approved by the Steering Group.

Meetings

- 2 For record purposes, S/L Drake advised the meeting that Item 11 of the 4/63 meeting has been approved with slight modification. Where possible future meetings of the Steering Group will be held in accordance with the following schedule:

<u>Meeting</u>	<u>Date</u>	<u>Location</u>	<u>Attendees</u>
1/64	March	Halifax	NDHQ and East Coast reps
2/64	June	Ottawa	NDHQ, East and West Coast reps
3/64	September	Esquimalt	NDHQ and West Coast reps
4/64	December	Ottawa	NDHQ, East and West Coast reps

2 Emergency Communication Facilities - MHQ Atlantic

- 3 LCDR Ellerton briefed the meeting on the requirements for communication at the Alternate MHQ based on "A Staff Paper on Communication Requirements for the Interim Alternative Maritime Headquarters (Atlantic), (RCN reference Enclosure (A) to MACS 1300-1 9 Apr 62).

- 4 As the MHQ at Blandford has been deleted from Naval Estimates, a requirement for an alternate MHQ does exist. However the members agreed that no further action could be taken on this subject pending Government decision on defence policy.

000911

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- 2 -

C O N F I D E N T I A L

ITEM

SUBJECT

ACTION

3 LF Transmitter for Emergency Use - MHQ Atlantic

5 To date no action has been taken on this item due to the uncertain status of Torbay. It has since been learned of the existence of 2-50KW LF transmitters at Argentia and 1-50KW LF transmitter at Harmon. The RCN are investigating the availability of these transmitters.

6 This item to be deleted as the requirement for use of the RCAF GT28 at Goose Bay no longer exists.

4 Status of Atlantic On-Line Circuits

7 (a) Greenwood - Halifax and Summerside - Halifax circuits. The RCAF is providing the KW26 equipment for these circuits. At present construction is underway at Greenwood. Overall completion date not available but every effort being made to complete installations as soon as possible.

(b) Shelburne - Halifax circuit. Secure circuit expected to be available early May 64.

(c) Ottawa - Halifax Navy circuit. Secure circuit expected to be available 18 Mar 64. (Note circuit in 18 Mar 64)

8 Item to be continued.

5 Report on Comchex Trials

9 MP&EU has submitted their report to MAC. Report should be forwarded to AFHQ within two weeks.

10 Item to be continued.

6 Status of SSB Programme

11 The chairman briefed the meeting on the present status of the RCAF portion of the programme. The following highlights were noted:

(a) the CD for procurement of airborne LF monitor receivers antennas and teleprinters has been prepared and held by DMP, awaiting resolution of number of spare sets required. (CTel project 63A101 refers);

(b) contract for procurement of airborne HF transceivers (618T) has been awarded to Collins Radio. Delivery expected to commence Sept 64. (CTel Project 63A100 refers);

(c) the CD for procurement of airborne HF RTT equipment being processed at AMC (CTel Project 63A102 refers);

(d) DDP London negotiating contract for procurement of airborne LF receive crypto equipment. Expect contract to be let by 31 Mar (CTel Project 62C115 refers);

000912

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- 3 -

C O N F I D E N T

ITEM	SUBJECT	ACT
	(e) CD for procurement of ground and airborne HF crypto (KW7) equipment held up by SREL pending resolution of Neptune Aircraft UE. (CTel Project 63C96 refers);	
	(f) AMC preparing CD for procurement of ground HF RTT equipment. (CTel Project 63C98 refers);	
	(g) CD for procurement of ground HF equipment passed to SREL for signature (CTel Project 63C98 refers);	
	(h) airborne trials of HF RTT are still being carried out.	
12	The RCN members provided the following status report;	
	(a) delivery of 618T (ARC94) for CF2S aircraft expected to commence Jul 64. Fitting should be completed by Jul 65.	
	(b) equipment for Shearwater has been deleted from the 1964-65 estimates;	
	(c) ships will be fitted with their full outfit of SSB equipment as soon as possible.	
13	Item to be continued.	
7	<u>Newfoundland Circuit Requirements to Support CANCOMARLANT</u>	
14	COMARLANT's circuit requirements between MHQ and Newfoundland are:	
	(a) to Argentina;	
	(b) to the controlling office of the Torbay AGA radio equipment; and	
	(c) to the alternative MHQ.	
15	Circuit 20249 as it stands now (Python) fills the requirement for the Argentina circuit. At present duplex is not required as far as traffic is concerned, however, and circuit must be duplexed if KW26 is used, thereby losing the advantages of a direct multipoint facility to Argentina and 7CU.	
16	The path between MHQ and the AGA radio room can be provided via 6 and 7CU's or direct through the operational multipoint cct.	
17	As 7CU and the Alternate MHQ are being co-located at Fort Pepperrell, with provision of a circuit from 7CU Relay to the Alternate MHQ a circuit will exist between MHQ and Alternate MHQ.	
18	MHQ recommended that the Halifax end of the 6CU to Fort Pepperrell circuit be reterminated in the Naval Major Relay Centre Halifax leaving the existing duplex RTT circuit from 6CU & 7CU (Fort Pepperrell).	
19	The Chairman stated the RCAF could not agree to such a change of termination. He explained the termination of the tropo-scatter overseas circuit would be at 7CU and circuit capacity would require both circuits. In addition the landline is the primary means of communication with RTT back-up.	

