

1300-30

PT 1

FILE NUMBER TS. 1300-30

**TO BE PASSED BY HAND OF OFFICER ONLY**

# TOP SECRET SERIES

DEPARTMENT OF NATIONAL DEFENCE

U.S.N./R.C.N./R.N. COMMUNICATIONS IN THE  
NORTH ATLANTIC AREA

FOR CROSS REFERENCES SEE INSIDE COVER

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JERS267	Request	26/3/71	MD	27/3/71	MD			
<div style="position: relative; width: 100%; height: 100%;"> <div style="position: absolute; top: 50%; left: 50%; transform: translate(-50%, -50%) rotate(-45deg); font-size: 100px; opacity: 0.5;">CLOSED</div> <div style="position: absolute; bottom: 10%; right: 10%; transform: rotate(-15deg); border: 1px solid black; padding: 5px;">           RECORDED CENTRE ARCHIVES PUBLIQUES APR 15 1971         </div> </div>								

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**SECRET**

JUN - 4 1964

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## CROSS REFERENCES

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JAC:MAF

COSMIC TOP SECRET

MEMORANDUM TO: D.N.P.O.  
SEC. C.N.S.

Reference: (a) CC 1785-1 dated 20 October, 1952.

Herewith are DN COMs comments.

1. ANNEX A.

Para 1 (2) (a). Note use of Canadian Eastern Sea Frontier. - I understood that we were not to use this term. Unless this is changed the Communication Plan will come out employing this title.

2. ANNEX O.

Appendix 5, para 2 (b):-

Add new para 6:-

(6) Morse W/7 from Halifax CFH - selected Western Atlantic met information Schedule to be promulgated. Renumber old paras 6 & 7.

3. ANNEX U.

I concur fully with arrangement for communications.

ORIGINAL DAMAGED

(John A. Charles)  
Commander, RCN,  
DIRECTOR OF NAVAL COMMUNICATIONS.

OTTAWA,  
12 November, 1952.

000004



JAC:MAF

~~COGNIC 708-SECRET~~

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SEC. C.N.S.

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OTTAWA,  
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000005

JAC:MAF

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(6) Morse W/7 from Halifax CFH - selected Western Atlantic met information Schedule to be promulgated. Renumber old paras 6 & 7.

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I concur fully with arrangement for communications.

(John A. Charles)  
Commander, RCN,  
DIRECTOR OF NAVAL COMMUNICATIONS.

OTTAWA,  
12 November, 1952.

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IN REPLY PLEASE QUOTE  
NO. CSC 1056-1 (CJS)

SECRET

# Department of National Defence

## JOINT STAFF

ADDRESS REPLY TO  
CHAIRMAN  
CHIEFS OF STAFF,  
OTTAWA.

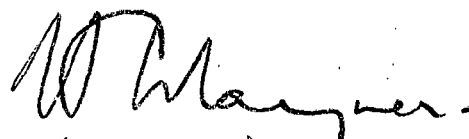
3 September, 1952.

The Secretary,  
Joint Telecommunications Committee

### Communication Security - Canada-U.S.

1. Reference CJSW 534 dated 2 September, 1952, concerning proposed discussion of communication security - Canada-U.S.
2. It is requested that you invite the Joint Telecommunications Committee to prepare a paper for Chiefs of Staff consideration, setting forth:
  - (a) the implications of the U.S. proposal contained in the memorandum from the Secretary of the U.S. Joint Chiefs of Staff - SM 2052-52 dated 29 August, 1952; and
  - (b) recommendations as to the policy to be adopted by the Chiefs of Staff.
3. It is further requested that, on the assumption that your recommendations will be approved, you attach a draft reply to be sent to the Chairman, Canadian Joint Staff, Washington, for transmission to the Secretary of the U.S. Joint Chiefs of

Staff.



(H.S. Rayner)  
Commodore, RCN,

for Chairman, Chiefs of Staff.

HSR/4971/aea



TOP SECRET

Copy No. 121  
NSTS 14900-3  
NSTS 11225-3

Minutes of Meeting with Flag Officer (Submarines) in  
the Board Room on Thursday, 13th October, 1949

ROYAL NAVY TRAINING REQUIREMENTS IN CANADA IN THE EVENT OF WAR

Present

Royal Navy:

Rear Admiral G. Grantham	- FO - S/M
Captain W.J.W. Woods	- DTASW
Lieutenant J.A.R. Troup	- CO HMS "TALLY HO"

Royal Canadian Navy:

Commodore R.E.S. Bidwell (CHAIRMAN)	- ACNS(P)
Captain G.B. Hope	- A/CNTS(W)
Captain E.P. Fisdall	- DWT
Captain K.L. Dyer	- DCNP
Captain (SB) G.A. Woollicombe	- DN Org.
Commander J.V. Brock	- DNPO
Commander M.G. Stirling	- DN Com.
Lt.Cdr.(SB) H.A. Stowell	- SO(S)
Lt.Cdr. J.O.T. Lee	- SO(Q)
Lt.(S) V. Henry	- A/Naval Secretary (Staff)
Doctor G.S. Field	- SA/CNS

ACNS(P) opened the meeting by welcoming the visiting Royal Navy Officers and expressing the hope that together they would be able to work out plans to the mutual satisfaction of the RN and the RCN.

2. In reply to an enquiry from ACNS(P) as to whether the Royal Navy plans were being made on the long range or emergency basis, FO-S/M replied that it was Admiralty policy for training to be carried out as long as possible in the United Kingdom, and that personnel and equipment would only be moved away in the event that enemy action made it absolutely necessary. Their only purpose at this time was to determine what training sites and facilities could be made available for their use in Canada. By the agreed earmarking of certain sites thus both the RN and RCN would have a clear understanding, in advance, of what would be required by the RN and what would be available to them in Canada in an emergency.

3. In reply to an enquiry from DNPO and A/CNTS(W) as to whether it was intended to do any stock-piling of materials and make any detailed plans, FO-S/M and DTASW stated that they did not think any funds could be made available for these purposes in peacetime. It would be most desirable, however, if the RCN, in preparation of its own plans, took RN emergency requirements into consideration. FO-S/M considered that, because the majority of personnel and equipment would not be moved until D + 3 months and D + 6 months, and delays in conveyance could also be expected in wartime conditions, sufficient preliminary training and accommodation arrangements could be prepared by their arrival.

4. ACNS(P) emphasized that, in the event of war, RCN training requirements would absorb all available establishments, including HMCS "CORNWALLIS".

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A/S and Submarine Training

5. DTASW stated that, in discussion with the NRE in Halifax, he learned the only area on the East Coast considered suitable for basic A/S training all year around was the Grand Manan area. DTASW pointed out that it was desirable to have areas for basic A/S and basic submarine training as close as possible together.

6. SA/CNS, when asked to comment on water conditions, stated that the East Coast waters, generally, were not satisfactory. The only area in which he considered conditions were quite good and ranges were acceptable was the Grand Manan area. West Coast waters, generally, were better than East Coast almost everywhere. Waters were better inside Vancouver Island than in the open ocean. Good ranges were obtainable in Nodales Channel.

7. FO-S/M stated Admiralty would prefer not to establish A/S and submarine training on the West Coast unless conditions there were vastly superior to the East Coast, the chief disadvantage being transportation, and the submarines required for training would also be too far away from expected operational and refitting areas. However, he did wish to investigate the West Coast possibilities in the event that it would be necessary to move sea training away from the East Coast.

8. Nanoose Harbour was noted by DWT as having training possibilities. A/CNTS(W) noted that there was considerable space in the Lynn Creek area which also could be reclaimed and utilized. DNPO stated that the RCN is now considering, in its Long Range Plan, moving basic A/S training to the West Coast mainly because of better asdic water conditions there, and the Lynn Creek area would probably be used.

9. DTASW emphasized the desirability of the RCN combining A/S functions with the RN as much as possible. In the event that their A/S training is transferred to Canada there would be a shortage of submarines which would have to be shared.

10. It was agreed that there were many advantages in establishing RN and RCN A/S training facilities close together, while not integrating them.

Central Training Establishment

11. FO-S/M and DTASW agreed that it was desirable for the RN to combine its training requirements into one base as much as possible to save administrative overheads. Exceptions to this are the Communications School and the Electrical and Engineering Schools which would be better situated in the main industrial area and away from the congested wartime traffic of the Maritimes. In addition to the training schools, berthing facilities would be needed for a submarine flotilla and a submarine depot ship, plus accommodation facilities for the overflow.

12. ACNS(P) noted that in investigating a suitable site, the following areas were considered:

Shelburne (Harts Point)

Passamaquoddy Bay

St. Margarets Bay

Digby Basin.

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TOP SECRET

Shelburne was thought to be the most suitable of the sites studied. Its advantages were that it lies on a railway, possesses a very good harbour, some building facilities are already available and could accommodate advance parties, and the site was suitable for building a base. Disadvantages of Shelburne were its distance from the only good asdic waters in the Grand Manan area, and due to wartime coastal convoy traffic in the area, it would not be possible to provide good submarine sanctuaries in the vicinity.

13. It was noted that Passamaquoddy Bay and Digby Basin could also be used as anchorages ancilliary to Shelburne for ships operating in the Grand Manan area. To avoid unnecessary loss of submarine time between Shelburne and the operating areas, submarines accompanied by the submarine depot ship could be based in the Passamaquoddy area which is a safe and sheltered anchorage, and preferable on the whole to Digby Basin.

14. In reply to enquiries from FO-S/M, A/CNTS(W) stated that there were no floating docks available, the nearest docking facilities being at Saint John. Moorings were available, and there was a 3,000 ton slipway at Shelburne. DNPO noted that Shelburne is categorized as a "D" anchorage and harbour defences are planned for that area in wartime.

#### Gunnery Training

15. It was noted by DWT that existing facilities on both the East and West Coasts would be used to the full by the RCN. FO-S/M and DTASW agreed that Shelburne would be the most suitable location for gunnery training. No difficulties could be foreseen by DWT in developing a gunnery range in that area. It was noted by SO(Q) that a former Army Camp and musketry range was located at Government Point in the Shelburne area during the Second World War and that site would probably be suitable for R.N. gunnery purposes.

#### Communications Training

16. DN Com. explained that existing facilities for RCN Communication training are now inadequate. Therefore, the RCN is now investigating Sherbrooke in the Montreal area as a possible site for a new Communications School, and RN site requirements could also be considered during the search for the RCN site.

17. DTASW stated that he could see few advantages to keeping the Communications School together with other R.N. activities.

18. It was agreed that the RCN should, during its search for a suitable site, bear in mind RN requirements and the desirability of keeping both schools in close proximity.

#### N.D. and R.P. Training

19. DNPO noted that RCN plans provided for ND training at HMCS "NADEN" (Esquimalt) and HMCS "STADACONA" (Halifax). In time of war, it is planned that facilities at "STADACONA" will expand but no extra space would be available for RN use.

20. It was agreed that RN ND and RP training could best be included in the training establishment at Shelburne and aircraft required could be kept at Yarmouth Airfield.

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TOP SECRET

Electrical Training and Engineering Training

21. SO(S) stated that, for emergency planning purposes, the RCN intended using civilian schools at Calgary and Hamilton for initial training, and HMC Electrical School in Halifax for advanced training of electrical personnel. DNPO doubted that Canadian schools could cope with the large numbers of RN in addition to RCN personnel. He considered that a separate school would have to be built and the best location would be in the industrial area of Montreal, Toronto, or Hamilton where access could be made to the large Electrical Companies.

22. FO-S/M stated that the RN would like the RCN authorities to suggest sites in the industrial area that they consider suitable for electrical and engineering training and, if at any time a National Defence survey is made on behalf of the three Services, that RN requirements be borne in mind.

*W. Lumsden*

A/Naval Secretary (Staff).

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to Admiralty.)  
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Copy No. 23 - NSTS 11225-3

SECRET

METRIC SECURITY REGULATIONS

192

Based on Metric Document No. 20 with  
Appendices "A" and "B"

METRIC DOCUMENTS

1. The following will bear the code word "METRIC":-
  - (a) All papers comprising joint plans or containing information supplied by the other member nations and tabled at meetings of the Permanent Commission and Military Committee, set up under the Brussels Treaty.
  - (b) Papers which compromise the security of classified joint decisions or of classified information belonging to another member country and prepared in ministries as briefs for delegates, or papers prepared as a result of decisions taken or information exchanged in the Permanent Commission or Military Committee.

GRADING OR DOWNGRADING

2. The code word "METRIC" is a security warning. Within METRIC, documents will be graded TOP SECRET, SECRET, CONFIDENTIAL or RESTRICTED, according to their contents. The responsibility for grading will rest with the originating authority. No document will be downgraded from its original security classification without the agreement of the originating authority. Similarly, no document will have the METRIC marking removed except on the authority of the originating body. All requests for downgrading of METRIC documents will be referred to the METRIC registry.

DISTRIBUTION AND REPRODUCTION

3. Distribution will be laid down separately for each individual document according to its subject matter. This distribution will be agreed to by the Committee dealing with the subject concerned. No METRIC document should be copied or paraphrased in full. Extracts from METRIC documents may be included when necessary in papers prepared which require action by subordinate branches.

CARE AND CUSTODY OF METRIC DOCUMENTS

4. Any person receiving a classified METRIC document is responsible for its safe custody until either returned to the originator, or METRIC Registry, or destroyed by fire, when so directed, under supervision of an officer, the originator and registry being informed of the action taken. Top Secret and Secret METRIC documents are to be kept separately in a three-combination steel safe or three-combination safe file, and not filed with other classified documents. The minimum requirement for storage of Confidential and Restricted METRIC documents will be steel filing cabinets provided with a steel bar and lock.

5. When the building is not fitted with adequate protection devices for the safes or is not under the constant patrolling of guards, safes which can be moved by four men or less are to be set in concrete or made immovable by other means. Special precautions shall be taken to prevent safes and cabinets being left unlocked when closed. Safe combination shall be changed at least every four months, or on any change of personnel.

SECRET

6. Rooms containing METRIC documents shall either be locked when left unattended, or all classified material placed in a locked safe. The officer-in-charge of the security of each individual office will ensure that all safes and cabinets are locked after working hours and that windows and doors are secure.

7. Unauthorized persons must never be allowed to see "METRIC" documents. METRIC information will only be discussed with other indoctrinated personnel on a "need to know" basis, and will never be discussed within the hearing of persons not indoctrinated into "METRIC". METRIC information shall NOT be discussed over the telephone.

DISPOSAL OF METRIC WASTE

8. Stenographers' notebooks, spare or spoiled copies, carbon papers, and all material used in the preparation of METRIC documents shall be afforded the same protection as the completed document. Special wastepaper baskets or bags are to be maintained for METRIC waste. Such waste is to be destroyed by fire under supervision of an officer.

LOSS OF METRIC DOCUMENTS

9. Whenever a METRIC document is lost, the custodian shall institute an immediate search and ensure that the officer-in-charge of METRIC Registry is informed of the loss of the document and the action being taken for its recovery.

TRANSMISSION OF METRIC DOCUMENTS

10. METRIC documents will only be carried by authorized personnel and couriers who shall be specially selected for this duty and cleared for security up to and including TOP SECRET but not indoctrinated into METRIC.

11. METRIC documents shall be forwarded under the following circumstances:-

(a) To be enclosed in two envelopes or covers; the inner envelope of which is to:

- (i) be waxed sealed and impressed with an official seal
- (ii) be marked METRIC plus the security classification
- (iii) bear the inscription in italics "To be opened only by....." (Name of indoctrinated addressee).

(b) In all cases the outer envelope shall bear only the name and address and shall in no manner indicate the classification of the contents.

12. In Canada

(a) Between Offices - by hand of authorized personnel

(b) Between distant points - by hand of authorized courier.

or

by registered mail supplemented by advice of despatch by cypher message.

13. Outside Canada

(a) By Diplomatic Bag only.



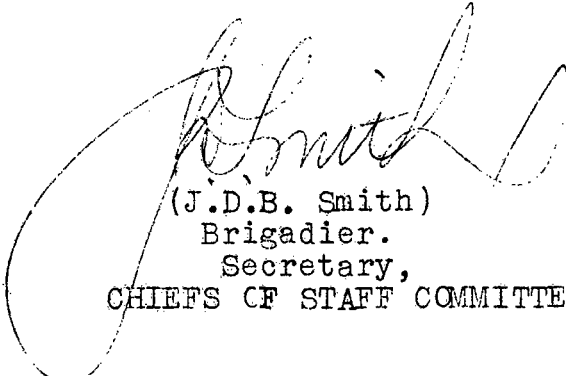
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CHANNELS OF COMMUNICATIONS

14. Only designated Channels of Communication will be used.

INDOCTRINATION

15. Regulations for the control of indoctrination lists will be promulgated separately.



(J.D.B. Smith)  
Brigadier.  
Secretary,  
CHIEFS OF STAFF COMMITTEE.

77SS 1340-102/98

10 December

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TOP SECRET

CSC 2-1-6-5 Vol. 1

Air Commodore C.L. Annis,  
Director Joint Staff.

Signal Communications Army Member CJS (L)

References: (a) CSC 1-3-3-5 dated 25 September, 1951.

(b) CJS 13 dated 27 January, 1951.

(c) CJS(L) M1331 dated 3 December, 1951.

(d) NUK 1320-102/98 dated 4 October, 1950.

(e) HES 1340-102/98 dated 28 February, 1951.

The following are my comments on the above noted subject in reply to your minute forwarding reference (a), not before sighted.

The Problem 2. References (a), (b) and (c) indicate that the situation is not satisfactory, particularly to the Army, from the following points of view:

- (a) the time for a message originated by Army member CJS (L) to reach Ottawa is too long.
- (b) that the total number of personnel employed in communications is too large.

I agree with (a) but not with (b) and, in fact, it will be shown that these two requirements contradict.

The Cause 3. Notwithstanding the reports of two qualified communication officers in references (c) and (d), references (a), (b) and (c) each imply that the cause of the unsatisfactory conditions is the message centre.

This implication is based on two misunderstandings by the originators:

- (a) that the three Service circuits terminate in CJS, London, Message Centre. This is not, repeat not, so. The only circuit which has direct terminal connection with Ottawa is the Spectra circuit. The three Services' circuits are relayed Navy through Admiralty, Army through War Office, Airforce through Stoadbridge.
- (b) that at this time Roker can be employed as the principal means of encryption on the Services' relay circuits, thus saving personnel. From security point of view, the equipment cannot be used, nor is it available, nor can NATO traffic be passed on it. Thus the old equipment is still required and reference (b) admits that under those circumstances no saving can be made.

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#### 4. TERMS OF REFERENCE

The terms of reference of CJS (L) (CJS 2-1-6 of 22 April, 1947) include two relevant statements:

- (a) RCN will be responsible for manning the communications for three Services in CJS (L) office and handling the Message Centre.
- (b) Each Service will be responsible for providing terminal equipment.

Thus it will be seen that the RCN has no control over either the equipment installed for the actual circuit established.

References (d) and (e) clearly indicate that the big difficulties occur in the relay points, through which each Service has established its own circuit. It should be noted the Army circuit via War Office seemed to be the least efficient.

#### 5. THE REMEDY

References (a) and (c) are in direct contradiction, as is (b) to a certain extent.

What is required is an estimation by each Service of the volume of traffic expected to terminate in CJS (L) as a result of the implementation of provision of UK forces and also whether they intend that CJS (L) should relay traffic to other points in Europe.

At present the maximum traffic handled on the three Service circuits per day is 7043, less than one third the capacity of the circuits during the present working day.

Each report has asked for Service personnel, although given only the reason that they could come in at night. The amount of priority traffic on which action can be taken during dark hours is minute. Reference (d) said 2 in 1950. However, at present, there are 3 Service communication personnel at CJS (L). Surely, they could be on call. This also indicates that the request for 24-hour service is most uneconomical and unnecessary.

I can see no justification for a jointly manned centre. However, if the Army envisage such a volume of traffic that a separate message centre is required, there is no objection from the Navy in the establishment of such a centre and, as a result of the decreased traffic, the civilian personnel employed by the Navy will be decreased as requisite.

The real answer to this problem is the establishment of direct circuits from CJS (L) office to Ottawa. The RCAF are at present proceeding with this and the RCN is proceeding with trials.

In conclusion, it is considered that the implications of references (a), (b) and (c) are that the Navy is not handling the message centre efficiently and, therefore, I feel it would be of mutual benefit to all if I could have the opportunity to explain to General Foulkes, Gilmont and preferably other Chiefs, the correct situation.

(John A. Charles)  
Commander, RCN,  
Director of Naval Communications.



CJS(13)

TOP SECRET

Canada House,  
London, S.W.1.  
27 January, 1951.

Secretary  
Chiefs of Staff Committee,  
Ottawa, Canada.

Report by Treasury Advisory Committee, London, on the  
Organization, Establishment and Functions of the  
Department of National Defence in London, and further to CJS(17)  
26 Jan 51

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Signal Office, Canadian Joint Staff, London

1. The Vice Chiefs of Staff Committee directed the Chairman and Members of the C.J.S. London to undertake a joint study with a view to decreasing the number of personnel employed.
2. It is the opinion of the Chairman and Members of the C.J.S. that when the C.J.S. moves to Moncorvo House, the signal offices could be re-organized and re-equipped in such a way as to reduce the number of personnel now employed.
3. In making this proposal the following assumptions have been made:

- (a) that it is desirable to retain and to continue to use the wireless channels now employed

Reasons: The traffic level might greatly increase between Service Headquarters in Ottawa and Canadian Joint Staff in London and one wireless system might not be able to handle the increase in traffic;

During a period of hostilities or an imminent threat of hostilities, it might be found necessary to set up Navy, Army and Air Headquarters in London and each would require a communication channel to its Service Headquarters in Ottawa.

- (b) that provision must be made for the C.J.S. signal office to handle the types of cypher in current use, i.e. Rockex, Typex 22, Typex 2, CCM, one time pad and book cypher.

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Plan

4. The plan for re-organizing the signal offices is given in order of importance as follows:

- (a) While retaining all the types of cypher equipment ~~to~~ use Rockex as the principal means for enciphering and deciphering messages.
- (b) Changeover from civilian to military personnel.
- (c) Replace obsolete equipment with latest types.
- (d) Arrange with the R.A.F. at Stanbridge, the War Office and the Admiralty to send to and receive from the C.J.S. signal office all traffic on tape.

5. It is believed that the number of personnel could be reduced from eight to either four or five if all parts of the above mentioned plan are put into effect. Should it not be found possible to put parts (d) and (c) or (d) of the plan into effect, the economy of one or two personnel could still be made by putting (a) and (b) into effect. That element of the plan shown at para 4(a) is considered to be indispensable if any economy is to be affected and if this is not approved, it is hardly worth while considering any other parts of the plan except perhaps replacing the civilians one for one by military personnel.

