

1300-166110

PT



**No.**

## CHARGED OUT

**RETURNED**

A large, stylized, 3D outline drawing of the word "CLOSE" in a bold, sans-serif font, oriented vertically on a grid background. The letters are thick and have a slight shadow effect, giving them a three-dimensional appearance. The word is positioned diagonally across the grid, with the 'C' at the bottom left and the 'E' at the top right. The grid lines are thin and black, providing a clear background for the white outline text.

**NOT TO BE REMOVED FROM FILING CABINET**

000535

000536





DATED FROM \_\_\_\_\_ FILE No. 1300-166/10  
TO \_\_\_\_\_ VOLUME No. 3

# CLOSED VOLUME

**DO NOT PLACE ANY CORRESPONDENCE ON THIS FILE**

**FOR SUBSEQUENT CORRESPONDENCE SEE:**

FILE No. .... VOLUME No. .... 4

**PLEASE KEEP ATTACHED TO TOP OF FILE**

GOVERNMENT  
OF  
CANADA

# ACTION REQUEST

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

TO

LOCATION

FOR:

FILE NO. *71-1300-166/10*

<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>
<input checked="" type="checkbox"/>

ACTION  
APPROVAL  
COMMENTS  
DRAFT REPLY  
INFORMATION  
INVESTIGATION  
MORE DETAILS  
NOTE & FILE

<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>

NOTE & FORWARD  
NOTE & RETURN  
REPLY, PLEASE  
SEE ME, PLEASE  
SIGNATURE  
TRANSLATION  
YOUR REQUEST

PREPARE MEMO TO:.....

REPLY FOR SIGNATURES OF:.....

REMARKS:

*This was PA'd on wrong  
file, unclassified*

FROM

PHONE

LOCATION

DATE

*DSRA*

*000538*

*1/64*

**CONFIDENTIAL**

✓ NSS 1300-166/10 (STAFF)

14 June, 1962.

MEMORANDUM TO: DGFE *SWK*

SERVICE RESPONSIBILITIES FOR PROVISION  
OF COMMUNICATION FACILITIES, LOGISTIC  
AND MAINTENANCE SUPPORT TO MARITIME  
COMMANDERS

Reference: (a) NSS 1300-166/10 (DGFE) Vol. 2  
dated 27 September, 1961

Early in 1961 DN COM and D COM, RCAF, agreed that there was a need to define service responsibilities for provision of communication facilities to Maritime Commanders. An agreement drafted at the time assigned the main responsibility to the RCN, with the RCAF providing facilities peculiar to that service.

2. At a Steering Group on Maritime Communications meeting in June, 1961, the CANCOMARLANT representative pointed out that, in addition to provision of facilities, there was a need to define responsibilities for logistic and maintenance support at MHQ's. The Steering Group agreed to include this responsibility in the main agreement. DGFE proposed a re-draft of the Joint Organization orders in reference (a).

3. Unfortunately the logistic and maintenance support aspect has held up the entire agreement, and no progress has been made since September, 1961.

4. Yesterday the Steering Group on Maritime Communications discussed the problem again and agreed to split it into two sections: first, provision of facilities; second, logistic and maintenance support.

5. DN COM's representative agreed to pursue the agreement on provision of facilities within the RCN, since the RCAF had already ratified it a year ago. Meanwhile DGFE was to be requested to attack the problem of support as a matter of urgency.

6. DN COM agrees with this approach and will seek approval of the "provision" agreement. DGFE is requested to solve the "support" problem as a separate issue.

*William H. Howe*  
(W. H. Howe),  
Commander, RCN.,  
DIRECTOR OF NAVAL COMMUNICATIONS.

*Reply made on NSS 1300-166/10 Vol 2 (DGFE)  
dated 10 July 1962*

*W.K. 25/7*

**CONFIDENTIAL**

000539

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

- UNCLASSIFIED WITHOUT ENCLOSURE - *PPA* NSS 1300-166/10  
*MA/DF*  
(STAFF)

- ROYAL CANADIAN NAVY -

4, Ontario.

11 December, 1963.

MINUTES OF THE STEERING GROUP ON  
MARITIME COMMUNICATIONS

ENCLOSURE: (A) Minutes of the Steering Group on  
Maritime Communications 4/63 held  
4 December, 1963.

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

*P. Cosh*  
NAVAL SECRETARY.



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

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

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

000540

DESPATCHED BY  
*A. Blagden*  
DEC 13 1963  
*AR*



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

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

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

PRESENT

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

IN ATTENDANCE

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

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

ITEM 2. - EMERGENCY COMMUNICATION FACILITIES -  
MHQ ATLANTIC

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

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

ITEM 3 - LF TRANSMITTER FOR EMERGENCY USE AT  
MHQ ATLANTIC

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

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

...../2

000541

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

- 2 -

ITEM 4 - STATUS OF EMERGENCY ALTERNATE  
FREQUENCY PLAN

Frequencies to satisfy this requirement have been provided.

ITEM 5 - REPLACEMENT OF PYTHON BY ROMULUS

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

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

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

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

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

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

ITEM 7 - SINGLE SIDE BAND FREQUENCY CLEARANCE

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

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

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

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

ITEM 9 - NEW EXECUTIVE

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

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

...../3

000542

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

- 3 -

NEW BUSINESS:

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

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

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

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

ITEM 11 - FUTURE MEETINGS

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

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

The proposal was as follows:

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

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

ITEM 12 - NEXT MEETING

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

*A. Cupples*

(A.M. Cupples) LCdr. RCN  
CHAIRMAN

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

000543

# MESSAGE FORM

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

FOR COMMEN/SIGNALS USE

NUMBER

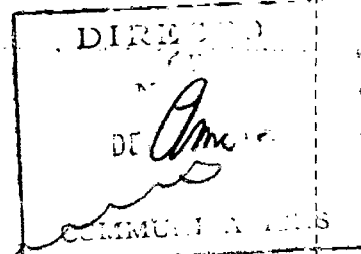
BEST AVAILABLE COPY

4-12-63

PRECEDENCE - ACTION <b>ROUTINE</b>		PRECEDENCE - INFO DEFERRED	DATE - TIME GROUP <b>041632Z</b>	MESSAGE INSTRUCTIONS
FROM	CANAVHED			PREFIX <b>GR</b>
TO	CANCOMARLANT			SECURITY CLASSIFICATION <b>CONFIDENTIAL</b>
INFO	CANAIHED CANFLAGLANT CANAIRLANT			ORIGINATOR'S NUMBER <b>03</b>

YOUR 291626Z NOV. THE CANCELLATION OF CIRCUITS 6CU TO GREENWOOD AND SUMMERSIDE NOT PRACTICAL DUE TRAFFIC LEVELS.

2. ECONOMIC CONSIDERATIONS PRECLUDE DUPLICATION OF FACILITIES BY INSTALLATION DUPLEX NAVAL RELAY TO GREENWOOD AND SUMMERSIDE.
3. INTEND CANCELLATION CIRCUITS MHQ TO THESE STATIONS. DUPLEXING EXISTING CIRCUITS FROM 6CU TO THESE STATIONS AND INSTALLATION ON LINE EQUIPMENT IS BEING ARRANGED.
4. ADDITIONAL RELAY REQUIREMENT MUST BE ACCEPTED.



PAGE OF PAGES		REFERS TO MESSAGE	DRAFTER'S NAME <b>ICdr. Hargreaves H./DF</b>		OFFICE <b>DN COM/ACNS(A&amp;W)</b>	TEL. <b>2-3915</b>			
		CLASSIFIED YES <input type="checkbox"/> NO <input type="checkbox"/>							
FOR OPR'S USE	DATE	TIME	SYSTEM	OPERATOR	DATE	TIME	SYSTEM	OPERATOR	RELEASING OFFICER'S SIGNATURE <b>RELEASING OFFICER</b>
<b>R</b>					<b>D</b>				<b>NUMBER 12</b>



CONFIDENTIAL

GAH/DF

NSS 1300-166/10 (STAFF)

12 November, 1963.


MEMORANDUM TO: D Com (Attention: Com 2-2)

DN Com (Attention: A/DN Com (FC))

STEERING GROUP ON MARITIME COMMUNICATION  
4/63 MEETING

The 4/63 meeting of the Steering Group on Maritime Communications will be held on Wednesday, 4 December, 1963 at 0930.

2. Items for inclusion in the agenda should be forwarded to the secretary by 20 November.

  
(G. A. Hoyto) LCdr. RCN  
SECRETARY

CONFIDENTIAL

**CONFIDENTIAL**NSS 1300-166/10  
(STAFF)

- UNCLASSIFIED WITHOUT ENCLOSURES -

AMC/DF  
- ROYAL CANADIAN NAVY -

4, Ontario.

7 - OCT 1963

MINUTES OF THE STEERING GROUP ON MARITIME COMMUNICATIONS

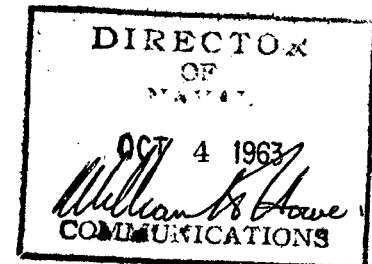
ENCLOSURE: (A) Minutes of the Steering Group on Maritime Communications 3/63 held 25 September, 1963.

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

DESPATCHED BY

A. Bledg n7R  
OCT 7 - 1963 aRR.B.  
NAVAL SECRETARY.

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

**CONFIDENTIAL**

- CONFIDENTIAL -

000546

409

CONFIDENTIAL

NSS 1300-166/10 (STAFF)

30 September, 1963.

MINUTES OF THE 3/63 MEETING  
OF THE STEERING GROUP ON MARITIME  
COMMUNICATIONS HELD ON 25 SEPTEMBER, 1963

Present:

Chairman	- LCdr. A.M. Cupples	DN Com
Members	- S/L L.J. Drake	D Com
	- LCdr. H. Hargreaves	DN Com
	- F/L R.F. Jones	D Com

In Attendance:

- LCdr. J.H. Ellerton	CANCOMARLANT
- F/L D.E. Haines	CANCOMARLANT
- LCdr. F.J. Dunbar	CANCOMARPAC
- LCdr. A.M. Cockeram	CANFLAGLANT
- Lt. A.E. Young	CANFLAGLANT
- F/L R.G. Henly	CANAIRLANT
- Lt. H.C. Clark	CANFLAGPAC
- LCdr. J.W. Jewers	DN Com
- LCdr. W.D. Moyes	DN Com
- Cdr. R.D. Wilson	DGFE
- LCdr. R.F. Duston	DGFE
- F/L J.A. Eggleston	DTMC
- F/L J.F. Power	DATR
- Mr. F. Thompson	D Com

...../2

CONFIDENTIAL

000547

~~CONFIDENTIAL~~  
- 2 -

ITEM 1 - The Minutes of the 2/63 meeting were agreed subject to an amendment to show F/L J.F. Power as a representative of DATR.

ITEM 2 - EMERGENCY COMMUNICATION FACILITIES -  
MHQ ATLANTIC

The Chairman said that the paper asking for approval of communication facilities for the Maritime Commander Atlantic at Torbay and elsewhere had been turned down, because the provision of a new MHQ at Blandford would make it unnecessary to have an alternate MHQ at Torbay. LCdr. Ellerton stated that the Maritime Commander had not yet been informed of this decision.

ITEM 2 A - LF TRANSMITTER FOR EMERGENCY USE

LCdr. Ellerton said that he had been informed recently that the RCAF had two 10/9353 GT 23 LF transmitters for which they had no further use. Cdr. Wilson stated the belief that these transmitters because of obsolescence and lack of power would be altogether inadequate for use as emergency transmitters for an LF RATT or CW Fleet Broadcast, F/L Eggleston suggested that the one at Goose Bay be used in a test to discover its capabilities. LCdr. Ellerton agreed that CANCOMARLANT would initiate the request for such a test.

ITEM 2 B - STATUS OF EMERGENCY ALTERNATE FREQUENCY PLAN

LCdr. Jewers said that DN Com and D Com were taking action to meet this requirement. Specific frequencies will be designated and necessary crystals procured.

ITEM 3 - PROVISION OF OPERATIONAL COMMUNICATIONS CENTRE  
FOR MARITIME HQ PACIFIC

LCdr. Dunbar stated MARPAC requirements for a communication or message centre separate from that of CANFLAGPAC. LCdr. Hargreaves outlined the three important aspects of such a proposal-construction, communication equipment and personnel. LCdr. Dunbar said that he would take action.

It was agreed to delete the item.

ITEM 3 A - PROVISION OF RADIO TERMINAL EQUIPMENT AND  
PERSONNEL TO MATCH ASSIGNMENTS OF OPERATIONAL  
FREQUENCIES

LCdr. Ellerton reported on problems of space for equipment and operators to man equipment in MHQ. The introduction of on-line on air-ground-air circuits would probably necessitate requests for extra room unless the new MHQ was available in time. He also told of independent RCN and RCAF complement surveys which made changes to the Maritime Commanders complement without reference to the Maritime Commanders Staff.

It was agreed to delete the item.

...../3

~~CONFIDENTIAL~~



~~CONFIDENTIAL~~

- 3 -

ITEM 4 - PROVISION OF CRYPTO FACILITIES AT  
ALTERNATE MHQ PACIFIC

LCdr. Dunbar asked about the responsibilities for providing crypto facilities for the alternate MHQ. LCdr. Moyes said that the Navy was responsible and had taken steps to provide what was needed based on the Pacific Command Emergency Defence Plan. CANCOMARPAC should state the actual material required.

It was agreed to delete the item.

ITEM 5 - REPLACEMENT OF PYTHON BY ROMULUS

After discussion it was obvious that the minutes of the 2/63 meeting had been misinterpreted by some. It was agreed that DN Com should take action to obtain the necessary teletype equipment for the Halifax tape relay centre and circuits to provide duplex on-line (KW-26) circuits from the Naval tape relay to SUMMERSIDE and GREENWOOD to replace the existing PYTHON on-line circuits from the MHQ crypto centre to SUMMERSIDE and GREENWOOD. S/L Drake said that D Com could provide the teletype and crypto equipment for the air base terminals.

ITEM 6 - USE OF KL-7 IN MARITIME PATROL AIRCRAFT

LCdr. Dunbar reviewed the history of use of KL-7 in MP aircraft, and the use to which it was put and questioned the need for KL-7 in 407 Neptune Squadron. A lengthy discussion followed after which it was agreed that any change should be initiated by COMARPAC who would write to CANAIRLANT.

It was agreed to delete the item.

ITEM 7 - REPORT ON COMCHEX TRIALS FOR LONG RANGE  
M/P AIR-GROUND-AIR COMMUNICATIONS

F/L Power had nothing to report and F/L Henly reported that the tests had just been carried out and trial reports had not yet been prepared.

ITEM 8 - SINGLE SIDE BAND FREQUENCY CLEARANCES

LCdr. Dunbar stated that there might be a need for a separate series of frequencies for SSB operation. After discussion it was agreed that COMARPAC should review his requirements and make a formal request for additional frequencies if needed.

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

LCdr. Ellerton said that it appeared that CS2F aircraft might be SSB equipped before the Maritime Commander had similar equipment. It was agreed

...../4

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

- 4 -

that this was so and applied also to ARGUS aircraft. Efforts were being made to provide the necessary SSB equipment but it was not certain that these would be successful. It was pointed out that the aircraft SSB transceivers could be operated in the compatible AM mode.

ITEM 9 - REVISION OF ASSIGNED CATEGORY AND  
AUTHORITY FOR CALL UP OF CERTAIN DND CIRCUITS

In reply to LCdr. Dunbar's questions about calling up circuits locally and changing the status of circuits from C to B category, LCdr. Hargreaves explained why circuits were dealt with as they were by Naval Headquarters. He described how in practise it was possible in emergencies to call up circuits very quickly.

It was agreed to delete the item.

ITEM 10 - RULES OF THE USE OF COMBINED BROADCAST  
KEYING MATERIAL

LCdr. Moyes briefed the meeting on the arrangements that had been made for the combined on-line broadcasts.

It was agreed to delete the item.

NEXT MEETING

It was agreed to hold the next meeting on 4 December, 1963.

*A. Cupples*

(A. M. CUPPLES)  
LCdr. RCN  
Chairman

STEERING GROUP ON MARITIME COMMUNICATIONS.

~~CONFIDENTIAL~~

File C 1300-1 dated Sept 20/63  
has been removed and placed  
on N55/1300-1 Perm Chg in DN  
Com.

DN Com  
28/1/64  
8 m

Director of Naval Communications

SI/jl

NS 1300-1 (Staff)

Royal Canadian Navy

4, Ontario.

19 SEP 1963

MESSAGE CENTRE - NSD HALIFAX

Reference: (a) AC 1300-1 dated 7 August, 1963.

Due to the extreme shortage of teletype equipment, it is regretted that no equipment can be made available at this time. Should the required equipment be located within the command, authorization is given to relocate this equipment to Naval Supply Depot, Halifax until such time as procurement can be made.

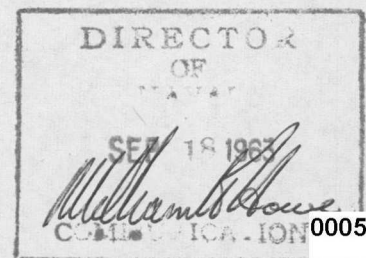
2. It is requested that Naval Headquarters be kept informed of the status of Message Centre, Naval Supply Depot, Halifax. A Routing Indicator will be assigned at the appropriate time.

*J.P.B.*  
NAVAL SECRETARY

Flag Officer Atlantic Coast.

Copy to: Officer-in-Charge, Naval Supply Depot, Halifax.

DISPATCHED IN  
*A. Bldg 77R.*  
SEP 19 1963 *AK.*



000552

248



AC: 1300-1



DEPARTMENT OF NATIONAL DEFENCE

ROYAL CANADIAN NAVY

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

ORIGINAL DAMAGED

AUG - 7 1963

MESSAGE CENTRE - NSD HALIFAX

Reference: (a) NS: 1300-166/10 (STAFF) dated  
10 June, 1963.  
(b) CSAC: 1320-1 Vol. 2 (NSD)  
dated 12 July, 1963.

Submitted for the consideration of  
Naval Headquarters, with reference to paragraph  
2 of reference (b), that the anticipated  
delivery date of equipment may be indicated.

2. Local assistance in determining  
equipment layout will be provided.

*Maurice Elman*  
for REAR ADMIRAL

The Naval Secretary.

Copy to: Officer-in-Charge,  
Naval Supply Depot,  
Halifax, N. S.

Referred: <i>Staff</i>
ALL 12 1963
File N: <i>1300-166/10</i>
Chg'd to: <i>DN/COM</i> <i>22-7-63</i>

Directorate of Naval Communications.

GAH/DF  
CONFIDENTIAL  
(Unclassified without enclosure)

NSS 1300-166/10  
(STAFF)

- ROYAL CANADIAN NAVY -

4, Ontario.

4- SEP 1963

STEERING GROUP ON MARITIME COMMUNICATIONS  
3/63 MEETING

Reference: (a) NS 1300-166/10 (STAFF) dated 18 July, 1963.

ENCLOSURE: (A) Agenda for 3/63 Meeting. (2 copies).

The enclosure is forwarded for information and appropriate action.

*P. Cosh*  
NAVAL SECRETARY.

Maritime Commander Atlantic.  
Maritime Commander Pacific.  
Flag Officer Atlantic Coast.  
Flag Officer Pacific Coast.  
Air Officer Commanding, Maritime Air Command.

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

DISPATCHED TO  
A Bldg 77R  
SEP 4 - 1963 UK

CONFIDENTIAL



000554

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

ENCLOSURE (A) to  
NSS 1300-166/10 (STAFF)  
dated

AGENDA FOR THE 3/63 MEETING OF THE  
STEERING GROUP ON MARITIME COMMUNICATIONS

The 3/63 meeting of the Steering Group on Maritime Communications will be held in Room 3126 "B" Building at 0900 on Wednesday, 25 September, 1963.

2. The following items are included in the agenda:

<u>Item</u>	<u>Subject</u>	<u>Sponsor</u>
1	Minutes of 2/63	
2	Emergency Communication Facilities MHQ Atlantic.	DN Com D Com
3	Provision of Operational Communi- cations Centre for Maritime Head- quarters.	CANCOMARPAC
4	Provision of Crypto Facilities at Alternate MHQ (Pacific).	CANCOMARPAC
5	Replacement of PYTHON by ROMULUS.	DN Com D Com
6	Use of KL-7 in Maritime Patrol Aircraft.	CANCOMARPAC
7	Report on COMCHEX Trials for Long Range M/P Air-Ground-Air Communi- cations.	D Com
8	Single Side Band Frequency Clearances.	CANCOMARPAC
9	Revision of Assigned Category and Authority for call up of Certain DND Circuits.	CANCOMARPAC CANFLAGLANT



(A. M. Cupples)  
CHAIRMAN

STEERING GROUP ON MARITIME COMMUNICATIONS.