000913

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- 4 -

C O N F I D E N T I A L

ITEM

SUBJECT

ACTION

20 MHQ representatives were concerned with the number of relays a message would have to go through between say MHQ and Alternate MHQ.

21 The Chairman explained the trials which the RCAF were presently carrying out in regard to upper case F procedure and the effect it would have on Operational Immediate messages.

22 The meeting agreed that MARIANT should retain Python for the present and circuits should remain "as is" pending outcome of upper case F trials.

23 Item to be continued

8 Requirement to Link MARIANT and 6CU with ROMULUS

24 The sponsor deleted the item.

9 Problems Arising from Orestes Programme

25 Correspondence has since clarified problems.

26 Item to be discontinued.

10 Use of Security Systems in Peacetime Operations

27 FOAC letter AC. 1310-1(8) 4 Feb 64 outlines the problems and confusion caused by the sudden introduction of tactical codes, authentication and call signs for the period of an exercise. The letter points out that these problems can be overcome by full use being made of these systems in peacetime, and request the Senior Canadian Officer Afloat (Atlantic) to introduce tactical security systems full time for the remainder of the current cruise. On return to Halifax a report covering the findings is to be submitted.

28 The meeting decided to await the report and continue the item.

11 Use of AMSP 622 Vice KACL in CAN/US and NATO

29 COMARIANT outlined the problems of using different security systems when working with different nations. It was decided that little could be done in regard to a common system therefore both systems must be carried, and, as outlined in item 10 above, fuller peacetime use made of these systems.

30 This item is to be discontinued.

12 CAN/US Training Exercise Circuits - 1964

31 The Sponsor deleted the item.

13 Back-up for On-line RTT in MP Aircraft

32 The question was raised as to what crypto back-up would be needed for on-line RTT and MP Aircraft in case of failure of the on-line RTT or when in an area, such as the Eastern Atlantic, where there were no ground stations for on-line RTT.

33 COMARIANT's representative said that MP Aircraft would use operational book codes for back-up.

14 File References

34 The Chairman suggested dual file references be placed on all correspondence dealing with the Steering Group. He suggested Naval

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- 5 -

C O N F I D E N T

ITEM

SUBJECT

ACT

file NSS 1300-166/10 and RCAF file S950-116.

35 The members agreed.

15 Appreciation

36 On behalf of the members of the Steering Group on Maritime Communications the Chairman expressed appreciation for the co-operation and hospitality extended by the host units. The knowledge gained by the members visit, to all facets of Naval and Air Force communications in the Halifax area, will certainly provide a better understanding of the area problems.

16 Next Meeting

37 The date of the next meeting in Jun to be held in Ottawa, was left pending study of dates of forthcoming exercises. The meeting adjourned at 1220 hrs.

Distribution

DCom 10
DNGCom 10
Spare 5



(LJ Drake) S/L
Chairman

Steering Group On
Maritime Communications

NSS 1300-166/10 (STAFF)
RCAN 350-116 (DCom)

17 April, 1964.

PA

MEMORANDUM TO: A/D Ops B (SS)

MINUTES OF STEERING GROUP ON MARITIME COMMUNICATIONS

ENCLOSURE: (A) Minutes of 1/64 Meeting of the Steering Group on
Maritime Communications held 11 March, 1964.

Enclosure (A) is forwarded for information and retention.

W. H. Howe
(W. H. HOWE)
COMMANDER RCN
DIRECTOR OF NAVAL COMMUNICATIONS.

*copy retained
Lear R. D. D. (SS)
20.4.64*

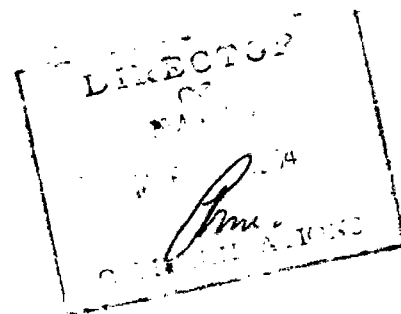
MESSAGE FORM

NUMBER

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MAR 9 19 14 '64
NAVAL CCO OTTAWA

PRECEDENCE - ACTION ROUTINE	PRECEDENCE - INFO DEFERRED	DATE - TIME GROUP 9/3/64 09-1917Z	MESSAGE INSTRUCTIONS MAR
FROM CANAVHED			PREFIX GR
TO CANFLAGLANT			SECURITY CLASSIFICATION UNCLASSIFIED
INFO CANAIRHED CANCOMARLANT CANAIRLANT NAVRADSTA ALERO LAKE NAVRADSTA NEWPORT CORNER 6 CU UNCLAS YOUR 051858Z. ARRIVAL HQ MEMBERS STEERING GROUP ON MARITIME COMMUNICATIONS DELAYED UNTIL PM TUES 10 MAR			ORIGINATOR'S NUMBER



PAGE	OF	PAGES	REFERS TO MESSAGE		DRAFTER'S NAME		OFFICE		TEL.	
			CLASSIFIED YES <input type="checkbox"/> NO <input type="checkbox"/>		Lcdr AM CUPPLES		DN GOM		2-5163	
FOR OPR'S USE	R	DATE	TIME	SYSTEM	OPERATOR	DATE	TIME	SYSTEM	OPERATOR	RELEASING OFFICER'S SIGNATURE
										NUMBER 12

GOVERNMENT
OF
CANADA

ACTION REQUEST

CGSB 6-GP-12
P.P. & S. Cat. 3433

TO

Newcom.