Supporting Arguments

Use of Rockex as principal means of enciphering and deciphering messages

6. The signal office at Hill Street with a staff of six personnel handled an average of 3,107 groups per day during the period January, February and June 1950. The peak month for which records have been kept was June 1950. During that month the average daily traffic was 4,125 groups, of which 2,319 or 56% were in cypher and 1,813 groups or 44% were in plain language. (See our letter, Signal Office CJS London, CJS(13), dated 24 Jul 50, Appendix A) In order to cope with the level of traffic existing during the month of June, the Naval Member "considered that at least two additional operators qualified as coders would be required to enable a suitable rotation duty scheme to be established." (See Communication Arrangements CJS London, addressed to Naval Secretary, Naval Headquarters, Ottawa, Canada, reference NUK:1340-102/98, 19 Jul 50.) I do not doubt the judgement of the Naval Member that two additional operators would be required with the type of personnel and equipment employed. However, with proper equipment and military personnel who can be ordered to work overtime, a greater volume of traffic could be handled with fewer personnel.

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TOP SECRET

7. This judgement is passed in the light of the following information:

- (a) A small signal office was set up to deal with high priority top secret traffic between Secretary Chiefs of Staff Committee, CJS London and CJS Washington. The signal office providing this service at CJS London has a staff of one Army Sergeant operator, one Rockex machine and one Typex Mark 2 and one teleprinter. The single teleprinter restricts working to simplex.
- (b) During the period 3 - 26 January, 2,813 cypher groups per day were handled over this system. On one day 6,719 groups were handled - 4,084 in Rockex and 2,635 in Typex. If an additional teleprinter were available to permit duplex working and if all messages were in Rockex, the one operator could handle even higher volumes of traffic. It was of course not possible for the one operator to re-type incoming messages.

Changeover from Civilian to Military Personnel

8. Frequently high priority messages marked "Operational Immediate" have been received by the signal office at Hill Street and the Naval Member has had considerable difficulty in getting the civilian operators to return late at night to decipher these messages. The difficulty has been partly due to their reluctance to work overtime but principally due to the fact that they live a long way from the signal office and they do not like to come in to a large empty building at night. In addition, normal means of transportation finish at 2300 or 2400 hours and a military driver has to be despatched to collect them and has to return them to their homes. With Rockex equipment, a smaller number of operators could be employed and if they were military personnel their hours could be adjusted to provide a continuous watch. In this connection, Sergeant Buchan has been on call every evening since reporting to London late in December and has been called in every weekend and several evenings during the week.

Replacement of Obsolete Equipment with latest Types of Equipment and Arrangements with the R.A.F., War Office and Admiralty to send to and receive from CJS Signal Office all Traffic on Tape

9. The teletype machines employed in the signal office at Hill Street are of an old vintage and should be replaced with the latest type of page printers.

10. Under existing arrangements, traffic between Hill Street and the Admiralty, War Office <sup>and the</sup> ~~and Stanbridge~~ is handled by means of manually operated teleprinters. It is not considered necessary to explain in detail the time lags involved in waiting for circuits on a manually operated system. The signal traffic handled between the

-4-

TOP SECRET

SecretaryChiefs of Staff Committee and Chairman CJS London comes over a wireless system handled by the Army in Canada and the Foreign Office wireless system in the United Kingdom. It is sent from the London Traffic Centre to Canada House by tape relay system.

Conclusion.

11. The comparison between the traffic handled by one Army Sergeant operator using principally Rockex and that handled by a cypher office staff of six at the signal office at Hill Street would seem to provide indisputable evidence in support of the plan outlined in paragraph four above. A summary of traffic handled is given at Appendix A.

*S. F. Clark*

(S.F. Clark) Major-General,  
Chairman,  
Canadian Joint Staff, London.

ORIGINAL DAMAGED

-8-

TOP SECRET

APPENDIX A

Signal Office	Personnel	Average No. Groups per day		Maximum No. Groups per day	
		Over 3 Mos. period	During Month of Max. Traffic	Plain language and cypher	Cypher only
Hill St.	6 <sup>(a)</sup>	3,107	1813 plain lang. 2312 cypher <u>4125</u> total	7,043	5,321
Chairman CJS	1	(b)	2813 cypher	no plain lang	6,719

ORIGINAL DAMAGED

(a) 2 cypher operators plus 4 teletypists = 6

(b) Only in operation one month.

BEST AVAILABLE COPY

CONFIDENTIAL

14th March, 1950.

COMMUNICATIONS - PLANNING OF LANDLINE CIRCUITS

It has been decided by the CHIEFS OF STAFF that the JOINT TELECOMMUNICATIONS COMMITTEE (JTC) is to be the agency responsible for coordinating long distance landline communications required in the defence plans of the three Services. In addition the JTC is the only agency empowered to consult commercial companies on the availability of such communications.

2. The reasons for the above are:

- (a) There is a serious shortage of long distance communications facilities in CANADA. In this regard, it is pointed out that requirements for local plans might well conflict with those for the larger overall plan.
- (b) In the interests of security, knowledge of defence communication plans must be restricted to as few civilians as possible. Certain key personnel in the head offices of the major communications companies, i.e., TRANS-CANADA TELEPHONE COMPANY, CANADIAN NATIONAL TELEGRAPHS and CANADIAN PACIFIC TELEGRAPHS, have received security clearance up to and including TOP SECRET. These personnel are in a position to know the availability of trans-CANADA circuits, whereas the local communication companies are not in such a position.

3. Commands and Joint Services Committees may from time to time have occasion to discuss the provision of local circuits with the telephone companies. This may be done without reference to the JTC. When this is required, it should be done on a joint basis to ensure that the local requirements of all three Services are discussed at the same time. Local facilities for the purposes of this letter are defined as those circuits which can be established in exchange lines or cables and which do not form part of any long distance network. Discussions in connection with these local facilities for defence planning may be carried out with those personnel listed in appendix "A" who have received security clearance up to and including TOP SECRET. They should be warned of the security aspect when dealing with them.

4. The JOINT TELECOMMUNICATIONS COMMITTEE will screen all plans submitted to the CHIEFS OF STAFF and coordinate an overall plan for the most feasible and economical use of the extremely limited long distance facilities available.

5. A similar directive has been issued by the other Services.

The Flag Officer,  
Atlantic Coast.

The Flag Officer,  
Pacific Coast.

NAVAL SECRETARY.



APPENDIX "A"

Mr. R.J. Mitchell	Chief Engineer, B.C. Telephone Co. Vancouver, B.C.
Mr. W. Hanon	Chief Engineer Alberta Government Telephones Edmonton, Alta.
Mr. S.R. Blairhead	General Manager, Saskatchewan Government Telephones Regina, Sask.
Mr. C.W. Sparrow	Chief Engineer, Saskatchewan Government Telephones Regina, Sask.
Mr. F.J. Mills	Chief Engineer Manitoba Government Telephones Winnipeg, Man.
Mr. R.W. Richardson	General Plant Manager New Brunswick Telephone Co. St. John, N.B.
Mr. A.A. Turnbull	Chief Engineer New Brunswick Telephone Co. St. John, N.B.
Mr. W.M. Jefferson	Chief Engineer Maritime Telephone and Telegraph Co. Halifax, N.S.
Mr. J.W. Hayes	Toll Plans Engineer Bell Telephone Co. Montreal, Que.
Mr. G.M. Grant	Assistant General Manager Western Area Bell Telephone Co. Toronto, Ont.

BEST AVAILABLE COPY

H.C. 1024

NAVAL SERVICE - MINUT

4 April, 1957

NSS 11300-30 (STAFF)

REFERRED TO

RETURNS (WITH SIGNATURE)

No Te

Argentina Naval Radio  
Station

Letter on above noted  
subject, with date and  
file # as shown, transferred  
to file NSS 1300-30 (permanent  
charge to DN Conn.)  
7 April, 1957

000024

NSTS 11300-30

TOP SECRET

Copy No. /

MEMORANDUM TO:

ACNS(P)

DN COM

COMMUNICATIONS - GULF OF ST. LAWRENCE AREA

REFERENCE: DN Com's memorandum NSTS 11300-30  
(Staff) dated 19 March, 1951.

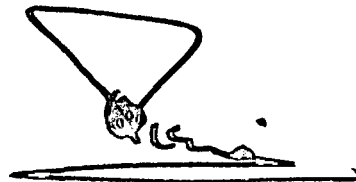
The overall wartime Command structure on the Atlantic Coast is still under debate on the Chiefs of Staff level. It is not yet certain whether this will be a joint or unified command. However, the command arrangements for the Gulf of St. Lawrence area are fairly firm.

2. Gaspe will be under the command of an NOIC who will be responsible for the base which will support the Gulf Escort Force. This force will be operated by the Joint (or Unified) Headquarters in Halifax, to which NOIC Gaspe will be subordinate through ~~Newfoundland~~ *Confederation*.

3. The operational authority of NOIC Gaspe will be limited to the defence of the base.

4. NOIC Gaspe will be required to communicate with the Area Joint (or Unified) Headquarters at Halifax, convoy assembly port of Rimouski, and NOIC Sydney.

5. It is estimated that the activities of the Gaspe base will probably come into operation at about D + 90 days.

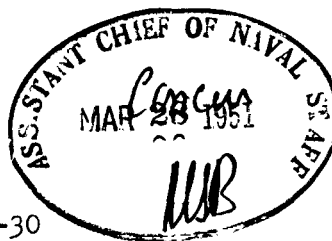


(D.W. Piers),  
Captain, RCN,  
DIRECTOR OF NAVAL PLANS AND OPERATIONS.

OTTAWA,  
28 March, 1951.

DISTRIBUTION:

Copy No. 1 - NSTS 11300-30  
Copy No. 2 - ACNS' file



TOP SECRET

NSTS 11300-30 (Staff)

MEMORANDUM TO: DNPO *[Signature]*  
ACNS (PLANS) *[Signature]* 24/3

COMMUNICATIONS - GULF OF ST. LAWRENCE AREA

Reference: (a) DN COM memorandum NSTS 11300-30 (Staff) dated 10 October, 1950. *- tailed "X"*

In order that communication plans for the Gulf of St. Lawrence Area may be finalized DN COM must have a firm decision as to the command arrangements envisaged, with particular reference to Gaspé. Preliminary discussions were held as a result of reference (a) but further information is necessary.

2. It will be appreciated that if adequate communications are to be provided considerable advance warning is required. This is particularly true in the case of the Gulf of St. Lawrence Area where commercial communications are very scanty and an extensive telephone network will require considerable planning and construction.

3. Detailed information is therefore required as to whether a Sub-Commander for the Gulf of St. Lawrence Area will be appointed on the outbreak of war. If such is the case information is required as to

- (a) To whom he will be subordinate;
- (b) The geographical areas under his direct command;
- (c) The locations of his principle subordinates;
- (d) The type of operations which he will normally be expected to conduct;
- (e) To whom he will be required to communicate and on what scale.

4. It is considered that if such a Commander is appointed he will require at least a radio broadcast to cover his Command Area ~~and~~ together with ship-shore receiving facilities on a modest scale. None of these exist at present. As already stated, the extent of the land-line communication required (both telephone and telegraph) is of particular concern at this moment.

*[Signature]*  
(M.G. Stirling)  
Commander, RCN,  
DIRECTOR OF NAVAL COMMUNICATIONS

OTTAWA,  
19 March, 1951.

H.Q. 1024

NAVAL SERVICE - MINUTE SHEET

FILE NO. - .....

REFERRED TO

REMARKS (With Signature, Position & Date)

Note

Done  
J.M.D.  
6.3.51

all correspondence  
on this file should  
be cross-referenced  
on file 114 20-13-6

A/P - DN Com.

000027

Ottawa, Canada,

5 March,

51

TOP SECRET✓ NESTS 11300-30 (Staff)  
11420-13-6

BEST AVAILABLE COPY

NAVAL COMMUNICATIONS - NORTH ATLANTIC AREA

Reference: (a) CANAVIDED letter NESTS 11300-30 dated 22 November, 1949, paragraph 6.

(b) NMJJS, Washington, letter NESTS 11300-1 dated 1 February, 1950.

(c) NMJJS, Washington, letter NESTS 1300-1 dated 7 February, 1950.

I am directed to inform you that further information is required as to the plans for NAVAL RADIO STATION, ARGENTIA, in the event of war. This subject has been discussed briefly in references (a), (b) and (c).

2. In order that RCN communication plans may be finalized it is necessary that this subject be reopened and a final decision reached. The RCN is making preparations to activate the Primary Fleet Broadcast, Merchant Ship Broadcast, Administrative Broadcast and the Local Broadcast, together with the fixed services allocated to NAVAL RADIO STATION, HALIFAX, by ACP 176 and 177 immediately on the outbreak of war. To achieve this a large procurement programme has been undertaken.

3. Reference (c) indicates that the USN are making arrangements to set up a large radio station at ARGENTIA, NEWFOUNDLAND, with an extensive list of radio circuits. Included in these circuits are Secondary Fleet Broadcast, Secondary General Broadcast, Ice Warning Broadcast and Ship, Weather and SAR Broadcasts. In view of the fact that no reference was made to ARGENTIA, NEWFOUNDLAND, in ACP's 176 and 177 information is requested if these plans are still active. If so information is desired as to whether the HALIFAX-ARGENTIA fixed circuit will be required or whether landline might be substituted in lieu, and also whether these broadcasts will be available for NATO traffic.

4. In World War 2 the RCN established duplicate ship-shore facilities in both HALIFAX and NEWFOUNDLAND. Reference (c) indicates that the USN plan to establish ship-shore facilities at ARGENTIA using the NBRK series. In any case the RCN will provide Harbour Voice (2716 kc/s) and Port Wave (2844 kc/s) for ST. JOHN'S, NEWFOUNDLAND. Information is requested as to whether the USN station at ARGENTIA would accept NATO ship-shore traffic for onward transmission to the Canadian Naval Commander at HALIFAX, N.S., and/or other NATO addressees. If the answer is in the affirmative the RCN will only provide the circuits listed for ST. JOHN'S, NEWFOUNDLAND. If negative the RCN will be forced to duplicate the ship-shore facilities at HALIFAX, N.S. and ST. JOHN'S, NEWFOUNDLAND, which will result in considerable expense.

Naval Member Canadian Joint Staff,  
1700 Massachusetts Avenue, N.W.,  
Washington 6, D.C.

000028



TOP SECRET

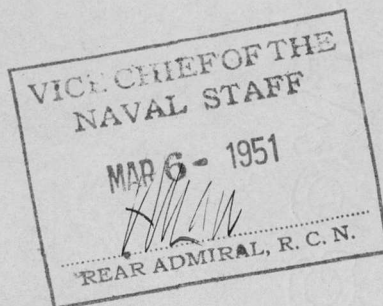
- 2 -

5. If it is considered desirable NAVAL HEADQUARTERS will send Communication Officers to WASHINGTON to discuss this problem with appropriate USN authorities.
6. An early reply is requested.

*[Handwritten signature]*

*[Handwritten signature]*  
NAVAL SECRETARY.

~~VCNS~~



16 CDP  
FBI *[Handwritten initials]*  
6 June 51  
MB.

000029

MEMORANDUM

RESTRICTED  
S600-40-9 (D/Telops)  
26 Feb 51

BEST AVAILABLE COPY

C/Tel

Telecommunications - North East Command, USAF  
Labrador and Newfoundland.

1 On 23 Feb, AVN James (AMAP) asked me for an opinion regarding the necessity of certain proposed communication facilities for the USAF at Harmon Field and Fort Pepperell, Newfoundland. These facilities consisted briefly of the following:

- (a) Harmon Field: Remote transmitting and receiving sites, naturally outside the territorial limits of the Leased Base Agreement. Some details of the space requirements are given, sufficient to indicate that the intention is to establish these transmitting and receiving facilities suitable not only for support of the air operations from Harmon Field, but also to form part of a Global Communication Network of the USAF.
- (b) Remote receiving site to be operated from Fort Pepperell and to be located approximately 9 miles north of the headquarters site. Extension of the existing transmitter facilities within the base area. Establishment of a new and elaborate communication centre, also in the base area. Here again, space details are given sufficient to indicate that the intention is to establish large transmitting and receiving installations suitable for global communications.

2 Regarding the Harmon Field case, I told AMAP that, from the telecommunication point of view, there was no objection to the proposed installations, since they could cause no interference to existing or planned Canadian military installations. The general policy aspect was not a matter on which telecommunications advice was sought or required.

3 In the Fort Pepperell case I pointed out that I could see no objection from the RCAF point of view to the proposed extension of USAF transmitting and receiving facilities, but that it might be advisable to point out to the US that the RCAF possesses transmitting facilities at Tor Bay which are to be expanded and which might cause interference to the proposed USAF remote receiving site which is located only about two and one-half miles from the Tor Bay airport. I also said that the Fort Pepperell case should be cleared on a joint basis because of the probability of naval radio installations being installed in the St. John's area at a later date and the possibility that army installations may also be made.

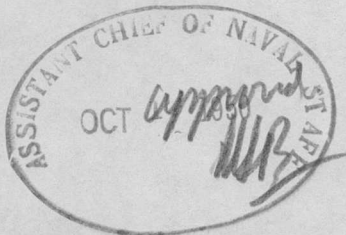
4 AVN James agreed to point out at a preliminary meeting with the US and External Affairs representatives on 23 Feb that it would be necessary for the US to provide, in addition to the information already supplied, some details of the maximum power to be utilized at the transmitting stations, and an indication of the order of frequencies to be employed. He will also advise them that, on receipt of this information, the proposals in full will be tabled with the JTC before a final Canadian military opinion can be given.

5 Telops 2 and Telops 3 are to note for appropriate future action. D/N Com and D/Sigs may wish to note in advance of the matter being referred formally to the JTC. A preliminary note covering the general USAF proposal and accompanied by maps indicating the approximate locations of the proposed transmitting, receiving and communication centre facilities, are on RCAF file TS35-1-13, temporary docket No 4, subject, "US Bases in Newfoundland".

cc: D/N Com ✓  
D/Sigs (Army)  
Telops 2,  
Telops 3.

(EAD Hutton) G/C  
D/Telops  
(2809)

000030



CONFIDENTIAL - NATO

NSTS 11300-30  
(Staff)

16 October, 1950.

NAOR COMMUNICATION PLAN

I am directed to forward herewith one copy of the NAOR Communication Plan - Annex A - for study and comment. Annex B of the Plan is not being distributed at present.

2. The Communication Plan has now been approved by the NAOR signatory nations, including Canada, and is therefore effective on the outbreak of war. However it should be noted that this plan will be subject to constant revision. At the present time certain proposals by Naval Headquarters are under discussion, and if acceptable, will be included in a future amendment.

3. The Flag Officer Atlantic Coast is requested to co-ordinate comments on the enclosed Plan, and render a report to Naval Headquarters in due course. This report should contain recommendations for further distribution with the Atlantic Command.

4. It should be noted that the subject Plan is classified "Confidential - NATO" and should be accorded the same care in handling as other confidential documents, in accordance with KRCN 1.25. It is being distributed as a charge document and is to be taken on register charge as "NAOR Communication Plan, Copy No. --".

5. Overall plans for the defence of the North Atlantic Region will be forwarded to the Flag Officer Atlantic Coast at a later date when they are approved for distribution.

*[Signature]*  
NAVAL SECRETARY.

Flag Officer Atlantic Coast,  
HMC Dockyard, Halifax, N.S. - (enclosing Copy No. 17)

Senior Canadian Naval Officer Afloat,  
HMCS "MAGNIFICENT" - (enclosing Copy No. 18)

DN Com. for *[initials]*  
DNI *[initials]*

*WJB* ACNS(P) for approval  
N. Sec. for signature

DPP for dispatch 000031

for CANCOMFLT by Dep. Bas - air mail

S E C R E T

NSTS 11300-30 (Staff)

MEMORANDUM TO: DNPO  
ACNS(P)

NAOR COMMUNICATION PLANS

The above plans have now reached the point where it is practicable to make comprehensive War Communication Plans for the RCN on the Atlantic Coast. However specific guidance is required on certain points, all of which have communication aspects. These are, briefly:

- (1) The RCN plans for the Gulf of St. Lawrence areas. This should include location of bases and Headquarters, normal types of operations envisaged, etc.
- (2) RCN plans for BERMUDA with a view to ascertaining communication requirements.
- (3) RCN plans for ports in the NEWFOUNDLAND area with particular regard to ARGENTIA.

2. It is emphasized that the above points are general headings only. Before communication facilities can be intelligently planned, it is most important that DN COM be given the complete picture. At the same time, the NAOR communication plan is being continually revised and it is essential that DN COM be given complete information in order that the NAOR PG representative in WASHINGTON may be correctly advised when doubtful points arise.

3. For these reasons it is requested that a conference between your staff and DN COM's be arranged at the earliest possible date. An early reply is requested.

(M.G. Stirling)  
Commander, RCN,  
DIRECTOR OF NAVAL COMMUNICATIONS

OTTAWA,  
10 October, 1950.

000032



COSMIC TOP SECRET

4 October

50.

NETS 11300-30 (Staff)

11420-13-6

COMMUNICATION ANNEX TO NAOR SHORT TERM PLAN

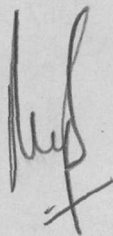
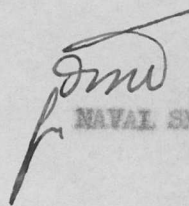
References: (a) Enclosure (1) to NAOR/M 236/50 dated 18 September, 1950.

(b) NAOR/19 CC/50 dated 15 September, 1950.

I am directed to inform you of NAVAL HEADQUARTERS comments on references (a) and (b).

2. Reference (a) is generally satisfactory. However, further clarification is required in the matter of what broadcasts ships are to read. Paragraph 4 (a) and (b) cover the UK-US and CANADA routes and the WESTERN ATLANTIC, but in the case of ships proceeding from HALIFAX to GIBRALTAR, the AZORES or the NORTH AFRICAN ports, it would appear that ships are to read WASHINGTON upon departure from HALIFAX and yet it would appear to be more natural to read HALIFAX until a shift to LYAUTEY is made.

3. NAVAL HEADQUARTERS concurs that the Communication Plan in NAOR/DP 2/50 is satisfactory for inclusion in the NAOR Medium Term Plan, with the understanding that this Communication Plan will be subject to constant revision. You are requested to inform the appropriate authorities to this effect.

NAVAL SECRETARY

Naval Member Canadian Joint Staff, Washington,  
1700 Massachusetts Avenue, N.W.,  
Washington 6, D.C.,  
U.S.A.

Copy to: Chairman,  
Canadian Joint Staff, Washington,  
1700 Massachusetts Avenue, N.W.,  
Washington 6, D.C.,  
U.S.A.

ACNS(P) INFO for  
VCNS *W.L.N.* ACNS(P)

VICE CHIEF OF THE NAVAL STAFF  OCT 3 - 1950  REAR ADMIRAL, R.C.N.
--

To *D.P.P.*  
For Despatch  
Date *4/10/50*  
Staff *929*

NOTES 11420-13-6 (Staff)

11300-30 (Staff)

COSMIC TOP SECRET

25 September, 1950.

COMMUNICATION ANNEX TO NAOR SHORT TERM PLAN

Reference: (a) CANADIAN letter NATO 26-8 dated 1 September, 1950.

(b) Annex L to NAOR/DP 2/50 dated 24 August, 1950.