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

MCACS: 1270-1



DEPARTMENT OF NATIONAL DEFENCE

ROYAL CANADIAN NAVY

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

AUG 23 1963

AGENDA ITEMS FOR 3/63 MEETING OF THE  
STEERING GROUP ON MARITIME COMMUNICATIONS

Reference: (a) NS: 1300-166/10 Staff dated 18 July,  
1963.

The following agenda items are proposed for  
the subject meeting in accordance with reference (a):

<u>Item</u>	<u>Subject</u>	<u>Sponsor</u>
1.	SSB shore facilities for MHQ Atlantic and CS2F aircraft	CANCOMARLANT
2.	L/F transmitter Emergency MHQ	CANCOMARLANT
3.	SSB Ship-MHQ frequency assign- ments	CANCOMARLANT
4.	Romulus channels to Shelburne	CANCOMARLANT
5.	Romulus channels to Greenwood and Summerside	CANCOMARLANT
6.	Status of Emergency Alternate Frequency Plan	CANCOMARLANT
7.	Provision of Radio Terminal Facilities and personnel to match Assignments of Operational frequencies	CANAIRLANT/ CANCOMARLANT
8.	Report of Comchex and Ionosonde trials	CANAIRLANT
9.	Rules for the use of combined Broadcast Keying Material	CANFLAGLANT

The Naval Secretary

Copy to: Air Officer Commanding,  
Maritime Air Command.

Flag Officer Atlantic Coast

REAR ADMIRAL  
MARITIME COMMANDER ATLANTIC

Referred to Staff  
AUG 26 1963  
File No 1300-166/10  
Chg'd to Mr Com 22-7

CONFIDENTIAL



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

MCP:C:1300-1

AUG 20 1963

AGENDA ITEMS - STEERING GROUP ON MARITIME COMMUNICATIONS

Reference: (a) NS:1300-166/10 dated 18 July, 1963.

Submitted for consideration in accordance with reference (a) are the following proposed agenda items for the Steering Group on Maritime Communications.

2. Revision of Assigned Category and Authority for Call Up of Certain DND Circuits. Certain MHQ circuits, particularly in connection with alternate headquarters and adjacent operational commanders are required prior to a reinforced alert. They are also required during exercises in peacetime. Discussions are considered in order concerning the relative priority of such circuits, and possible revision of policy concerning call up. (This item is of operational concern to the Flag Officer Pacific Coast as well as to the Maritime Commander Pacific.)
3. The Provision of Operational Communications Centre for Maritime Headquarters. The provision of basic communication facilities by the Naval Communication Centre while adequate in terms of physical plant, has many shortcomings in the internal handling of operational traffic. The provision of an operational Communication Centre, with terminations of inter-command operational circuits (as opposed to administrative circuits) with links to Naval Communications Centre for operational traffic to and from administrative circuits would increase operational efficiency. This is USN practice in the Pacific area. It is understood that in the Atlantic Command this is partly a matter of reducing the number of circuits terminating in the operational communication centre.
4. Single Side Band Clearances. With the introduction of S.S.B., frequency clearance for S.S.B. operation is required for Maritime Circuits. In certain instances, this will require parallel circuits until the S.S.B. programme has been completed.
5. Use of KL7 in Maritime Patrol Aircraft. Tactical Adonis is not an operational requirement for USN Pacific Command either for working with U.S. Naval Facilities or for Tactical communications with Operational Control Authorities.

.... /2

The Naval Secretary ✓

Copy to: Chief of the Air Staff

Flag Officer Pacific Coast

Flag Officer Atlantic Coast

Air Officer Commanding,  
Maritime Air Command Headquarters,  
5417 South Street,  
Halifax, N. S.

Maritime Commander Atlantic

Referred to	<i>Staff</i>
AUG 21 1963	
File N:	1300-166/10
Chg'd to	<i>D. C. 22-7</i>

CONFIDENTIAL

# CONFIDENTIAL

- 2 -

KL7 in 407 Squadron could be withdrawn without loss of operational efficiency, and with several side benefits to the RCAF.

6.  
(Pacific).

Provision of Crypto Facilities at Alternate MHQ

- (a) Existing inter-command on-line circuits do not include Alternate M.H.Q. To provide parallel operation during periods of tension or in wartime, netted on-line crypto circuits should be provided.
- (b) Crypto facilities should be provided to RCAF Station Comox to permit this activity to assume the communication responsibility for Alternate M.H.Q. that is now provided by Naval Communications Centre for primary M.H.Q.

7. A number of items concerning land lines and cryptography require discussion with specific directorate representatives, but would not be of general interest to the Steering Group.

  
LCDR  
AIR COMMODORE

# CONFIDENTIAL

000558



DEPARTMENT OF NATIONAL DEFENCE

PC:S: 1300-166/10

ROYAL CANADIAN NAVY

BEST AVAILABLE COPY

Office of  
The Flag Officer Pacific Coast  
AUG 16 1963

MEETING OF THE STEERING GROUP ON  
MARITIME COMMUNICATIONS

Reference: (a) NS 1300-166/10 dated 18 July, 1963.

Submitted for the information of Naval Headquarters  
that Staff Officer (Communications), CANFLAGPAC - Lieutenant\*  
H.C. Clark, O-14026 will attend the Steering Group Meeting  
as requested in reference (a).

2. The following item is submitted for inclusion in  
the agenda:

DND Consolidated Land Line Circuit List

Reclassification of existing Category C  
circuits and delegation of call-up authority.

REAR-ADMIRAL

The Naval Secretary.

Referred to	Staff
DATE	19 1963
FILE NO	1300-166/10
Chg'd to	Mr. Conn 22-7

CONFIDENTIAL

NSC 1300-166/10 (STAFF)

- ROYAL CANADIAN NAVY -

4, Ontario.

15 AUG 1963

HALIFAX SHIP SHORE AND BROADCAST

ENCLOSURE: (A) Operation of Halifax Radio (CFH).

Enclosure (A) was received from the Director of Signal Division, Admiralty, and is forwarded for comment and necessary action.

*A/P/Rev Com*

*for action re para 3*

*of So(c)'s 11 July letter.*

*Flag Officer Atlantic Coast.*

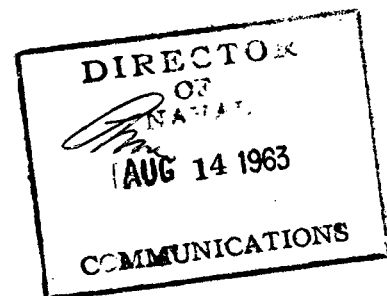
*P.B.*  
NAVAL SECRETARY.

*No action necessary at this time  
they will be answered  
by the Com in general comm  
letters*  
*19/8/63*

DESPATCHED BY  
A Bldg N.F.R.

AUG 15 1963

CONFIDENTIAL





**CONFIDENTIAL**

ENCLOSURE (A) to  
NSC 1300-166/10 (STAFF)  
dated 15 AUG 1963

OPERATION OF HALIFAX RADIO (CFH)

The following points have been extracted from a report made by the West Indies Frigates:

- (a) There has been some improvement since April, with very good co-operation at the beginning of the latest British Guiana crises. The additional RATT facilities made available were particularly appreciated.
- (b) Broadcast L on most frequencies suffers interference from U.S.N. ship shore stations so adjacent that difficulty is experienced in separating the broadcast from the interference. The 12 mc component suffers particularly in this respect.
- (c) Message Tapes still contain a high proportion of errors which have to be corrected by the operator by hand.
- (d) The principle of giving re-runs (ZFG's) new numbers uses up many numbers unnecessarily.
- (e) In southern Caribbean often only one frequency is readable and this is sometimes taken off without prior warning. All ships mention this point of components being taken off without warning.
- (f) A suggestion that when traffic permits Operational Immediate messages and above are run through twice. This is current R.N. practice.
- (g) Some numbers still being transmitted out of sequence.
- (h) Some signals having a taping corruption and not corrected by the operator, have the same corruptions when re transmitted as a result of request for a re-runs.
- (i) On ship shore the answering frequencies of 470 and 5097 are invariably unreadable South of Bermuda by day.
- (j) The system of running a call tape on the RATT working frequency is criticised, and it is found to be quicker to call on the calling frequency and request Halifax to listen on the FSK channel.
- (k) It appears that sometimes only one operator is available per band, which means that if he is engaged in accepting traffic on the working frequency the calling band is thus not covered and ships may call for a long time without answer.

**CONFIDENTIAL**

CONFIDENTIAL



DEPARTMENT OF NATIONAL DEFENCE

ROYAL CANADIAN NAVY

Naval Member Canadian Joint Staff (London)  
CAPO 5051  
Canadian Armed Forces Europe

Referred to <i>Staff</i>
JUL 25 1963
File No <i>1300-166/10</i>
Chg'd to

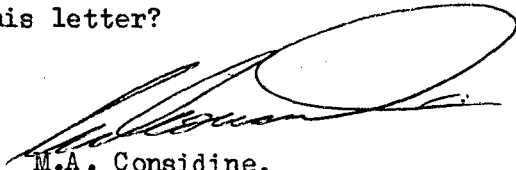
July 11, 1963.

Halifax Ship Shore and Broadcast

I received the attached letter from DSD Admiralty today and forwarded for your information.

2. Any comments ~~on~~ which you may have on procedural differences, which he mentions, would be appreciated.

3. Would you like me to obtain a proper interference report from the RN on the interference mentioned in paragraph (b) of his letter?



M.A. Considine,  
Lieutenant Commander,  
RCN.

Director of Naval Communications,  
Department of National Defence,  
Room 3627 "A" Building,  
OTTAWA, Ontario,  
Canada.

CONFIDENTIAL

**CONFIDENTIAL**

From: Captain J.R.G. Treckman, R.N.

SIGNAL DIVISION,  
NAVAL STAFF,  
ADMIRALTY,  
S.W.1.

BEST AVAILABLE COPY

9 July, 1963.

*Don Canham.*

Halifax Ship Shore and Broadcast

Further to our discussions on this subject, I have received a further report from the West Indies Frigates which make the following points:

- (a) There has been some improvement since April, with very good co-operation at the beginning of the latest British Guiana crises. The additional RATT facilities made available were particularly appreciated.
- (b) Broadcast L on most frequencies suffers interference from U.S.N. ship shore stations so adjacent that difficulty is experienced in separating the broadcast from the interference. The 12 mc component suffers particularly in this respect.
- (c) Message Tapes still contain a high proportion of errors which have to be corrected by the operator by hand.
- (d) The principle of giving re-runs (ZFG's) new numbers uses up many numbers unnecessarily.
- (e) In Southern Caribbean often only one frequency is readable and this is sometimes taken off without prior warning. All ships mention this point of components being taken off without warning.
- (f) A suggestion that when traffic permits Operational Immediate messages and above are run through twice. This is current R.N. practice.
- (g) Some numbers still being transmitted out of sequence.
- (h) Some signals having a taping corruption and not corrected by the operator, have the same corruptions when re transmitted as a result of request for a re-run.
- (i) On ship shore the answering frequencies of 470 and 5097 are invariably unreadable South of Bermuda by day.
- (j) The system of running a call tape on the RATT working frequency is criticised, and it is found to be quicker to call on the calling frequency and request Halifax to listen on the FSK channel.
- (k) It appears that sometimes only one operator is available per band, which means that if he is engaged in accepting traffic on the working frequency the calling band is thus not covered and ships may call for a long time without answer.

2. I fully appreciate the problem, particularly regarding trained personnel. Many of the items above have a familiar ring and I am sure are often attributed to our own stations. However I thought that you might find some of the points constructive and useful to Halifax.

Lieutenant Commander M.A. Canham, R.C.N.,  
H.M.C.S. NIOBE,  
R.C.N. Depot,  
1 Grosvenor Square, W.1.

*John P. Canham*  
*John P. Canham*

**CONFIDENTIAL**

AC: 1700-151

1300-166/10

DEPARTMENT OF NATIONAL DEFENCE

ROYAL CANADIAN NAVY

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

ORIGINAL NOT CLEAR

JUL 15 1963

PROPOSED MARITIME HEADQUARTERS  
BLANDFORD, N. S.

Reference: (a) NS 1300-166/10,  
NS 1700-151/1 (STAFF)  
dated 28 June, 1963

Referred to	<i>Staff</i>
File No.	1700-151/1
Chg'd to	DNFER 12-7-63

Enclosure: (A) One print of Drawing No. 289-62-5-0,  
Sheet SK3, Maritime Headquarters  
Accommodation Building

Submitted for the consideration of Naval Headquarters, as required by Reference (a), is Enclosure (A) together with the following comments to substantiate alterations made to the galley layout.

- 7  
DN COM
- (a) The re-location of refrigerated rooms and dry stores provides direct passage for receipt of stores, thus eliminating congestion of traffic in, and around, the cooking area.
  - (b) The re-location of staff room and heads provides space to permit separate rooms for male and female staff. A common rest room and heads for males and females is most undesirable.
  - (c) The re-location of meat and vegetable preparation areas, with dwarf bulkheads, provides for better circulation of air and traffic. In addition, it eliminates the necessity of transporting vegetables through the meat preparation area.
  - (d) The re-location of baker's table brings it in the area of necessary associated baking equipment; namely, the food mixer and bake area, to prevent congestion of traffic.
  - (e) The re-location of can sterilizing unit in can wash room permits space for spare can rack.

.../2

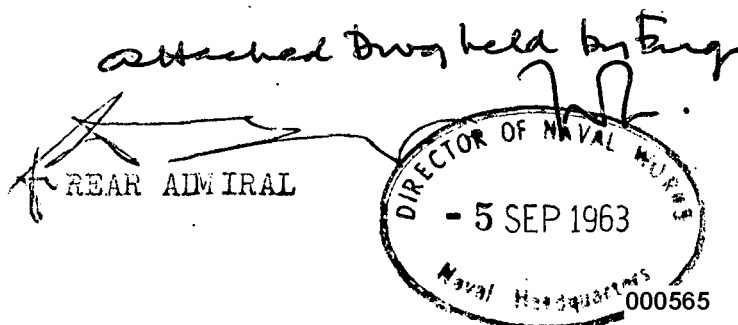
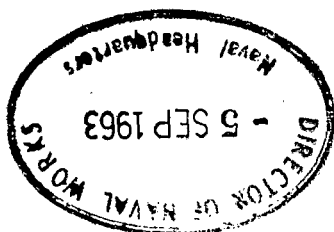
The Naval Secretary

- 2 -

- (f) The elimination of curb-type drain pit for steam-cooking equipment is most desirable. Bulkhead suspended-type steam kettles, with individual 9"x9"x9" recessed deck drains, directly under each tap, and special, similar open drains for the steam cookers are recommended. In this instance steam, water supply and waste lines are available in the dishwashing room on the other side of the bulkhead recommended for installation.
- (g) The electrical cooking equipment be installed on a 5" raised dais facing the steam-cooking equipment, allowing sufficient space between the two batteries of equipment to permit positioning two cook's work tables with sinks on both ends. This will allow convenient work areas for cooks using either electrical or steam equipment. In addition, this arrangement will permit a much cleaner deck area to be maintained by the elimination of the normal congestion of steam, water, waste pipes and kettle stands below, and/or above, cooking equipment.
- (h) The re-location of pre-work sink and scupper in dishwashing room provides for more direct flow of utensils.
- (i) The provision of two table-top grills in servery area for short-order items, such as eggs, etc., is recommended for time and motion reasons.
- (j) The provision for an additional door to the officers' dining room is recommended to allow for two-way flow of traffic.
- (k) Canopies, with forced exhausts, to be provided over all electrical and steam equipment.
- (l) The provision of portable stainless steel racks for all refrigerated rooms, is recommended.
- (m) The provision of a pantry for the officers' dining room is recommended.
- (n) The provision of separate serving facilities for C & PO's, is recommended.
- (o) The provision of platform-type scale, is recommended.

2. The alterations on drawing, comments and recommendations, as stated above, were made without the benefit of composite drawings and details of staff requirements. It is recommended, on future occasions, that these be included to provide a clearer picture of requirements.

3. It is requested this office be informed of the decisions on the above recommendations.



JLC/DF

NS 1300-166/10  
(STAFF)

- ROYAL CANADIAN NAVY -

4, Ontario.

18 July, 1963.

MEETING OF THE STEERING GROUP ON  
MARITIME COMMUNICATIONS

The 3/63 meeting of the Steering Group on Maritime Communications is scheduled for Wednesday, 25 September, 1963, in Naval Headquarters. In addition, it is intended to hold discussion on communication problems during the period 24-26 September.

2. It is requested that the following officers report to Naval Headquarters for this period:

Staff Officer (Communications), CANCOMARLANT  
Staff Officer (Communications), CANCOMARPAC  
Staff Officer (Communications), CANFLAGLANT  
Staff Officer (Communications), CANFLAGPAC  
Representative from Communications, CANAIRLANT.

3. Visiting officers will attend the Steering Group meeting. Items for the agenda should arrive in Naval Headquarters by 26 August.

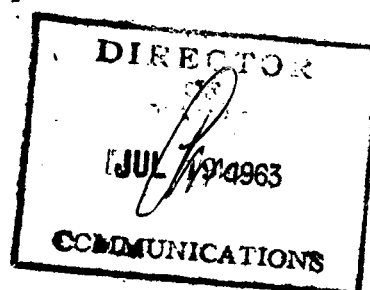
4. Officers shall use service air transport if practicable. If commercial air is required for any reason, costs are to be charged to the relevant Command travel code.

*Pleosh*  
NAVAL SECRETARY.

Maritime Commander Atlantic.  
Maritime Commander Pacific.  
Flag Officer Atlantic Coast.  
Flag Officer Pacific Coast.  
Air Officer Commanding, Maritime Air Command.

Copy to: Chief of the Air Staff.

DISPATCHED IN  
A. Bldg. N.E.R.  
JUL 24 1963



3199

DEPARTMENT OF NATIONAL DEFENCE

# TEMPORARY DOCKET

**NAVY**

[illegible]

000567

## INSTRUCTIONS



3199

ORIGINAL DAMAGED

CSAC: 1320-1 Vol. 2 (NSD)

Officer-in-Charge  
Naval Supply Depot  
Halifax, N.S.

12 July, 1963

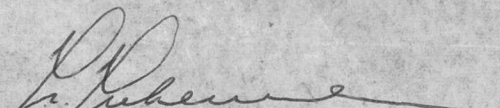
MESSAGE CENTRE - NSD HALIFAX

Referred to	<i>Staff</i>
JUL 17 1963	
File No.	<i>1300-166/10</i>
Chg'd to	<i>DNOM 11-7-63</i>

Reference: (a) NS 1300-166/10 (Staff) of 10 June, 1963

Submitted for the information of the Flag Officer Atlantic Coast that it is confirmed that the six copy roll can meet the actioning of messages under most circumstances by both the Ship Repair Facility (Materiel Control Officer), HMC Dockyard, Halifax, and Naval Supply Depot, Halifax. When copies of messages are required for an NSD Procurement or Receipt Control file, it is intended to prepare a photo copy as requisite and on an exception basis.

2. As several structural changes will be necessary to provide space for the Message Centre in NSD Halifax, an indication of the date of equipment installation is requested together with a recommendation for equipment layout.

  
(T. E. Treherne)  
COMMANDER

The Flag Officer Atlantic Coast

Copy to: The Naval Secretary  
Naval Headquarters  
Department of National Defence  
Ottawa 4, Ontario



Directorate of Naval Communications.

LL/DF

NS 1300-166/10  
NS 1700-151/1 (STAFF)

- ROYAL CANADIAN NAVY -

4, Ontario.

28 JUN 1963

PROPOSED MARITIME HEADQUARTERS  
BLANDFORD, N.S.

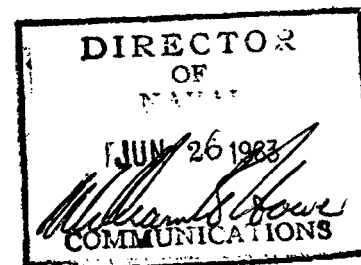
ENCLOSURE: (A) Two (2) prints of Drawing No. 289-62-5-0,  
Sheet SK3, Maritime Headquarters Accommodation  
Building.

The enclosed drawings are forwarded for approval and  
signature. May one copy, recording agreement or otherwise with  
the galley layout, be returned to Naval Headquarters.

  
NAVAL SECRETARY.

A/Naval Secretary (Staff),

Flag Officer Atlantic Coast.  
Attention: Command Commissary Officer.



DESPATCHED BY

Aldg. N.F.R.  
JUN 28 1963

**CONFIDENTIAL**

(Unclassified without enclosure)

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

NSS 1300-166/10  
(STAFF)

JLC/DF

- ROYAL CANADIAN NAVY -

4, Ontario.

24 June, 1963.

MINUTES OF THE  
STEERING GROUP ON MARITIME COMMUNICATIONS

ENCLOSURE: (A) NSS 1300-166/10 (STAFF) dated 19 June, 1963.