LOCATION

FOR:

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For info. If you

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REMARKS:

Comment, please do - otherwise

*perhaps we should minute
this on to UCCS after Arow*

has seen.

FROM

PHONE

LOCATION

DATE

Blush

2000918

SECRET

GRW:LB

NSS 1300-166/10
(STAFF)

24 April, 1964.

MEMORANDUM TO: ACNS (A&W)

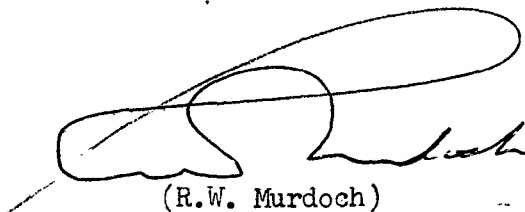
ALTERNATIVE MHQ ATLANTIC

Reference: (a) NSS 1300-166/10 (STAFF) dated
14 April, 1964.

No directives on changes to existing policy or on new policy have been received regarding fall-out protection for emergency Headquarters buildings or for dispersal. However, I would agree that government policy concerning dispersal, alternate Headquarters and fall-out proofing etc., is undergoing a change. For example:

- (a) At the 750th CSC Meeting on 14 November, 1963, the CSC approved the Interim Plan for DND Emergency Headquarters at Petawawa on the basis of using existing buildings and providing no fall-out protection but approving the fairly substantial communications requirements.
- (b) The programme for the Bridge Sites has been stopped.
- (c) The allocation of funds to Survival operations has been reduced.

2. Accordingly this does not appear to be the time to pursue expenditures for alternate Headquarters Atlantic or Pacific and I cannot see any particular merit in generating considerable work by asking for new requirements.



(R.W. Murdoch)
Commodore, RCN,

ASSISTANT CHIEF OF THE NAVAL STAFF (PLANS).

SECRET

SECRET

NSS 1300-166/10 (STAFF)

14 April, 1964.

MEMORANDUM TO: ACNS(P)

ALTERNATIVE MHQ ATLANTIC

Reference: (a) MCACS 1300-1 dated 9 April, 1962.

In 1959 the Maritime Command Atlantic selected the RCAF Station at Torbay Nfld. as his alternative Headquarters, which was to be manned on the declaration of an alert and to assume operational control in case Halifax was put out of action. To support this alternate MHQ, the Maritime Commander proposed in reference (a) certain communication needs, some of which could be provided fairly simply by use of existing lines and equipment, but much of which demanded the purchase of new equipment.

2. An estimate item incorporating most of the emergency communication requirements for the Atlantic Command, MARLANT and FLAGLANT, was introduced in the 1964-65 Estimates. The total cost was \$250,000. It was decided that as this equipment would not be provided for several years and that by that time a new Maritime Headquarters at Blandford, ^{which is being built} making the alternative Torbay unnecessary, the estimate item should be dropped. This was done.

3. Cuts in Defence expenditures have made it necessary for the Naval Board to cancel the building of the new Maritime Headquarters. The Air Force has found it necessary to close Torbay. Fort Pepperrell has been chosen as the new site for the Alternative Maritime Headquarters because the RCAF communications, which were at Torbay, will be relocated at Fort Pepperrell. Thus we are now in a position of having a different Alternative MHQ having exactly the same communication needs as the previous one with no better means of providing them and no money in estimates to fulfil these needs.

4. VCNS has verbally directed that the entire matter of Alternate Maritime Headquarters be reviewed in the light of current changes, and particularly in view of the cancellation of the protected Maritime Headquarters at Blandford. It is intended to request the Maritime Commands, Atlantic and Pacific, to restate the requirements but before this letter is sent, it is requested that ACNS(P)'s views on this subject be stated. Recent negative decisions of the Minister and informal statements by members of the Deputy Minister's staff give reason to believe that the Government does not intend to spend any money to provide protected Headquarters anywhere in Canada. Other estimate items for emergency communications such as those for NCSO have also not been allowed. One gets the general impression that the policy of the Government towards preparing for Nuclear War has changed markedly.

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5. It is requested that ACNS(Plans) provide any guidance possible on this subject in order that it can be passed to the Maritime Commands to assist them in stating their requirements for Alternative Maritime Headquarters. Any information on current policy toward such matters as fall-out protection and dispersal would be particularly useful.



(A. B. Fraser-Harris)
Commodore, RCN
ASSISTANT CHIEF OF NAVAL STAFF
(AIR & WARFARE)

SECRET

SECRET

- ROYAL CANADIAN NAVY -

NSM 1300-155/10
Vol 3 (STAFF)

4, (Info/10.

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INTERIM ALTERNATIVE FOR ATLANTIC COMMUNICATIONS

Reference: (a) NSMCS 1300-1 dated 9 April, 1962.

The communication requirements for the Interim Maritime Headquarters Atlantic at Torbay which were described in reference (a) were included in the estimates for the 1964/65 Fiscal Year. This item was disallowed in these estimates on the grounds that the new Maritime Headquarters at Blandford would be completed before the new equipment could be delivered and the completion of this site would make the Interim Maritime Headquarters at Torbay redundant.

2. Recent reductions in Naval expenditures have forced the postponement of the new Maritime Headquarters at Blandford. These same reductions preclude any provision for the procurement of equipment to meet the requirements of reference (a). For these reasons it is regretted that the Interim Maritime Headquarters at Torbay and later at Fort Lepperville, St. John's must operate with present equipment and facilities subject to any minor changes that can be made from Command resources.