I am directed to inform you of NAVAL HEADQUARTERS comments on reference (b) as required by reference (a).

2. Detailed comments on reference (b) are as follows:

- (a) 101. Canada should be mentioned separately or in conjunction with FRENCH and US as using DNG-5 and JANAP 125.
- (b) 103. Suggested phonetic words for the letters H and I vide paragraph 2 of reference (a) are "Hesh" and "Ivan". "Swiss" is proposed for the letter S.
- (c) 104. Information is requested if appropriate JANAP publications will be altered to conform with this article.
- (d) 105.6. It is suggested that it be mandatory to include a Zone Time Suffix with every Date Time Group.
- (e) 106.1. It is recommended that the first example in (c) of this section should be altered to read:

"125 tack 5".

The use of a hyphen in this case is ambiguous and may be mistaken for a decimal point.

- (f) 202. With reference to paragraph 2 of reference (a) it is considered that this section serves a useful purpose and should be retained.
- (g) 203. Information is requested as to the status of the Voice Callsign Book, JANAP 119 series. It is recommended that they be included in this list.
- (h) Chapter IV, Annex D. It is recommended that this entire annex be altered to conform with the wartime ship-shore organization contained in APO 82/50.

Naval Member Canadian Joint Staff (Washington),  
1700 Massachusetts Avenue, N.W.,  
Washington 6, D.C.

Copy to: The Chairman,  
Canadian Joint Staff,  
Washington, D.C.

ACNS (P) for concurrence pse.

000034




- 2 -

- (i) Chapter V. ST. JOHN'S, NEWFOUNDLAND, should be shown under CANADA using callsign GKS and the same frequencies as HALIFAX.
- (j) 209. With reference to paragraph 2 of reference (a) information is requested as to whether direct land line or submarine cable, backed up by RATT if necessary, would be suitable.
- (k) 211.1 (d). "Commanders Broadcast" is suggested in lieu of "High Command Broadcast".

3. No comment on broadcast areas will be made until the result of enclosure A to reference (a) is known. NAVAL HEADQUARTERS fully supports the position taken in this case.

4. It is suggested that there will be an urgent requirement for a series of NATO general messages covering such subjects as hydrographic communication and miscellaneous information together with situation reports, intelligence summaries, etc. It is recommended that some such organization, which directly affects all participating nations be included in this plan.

  
18 NAVAL SECRETARY.

NATO 26-8



COSMIC TOP SECRET

CANADIAN JOINT STAFF  
1700 Massachusetts Ave., NW,  
WASHINGTON

NAVAL MEMBER

1st September 1950

FROM: Naval Member, Canadian Joint Staff,  
Washington, D. C.

TO: Naval Secretary, Naval Headquarters,  
Ottawa, Canada.

Copy to: Chairman, Canadian Joint Staff,  
Washington, D. C.

Subject: COMMUNICATION ANNEX TO NAOR SHORT TERM PLAN

Reference: (a) NAOR/M161/50 dated 15th August 1950.  
(b) Canavus Message 231926Z August 1950.  
(c) Canavhed Message 242053Z August 1950.  
(d) NAOR/M201/50 dated 31st August 1950.  
(e) Annex 'L' to NAOR/DP2/50 dated 24th  
August 1950.

Enclosure: (A) Note by the Canadian Representative to  
the NAOR Communications Sub-Committee  
dated 30th August 1950.

Submitted for the consideration of the Director of Naval Communications that the meeting referred to in reference (b) was held on 31st August 1950. As direction had been given by the NAOR Coordinating Committee that the complete NAOR Short Term Plan must be in the hands of the Standing Group on 1st September 1950, there was insufficient time to make all the changes desired by the members. To enable these changes to be entered at a later date, reference (d) requests all national staffs to consider reference (e) and forward their comments.

2. It is recommended that reference (e) be scrutinized carefully and that details of all proposed changes be forwarded to this office. In this connection, attention is invited to the following articles in reference (e):

- 101.1 - Canada should be shown as using DNC-5 and JANAP 125.
- 103.1 - The French object to the phonetic words for A, E, H, I, S and U. They propose the following alternatives:

A - Alpha  
E - Echo  
H - Hotel *hash.*  
I - India *2*  
S - Syrup  
U - Union.

It is suggested that better words could probably be found to express H and I phonetically.

.....2


- 2 -

- 105.6 - Date-Time Groups should contain the zone suffix letter.
- 202 - The value of this article is questionable.
- 205 - Details of the watch to be kept should be included.
- 205.4 - The administrative broadcast should be mentioned.
- 207 - Chapter 4 - Annex 'D' - This should be checked very carefully.
- 207 - Chapter 5 - Will 2716 and 2844 Kc/s be activated at St. John's, Newfoundland, immediately at the outbreak of war?
- 208 - Frequencies should be checked for clearance near Canadian territory and for availability of crystals.
- 209 - The requirement here is for direct radio (preferably RATT) circuits.
- 211.1d - It is considered this title is not sufficiently descriptive of the authorities who will intercept this broadcast as they will be Task Force, Task Group and Task Unit Commanders - in other words really a "low command". A more descriptive title is required.

3. Enclosure (A) was the subject of a lengthy discussion. U.S. representatives' instructions were that there was not to be more than one broadcast area in the Western Atlantic Command Area. The U.K. representative supported the Canadian proposal.

4. A half-way meeting of minds was reached along the lines of paras 2 and 3 of enclosure (A). The U.S. representative stated that it was not desirable to have Hunter-Killer and similar forces operating separately from convoys shift back and forth from one broadcast to another as they traversed broadcast area boundaries due to the delays which would be involved in re-routing traffic. This was agreed, but it was pointed out the same problem would be experienced with Hunter-Killer forces operating near the boundaries of the Whitehall and Washington broadcast areas.

5. It was agreed that the U.S. and Canadian representatives would meet separately next week to attempt to draft a new article 211 either along the lines of (a) Two broadcast areas in the Western Atlantic Command Area with instructions directing particular forces not to change circuits unless ordered to do so by the Area Commander, or (b) A Halifax broadcast which would handle traffic to all forces operating directly under the Commander, Canadian Sub Area and to escorts of certain convoy routes such as HX and ON when within the Western Atlantic Command Area. Guidance on this proposal is requested.

  
(F.J.D. Pemberton)  
Commander, RCN (R)

For Naval Member, Canadian Joint Staff.  
(Absent on Leave.)

SECRET

C

TM/P

O

P

Y

30 August 1950

NORTH ATLANTIC OCEAN REGION PLANNING GROUPNote by The Canadian RepresentativeTo TheCommunications Sub-CommitteeOnCommunication Annex To Short-Term Plan

Ref: (a) Draft Communication Plan  
distributed by U.K. Representative  
on 25 August 1950.

1. It is proposed that Article 211 of reference (a) be amended by adding another broadcast in the Western Area for the following reasons:

a. Experience gained during World War II showed that two is the minimum acceptable number of operational broadcasts to warships in this area.

b. It is considered Washington could not handle the traffic carried during the last war by both Halifax and Washington.

c. There is no evidence to indicate that there will be less traffic in a future war. In fact, Sub-Group B has estimated that there will be more shipping with a consequent increase in communications in this area in a future war than in World War II.

d. Three ship broadcasts are planned for the Eastern Area, while only one is presently planned for the Western Area which is approximately three times as large.

2. Although it is desirable to have as few broadcast areas as possible in order to counter traffic analysis by the enemy, this can also be achieved by means of a secure call sign system and by placing the boundary between broadcast areas in such a position that as few shipping routes as possible cross it. The latitude of 42° North is proposed as the boundary between the Washington and the proposed Halifax areas.

3. Under this plan shipping between the New York area and the United Kingdom would intercept the Halifax broadcast, changing to Whitehall, and shipping between New York and the Mediterranean would intercept Washington, changing to Port Lyautey. Shipping between the Caribbean and the United Kingdom (only eight convoys per year are planned) could be ordered to intercept Washington, changing to Whitehall on entering the Eastern Atlantic Command Area.

4. It is intended to raise other minor points at the next meeting but this is the only substantial Canadian disagreement to Reference (a).

Sgd (T.C. Mackay)  
Lieutenant-Commander,  
Royal Canadian Navy.

COPY

TOP SECRET

D R A F T

SECTION II

211. BROADCASTS

1. Broadcasts will be divided into five types and will carry the traffic as shown:

- |                                     |   |
|-------------------------------------|---|
| a. <u>Fleet Broadcast:</u>          | Operational Traffic for all surface ships.  |
| b. <u>Submarine Broadcast:</u>      | Operational traffic for submarines.   |
| c. <u>Administrative Broadcast:</u> | Meteorological and non-operational traffic.   |
| d. <u>High Command Broadcast:</u>   | Special traffic for special designated Commanders.  |
| e. <u>Local Area Broadcasts:</u>    | All traffic for ships operating in the vicinity of an allied port and escorts of coastal convoys. |

2. It is emphasized that these broadcasts, and especially the Fleet Broadcast, will be carrying a heavy load of traffic. In order to avoid delays traffic shall, whenever possible, be routed by means of other than W/T and the Local Area Broadcasts shall be used in preference to the Main Area Broadcasts.

3. Broadcast areas are established as follows:

- A - That portion of the Eastern Atlantic Area north and east of a line from the East Coast of Greenland east along the parallel of latitude  $66\frac{1}{2}^{\circ}\text{N}$  to the longitude of  $5^{\circ} 20\text{W}$ , thence, south to the coast of Scotland.
- B - That portion of the Eastern Atlantic Area south and west of the above line.
- C - That portion of the Western Atlantic Area south of latitude  $42^{\circ}$  North.
- D - That portion of the Western Atlantic Area north of latitude  $42^{\circ}$  North.
- E - The African Atlantic Area.

TOP SECRET

000039

- 2 -

TOP SECRET

4. Ships shall normally read the Fleet Broadcast of the broadcast area in which they are operating except that:

a. Ships proceeding between the Western and Eastern Atlantic Areas shall, when in the Western Atlantic Area, read the Fleet Broadcast from:

(1) Halifax if the Western Terminus is New York or a port north thereof.

(2) Washington if the Western Terminus is a port south of New York.

b. Ships proceeding between the Canadian Atlantic Sub-Area and any area other than the Eastern Atlantic Area shall read the Washington Fleet Broadcast while in the Western Atlantic Area.

c. Ships passing temporarily from one area to another shall not shift broadcast unless directly ordered.

5. The change of watch from one broadcast to another shall normally be made at 0001Z. However, to insure the receipt of delayed messages, ships shall continue watch on the "old" broadcast for twenty-four hours.

6. If a ship is diverted from her prearranged program, the diverting authority shall include in the diversion orders the new time of changing broadcast coverage and shall also inform the broadcast stations and other authorities concerned.

- - - - -

TOP SECRET

000040



## SECTION II

TOP SECRET

## FLEET BROADCASTS

AREA	STATION	DESIGNATOR	FREQUENCY	TIME	REMARKS
A	Whitehall GYC	H	112	Continuous	
B	Whitehall GYA	BN	107 6650 9305 16455	Continuous 2200 - 0730 Continuous 0730 - 2200	Time signal transmitted every hour if traffic permits.
C	Washington NSS	W	18 ) 18.5 ) 4045 8090 12135 16180 20225 24270	Continuous except 1200-1700 Tue & Thur. 0000 - 1200 Continuous " " 1200 - 2400 " " " "	Broadcasts start every hour on the hour and run until clear but not to exceed 50 minutes. 88.5 and 4045 continuous during failure 18 kcs.
D	Halifax CFH	L	115 5502.5 9040 17560	Continuous 2200 - 1200 1200 - 2200 1200 - 2200	
E	Pt. Lyautey NHY	K	2220 6330 10342 14950 18520	Continuous 2300 - 0700 Continuous 0700 - 2300 0600 - 1800	Broadcasts start every hour on the hour and run until clear but not to exceed 50 minutes.
A & B	Whitehall GYB	H	90.2 4205 10360	0030 and every 4 hours	Repetition of all messages on Broadcast "How" during the preceding 4 hours.
BN		BN	90.2 4205 10360	0230 and every 4 hours	Repetition of all messages on Broadcast "Baker Nan" during the preceding 4 hours.

*Repetition Fleet Broadcast*

TOP SECRET

SECTION II

TOP SECRET

ADMINISTRATIVE BROADCASTS

<u>AREA</u>	<u>STATION</u>	<u>DESIGNATOR</u>	<u>FREQUENCY</u>	<u>TIME</u>	<u>REMARKS</u>
A & B	Whitehall GYD	HA	95 *4585 8182.5 #12925 16302.5	Continuous 2200 - 0730 Continuous 2200 - 0730 0730 - 2200	* 1 Nov to 30 Apr # 1 May to 31 Oct
C	Washington NSS		Details will be promulgated		Also for US Ships in Area D
D	Halifax CFH		" " "	"	Also for Canadian Ships in Area C
E	Pt. Lyautey NHI Gibraltar		" " "	" "	For French and US Ships For other than French or US Ships

As ordered Rugby GBR16  
or GBZ

HS

16  
15.2

Full details will be  
issued by the operating  
authority to submarines  
concerned.

SUBMARINE BROADCASTS

HIGH COMMAND BROADCASTS

A & B Whitehall

C Pt. Lyautey NHI

D & E Washington NSS

Details will be promulgated

" " "

" " "

LOCAL AREA BROADCASTS

Details will be promulgated.

TOP SECRET

Classification.....*Top Secret*.....

File No.....*11307-30*.....

The following is an extract from the Minutes of the  
.....*201 st*.....Meeting of the Joint Planning Committee, held  
.....*28 Aug. '50*.....

201-2 Channels of Communication on NAOR matters

The Committee decided that this subject re-  
quired no further consideration since it  
was under active consideration by the Chiefs  
of Staff Committee.

Classification...*Top Secret*...

File No...*71300-30*...

The following is an extract from the Minutes of the  
...*240th*... Meeting of the Joint Planning Committee, held  
...*22 Aug 1950*...

---

200-3 Channels of Communication - NAOR matters

Consideration of this item was deferred pending  
the provision of further information.

---

H.Q. 1024

NAVAL SERVICE - MINUTE SHEET

NSTS. 11420-13-6

FILE NO. - NSTS 11300-30

REFERRED TO

REMARKS (With Signature, Position & Date)

CNS

I have held on to this letter from NMCS awaiting action on the nomination of Commodore Lay as your Deputy in the NAOR.

2. When that is settled, I do not think it advisable to try to lay down the law any further as regards NAOR communications. As a matter of fact, Lay and other Naval representatives in Washington do deal direct with me and my staff in Naval matters.

3. As long as we have a Chairman of Joint Staff in Washington responsible to the Chiefs of Staff and representing them in all NATO matters, I feel that NAOR communications, officially at any rate, should come through him.

4. <sup>PROPOSE</sup> ~~Perhaps~~ NFA on this letter. I think the letter appointing Lay as Deputy will, in some sense, be the answer.

(R.E.S. Bidwell),  
Commodore, R.C.N.,  
ACNS(P)

Ottawa,  
30 August, 1950.

000045

H.Q. 1024

NAVAL SERVICE - MINUTE SHEET

BEST AVAILABLE COPY

FILE NO. - .....

REFERRED TO	REMARKS (With Signature, Position & Date)
<p><del>ACASP</del></p> <p><del>DNPO</del></p> <p><i>Do not</i></p> <p><i>J.R.E.</i></p> <p><i>and</i></p> <p><i>and</i></p> <p><i>and</i></p>	<p>1. Concur with para 3 of SPS(N)'s memo.</p> <p>2. D Sigs and DSA concurred in flagged letter for Army and RCAF, and Brig Smith for CSC.</p> <p>3. Chairman CTS(W) would have to be consulted before NMC's proposal could be approved.</p> <p>4. Suggest you do this verbally on next visit to Washington.</p> <p><i>CS</i></p> <p><i>4/1/84</i></p>

000046



DIRECTORATE OF NAVAL PLANS & OPERATIONS

INTERNAL MINUTE SHEET

SUBJECT:		CLASS:
FILE NO.:		DATE:
REFERRED TO:	INITIALS & DATE	REMARKS
SO (POL)		<p>DNPO</p> <p>I assume that flagged letter of 19 June, 1950 did receive Chiefs of Staff approval, although there is no record of it to my knowledge in the Minutes of their Committee. (If COS approval was given it is rather odd that their decision was not passed to Chairman CJS.)</p> <p>2. Since it is assumed that the COS have approved direct channels for matters affecting communication planning which is only one aspect of NAOR, it is reasonable to expect that they will also be prepared to develop this policy to include the other aspects of NAOR as desired by NMCS. Therefore recommend that JPC put these proposals to the Chiefs of Staff Committee.</p> <p>3. Desirable as I think these proposals are, I think it only fair to point out that if adopted they would place the Chairman CJS(W) in a most unenviable position.</p> <p>(H.V.W. Groos) Commander, RCN, JPS(N)</p>
SO (C) 1		
SO (O) 2		
SO (C) 1		
SO (Q) 2		
SO (S) 1		
SO (S) 2		
SO (T) 1		
SO (T) 2		
SO (P)		
JPS (N)		
D/DNPO		
DNPO		

- NOTE: 1. The appropriate Staff Officer receiving this file is responsible for: 31.7.50
- (a) Precising or indicating items of interest;
  - (b) Initiating any action required;
  - (c) Checking internal distribution;
  - (d) Preparing External Minute Sheet for outside distribution considered desirable.
2. The Internal Minute Sheet is NOT to leave the Directorate of Naval Plans and Operations.

J.C. 1024 NAVAL SERVICE - MINUTE SHEET

FILE NO. - .....

REFERRED TO	REMARKS (WITH SIGNATURE, POSITION & DATE)
<del>ACNS (P)</del>	Referred for necessary action please
DNP/O (B)	Remarks. 11 July 50
<del>ACNS (P) / same</del>	Disputed for DSI Com

TOP SECRET

NMWTS 11300-30



CANADIAN JOINT STAFF

WASHINGTON

1700 Massachusetts Ave. N.W.

NAVAL MEMBER

BEST AVAILABLE COPY

3 July 1950

FROM: Naval Member,  
Canadian Joint Staff,  
Washington, D.C.

TO: Naval Secretary,  
Naval Headquarters,  
Ottawa

Referred to Staff  
75 11300-30  
P.C. D.L.Corn.

Subject: CHANNELS OF COMMUNICATION - NAOR MATTERS

Reference: (a) NSMS 11300-30 (Staff) dated 19 June 1950

Submitted for the consideration of the Department. The instructions contained in Reference (a) are most welcome, as it has always been the opinion of Canavus that it was most desirable to have the quickest and most direct channels between the Canadian representatives to the NAORPG and the cognizant bodies in Ottawa. This facilitates reports to Ottawa authorities and also allows day-to-day guidance re Canadian policy on detailed NAOR planning matters.

2. It is pointed out, however, that Reference (a) refers to NAOR Communications which is only a small part of the NAOR planning work in which Canavus and staff are participating. It would be advantageous if the principle of a direct channel could be extended to include all other NAOR planning matters in which the Naval interest is predominant.

3. When NAOR planning was first commenced in Washington, it was suggested that in order to allow the Canadian J.P.C. to continue to co-ordinate all Canadian plans, the Canadian representatives on NAOR bodies should act as JPC agents. Within the NAOR, the Co-ordinating Committee acts as an advisory body to the NAOR Chiefs of Staff Committee and co-ordinates the work of all NAOR subordinate bodies. It would appear, therefore, that there should be a direct channel from Canavus to the Chairman or Secretary, JPC. If agreement could be obtained to have this channel set up as a Naval one (as approved in Reference (a) for Communications) it would be of great benefit in expediting reports from Washington and advice and instructions from Ottawa.

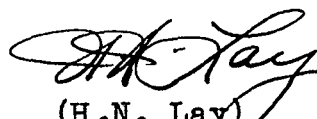
4. It will be remembered that this matter was discussed by Canavus during the visit of C.N.S. and A/C.N.S.(Plans) in February 1950. An Aide Memoire dated 14 February, prepared by Canavus, gave a summary of these discussions. It is noted that at that time, the Naval Member was instructed to continue to report on all NAOR matters through the Chairman, CJS until A/CNS(Plans) and CNS had obtained agreement from the Joint Plans Committee and the Chiefs of Staff Committee on the proposed channels.

.... /2

TOP SECRET

- 2 -

5. If the suggestions put forward in paras. 2 and 3 above should be received favourably, copies of all correspondence and signals received or despatched by Canavus could be given to the Chairman, CJS as well as to the Air or the Army Member, when appropriate. In this connection, it must be remembered that although the NAOR plan is mainly a Naval one, maritime aircraft are being furnished by the RCAF and it is essential that RCAF representatives in Washington be consulted. The same consideration applies of course to the NAOR Communications plan.