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

*P. Leach*  
NAVAL SECRETARY.

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

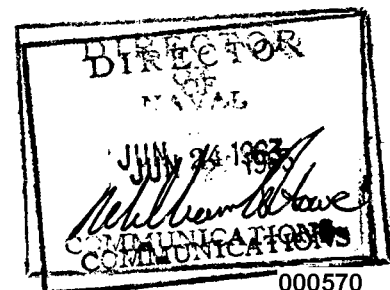
Copy to: Chief of the Air Staff. (Without enclosure).

DESPATCHED BY

*A Blag 77R*

JUN 25 1963 *AK*

**CONFIDENTIAL**



000570

~~CONFIDENTIAL~~

NSS 1300-166/10  
(STAFF)

19 June, 1963.

MINUTES OF THE  
STEERING GROUP ON MARITIME COMMUNICATIONS -  
2/63 HELD 19 JUNE, 1963

PRESENT:

Chairman	-	LCdr. A.M. Cupples	DN Com	RCN
Members	-	S/L H. G. Holgate	D Com	RCAF
		F/L R.F. Jones	D Com	RCAF
Secretary	-	LCdr. J.L. Creech	DN Com	RCN
Absent	-	LCdr. H. Hargreaves	DN Com	RCN

IN ATTENDANCE:

	LCdr. R.F. Duston	DGFE	RCN
	LCdr. W.D. Moyes	DN Com	RCN
	Lt. S. Iscoe	DN Com	RCN
	F/L J. Power	D Com	RCAF
	F/O W.C. Jackson	DTMC	RCAF

ITEM 1 The Steering Group approved the minutes of the 1/63 meeting.

ITEM 2 EMERGENCY COMMUNICATION FACILITIES MHQ ATLANTIC

Estimate action on this item is continuing. S/L Holgate pointed out that procurement of Phase II items depends on Phase I trials. The Steering Group agreed to continue the item.

ITEM 3 EMERGENCY COMMUNICATION FACILITIES,  
COMMERCIAL BROADCAST TRANSMITTERS

The Chairman briefed the group on the status of USN trials on "Radiation of Fleet Broadcasts from Commercial Stations". The Steering Group agreed to take no further action on this item until completion of the USN trials.

ITEM 4 REPORT ON COMCHEX TRIALS FOR LONG RANGE MP  
AIR-GROUND-AIR COMMUNICATIONS

F/L Power briefed the group on the current trials programme and advised that the Ionosonde 8000 has been incorporated in the trial as reflected in AFHQ Op Order 106/63. The Steering Group agreed to continue the item.

...../2

~~CONFIDENTIAL~~

000571

~~CONFIDENTIAL~~

- 2 -

ITEM 5 ON-LINE TRANSFER CIRCUIT RCN-USN

Lt. Iscoe advised the group that this circuit was in between Cheltenham and Halifax and, apart from teething troubles, was operating satisfactorily.

OTHER  
BUSINESS

ALTERNATE HQ CRYPTOGRAPHIC ALLOWANCE

LCdr. Moyes informed the group that the cryptographic allowances for Alternate HQs is reflected in AMSP 211 and AMSP 291.


REPLACEMENT OF PYTHON BY ROMULUS

LCdr. Moyes referred to item 14 of the 1/63 meeting and advised that cryptographic equipment could be provided. A working group of Lt. Iscoe and F/L Mackenzie was appointed to investigate the means of re-terminating the existing off-line circuits serving GREENWOOD and SUMMERSIDE from 6CU to the RCN Relay Centre in the MHQ.

DATE OF NEXT MEETING

The Chairman tentatively selected Wednesday, 6 November as the date for the next meeting. Since Command representatives will be invited to attend, this date will be confirmed subject to the exercise programmes of the Commands.

The Chairman noted that this would be the last meeting S/L Holgate would attend and expressed his gratitude for S/L Holgate's work in the group.

  
(J. L. Grech) LCdr.  
SECRETARY

STEERING GROUP ON MARITIME COMMUNICATIONS

~~CONFIDENTIAL~~

NS 1300-166/10 (DGSE/Wks)  
NS 1700-151/1 Vol. 8  
(DGSE/Wks)

20 JUN 1963


MEMORANDUM TO: DN COMMUNICATIONS


PROPOSED MARITIME HEADQUARTERS  
BLANDFORD, N.S.

Further to para. 3 of our Memorandum dated 15 May, 1963, under the above reference, two (2) prints of Drawing No. 289-62-5-0, Sheet SK3, Maritime Headquarters Accommodation Building are enclosed.

2. For record purposes it is requested that both copies be forwarded to the Flag Officer Atlantic Coast for the attention of the Command Commissary Officer, for his approval, signature, and return of one copy recording agreement or otherwise with the galley layout shown.

3. Please return this drawing, when signed, to the Director of Naval Works, Attention: Mr. S.C. Jones.

  
(H.D. McFarland)  
Commander, RCN

 DIRECTOR OF NAVAL WORKS



CONFIDENTIAL

S950-116 (CAS)

CONFIDENTIAL



DEPARTMENT OF NATIONAL DEFENCE

ROYAL CANADIAN AIR FORCE

Ottawa 4 Ont  
13 Jun 63

Ref Your NSS 1300-166/10 Vol 3 (Staff) 23 May 63

Chief of the Naval Staff  
Naval Service Headquarters  
Ottawa Ontario

Communications - Joint Maritime -  
RCN/RCAF Agreement on Responsibility for  
Provision of Communications Facilities  
for Maritime Commanders

1 I concur with the proposed amendment to para 5 of the subject agreement, and am returning herewith one copy of the amendment, which I have signed.

2 I will take steps immediately to have Joint Organization Orders 28 and 29 amended to reflect the agreement.

(CR Dunlap)  
Air Marshal  
Chief of the Air Staff

000575

FILE COPY

NS 1300-166/10 SY(P)

MEMORANDUM TO:

DMSC  
SODP

} copy to each

C.O.

DGNS

COMMUNICATIONS

DN COM is now prepared to discuss an improved communication system between DGNS and Supply Depots. This will be done in the office of DGNS on Wednesday, 19 June at 1400.

2. DMSC and SODP are requested to attend.

OTTAWA,

12 JUNE, 1963.

JWM/gd

(J.W. Maxwell)  
Commander, R.C.N.,  
A/DIRECTOR GENERAL NAVAL SUPPLY  
(Plans)



DEPARTMENT OF NATIONAL DEFENCE

MINUTE SHEET

Referred to

REMARKS

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

*DN Rom.*

*Noted. Thank you.*

*17/6*  
*A/DGNS(P)*

Directorate of Naval Communications

HC 1300-166/10  
(Staff)

SI/j1

LD 2251

Royal Canadian Navy

4, Ontario.

10 JUN 1963

MESSAGE CENTRE  
NAVAL SUPPLY DEPOT  
HALIFAX, NOVA SCOTIA

Reference: (a) AC 1300-1 dated 10 May, 1963.

It is approved to establish a Message Centre in Naval Supply Depot, Halifax, providing distribution is adjusted so that six copy roll can meet the actioning of messages and thus limit the receive side of the circuit to one page printer. The equipment, two page printers, one typing re-perforator and one transmitter distributor, will be provided when available.

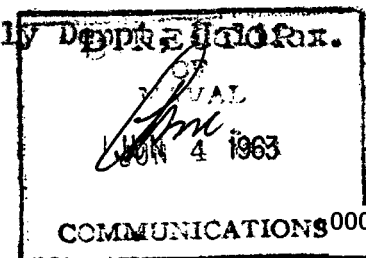
2. A Routing Indicator will be promulgated when information has been received that this facility is ready to commence operation.

~~4/NAVAL SECRETARY~~  
NAVAL SECRETARY (Staff)

Flag Officer Atlantic Coast.

Copy to: ~~General~~ <sup>General</sup> in-Charge, Naval Supply Depot, Halifax.

DISPATCHED BY  
A. Blay-732  
JUN 10 1963 AR



DEPARTMENT OF NATIONAL DEFENCE

MINUTE SHEET NS 1300-166/10 SY(P)

Referred to

REMARKS

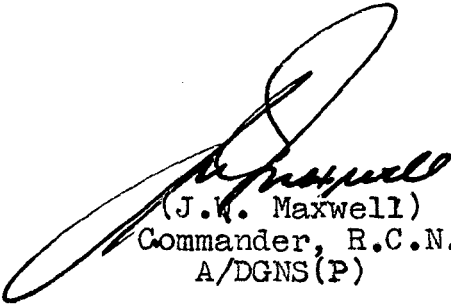
To be signed in full showing Appointment, Telephone Number & Date

DN COM

I agree that the installing of an extra page printer for receiving is both impractical and costly.

2. It is recommended that this installation be approved in principle on the basis of one receiver and that Canflaglant be asked to adjust the present method of actioning messages in N.S.D. so that six copies will suffice.

3. Would you please refer this Docket back to DGNS, for information, after despatch of your reply to Canflaglant.

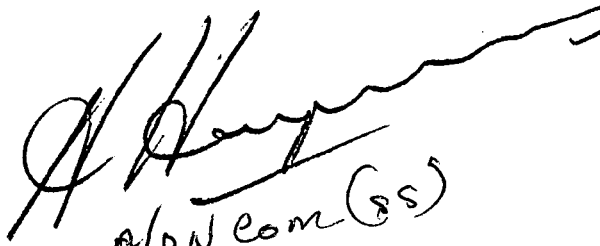
  
(J.W. Maxwell)  
Commander, R.C.N.,  
A/DGNS(P)

OTTAWA,  
17-5-63.

*Fully agree*  
*J.M. Clark*  
ccus 17, 1

DEPARTMENT OF NATIONAL DEFENCE

MINUTE SHEET

Referred To	REMARKS
	To be signed in full showing Appointment, Telephone Number & Date
D G NS (PLANS)	<p data-bbox="245 469 1077 592">Ref. AC1300-1 Dated 10 May 63.</p> <p data-bbox="245 577 1241 1008">We fully support the establishing of a Message Centre in N.S.D. Halifax but, Would you comment on the equipment aspects? It is pointed out that a Page Printer is a costly item to use for the purpose of providing additional copies.</p> <div data-bbox="585 962 1215 1270"> A/DN Com (SS)</div> <p data-bbox="258 1285 485 1332">14 MAY '63</p>



DEPARTMENT OF NATIONAL DEFENCE

ROYAL CANADIAN NAVY

AC: 1300-1

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

BEST AVAILABLE COPY

MAY 10 1963

MESSAGE CENTRE  
NAVAL SUPPLY DEPOT  
HALIFAX, NOVA SCOTIA

Staff
MAY 13 1963
File No 1300-166/10
Sent to DN/Com 9-5-63

*f* Enclosure: (A) CSAC: 1320-1 Vol. 2 dated  
25 April, 1963

Submitted for the consideration of Naval  
Headquarters is Enclosure (A).

2. The two-week trial period confirmed the  
feasibility of establishing a message centre in the  
Naval Supply Depot, Halifax, provided the recommendations  
and requirements contained in Enclosure (A) are met.

3. In order to establish a permanent message  
centre in NAVSUPDEP Halifax which will meet all  
recommendations submitted in paragraph 2 (b) of  
Enclosure (A), additional teletype equipment will be  
required as follows:

- (a) A delivery circuit connecting N.S.D.  
and the Tape Relay Centre.
- (b) Three teletype page printers.
- (c) One transmitter distributor.
- (d) One typing reperforator.

(Two receiving page printers are necessary in order to  
provide the required number of hard copies.)

4. The existing shortage of teletype equipment  
in the Tape Relay Centre precludes provision of the  
additional items from the spares held in Tape Relay Centre.

5. Because of the anticipated reduction in  
message distribution in NAVCOMCEN, Halifax, it is intended  
to make available necessary civilian Communicators to  
assist in the operation of the N.S.D. message centre  
during normal working hours.

.... /2

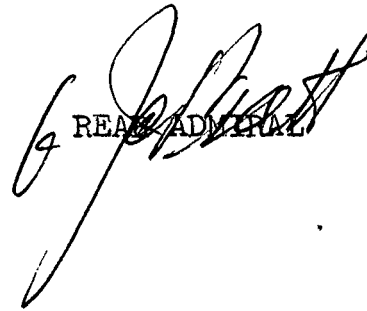
*Done*  
*14-5* The Naval Secretary

Copy to: Naval Supply Depot  
H.M.C. Dockyard  
Halifax, Nova Scotia.

- 2 -

6. Approval is requested, therefore, to establish a message centre in the Naval Supply Depot, Halifax, to be served as a tributary station of the Naval Major Tape Relay Centre, Halifax. It is further requested that Naval Headquarters initiate the necessary action to make available the required teletype terminal equipment for the new message centre, as shown in paragraph 3.

7. Subject to approval being received to establish the message centre, and upon receipt of the additional equipment, a further submission will be made requesting allocation of routing indicators for NAVSUPDEP Halifax.

64 REAR ADMIRAL 

CSAC: 1320-1 Vol. 2

DEPARTMENT OF NATIONAL DEFENCE  
Royal Canadian Navy

Commodore Superintendent Atlantic Coast

MESSAGE CENTRE - NAVAL SUPPLY DEPOT  
HALIFAX, NOVA SCOTIA

Reference: (a) AC 1300-1 of 3 December, 1962

Submitted for the consideration of the Flag Officer Atlantic Coast are the following observations and recommendations which result from studies and experiments conducted in Naval Supply Depot, Halifax, with assistance from FAVCONCFN Halifax since receipt of reference (a).

2. On the basis of the two-week trial during February:

(a) Observations

- (i) A significant delay in the receipt of messages occurred in the morning budget. The Depot message receiver started operations at 0800 and incoming messages were completed by approximately 0930.
- (ii) The texture of the paper used in the production of six copies leaves much to be desired. This paper is easily torn and does not stand up to repeated handling. ?
- (iii) The number of copies provided was not sufficient to ensure complete and timely action by all concerned. |

(b) Recommendations

To overcome the problems listed above, the following recommendations are submitted for consideration:

- (i) To ensure maximum effectiveness, the Navsupdep Communication Centre should be operated from 0700. The morning budget should be ready for action by approximately 0830. ✓
- (ii) The installation of two receivers and one transmitter is considered essential. \* This will provide better quality of

.../2

The Flag Officer Atlantic Coast

- 2 -

paper and reproduction on one machine for the copies used for control purposes.

- (iii) The additional copies required to ensure adequate distribution to action addressees within Naval Supply Depot, would exist with the installation of the two receivers mentioned above.
- (iv) Messages received in the Naval Supply Depot Communications Centre should be restricted to messages specifically addressed to Naval Supply Depot, Halifax as action or info addressee. General information messages covering weather reports, church services, Halgens and other messages not specifically addressed to Naval Supply Depot should continue to be provided by NAVCOMMEN Halifax on hard copies.

3. The services of the Naval Supply Depot Message Co-ordinator will be made available on installation of the necessary equipment and the need for additional assistance will be considered as experience is gained. The services of a communicator during normal working hours are considered to be essential. Working hours will be adjusted to man the message centre from 0700 to 1800.

4. It is further recommended that application be made to Naval Headquarters for the provision of the necessary equipment to set up a message centre in Naval Supply Depot, Halifax.

Original Signed By  
E. HARLEY

(E.N. Clarke)  
COMMODORE



DEPARTMENT OF NATIONAL DEFENCE

MINUTE SHEET

NSS 1300-166/10(STAFF)  
NSC 1616-4

Referred

REMARKS

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

~~DNOPS~~

~~ACNS (P)~~

OPERATIONAL COMMUNICATIONS - ATLANTIC COMMAND

Reference (a) ACS: 1340-1 dated 14 November 1962

The matter of reducing meteorological traffic on CFH Halifax broadcasts LIMA (CW) and LIMA ROMEO (RATT) has been the subject of several discussions with the Staff of DN Com. To date the limitations to making this change have been:

- (a) the lack (on a manning basis) of sufficient staff in the MARLANT forecast office to provide substitute shorter and simpler forecasts for broadcast on LIMA and LIMA ROMEO thus necessitating broadcast of existing DOT area forecasts which are lengthy.
- (b) the lack of equipment so that additional met. data required by BONAVENTURE only can be broadcast on LIMA PAPA rather than LIMA ROMEO. (This also meets a NATO requirement).

2. Both (a) and (b) above are now in hand and DNWS is investigating with DOT the possible civil implications of reducing the volume of weather traffic on LIMA.

3. Allowing time for developing new procedures and and re-scheduling all requirements should be completed by late July.

Action taken  
by CANADIAN'S  
13 19 452 Sep 63  
[Signature]

[Signature]  
(W.F. GANONG)  
DIRECTOR NAVAL WEATHER SERVICE 000585

DEPARTMENT OF NATIONAL DEFENCE  
MINUTE SHEET

Referred to

REMARKS

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

*DN Ops*

*ADP*

To note recommendation 2 (c) dealing  
with volume of weather traffic. Apparently  
the quantity of weather traffic through  
Albion Lake is an embarrassment in times  
of emergency.

Please investigate

*DN Weather*

for action plan *ADP*

*Philippe*  
*Thompson*

29.8.63

*minutes  
attached  
with  
29.8.63*

DEPARTMENT OF NATIONAL DEFENCE

MINUTE SHEET

ORIGINAL DAMAGED

REMARKS

Referred to

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

~~ACWS (Arw)~~  
~~(2)~~

Comments on the attached report, for Vans are requested, please

Jc  
Sec Vans  
13/5

~~DN (Arw)~~  
~~17/5/63~~

① For necessary action please.  
If a final reply cannot be made  
soon to Caulflaglant, please prepare  
an interim reply, by 21 May.

~~Vans~~  
~~(3)~~  
~~Jc~~  
~~Sec Vans~~

P. Cook  
Sec (Arw)  
13/5/63

D.N. Com

Before it goes to VCNS I  
would like a brief on what steps are or  
will be taken in respect to the recommendation  
proposed

ARM

22.5

ORIGINAL DAMAGED

Directorate of Naval Communications

NSS 1300-166/10  
(Staff)

HH/ji

Royal Canadian Navy

4, Ontario.

24 MAY 1963

BEST AVAILABLE COPY

A REPORT ON OPERATIONAL COMMUNICATIONS  
IN THE ATLANTIC COMMAND

Reference: (a) ACS 1340-1 dated 8 May, 1963.

The situation revealed in the study forwarded as Enclosure (A) to Reference (a) is fully appreciated.

2. A detailed reply on the action being taken to remedy the deficiencies will be forwarded when the final decision is made on items now included in the estimates for approval.

~~CHIEF CLERK~~  
~~NUMBER 101 SECRETARY~~  
(STAFF)  
NAVAL SECRETARY

A/A - DN Com  
for further reply.

Flag Officer Atlantic Coast.

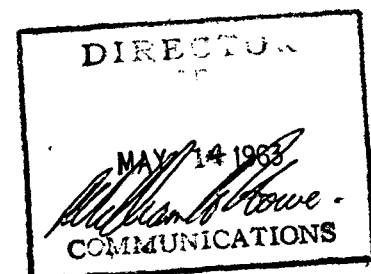
A/cms (Row) Concur.  
UCRS  
25.5.

DISPATCHED BY

A. Blagovest

MAY 24 1963 AK

CONFIDENTIAL



CONFIDENTIAL

NSS 1300-166/10 (STAFF)

ORIGINAL DAMAGED

22 May, 1963.

MEMORANDUM TO: ACNS(A&W)

ACNS(P)

DNT.

DGFE.

Passed for information and possible action  
if appropriate

ASST

ACNS(A&W)

23.5.

OPERATIONAL COMMUNICATIONS - ATLANTIC COMMAND

Reference: (a) ACS 1340-1 dated 8 May, 1963.

The following is a brief on the steps which will be taken to implement the recommendations in paragraph 19 of the reference, prepared in accordance with your instructions. Each recommendation is taken in the order listed.

2. Recommendation 19 -

- (a) This is up to CNP.
- (b) In hand - awaiting equipment delivery.
- (c) Will be done if equipment can be made available in the Relay centre. Under discussion with FOAC.
- (d) Has been done.
- (e) I am trying to get ACNS(P) to do this.
- (f) This is normal practice in CANAVHED also Atlantic Command.
- (g) This is a pious hope.
- (h) This is up to CNP.

This has now  
been done. *[Signature]*  
11/6/63.

3. Recommendation 20 -

- (a) Awaiting equipment delivery for ship-shore. Fleet Broadcast has been done.
- (b) Awaiting equipment delivery.
- (c) Has been done.
- (d) DGFE and DNI.
- (e) In hand.
- (f) This is a pious hope. It would be delightful but I despair of ever seeing it.

This has never  
been done to  
DGFE.  
Noted 17.6.64  
*[Signature]*

*[Signature]*  
(W. H. HOWE)

COMMANDER, RCN

DIRECTOR OF NAVAL COMMUNICATIONS.