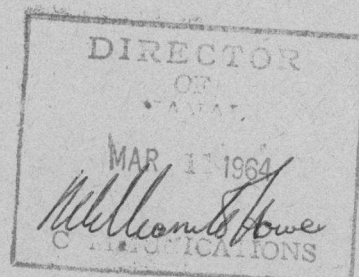
NAVAL SECRETARY

Maritime Commander Atlantic.

Copy to: Chief of the Air Staff.
Flag Officer Atlantic Comd.
Air Officer Commanding, Maritime Air Command.

Lcdr. A.M. Cupples (2-5163)/11

ACNS (A&W)



SECRET

000922



OFFICE OF
THE MARITIME COMMANDER PACIFIC
H. M. C. DOCKYARD, ESQUIMALT, B. C.

MCP:S: 1300-1

MEETINGS OF THE
STEERING GROUP ON MARITIME COMMUNICATIONS

Reference: (a) NSS 1300-166/10 (STAFF) dated 31 January,
1964.

Submitted for the information of Naval Headquarters
that the proposals for the next meeting of the subject Steering
Group and schedule of subsequent annual meetings as outlined
in paragraph 2 of reference (a) are acceptable.

F. Burgess F/L
for MARITIME COMMANDER
PACIFIC

The Naval Secretary.

Copy to:

The Maritime Commander Atlantic.

Referred to	<i>Staff</i>
FEB 20 1964	
File No.	<i>1300-166/10</i>
Chg'd to	<i>Staff 9-1-64</i>

CONFIDENTIAL

DEPARTMENT OF NATIONAL DEFENCE



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MCACS: 1270-1

Office of the Maritime Commander Atlantic,
Fleet Mail Office,
Halifax, N.S.

FEB 14 1964

AGENDA ITEMS FOR STEERING GROUP ON MARITIME COMMUNICATIONS MEETING 1/64

Reference: (a) NSS 1300-166/10 (STAFF) dated
31 January, 1964.

The following agenda items for the 1/64 meeting
of the Steering Group on Maritime Communications are sub-
mitted for consideration:

	<u>SUBJECT</u>	<u>SPONSOR</u>	<u>SUPPORTING DOCUMENTS</u>
1.	Status of additional communication facilities for alternative MHQ Atlantic.	CANCOMARLANT	MCACS 1300-1 dated 9 April, 1962.
2.	Status of ROMULUS con- version: Ottawa-Halifax, Shelburne-Halifax, Greenwood-Halifax, Summerside-Halifax.	CANCOMARLANT CANFLAGLANT CANAIRLANT	HQ statement requested.
3.	Status of SSB installation in Aircraft, ships and ground stations.	CANCOMARLANT CANFLAGLANT CANAIRLANT	HQ statement requested.
4.	Newfoundland landline circuit requirements to support CANCOMARLANT.	CANCOMARLANT	Attached.
5.	Requirement to link MARLANT COMCEN and 6CU with ROMULUS circuit.	CANCOMARLANT	Attached.
6.	Discussion of problems arising from ORESTES programme.	CANFLAGLANT	AC: 7401-682 dated 15 January, 1964 and 31 Jan- uary, 1964.

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The Naval Secretary

Copy to: Chief of the Air Staff

Flag Officer Atlantic Coast

Air Officer Command,
Maritime Air Command.

Referred to	Staff
	HL
	FEB 17 1964
File #	1300-166/10
Officer	Staff 9-1-64

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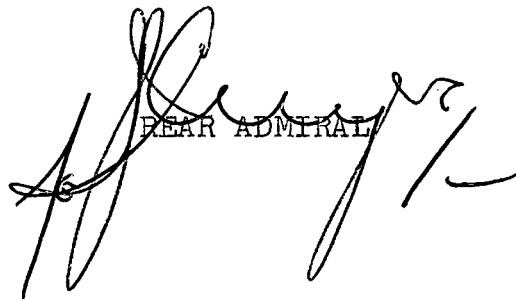
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- 2 -

	<u>SUBJECT</u>	<u>SPONSOR</u>	<u>SUPPORTING DOCUMENTS</u>
7.	Use of security systems in peacetime operations.	CANFLAGLANT	AC: 1310-1 dated 4 February, 1964.
8.	Use of AMSP 622 vice KAC 1 in CAN/US and NATO exercises and operations.	CANCOMARLANT	MCACS: 1838-1 dated 3 January, 1964 and 23 January, 1964.
9.	Requirement for CAN-US training exercise circuits in 1964.	CANCOMARLANT	CANCOMARLANT to say if exercise still to take place.

2. With regard to item 9, it is appreciated that CANAVHED's 292243Z January states that no money for circuits is available. However, it is suggested that this type of trainer game is most valuable and relatively inexpensive training. The U.S. Authorities have suggested that a second CANUSTREX be conducted in November of this year. The dates suggested are not suitable to CANCOMARLANT and alternative dates have been forwarded. If these dates prove satisfactory to the U.S. Authorities a further request for funds to cover required communications facilities may be forwarded to Naval Headquarters.