(H.N. Lay)  
Commodore, R.C.N.,  
Naval Member, Canadian Joint Staff

**MOST SECRET**  
**NAVAL MESSAGE**

TO:

FROM:

CANAVUS  
INFO CJS (W)

CANAVHED

11300-30

TOPSECRET (COSMIC)

DN COM

URMSG 231926Z X NAOR/M161/50 PARAS 1 THROUGH 4 ACCEPTABLE  
AS AMENDED URMSG X

2. PARA 5 SUGGEST ICAO ALPHABET AND NUMERALS AS A BASIS  
FOR DISCUSSION X

3. PARAS 6 THROUGH 9 AS AMENDED URMSG X

4. PARA 11 CAN BE IMPLEMENTED BUT WORLD WAR II EXPERIENCE  
INDICATES THAT THREE FLEET BROADCASTS CANNOT POSSIBLY  
HANDLE OPERATIONAL TRAFFIC OF ENTIRE ATLANTIC X IF AFTER  
OPERATIONS COMMENCE IT BECOMES NECESSARY TO ACTIVATE  
HALIFAX FLEET BROADCAST WHAT AREA WOULD IT BE EXPECTED  
TO SERVE X SUCH ACTIVATION WOULD BE DISRUPTIVE OF OTHER  
BROADCAST ACTIVITIES DETAILED FOR HALIFAX AND IT APPEARS  
BETTER TO COMMENCE OPERATIONS WITH THIS BROADCAST IN

**MOST SECRET**  
**NAVAL MESSAGE**

TO:

FROM:

2

OPERATION X THIS CONNECTION IS IT INTENDED TO HAVE ANY  
BROADCASTS FROM ARGENTIA VIDE PARA 3 NSMS 11300-30 (STAFF)  
OF 1 MARCH 1950 X  
5. REMAINDER OF PAPER ACCEPTABLE X

242053Z

NDCS AT 242120Z

NDCS

CODE

24/AUG/50

FV

2276

DRAFTED BY DN COM (MCS)



**MOST SECRET**  
**NAVAL MESSAGE**

TO:

FROM:

CANAMVED  
INFO CJS (W)

CANAVUS

TOPSECRET (COSMIC)

DN COM

AT MEETING 22 AUG NAOR COMMUNICATION SUB COMMITTEE  
DISCUSSED NAOR/M 161/50 4 COPIES OF WHICH WERE FORWARDED  
TO CSC OTTAWA 17 AUG X THIS PAPER NOW BEING REDRAFTED TO  
BE MORE IN LINE WITH WESTERN UNION COMMUNICATION PLAN X  
OTHER CHANGES BEING MADE TO PARAS AS FOLLOWS X

*add  
Teletype*

1 X VISUAL AND VOICE PROCEDURE TO BE INCLUDED X

✓ 3A X SPECIFIC PUBLICATIONS WILL BE NAMED AS INTERNATIONAL  
LISTS NOT UP TO DATE X

*use ICAO which is  
international*

5 X HOPED TO PRODUCE IN CECS OF STANDING GROUP PHONETIC  
ALPHABET PRONOUNCABLE BY ALL NATO NATIONS X ANY CANADIAN  
SUGGESTIONS WILL BE WELCOME X

✓ 6E X USE OF ZEBRA TO BE MANDATORY BY SHIPS AT SEA EXCEPT  
FOR INTRAFORCE MESSAGES X

S. 1320 R.  
250M-11-43-(2797)  
N.S. 815-9-1320-R  
K.P. 94662

# MOST SECRET NAVAL MESSAGE

TO:

FROM:

BEST AVAILABLE COPY

2

7 X COMPLETE DETAILS WILL BE PRINTED X

12 X MANNER OF SHOWING CIRCUITS NOT DECIDED X THIS CAN BE DONE BY LISTING COMMANDERS AND SHOWING WITH WHOM THEY MUST COMMUNICATE OR BY LISTING COMMUNICATION CENTRES TOGETHER WITH THE COMMANDERS THEY SERVICE AND THE OTHER CENTRES TO WHICH THEY HAVE CIRCUITS X IT MUST BE REMEMBERED THIS IS AN AVAILABILITIES (NOT A REQUIREMENTS) PLAN AND THEREFORE ALL CIRCUITS LISTED IN THIS PARA MAY BE WIRE RADIO COMMERCIAL ETC AND ARE NOT NECESSARILY DIRECT X

13 X WILL BE WRITTEN IN DETAIL X

14 X JANAP 149A APPLIES X<sup>9</sup> ADDITIONAL PAPER WILL INCLUDE CIRCUITS TO BE MANNED BY SHIPS AT SEA AND IN VICINITY OF ALLIED PORTS X UK REPRESENTATIVES SUPPORTED PROPOSALS TO DELETE RADIO AREAS A AND D WITH THEIR ASSOCIATED BROADCASTS SO THAT BOTH OPERATIONAL AND COMMUNICATIONS CHOPS CAN COINCIDE AND ALSO BECAUSE OF ADMIN AND FLAG OFFICERS BROADCASTS WHICH LATTER IS ENVISAGED WILL BE INTERCEPTED BY ESCORT FORCE COMMANDERS X PLAN WILL ALSO INCLUDE STATEMENT THAT

000054

S. 1320 R.

250M-11-43-(2797)

N.S. 815-9-1320-R

K.P. 94662

**MOST SECRET**  
**NAVAL MESSAGE**

TO:

FROM:

3

HALIFAX RADIO IS AVAILABLE IF IT IS FOUND THAT PLANNED BROADCASTS  
CANNOT HANDLE TRAFFIC LOAD X FURTHER PARA TO BE WRITTEN ON LOCAL  
BROADCASTS IN WHICH HALIFAX WILL BE RESPONSIBLE FOR TRAFFIC TO  
FORCES UNDER THE OPERATIONAL CONTROL OF COMMANDER CANADIAN SUB AREA X  
CANAVHEDS COMMENTS ON ABOVE REQUESTED SOONEST AS FINAL MEETING ON  
THIS PLAN WILL BE HELD FORENOON 28 AUG X

BEST AVAILABLE COPY

231926Z

RECEIVED

100-0

231926Z/AUG/30

FM

1000

000055

TOP SECRET  
NAVAL MESSAGE

TO: CANAVUS

D E F E R R E D

FROM: CANAVHED

NSMS 11300-30

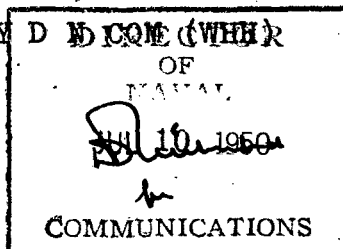
YOUR 061655Z X FOLLOWING ARE REASONS FOR REQUIREMENT  
AX ALTERNATE FOR HALIFAX-WASHINGTON FIXED SERVICE  
EX RCN PLANS TO ESTABLISH A WORKING UP BASE AT  
BERMUDA IN EVENT OF WAR X

2. FIXED SERVICE WOULD CONFORM TO PRINCIPLES STATED  
IN SHORT TERM COMMUNICATION PLAN

DNPO )  
ACNS (P) ) for concurrence please.  
VCNS )

DRAFTED BY D W COE (WHHR)

10-7-50



S. 1320 R.

500M-4-44-(449)

N.S. 815-9-1320-R

K.P. 6066

TOP SECRET  
NAVAL MESSAGE

BEST AVAILABLE COPY

TO:

FROM:

DEFERRED  
TOP SECRET

NSTS 11300-30 (STAFF)

VCNS  
ACNS P  
DNPC  
ON COM

YOUR 042020Z X AS SHORT TERM PLAN SHOWS NO OPERATIONAL  
CONNECTION BETWEEN HALIFAX AND BERMUDA REQUEST REASONS  
FOR REQUIREMENT IF HALIFAX-BERMUDA FIXED SERVICES

061655Z

042020Z-DRAFTED BY: DN COM (DCI)  
RE: SHORT TERM PLAN

NDCS CODE 07/1641Z/JULY/50 HD 1283

000057

BEST AVAILABLE COPY

1) ~~Access (P)~~

Yesterday you  
concerned with the  
message, immediately  
below.

I understand  
you wish to have this  
file again, to read  
the NAOR Communication  
Plan in more detail.

note 10/5/7

by 5/7.

2) DNPO for info

000058



**TOP SECRET**  
**NAVAL MESSAGE**

TO: CANAVUS

R O U T I N E

FROM: CANAVHED

SHORT TERM PLAN CONTAINED URLTR NMWTS 11300-30

DATED 27 JUN 50 CONSIDERED SATISFACTORY WITH FOLLOWING COMMENTS:

(A) PARA 5 HALIFAX BERMUDA FIXED SERVICE IS

CONSIDERED A REQUIREMENT X

(B) PARA 8 GREATER SEPARATION BETWEEN HUNTER KILLER

AND ACTION INFORMATION VHF FREQUENCIES FELT

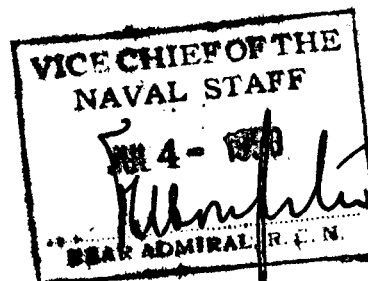
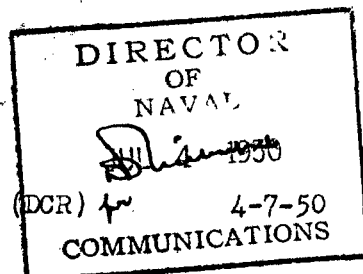
ADVISABLE TO AVOID INTERFERENCE X

For concurrence pse:

DNPO

ACNS (P) *MB*

VCNS

DRAFTED BY D N COM (DCR) *for* 4-7-50

SECRETARY D.N. COM.

NSTS 11300-30 (Staff)

*dispatched PM 4 July*

000059



TOP SECRET

NMWTS 11300-30

CANADIAN JOINT STAFF  
1700 Massachusetts Ave., N.W.,  
WASHINGTON

NAVAL MEMBER

27th June 1950

FROM: Naval Member, Canadian Joint Staff,  
Washington, D. C.

TO: Naval Secretary, Naval Headquarters,  
Ottawa, Canada.

Subject: N.A.O.R.P.G. COMMUNICATIONS PLAN

Enclosure: (a) NAOR/CSC/50 dated 23rd June 1950,  
Copy No. 17.


Submitted for the consideration of the Director of Naval Communications is enclosure (a) - the communication plan for the N.A.O.R. short term plan, 1950-51. This working draft was approved by the N.A.O.R. Communications Sub-Committee (as amended in ink) and will probably be considered by the N.A.O.R. Coordinating Committee on 5th July 1950.

2. It is realized that this plan is very brief and appears to be incomplete. However, as the plan is for a war commencing in September 1950, it is based on facilities including radio equipment, publications, etc., which are presently available. It is expected that when the N.A.O.R. medium term plan is revised in the near future, a detailed communications plan will be prepared by the Communications Sub-Committee.

3. With regard to call signs, it is expected that the U.S. will make available publications in the series JANAP 113, 114 and 3116. However, it is unlikely that CSP 1750 will be made available before a war commences, although it will be generally distributed to N.A.T.O. countries after commencement of war. It is understood, of course, that Canadian, U.K. and U.S. war ships would use these publications when transmitting to radio stations under the control of these three countries.

4. The frequencies listed in paragraphs 8 and 13 of enclosure (a) are few in number. It is considered, however, that they will be sufficient to allow combined action by allied forces operating tactically together at sea. Captain Taylor, U.S.N., Chairman of the N.A.O.R. Communications Sub-Committee and who is also Chairman of the Standing Group Communications - Electronics Coordinating Section, made known the intention to produce overall Navy, Army and Air Force frequency plans for N.A.T.O. He said it was his feeling that the Naval frequency plan could best be produced by the N.A.O.R. Communications Sub-Committee. This will be a very large undertaking, and any background material which can be made available by Naval Headquarters would be of value.

5. It is requested that Naval Headquarters comments on this plan may be forwarded as soon as possible so that they will be available for the Coordinating Committee meeting on 5th July 1950.

  
(H.N. Lay)  
Commodore, R.C.N.

Naval Member, Canadian Joint Staff.

# TOP SECRET

TOP SECRET

COPY NO. 17.

NAOR/ CSC/50.

23 June, 1950.

Pages 1 to 8 incl.

## NORTH ATLANTIC OCEAN REGION PLANNING GROUP

Short Term Plan 1950-51

COMMUNICATION PLAN

Third Working Draft

TOP SECRET

NAOR/ CSC/50

# TOP SECRET

TOP SECRET

NORTH ATLANTIC OCEAN REGION PLANNING GROUP

Note by the U.K. Representative

to the

Communication Sub-Committee

on

COMMUNICATION PLAN

Third Working Draft is forwarded in accordance  
with the Record of Action of the Third Meeting held  
on 22 June, 1950.

J.C. STOPFORD  
Captain.

TOP SECRET

TOP SECRET

N.A.O.R. COMMUNICATION PLAN

1. Introduction

The appreciation on which this Communication Plan is based allows for a Supreme Allied Commander <sup>NAOR</sup> in the U.S.A. and under him, inter alia, a Commander for ASW and Convoy operations covering the whole area and located in the U.K. It is anticipated that the signal traffic of these two authorities will be of a very high order and, so that they can discharge their duties efficiently, a large number of fixed circuits and broadcasts will be required. This is especially so in the case of the Commander ASW and convoys.

As no great advance has been made in shore to ship communications since the last war and the amount of traffic that can be handled on any broadcast is still dependent on the human element, it has been found necessary to divide the N.A.O.R. into W/T areas. It is appreciated that such a scheme may lead to delays, since traffic to ships will have to be routed to a distant W/T station before being broadcast. This delay is considered acceptable and preferable to overloading any one broadcast with possibly even greater delays.

2. Statement of Principles.

The following general principles have been applied in the formulation of this Plan:

Fixed Circuits

The terminal of any fixed circuit shall be manned by the country having control of territory in which the terminal point is located, unless previously arranged otherwise.

Fixed circuits shall be fully available for any country's traffic. Method of handover to be arranged for each individual station.

TOP SECRET

NAOR/ CSC/50



TOP SECRET

Broadcasts

Common broadcasts (such as Fleet, Administrative and merchant ships) shall be provided for each area, unless arranged otherwise in individual cases.

These broadcasts shall handle all traffic for all operating forces including merchant ships in the area.

Ship-Shore

Ship-shore facilities shall be shared whenever practicable.

Local Circuits

Local circuits shall be provided by the nation concerned and facilities shall be shared.

Special Operations

Ships employed on operations not covered by this general Communication Plan shall have special communications supplied for them.

3. Broadcasts.

a. Fleet Broadcasts (Operational traffic for all warships - less submarines - in an area).

<u>Area</u>	<u>Station</u>	<u>Frequencies</u>
A	Whitehall	1 L/F <i>OVVLF</i>
B	Whitehall	3 H/F
C	Port Lyautey ( <i>no L/F</i> )	
D	Halifax	
E	Washington	

b. Administrative Broadcasts (Meteorological and non-operational traffic not required for current operations).

<u>Area</u>	<u>Station</u>	<u>Frequencies</u>
A and B	Londonderry to US ships; Whitehall to other NATO ships	<del>1 L/F</del> 3 H/F
C	Port Lyautey to US ships; Gibraltar to other NATO ships	<i>Franked</i>
D	Halifax	
E	Washington	

TOP SECRET

NAOR/ CSC/50

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c. Merchant Ships broadcast.

<u>Area</u>	<u>Station</u>	<u>Frequencies</u>
and B	Portishead	1 L/F
C,	Port Lyautey <i>no 4F</i>	
D	Halifax	3 H/F
E	Washington	

d. Submarines broadcast.

<u>Area</u>	<u>Station</u>	
A, B and C	Whitehall	1 VL/F
D and E	Washington	

e. Flag Officers broadcast.

<u>Area</u>	<u>Station</u>	
A, B and C	Whitehall	3 H/F
D and E	Washington	

Area Boundaries for Broadcasts.

- Area A - That ocean area north of a line from Cape Gris Nez to Dover; thence along the eastern littoral of England and Scotland to Duncansby Head; thence to the south coast of Iceland and 20W, along the western littoral thereof to 66N and on that latitude to the East Coast of Greenland.
- Area B - That ocean area bounded on the north by Area A; on the west by 35W and on the south by 42N.
- Area C - That ocean area bounded on the north by area B; on the west by 20W and on the south by the Tropic of Cancer.
- Area D - That ocean area bounded on the east by 35W and on the south by 42N.
- Area E - That ocean area between 42N and the Tropic of Cancer, less Area C.

4. Ship-Shore.

The present ship-shore organisation shall continue, together with such additional W/T stations as may be required.

Shore W/T stations shall accept traffic from any ship of any nation and shall be responsible for passing such traffic to the nearest W/T station of the same nationality as the ship of origin.

In order that the W/T station accepting the traffic may recognise the nationality of the ship of origin, the international call signs "for any or all warships of their nation" is to be used

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by the originating ship both in plaindress and codress messages.

The following gives a list of such call signs:-

Great Britain	GBXZ	France	FAAA
Netherlands	PABO	Belgium	ORHA
United States	NERK	Denmark	OVAA
Canada	CGNS	Norway	LBAA
		Portugal	CTAA

With the exception of the call, messages may carry call signs, delivery groups, etc., peculiar to any NAOR nation to indicate originator and addressees of the message.

5. Fixed Services.

The following is a list of the fixed services that will be required:-

<u>Center</u>	<u>Terminal</u>
<u>Washington</u> (Supreme Allied Commander)	•Halifax ✓ •Londonderry •Whitehall •Casablanca •Azores •Gibraltar •Iceland •Bermuda •Port Lyautey •Lisbon •Godthaab ( <del>Greenland</del> )
<u>Whitehall</u> (Commander ASW and Convoy Operations)  (Commander Offensive Task Force)	•Washington •Halifax ✓ <i>coasts.</i> •Bergen •Brest •Lisbon •Iceland •Bermuda •Azores •Gibraltar •Port Lyautey •Londonderry
<u>Azores</u> (Island Base Commander) and (Maritime Air)	•Washington •Lisbon •Port Lyautey •Gibraltar •Whitehall
<u>Lisbon</u> (Commander Continental Portugal)	•Azores •Whitehall •Washington •Madeira •Gibraltar
<u>Londonderry</u> (Allied Base)	•Washington •Whitehall

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<u>Center</u>	<u>Terminal</u>
<u>Gibraltar</u> (Commander Western Approaches to Gibraltar)	.Whitehall .Azores .Port Lyautey .Lisbon
<u>Iceland</u> (Island Base Commander) and (Maritime Air)	.Whitehall .Washington
<u>Bermuda</u> (Island Base Commander) and (Maritime Air)	.Washington .Whitehall
<u>Port Lyautey</u> (Allied Base)	.Washington .Whitehall .Casablanca .Azores .Gibraltar
<u>Casablanca</u> (Commander NW Africa)	.Port Lyautey
<u>Halifax</u> (Commander Canadian Sea Frontier)	.Washington .Whitehall .St. Johns (Nfld)
<u>St. Johns (Nfld)</u> (Advanced Canadian Headquarters)	.Halifax
<u>Brest</u> (Commander Bay of Biscay)	.Whitehall
<u>Bergen</u> (Commander Scandinavia)	.Whitehall
<u>New York</u> (Commander East Coast, United States)	.Traffic via .Halifax or .Washington
<u>Madeira</u> (Island Base Commander)	.Lisbon
<u>Godthaab (Greenland)</u> (Island Base Commander)	.Washington

6. Signal Books.

Until such time as the North Atlantic Treaty Organisation shall produce combined signal books, both tactical and procedure, the following interim arrangement shall apply:-

- a. U.S. and Canadian warships shall use U.S. publications.
- b. All other countries' warships shall use British publications.
- c. All merchant ships shall use "Wartime Instructions for Merchant Ships".

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In the event of warships in a. and b. operating tactically together, the senior officer of such a force shall decide what books are to be used, having regard to the books and flags available to the ships comprising the force. Consideration should be given to the provision of liaison teams where this is practicable.

Nothing in the foregoing shall preclude a country using its own national books for intra use. It is, however, recommended that the books referred to in a and b. should be used whenever possible.

7. Cryptographic systems.

Until such time as combined cryptographic systems are introduced, each nation shall use its own system both for warships and for merchant ships.

8. Frequencies (Ships).

U.S. and Canadian warships shall use frequencies listed in Janap 195. Other countries' warships shall use frequencies listed in A.F.O. S 1 and 2 of the current year.

In the event of two separate forces meeting at sea, the following frequencies shall be used for tactical co-operation:-

For general inter-communication, manoeuvring, etc.	Primary	72.5	mc/s
	Standby	2410	kc/s
Combat Scene of Action	Primary	116.1	mc/s
	Standby	3850	kc/s
Hunter/Killer	Primary	142.74	mc/s
Action information	Primary	142.02	mc/s
	Standby	4360	kc/s
Commercial and Distress	Primary	500	kc/s

9. Call Signs. (Radio and Visual).

Warships shall use international call signs, both for radio and visual purposes.

Merchant ships shall use international call signs. In addition, each merchant ship and convoy shall be issued with a special call sign by the Sailing Authority. Instructions for the use of these call signs will be found in "Wartime Instructions for Merchant Ships".

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Special call signs for use in convoy are listed in "Wartime Instructions for Merchant Ships" and are to be used as ordered in that publication.

Attention is called to Article 4, special use of indefinite call signs for ship-shore traffic.

10. Call Signs. (Voice)

Voice call signs already allocated for intra use shall be used by ships of each nation. In a mixed force the commander of the force shall ensure that voice call signs are assigned to each ship.

In the event of forces meeting at sea when the voice call signs are not known, international call signs spoken phonetically shall be used until such time as the voice call signs of the forces can be exchanged.

11. Unknown Call Signs.

To provide a means of communication at a "Scene of Action" in cases where both ship and aircraft are unaware of each other's call signs, the following call signs may be used:-

		<u>W/T and Voice Call Sign</u>
Aircraft I am calling by flashing light	...	LINK
Any Air Force plane at scene of action	...	HAWK
Any Army plane at scene of action	...	HUGO
Any Navy plane at scene of action	...	CREW
Any ship or aircraft at scene of action	...	FEAR
Any surface ship at scene of action	...	DEAF
Friendly force, which friendly aircraft is approaching	...	YELP
Senior Officer present at scene of action	...	TIFF
Ship which I (an aircraft) am circling	...	TOOL

AIRCRAFT COMMUNICATIONS

12. General

The nation providing the aircraft shall be responsible, where necessary in consultation with other nations concerned, for the provision of the necessary communications.

The long distance fixed services listed in paragraph 5 above shall be available for air force traffic until such time as air force circuits can be established.

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13. Communication between maritime aircraft and warships and merchant ships.

a. The following frequencies shall be used for communication between aircraft and ships and shall be common throughout the N.A.O.R. :-

Air Homing Wave	...	<del>748</del> kc/s	404 kc/s
Ship to Air	...	6666 kc/s (Day) 3075 kc/s (Night)	
Distress	...	<del>8280</del> <del>6500</del> kc/s (Day) <del>5805</del> kc/s (Night) 121.5 mc/s	
A/S Air Patrol	...	<del>140.58</del> mc/s	134.64
Combat Air Patrol	...	126.18 mc/s	

b. In addition to the above common frequencies, each air group shall be allocated the necessary control frequencies. Whenever aircraft are detailed to co-operate with ships, the latter shall be informed of the frequency in use and shall arrange for continuous W/T watch to be kept.

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TOP SECRETOttawa, Canada.  
19 June, 1950.NAVAL COMMUNICATIONS - NORTH ATLANTIC AREA

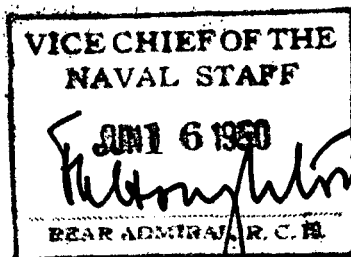
Reference: (a) CJS 269 dated 1 June, 1950.

It is considered that matters such as those in reference (a) would be better handled through Naval channels, since they are predominantly Naval in character.

2. The routing of reference (a) through joint channels caused certain delays inherent in joint channels which would not have occurred had the message been routed as in paragraph one above.

3. When such matters are referred through Naval channels and appear to NAVAL HEADQUARTERS to have joint significance, action will be taken to obtain joint approval in the Department prior to a reply being forwarded to WASHINGTON.

4. This letter has received joint concurrence.



NAVAL SECRETARY.

Despatched by  
N. Sec.Date  
Time

19.6.50

Naval Member Canadian Joint Staff,  
1700 Massachusetts Avenue, N.W.,  
Washington, D.C.,  
U.S.A.

JOHN SMITH, Brigadier  
Chief of Staff Gen.

JUN 19 1950

VCNS  
ACNS(P)} for approval, psc.

for ACNS, on duty.

cc. f  
P.C.  
(D. S. C.)