CONFIDENTIAL

000590

1969 1222

CONFIDENTIAL

ACS: 1340-1



DEPARTMENT OF NATIONAL DEFENCE

ROYAL CANADIAN NAVY

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

MAY - 8 1963

A REPORT ON OPERATIONAL COMMUNICATIONS  
IN THE ATLANTIC COMMAND

Enclosure: (A) ACS: 1340-1 dated 14 November, 1962.

Enclosure (A), a Report on the Delays in the Handling of Operational Message Traffic during the Cuban Crisis, is submitted for the information and consideration of Naval Headquarters.

2. This cursory analysis of ship-shore and shore-ship communications emphasized certain shortcomings in the communication system serving this Command, some of which were in the process of resolution, or, have since been resolved. Remaining shortcomings are beyond correction, not being within the capabilities of the present system.

3. With reference to paragraph 20 of Enclosure (A), it is requested that action be taken to expedite:

- (a) procurement of teletype equipment, and
- (b) procurement of on-line cryptographic equipment for ship-shore communications.

Copy retained  
in the Com  
SS Section  
HJH  
17/5/63

Referred to	Staff
14.6.	
MAY 10 1963	
File No. 1300-166/10	
Chgd to. Lm Comd-5	

REAR ADMIRAL

The Naval Secretary

CONFIDENTIAL

000591

CONFIDENTIAL

ACS: 1340-1

C  
O  
P  
Y



DEPARTMENT OF NATIONAL DEFENCE

ROYAL CANADIAN NAVY

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

14 November, 1962

Sir:

We have the honour to submit, in accordance with ACS: 1340-1 dated 8 November, 1962, the attached report of the committee established to investigate the cause of delays in the handling of operational message traffic during the Cuban crisis.

The committee found that, considering current manning levels and equipment availability, the Communication system is operating at near peak efficiency, however, recommendations are made which, it is felt, will reduce the time taken to process heavy volumes of traffic.

We have the honour to be,

Sir,

Your obedient servants,

(A. L. COLLIER)  
Captain, RCN.

(A. M. COCKERAM)  
LCdr. RCN.

(D. H. PRATT)  
LCdr. RCN.

Chief of Staff  
Flag Officer Atlantic Coast

CONFIDENTIAL

C  
O  
P  
Y

000592



# CONFIDENTIAL

ACS: 1340-1

## A REPORT ON THE DELAYS IN HANDLING OF OPERATIONAL MESSAGE TRAFFIC DURING THE CUBAN CRISIS

- Reference: (a) ACS: 1340-1 dated 8 November, 1962
- Enclosure: (A) Handling times of sample messages from ships.  
(B) Representative handling times.  
(C) Breakdown of precedences and totals of messages in Tape Relay Centre and Broadcast Lima Romeo.

### INTRODUCTION

In late October, 1962, following the establishment of the United States blockade of Cuba, ships of the Atlantic Command were deployed to patrol areas operating from dispersal ports. Communication facilities were thereby severely overloaded with a result that the flow of classified Operational Information from shore-ship-shore was subject, in some cases, to considerable delay.

### THE AIM

2. The aim of this paper is to determine the cause of the delays in the processing of classified operational message traffic to and from ships and to make recommendations to correct any deficiencies which may be found to exist. Reference (a) is relevant.

### APPROACH TO THE PROBLEM

3. Prior to carrying out an analysis of the message traffic, the committee was given a familiarization tour of the communication facilities associated with the handling of operational traffic to and from ships. These facilities included Maritime Command Communications Centre, the Tape Relay Centre, Halifax, and Naval Radio Station, Albro Lake.

### ANALYSIS OF THE PROBLEM

4. The Staff Officer (Communications) to CANCOMARLANT was asked to produce copies of sample messages received from ships during the period 071800Z to 090800Z. An analysis was carried out to determine the handling times of these messages through the communication system. The following times were noted:

.....2

# CONFIDENTIAL

CONFIDENTIAL

- 2 -

- (a) Date Time Group (Filing time in the ship).
- (b) Time of receipt in Albro Lake.
- (c) Time of despatch Albro Lake/time of tape perforation.
- (d) Time of receipt MARCOMCEN.
- (e) Time of delivery Operations Room (Rush Copy).

5. Enclosure (A) lists the handling times of the sample messages taken at the relay points. It will be seen that the representative time taken for a message of priority precedence to be originated in a ship and received in the Operations Room is 2 hours, 15 minutes.

6. Enclosure (B) contains a summary of representative times deduced from Enclosure (A).

7. Comparison of Enclosures (A) and (B) reveal that a great number of messages have undergone unacceptable time delays in transmission from the originator to the addressee.

#### CAUSE OF DELAYS

9. The greatest delay factor is the time taken from the originator to time of receipt in Albro. This is a mean of 1 hour, 15 minutes with 9 messages taking in excess of 3 hours. These delays are apparent whether the ship is transmitting on CW or RATT. This investigation and past experience has revealed the following causes:

- (a) Serious shortages of qualified personnel in Albro are such that they are incapable of accepting all incoming traffic without serious delay. The watches are so short-handed of trained personnel that at peak periods, all operators are employed copying and processing traffic and no one is listening on certain of the calling frequencies.
- (b) The above delays are aggravated by the requirement to serve merchant ship traffic which must be strictly controlled in view of DOT regulations and resulting legal complications, therefore, the better operators are used for this function. This traffic at present is not too substantial, but does require operators who otherwise would be available to read incoming Naval traffic.

.....3

CONFIDENTIAL

**CONFIDENTIAL**

- 3 -

- (c) Certain geographical areas, notably the Georges Banks and areas south of Nova Scotia, are known poor radio areas. Six of the nine messages noted in paragraph 9 above were originated by ships in this area. Further, atmospheric conditions add variable interference, resulting in slow and/or garbled reception.
- (d) The circuit crowding on CW and RATT, coupled with the shortage of trained personnel, causes further delays.
- (e) Albro is doing its best but is working under the handicap of a shortage of RATT equipment. Although there are approximately 5 frequencies in each RATT band, ships now have only one crystal per RATT band with a second being supplied. Therefore, it is not always possible to shift RATT frequencies and ships wait their turn, for example, RESTIGOUCHE 081953Z was held up for 34 minutes while HURON was passing traffic. This problem is further aggravated by the fact that RATT frequencies are no longer specifically allocated to the RCN and are on a first come first serve basis. On occasion, interference from USN ships is very severe.
- (f) At least two messages were delayed due to radio silence conditions by the originator.
- (g) In order to provide the full picture to the Command, as a general rule, ships at sea first break all traffic addressed to the unit, and then, all other traffic on the Broadcast. This overloads ships' crypto facilities and may cause some delay to outgoing traffic.

10. The next delay occurs in Albro where CW traffic must be perforated for transmission by teletype to the Tape Relay Centre. Albro can keep up with all Priority traffic except during peak periods when delays of up to 45 minutes were noted. This delay is caused by shortages in trained personnel and equipment to perform this function. There is no delay in this regard for RATT traffic as it is already perforated by the terminal equipment.

11. Further delays occur because of traffic in peak periods jamming up on the one teletype line from Albro to the Tape Relay Centre. Once the traffic is received in the Tape Relay Centre, there is little evidence of any delay in transmitting to the MARLANT MESSEN other than the requirement to cut extra tapes for multiple addressees.

.....4

**CONFIDENTIAL**

CONFIDENTIAL

- 4 -

12. Ship to shore RATT with the patch into MARLANT MESSEN circumvents all delays through Albro and the Tape Relay Centre, but, until more frequencies and terminal equipment are available, there will be queueing for the circuit with consequent delays. Paragraphs 9 (e) and 10 above refer. Further, atmospheric conditions often require several re-runs of some messages which employs the circuit for some considerable time.

13. Certain delays due to personnel errors were recorded. These errors mainly occurred in encryption and decryption with certain routing errors, for example, errors detected in the sample messages were:

- (a) Incorrect system indicator (twice)
- (b) Incorrect rotors employed over midnight GMT
- (c) Incorrect routing on two operational immediate messages by the originator.

14. Garbling in reception delayed decryption on two messages in MHQ.

OTHER PERTINENT OBSERVATIONS

- 15. (a) 38% of the IR Broadcast priority messages are weather messages. 11
- (b) 68% of all Priority and above messages originated in the Maritime Headquarters are weather messages. 11
- (c) Ten of the messages in Appendix A contain lengthy weather and Bathy messages in contravention of MARGEN 3. This procedure added an average of 25 extra groups to be encrypted, perforated, transmitted, (5 times including taping), and decrypted.
- (d) There is insufficient technical support in the Tape Relay Centre and MARCOMCEN.
- (e) As there has been no Government statement or alert status implemented, Albro is required to service all merchant traffic as for peace time.
- (f) The proficiency of Naval Personnel in teletype and cryptographic operating procedure is below standard. This is certainly aggravated by the large shortages in all trade groups. 11
- (g) The committee found that in all positions, personnel are working to capacity and employing a great deal of ingenuity. Considering the manning, equipment shortages and their proficiency, these persons are producing well beyond what should be expected.

.....5

CONFIDENTIAL

CONFIDENTIAL

- 5 -

- (h) Ship shore facilities at Albro are designed to provide service to ships dispersed on the sea lines of communication over the whole of the North Atlantic Ocean. The employment of these facilities to provide communication from a large number of ships concentrated in the waters immediately adjacent to Nova Scotia is not compatible with the designed concepts.

PERSONNEL

16. (a) NAVAL It is a known fact that there are grave shortages in trained personnel in the communication trades of the RCN. CANFLAGLANT has authorized Albro to operate at a minimum of 50% complement supplemented by OJT personnel. However, it is apparent that in an emergency, such as in the present crisis, this 50% complement cannot provide the service required by the Maritime Commander. Therefore, either Albro need have an increase in trained men or delays must be accepted.
- (b) CIVILIAN The technician support of the whole communication complex is so weak that it has not been possible to proceed with the on-line crypto service to ships. The present manning is 50% of complement and there are 4 technicians awaiting security clearance (in some cases since May) before these positions can be filled. The technician shortage permits the carrying out of defect rectification only. No routine maintenance programme is possible. The state of the equipment reflects this. While none of the specific delays investigated were caused by equipment breakdown, it is simply a matter of time before this situation will result in an increased number of defects.

RECOMMENDATIONS

17. This analysis, carried out over a very short period, has disclosed certain shortcomings in the present organization. Many of these deficiencies are known and are connected with plans currently being implemented to improve facilities, however, implementation of these improvements has been slow. No attempt has been made to analyze the future requirement in detail as this would require a much more concentrated study than is possible at this time. The recommendations are made without regard to availability of equipment or manpower, but are items that are required if the present delays are to be overcome with the present system.

18. It is the opinion of this committee that certain steps must be taken immediately to decrease the communication delays in the present system and that further steps must be instituted in order to provide the Maritime Commander with the facilities he requires.

.....6

CONFIDENTIAL

# CONFIDENTIAL

- 6 -

19. Although it must be appreciated that only minimum benefits will accrue, the immediate steps to permit more expeditious handling of peak traffic loads are:

- (a) Bring Albro up to her operational complement of trained men or as a minimum, increase the manning level of trained men in Albro Lake.
- (b) Provide additional equipment facilities at Albro for perforation of tapes.
- (c) Provide one more teletype line with associated terminal equipment from Albro to the Tape Relay Centre to carry peak traffic.
- (d) Advise the ships to make greater use of RATT communications although that decision must rest with the ships.
- (e) Review the requirement for the large number of weather messages.
- (f) Make the originator more aware of his responsibility to review the requirement for the message and its precedence. Where ships and authorities are making unnecessary or incorrect messages, this must be brought to their attention. 15 (c) is a case in point which still exists.
- (g) Following the imposition of radio silence on ships, shore authorities must ensure that their message traffic to ships will not require replies except for urgent operational reasons.
- (h) Provide a communication watch officer in Maritime Ops Room who is a qualified communicator to screen carefully all messages in MHQ to insure proper procedures and message content for compatibility with the operation.

20. The long range steps which must be expedited:

- (a) Provision of on-line cryptographic equipment for the Fleet Broadcast and ship-to-shore communications.
- (b) Provision of the RATT terminal equipment to Albro for ship-to-shore RATT and terminal equipment within the Halifax Communication complex. This equipment has been approved and ordered in DDP contract demand 177300 in the 1961-62 estimates but has not as yet been provided.
- (c) Additional crystals be made available for more RATT ship-shore frequencies.
- (d) The provision of technical support to the FLAGLANT and MARLANT communication centre be expedited to bring this technical requirement up to complement. Security clearances should also be expedited.

.....7

# CONFIDENTIAL

000598

CONFIDENTIAL

- 7 -

- (e) The responsibility of handling merchant ship traffic to be removed from Albrow and turned over to the Department of Transport at Camperdown.
- (f) The concept of operations and control of Maritime forces must be defined more clearly in order that the communication system may be re-designed to meet requirements and to permit a realistic imposition of radio silence on ships.

CONFIDENTIAL

CONFIDENTIAL

ENCLOSURE (A)

P R E C	ORIG:	DTG	GR	Time To Albro		Time to Relay		Time to MHQ		Time to OPS		Total	
				h	m	h	m	h	m	h	m	h	m
P	CTU 302.1.3	071831	735	5	43		41		33		31	7	28
P	SIOUX	072225	74		52		11		40		45	2	28
P	KOOTENAY	080400	106		1.28		14		23		30	2	36
P	302.1.3	080445	93		33		24		22		39	1	58
P	SIOUX	080507	45		37		8		22		11	1	18
P	VICTORIAVILLE	080610	55		13		8		22		17	1	00
P	SIOUX	081010	65	1	19		9		7		15	1	50
P	KOOTENAY	081120	82	2	21		34		19		19	2	33
O	ALDERNEY	081132	30		11		9		53		13	1	26
O	ALDERNEY	081136	96		28		16		31		24	1	39
P	KOOTENAY	081212	60		39		41		13		11	1	34
P	.1.1	081228	82	1	50		45		29		33	3	37
P	.1.3	081351	82		--		--	1	25		24	1	49
P	.1.1	081410	77	2	27		33		11		13	3	24
O	HURON	081430	91		--		--		51		28	1	19
P	ALDERNEY	081620	57		32		--	1	01		10	1	43
P	SIOUX	081632	48		35		14		41		10	1	40
P	KOOTENAY	081638	133	1	36		1		40		27	2	44
P	ASTUTE	081740	97	1	09		8		13		41	2	11
P	VICTORIAVILLE	081815	53		51		8		18		12	1	29
P	HURON	081800	136		--		--	2	48		14	3	02
R	.1.3	081854	57	5	08		12		21		45	6	26
P	RESTIGOUCHE	081953	70		--		--	1	32		7	1	39
P	.1.3	082025	139	4	18		17		43		12	5	30
P	VICTORIAVILLE	082045	69	1	15		15		9		28	2	07
P	MICMAC	082102	50	3	12		1		15	1	11	4	39
O	ASTUTE	082105	56	1	04		10		10		15	1	39
P	302.7	082128	97	3	15		1		19		46	4	21
O	OUTREMONT	082133	104		57		5		13		13	1	28

CONFIDENTIAL

000600



CONFIDENTIAL

- 2 -

P KOOTENAY	082308	155	3	36	13	22	44	4	45
O RESTIGOUCHE	090023	90				8	38		46
P VICTORIAVILLE	090043	51	1	09	8	15	1	07	39
O RESTIGOUCHE	090050	44		--	--	4	8		12
P BONAVENTURE	090110	94			3	40	19	3	59
P 302.7	090155	246	3	11	1	1	15	52	19
P .1.3	090201	226		--	--	6	29	18	47
O RESTIGOUCHE	090227	54		--	--	13	10		23
P .1.3	090300	73	1	37	1	34	18	2	30
P SIOUX	090410	70	1	40	26	24	31	3	01
P .1.3	* 090530	184	3	22	18	18	33	4	31
P KOOTENAY	090606	88	2	46	18	18	41	3	59
P VICTORIAVILLE	090628	67		17	10	20	15	1	02
P .1.3	090730	82		50	30	18	1	04	50

\* RE-ENCRYPTION OF 082300Z

CONFIDENTIAL

CONFIDENTIAL

ENCLOSURE (B)

REPRESENTATIVE HANDLING TIMES

Representative length of message	80 groups
Representative time from DTG to TOR Albro	75 minutes
Representative time at Albro Lake	10 minutes
Representative time from Albro to MHQ COMCEN	22 minutes
Representative time in MHQ COMCEN	19 minutes
Representative time DTG to MHQ Ops.	2 hrs., 15 minutes

CONFIDENTIAL

CONFIDENTIAL

ENCLOSURE (C)

MESSAGE TRAFFIC  
TAPE RELAY CENTRE AND  
IR BROADCAST

PERIOD: 081600Z/NOV to 091600Z/NOV

BREAKDOWN OF MESSAGE TFC RECEIVED IN TRC FROM EACH STATION

NOTE: Except in the case of Whitehall and  
Ottawa totals include an hourly  
comparison message to compare  
channel numbers.

	<u>O</u>	<u>P</u>	<u>TOTAL</u> (Includes the R & M's)
WHITEHALL	NIL	43	122
OTTAWA	19	91	431
CANAS	NIL	7	68
ALBRO	14	171	291
RCAF	4	13	81
COVERDALE	18	1	63
CORNWALLIS	NIL	NIL	29 (open 1230Z to 2030Z ONLY)
ARMY	NIL	3	32
STADACONA	NIL	4	77 (No Classified)
FOAC Unclass. Msgcen	7	12	268
MARLANT	2	54	96
SHELBURNE	NIL	1	26 (In addition has own circuit to MARLANT)
SYDNEY	NIL	9	41
FOAC Crypto	1	13	86
NORFOLK	---	---	26
TOTALS	<u>65</u>	<u>408</u>	<u>1,737</u>

CONFIDENTIAL

CONFIDENTIAL

IR BROADCAST

081600Z/NOV to 091600Z/NOV

TOTAL

303 "Communication Wise" these should be:

O	7	O	-	7
P	140	P	-	72
R	84	R	-	84
M	72	M	-	140

Details

- (1) There were 64 classified messages with an average group count of 105 groups.
- (2) There were 38 Priority weather messages from MARLANT. There were 16 other weather messages (SPWO, NSS, etc.)

Of Interest:

- (3) There were 56 Ps and above received from MHQ and 171 Ps and above received from Albros.

Only 147 Ps and above went on IR --- remainder go to shore authorities.

NOTE: Weather messages on the IR Broadcast comprise 38 percent of all messages while 68 percent of all MHQ "P" traffic is weather.

CONFIDENTIAL

~~CONFIDENTIAL~~

JLC/DF

NES 1300-166/10 (STAFF)

ORIGINAL DAMAGED

7 May, 1963.

MEMORANDUM TO: D Com (Attention: Com 2-2)  
DN Com (Attention: A/DN Com (FU))

STEERING GROUP ON MARITIME COMMUNICATION 2/63  
MEETING

The 2/63 meeting of the Steering Group on Maritime Communications will be held on Wednesday, 19 June, at 0930.

Items for inclusion in the agenda should be forwarded to the secretary by 5 June.

*Original signed by*  
*Jed Creech*  
(J. L. Creech)  
LCDr. RCN  
Secretary.

~~CONFIDENTIAL~~

CONFIDENTIAL

RCN File - NSS 1300-166/10 (STAFF)  
RCAF File - 951-1 (D Com)

7 May, 1963.

RCN/RCAF AGREEMENT  
ON  
RESPONSIBILITY FOR PROVISION OF COMMUNICATION FACILITIES  
FOR MARITIME COMMANDERS

---

The new paragraph shown below has been agreed by Flag Officers and Maritime Commanders in clarification of the existing Royal Canadian Navy and Royal Canadian Air Force agreement on responsibilities for provision of communication and routine maintenance facilities for Maritime Commanders.

"5. Routine maintenance of communication equipment in Maritime Headquarters shall be the responsibility of the RCN Service Commander who shall co-ordinate maintenance requirements with the appropriate RCN and RCAF technical services in the Commands. The individual Service Commander shall supply logistics material appropriate to the RCN or RCAF provided equipment. Base repair shop facilities for major repair and overhaul, assistance in constructing or altering equipment installations, and general technical support shall be provided or co-ordinated through the RCN Service Commander."



.....  
CHIEF OF THE AIR STAFF



.....  
CHIEF OF THE NAVAL STAFF

CONFIDENTIAL

DEPARTMENT OF NATIONAL DEFENCE

MINUTE SHEET

Referred to

REMARKS

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

CAS

The enclosure # to the memo to  
CAS hereunder was not signed.

Two copies are attached in the  
files. Would you please  
sign both. CAS will then sign  
them, keeping one and returning

one,

  
WMC  
3/6

**CONFIDENTIAL**

Directorate of Naval Communications.