REAR ADMIRAL

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000925

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AGENDA ITEM FOUR NEWFOUNDLAND CIRCUIT REQUIREMENTS TO SUPPORT CANCOMARLANT

CANCOMARLANT's circuit requirements between
MHQ and Newfoundland are:

- (a) to Argentia;
- (b) to the controlling office of
the Torbay air/ground/air radio
equipment; and
- (c) to the alternative MHQ.

2. Since the air/ground/air radio office and
alternative MHQ are to be co-located at Fort Pepperrell
along with the RCAF Minor Relay Centre, full duplex
ROMULUS circuits between 6 CU and the RCAF Minor Relay
Centre and between the RCAF Minor Relay Centre and
Argentia should fill the requirements.

3. It is recommended, however, that the Halifax
end of the 6 CU to Fort Pepperrell circuit be re-terminated
in the Naval Major Relay Centre, Halifax, leaving the
existing duplex RATT circuit from 6 CU to Fort Pepperrell.

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AGENDA ITEM 5 REQUIREMENT TO LINK MARLANT COMCEN AND 6 CU WITH DUPLEX ROMULUS CIRCUIT

With the implementation of the 6 CU to SUMMERSIDE, GREENWOOD and FORT PEPPERRELL duplex ROMULUS circuits, operational traffic for SUMMERSIDE, GREENWOOD and ARGENTIA will have to pass through two Major Relay Centres. In the case of ARGENTIA, an additional relay in Newfoundland will be necessary. With this arrangement unacceptable delays are more than likely.

2. To avoid one Major Relay Centre the MARLANT COMCEN should be linked with 6 CU by a duplex ROMULUS circuit.

CONFIDENTIAL

000927

NSS 1300-166/10(STAFF)

- ROYAL CANADIAN NAVY -

4, Ontario.

31 JAN 1964

MEETINGS OF THE
STEERING GROUP ON MARITIME COMMUNICATIONS

Reference: (a) Minutes of 4/63 meeting of the Steering
Group on Maritime Communications.

The proposal in Item 11 of the 4/63 meeting of the
Steering Group on Maritime Communications recorded in reference
(a) to hold one meeting each year at each coast has received
Headquarters approval.

2. As the idea behind the proposal was to give Head-
quarters officers of the group a better knowledge and under-
standing of Maritime procedures and problems it would seem
most appropriate to hold the next meeting, 1/64, in Halifax
during the week of 9 March. The annual schedule of meetings
would then be:

<u>Meeting</u>	<u>Location</u>	<u>Representatives Attending</u>
First Meeting	Halifax	Headquarters, CANCOMARLANT, CANFLAGLANT, Canairlant.
Second Meeting	Ottawa	Headquarters, CANCOMARPAC, CANFLAGPAC, CANCOMARLANT, CANFLAGLANT, CANAIRLANT.
Third Meeting	Esquimalt	Headquarters, CANCOMARPAC, CANFLAGPAC.
Fourth Meeting	Ottawa	Headquarters, CANCOMARPAC, CANFLAGPAC, CANCOMARLANT, CANFLAGLANT, CANAIRLANT.

3. Maritime Commanders are requested to comment on this
proposal and, if considered feasible, the Maritime Commander Atlantic is
requested to confirm the date for the 1/64 meeting.

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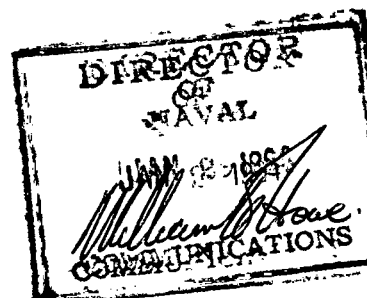
ABlay

JAN 31 1964

NAVAL SECRETARY.

Maritime Commander Atlantic.
Maritime Commander Pacific.

Copy to: Flag Officer Atlantic Coast.
Flag Officer Pacific Coast.
Air Officer Commanding, Maritime Air Command.
Chief of the Air Staff.



Drafted by LCar. A.M. Cupples/DF (2-5163).

000928

Amc.
AMC/DF

NSS 1300-166/10 (STAFF)

16 January, 1964.

MEMORANDUM TO: Director of Communications (RCAF)

MEETINGS OF THE STEERING GROUP
ON MARITIME COMMUNICATIONS

Reference: (a) Minutes of 4/63 meeting of the Steering Group on Maritime Communications.

The proposal recorded in item 11 of the 4/63 meeting of the Steering Group on Maritime Communications to hold one meeting each year in each of the Maritime Commands has RCN approval.

2. As the idea behind the proposal was to give Headquarters officers of the Group a better knowledge and understanding of Maritime procedures and problems, it would seem most appropriate that the next meeting, 1/64, be held in Halifax. The 3/64 meeting would then be in Esquimalt and the second and fourth meetings in Ottawa.

3. The second week in March is suggested as a suitable time for the 1/64 meeting. If you concur with the proposal and the date the Maritime Commands will be informed and asked to confirm that such meetings at the Coasts are desirable and to suggest most appropriate dates.

Original Signed by
W. H. HOWE

(W. H. HOWE)
COMMANDER, RCN
DIRECTOR OF NAVAL COMMUNICATIONS.

*Dispatched
from Naval
for the Com
16/1/64
R.H.*

DEPARTMENT OF NATIONAL DEFENCE

MINUTE SHEET

Referred to

REMARKS

To be signed in full showing Appointment, Telephone Number & Date

~~DH Com~~

Dep Sec (A+W) says A+W
concurrence isn't necessary
as individual directors
can approve travelling via
service flights within the
funds allocated to them.