HCA 27  
for 258  
16 June 50  
000071

**TOP SECRET**  
**NAVAL MESSAGE**

TO: SECRETARY E CJS WASHINGTON

FROM: SECRETARY CSC

INFO: SECRETARY JTC

REF CJS 269 X

PARA TWO X APPROVED TO TABLE INFO REQUESTED AND TO  
DOWNGRADE TO CONFIDENTIAL X PLANNED DATE FOR POWER INCREASE  
HALIFAX RADIO IS FEB 1952 X

PARA THREE X CANADIAN PROPOSALS FOR PRECEDENCE CALL  
SIGNS ETC HAVE BEEN FORWARDED TO APPROPRIATE US AUTHORITIES FOR  
INCLUSION IN JANAPS X UNTIL IT IS KNOWN HOW FAR DISCUSSIONS  
ON PROCEDURES ETC HAVE PROGRESSED NO CANADIAN PROPOSALS CAN BE  
FORWARDED X

FOR CONCURRENCE PSE

C/TEL (AIR)

D SIGS (ARMY)

*despatched by Sec CSC. After concurrence by  
DSigs + DSA.*

12-6-50 000072

CIPHER  
MESSAGE

# ARMY MESSAGE

(INCOMING)

TOP  
SECRET

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PLACE FROM  
WASHINGTON, DC

DATE & TIME  
012105Z JUNE 50

FROM SECRETARY C J S WASHINGTON  
TO SECRETARY CHIEFS OF STAFF COMMITTEE  
INFO SECRETARY JTC

CJS 269

TOPSECRET

PARA ONE

FIRST MEETING OF NAOR COMMITTEE HELD PM 1 JUNE.

REPRESENTATIVES DENMARK FRANCE NETHERLANDS PORTUGAL CANADA UK AND US A  
ATTENDED. AS LAST THREE HAVE BEEN WORKING ON COMM PLAN FOR NORTH ATLAN  
TIC NAVAL COMMUNICATIONS AS REPORTED IN CANA US LETTERS TO CANAVHED ON  
FILE NMWTS 11300-30 IT WAS AGREED THAT THESE COUNTRIES SHOULD FORM A  
WORKING GROUP TO PRODUCE COMM PLAN IN BROAD TERMS BY NEXT MEETING TO  
BE HELD PM 9 JUN SO THAT IT CAN BE PRESENTED TO COORDINATING CTEE BY  
15 JUNE. THIS PLAN WILL NOT DEAL WITH LOCAL CIRCUITS UNTIL COMMAND  
SITUATION FINALIZED. HOWEVER PLANNING FOR WHOLE REGION CAN BE PROGRESS  
ED IN LINE WITH CJS 267.

PARA TWO

REQUEST PERMISSION TO TABLE INFO IN ENCLOSURE ABLE TO  
CANAVHED LETTER NSMS 11300-30 OF 8 FEBRUARY 50 AND TO DOWNGRADE TO  
CONFIDENTIAL. FURTHER REQUEST DATE BY WHEN HALIFAX RADIO WILL BE ABLE  
TO TRANSMIT ON L/F AT 250 KW POWER.

NOTE: THIS MESSAGE HAS BEEN DISPATCHED IN CIPHER AND MUST NOT BE PUBLISHED OR DISTRIBUTED  
OUTSIDE GOVERNMENT DEPARTMENTS, OR HEADQUARTERS OR RETRANSMITTED WITHOUT BEING PARAPHRASED.

CONTINUED/2.....

CIPHER  
MESSAGE

# ARMY MESSAGE

(INCOMING)

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**TOP  
SECRET**

PLACE FROM

DATE & TIME

CJS 269

PAGE TWO

PARA THREE

MEMBER OF STANDING GROUP CECS INDICATED THAT PRECEDENCES TIME AND CALL SIGNS HAVE BEEN AGREED. UNDERSTAND THEY ARE THERE CONTAINED IN EFFECTIVE JANAPS. CRYPTOSYSTEMS FOR MERSHIPS, CW, VOICE, VISUAL AND TELETYPE PROCEDURES AND RECOGNITION NOT YET AGREED BUT UK AND US JCEC HAVE BEEN WORKING ON THEM. REQUEST ANY CANADIAN PROPOSALS ON THESE SUBJECTS BE PASSED TO THIS OFFICE FOR TABLING WITH NAOR COMM CTEE OR ALTERNATIVELY TRANSMITTAL TO THE SG CECS.

30057/PEH/1947Z/JUNE 1950.

THIS MESSAGE RECEIVED IN CIPHER. ANY REPLY MESSAGE MUST BEAR A SECURITY CLASSIFICATION NOT LOWER THAN RESTRICTED. TO ENSURE ENCIPHERING BEFORE TRANSMISSION.

NOTE: THIS MESSAGE HAS BEEN DISPATCHED IN CIPHER AND MUST NOT BE PUBLISHED OR DISTRIBUTED OUTSIDE GOVERNMENT DEPARTMENTS, OR HEADQUARTERS OR RETRANSMITTED WITHOUT BEING PARAPHRASED.

NMWTS 11300-30



S E C R E T

CANADIAN JOINT STAFF  
1700 Massachusetts Ave., N.W.,  
WASHINGTON

NAVAL MEMBER

12th May 1950

FROM: Naval Member, Canadian Joint Staff,  
Washington, D. C.

TO: Naval Secretary, Naval Headquarters,  
Ottawa, Canada.

Subject: NAVAL COMMUNICATIONS - NORTH ATLANTIC AREA

References: (a) Canavus letter NMWTS 11300-1 dated  
31st March 1950.

(b) Canavhed letter NSMS 11300-30 (Staff)  
dated 25th April 1950.

(c) Canavus message 012110Z May 1950.

(d) Canavhed message 021920Z May 1950.

Referred to *Staff*  
MAY 17 1950  
File No. 11300-30  
Ch'd *Staff* 10-2-49

Submitted for the information of the Naval Staff  
that a further meeting on the above subject was held on  
Thursday, 11th May 1950. Those present were:

Captain	K.M. Gentry, USN (Chairman)	(OP201P)
Commander	W.H. Kreamer, USN	(OP201P)
Lt. Cdr.	J.D. Rooney, USN	(OP201W)
Lieutenant	R.L. Brumfield, USN	(OP201C)
Commander	J. Trechman, RN	(B.J.S.M.)
Lt. Cdr.	T.C. Mackay, RCN	(Canavus)

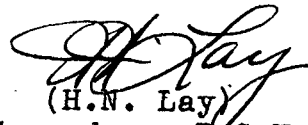
2. The U.S.N. and R.C.N. reported C.N.O. and Naval Headquarters approval of the agreements reached in paragraph 2 of reference (a). Cdr. Trechman reported Admiralty objection to the sharing of administrative broadcasts as outlined in reference (c). After some discussion, it was decided that there was no clear agreement as to what the word "administrative" included. The R.N. representative suggested it was probably the Admiralty view that it included weather traffic and other general messages of the ALCOM type. Capt. Gentry stated it was his firm view that all broadcasts for a particular area should be shared. The views outlined in reference (d) were tabled by the R.C.N. representative, and after some discussion the first sentence of paragraph 2(b) of reference (a) was rewritten to read, "Common broadcasts (such as fleet, administrative and messengers) will be provided for each area unless arranged otherwise in individual cases." It is realized this weakens the agreement to a small degree, but it is hoped this compromise will be acceptable to Naval Headquarters.

3. If Admiralty and Naval Headquarters agreement is received on this point, it is intended to form a working group consisting of Cdr. Kreamer, Cdr. Trechman and Lt. Cdr. Mackay to write a draft communication plan for Naval use in the North Atlantic. Capt. Gentry suggested that this should be written

.....2

- 2 -

with a view to tabling it in the North Atlantic Treaty Organization, probably in the North Atlantic Ocean Regional Planning Group where it might be used as a model plan for Naval communications on a world wide basis. This was considered desirable by all present, and when Admiralty and Naval Headquarters concurrence is received, it is intended this group will commence work on the detailed plan.



(H.N. Lay)

Commodore, R.C.N.

Naval Member, Canadian Joint Staff.



S. 1320 R.  
500M-4-44-(449)  
N.S. 815-9-1320-R  
K.P. 6066

TOP SECRET  
NAVAL MESSAGE

BEST AVAILABLE COPY

TO:

CANADIAN

BORDERLINE  
TOP SECRET  
ONE TIME

FROM:

NAVY VICE ADM

NSMS 11300-30 (STAFF)

INCOM

YOUR 012110Z X ADMIN BROADCASTS SHOULD BE PROVIDED FOR  
OWN SHIPS IN OWN AREAS BUT PREPARED TO ACCEPT ESSENTIAL ADMIN  
TRAFFIC FOR ALLIED SHIPS IN THAT AREA AS WAS DONE IN WORLD  
WAR II X METEOROLOGICAL DATA TO BE TRANSMITTED AT ROUTINE  
TIMES X BORDERLINE ADMIN/OPERATIONAL TRAFFIC TO BE ROUTED ON  
FLEET AND ADMIN BROADCASTS IF NECESSARY X

(2) CANADA WOULD NOT BE ABLE TO PROVIDE WORLDWIDE ADMIN  
BROADCAST FOR CANADIAN SHIPS WHATEVER THEIR LOCALITY AS  
ORIGINALLY SUGGESTED AND AS UK AND US MIGHT BE ABLE TO DO WITH  
VLF ROUTINES X

021920Z

NDCS

CODE

02/MAY/50

PC

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S. 1320 R.  
500M-4-44-(449)  
N.S. 815-9-1320-R  
K.P. 6066

TOP SECRET  
NAVAL MESSAGE

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TO:

CANADA

ROUTINE  
TOP SECRET  
ONE TIME

FROM: ANNULLED

NSMS 11300-30 (STAFF)

INCOM

YOUR 012110Z X ADMIN BROADCASTS SHOULD BE PROVIDED FOR  
OWN SHIPS IN OWN AREAS BUT PREPARED TO ACCEPT ESSENTIAL ADMIN  
TRAFFIC FOR ALLIED SHIPS IN THAT AREA AS WAS DONE IN WORLD  
WAR II X METEOROLOGICAL DATA TO BE TRANSMITTED AT ROUTINE  
TIMES X BORDERLINE ADMIN/OPERATIONAL TRAFFIC TO BE ROUTED ON  
FLEET AND ADMIN BROADCASTS IF NECESSARY X  
(2) CANADA WOULD NOT BE ABLE TO PROVIDE WORLDWIDE ADMIN  
BROADCAST FOR CANADIAN SHIPS WHATEVER THEIR LOCALITY AS  
ORIGINALLY SUGGESTED AND AS UK AND US MIGHT BE ABLE TO DO WITH  
VLF ROUTINES X

021920Z

NDCS

CODE

02/MAY/50

PC

149

000078

## NAVAL MESSAGE

To:

From:

CANAVHED

CONFIDENTIAL

CANAVUS

DN COM

MYLTP NMWTS 11300-1 31 MAR X

ARMY CONCURS EXCEPT CONSIDER SEPARATE ADMIN BROADCAST  
REQUIRED AS THESE MUST CARRY ALL GENERAL MESSAGES AND  
TRAFFIC LEVEL IF COMMON WOULD BE VERY HIGH X ALSO NECESS-  
ARY TO PUT FLEET SYNOPTIC AND ANALYSIS METEOROLOGICAL  
TRAFFIC ON ADMIN BROADCAST AT ROUTINE TIMES X ARMY AGREES  
THERE IS ALWAYS BORDERLINE TRAFFIC (VIDE MY PARA 4) BUT  
VOLUME WOULD BE SMALL AND COULD BE ACCEPTED FOR OPERATION-  
AL BROADCAST IN CASE OF DOUBT X NEXT MEETING MORNING 4  
MAY X REQUEST GUIDANCE X

012110Z

NDCS

CODE

020143Z/MAY/50

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WHH:GA

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Director of Naval Communications.  
NSMS 11300-30 (Staff)

TOP SECRET

Ottawa, Canada.  
25th April, 1950.

NAVAL COMMUNICATIONS NORTH ATLANTIC AREA

Reference: (a) NEXS letter NEXTS 11300-1 dated the 31st March, 1950.

(b) NSHQ letter NSMS 11300-30 dated the 22nd November, 1949.

I am directed to inform you of NAVAL HEADQUARTERS views as requested by reference (a).

2. NAVAL HEADQUARTERS approves of the principles listed in paragraphs 2, 3 and 4.

3. The assumptions in paragraph 5 of reference (a) are approximately correct, but it is not yet possible to set forth the Canadian requirements for operational boundaries. It is reaffirmed however, that NAVAL HEADQUARTERS considers it most desirable that operational and radio areas should coincide vide paragraph 3 of reference (b).

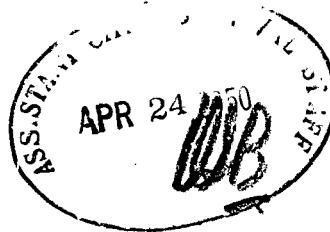
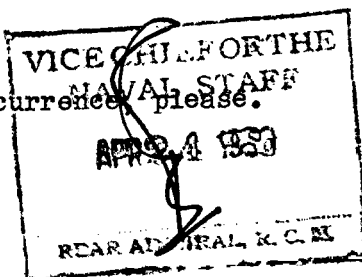
To... DPP  
For Despatch  
Date... 24-4  
Staff... ml

*[Signature]*  
NAVAL SECRETARY.

BEST AVAILABLE COPY

Naval Member Canadian Joint Staff,  
1700 Massachusetts Avenue, N.W.,  
WASHINGTON 6, D.C.,  
U.S.A.

A/CNS(P)) for concurrence, please.  
V/CNS )



000080





TOP SECRET

NMWTS 11300-1

CANADIAN JOINT STAFF  
1700 Massachusetts Ave., N.W.,  
WASHINGTON

NAVAL MEMBER

31st March 1950

FROM: Naval Member, Canadian Joint Staff,  
Washington, D. C.

TO: Naval Secretary, Naval Headquarters,  
Ottawa, Canada.

Subject: NAVAL COMMUNICATIONS - NORTH ATLANTIC AREA

References: (a) Enclosure to Admiralty letter  
M/SD.1279/49 dated 20th October 1949.

(b) Canavus letter NMWTS 11300-1 dated  
1st February 1950.

(c) Canavus letter NMWTS 11300-1 dated  
27th February 1950.

Submitted for the information of the Naval Staff  
that a further meeting to those reported in references (b)  
and (c) above has been held on the above subject. Those  
present were:

Capt	K. M. Gentry,	U.S.N. (Chairman)
Capt	T. R. Kurtz,	U.S.N.
Cdr	P. W. Cann,	U.S.N.
Cdr	F. Janney,	U.S.N.
Cdr	W. H. Kreamer,	U.S.N.
Lt Cdr	J. D. Rooney,	U.S.N.
Cdr	J. Trechman,	R.N.
Lt Cdr	T. C. Mackay,	R.C.N.

2. It was agreed by those present that the purpose  
of these meetings is to prepare a Naval communication plan  
for the Atlantic Area which can be made effective immediately  
on the outbreak of a future war. It is realized that before  
details such as location of stations and number of transmitters  
in the stations could be decided, a definite agreement on  
certain principles is required. To this end reference (a)  
was redrafted in more concise terms, and Naval Headquarters  
approval of the following principles, which have been agreed  
by those present, is requested. Similar approval is being  
requested of Admiralty and C.N.O. by the R.N. and U.S.N.  
representatives respectively.

(a) Fixed Circuits

(i) The terminal of any fixed circuit shall  
be manned by the country having control  
of the territory in which the terminal  
point is located unless previously  
arranged otherwise. ✓

(ii) Fixed circuits shall be fully available  
for one another's traffic. The hand-  
overs shall be arranged for each  
individual station. ✓

Referred to *Staff/CNS*  
APR 6 1950  
File *NS 11300-3c*  
Chg'd to.....

- 2 -

(b) Broadcasts

Common broadcasts, such as fleet, mercast, administrative, etc., will be provided for each area. These broadcasts will handle all traffic for all operating forces including merchant ships in the area.

- (i) The standard for fleet broadcasts to be international morse code at not more than 25 wpm. ✓
- (ii) The standard for mercasts to be international morse code at not more than 17 wpm. ✓
- (iii) The administrative broadcasts (when necessary) will be shared. ✓

(c) Ship-Shore circuits will be shared whenever practicable. ✓

(d) Local Circuits will be provided as required and will be shared. ✓

3. It will be noted that all mention of shared stations has been removed from this agreement. The possibility of there being shared stations has not been removed, but this concept is deplored as point-to-point, broadcast and ship-shore circuits will be shared. ✓

4. Due to the difficulty of differentiating between administrative and operational traffic in wartime, it was agreed by all present that administrative broadcasts should also be shared in the same manner as fleet broadcasts, and paragraph 5 of reference (a) was therefore deleted. ✓ Naval Headquarters approval of this point is strongly recommended as it was considered that traffic could be handled much more expeditiously and with much less confusion using this method.

5. One of the difficulties which will have to be faced when the detailed planning commences is the question of broadcast area boundaries. It has been agreed by the three Navies that these should follow command boundaries whenever practicable. In this connection it was stated at the meeting that Admiral Sherman has taken the definite stand that the CHOP line between R.N. and U.S.N. commands in the Atlantic should be vertical whereas the R.N. view is that it should be horizontal and in the neighborhood of 42°N. It is understood that either of these concepts is agreeable to the R.C.N. provided that there is a Canadian command area or sub-area in the northwest Atlantic. Naval Headquarters guidance on this subject and advice regarding the boundaries for this Canadian area are requested. It is realized that decisions regarding these areas will not be made in this Committee but it will be difficult to continue realistic communication planning unless Naval Headquarters opinion in this connection is known. ✓

  
(H.N. Lay)

Commodore, R.C.N.

Naval Member, Canadian Joint Staff.

H.Q. 1024

NAVAL SERVICE - MINUTE SHEET

FILE NO.- .....

REFERRED TO REMARKS (WITH SIGNATURE, POSITION & DATE)

DDN Comm (C)

DDN Comm.

Ref page 5  
we must produce  
a chart

*[Signature]*  
11.5.50

Note:-

Portia marked.

his was agreed

at RR-Ron- USN

Communication

discussion in

May - June 1949.

hup  
7.5.52

PR.

Only item of real interest is para 3 which indicates that USN are not firmly decided on Halifax for the Primary Mercants. Perhaps our letter of 1st March will help resolve this question. Do not consider any action required by this letter.

000083



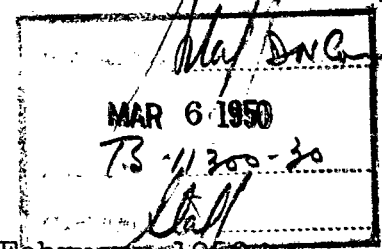
TOP SECRET

NMWTs 11300-1



CANADIAN JOINT STAFF  
1700 Massachusetts Ave., N.W.,  
WASHINGTON

NAVAL MEMBER



27th February 1950

FROM: Naval Member, Canadian Joint Staff,  
Washington, D. C.

TO: Naval Secretary, Naval Headquarters,  
Ottawa, Canada.

Subject: NAVAL COMMUNICATIONS - NORTH ATLANTIC AREA

Submitted for the information of the Department that a second preliminary meeting to further discuss the enclosure to NSMS 11300-30 dated 22nd November 1949 was held on Thursday, 23rd February 1950 in the Pentagon. The following officers were present:

Capt	K.M. Gentry, U.S.N. - Chairman
Cdr	N.E. Blaisdell, U.S.N.
Cdr	W.E. Ginder, U.S.N.
Cdr	J.C. Cann, U.S.N.
Cdr	J. Trechman, R.N.
Lt. Cdr.	Rooney, U.S.N.
Lt. Cdr.	J.S. Bremner, R.C.N.

2. The Chairman opened the meeting by enquiring if any comments had been received from Ottawa or London concerning the agreements reached at the meeting of 31st January 1950. The R.N. member had received no reply from London, and it was decided that any comments would be discussed at the next meeting. The Chairman then stated that it should be recorded that "ANY PLANNING MUST BE SUPPLEMENTARY TO, BUT NOT IN CONFLICT WITH, THE N.A.T.O. OR THE CANADA - U.S. BASIC SECURITY PLAN."

3. Capt Gentry did, however, offer the U.S.N.'s position in respect to the following paragraphs of the Admiralty paper enclosed with NSMS 11300-30 of 22nd November 1949:

1.(a) Fixed Circuits

The U.S.N. has reached no conclusions on this point and are not impressed with the R.N. proposals that both ends be operated by the same navy, as it was stated that a common procedure would be used notwithstanding the country which may be involved.

2. Maritime Area Communications

At the meeting of 31st January 1950, the U.S.N. indicated a question whether 42°N would be acceptable to them as the horizontal line. The U.S.N. stated that a limit of 42°N was apparently predicated on the assumption that U.S. convoys would be routed south. However, after discussions within the Navy Department he stated that the U.S.N. cannot agree with the 42°N as a horizontal line at this time.

- 2 -

Cdr W.E. Ginder, U.S.N., asked of the R.N. representative how the various areas were conceived. The R.N. representative did not know, but he did state, however, that they were drawn up after consultation with the R.C.N. during the Berlin crisis.

9. Proposed Coverage of Maritime Areas

This paragraph was not clarified by the R.N. member as he was awaiting information from London.

- (iii) Opposite Subsidiary Stations, under U.S.N. column, insert "Norfolk".

9.(b)

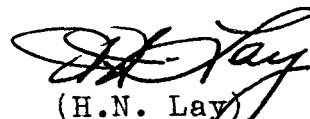
- (ii) Under U.S.N. column, delete "Halifax" as this has not been decided.

4. Capt Gentry stated that the U.S.N. intend to build a subsidiary station in New Jersey to handle traffic and communications in the event that Washington was demolished. However, funds are not available for that purpose at this time, and Norfolk will be the subsidiary station, being headquarters of COMLANTFLT.

5. The U.S.N. requested that a chart be drawn up similar to Appendix 'A' of enclosure to NSMS 11300-30 dated 22nd November, showing the various fixed circuits, broadcasts, fleet and shore local watch, transmitters available, transmitters required at the outbreak of war, long term requirements, etc., together with transmitter sites in use and planned, and receiver sites in use and planned.

6. The U.S.N. is preparing a similar chart which will be available to the R.N. and R.C.N.

7. It was agreed that the next meeting would be held on Thursday, 30th March 1950.



(H.N. Lay)  
Commodore, R.C.N.

Naval Member, Canadian Joint Staff.

WH:GA

Director of Naval Communications

NSIS 11300-30 (Staff)

TOP SECRET

1st March, 1950.

NAVAL COMMUNICATIONS - NORTH ATLANTIC AREA

Reference: (a) NSIS 1300-1 dated the 7th February, 1950.

I am directed to inform you that reference (a) has been noted with considerable interest.

2. With regard to paragraph five of reference (a) preparations will be made to inaugurate the HALIFAX - ARGENTIA fixed service when the USN equipment becomes operational. The RCN is prepared to inaugurate the H/F component of this service at any time.

3. It is considered that the best arrangement would be for ARGENTIA to operate the Secondary Fleet Broadcast for the North West Atlantic area and HALIFAX will be responsible for the Primary Fleet Broadcast and the Primary Merchant Ship Broadcast. It is inferred from reference (a) that this is the intention of the USN authorities, but confirmation is required.