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

MAY 23 1963

CHIEF OF THE AIR STAFF

SERVICE RESPONSIBILITIES FOR PROVISION OF  
COMMUNICATION FACILITIES FOR MARITIME COMMANDERS

The Royal Canadian Navy and Royal Canadian Air Force gave formal agreement to the defined responsibilities for provision and routine maintenance of communication facilities for Maritime Commanders in August, 1962.

Subsequent to our ratification of this agreement, the Maritime Commander Atlantic expressed concern over the wording of the paragraph concerning routine maintenance.

At the March, 1963 meeting a new paragraph was accepted by the Steering Group on Maritime Communications and subsequently agreed by Flag Officers and Maritime Commanders on each coast.

The attached new paragraph does not change the original agreement in any way but simply clarifies the maintenance procedures. I propose we agree to it.

DIRECTOR  
OF  
NAVAL

MAY 7 1963

William House  
COMMUNICATIONS

Original Signed by

H. S. RAYNER

Chief of Naval Staff

(H.S. Rayner)

VICE-ADMIRAL, RCN

Drafted by LCdr. J.L. Creech / DF, (2-5163).

**CONFIDENTIAL**

JCFE - Owen, pls  
Concur, W. Kammer  
9/5

000608



**CONFIDENTIAL**

RCN File - NSS 1300-166/10 (STAFF)  
RCAF File - 951-1 (D Com)

7 May, 1963.

**RCN/RCAF AGREEMENT  
ON  
RESPONSIBILITY FOR PROVISION OF COMMUNICATION FACILITIES  
FOR MARITIME COMMANDERS**

---

The new paragraph shown below has been agreed by Flag Officers and Maritime Commanders in clarification of the existing Royal Canadian Navy and Royal Canadian Air Force agreement on responsibilities for provision of communication and routine maintenance facilities for Maritime Commanders.

"5. Routine maintenance of communication equipment in Maritime Headquarters shall be the responsibility of the RCN Service Commander who shall co-ordinate maintenance requirements with the appropriate RCN and RCAF technical services in the Commands. The individual Service Commander shall supply logistics material appropriate to the RCN or RCAF provided equipment. Base repair shop facilities for major repair and overhaul, assistance in constructing or altering equipment installations, and general technical support shall be provided or co-ordinated through the RCN Service Commander."

Original Signed by  
H. C. RAYNER

Chief of Naval Staff

.....  
CHIEF OF THE AIR STAFF

.....  
CHIEF OF THE NAVAL STAFF

**CONFIDENTIAL**

Directorate of Naval Communications

NSS 1300-166/10

Vol. 3 (Staff)

HH/jl

Royal Canadian Navy

4, Ontario.

26 APR 1963

ORIGINAL DAMAGED

INTERIM ALTERNATIVE MSG(ATLANTIC)  
COMMUNICATIONS

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

The installation of a teletype drop of DND 20249 (previous number DND 31589) into Point Edward Naval Base, Sydney will be carried out when requested.

2. Adequate notice for the installation is 30 days except in emergency when immediate arrangements can be made.

3. Three-unit tapes only are available and these will be supplied as requested.

A/H  
DPP  
for info.

A/crs (A/crs)  
B.

L.R.B.  
NAVAL SECRETARY

Maritime Commander Atlantic.

Copy to: Chief of the Air Staff.

Flag Officer Atlantic Coast.

Air Officer Commanding, Maritime Air Command.

DESPATCHED BY

A Bldg 7 Room

APR 26 1963

AK

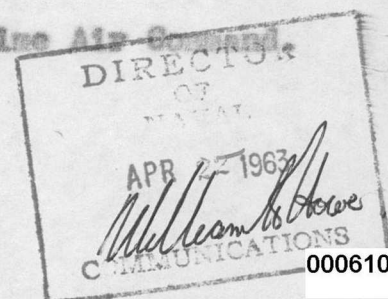
CS

CS

FOR CONCURRENT PRIMA DESPATCH

WDM  
23/4

CONFIDENTIAL



**CONFIDENTIAL**  
DEPARTMENT OF NATIONAL DEFENCE

MCACS: 1300-1



ORIGINAL DAMAGED

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

FEB 18 1963

1300-166/10

INTERIM ALTERNATIVE MHQ (ATLANTIC) COMMUNICATIONS

Reference: (a) MCACS: 1300-1 of 9 April 1962

Submitted for the consideration of the Chiefs of Staff Committee is the requirement for secure (on-line) teletype circuits connecting the alternative headquarters of CANCOMARLANT, CANFLAGLANT and CANAIRLANT.

2. Installation of the facility recommended in reference (a), paragraph 26 (b), would meet the requirement for a secure circuit between the alternative headquarters of CANCOMARLANT and CANAIRLANT.

3. Provision of a "drop" off the existing Halifax - Torbay - Argentia on-line landline circuit (DND 31589) into the Point Edward Naval Base, Sydney, is suggested as the most practical method of connecting both the main and alternative headquarters of CANCOMARLANT with CANFLAGLANT's alternative headquarters at Sydney. The feasibility of such an interconnection was tested successfully during FALLEX-62, when a teletype drop off DND 31589 was installed in PENB.

4. It is recommended that arrangements be made for the installation of a teletype drop off DND 31589 into PENB, and the supply of key tapes whenever the alternative headquarters of CANFLAGLANT is activated. If four-unit tapes are not available, the supply of three-unit tapes to MHQ Halifax, Torbay, and Sydney is suggested. PYTHON equipment for the Sydney terminal (when activated) could be made available from the resources of this Command.

*[Signature]*  
REAR ADMIRAL

The Naval Secretary

Copy to: Chief of the Air Staff

Flag Officer Atlantic Coast

Air Officer Commanding, Maritime Air Command

Referred to <i>Staff</i>
FEB 20 1963
File No. <i>1300-166/10</i>
Chgd to <i>DN Com</i>

**CONFIDENTIAL**

Directorate of Naval Communications

NSS 1300-166/10  
(STAFF)

WV/(HH)/j1

SD 1217.

Royal Canadian Navy

4, Ontario.

25 APR 1963

RECOMMENDATIONS CONCERNING SHIPPING CONTROL  
IN MARLANT - COMMUNICATIONS

Reference: (a) MCACS 1640-23-2; ACNAS 1640-23-2  
dated 14 March, 1963.

The reference contained a proposed communication plan for the Control of Merchant Shipping in the MARLANT area and recommended that the necessary network be established with a target date of 1 June, 1963 for implementation.

2. The requirements for the proposed network are well stated and generally agreed. However it is considered that the proposed solution which is based on Telex is not acceptable, mainly for security reasons.

3. It is noted that it is planned to clear the sea areas by dispersing Merchant Shipping to various harbours and anchorages, almost all of which are completely undefended. It follows, therefore, that any Merchant ships which reach these harbours and anchorages will be easy prey to any prowling submarine which is armed with torpedoes. For this reason it is most essential to deprive a potential enemy of any source of information which reveals the location of ships and their cargoes. The prime source of any such information would be the interception of unclassified messages to and from NCSO's.

4. Paragraph seven of reference (a) states that only 50% of the traffic need be encrypted. This is not agreed. Anything less than 100% encryption of all traffic will reveal information which will compromise the location of merchant ships. Even if encryption of 50% of the traffic was sufficient, the One time pad would be entirely inadequate.

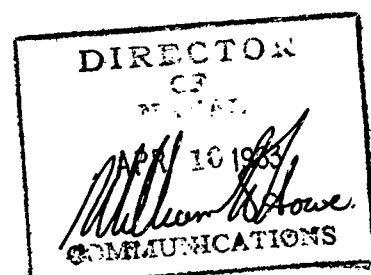
5. Past exercises have clearly revealed that the only practicable method for encryption of NCSO traffic is an on-line system. Action is being taken to procure on-line machines for the use of NCSO's. It is further noted that most of the delay in handling all messages, whether they concern Shipping Control or not, is in the crypto process, not the relay centres. On-line crypto is being introduced as rapidly as facilities become available and it is considered that this development will ease many of the current problems. There is therefore little to be gained by establishing a separate network for Merchant shipping control.

...../2.

Maritime Commander Atlantic.

Code to: Chief of the Air Staff.  
Flag Officer Atlantic Coast.

APR 25 1963



A/CNS (HOW)

This seems entirely sound. No good established emergency anchorage. Will the enemy where to go. AGU 24.4

000612

- 2 -

6. The advantages of Telex are well stated but the main disadvantage, namely, inability to encrypt the traffic, is not mentioned in the reference. It is this disadvantage which precludes the implementation of a Telex network at this time.

7. Quite apart from the security consideration it is considered that the planning for such a network is far too general for implementation purposes at this stage. There is therefore no possibility of having this network installed by 1 June, 1963 as recommended in the reference.

8. Under the auspices of Emergency Measures Organization, detailed discussions on communications have been held with Department of Transport and all authorities associated with communications for the control of shipping. These discussions have been conducted between communication experts in order to solve the communication network problems taking all known factors into consideration. A final solution has been proposed and is under consideration by the authorities controlling the networks. The details of the communications for the control of shipping will be forwarded when final agreement has been reached.

ORIGINAL DAMAGED

*PR-6*  
NAVAL SECRETARY

CONFIDENTIAL

MCACS: 1640-23-2  
ACNAS: 1640-23-2

DEPARTMENT OF NATIONAL DEFENCE



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

BEST AVAILABLE COPY

MAR 14 1963

RECOMMENDATIONS CONCERNING SHIPPING CONTROL  
IN MARLANT - COMMUNICATIONS

Enclosure: (A) A Paper on Shipping Control  
Communications

Submitted for consideration is Enclosure (A) which outlines the requirement for adequate communications for the Shipping Control Organization. It is recommended that an independent communications net for Shipping Control purposes be established, making use of commercial facilities.

2. It would be desirable to have such a system available prior to Exercise TRADEWIND VI and a target date of 1 June, 1963, has been suggested. This would permit the Shipping Organization to gain experience in using the system prior to Exercise TRADEWIND.

*[Signature]*  
6. DEAR ADMIRAL

The Naval Secretary

Copy to: Chief of the Air Staff

Flag Officer Atlantic Coast

*Staff*

*12* MAR 18 1963

Lo No. 1300-166/10

Regd to... *DN Com* 7-1-63

CONFIDENTIAL

000614

CONFIDENTIAL

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

ENCLOSURE "A" to  
MCACS: 1640-23-2  
ACNAS: 1640-23-2

MAR 14 1963

RECOMMENDATIONS CONCERNING SHIPPING CONTROL  
IN MARLANT - COMMUNICATIONS

Annex I - Participants Requiring Communication Services

Annex II - Advantage and Disadvantage Concerning TELEX  
with attached Tab I

Prior to the promulgation of the NATO policies to clear the seas and evacuate ports it had been estimated Shipping Control would not be required to operate in high gear until the recovery phase, at which time convoys would begin to be organized. This concept required little force or organization-in-being.

2. During the Cuban crisis special warnings were issued to world shipping by the US Naval Oceanographic Office Washington, proclaiming the USA quarantine and advising use of certain routes. In addition, a clearance system was instituted affecting shipping of all flags. The Shipping Community's reaction was one of complete cooperation. Based on this experience, it is expected during future tense situations that Shipping Officials will continue to cooperate should it be necessary to restrict the movement of Shipping through operational areas where surveillance is being conducted, or cause diversion of Shipping by denying passage through certain areas, or in an extreme situation, to evacuate a port. Any such action recommended by CANCOMARLANT to CANAVHED would be based on causing as little interference as possible to shipping schedules. As far as the above situations are concerned, the Shipping Control Organization would probably be required to advise, and, in the case of evacuation of ports, part of the organization to function. On the other hand, a NATO declaration clearing shipping from the seas would require the entire Shipping Control Organization to be activated to provide a tally of ships' locations, their cargoes, destinations and bunkers. Because consolidation of this information takes time, acquisition would have to commence as soon as possible. Convoys are not planned to be organized until the recovery phase. Nevertheless, the trend of operation during the Cuban crisis indicated that, had the situation reached the stage where shipping was turned aside, there probably would have been a demand for independent sailings of "required" cargoes to meet national needs. It is estimated that required cargoes will produce a steady flow of traffic to the USA from minor ports and anchorages in CANLANT. Control and direction of this traffic can be integrated with operations if the Shipping Control Organization is functioning. Therefore it is concluded there is justification for the Chief of Naval Staff to be authorized in the Naval War Book to establish the Shipping Control Organization in minor ports and anchorages prior to a Simple Alert.

...2

CONFIDENTIAL

000615

CONFIDENTIAL

- 2 -

3. The problem to control shipping in some degree at an early stage can be effectively implemented providing an organization-in-being exists. Such an organization requires the services of Local Port Directors and/or Customs Reporting Officers, NCSO's and/or Area Port Directors. Except for NCSO's, the remainder, by virtue of their daily employment, are on location to conduct Shipping Control duties. Therefore the system can be said to be "in being". However, no organization can function without communications.

4. The results of 8 Shipping Control exercises conducted during the last 12 years using the National Defence Communication System, show lack or misuse of communications and subsequent poor performance. Despite remedial action following early exercises, the volume of precedence administrative and operational traffic in the National Defence Communications System continued to prohibit Shipping Control traffic being handled, delaying it long enough to render it ineffective. Similarly, the density of traffic in NDCCS message centres during the Cuban crisis indicated Shipping Control traffic is unlikely to be handled during periods of tension and states of alert. The problem then is to provide satisfactory communications in peacetime at minimal expense but with enough scope to satisfy requirements during periods of tension and capable of rapid expansion at short notice. Such a system would be required to be proven, dependable, inexpensive and simple to install, operate and maintain, possess fast message handling capabilities and be flexible. It need not be secure and should not require to be manned by Naval personnel or specially trained civilians.

5. The minimum peacetime requirement is to provide a backbone communications net between MHQ, Ottawa and CANCOND and Area Port Directors in Montreal, Quebec, St. John's Nfld, Sydney, Halifax and St. John NB and the Local Port Director, Chicoutimi. To provide coverage on the north shore of the St. Lawrence and to conform to the principle that the organization-in-being where possible include officials of the Department of Transport, the Local Port Director, Chicoutimi, has been included vice the Area Port Director Seven Islands. NCSO's would close up with APD's when required. This net would be adequate for exercise purposes and would provide daily information to the Chief of Naval Staff, Department of Transport, CANCOMARLANT and CANCOND. In addition to daily information re arrivals and departures of merchant ships, reports on the movement of Government vessels could also be passed. If information is desired by the Regional Shipping Director, the Port Manager, Montreal, could obtain this for him via either the RSD Liaison Officer East Coast using the facilities of the Port Manager Halifax and MHQ, or the RSD Liaison Officer Great Lakes via CANCOND. Customs Reporting Officers would continue to report by telephone or telegraph, but to the nearest APD rather than to CANAVHED or CANCOMARLANT as at present, resulting in a reduction in RCN telegram expenditure. Local Port Directors, when authorized, would feed information to the nearest APD or designated LPD by commercial means or radio.

...3

CONFIDENTIAL



CONFIDENTIAL

- 3 -

6. The target date proposed for the inception of a Shipping Control Net is 1 June 1963, to provide opportunity to gain experience prior to exercise TRADEWIND VI, 12 August 1963. Advantages expected to accrue in operating a reduced Shipping Control Net in peacetime are:

- (a) The NCS Org will be at immediate readiness, operating daily with minimal overhead and expense.
- (b) Staff Officers will be exposed to handling and understanding the Shipping Control System.
- (c) Civilian Officials will become conversant with the practical side of their duties.
- (d) Naval and Civilian participants will gain practical experience working together. This is one of the major requirements to be fulfilled if Shipping Control is to work satisfactorily.
- (e) Shipping information and intelligence will establish the basis for Shipping Destination Rooms.
- (f) Use of the system will result in improvements to Shipping Control.
- (g) Practical training will be achieved by NCSO's as part of a formal training course.
- (h) Expense of CRO reports will be reduced.
- (i) Depending on the type of facilities provided, a direct link could be established with AMVER, the US source of Merchant Shipping Reports.

7. Concerning encryption: the aim is to use unclassified traffic. However, after the Simple Alert, reference to large number of ships in anchorages, convoys' and independents' ETD's, ETA's, times sailed and arrived, destinations and rendezvous will have to be classified. Therefore there will be a requirement for encryption of about 50% of the traffic, mostly from the NCSO/APD level. A one-time pad encryption system similar to the Reporting Officers Crypto System should prove satisfactory.

8. The peculiarity of Shipping Control communications is that message traffic, originated by both naval and civilian sources concerning the same operation, is required to provide a cross-flow of information to naval and

...4

CONFIDENTIAL

CONFIDENTIAL

- 4 -

civilian officials without duplication. Therefore it is proposed that either a communication's system for Shipping Control be established independent of the NDCS, or, commercial facilities augment the tape relay facilities of the NDCS. The independent net would have the additional advantage to relieve the NDCS of the responsibility for handling Shipping Control Traffic, and provide a back-up to the NDCS in war. By direction the RCN is responsible to provide communications for Shipping Control. The main participants in Shipping Control are the RCN and Department of Transport. Implementation of either of the proposed communications systems involves active participation by the Department of Transport. Therefore it is reasonable that expenditure establishing and operating a Shipping Control Net be shared by the RCN and DOT.

9. Participants eventually requiring communication services are listed in Annex I. When Shipping clearance is implemented, it is expected that the preponderance of shipping in CANLANT will seek haven in Newfoundland waters, followed by Nova Scotia and the Gulf of St. Lawrence. Therefore, to cope with the corresponding traffic load, it may be necessary to arrange for communication equipment to be provided at short notice for selected LPD's/CRO's whose duty would be to clear traffic from adjacent LPD's/CRO's to the appropriate APD/NCSO.

10. Investigation reveals that TELEX, an existing communications service, satisfies Shipping Control requirements as an independent net or to augment part of the NDCS. Advantages and disadvantages concerning TELEX are contained in Annex II.

11. Civilian Shipping Direction plans call for the RSD, Area Port Director and NCSO Halifax to locate with the EMO Emergency Area Headquarters at Debert or Truro for the initial phase. Shipping direction will be conducted from there, in particular providing sea transportation for evacuation and cargoes to succour EMO operations for the entire Maritimes area. During the recovery phase, the APD and NCSO Halifax will proceed to Chester to commence organizing convoys. APD's and NCSO's in Montreal, Quebec and St. John NB proceed to selected sites outside each target area during the initial phase. At each of the APD/NCSO emergency sites, it is understood that teletype equipment, as part of the NDCS, will be provided. There will be a requirement to set up the teletype equipment and provide trained operators. During the recovery phase, the requirement for traffic to be passed by LPD's/CRO's to APD's/NCSO's cannot be satisfactorily handled by the NDCS. Therefore it is proposed that arrangements be made to provide TELEX in the APD/NCSO emergency sites to handle this traffic. A bonus would result in that TELEX would also serve as a back-up to the NDCS teletype circuit for Shipping Control traffic passed to and from higher levels in the organization.

12. Establishment of a Shipping Control Net in peacetime based on peacetime traffic load is difficult to justify. However establishment of such a net can be justified if the requirement for an organization-in-being is vital for our peacetime preparedness. Therefore, it is recommended that a Shipping Control Net using TELEX be established in peacetime.

CONFIDENTIAL

# CONFIDENTIAL

ORIGINAL DAMAGED

ANNEX I to  
MCACS: 1640-23-2  
ACNAS: 1640-23-2  
dated  
MAR 14 1963

Control and direction of shipping in CANLANT is conducted through Area Port Directors and NCSO's. Areas of responsibility are as follows:

<u>AUTHORITY</u>	<u>AREA</u>
CANCOND	Great Lakes and Seaway.
APD/NCSO Montreal	Seaway entrance to Quebec Bridge.
APD/NCSO Quebec	Quebec Bridge to a line drawn from a point east of Les Escoumains to a point west of Rimouski.
APD/NCSO Seven Islands	Bounded by a line running along Les Escoumains - Rimouski boundary to just south of Gaspé to south-east tip Anticosti Island to Quebec - Labrador boundary.
APD/NCSO St John's	Newfoundland and Labrador waters.
DAPD/NCSO Sydney	Remainder of Gulf of St Lawrence including N.B., P.E.I. and N.S. ports, Gut of Canso and Approaches and Cabot Strait.
APD/NCSO Halifax	Nova Scotia from Cape Canso to Cape Sable.
APD/NCSO St John NB	Bay of Fundy including N.S. ports.