These trips should be
relatively inexpensive with service
meals at both places. However
a one day meeting will
necessitate a week at the coast
waiting for the return flight.
Done.

PC
Discuss this
with myself
and Paul Wilson
next Tuesday P.M.

WMS
10/16/4

CONFIDENTIAL

NSS 1300-166/10 (STAFF)

9 January, 1964.

MEMORANDUM TO: ACNS(A&W)

MEETINGS OF THE STEERING GROUP
ON MARITIME COMMUNICATIONS

Reference: (a) Minutes of 4/63 meeting of the Steering
Group on Maritime Communications.

ENCLOSURE: (A) Minutes of 4/63 meeting of the Steering
Group on Maritime Communications.

At item 11 of the 4/63 meeting of the Steering Group on
Maritime Communications a proposal was made to rotate future
meetings between Defence Headquarters and the Maritime Commands
Atlantic and Pacific.

2. The committee is composed of two representatives each
from the Directorate of Naval Communications and the Directorate
of Communications (RCAF). Specialists from other directorates are
co-opted to attend meetings as required. The Chairmanship rotates
annually between the RCN and RCAF.

3. The established procedure is to hold four meetings per
year and invite representatives from CANCOMARLANT, CANFLAGLANT,
CANAIRLANT, CANCOMARPAC and CANFLAGPAC to attend the first and
third meeting. These meetings are held in Ottawa. The result is
that the second and fourth meetings are attended by Headquarters
personnel only and any input from the Maritime Commands is achieved
by correspondence.

4. Under the proposed procedure the annual schedule of meetings
would be as follows:

<u>Meeting</u>	<u>Location</u>	<u>Representatives</u>
First Meeting	Halifax	Headquarters, CANCOMARLANT, CANFLAGLANT, CANAIRLANT.
Second Meeting	Ottawa	Headquarters, CANCOMARPAC, CANFLAGPAC, CANCOMARLANT, CANFLAGLANT, CANAIRLANT.
Third Meeting	Esquimalt	Headquarters, CANCOMARPAC, CANFLAGPAC.
Fourth Meeting	Ottawa	Headquarters, CANCOMARPAC, CANFLAGPAC, CANCOMARLANT, CANFLAGLANT, CANAIRLANT.

This procedure would ensure that every meeting of the Group would have a
direct input from at least one of the Maritime Commands.

.../2

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- 2 -

5. The only additional travelling expense would be for Headquarters members to make one trip per year to each coast.

6. As was indicated during discussions at the 4/63 meeting Headquarters personnel tend to lose touch with the operations and problems of the Maritime Commands. It was also pointed out that in some cases Headquarters members of the Group have had no experience with Maritime Communications. The proposal to rotate the locations of future meetings between Ottawa and both Maritime Commands will permit Headquarters personnel to obtain a first hand appreciation of Maritime Communications procedures and problems.

7. The procedure of rotating meetings as proposed in item 11 of reference (a) is strongly supported, and it is recommended that the RCN agree with this proposal.

8. Your concurrence is requested.



(W. H. HOWE)
COMMANDER, RCN
DIRECTOR OF NAVAL COMMUNICATIONS.

CONFIDENTIAL

- C O N F I D E N T I A L -

ENCLOSURE (A) to
NSS 1300-166/10 (STAFF)
dated 11 December, 1963.

MINUTES OF THE 4/63 MEETING OF THE
STEERING GROUP ON MARITIME COMMUNICATIONS
HELD ON 4 DECEMBER, 1963.

PRESENT

Chairman	- LCdr. A.M. Cupples	DN Com
Members	- S/L L.J. Drake	D Com
	- LCdr. H. Hargreaves	DN Com
Secretary	- LCdr. G.A. Hoyte	DN Com

IN ATTENDANCE

- LCdr. W.D. Moyes	DN Com
- F/L R.H. Mitchell	COPSO
- F/L J.A. Eggleston	DTMC
- F/L D.A. Reynolds	OPS 5
- Mr. F.S.B. Thompson	D Com

ITEM 1 - The Minutes of the 3/63 meeting were adopted
as promulgated.

ITEM 2 - EMERGENCY COMMUNICATION FACILITIES -
MHQ ATLANTIC

The RCN paper asking for approval of the
Communication facilities for the Maritime
Commander Atlantic at Torbay was turned
down. The reasons given were that the new
MHQ at BLANDFORD would make it unnecessary
to have an alternate MHQ at Torbay. Also
the new MHQ would be available at the same
time as the emergency communication facilities.

Recent financial limitations have caused the
withdrawal of the MHQ at BLANDFORD from Naval
Estimates. It has also become necessary to
delete, from Naval Estimates, all items to
provide Emergency Communication Facilities.

ITEM 3 - LF TRANSMITTER FOR EMERGENCY USE AT
MHQ ATLANTIC

To date no request for a test of the GT23 LF
transmitters has been received. The item
was continued.

- C O N F I D E N T I A L -

...../2

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- C O N F I D E N T I A L -

- 2 -

ITEM 4 - STATUS OF EMERGENCY ALTERNATE
FREQUENCY PLAN

Frequencies to satisfy this requirement have been provided.

ITEM 5 - REPLACEMENT OF PYTHON BY ROMULUS

During discussion it became apparent that cancellation of the circuits from 6CU to GREENWOOD and SUMMERSIDE was not acceptable. Cancellation would require a high level of RCAF Administrative traffic to be passed via the RCN relay in addition to removing two RCAF tributaries from the RCAF System. Economic considerations were also against the duplicating of circuits into SUMMER-SIDE and GREENWOOD from another relay.