4. The RCN is prepared to implement the above arrangement at any time. However, assuming that a formal agreement on these lines will be reached, long term plans are being prepared to supplement the present facilities at NEWPORT CORNER transmitting station by one 50 KW L/F and two 20 KW H/F transmitters. These sets will be used for the Primary Mercast. No financial authority for these additions will be sought until definite agreement is reached. In any case, it is considered that present facilities at NEWPORT CORNER will suffice for the early part of any future war.

5. RCN experience in World War II indicates that a secondary broadcast is required for the forces operating between NEWFOUNDLAND, HALIFAX and Eastern US Ports. It is suggested that the Secondary Fleet Broadcast from ARGENTIA should undertake this commitment.

6. NAVAL HEADQUARTERS is to be kept fully informed of the results of future discussions.

BEST AVAILABLE COPY

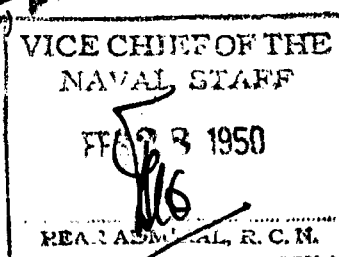
NAVAL SECRETARY.

Naval Member Canadian Joint Staff,  
1700 Massachusetts Avenue, N.W.,  
WASHINGTON 6, D.C.,  
U.S.A.

*for ON Com.*

For concurrence please:

A/CNS (P)  
V/CNS



Despatched by  
N. Sec.

Date  
Time

1-3-50

000086

NMWS 1300-1

CONFIDENTIAL



CANADIAN JOINT STAFF  
1700 Massachusetts Ave., N.W.,  
WASHINGTON

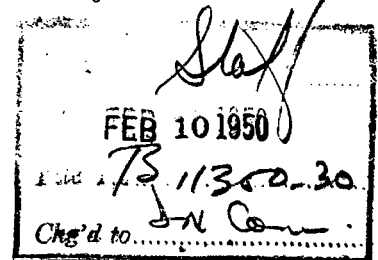
NAVAL MEMBER

7th February 1950

FROM: Naval Member, Canadian Joint Staff,  
Washington, D.C.

TO: Naval Secretary, Naval Headquarters,  
Ottawa, Canada.

Subject: ARGENTIA RADIO STATION (NAA)



Reference: (a) NMWTS 11300-1 dated 1st February 1950.

Submitted for the information of the Director of Naval Communications with regard to paragraph 6 of reference (a), the following is a list of transmitters in the U.S. Naval Radio Station, Argentia, Newfoundland:

3 - TAB	1 - TBX	3 - TDO
2 - TBA	1 - TCE	4 - TDZ
1 - TBE	2 - TCS	1 - TEB
2 - TBK	3 - TDH	1 - BUNELL (6 KW L/F)
1 - TBL	1 - TDN	

2. Money has been appropriated for a new transmitter station, and it is intended to commence construction of this station in the summer of 1950. It is hoped that construction will be completed in the summer of 1951, and installation of equipment will then be commenced.

3. It is intended that transmitters will be installed to operate the following circuits:

- (a) Washington - Argentia -  
H/F RATT, 40 KW
- (b) Argentia - Grondahl -  
H/F RATT
- (c) Argentia - Boston -  
H/F and L/F RATT, TDN and TAB
- (d) Argentia - U.S.C.G. Loran Stations -  
CW, TDO
- (e) N.A.S. Argentia - N.A.S. East of the Mississippi -  
H/F, CW, 1 KW
- (f) Secondary Fleet Broadcast -  
6 KW L/F, two 40 KW H/F, two 15 KW H/F
- (g) Secondary General Broadcast -  
6 KW L/F and three 3 KW H/F
- (h) Ice Warning Broadcast -  
2 KW L/F, 2 KW H/F
- (i) Ship Weather and SAR Broadcast -  
TDH
- (j) Secondary Ship Shore -  
CW, TDO

- 2 -

- (k) Secondary Ship Shore Voice -  
TDO
- (l) Area Ship Shore (U.S.C.G.) -  
4265 Kc/s and 8530 Kc/s
- (m) NERK Series -  
Three 3 KW H/F
- (n) Ground-Air Circuits -  
Five 3 KW H/F
- (o) 500 Kc/s -  
TAB
- (p) 8280 Kc/s -  
TDH.

4. The U.S. Navy has plans for a remote receiver station for Argentia, but no appropriations have yet been made. In order to locate this station in an area with sufficiently low noise level, it will be necessary to construct it outside the area of the "leased base". It is understood that the U.S. Navy will request the State Department to make the necessary representations to the Canadian Government some time this year.

5. Although the circuit in paragraph 3 (c) is shown as Argentia - Boston in current U.S.N. papers, it is understood that this is really a Halifax - Argentia circuit and Boston is inserted in lieu of Halifax so that the paper does not require a higher security classification.

6. With regard to paragraph 5 of reference (a), it is understood that the next meeting on Naval Communications in the North Atlantic area will be held about 1st March 1950.



(H.N. Lay)  
Commodore, R.C.N.  
Naval Member, Canadian Joint Staff.

NAVAL HEADQUARTERS

DPP - For onward trans via DIPLOMATIC BAG to NMCS WASHINGTON  
To: .....

Subject: .....  
Naval Communications - North Atlantic Area

Dated: .....  
8th Feb 50

Classification: .....

NSM 8 11300-20 (Staff)

PLEASE SIGN AND RETURN TO:

Deputy Secretary (Staff),  
Room 3722, "A" Building,  
National Defence Headquarters,  
OTTAWA, Canada,

RECEIVED

*Seelye*

.....  
(Name) 10 AM

.....  
9/2/50  
(Rank) .....

Director of Naval Communications.

Ottawa, Canada,

8th February, 1950.

TOP SECRET

BEST AVAILABLE COPY

NAVAL COMMUNICATIONS - NORTH ATLANTIC AREA

Reference: (a) NMCS, Washington, letter NMCTS 11300-1 of 1st February, 1950.

Enclosure: (A) List of Existing & Proposed Transmitters, Halifax.

The measure of agreement arrived at in the preliminary meeting reported in reference (a) is noted with pleasure.

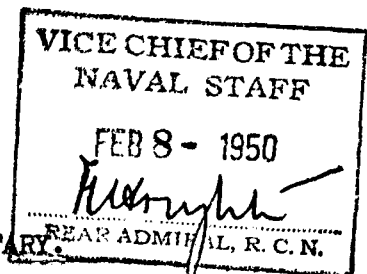
2. Paragraphs 2 and 3 are concurred in.

3. NAVAL HEADQUARTERS is to be kept fully informed of the progress of these meetings.

4. With regard to enclosure (A) provisional approval has been obtained for the increase in power to 250 kw. of the transmitter employed on the L/F component of the HALIFAX Primary Broadcast. This increase is expected to take place within the next three years.

*this has been approved by Staff & Board  
but was deleted from the 50-51.  
Estimates & put into 51-52 previously.  
It will have to be done there to obtain  
coverage up North.*

Naval Member Canadian Joint Staff,  
1700 Massachusetts Avenue, N.W.,  
Washington 6, D.C.



NAVAL SECRETARY

To DPP  
For Dispatch  
Date 8-2  
Tech m?

ACRS(P) for concurrence per Comm  
VCNS for approval per.

MB-1812

000090



TRANSMITTING STATION AT NEWPORT CORNERS, N.S.

FREQUENCY RANGE	EMISSION	POWER	TYPE	USE
43 - 150 Kcs	A1,A2,F1	50 KW	TE 147	PRIMARY FLEET BROADCAST
100 - 150 Kcs	A1,A2	25 KW	TE 343A	MERCHANT SHIP ANSWERING
2 - 28 Mcs	A1,A2,F1	20 KW	)	DELIVERY DATE FEBRUARY, 1951.
2 - 28 Mcs	A1,A2,F1	20 KW	)	
2 - 28 Mcs	A1,A2,F1	20 KW	)	
2 - 28 Mcs	A1,A2,F1	20 KW	)	
2 - 28 Mcs	A1,A2,F1	20 KW	)	
3 - 21.7 Mcs	A1,A2,F1	8 KW	SWB-11	PRIMARY FLEET BROADCAST
3 - 21.7 Mcs	A1,A2	8 KW	SWB-11	SHORE-SHIP ANSWERING
3 - 21.7 Mcs	A1,A2,F1	8 KW	SWB-11	SERVICE 5
2 - 24 Mcs	A1,A2	300 Watts	ET4332B	STAND BY
2 - 24 Mcs	A1,A2	1 KW	52410	SHORE-SHIP ANSWERING
2 - 28 Mcs	A1,A2	300 Watts	TBL5	STAND BY
2 - 14 Mcs	A1,A2	500 Watts	PV500HB	PORT WAVE (2844 Kcs)
100 - 500 Kcs	A1,A2	500 Watts	PV500L	STAND BY
2 - 28 Mcs	A1,A2,F1	500 Watts	PV500 HM2	PRIMARY FLEET BROADCAST
2 - 28 Mcs	A1,A2	500 Watts	PV500HM2	SHORE-SHIP ANSWERING
3 - 19 Mcs	A1,A2	500 Watts	PV500HM	STAND BY
100 - 500 Kcs	A1,A2	1 KW	LCS5	STAND BY
375 - 550 Kcs) 2 - 20 Mcs)	A1,A2,A3	100 Watts	CH11	STAND BY
3 - 19 Mcs	A1,A2	500 Watts	PV500HM	STAND BY
3 - 19 Mcs	A1,A2	500 Watts	PV500HM	STAND BY
3 - 19 Mcs	A1,A2	500 Watts	PV500HM	STAND BY
3 - 19 Mcs	A1,A2	500 Watts	PV500HM	STAND BY
3 - 19 Mcs	A1,A2	500 Watts	PV500 HM	STAND BY
3 - 19 Mcs	A1,A2	500 Watts	PV500HM	STAND BY

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NMWTs 11300-1



CANADIAN JOINT STAFF  
1700 Massachusetts Ave., N.W.,  
WASHINGTON

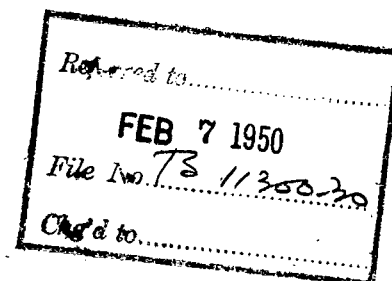
NAVAL MEMBER

1st February 1950

FROM: Naval Member, Canadian Joint Staff,  
Washington, D.C.

TO: Naval Secretary, Naval Headquarters,  
Ottawa, Canada.

Subject: NAVAL COMMUNICATIONS - NORTH ATLANTIC AREA



Submitted for the information of the Department that a first preliminary meeting, to discuss the enclosure to NSMS 11300-30 dated 22nd November 1949, was held on Tuesday, 31st January 1950 in the Pentagon. The following were present:

Capt	K.M. Gentry, U.S.N.	- (OPNAV - OP201P) Chairman
Cdr	N.E. Blaisdell, U.S.N.	- (OPNAV - OP201P2)
Cdr	H. Pasley-Tyler, R.N.	- (B.J.S.M. Washington)
Cdr	J. Trèchman, R.N.	- (B.J.S.M. Washington)
Lt. Cdr.	T.C. Mackay, R.C.N.	- (C.J.S. Washington)

2. The Chairman opened the meeting by enquiring how it was intended these discussions should connect with the North Atlantic Treaty Organization. The R.N. representative replied that he thought that this agreement, when reached, could be filtered into N.A.T.O. as a proposed plan in much the same manner as several other agreements between the UK/US or Canada/UK/US have been handled. This statement was noted and generally concurred in.

3. It was agreed that radio broadcast areas should coincide with command areas when possible. A particular point raised was the difficulty of coordinating shore-based air cover over convoys when the command and radio areas are not the same. The possibility that this group might recommend boundaries which would be suitable from the communication and command points of view was discussed, as it is understood that a combined agreement has not yet been reached for this area. The general feeling appeared to be that the east-west boundary should be somewhat further east than the longitude running through Cape Farewell.

4. The various paragraphs of the Admiralty paper enclosed with NSMS 11300-30 of 22nd November 1949 were then discussed, and the following views were expressed:

1. (a) The U.S.N. and R.C.N. disagreed with the parenthetical phrase and the R.N. agreed to delete it. ✓
- (b) The first sentence was agreed. With regard to the second sentence, it was felt this point would arise only in combined message centers where each case will be considered on its merits. ✓

- 2 -

- (c) It was agreed that broadcasts should be shared. There is a certain element in the U.S.N. that favours functional broadcasts. This was agreed to in part (e.g. weather), but the R.N. put forward very strongly the opinion that the next war would be fought largely by small ships which could only read one broadcast which must therefore be general. This is also Capt. Gentry's opinion, and it was agreed to leave this point open. / X ✓
- (d) It was agreed that a ship of any Navy should have the opportunity of clearing its ship-shore traffic to any allied shore station. ✓✓
- (e) Agreed. ✓
- (f) Agreed, but it is hoped that the complicated organization referred to in the second sentence will not be necessary if a combined procedure is produced. ✓
- (g) (i) The U.S.N. representative stated he could not comment on this paragraph at this time as "a question of security was involved." !
- (ii) Agreed. ✓
2. This paragraph was not discussed in detail but only generally as described in paragraph 3 above. ✓
3. Agreed. ✓
4. Agreed. ✓
5. This was agreed generally with the understanding that if it were not convenient, facilities of the other nations would be available. ✓ more discussion needed.
6. Agreed. ✓
7. Noted. ✓
8. Agreed. ✓
9. This paragraph was not understood by any of the representatives. As the paper contemplates sharing of broadcasts and ship-shore facilities, the need for two main stations, one for the U.S.N. and another for R.C.N./R.N. in each area is not understood. It was tentatively agreed that either column 2 or column 3 should be filled on each line of this table, and not both 2 and 3. The R.N. representatives are obtaining Admiralty advice on this point. ✓
10. Noted. ✓
11. Noted. ✓

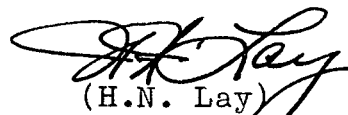
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- 3 -

5. On completion of the above discussion, Capt. Gentry suggested that he would like some time to give further consideration to the points involved and to discuss convoy routes and command areas with the cognizant officers in OPNAV. The meeting then adjourned and Capt. Gentry stated he hoped to be in a position to call another meeting in about ten days time.

6. After the meeting adjourned, the U.S.N. and R.C.N. representatives agreed to furnish each other with the existing facilities at Halifax Radio and Argentia Radio. It was further agreed to exchange information with regard to additions to these facilities for which appropriations had been made. It is requested that this information, which should include number of transmitters, power, frequency range and type of emission, be forwarded to this office for transmittal to OPNAV.



(H.N. Lay)

Commodore, R.C.N.

Naval Member, Canadian Joint Staff.

STATION	STATUS LIVE DORMANT OR NONE	CIRCUITS TO BE MANNED IN WAR				TRANSMITTERS (H/F, M/F, L/F)			TRANSMITTER SITES	
		FIXED CIRCUITS TO:-	BROADCASTS	SHIP- SHORE WATCH	FLEET AND LOCAL (H/F & V.H/F)	AVAILABLE	REQUIRED	LONG-TERM REQUIREMENT	IN USE	PLANNED
WHITEHALL GROUP	LIVE	GIBRALTAR (T) MALTA (T) FAYID (T) CEYLON (T) SINGAPORE (T) HONG KONG (T) SIMONSTOWN (T) HALIFAX (T) BERMUDA (T) HARMAN (T) NAICRU (T) BOMBAY (T) KARACHI (T)  PLANNED:- FREETOWN HVALFIORD KILINDINI FALKLANDS (shared with Bermuda)  (WASHINGTON (U.S.N.)) (PORT LYAUTEY (U.S.N.))	SHIP/1(BN) (4 frequencies) MERCHANT Ship (3 frequencies part time) General Message (5 frequencies (GM) part time)  Planned:- Ship/2 (HD) (3 frequencies) Administrative (3 frequencies) Submarine (HS) (V.L/F) Repetition (3 frequencies) of ship broadcasts Flag Officers (3 frequencies)	6 mc/s 8 mc/s 12 or 16 mc/s  Planned:- 2 more	- (at individual ports)	40 (including 5 at Rugby)	46	68	HORSEA CLEETHORPES CRIGGION MALVERN GREATWORTH PORTISHEAD PORTLAND  (LONDONDERRY (U.S.N.))	BODMIN (to r MALV GREA  TETNEY RUGBY
CLYDE	NONE	NIL (use WHITEHALL Circuits)	Remote control of ship (2), Administrative, submarine, Merchant ship, repetition and F.O.s. Broadcasts. (see under WHITEHALL)	Planned:- 2 circuits	12	None	15	15	NIL	PLAN-ASSEMB (MAJAS)
HVALFIORD	NONE	PLANNED:- WHITEHALL HALIFAX	Planned:- NIL	Planned:- 2 circuits	6	None	10	10	NIL	PLAN-ASSEMB (MINAS) or Ship and Tr mitting shi
GIBRALTAR	LIVE	WHITEHALL (T)  PLANNED:- MALTA FREETOWN	NIL  Planned:- Ship (4 frequencies)	NIL  Planned:- 5 Circuits	2  Planned:- 4	22	27	27	NORTH FRONT (Underground)	NONE
FREETOWN	DORMANT	NIL  PLANNED:- WHITEHALL GIBRALTAR SIMONSTOWN  Later: BERMUDA, ACCRA, ASCENSION, LAGOS, BATHURST	NIL  Planned:- Nil at first Ship ) when Merchant ship) enlarged	NIL  Planned:- 1 circuit  Later:- 4 circuits	NIL  Planned:- 2  Later:- 7	13	6	31	WILBERFORCE (in use by C & W)	TAGRIN ISLA
HALIFAX (R.C.N.)	LIVE	WHITEHALL (T) BERMUDA  PLANNED:- ST. JOHNS (H.F.) OTTAWA HVALFIORD	Ship ) shared 3 Merchant ship) frequencies  Planned:- Ship, 3 frequencies Merchant ship 3 frequencies Administrative 3 frequencies	6 mc/s 8 mc/s 12/16 mc/s  Planned:- 2 more	2  Planned:- 8	22 19	?	?	NEUPOORT CORNERS	NONE
BERMUDA	LIVE	WHITEHALL (T) HALIFAX Planned:- TRINIDAD FREETOWN	NIL  Planned:- NIL	8/12 mc/s  Planned:- 1 more	1  Planned:- 1 more	8	7	18	IRELAND ISLAND (and C. & W. Office St. George)	NONE
ST. JOHNS (N.F.)	NONE LIVE	PLANNED:- HALIFAX	Planned:- NIL	Planned:- 2 circuits	Planned:- 8	-	10	10	NONE	PLAN ASSE (MINAS)
TRINIDAD	NONE	PLANNED:- BERMUDA	Planned:- NIL	Planned:- Nil	Planned:- 4	-	5	5	NONE	PLAN-ASSE (Midgos)
Two spare Stations for Arctic	NONE	-	-	-	-	27	-	-	NONE	PLAN-ASSE 1 Midgos 1 Minas 000095

SHIP-SHORE WATCH	FLEET AND LOCAL (H/F & V.H/F)	TRANSMITTERS (H/F, M/F, L/F)			TRANSMITTER SITES		RECEIVER SITES		CABLES TO:-	REMARKS
		AVAILABLE	REQUIRED	LONG-TERM REQUIREMENT	IN USE	PLANNED	IN USE	PLANNED		
6 mc/s 8 mc/s 12 or 16 mc/s  Planned:- 2 more	- (at individual ports)	40 (including 5 at Rugby)	46	68	HORSEA CLEETHORPES CRIGGION MALVERN GREATWORTH PORTISHEAD PORTLAND  (LONDONDERRY (U.S.N))	BODMIN (to replace MALVERN and GREATWORTH)  TETNEY RUGBY	FLOWERDOWN BURNHAM (Ship-Shore) SCARBOROUGH  (LONDONDERRY (U.S.N))	SOMERTON	WORLD-WIDE	
Planned:- 2 circuits	12	None	15	15	NIL	PLAN-ASSEMBLED (MAJAS)	NIL	PLAN-ASSEMBLED (MAJAS)	As for WHITEHALL Group	
Planned:- 2 circuits	6	None	10	10	NIL	PLAN-ASSEMBLED (MINAS) or H.Q. Ship and Transmitting ship	NIL	PLAN-ASSEMBLED (MINAS) or H.Q. SHIP	U.K.	SHARE WITH U.S.N.?
NIL  Planned:- 5 Circuits	2  Planned:- 4	22	27	27	NORTH FRONT (Underground)	NONE	DOCKHEAD (Temporary)	ROCK (near EUROPA Pt)	Main E-W route Main N-S route	
NIL  Planned:- 1 circuit  Later:- 4 circuits	NIL  Planned:- 2  Later:- 7	13	6	31	WILBERFORCE (in use by C & W)	TAGRIN ISLAND	NEW ENGLAND	WILBERFORCE (local and some main) ELSEWHERE (A/T)	Main N-S route S.America	Re-planning and programme for re-equipment in progress
6 mc/s 8 mc/s 12/16 mc/s  Planned:- 2 more	2  Planned:- 8	2 19	?	?	NEUPORT CORNERS	NONE	ALBRO LARK	NONE	Trans-Atlantic Bermuda St. Johns (N.F)	Further information requested from CANAVBRIT
8/12 mc/s  Planned:- 1 more	1  Planned:- 1 more	8	7	18	IRELAND ISLAND (and C. & W. Office St. George)	NONE	DANIELS HEAD	NONE	Halifax W. Indies	
Planned:- 2 circuits	Planned:- 8	-	10	10	NONE	PLAN ASSEMBLED (MINAS)	NONE	PLAN-ASSEMBLED (MINAS)	Halifax U.K.	
Planned:- Nil	Planned:- 4	-	5	5	NONE	PLAN-ASSEMBLED (Midgos)	NONE	PLAN-ASSEMBLED (Midgos)	Halifax W. Indies S.America	
-	-	27	-	-	NONE	PLAN-ASSEMBLED 1 Midgos 1 Minas	NONE	PLAN-ASSEMBLED 1 Midgos 1 Minas	-	

<u>STATION</u>	<u>STATUS</u> <u>LIVE</u> <u>DORMANT</u> <u>OR</u> <u>NONE</u>	<u>CIRCUITS TO BE MANNED IN WAR</u>				<u>TOP SECRET</u>
		<u>FIXED CIRCUITS</u> TO:-	<u>BROADCASTS</u>	<u>SHIP - SHORE</u> <u>CIRCUITS</u>	<u>FLEET AND</u> <u>LOCAL</u> (H/F and VH/F)	
ROSYTH	Live			-	1 Planned:- 6	
NORE	Live			-	1 Planned:- 6	
PORTSMOUTH	Live	Nil Use	Remote control of Whitehall	-	1 Planned:- 6	
PORTLAND	Live	Whitehall Group	Broadcasts as for	-	1 Planned:- 5	
PLYMOUTH	Live	Circuits	CLYDE	-	1 Planned:- 6	
LONDONDERRY (R.N.)	Live				1 Planned:- 5	
<hr/>						
LIVERPOOL	None		-	-	Planned:- 4	
MILFORD HAVEN	None	Nil Use	-	-	Planned:- 5	
LOCH EWE	None	Whitehall	-	-	Planned:- 2	
BEREHAVEN	None	Group	-	-	Planned:- 2	
LOCH SWILLY	None		-	-	Planned:- 2	
GREENOCK	None	← AS FOR "CLYDE" →				
DOVER	None		-	-	Planned:- 4	
HARWICH	None	Nil Use	-	-	Planned:- 4	
HUMBER	None	Whitehall	-	-	Planned:- 4	
TYNE	None	Group	-	-	Planned:- 2	
BELFAST	None		-	-	Planned:- 2	
Other U.K. Ports	None	Plan assembled or mobile equipment				

H.C. 1024 NAVAL SERVICE - MINUTE SHEET

FILE NO. ....