2. The minimum peacetime establishment of the Shipping Control Communications Net is proposed to include:

<u>PLACE</u>	<u>LOCATION</u>
Ottawa	CANAVHED & DOT (Director Marine Operations)
Montreal	DOT (Port Manager/APD)
Quebec	DOT (Port Manager/APD)
Chicoutimi	DOT (Port Manager/LPD)
St John's Nfld	DOT (District Marine Agent/APD)
Sydney	DOT (Harbour Master/Deputy APD)
Halifax	MHQ & DOT (Port Manager/APD)
St John NB	DOT (Port Manager/APD)
Hamilton	CANCOND & DOT (RSD Liaison Officer Great Lakes)

. . . /2

# CONFIDENTIAL

# CONFIDENTIAL

ORIGINAL DAMAGED

- 2 -

3. Expansion of the Shipping Control Organization, requiring authorization by CANAVHED, would include the following authorities, Local Port Directors and Customs Reporting Officers, Partial activation of the list may be ordered. Although some ports listed are seasonal, the LPD/CRO concerned may still be required to deal with shipping in his vicinity:

<u>AUTHORITY</u>	<u>LOCATION</u>
Alternate Maritime HQ	RCAF Station, Torbay, Nfld.
RSD/Deputy RSD	Montreal
NCSO	Montreal
LPD/CRO	Three Rivers Que.
LPD	Les Escoumains Que.
LPD/CRO	Seven Islands Que.
LPD/CRO	Baie Comeau Que.
LPD	Port Cartier Que.
LPD	Havre St Pierre Que.
LPD/CRO	Rimouski Que.
LPD	Mont Louis Que.
LPD/CRO	Gaspé Que.
LPD/CRO	Chandler Que.
LPD/CRO	Bathurst N.B.
LPD/CRO	Chatham N.B.
LPD	St Anthony Nfld.
LPD	White Bay (Baie Verte) Nfld.
LPD	Springdale Nfld.
LPD/CRO	Botwood Nfld.
LPD	Twillingate Nfld.
LPD	Bonavista Nfld.
LPD	Clareville Nfld.
LPD	Burin Nfld.
LPD	Grand Bank Nfld.
LPD	Gaultois Nfld.
LPD	Burgeo Nfld.

.../3

# CONFIDENTIAL

CONFIDENTIAL

ORIGINAL DAMAGED

- 3 -

<u>AUTHORITY</u>	<u>LOCATION</u>
LPD/CRO	Port Aux Basque Nfld.
LPD	St Georges Nfld.
LPD/CRO	Cornerbrook Nfld.
LPD	Port Saunders Nfld.
LPD/AAPD	Charlottetown P.E.I.
LPD/CRO	Pictou N.S.
LPD	Queensport N.S.
CRO	Port Hawkesbury N.S.
CRO	Dingwall N.S.
CRO	North Sydney N.S.
CRO	Louisbourg N.S.
LPD	Country Harbour N.S. (Liscomb Harbour)
LPD/CRO	Sheet Harbour N.S. (Ship Harbour)
CRO	Lunenburg N.S.
LPD/CRO	Liverpool N.S.
CRO	Yarmouth N.S.
LPD/CRO	Digby N.S.
Quebec Provincial EMO HQ	Valcartier Que.
Ontario Provincial EMO HQ	Barrie Ont.
Nova Scotia Area EMO HQ	Debert/Truro N.S.

4. It is proposed to promote effectiveness by designating certain APD's/NCSO's and LPD's/CRO's to serve as clearing centres for reports from near-by LPD's and CRO's. The latter would pass traffic by radio, telephone or telegraph. This system may be applied more broadly throughout the organization, depending on the type of communications provided. Some examples are listed below.

APD/NCSO	Montreal	service	LPD/CRO	Sorel
LPD	Chicoutimi	"	LPD/CRO	Port Alfred
LPD/CRO	Rimouski	"	LPD/CRO	Matane
LPD/CRO	Chandler	"	LPD	Port Daniel
LPD/CRO	Bathurst	"	LPD's/CRO's	Campbellton and Dalhousie
LPD	St Anthony	"	LPD's	Canada Bay and Hare Bay

CONFIDENTIAL

CONFIDENTIAL

ORIGINAL DAMAGED

ANNEX II to  
MCACS: 1640-23-2  
ACNAS: 1640-23-2  
dated MAR 14 1963

Review of the Meteorological Communications Network of the Department of Transport in Quebec, Ontario and the Maritimes reveals some stations on teletype circuits 107, 109, 110 and 112 are favourably located to service Shipping Control Communications traffic, particularly remote regions in Newfoundland and Quebec. However the present meteorological traffic load prohibits accepting additional traffic in peacetime, making it impractical to share this net in war.

2. Expansion of the NDCS would not overcome the main problem of delay in handling Shipping Control traffic in NDCS message centres. Establishment of a net independent of the NDCS, or, use of commercial facilities fed into the NDCS should overcome this problem. An existing system which fulfils Shipping Control requirements and can be adapted for the independent or NDCS augmented net is TELEX.

3. TELEX like the NDCS is vulnerable to nuclear attack. The flexibility of the TELEX System provides a broad back-up and independent alternate routing. Canadian port authorities, shipping companies and Government Departments are in the TELEX system. The National Harbours Board in Montreal and Ottawa is reported to have TELEX. US and European port authorities and shipping interests are also on TELEX. The system will conveniently accommodate Consular Shipping Authorities when required. Because of the wide flexible coverage inherent in TELEX, use of unlisted numbers for the Shipping Control Net would be advisable. Naval control and procedure is recommended for the net. Where appropriate, control could be delegated to local DOT officials. Direction governing use of TELEX in peacetime would be the responsibility of the user Department. A schedule should be established for passing daily MEREPS using unclassified MERCO or abridged MERCO format. Equipment would be located in the offices of the APD's listed in Annex 1.

4. The monthly expenditure for TELEX would be between \$270-\$600, depending on the equipment installed. Presumably expenditure would be a shared responsibility of the Department of National Defence and the Department of Transport, based on location of equipment.

5. Details concerning TELEX are as follows:

- (a) The TELEX system is available on a 24 hour basis at no extra cost and does not require to be manned the entire time to be operative. Because TELEX provides a printed record, use of AZOGRAPH paper will eliminate the need to retype for distribution, providing a saving in manpower and expense. Present teletype AZOGRAPH stocks of paper fit TELEX.
- (b) Servicing, spare parts and maintenance is provided by CNCP Telecommunications, eliminating the need for manpower and expenditure overhead.

. . . /2

CONFIDENTIAL

CONFIDENTIAL

- 2 -

- (c) The proposed Shipping Control Net would utilize standard TELEX equipment. However it may be desirable to instal TELTEX in Ottawa, MHQ and CANCOND where traffic would be heavy once control of shipping was initiated. TELTEX incorporates a perforator permitting traffic to be transmitted at the equipment's ultimate speed 100 wpm.
- (d) The cost of initial installation per machine is \$20. The monthly rental per machine is TELEX \$45 and TELTEX \$62. Initial installation of the proposed reduced net would be between \$120 and \$240. The toll rate is based on areas, e.g. Halifax to Boston (37½¢ per minute) is the same as Halifax to Ottawa. Halifax to New York, Norfolk or Hamilton is the same toll (45¢ per minute). Equal rates apply in the Maritimes (10¢ per minute). Comparison toll charges TELEX, telephone and telegraph are contained in Tab. 17. The average CRO report, Portsum or Havrep message takes less than one minute to transmit at 50 wpm.

CONFIDENTIAL

CONFIDENTIAL

TAB 1 to  
APPENDIX "B" to  
MCACS: 1640-23-2  
ACNAS: 1640-23-2  
dated MAR 14 1965

Comparison of TELEX Tolls  
with Telegraph and Telephone Charges  
From HALIFAX, N. S. To:

	TELEX 1 Min Capacity 66 Words	Telegrams 10 Words Full Rate	TELEX 3 Mins 150-198 Words	Telephone 3 Mins Person to Person	Telephone 3 Mins Station to Station
Sydney	.10	.70	.30	1.80	1.35
Saint John, N.B.	.10	.70	.30	1.45	.95
St. John's, Nfld	.37½	1.00	1.12½	3.30	1.85
Quebec	.37½	.85	1.12½	2.85	1.65
Chicoutimi	.37½	1.00	.92½	2.85	1.65
Montreal	.37½	1.00	1.12½	3.10	1.75
Ottawa	.37½	1.00	1.12½	3.30	1.85
Hamilton	.45	1.00	1.35	3.85	2.10
Charlottetown	.10	.70	.30	1.35	1.00
Fredericton	.10	.70	.30	1.75	1.15
Toronto	.45	1.00	1.35	3.80	2.10
Windsor	.52½	1.20	1.57½	4.10	2.30
Fort Williams	.60	1.20	1.80	4.20	3.10
Vancouver	1.12½	1.80	3.37½	5.85	3.35
Victoria	1.12½	1.80	3.37½	5.85	3.35
Boston	.37½	1.40	1.12½	1.90	1.30
New York	.45	1.40	1.35	2.30	1.60
Norfolk, Va.	.45	1.85	1.35	2.75	1.90
Washington, D.C.	.45	1.60	1.35	2.75	1.90

CONFIDENTIAL



CONFIDENTIAL



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

MCP:S: 1300-166/11

BEST AVAILABLE COPY

APR 22 1963


SS

RESPONSIBILITY FOR COMMUNICATIONS MAINTENANCE  
AT MARITIME HEADQUARTERS

- References: (a) NSS 1300-166/10 (DGFE) dated 26 October, 1962.  
(b) MCP:S: 1300-166/11 dated 21 January, 1963 (NOTAL).  
(c) NSS 1300-166/10 Vol 3 NSS 1300-166/11 Vol 2 (Staff)  
dated 27 March, 1963.


Submitted for the information of Naval Headquarters are the following comments on the proposed revision to the RCN/RCAF Agreement on Responsibilities of Communication Facilities.

2. This Command was in complete accord with the original Agreement which was received as Enclosure (A) to reference (a). Reference (b) confirmed that the responsibilities as amplified in paragraph 2 of reference (a), could be met without any increase of personnel.
3. Since the initial installation of communication equipment in the Maritime Headquarters, Esquimalt, there has been excellent cooperation and services provided by the Commodore Superintendent and his staff. Routine maintenance of equipment is carried out by technicians on the staff of the Commodore Superintendent together with personnel on the staff of the Maritime Commander.
4. However, in the interest of uniformity of responsibilities of the Maritime Commands Atlantic and Pacific, it is confirmed that the revised paragraph of the RCN/RCAF Agreement is acceptable, as an understanding with Flag Officer Pacific Coast and Commodore Superintendent Pacific has been reached whereby the present arrangement for maintenance of MHQ communication facilities will be continued.

  
MARITIME COMMANDER  
PACIFIC

The Naval Secretary.

cc: Flag Officer Pacific Coast  
Commodore Superintendent Pacific Coast  
Flag Officer Atlantic Coast  
Commodore Superintendent Atlantic Coast  
Chief of Air Staff

  
APR 29 1963  
110 30 / 300 - 166 / 0

CONFIDENTIAL



**CONFIDENTIAL**

ACS: 1300-1

DEPARTMENT OF NATIONAL DEFENCE

ROYAL CANADIAN NAVY

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

APR 23 1963

RESPONSIBILITY FOR COMMUNICATIONS  
MAINTENANCE AT MARITIME HEADQUARTERS

*[Handwritten signature]*  
*PA*

Reference: (a) NSS: 1300-166/10 (DGFE)  
dated 26 October, 1962.  
(b) NSS: 1300-166/10 Vol 3;  
NSS: 1300-166/11 Vol 2 (STAFF)  
dated 27 March, 1963.

Submitted for the consideration of Naval Headquarters that the proposed revision to paragraph 5 of the enclosure to reference (a), as forwarded by reference (b), is acceptable.

*[Handwritten signature]*  
DEAR ADMIRAL

The Naval Secretary

Copy to: Maritime Commander Atlantic  
Maritime Commander Pacific  
Flag Officer Pacific Coast  
Chief of the Air Staff  
Commodore Superintendent Atlantic Coast  
Commodore Superintendent Pacific Coast

*[Handwritten signature]*  
APR 25 1963  
File No 1300-166/10

**CONFIDENTIAL**

CONFIDENTIAL

RFD/jt

CAN (N) PA MSC 1300-166/10

MSC 7401-660-3  
MSC 7400-189  
(DOFR)

ROYAL CANADIAN NAVY

4, Ontario,  
5 April, 1963.

ASW COMMAND COORDINATION NET  
MARITIME HEADQUARTERS ATLANTIC

References: (a) CANCOMARLANT Message 152301Z MAR 63 (NOTAL)  
(b) CANAVHED Message 031913Z APR 63 (NOTAL)

The requirement for the supply and installation of single-sideband equipment in the Maritime Headquarters East Coast, submitted in Reference (a) has been approved at an estimated cost of \$4500., in Reference (b).

2. Quantity one only AN/URC-32 equipment complete will be made available to the Commodore Superintendent, Atlantic Coast, for installation. The equipment is currently available and specific supply information will be forwarded to the installation authority separately.

3. The AN/URC-32 equipment installation will provide fully netted simplex voice SSB transmit and receive facilities on the single H.F. channel for which the equipment is adjusted. Satisfactory SSB operation will be achieved with those stations having compatible equipment in terms of frequency tolerance. The AN/URC-32 equipment is manually tuned in integral 1.0 Kc/s increments between 2.0 and 30.0 Kc/s with a nominal transmit peak-envelope-power output of 500 watts.

4. Remote control equipment which may be adapted for use with the equipment over a few hundred feet only will be provided, if required. Remote control of frequency selection is not possible with the AN/URC-32.

5. Work Orders covering the installation may be forwarded through normal approving channels quoting this letter as authority.

NAVAL SECRETARY.

Maritime Commander Atlantic, Halifax.

Flag Officer Atlantic Coast.

cc: The Chief of the Air Staff, Ottawa.

Commodore Superintendent, Atlantic Coast.

Concurrence: A/DOSS(CD)

DN WORKS Telecon Lt Baker (DNWORKS)/LCHN Susten DOPS 4.4.63  
DN COM Telecon Lt Baker (DNCOM) "  
DGNS - A/DMSC(ES)  
Telecon Mr. Groulx (DMSC)/LCHN Susten DOPS 5.4.63

CONFIDENTIAL

DISPATCHED  
APR -  
DATE  
000627

MCACS: 1300-1

DEPARTMENT OF NATIONAL DEFENCE




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

APR - 3 1963

RESPONSIBILITY FOR COMMUNICATIONS  
MAINTENANCE AT MARITIME HEADQUARTERS

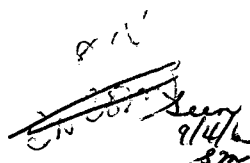
Reference: (a) NSS 1300-166/10 Vol 3 NSS 1300-  
166/11 Vol 2 (STAFF) of 27 March  
1963.

Submitted for the information of Naval  
Headquarters that the revision of paragraph 5 of the  
RCN/RCAF Agreement on Responsibilities for Provision  
of Communication Facilities as proposed in reference  
(a) is acceptable to this Command.

  
REAR ADMIRAL

The Naval Secretary

Copies to: The Chief of the Air Staff  
The Maritime Commander Pacific  
The Flag Officer Atlantic Coast  
The Flag Officer Pacific Coast  
Commodore Superintendent Atlantic Coast  
Commodore Superintendent Pacific Coast.



Corroded to Staff  
APR 5 1963  
to No. 1300-166/10

000628

MCACS: 1300-1

DEPARTMENT OF NATIONAL DEFENCE



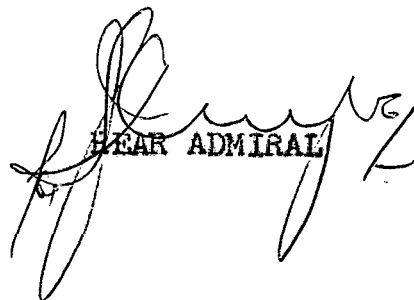
Office of the Maritime Commander Atlantic,  
Fleet Mail Office,  
Halifax, N.S.

APR - 3 1963

RESPONSIBILITY FOR COMMUNICATIONS  
MAINTENANCE AT MARITIME HEADQUARTERS

Reference: (a) NSS 1300-166/10 Vol 3 NSS 1300-  
166/11 Vol 2 (STAFF) of 27 March  
1963.

Submitted for the information of Naval  
Headquarters that the revision of paragraph 5 of the  
RCN/RCAF Agreement on Responsibilities for Provision  
of Communication Facilities as proposed in reference  
(a) is acceptable to this Command.

  
REAR ADMIRAL

The Naval Secretary

Copies to: ✓ The Chief of the Air Staff  
The Maritime Commander Pacific  
The Flag Officer Atlantic Coast  
The Flag Officer Pacific Coast  
Commodore Superintendent Atlantic Coast  
Commodore Superintendent Pacific Coast.

~~CONFIDENTIAL~~

AMC/DF

- ROYAL CANADIAN NAVY -

NSS 1300-166/10  
Vol. 3  
NSS 1300-166/11  
Vol. 2  
(STAFF)

4, Ontario.

ORIGINAL DAMAGED

27 MAR 1963

RESPONSIBILITY FOR COMMUNICATIONS  
MAINTENANCE AT MARITIME HEADQUARTERS

- References: (a) MCACS 1300-1 dated 7 December, 1962.  
(b) MCP:SI300-166/11 dated 21 January, 1963.  
(c) NSS 1300-166/10 (DGFE) dated 26 October, 1962.

In reference (a) the Maritime Commander, Atlantic disagreed with the wording of paragraph 5 of the RCN/RCAF Agreement on Responsibilities for Provision of Communication Facilities for Maritime Commanders which was forwarded under reference (c).

2. At the 1/63 Meeting of the Steering Group on Maritime Communications the following proposed revision of the offending paragraph was agreed:

- "5. Routine maintenance of communication equipment in Maritime Headquarters shall be the responsibility of the RCN Service Commander who shall co-ordinate maintenance requirements with the appropriate RCN and RCAF technical services in the Commands. The individual Service Commander shall supply logistics material appropriate to the RCN or RCAF provided equipment. Base repair shop facilities for major repair and overhaul, assistance in constructing or altering equipment installations, and general technical support shall be provided or co-ordinated through the RCN Service Commander."

3. You are requested to confirm that this proposed revision is acceptable.

DESPATCHED BY *DB*  
*Edgely*

MAR 26 1963

*W.C.*  
NAVAL SECRETARY.

Maritime Commander Atlantic.  
Maritime Commander Pacific.  
Flag Officer Atlantic Coast.  
Flag Officer Pacific Coast.  
Copy to: Chief of the Air Staff.  
Commodore Superintendent Atlantic Coast.  
Commodore Superintendent Pacific Coast.



~~CONFIDENTIAL~~

Concurrence: DGFE (conceded by telephone (Red Duster) *fl.*  
D-Com (RCAF) agreed by telephone

by *W.C. Holgate* (Dcom comm) *fl.*

000630

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

NSS 1300-166/10  
(STAFF)

- UNCLASSIFIED WITHOUT ENCLOSURES -

- ROYAL CANADIAN NAVY -

4, Ontario.

26 MAR 1963

MINUTES OF THE STEERING GROUP ON MARITIME COMMUNICATIONS

ENCLOSURE: (A) Minutes of the Steering Group on Maritime  
Communications 1/63 held 20 March, 1963.

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

*P. Leosh*  
NAVAL SECRETARY.

Maritime Commander Atlantic.  
Maritime Commander Pacific.  
Flag Officer Atlantic Coast.  
Flag Officer Pacific Coast.  
Air Officer Commanding, Maritime Air Command.  
The Commodore, RCN Barracks, Halifax, (The Directors, Joint Maritime  
Warfare School).  
Officer-in-Charge, Communication Division Fleet School, HMCS CORNWALLIS.  
Naval Member Canadian Joint Staff, (LONDON).  
Naval Member Canadian Joint Staff, (WASHINGTON).  
Chief of the Air Staff. (without enclosure).

DESPATCHED BY

*A. L. Loom*

MAR 26 1963

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



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

ENCLOSURE (A) to  
NSS 1300-166/10 (STAFF)  
dated

MINUTES OF STEERING GROUP ON  
MARITIME COMMUNICATIONS 1/63 HELD 20 MARCH, 1963

PRESENT:

Chairman	- LCdr. A. M. Cupples	DN Com	RCN
Members	- S/L H. F. Holgate	D Com	RCAF
	- LCdr. H. Hargreaves	DN Com	RCN
	- F/L R. F. Jones	D Com	RCAF
Secretary	- LCdr. J. L. Creech	DN Com	RCN

IN ATTENDANCE:

- W/C R. H. Carver	CANCOMARLANT	RCAF
- LCdr. J. H. Ellerton	CANCOMARLANT	RCN
- LCdr. A. M. Cockeram	CANFLAGLANT	RCN
- F/L D. L. Haines	CANAIRLANT	RCAF
- F/L C. J. Daye	CANAIRLANT	RCAF
- Lt. H. C. Clark	CANFLAGPAC	RCN
- LCdr. W. D. Moyes	DN Com	RCN
- LCdr. J. W. Jewers	DN Com	RCN
- Lt. S. Iscoe	DN Com	RCN
- LCdr. R. Duston	DGFE	RCN
- LCdr. W. Kanwisher	DGFE	RCN
- S/L G. A. Kerr-Wilson	ATSC	RCAF
- F/L A. Crew	D Com	RCAF
- F/L J. F. Power	DATR	RCAF
- Mr. F.S.B. Thompson	D Com	RCAF

...../2

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



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

ITEM 1 - The Steering Group approved the minutes of the 4/62 meeting.