It was agreed that the existing half duplex circuits from MHQ HALIFAX should be cancelled and the existing circuits between the Stations and 6CU should be duplexed.

D Com will arrange for the supply of the necessary on line equipment.

(Secretarial note: CANAVHED 041632Z
December, 1963 despatched to indicate
this decision).

ITEM 6 - REPORT ON COMCHEX TRIALS FOR LONG RANGE
M/P AIR-GROUND-AIR COMMUNICATIONS

D Com said that reports on the trials were not available. The item was continued.

ITEM 7 - SINGLE SIDE BAND FREQUENCY CLEARANCE

DN Com indicated that to date no request has been received from CANCOMARPAC. The item was continued.

ITEM 8 - SSB SHORE FACILITIES FOR MHQ ATLANTIC
AND CS2F AIRCRAFT

The committee noted that RCN requirements for ground equipment has been removed from the current estimates.

D Com indicated that the RCAF ground equipment programme has received approval and is progressing with a target completion date of late 1965. The committee was briefed on the RCAF plan to equip HALIFAX, TORBAY and ESQUIMALT with SSB capability.

ITEM 9 - NEW EXECUTIVE

It was agreed that the S/L Drake would become the CHAIRMAN and that F/L Jones would become SECRETARY.

- C O N F I D E N T I A L -

...../3

000934

- C O N F I D E N T I A L -

- 3 -

NEW BUSINESS:

ITEM 10 - USE OF KL-7 IN M/P AIRCRAFT

A copy of letter from CANCOMARPAC to CANAIRLANT has been received indicating that for several reasons 407 Squadron does not require KL-7. This refers to item 6 of 3/63.

DN Com indicated that the RCN disagrees with this view for reasons of security. It was agreed that DN Com would forward these views to D Com.

(Secretarial note: NSS 1838-76; NSS 1835-76-1 dated 5 December, 1963 forwarded to D Com).

ITEM 11 - FUTURE MEETINGS

D Com proposed a plan for changing the locations of future meetings. S/L Drake, who introduced this item, stated that he has had no previous experience in Maritime Communications. Therefore it is desirable that he visit the Maritime Commands to gain first hand knowledge of their organization, operations and problems. It was the consensus of the meeting that this also applied to other members of the Committee.

An additional advantage is that regular visits will keep Committee Members up-to-date with the situations in the Maritime Commands.

The proposal was as follows:

<u>Meeting</u>	<u>Date</u>	<u>Location</u>	<u>Attendees</u>
1/64	During March	Esquimalt	NDHQ and West Coast representatives
2/64	During June	Ottawa	NDHQ, West Coast and East Coast representatives
3/64	During September	Halifax	NDHQ and East Coast representatives
4/64	During December	Ottawa	NDHQ, West Coast and East Coast representatives

It was agreed that a decision could not be reached at this time, and the RCN/RCAF views would be determined and forwarded to the Secretary at an early date.

ITEM 12 - NEXT MEETING

The date of the next meeting was left open pending decisions on ITEM 11.

A. Cupples

(A.M. Cupples) LCdr. RCN
CHAIRMAN

- C O N F I D E N T I A L -

000935

R 142140Z

FM STADACONA

TO RCCIC/CANAVHED

INFO RCEOC/CANFLAGLANT

RCEOM/CANCOMARLANT

RCCPFZ/CANAIRHED

RCEPAQ/CANAIRLANT

BT

UNCLAS YOUR 121538Z AS AMENDED BY YOUR 132115Z NOTAL

ACCOMMODATION CONFIRMED

BT

ROUTINE.

NSS 1300-166/10(STAFF)

132115Z(DNCOM)RE-REQUEST
DATES OF VISIT BE AMENDED

ACNS(A&W)
DGFE

TOR 142326Z FEB 64

MESSAGE FORM

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NUMBER

ORIGINAL DAMAGED

NAVAL CCO, OTTAWA
FEB 12 11 31 '64

PRECEDENCE - ACTION

DEFERRED

PRECEDENCE - INFO

DATE - TIME GROUP

MESSAGE INSTRUCTIONS

FROM CANAHEED

TO CANCOMARLANT

PREFIX

SECURITY CLASSIFICATION

ORIGINATOR'S NUMBER

INFO CANAHEED - CANFLAGLANT - CANAIRLANT - STADACON A

UNCLAS.YOUR 051418Z.

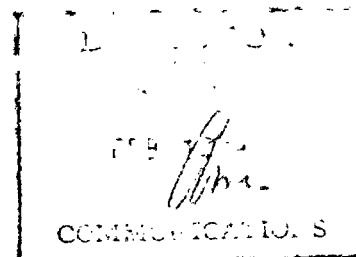
1. LCDR A.M. CUPPLES STAFF IN COM

S/L L.J. DRAKE STAFF D COM

F/L R.F. JONES STAFF D COM

LT. S. ISCOE STAFF IN COM

2. ACCOMMODATION REQUIRED PM 9 TO 13 MAR. TRAVEL VIA SERVICE AIR.

DISTRIBUTION: ACNS(A&W)
DGFE

PAGE		OF		PAGES		REFERS TO MESSAGE				DRAFTER'S NAME				OFFICE		TEL.	
CLASSIFIED YES		NO				ICdr. Hoyte G.A./DE				DN COM/ACNS(A&W)							
FOR	R	DATE	TIME	SYSTEM	OPERATOR	DATE	TIME	SYSTEM	OPERATOR	RELEASING OFFICER'S SIGNATURE							
OPR'S										NUMBER 1							
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NUMBER (STAFF)