REFERRED TO	<u>REMARKS</u> (WITH SIGNATURE, POSITION & DATE)
-------------	--

DP

any change?  
N.Y.  
F.

D. N. Com. Only change is Bermudez  
is shown "Dormant"  
instead of "Live". Otherwise  
no change whatsoever.

N.Y.H.



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

**TOP SECRET**



Any further communication should be addressed to—

The Secretary of the Admiralty,  
London, S.W.1

Admiralty, S.W.1.

quoting "M/SD.1279/49" on the outside of the envelope as well as in the text.

5 November, 1949

Whitehall 9000  
Extension 147

Copy No. 2....

Sir,

With reference to Admiralty Letter M/SD.1279/49, dated the 20th October, 1949, about USN/RCN/RN Communications in the North Atlantic Area, I am commanded by My Lords Commissioners of the Admiralty to forward herewith a copy of appendix A referred to in the enclosure to the letter and which was inadvertently omitted.

I am, Sir,

Your obedient Servant,

*Rogers. Mercombs*

The Secretary,  
Naval Service Headquarters,  
Ottawa,  
Canada

Referred to	<i>Staff - IN Com</i>
DEC 1949	
File	<i>TS 11300-30</i>
Chg'd to	<i>IN Com 10/2</i>

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HAL/MG/CCB.11.

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APPENDIX "A"

Station	STATUS  LIVE DORMANT OR NONE	CIRCUITS TO BE MANNED IN WAR				TRANSMITTERS (H/F, M/F, L/F)			TRANSMITTER	
		FIXED CIRCUITS TO:-	BROADCASTS	SHIP - SHORE WATCH	FLEET AND LOCAL (H/F & V. H/F)	AVAILABLE	REQUIRED	LONG-TERM REQUIREMENT	IN USE	
WHITEHALL GROUP	LIVE	GIBRALTAR (T) MALTA (T) FAYID (T) CEYLON (T) SINGAPORE (T) HONG KONG (T) SIMONSTOWN (T) HALIFAX (T) BERMUDA (T) HARMAN (T) WAIJOURU (T) BOMBAY (T) KARACHI)  PLANNED:- FREETOWN HVALFIORD KILINDINI FALKLANDS (shored with Bermuda) (WASHINGTON (U.S.N.) (FORT LYAUTEY (U.S.N.)	SHIP/1(BN) (4 frequencies) MERCHANT Ship (3 frequencies part time) General Message (5 frequencies part time)  Planned:- Ship/2 (HD) (3 frequencies) Administrative (3 frequencies) Submarine (HS) (V.L/F) Repetition (3 frequencies) of ship broadcasts Flag Officers (3 frequencies)	6 mc/s 8 mc/s 12 or 16 mc/s  Planned:- 2 more	- (at individual ports)	40 (including 5 at Rugby)	46	68	HORSEA CLEETHORPES CRIGGION MALVERN GREATWORTH PORT ISHEAD PORTLAND  (LONDONDERRY (USN)	BO TE RU
CLYDE	NONE	NIL (use WHITEHALL Circuits)	Remote control of ship (2), Administrative, submarine, Merchant Ship, repetition and F.O.s Broadcasts. (See under WHITEHALL)	Planned:- 2 circuits	12	None	15	15	NIL	E
HVALFIORD	NONE	PLANNED:- WHITEHALL HALIFAX	PLANNED:- NIL	Planned:- 2 circuits	6	None	10	10	NIL	P ( S B
GIBRALTAR	LIVE	WHITEHALL (T)  PLANNED:- MALTA FREETOWN	NIL  Planned:- Ship (4 frequencies)	NIL  Planned:- 5 Circuits	2  Planned:- 4	22	17	27	NORTH FRONT (Underground)	
FREETOWN	DORMANT	NIL  PLANNED:- WHITEHALL GIBRALTAR SIMONSTOWN  Later:- BERMUDA, ACCRA, ASCENSION, LAGOS, BATHURST.	NIL  Planned:- NIL at first ) Ship when Merchant ship ) enlarged	NIL  Planned:- 1 circuit  Later:- 4 circuits	NIL  Planned:- 2  Later:- 7	13	6	31	WILBERFORCE (in use by C&W)	
HALIFAX (R.C.N.)	LIVE	WHITEHALL (T) BERMUDA  PLANNED:- ST. JOHNS (N.F.) OTTAWA HVALFIORD	Ship ) shared 3 Merchant Ship ) frequencies  Planned:- Ship, 3 frequencies Merchant ship 3 frequencies Administrative 3 frequencies	6 mc/s 8 mc/s 12/16 mc/s  Planned:- 2 more	2  Planned:- 8	?	?	?	?	
BERMUDA	DORMANT	WHITEHALL (T) HALIFAX Planned:- TRINIDAD FREETOWN	NIL  Planned:- NIL	8/12 mc/s  Planned:- 1 more	1  Planned:- 1 more	8	7	18	IRELAND ISLA (and C & W. Office (St. George	
ST. JOHNS (N.F.)	NONE	PLANNED:- HALIFAX	Planned:- NIL	Planned:- 2 circuits	Planned:- 8	-	10	10	NONE	
TRINIDAD	NONE	PLANNED:- BERMUDA	Planned:- NIL	Planned:- NIL	Planned:- 4	-	5	5	NONE	
Two spare Stations for Arctic	NONE	-	-	-	-	27	-	-	NONE	

		TRANSMITTERS (H/F, M/F, L/F)			TRANSMITTER SITES		RECEIVER SITES			
SHIP - SHORE WATCH	FLEET AND LOCAL (H/F & V. H/F)	AVAILABLE	REQUIRED	LONG-TERM REQUIREMENT	IN USE	PLANNED	IN USE	PLANNED	CABLES TO:-	REMARKS
6 mc/s 8 mc/s 12 or 16 mc/s  <u>Planned:-</u> 2 more	- (at individual ports)	40 (including 5 at Rugby)	46	68	HORSEA CLEETHORPES CRIGGION MALVERN GREATWORTH PORTISHEAD PORTLAND  (LONDONDERRY (USN)	BODMIN (to replace MALVERN and GREATWORTH)  TETNEY RUBBY	FLOWERDOWN BURNHAM(Ship-Shore SCARBOROUGH LONDONDERRY (USN)	SOMERTON	WORLD-WIDE	
<u>Planned:-</u> 2 circuits	12	None	15	15	NIL	PLAN-ASSEMBLED (MAJAS)	NIL	PLAN- ASSEMBLED (MAJAS)	As for WHITEHALL Group	
<u>Planned:-</u> 2 circuits	6	None	10	10	NIL	PLAN-ASSEMBLED (MINAS) or H.Q. Ship and Trans- mitting ship.	NIL	PLAN- ASSEMBLED (MINAS) or H.Q. SHIP	U.K.	SHARE WITH U.S.N. ?
NIL  <u>Planned:-</u> 5 Circuits	2  <u>Planned:-</u> 4	22	17	27	NORTH FRONT (Underground)	NONE	DOCKYARD (Temporary)	ROCK (near EUROPE Pt)	Main E-W route Main N-S route	
NIL  <u>Planned:-</u> 1 circuit  <u>Later:-</u> 4 circuits	NIL  <u>Planned:-</u> 2  <u>Later:-</u> 7	13	6	31	WILBERFORCE (in use by C&W)	TAGRIN ISLAND	NEW ENGLAND	WILBERFORCE (local and some main) ELSEWHERE(A/T)	Main N-S route S.America	Re-planning and pre- gramme for equipment in progress
6 mc/s 8 mc/s 12/16 mc/s  <u>Planned:-</u> 2 more	2  <u>Planned:-</u> 8	?	?	?	?	NONE	?	NONE	Trans- Atlantic Bermuda St. Johns (N.F.)	Further information requested from CANAVBRIT
8/12 mc/s  <u>Planned:-</u> 1 more	1  <u>Planned:-</u> 1 more	8	7	18	IRELAND ISLAND (and C & W. Office (St. George).	NONE	DANIELS HEAD	NONE	Halifax W. Indies	
<u>Planned:-</u> 2 circuits	<u>Planned:-</u> 8	-	10	10	NONE	PLAN ASSEMBLED (MINAS)	NONE	PLAN ASSEMBLED (MINAS)	Halifax U.K.	
<u>Planned:-</u> NIL	<u>Planned:-</u> 4	-	5	5	NONE	PLAN ASSEMBLED (Midges)	NONE	PLAN ASSEMBLED (Midges)	Halifax W. Indies S. America	
-	-	27	-	-	NONE	PLAN ASSEMBLED 1 Midges 1 Minas	NONE	PLAN ASSEMBLED 1 Midges 1 Minas	-	

STATION	STATUS <u>LIVE</u> <u>DORMANT</u> <u>OR</u> <u>NONE</u>	CIRCUITS TO BE MANNE	
		FIXED CIRCUITS TO:-	BROADCASTS
ROSYTH	Live		
NORE	Live		
PORTSMOUTH	Live	Nil Use	Remote control of Whitehall
PORTLAND	Live	Whitehall Group	Broadcasts as for
PLYMOUTH	Live	Circuits	CLYDE
LONDONDERRY (R.N.)	Live		
LIVERPOOL	None		-
MILFORD HAVEN	None	Nil Use	-
LOCH EWE	None	Whitehall	-
BEREHAVEN	None	Group	-
LOCH SWILLY	None		-
GREENOCK	None	← As For	"CLYDE" →
DOVER	None		-
HARWICH	None	Nil Use	-
HUMBER	None	Whitehall	-
TYNE	None	Group	-
BELFAST	None		-
Other U.K. Ports	None	Plan assembled or mobile equipment.	

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STATUS LIVE DORMANT OR NONE	TOP SECRET			
	CIRCUITS TO BE MANNED IN WAR.			
	FIXED CIRCUITS TO:-	BROADCASTS	SHIP -SHORE CIRCUITS	FLEET AND LOCAL (H/F and VH/F)
Live			-	1 Planned:- 6
Live			-	1 Planned:- 6
Live	Nil Use	Remote control of Whitehall	-	1 Planned:- 6
Live	Whitehall Group	Broadcasts as for	-	1 Planned:- 5
Live	Circuits	CLYDE	-	1 Planned:- 6
Live				1 Planned:- 5
None		-	-	Planned:- 4
None	Nil Use	-	-	Planned:- 5
None	Whitehall	-	-	Planned:- 2
None	Group	-	-	Planned:- 2
None		-	-	Planned:- 2
None	← As For	"CLYDE" →		
None		-	-	Planned:- 4
None	Nil Use	-	-	Planned:- 4
None	Whitehall	-	-	Planned:- 4
None	Group	-	-	Planned:- 2
None		-	-	Planned:- 2
None	Plan assembled or mobile equipment.			

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TOP SECRET

Ottawa, Canada.

5th December,

9

N.S.M.S. 11300-30 (Staff)

Combined Communications - North Atlantic Area

Reference (a) CANAVHED'S N.S.M.S. 11300-30 dated  
22nd November, 1949.

(b) CANAVUS' N.M.W.M.S. 11300-1 dated  
30th November, 1949.

I am directed to forward clarification of  
reference (a) as required by reference (b).

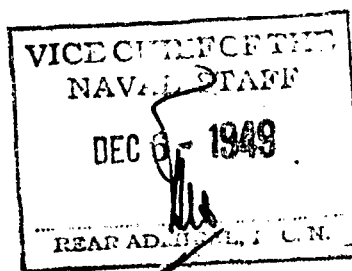
2. The radio station planned for Churchill, Manitoba is considered a war requirement only and is still in the planning stage. It is planned that construction of this station will commence with the outbreak of war, and that one year from that time must be allowed before the station will be in full operation. It is expected that the primary broadcast will operate on a power of 250 kilowatts and have a frequency range from 50 to 150 kcs. All of the above details are in no way firm plans and will be altered as necessary to meet future commitments.

3. The frequency range of the 250 kw. transmitter at Halifax Naval Radio Station will be from 100 to 155 kcs. and the optimum frequency will be determined by test after the installation is completed. The secondary transmitter is also being altered to provide a frequency range from 100 to 500 kcs. and power of 25 kilowatts. Optimum frequency will also be determined when the installation is completed.

DPP

6-12  
ms  
NAVAL SECRETARY

Naval Member Canadian Joint Staff  
1700 Massachusetts Avenue, N.W.,  
WASHINGTON 6, D.C., U.S.A.





TOP SECRET

NMW MS 11300-1

CANADIAN JOINT STAFF  
1700 Massachusetts Ave., N.W.,  
WASHINGTON

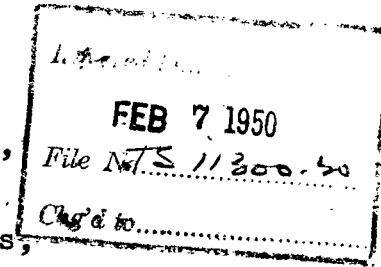
NAVAL MEMBER

30th November 1949

FROM: Naval Member, Canadian Joint Staff,  
Washington, D.C.

TO: Naval Secretary, Naval Headquarters,  
Ottawa, Canada.

Subject: COMBINED COMMUNICATIONS - NORTH ATLANTIC AREA



Submitted for the information of the Director of Naval Communications that further details are desired concerning some of the points in Naval Headquarters letter NSNS 11300-30 of 22nd November 1949.

2. With regard to the planned radio station at Churchill, Manitoba, it is requested that the power and probable frequency range of the main low frequency transmitter be communicated. The last sentence of paragraph 4 of the above letter states "This station should be in full operation one year after war breaks out." Information is requested as to when construction on this station will be commenced and what year it is expected it will be completed.

3. Details of the main and secondary low frequency transmitters at Halifax are requested as follows:

- ✓ (a) Frequency range and optimum frequency of the 250 K.W. transmitter.
- ✓ (b) The power to which the secondary transmitter is being increased together with its frequency range and optimum frequency.

4. It is hoped to have an informal discussion concerning this subject with the appropriate U.S.N. and R.N. officers early next week.

(H.N. Lay)

Commodore, R.C.N.  
Naval Member, Canadian Joint Staff.

DNA

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11867-2

NAVAL HEADQUARTERS

To: N.M.C.S. (Washington) (VIA Diplomatic Bag)

Subject: Combined Communications-North Atlantic Area

Dated: 22nd November, 1949

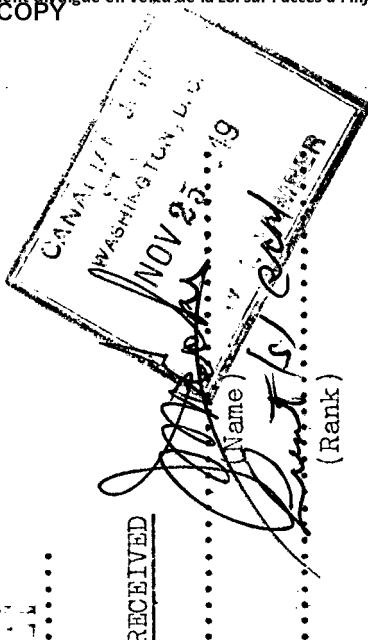
Classification: **TOP SECRET**

PLEASE SIGN AND RETURN TO:

Deputy Secretary (Staff),  
Room 3722, "A" Building,  
National Defence Headquarters,  
OTTAWA, Canada.

Attention: D.N. Com.

RECEIVED





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# NAVAL HEADQUARTERS

To: D.P.P. for onward transmission to NMCS(Wash) Via DIPLOMATIC BAG  
.....

Subject: Combined Communications-North Atlantic Area .....

Dated: ..... 22nd November, 1949

Classification: TOP SECRET

PLEASE SIGN AND RETURN TO:

Deputy Secretary (Staff),  
Room 3722, "A" Building,  
National Defence Headquarters,  
OTTAWA, Canada.

Attention: D.N. Com.

RECEIVED

VED

(Name

(Rank)

(Name) Frank Clark 23/11  
(Rank)

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# Department of National Defence

## Naval Service

Ottawa, Canada.

TOP SECRET

22nd November, 1949

OUR FILE N.S.M.S. 11300-30

YOUR FILE

### Combined Communications-North Atlantic Area

Enclosure (a) Preliminary notes on U.S.N./R.C.N./R.N.  
communications in the North Atlantic  
Area with covering letter and appendix.

I am directed to inform you that enclosure (a) is a copy of a letter received from Admiralty instructing the R.N. representatives on the British Joint Services Mission to open discussion on this subject with the Navy Department in conjunction with representatives of the R.C.N.

2. The R.C.N. concurs generally with the proposals in Enclosure (a).

3. It is considered that the mid-ocean boundary between the North East and North West Atlantic radio areas should not be fixed until the future operational areas are firmly decided. It is felt that radio areas should coincide with operational areas wherever possible and particularly in the North Atlantic. Such an arrangement obviates the necessity of putting inter-area operational traffic on already overloaded trans-Atlantic circuits and makes each area self-sufficient for communication purposes. The Halifax Primary Fleet Broadcast will be operating on a power of 250 kilowatts in the near future and thus fully capable of covering an area out to longitude, 25 degrees West. It is therefore recommended that subject to the limits of future operational areas, the North Atlantic be divided as equally as possible between Halifax and Whitehall, in order that any one broadcast will not be overloaded. In World War II the boundary at 30 degrees West was very satisfactory.

4. It is considered that a powerful broadcast station will be required in the Arctic area to cover the northern part of the North West Atlantic area in war-time. The location of this station is not yet firmly decided, but Churchill, Manitoba appears to be the most probable site. This station should be in full operation one year after war breaks out.

5. R.C.N. facilities are shown in the appendix to enclosure (a). No requirement for the fixed service Hvalfjorð - Halifax is seen by the R.C.N.

6. Information is required from the U.S.N. concerning the present facilities and future plans for Argentia.

Naval Member of the Canadian Joint Staff,  
1700 Massachusetts Avenue, N.W.,  
WASHINGTON 6, D.C., U.S.A.

(Receipt note enclosed)

To: DPP  
For: D. 100145  
Date: 22-11  
File: MS

(2)

It has been understood that the U.S.N. plan to install a medium high power L/F transmitter for a secondary broadcast, full ship-shore facilities and certain H/F fixed services. In 1948 it was informally agreed that whatever facilities were provided would be available for R.C.N./R.N. traffic. Confirmation of this point, however together with all possible information regarding Argentia Radio is necessary for formulation of R.C.N. communication plans, as the wartime and long term requirements for Halifax Radio station cannot be determined until this information is received.

7. Confirmation is required that the Halifax Fleet Broadcast is regarded as the Primary Fleet Broadcast for the North West Atlantic Area, and that Argentia or Halifax will provide Fleet Secondary Broadcasts for administrative traffic (including certain repetitions of operational traffic) and Mercast. A decision is required as to whether Argentia would handle the Secondary Fleet Broadcast and Halifax the Mercast or vice versa. The former is best from the R.C.N. viewpoint, but either alternative is acceptable.

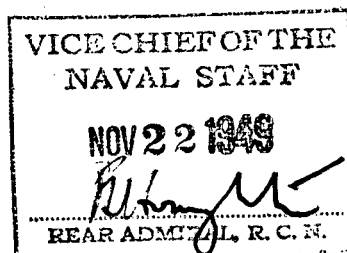
8. It is requested that you assist in arranging these discussions and that CANAVHED be advised of the proposed dates.

*[Handwritten signature]*  
NAVAL SECRETARY

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*10/11/48*  
*ACNS (P) (has seen. by)*

*VCNS*





Whitehall 9000  
Extension 147

Referred to *Staff*  
NOV 8 1949  
File no. *TS 11300-30*  
Ogd to *Staff 10/2*

Sir,

I am commanded by My Lords  
Commissioners of the Admiralty to forward  
herewith for your information a copy of  
Admiralty letter M/SD.1279/49 and  
enclosures of today's date addressed  
to B.N.S. Washington.

I am, Sir,  
Your obedient Servant,

*Nigel S. Abernethy*

BEST AVAILABLE COPY

The Secretary,  
Naval Service Headquarters,  
Ottawa,  
Canada.

**TOP SECRET**

To DND  
To DEA  
6 pp - all B.N.S. Decs  
(see double side) which follow

Copy to:- Canadian Naval Headquarters.

Copy No. .... 2

**TOP SECRET**

M/SD.1279/49.

20 October,

1949.

Whitehall 9000  
Extension 147

British Joint Services Mission (Navy Staff), Washington.

I am to refer to Admiralty letter M/SD.1437/48 of the 9th July, 1948 forwarding a copy of the preliminary notes on USN/R.C.N./R.N. communications in the North Atlantic area, and to forward herewith a copy of further notes revised in the light of the R.C.N. remarks on the originals.

2. I am to request that you now open discussions on the subject with the U.S.N. in conjunction with the Washington representatives of the R.C.N.

3. Such merchant shipping arrangements as are included in these notes are in conformity with the agreement reached in Washington in June, 1949, on Combined Communication System for Merchant Ships in war (Admiralty Message 251644/August, 1949 to R.N.S. Washington only refers)

4. A copy of this letter and enclosure has been sent to the Canadian Naval Service Headquarters.

BY COMMAND OF THEIR LORDSHIPS,

(Sd.) Nigel J. Abercrombie

HAL/MG/CCB.11.

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Copy No. ...2....

U.S.N. - R.C.N. - R.N. Communications in the North Atlantic Area - Proposals.

(Enclosure ..... Appendix 'A' - R.N. & R.C.N. W/T Stations).

General Principles.

In drafting a proposed Combined Communication Plan, it is proposed to adhere to the following general principles:-

Fixed Circuits.

- (a) The terminal of any fixed circuit shall be manned by the Navy of the country having the control of territory in which the terminal point is located, unless previously arranged otherwise. (It will make for greater efficiency if arrangements can be made for both ends of a circuit to be manned by the same Navy (e.g. U.S. Navy or R.N. / R.C.N.).)
- (b) Fixed circuits to be fully available for one another's traffic. Hand-over to be by printed page (as opposed to Tape, Switching, etc.) unless other and more expeditious measures have been determined and agreed for any Station(s) individually.

Note: The R.N. will make increasing use of 5-Unit Tape Relay, but intends to keep all circuits capable of Morse as a partial insurance against poor conditions and interference.

Broadcasts.

- (c) Broadcasts, including those for Merchant Ships, to be shared wherever convenient. Standard form to be Touch Typing Morse (Hand Speed Morse Merchant Ships).