ITEM 2 - BROADCAST CONTROL OF AIRCRAFT BY MHQ ATLANTIC

S/L Holgate reported on the status of the CIAP and pointed out that an LF receiver for the ARGUS had not yet been selected. The group was advised that the radio and teletype terminal equipment for the ARGUS would be available at the same time as, if not prior to, delivery of the on-line cryptographic equipment.

The Steering Group agreed to delete the item.

ITEM 3 - MARITIME PACIFIC COMMUNICATION FACILITIES - KEYING LINKS

LCdr. Hargreaves advised the Steering Group that the British Columbia Telephone system will meet the requirement for keying links to Langley Prairie.

The Steering Group agreed to delete the item.

ITEM 4 - SSB FOR RCN/RCAF AIRCRAFT

This equipment has been programmed for RCN/RCAF aircraft. Procurement will be by a bulk contract and therefore depends on approval of the CIAP.

The Steering Group agreed to delete the item.

ITEM 5 - EMERGENCY COMMUNICATIONS FACILITIES - MHQ ATLANTIC

The Chairman advised the group that estimate action has been taken to meet most of the requirements for emergency facilities for the Maritime Commander Atlantic. Provision of back up LF transmitter will be further considered but no estimate action has been taken. Suitable equipment to provide for keying of the JASON broadcast from TORBAY will be provided. W/C Carver explained that the Phase I improvements which can be made locally by the Maritime Commander may be tested with live forces this year. Details of requirements for the proposed MHQ at BLANDFORD cannot be specified until approval for this complex is given and the location of the TARE terminal is known.

The Steering Group agreed to continue the item.

ITEM 6 - EMERGENCY COMMUNICATION FACILITIES - COMMERCIAL BROADCAST TRANSMITTERS

The Chairman told the group that the report of propagation trials from the Flag Officer Atlantic Coast supported the use of such a system and that the USN had recently done live trials from three radio stations in Florida. It was agreed that no further action on this item would be taken until the trials report had been received from the USN.

...../3

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

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

- 3 -

The Steering Group agreed to defer the item until this report could be studied.

ITEM 7 - PROCUREMENT OF T/SEC KW 7

LCdr. Moyes reported that the RCN programme was as scheduled and that 16 equipments would be delivered in late 1963 for maintenance training and resolution of ship fitting problems.

S/L Holgate said that the RCAF procurement programme was part of the CIAP.

The Steering Group agreed to delete the item.

ITEM 8 - ACTIVE ECM POLICY

The Chairman said that this subject was still under consideration by the Chiefs of Staff Committee.

The Steering Group agreed to delete the item.

ITEM 9 - PROVISION OF RADIO TERMINAL FACILITIES TO MATCH ASSIGNMENTS ON OPERATIONAL FREQUENCIES

S/L Holgate noted that action to design terminals in the MHQ Atlantic was well in hand and proposed that D Com, CANCOMARLANT and 6 CU liaise. This was agreed.

The Steering Group agreed to delete the item.

ITEM 10 - ORGANIZATION ORDER DETAILING SERVICE RESPONSIBILITIES FOR PROVISION OF FACILITIES AND MAINTENANCE AT MHQs

The proposed amendment forwarded to the Commands under NSS 1300-166/10 (STAFF) dated 1 March, 1963 was agreed by the Steering Group. The Chairman said that he would undertake to have this amendment included in the agreement.

ACTION: DN Com

The Steering Group agreed to delete the item.

ITEM 11 - MARITIME TRAINING FREQUENCIES

After discussion it was agreed that a list of suitable frequencies for back-up would be provided for the Maritime Commander Atlantic.

ACTION: DN Com  
D Com

The Steering Group agreed to delete the item.

ITEM 12 - PROVISION OF COMMUNICATIONS FACILITIES AT ALTERNATE MHQs

LCdr. Moyes pointed out that a large part of this problem had been cleared up subsequent to issue of the agenda. It was agreed that outstanding

...../4

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

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

- 4 -

problems would be solved outside of the group by NDHQ and Command representatives.

The Steering Group agreed to delete the item.

ITEM 13 - REPORT ON COMCHEX TRIALS OF LONG RANGE  
M/P AIR-GROUND-AIR COMMUNICATIONS

F/L Daye outlined the trials programme to be followed by CANAIRLANT during the coming months and advised that an interim report would be forwarded after the first two months trials.

S/L Holgate explained the negotiations now underway between the RCAF and EMI-COSSOR for a trial of the IONOSONDE 8000 oblique sounding terminal equipment in ARGUS aircraft. If these negotiations are successful the sounder will be integrated into the COMCHEX trial.

ACTION: D Com  
CANAIRLANT

The Steering Group agreed to continue the item.

ITEM 14 - POLICY ON REPLACEMENT OF PYTHON BY ROMULUS AND ALVIS

W/C Carver stated that it was most desirable to replace PYTHON equipment with ROMULUS or ALVIS to avoid a mixed bag of cryptographic equipment in the MHQ.

This was agreed and the Chairman directed DN Com to investigate the possibility of providing duplex in place of half-duplex circuits between MHQ and Greenwood and Summerside, and providing cryptographic terminal equipment for MHQ and the two distant terminals, on a loan basis, if the RCAF cannot provide cryptographic equipment for Summerside and Greenwood.

S/L Holgate said that the RCAF would undertake to provide the non-cryptographic terminal equipment at the distant terminals.

ACTION: DN Com

The Steering Group agreed to delete the item.

ITEM 15 - ON LINE TRANSFER CIRCUIT RCN-USN

LCdr. Moyes explained that by agreement with the USN, ROMULUS equipment would be provided for such a circuit. LCdr. Hargreaves pointed out that negotiations were continuing with the USN to terminate such a circuit in a relay centre in the United States, preferably Cheltenham, and that the RCN would pay the land line costs to the border. No further action can be taken until successful completion of these negotiations.

The Steering Group agreed to continue the item.

...../5

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

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

- 5 -

ITEM 16 - SPATIAL RADIATION PROBLEM

This problem was discussed fully and LCdr. Moyes advised the group that a report would be forwarded to the Atlantic Command later this year. This report would include details of action required by Commands and Service Headquarters to overcome this hazard.

ACTION: DN Com

The Steering Group agreed to delete the item.


ITEM 17 - COMMUNICATION SYSTEM FOR TACTICAL TRAINER EXERCISES

W/C Carver briefed the group on recent exercises at MHQ Halifax using the JMWS trainer. He explained that it would now be most desirable to link the JMWS trainer with the trainer in Newport News, VA. by landline with synchronous on-line cryptographic facilities to allow for large scale exercises. The Chairman suggested that a detailed statement of requirement be forwarded by the Maritime Commander Atlantic.

ACTION: CANCOMARLANT

The Steering Group agreed to delete the item.

It was agreed that the next meeting would be held on Wednesday, 19 June, 1963.

  
(J. L. Greech) LCdr.  
Secretary, Steering Group on  
Maritime Communications

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

NSS 1300-166/10 ✓  
NSC 1320-10 (STAFF)

26 March, 1963.

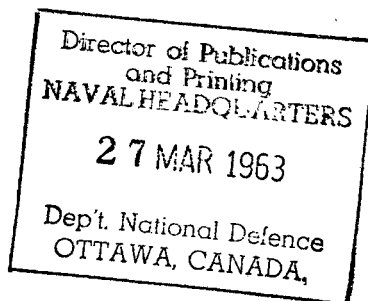
MEMORANDUM TO: DPP *FD*

AMENDMENT TO CGO's PART III

It is requested that the following amendment be promulgated:

COM G37 - CRYPTO FACILITIES AND RESPONSIBILITIES  
OF RCN SHORE STATIONS AND ESTABLISHMENTS

Page 1 Column 2: Under RCEOCR add COMPERSLANT.



*W. H. Howe*

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

Directorate of Naval Communications.

File ✓

Budget

**CONFIDENTIAL**  
DBS/DF

NSS 1300-166/10 (STAFF)

SP#C1113

22 March, 1963.

MEMORANDUM TO: VCNS

MARITIME HEADQUARTERS ATLANTIC  
SINGLE SIDE BAND RADIO REQUIREMENT

Reference: (a) CANPLAGLANT Message 152301Z March, 1963.

CANCOMARLANT has expressed an urgent requirement for an HF single side band voice radio facility in the MHQ. This equipment is to be employed as an ASW Command Coordination Net between RCN and USN ASW forces and the Maritime Headquarters. Reference (a) has requested this facility on a priority basis for Slamex 1/63 in May, 1963. A permanent fitting of such equipment is planned for the new MHQ at BLANDFORD.

2. Although there are relatively few RCN ships equipped with SSB at the present time, a number of ships will be so fitted during 1963 and 1964. Some RESTIGOUCHIE Class Destroyers are receiving an interim fitting prior to Slamex 1/63.

3. The immediate provision of one SSB transceiver for installation on an interim basis in the MHQ, Halifax is recommended. Approval is therefore sought to:

- (a) direct one AN/URC 32 transceiver from ship support to MHQ, Halifax; and
- (b) install this equipment in the MHQ on an interim basis at an estimated cost of \$4,500.

Original Signed by

W. H. HOWE  
(A. B. Fraser-Harris)  
COLTDORL, RCN

ASSISTANT CHIEF OF THE NAVAL STAFF, (AIR & WARFARE)

**CONFIDENTIAL**

000638

DCFE - Concurred by telephone. *W.H.H.*

DNPC - Funds available for 1/63.

N. Compt - *[Signature]*  
22/3

~~CONFIDENTIAL~~

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

NSS 1300-166/10 (STAFF)

22 March, 1963.

MEMORANDUM TO: VCNS

MARITIME HEADQUARTERS ATLANTIC  
SINGLE SIDE BAND RADIO REQUIREMENT

Reference: (a) CANFLAGLANT Message 152301Z March, 1963.

CANCOMARLANT has expressed an urgent requirement for an HF single side band voice radio facility in the MHQ. This equipment is to be employed as an ASW Command Coordination Net between RCN and USN ASW forces and the Maritime Headquarters. Reference (a) has requested this facility on a priority basis for Slamex 1/63 in May, 1963. A permanent fitting of such equipment is planned for the new MHQ at BLANDFORD.

2. Although there are relatively few RCN ships equipped with SSB at the present time, a number of ships will be so fitted during 1963 and 1964. Some RESTIGOUCHE Class Destroyers are receiving an interim fitting prior to Slamex 1/63.

3. The immediate provision of one SSB transceiver for installation on an interim basis in the MHQ, Halifax is recommended. Approval is therefore sought to:

- (a) direct one AN/URC 32 transceiver from ship support to MHQ, Halifax; and
- (b) install this equipment in the MHQ on an interim basis at an estimated cost of \$4,500.

*William B. Fraser Harris*  
(A. B. Fraser-Harris)  
for COMMODORE, RCN

ASSISTANT CHIEF OF THE NAVAL STAFF, (AIR & WARFARE)

~~CONFIDENTIAL~~

000639

*Don Com*  
*Deny (AM)*  
*Message to*  
*FORC*  
*released*  
*Plash*  
*3/4/63*

**CONFIDENTIAL**

ACC: 1300-1

DEPARTMENT OF NATIONAL DEFENCE

ROYAL CANADIAN NAVY

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

MAR 14 1963

COMMUNICATION FACILITIES - COMPERSLANT

Reference: (a) CGO Part III  
(b) ACP 117  
(c) ACP 103

Submitted for the consideration of Naval Headquarters that reference (a), COM G 37, be amended to show NAVCOMCEN Halifax having automatic crypto responsibility for COMPERSLANT.

2. It is requested that, effective 29 April, 1963, unclassified message traffic for COMPERSLANT be routed to HMCS STADACONA (RCEOB) and that the appropriate supplements of reference (b) be amended accordingly.

3. Further, it is requested that an address group for COMPERSLANT be allocated and promulgated.

*Commodore Personnel Atlantic  
(COMPERSLANT)*

*Maurice Coleman*  
REAR ADMIRAL

The Naval Secretary

APR 17-

*Home Thompson*  
CAN-US Sopp-1

CNS 2801  
82

COM G 37

ACP 103

ACP 103 CAN SPP

**CONFIDENTIAL**

Staff
MAR 18 1963
File No. 300-166/10
Chgd to... DN.COM 7-1-63

000640



JLC/DF

CONFIDENTIAL

NSS 1300-166/10  
(STAFF)

- ROYAL CANADIAN NAVY -

4, Ontario.

11 - MAR 1963

STEERING GROUP ON MARITIME COMMUNICATIONS -  
1/63 MEETING

Reference: (a) NS 1300-166/10 (STAFF) dated 23 January, 1963.

ENCLOSURES: (A) Agenda for 1/63 Meeting.

(B) Proposed Amendment to RCN/RCAF Agreement on  
Responsibility for Provision of Communication  
Facilities for Maritime Commanders.

The enclosures are forwarded for information and necessary  
action.

*P. Cosh*  
NAVAL SECRETARY.

Maritime Commander Atlantic.  
Maritime Commander Pacific.  
Flag Officer Atlantic Coast.  
Flag Officer Pacific Coast.  
Air Officer Commanding, Maritime Air Command.

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

To *me*  
For *Escorted*  
Date *3 63*  
Lgnd *AK*

CONFIDENTIAL

000641

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

Enclosure (A) to  
NSS 1300-166/10 (STAFF)  
dated

AGENDA FOR THE 1/63 MEETING OF THE  
STEERING GROUP ON MARITIME COMMUNICATIONS

The 1/63 meeting of the Steering Group on Maritime Communications will be held in the Joint Staff Conference Room, 4813 "A" Building at 0900 on Wednesday, 20 March, 1963.

2. The following items are included in the agenda:

<u>Item</u>	<u>Subject</u>	<u>Sponsor</u>
1	Minutes of 4/62	
2	Broadcast Control of Aircraft by MHQ Atlantic	DN Com D Com
3	Maritime Pacific Communication Facilities - Keying Links	DN Com D Com
4	SSB Equipment for RCN/RCAF Aircraft	DN Com D Com
5	Emergency Communication Facilities - MHQ Atlantic	DN Com D Com
6	Emergency Communication Facilities - Commercial Broadcast Transmitters	DN Com
7	Procurement of T/SEC KW-7	DN Com
8	Active ECM Policy	DN Com D Com
9	Provision of Radio Terminal Facilities to Match Assignments on Operational Frequencies	D Com
10	Organization Order Detailing Service Responsibilities for Provision of Facilities and Maintenance at MHQs	DN Com D Com
11	Maritime Training Frequencies	DN Com
12	Provision of Communication Facilities at Alternate MHQs	DN Com
13	Report on COMCHEX Trials of Long Range M/P Air-Ground-Air Communications	CANCOMARLANT
14	Policy on Replacement of PYTHON by ROMULUS and ALVIS	CANCOMARLANT
15	On-Line Transfer Circuit RCN-67	CANCOMARLANT
16	Spatial Radiation Problem	CANCOMARLANT
17	Communication System for Tactical Trainer Exercises.	CANCOMARLANT

*J. L. Grech*  
J. L. Grech, LCDr., Secretary  
STEERING GROUP ON MARITIME COMMUNICATIONS 000642

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

Enclosure (B) to  
NSS 1300-166/10  
(STAFF) dated

RCN/RCAF AGREEMENT ON RESPONSIBILITY FOR PROVISION  
OF COMMUNICATION FACILITIES FOR MARITIME COMMANDERS

References: (a) RCN File NSS 1300-166/10 (STAFF) dated 24 August, 1962.  
RCAF File 951-1 (D Com) dated 24 August, 1962.

(b) MCACS 1300-1 dated 7 December, 1962.

Reference (b) has been studied by Members of the Steering Group. A result of this study is a proposed amendment to paragraph 5 of reference (a) which will be tabled under agenda item 10 of the 1/63 meeting.

2. The proposed amendment reads:

"5. Routine maintenance of communication equipment in Maritime Headquarters shall be the responsibility of the RCN Service Commander who shall co-ordinate maintenance requirements with the appropriate RCN and RCAF technical services in the Commands. The individual Service Commander shall supply logistics material appropriate to the RCN or RCAF provided equipment. Base repair shop facilities for major repair and overhaul, assistance in constructing or altering equipment installations, and general technical support shall be provided or co-ordinated through the RCN Service Commander."

3. Command representatives should study this proposal and be prepared to comment at the Steering Group meeting.

  
J.L. Creech, LGdr., Secretary  
STEERING GROUP ON MARITIME COMMUNICATIONS.



MCP:S: 1300-1  
OFFICE OF  
THE MARITIME COMMANDER PACIFIC  
H.M.C. DOCKYARD, ESQUIMALT, B.C.

FEB 15 1963

MEETING OF THE STEERING GROUP ON  
MARITIME COMMUNICATIONS

Reference: (a) NS 1300-166/10 (STAFF) dated 23 January, 1963.  
(b) PC:C:1300-1 dated 11 February, 1963 (NOTAL).

Submitted for the information of Naval Headquarters that it is regretted that Staff Officer (Communications) will be unable to attend the subject meeting and discussions at NHQ as requested by reference (a), due to his attendance at the ASW course in San Diego.

21-2  
21-2  
25/2/63  
2. In view of the pending appointment of this officer, it is strongly recommended that his relief be made available to attend the Steering Group Meeting as an observer.

3. Items for the agenda will be coordinated with CAN-FLAGPAC and will be presented by Staff Officer (Communications) (FOPC).

*[Signature]*  
for. MARITIME COMMANDER  
PACIFIC *ATC*

The Naval Secretary.

cc: Flag Officer Pacific Coast  
Chief of the Air Staff

Referred to <i>Staff</i>
FEB 20 1963
File No. <i>1300-166/10</i>
Chgd to <i>DN/COM</i> <i>7-1-63</i>



DEPARTMENT OF NATIONAL DEFENCE

ROYAL CANADIAN NAVY

PC:C:1300-1

Office of  
The Flag Officer Pacific Coast  
FEB 11 1963

MEETING OF THE STEERING GROUP ON  
MARITIME COMMUNICATIONS

Reference: (a) NS 1300-166/10 (STAFF) dated 23 January,  
1963.

Submitted for the information of Naval Headquarters  
that Staff Officer (Communications) will attend the subject  
meeting as requested by reference (a).

2. Items for the agenda will be forwarded separately.

  
REAR-ADMIRAL

Naval Secretary.

Copy to:

The Maritime Commander Pacific.

<i>Staff</i>	
FEB 12 1963	
No. <i>1300-166/10</i>	
Rgd to <i>DN/com</i> <i>7-1-63</i>	

Directorate of Naval Communications.

*Done 15 Jan 63*  
AMC/DF

NSS 1300-166/10 (STAFF)

*SD 1038*

- ROYAL CANADIAN NAVY -

4, Ontario.

*ESFEBISS*

RESPONSIBILITY FOR COMMUNICATIONS  
MAINTENANCE AT SEA'S

Reference: (a) MCACS 1300-1 dated 7 December, 1962.

Your comments in reference (a) concerning paragraph five of the Royal Canadian Navy/Royal Canadian Air Force agreement on support of Maritime Headquarters have been noted. Those comments will be considered jointly with the comments of the Maritime Commander Pacific when received.

*Re the heading to MARPAC, since he gets a copy of this the inference is better known!!*  
*Consent!*

*A/CNS (A/Civ) ARN 16-1*

*U.S.*

*A/A Dn Com*  
*Pur 207*  
*6/2/63*

*On Dno*  
*Per Record*  
*Date 5-2-63*  
*Initials AR*

*NAVAL SECRETARY*  
*(STAFF)*  
*NAVAL SECRETARY.*

DIRECTOR  
OF  
JAN 15 1963  
COMMUNICATIONS

Maritime Commander Atlantic.  
Copy to: Maritime Commander Pacific.  
Chief of the Air Staff.  
Flag Officer Atlantic Coast.  
Flag Officer Pacific Coast.  
Commodore Superintendent Atlantic Coast.  
Commodore Superintendent Pacific Coast.

MAIN FILE No. S-1300-166/10 T.D. No. 3028

DEPARTMENT OF NATIONAL DEFENCE

# TEMPORARY DOCKET

NAVY

23/1

REFERRED	REMARKS	DATE OF PASS	INITIALS	DATE OF P.A.	INITIALS	DATE OF B.F.	CENTRAL REGISTRY	INSPECTED IN C.R. BY
Staff	WITH PAPERS	JAN 28 1963						
DN Com	19.3.63 DB							
DN Com	15/5	11.5.63	DN			MAY 21 1963		
DN Com	PER REQUEST CR	JUN - 6 1963						
DN Com	20.6.63							
DN Com	24/6	26.6.63	DN			JUN 28 1963		

## INSTRUCTIONS

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



# SECRET

## NOTICE

---

1. The BRANCH SECRETARIAT must be informed when you pass a file by hand.
2. Secretariats or File Rooms must inform Central Registry by C.R. Pass Slip when a file is passed from hand to hand from one Branch Secretariat to another.
3. Do not hold files longer than absolutely necessary. This is what causes False Dockets. Files are urgently required by many Branches. If action cannot be taken inside 48 hours B.F. FILE.
4. Place file number on all outgoing letters.
5. Send all incoming correspondence to Central Registry for registration and filing BEFORE TAKING ACTION.
6. Do not pass loose papers.
7. Do not deface file covers.