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5-2-64

PRECEDENCE - ACTION DEFERRED		PRECEDENCE - INFO DEFERRED		DATE - TIME GROUP 052131Z		MESSAGE INSTRUCTIONS	
FROM CANAVHED						PREFIX GR	
TO CANCOMARLANT						SECURITY CLASSIFICATION	
INFO						ORIGINATOR'S NUMBER FEB 5 21 05'64 NAVYAL CCO, OTTAWA	
<p>UNCLAS.</p> <p>YOUR 051758Z</p> <p>CANCOMARLANT COPY MAILED 31 JAN.</p>							

PAGE OF PAGES		REFERS TO MESSAGE		DRAFTER'S NAME		OFFICE		TEL.	
		CLASSIFIED YES <input type="checkbox"/> NO <input type="checkbox"/>		LCdr. Cupples A.M./DF				2-5163	
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						RELEASING OFFICER'S SIGNATURE			

M 051758Z

DEFERRED

ACNS (A&W)
DGFE

FM CANCOMARLANT

TO CANAVHED

BT

UNCLAS NSS 1300-166/10(STAFF) 31 JAN 64 RECEIVED BY CANFLAGLANT.

REQUEST DISPOSITION CANCOMARLANT COPY

BT

TOR 051857Z FEB 64

M 051418Z

DEFERRED

ACNS (A&W)

FM CANCOMARLANT

DN I

TO RCCIC/CANAVHED

CNP

RCCPFZ/CANAIRHED

DGFE

INFO RCEOC/CANFLAGLANT

DPP

RCEPAQ/CANAIRLANT

DCP

RCEOB/STADACONA

BT

UNCLAS

NSS 1300-166/10(STAFF) 31 JAN 64 . COMMUNICATIONS STEERING GROUP

MEETING 1/64 SCHEDULED 0900 WED 11 MAR IN CONFERENCE ROOM

211 BUILDING D14 H.M.C. DOCKYARD

2. REQUEST NAMES OF RCN RCAF AND CIVILIAN DELEGATES

REQUIRING ACCOMMODATION STADACONA WARDROOM

3. AGENDA ITEMS WILL BE FORWARDED AS SOON AS POSSIBLE

BT

TOR 051523Z FEB 64

AC 1300-1 dated Jun 6/64
has been removed and
placed on NSS 1300-1 Perm
chg to DN Com

DN Com
28/1/64
SM

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PRECEDENCE - ACTION PRIORITY		PRECEDENCE - INFO DEFERRED		DATE - TIME GROUP 16 1724Z		MESSAGE INSTRUCTIONS	
FROM CANAVHED		TO CANAIRHED		INFO CANFLAGLANT CANCOMARLANT CANAIRLANT STN TORBAY		PREFIX GR SECURITY CLASSIFICATION CONFIDENTIAL ORIGINATOR'S NUMBER 172464	

CANCOMARLANT 152141Z. REQUEST CONFIRMATION RCAF
RELAY STATION TORBAY CLOSING DOWN.

DI. 15. 10
15 1964
William Howe
COMMUNICATIONS

PAGE 1 OF 1 PAGES		REFERS TO MESSAGE		DRAFTER'S NAME LCdr. Hargreaves		OFFICE DN COM		TEL. 2-3915	
CLASSIFIED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>									
FOR OPR'S USE R	DATE	TIME	SYSTEM	OPERATOR D	DATE	TIME	SYSTEM	OPERATOR	RELEASING OFFICER'S SIGNATURE <i>[Signature]</i>

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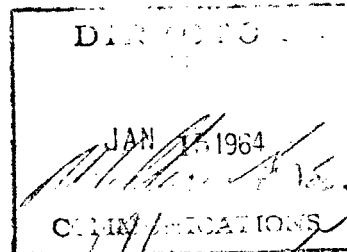
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PRECEDENCE - ACTION PRIORITY	PRECEDENCE - INFO DEFERRED	DATE - TIME GROUP 152153	MESSAGE INSTRUCTIONS
FROM CANAVHED	TO CANAIRHED		PREFIX GR.
INFO			SECURITY CLASSIFICATION CONFIDENTIAL
			ORIGINATOR'S NUMBER

THE FOLLOWING MESSAGE IS PASSED FOR NECESSARY ACTION
FM CANFLAGLANT TO CANAVHED RELOCATION RCC FROM MACHQ
TO OPERATIONS ROOM MHQ. MY 141930Z REFERS. 2. ESTIMATE
COST TELEPHONE INSTALLATION 73.00 DOLLARS, RECURRING
CHARGES 42.20 DOLLARS MONTHLY. 3. DESIRABLE THAT
TELEPHONES BE INSTALLED BY 20 JAN REQUEST APPROVAL.

DTG 141938Z.

DISTRIBUTION: VCNS



act. VCHS. *[Signature]*

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FOR OPR'S USE R	DATE	TIME	SYSTEM	OPERATOR
				D
RELEASING OFFICER'S SIGNATURE <i>[Signature]</i>		NUMBER 13 000943		