Note: Special arrangements may be, however, agreed for certain individual broadcasts, e.g. RATT, facsimile, etc.)

- (d) Ship-shore services to be shared wherever convenient.

X Note: In war the R.N. and R.C.N. will revert to simplex spot frequency working.

- (e) Transmitting Stations to be shared as required.
- (f) Receiving Stations to be shared as required. Where the U.S.N. is involved, this should be done on a sub-divided basis, with one Combined Traffic section in each to provide for all hand-over of messages.

- (g) (i) At any shared Stations, as in (e) and (f) above, the co-ordination of the Station shall be the responsibility of the Navy of the country having the control of the territory in which the Station is located unless special circumstances obtain and other arrangements are agreed.
- (ii) If, during an emergency, a Station located outside the territorial control of any of the three countries is operated on a shared basis, the co-ordinating authority shall be the Navy of the country having the major interest in the operations for which the Station has been established, always subject to agreement.

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Maritime Area Communications.

It is proposed to plan communications to cover three maritime areas, viz:-

(a) North East Atlantic (coverage by Royal Navy).

Eastern Limit - Mainland of Europe North of 42 degrees North.

Northern Limit - North Pole.

Western Limit - 40 degrees West.

Southern Limit - 42 degrees North.

(b) North West Atlantic (coverage by R.C.N.)

Eastern Limit - 40 degrees West

Northern Limit - North Pole.

Western Limit - Mainland of North America

Southern Limit - 42 degrees North.

(c) Atlantic (coverage by U.S.N.)

Eastern Limit - Mainland of Europe and West Africa to 20 degrees North, the Mediterranean dividing limit to be a line from Cape St. Vincent to the inter section of Rio de Oro and Morocco.

Northern Limit - 42 degrees North

Western Limit - Mainland of North America

Southern Limit - 20 degrees North.

Note: The limits of Naval and Merchant Ship broadcast areas need not necessarily coincide.

3. Each area should be covered, as far as possible, by broadcasts transmitted from one station; this is desirable to simplify routing and to provide maximum cover against enemy traffic analysis.

Naval and Merchant Ship broadcasts are needed for each area.

In addition, subsidiary stations are required -

(a) As stand-bys, in case the main stations are put out of action.

(b) To supplement the main stations in areas where reception may prove bad.

(c) For local maritime control and for specific operations.

4. It is considered that operational traffic for any area should be normally transmitted by one W/T Station for the three Navies in that area. Similarly, it is considered that for greater efficiency ship-shore messages should, when practicable, be accepted by the Receiving Station of that area.

5. Facilities should normally be provided for Administrative Broadcasts by their own Navy for ships at sea, regardless of their location.

6. Ships of any of the three Navies employed in special operations which are distinct from the general strategic plan should normally have their communications supplied by their own Navy.

7. With reference to paragraph 2, a subsidiary maritime area is planned to cover U.K. Home Waters.

8. Ship-shore receiving terminals should be in the same localities as broadcast transmissions and may be shared as much as required.

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TOP SECRET

9. Proposed Coverage of Maritime Areas.

(Broadcast and Ship-Shore Services).

(a) For Naval Ships

<u>Area</u>	<u>U.S.N.</u>	<u>R.C.N. / R.N.</u>
(i) <u>North East Atlantic</u>		
Main Stations	Londonderry	Whitehall
Subsidiary Stations:-		
U.K.	Whitehall (Main or Emergency)	Whitehall (Emergency)
Iceland	(Hvalfjord or Reykjavik)	(Hvalfjord or Reykjavik)
(ii) <u>U.K. Home Waters</u>		
Main Stations	(Whitehall Londonderry)	Whitehall
Subsidiary Stations:-		
U.K.	(Whitehall (Main or Emergency). Principal port Stations.	(Whitehall (Main or Emergency). Principal Port Stations.
(iii) <u>North West Atlantic</u>		
Main Stations	Washington	Halifax
Subsidiary Stations	-	(Washington Bermuda)
(iv) <u>Atlantic</u>		
Main Stations	Washington	Gibraltar
Subsidiary Stations	Port Lyautey	-

Note:- It will probably be convenient for convoy escorts in the North Atlantic to read only Whitehall Broadcasts on one side and only either Washington or Halifax Broadcasts on the other.

(b) For Merchant Ships.

<u>Area.</u>	<u>U.S.N.</u>	<u>R.C.N. / R.N.</u>
(i) <u>North East Atlantic</u>		
Main Stations	Portishead	Portishead
Subsidiary Stations	Portishead (Emergency)	Portishead (Emergency)
(ii) <u>North West Atlantic</u>		
Main Stations.	Halifax	Halifax
(iii) <u>Atlantic</u>		
Main Stations	Washington	Washington.

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10. Proposed Fixed Circuit Network.

- (a) Radio and Line circuits are planned to link together with the R.N. and R.C.N. Stations and Headquarters mentioned above.  
The radio network intended to be in being at, or soon after, the outbreak of war is indicated under -

"Circuits to be manned" in Appendix A.

- (b) Links between the U.S. Network and R.C.N. / R.N. network exist by Line and Cable, but the following need consideration:-
- (i) Emergency radio circuits between U.S.N. and R.N. Stations in U.K.
  - (ii) Radio or line circuits between U.S.N. and R.N. Stations in Iceland.

11. Sharing of Stations and Services.

In Appendix 'A' the state of Transmitters is shown.

Estimated needs are also shown under -

- (a) "Required" - on outbreak of war.
- (b) "Long Term Requirements" - for full scale war.

(Details are not known for R.C.N. Stations).

It will be noted that full use of all R.N. facilities is anticipated, and the possibility of sharing any such station is limited to the making available of traffic capacity.

Capacity will be available on the Whitehall Broadcasts, and this is likely to be particularly useful for covering all Convoy requirements in the North East Atlantic (see note to paragraph 10 (2) above) and in Operational Areas.

(Enclosure - Appendix 'A' - R.N. and R.C.N. Stations).

HAL/MG/CCB.11.

TOP SECRET

000115

# NAVAL MESSAGE

For use in  
Signal  
Department  
only

DRAFTED BY D.N. COM.(TCM)

11300-30  
~~1315-14~~

Originators Instructions:  
(Indication of Priority,  
Intercept Group, etc.)

CONFIDENTIAL NIGHT

No. of  
Groups:

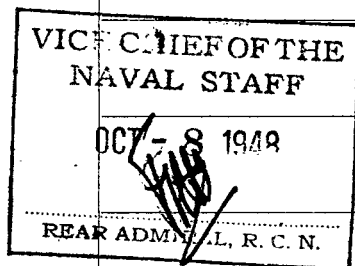
TO:

ADMIRALTY

FROM:

CANAVHED

Write Across	YOUR 071748A	CONCUR SUBJECT TO ANY OTHER ARRANGEMENT	5
	WHICH MAY BE DECIDED ON IN	DISCUSSIONS VIDE ADMIRALTY LETTER M/SD	10
	1437/48 OF 9TH JULY 1948.		15
			20
		08 20 40 Z	25
			30
			35
			40
			45
			50



P. A. Asse.  
Ph. 9/10

P. A. Asse.  
23/11

System

P/L Code or Cypher

Time of

Receipt

Despatch

Operator

Date

8/10/48.

000116

## NAVAL MESSAGE

To:

ACNE  
CANAVHED  
NZNB  
(P) CANAVOR11

CONFIDENTIAL  
PARAPHRASING  
REQUIRED

From:

ADMIRALTY

NLO AUSTRALIA HOUSE  
HCNF LONDON  
BNS WASHINGTON

BEST AVAILABLE COPY

EEC  
DN COM

A.M. 191527 AUGUST PARA 7 FOLLOWING ARE REVISED U.K.  
INTENTIONS FOR PROVISIONS OF NAVAL FREQUENCIES IN SHIP  
PORTIONS OF MM BANDS.

(2) (A) SHIP SHORE CALLING 4178 KC/S AND HARMONIC SERIES  
INCLUDING ASSOCIATED FREQUENCY IN 22 MC/S BAND.

(B) SHIP SHORE WORKING A 4175 KC/S SERIES.

(C) SHIP SHORE WORKING B 4135 KC/S SERIES.

(D) FOR GENERAL FLEET USE 4212 KCS AND 4236.5 KC/S SERIES  
ASSIGNED ON NATIONAL EXCLUSIVE BASIS.

(E) FOR GENERAL FLEET PURPOSES 4150 SERIES WILL BE USED  
ON NON INTERFERENCE BASIS.

000117

## NAVAL MESSAGE

To:

From:

-2-

(3) IT IS ACCEPTED THAT ALL THE ABOVE FREQUENCIES ARE  
LIALE TO INTERFERENCE FROM SHIPS OF OTHER NATIONS BUT  
COORDINATION WITH NEIGHBOURING EUROPEAN COUNTRIES WILL BE  
ATTEMPTED

(4) REQUEST INFORMATION WHETHER YOU INTEND TO ADOPT SIMILAR  
ASSIGNMENTS.

071748A GR 227

191527- RE SUMMARY OF PROGRESS WITH WIRELESS FREQUENCIES.

T/T CODE 080910Z/OCT/48 LJJ 1251

000118

AOS/ML

N.S.M.S: 1130-30

TOP SECRET

REGISTERED

BEST AVAILABLE COPY COPY NO. ...2...

26th August, 1948.

U.S.N. - R.C.N. - R.N. COMMUNICATIONS IN THE NORTH ATLANTIC AREA

I am directed to forward the views of the R.C.N. on Admiralty proposals contained in your TOP SECRET letter No. M/SD 1437/48 of 9th July, 1948, concerning the U.S.N. - R.N.-R.C.N. communication plan for the North Atlantic area.

2. It is noted in your second paragraph that discussions are to be opened with the U.S.N. and I am directed to state that the R.C.N. desires direct representation in those discussions.

3. Adopting the form of the Preliminary Notes by D.S.D. Admiralty the R.C.N. view is as follows:-

Para. 1.

(a) Fixed Circuits:

The terminal of any fixed circuit shall be manned by the Navy of the country having the control of the territory in which the terminal point is located, unless previously arranged otherwise.

(b) Fixed Circuits:

Fixed circuits to be fully available for one-anothers' traffic. Handover to be by the most expeditious method as determined for each station individually.

(c) Broadcasts:

Broadcasts to be fully available for one-anothers' traffic. The type of transmission to be that best suited to the receiving installation-s of the addressee-s.

(d) Ship-Shore Services:

The shore stations of any of the three countries will accept traffic from ships controlled by any one of those countries.

(e) and (f) combine as para. (c) to read:

(e) Co-Ordination:

Transmitting and receiving stations to be wholly manned by the Navy of the country having the control of the territory in which they are located unless previously arranged otherwise.

(f) (i) If by previous arrangement a station under the control of one country is shared by the Navy of another the co-ordinating authority shall be the Navy of the former country.

/2

The Secretary of the Admiralty,  
Nitchall,  
LONDON, S.W.1, England.

000119

- 2 -

(11) If during an emergency a station located outside the territorial control of any of the three countries is operated on a shared basis the coordinating authority shall be the Navy of the country having the major interest in the operations for which the station has been established.

Paras. 2, 3, 4 and 5.

It is suggested that these might be combined in one paragraph, to read:

2. Traffic Handling.

(a) General Operational Broadcasts:

It is considered that operational traffic for any area should be transmitted by one station for the three navies in that area. Similarly it is considered that for greatest efficiency ship-shore messages should, when practicable, be accepted by the receiving station of that area.

(b) Administrative Broadcasts:

Facilities should normally be provided by their own navy for ships at sea, regardless of their location.

(c) Special Operational Broadcasts:

Ships of any of the three navies employed in North Atlantic operations which are distinct from the general strategic plan should normally have their communications supplied by their own navy.

Local Broadcasts:

(d) Communications, whether operational or administrative, should be arranged by the Coastal Zone Commander concerned.

Insert new para. 3.

3. Stations to be Employed.

Provided the principles in para. 2 above are acceptable there is no requirement for a general listing of stations at this time, beyond

(a) the three General Operational Area Broadcast stations

(b) stations of the three countries guarding ship-shore frequencies.

Substitute a new para. 4 for para. 6.

/3

- 3 -

4. Proposed Coverage of Maritime Area - Naval  
and Merchant Ships.

To simplify radio coverage it is suggested that the North Atlantic area might be efficiently divided into three parts for general operational and merchant ship communications as follows:

Part I.

NORTH EAST ATLANTIC.

(Coverage by Royal Navy)

Eastern Limit - Mainland of Europe North of 40°N  
Northern Limit - North Pole  
Western Limit - 30°W  
Southern Limit - 40°N

Part II.

NORTH WEST ATLANTIC.

(Coverage by R.C.N.)

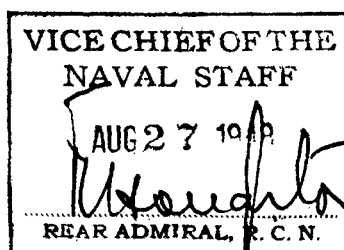
Eastern Limit - 30°W  
Northern Limit - North Pole  
Western Limit - Mainland of North America  
Southern Limit - 40°N

Part III.

ATLANTIC.

(Coverage by U.S.N.)

Eastern Limit - Mainland of Europe and Africa; the  
Mediterranean limit to be agreed upon  
Northern Limit - 40°N  
Western Limit - Mainland of North America  
Southern Limit - The Equator.



NAVAL SECRETARY.

DISTRIBUTION:

Copy No. 1 - Admiralty  
" " 2 - File

RESTRICTED

NAVAL MESSAGE

To: ADMIRALTY

From: ADMIRALTY

N.S.T.S. 11300-30

CNS  
ACNS  
VCNS  
DN COM

URLTR M/SD 1437/48 DATED 9 JULY 1948.

COPY NUMBER TWO RECEIVED 4 AUGUST 1948.

. 112011Z GR 30

HALIFAX AT 120532Z

T/T CODE 12/AUG/48 HD 598

DRAFTED BY A/N. SEC. (STAFF)

S. 1320 D  
3,000M-11-47 (2704)  
N.S. 750-S, 1320D

BEST AVAILABLE COPY

000122



For use in  
Cypher or  
Coding Office  
only.

*[Handwritten signature]*  
A/N. SEC. (STAFF)

N.S.T.S. 11300-30

Originators Instructions:  
(Indication of Priority,  
Personal, NOTWT  
For Exercise).

*RESTRICTED*

INTERCEPT GROUP

TO: ADMIRALTY

FROM: CANAVHED

*COPY NUMBER TWO*

URLTR M/SD 1437/48 DATED 9 JULY 1948 / RECEIVED 4 AUGUST 1948.

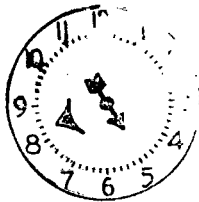
*D.N. Com*  
*[Signature]*  
G A. WORTH,  
A/Captain,  
Director of Naval Communications,  
Royal Canadian Navy

*1120112*

(Note: Reference classified TOP SECRET)

Book or Table to be used for		Initials of Cypherer or Coder.	Time of Receipt in Cypher or Coding Office.	Date.
Cyphering or Coding.	Recyphering or Recoding.			
				11.000123

AUG 11 1964



SIGNAL  
DISTRIBUTING OFFICE

L.P.—No. 8

Admiralty, S.W.1.

Any further communication  
should be addressed to—

The Secretary of the Admiralty,  
London, S.W.1

quoting "M/SD. 1437/48"

9 July 1948.

TOP SECRET

2529

Sir,

....  
I am commanded by My Lords Commissioners of the  
Admiralty to forward for your information a copy of  
preliminary notes on U.S.N./R.C.N./R.N. communications in  
the North Atlantic Area, prepared by the Director, Signal  
Division.

Subject to the views of the R.C.N. My Lords  
propose later to open discussions on the subject with the  
U.S.N. In the meantime, any comment, criticism and  
additions which you desire to make will be welcomed.

I am, Sir,

Your obedient Servant

BEST AVAILABLE COPY

*Wynne Abercrombie*

The Secretary,  
Naval Board,  
Ottawa.

WHC/EG/CCB.11

Referred to <i>Staff</i>
AUG 4 1948
File No. 11300-30

# NAVAL HEADQUARTERS

To: NMCS, Washington.....

Subject: Combined Communications - North Atlantic Area .....

Dated: .....  
5th December, 1949  
.....  
FILE: NSMS 11300-30 (Staff)

Classification:

# THE CROSS AND THE SWORD

PLEASE SIGN AND RETURN TO:

Deputy Secretary (Staff),  
Room 3722, "A" Building,  
National Defence Headquarters,  
OTTAWA, Canada.

(Attention: D.N. Com)

RECEIVED

(Name)

(Rank)

NAVAL HEADQUARTERS

To: ..... DFP - for onward transmission to NMCS, Washington, via Dip. Bag

Subject: ..... Combined Communications - North Atlantic Area

Dated: ..... 5th December 1949 ..... FILE: NSMS 11300-30 (Staff)

Classification: ..... ~~TOP SECRET~~ .....

PLEASE SIGN AND RETURN TO:

Deputy Secretary (Staff),  
Room 3722, "A" Building,  
National Defence Headquarters,  
OTTAWA, Canada.

(Attention: D.N. Com.)

RECEIVED

..... *U. Lurzel* .....  
(Name)

..... *6/12/49* .....  
(Rank)

U.S.N. - R.C.N. - R.N. Communications in the North Atlantic Area

Preliminary Notes by D.S.D.

(Enclosure:- Appendix A - R.N. and R.C.N. Stations)

General Principles

In drafting a proposed Combined Communication Plan it is proposed to adhere to the following general principles:-

- (a) Both ends of any fixed circuit normally to be manned by the same Navy, (U.S. Navy or R.N./R.C.N.) except where previously arranged otherwise.
- (b) Fixed circuits to be fully available for one another's traffic. Hand-over to be by printed page (as opposed to Tape, Switching etc.)  
Note:- The R.N. will make increasing use of 5 - Unit Tape Relay, but intends to keep all circuits capable of Morse as a partial insurance against poor conditions and interference.
- (c) Broadcasts including those for merchant ships to be shared wherever convenient. Standard form to be Touch Typing Morse (hand speed Morse for merchant ships).
- (d) Ship-shore services to be shared wherever convenient.  
Note:- In war the R.N. and R.C.N. will revert to simplex spot frequency working.
- (e) Transmitting Stations to be shared as required.
- (f) Receiving Stations to be shared as required. Where the U.S.N. is involved, this should be done on a sub-divided basis, with one Combined Traffic section in each to provide for all hand-over of messages.
- (g) At any shared station, the Navy having the major interest to be designated as Co-ordinating Authority.

Maritime Area Communications

2. It is proposed to plan communications to cover four maritime areas, viz:-

- (a) European Arctic - Iceland, Norway and Barents Sea Area.  
(British Area "A")
- (b) U.K. Home Waters.
- (c) North East Atlantic (British Areas "B" and "Z")
- (d) North West Atlantic (British Areas "D" and "E")

3. Each area should be covered, as far as possible by broadcasts transmitted from one station; this is desirable to simplify routing and to provide maximum cover against enemy traffic analysis.

Naval and Merchant Ship broadcasts are needed for each area.

In addition subsidiary stations are required -

- (a) As stand-bys, in case the main stations are put out of action.
- (b) To supplement the main stations in areas where reception may prove bad.
- (c) For local maritime control and for specific operations.

4. It is thought that the Main Naval Broadcasts should be separate for U.S.N. and R.C.N./R.N. but that all the remainder, including those for merchant ships, should be shared.

BEST AVAILABLE COPY

5.....

-2-

5. Ship-shore receiving terminals should be in the same localities as Broadcast transmissions and may be shared as much as required.

6. Proposed Coverage of Maritime Areas  
(Broadcast and Ship-Shore Services)

(a) For Naval Ships

<u>Area</u>	<u>U.S.N.</u>	<u>R.C.N./R.N.</u>
(i) <u>European Arctic</u>		
Main Stations	Londonderry	Whitehall
Subsidiary Stations:-		
U.K.	Whitehall (Main or Emergency)	Whitehall (Emergency)
Iceland	(Hvalfjord or Reykjavik)	(Hvalfjord or Reykjavik)
(ii) <u>U.K. Home Waters</u>		
Main Stations	(Whitehall Londonderry)	Whitehall
Subsidiary Stations:-		
U.K.	(Whitehall (Main or Emergency) (Principal port stations.	(Whitehall (Emergency) (Principal port stations
(iii) <u>North East Atlantic</u>		
Main Stations	Londonderry	Whitehall
Subsidiary Stations:-		
U.K.	Whitehall (Main or Emergency)	Whitehall (Emergency)
North America	Washington	Halifax
Europe and Africa	Port Ly <sup>u</sup> sey	Gibraltar
(iv) <u>North West Atlantic</u>		
Main Stations	Washington	Halifax
Subsidiary Stations:-		
North America	-	Washington
W. Indies	-	Bermuda

Note:- It will probably be convenient for convoy escorts in the North Atlantic to read only Whitehall Broadcast on one side, and only one of Washington or Halifax Broadcasts on the other.

(b) For Merchant Ships

<u>Area</u>	<u>U.S.N.</u>	<u>R.C.N./R.N.</u>
(i) <u>U.K. Home Waters</u>		
Main Station	Portishead	Portishead
Subsidiary Stations	Portishead (Emergency)	Portishead (Emergency)

BEST AVAILABLE COPY

(ii)....

000129

-3-

<u>Area</u>	<u>U.S.N.</u>	<u>R.C.N. R/N</u>
(ii) <u>N.E.Atlantic</u>		
Main Stations	Portishead	Portishead
Subsidiary Stations:-		
U.K.	Portishead (Emergency)	Portishead (Emergency)
N.America	-	Halifax
Africa	Freetown	Freetown
(iii) <u>N.W.Atlantic</u>		
Main Stations	-	Halifax
Subsidiary Stations:-		
N.America	-	-

# 7. Proposed Fixed Circuit Network

- (a) Radio and Line circuits are planned to link together all the R.C.N. and R.N. Stations and H.Qs mentioned above.  
The radio network intended to be in being at, or soon after, the outbreak of war is indicated under  
"Circuits to be manned" in Appendix A.
- (b) Links between the U.S.Network and R.C.N./R.N. network exist by Line and Cable, but the following need consideration:-
  - (i) Emergency radio circuits between U.S.N. and R.N.Stations in U.K.
  - (ii) Radio or line circuits between U.S.N. and R.N.Stations in Iceland.

# 8. Sharing of Stations and Services

In Appendix "A" the state of Transmitters is shown.

Estimated needs are also shown under -

- (a) "Required" - on outbreak of war.
- (b) "Long Term Requirements" - for full scale war.  
(Details are not known for R.C.N.Stations)

It will be noted that full use of all R.N.facilities is anticipated, and the possibility of sharing any such station is limited to the making available of traffic capacity.

Capacity will be available on the Whitehall Broadcasts, and this is likely to be particularly useful for covering all Convoy requirements in the North East Atlantic (see note to para. 6 (a) above) and in Operational Areas.