# SECRET



RESTRICTED

NSS 1300-166/10 TD 3028 (STAFF)

20 June, 1963.

*noted 24/6/63.*  
MEMORANDUM TO: DN Works

MARITIME HEADQUARTERS - BLANDFORD, N.S.

Reference: (a) NSS 1300-166/10 TD 3028; NSS 1700-161/1 Vol. 8  
(DGSE/Wks) dated 15 May, 1963.

This reference contained DN Works comments on proposals by the Maritime Commander Atlantic for alterations to MHQ Blandford.

2. The observations in the reference are agreed. The "back-plotting" arrangements shown in the sketch attached to the reference are quite acceptable and should be adopted without further discussion and catered for in the working drawings.
3. It is agreed that no alterations will be made to the space allocated to Meteorology and Air-Ground-Air.
4. The adjustment to the projection booth in the briefing theatre is agreed and should be catered for in the working drawings.

*William H. Howe*  
(W. H. HOWE)

COMMANDER, RCN  
DIRECTOR OF NAVAL COMMUNICATIONS.

RESTRICTED

~~SECRET~~

*Pe*  
NSS 1300-166/10 TD 3028  
NSS 1700-151/1 Vol. 8  
(DGSF/Wks)

MEMORANDUM TO: DN COMMUNICATIONS

15 MAY 1963

PROPOSED MARITIME HEADQUARTERS  
BLANDFORD, N.S.

Reference is made to your Memorandum dated 18 March, 1963, requesting comments on the Maritime Commander Atlantic's letter MCACS 1400-4 dated 23 January, 1963.

2. The requests relative to sizes of plots and requirements for back plotting cannot be met in the manner shown on the marked-up floor plans, without a complete re-planning of the building. However, it is felt that a satisfactory solution could be arrived at with comparatively simple modifications of the existing design. These modifications are shown on the attached sketch which is considered to be self-explanatory.

3. The layout for Air/Ground/Air is in compliance with the space requirements furnished by S/L Gunn of the RCAF. The layout for Meteorological and Oceanographic Forecast Services has recently been drawn out in complete detail under the direction and to the approval of Mr. Ganong, Director of the Naval Weather Service.

4. The briefing theatre doubles as a recreational area in an emergency and access through to the messing areas is required at these times. The slight offsetting of the projection booth would not create any picture distortion.

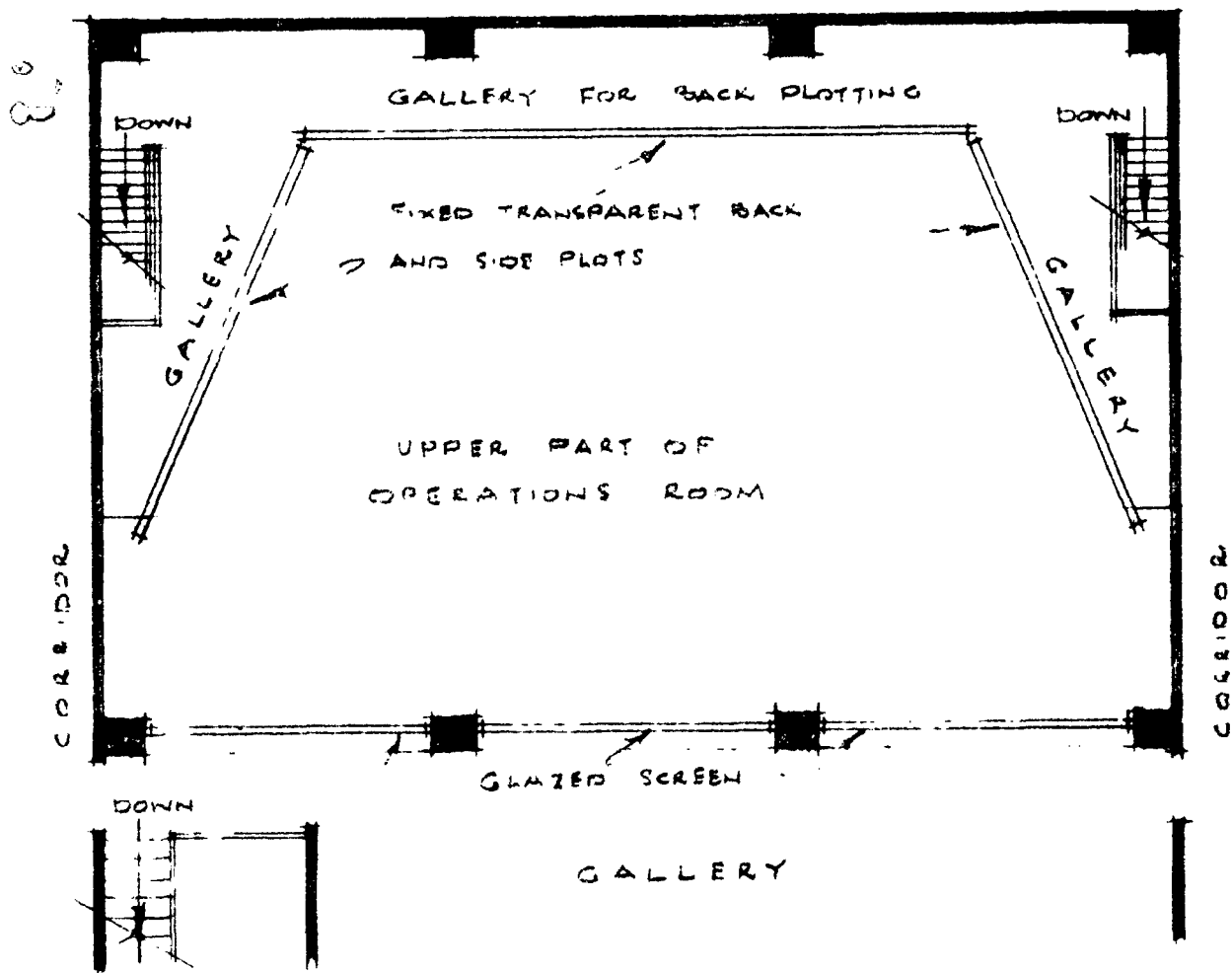
*H.D. McFarland*  
(H.D. McFarland)

*sh*  
Commander, RCN  
DIRECTOR OF NAVAL WORKS

~~SECRET~~

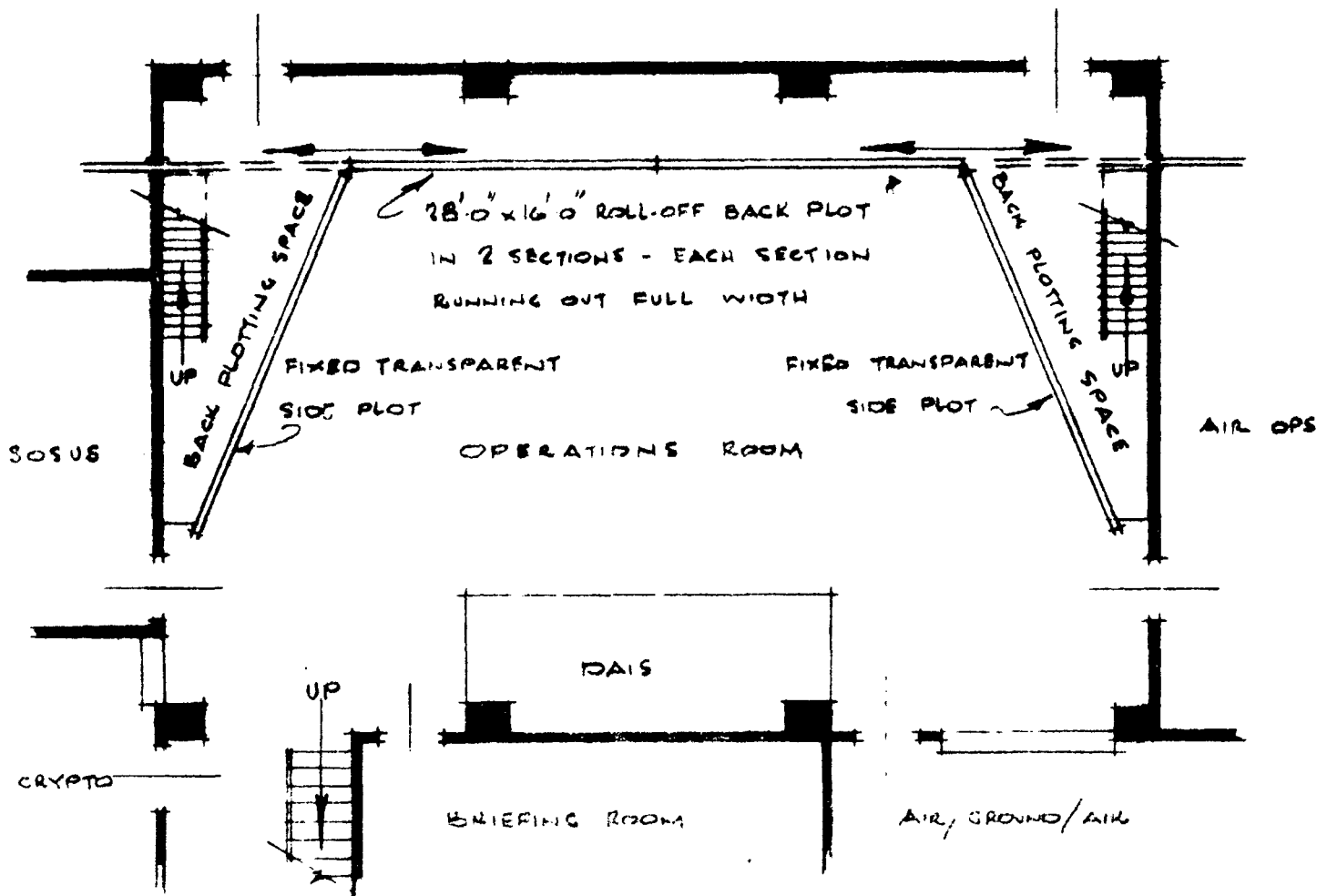
000650

# CORRIDOR



PART GROUND FLOOR PLAN -  $\frac{1}{8}'' = 1'-0''$

BEST AVAILABLE COPY



PART BASEMENT FLOOR PLAN -  $\frac{1}{8}'' = 1'-0''$

## BLANDFORD H.Q. BUILDING

## MODIFICATIONS TO OPERATIONS ROOM LAYOUT

NSS 1300-166/10 TD 3028  
(STAFF)

BEST AVAILABLE COPY

18 March, 1963.

MEMORANDUM TO: DN Works

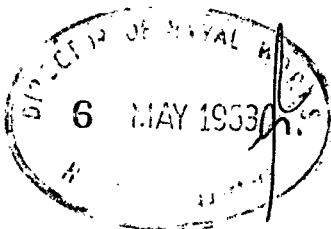
PROPOSED MARITIME HEADQUARTERS -  
BLANDFORD, N.S.

The attached memo dated 23 January, 1963, one folio down, contains the comments of the Maritime Commander Atlantic on the above subject.

2. It is requested that you comment on the feasibility of meeting the comments in paragraphs 2 and 4. The recommendation in paragraph 3 is not agreed at this time but is still under study.

  
(W. H. HOWE)

COMMANDER, RCN  
DIRECTOR OF NAVAL COMMUNICATIONS.



DEPARTMENT OF NATIONAL DEFENCE

MINUTE SHEET **NSS 1800-166/10(Staff)**

Referred to

REMARKS

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

7 February, 1963.

D COM(RCAF)

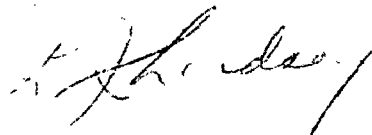
COM 2-2

(S/L Holgate)

I have been instructed to send the enclosed plans of the proposed MHQ, Blandford, N.S. to you for information.

2. These plans were forwarded under cover of MCACS 1400-4 dated 23 Jan 63.

3. Please return the plans to this office after action.



(L.J. Lindsay)  
Secretary,

Directorate of Naval Communications.

*Plans returned to Holgate*  
*23/2/63.*  
*LL*

SECRET

DEPARTMENT OF NATIONAL DEFENCE

MCACS: 1400-4

3028



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

BEST AVAILABLE COPY

JAN 23 1963

PROPOSED MARITIME HEADQUARTERS - BLANDFORD, N.S.

Reference: (a) NSS 1300-166/10 (STAFF) of 7 Jan 63

Enclosure: (A) One copy of preliminary drawings

The enclosures to reference (a) have been studied by the staff of this Command and certain undesirable features have been noted. Each of these is reviewed in detail in the following paragraphs and is annotated on the enclosed drawings.

2. OPERATIONS CONTROL CENTRE

The preliminary drawings (JOB No. 289-61-5.0 Sketchs No. 1 and No. 3) are unsatisfactory as they relate to the chart size and plotting facilities in the operations Control Centre. Specifically, the following points emphasize the deficiencies of the proposed design for this area:

(a) Chart Dimensions: Because the design proposes a two storey building, the main chart area opposite the dais is limited to 28 ft in width and 12 ft in height on a wall that will be 28' x 24' (assuming the height of each storey is to be the accepted 12' standard). The maximum height of 12 feet is dictated by the fact that the roll-out allowance for the main charts at either end of this wall is included only in the drawing for the lower floor (Sheet No. 3). No allowance is included in the floor plan for the top floor (Sheet No. 1) to provide the space required to roll-off charts forming the variable display for storage and plotting.

(b) Back Plotting: All walls of the Operations Centre are to be transparent charts and state boards to enable all to be "back-plotted" from areas outside the main Operations Room floor. Here, too, it will only be possible to dispose state boards along the lower half of each wall since no provision is allowed for back plotting above the level of the top floor.

Chief of the Naval Staff

Copy to: Chief of the Air Staff (less Enclosure)

SECRET

Ref. Staff  
10 12  
100  
File No. 1300-166/10  
10 DN Com 7-10  
000654

SECRET

- 2 -

(c) Recommendations

- (1) That the minimum chart size of 24 ft width by 16 ft height be retained with the facility to roll-off a series of charts to either side of the main display area for storage and plotting.
- (2) That provision be made for back-plotting transparent charts and boards on all walls of the room.
- (3) That the charts and boards be placed at a level to facilitate their observation and study by the Commander from his position on the briefing gallery.

3. METEOROLOGY AND AIR/GROUND/AIR SPACE REQUIREMENTS

The consolidation of Meteorological and Oceanographic Forecast Services in a combined office will render the 1225 square feet of space that is allocated (Sheet No. 2) marginal for the requirement. At the same time, the space allocated to Air/Ground/Air Communications is considered to be far greater than will be necessary.

(a) Recommendations

- (1) That the space requirements for the combined Meteorological and Oceanographic Forecast Services and those of the Air/Ground/Air Communications Section be reviewed with the appropriate specialists in Naval and Air Force Headquarters.
- (2) That the space allocated to Meteorological and Oceanographic Forecast Services be increased to 2000 square feet.

4. BRIEFING THEATRE

The door at the rear of the Briefing Theatre (Sheet No. 1) providing access to the Mess Room is considered unnecessary. Its elimination would permit the Projection Booth to be moved so as to be centred directly opposite the stage and screen.

(a) Recommendations

- (1) That the door providing access to the Briefing Room from the Mess Room be eliminated.

.../3

SECRET

SECRET

- 3 -

- (2) That the Projection Booth be moved so as to be centred on the mid-line of the stage.

5. In all other respects, the preliminary drawings are considered to meet the space requirements of the permanent MHQ(A) adequately.

  
REAR ADMIRAL

SECRET



DEPARTMENT OF NATIONAL DEFENCE  
MINUTE SHEET

Referred to

REMARKS

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

ACNS (New)

Request consideration be given to ending the proposed letter with at the conclusion of para 1. It is being suggested in any event that we wait until Harpur's comments, and possibly those of the RCAP, are received before a final decision is made.

2 In addition, I do not think Vens would agree to para. 2, when HOC is already taking action along these lines. Also, as Harpur is aware of the status and ramifications of the Maritime Headquarters note, could it not be assumed that he took this point into consideration when making his personal and rather strong recommendations.

3 Thus I suggest a hastener to Harpur at this time.

M. H. /  
See Vens.

not required  
at this time. →

000657

NSS 1300-166/10 (STAFF)

11 January 1963.

MEMORANDUM TO: VCNS

COMMUNICATIONS MAINTENANCE AT MHQa


Reference: (a) NSC 1300-166/10 (STAFF)  
dated 14 December, 1962

A proposed reply to the Maritime Commander Atlantic is attached for your concurrence.

2. There is no strong reason at the moment why we cannot agree with MARLANT's proposal that CANFLAGLANT be responsible for the maintenance of all communication equipment in MHQ Atlantic, except that provided by the RCAF. However, RCAF comments have not yet been received.

3. As it would be preferable to have one system of maintenance for both coasts, it is recommended that MARPAC's comments be considered before any final decision is made.

4. There is no question but that when the responsibility is finally settled, appropriate complementing arrangements will have to be made.



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

NSS 1300-166/10(STAFF)

# CONFIDENTIAL

ROYAL CANADIAN NAVY

4 Ontario.

## RESPONSIBILITY FOR COMMUNICATIONS MAINTENANCE AT HQ'S

Reference: (a) MCACS 1300-1 dated 7 December, 1962.

Your comments in reference (a) concerning paragraph five of the Royal Canadian Navy/Royal Canadian Air Force agreement on support of Maritime Headquarters have been noted. Those comments will be considered jointly with the comments of the Maritime Commander Pacific when received.

2. Interim arrangements should be made for communication equipment in Maritime Headquarters to receive regular preventive maintenance using whatever sources are available.

3. The decision to place the responsibility for maintenance with the Maritime Commander was based on the following considerations:

- (a) Provision must be made for all equipment to receive regular preventive maintenance.

NOTE: The existing practice set down has been for assistance to be requested on an "as required" basis, either from the RCAF 6 Communications Unit in Halifax or from Tape Relay Centre technicians. Consequently, support has been almost entirely restricted to breakdown maintenance.

As a result, certain cryptographic equipment in use has had modifications outstanding for a considerable time. Moreover, assistance from RCAF 6 Communications Unit has been provided only on a courtesy basis, and there are indications that they may be unable to continue this practice.

- (b) It is desirable that the Maritime Commanders should be independent in respect to day-to-day routine maintenance support.

- (c) The organization established should be common to both Maritime Commanders.

.../2

Maritime Commander Atlantic  
Copy to: Maritime Commander Pacific  
Chief of the Air Staff  
Flag Officer Atlantic Coast  
Flag Officer Pacific Coast  
Commodore Superintendent Atlantic Coast  
Commodore Superintendent Pacific Coast

# CONFIDENTIAL

000659

Conew. ABW  
A/CNS (Am) 14.1  
V/CNS

Info. after despatch:  
DGFR  
DNOM

CONFIDENTIAL

- (d) The permanent Maritime Headquarters now planned will be outside the Halifax area, thus independent maintenance facilities must be provided.

b. A final decision will be made on receipt of WARPAC and RCAF comments on the proposed procedure.

NAVAL SECRETARY

CONFIDENTIAL

000660



BEST AVAILABLE COPY

NS 1300-166/10 (DGFE)

SP/641

MEMORANDUM TO: ~~DN COM~~ *26/3/63*

*[Signature]*  
*7.3.63*

*P.A.*

COMMERCIAL BROADCAST STATIONS  
SEAWARD EXTENSION COMMUNICATIONS

References: (a) NS 1300-166/10 (STAFF) dated  
8 February, 1963.  
(b) AC 1880-1 dated 22 January, 1963.

Reference (a) and the papers under have been reviewed.

2. The proposal is basically similar to a TWINMODE type of transmission which has been employed by various agencies. The SEECOM paper demonstrates the feasibility of the method using standard broadcast stations. It is noted that the character error rates achieved in the trial were in the range 1 in 100 to 1 in 1000 only.

3. Reference (b) indicates the coverage which might be achieved under low noise and phase-distortion conditions using stations CFNB and CBA. It is understood that there are no clear channel assignments in Eastern Canada so that sky-wave interference may be expected from more distant stations under some conditions.

4. It is believed that R.C.N. ships could receive the narrow-shift transmission satisfactorily using the existing RACAL RA-17-C12 receivers and the AN/URA-17 frequency-shift converter terminal. This aspect requires further examination and trial. It is possible that the study may show that a different form of receiving terminal is required in order to provide an operationally acceptable grade of service. In any case there will be a communication compatibility problem NATO-wise.

5. Using the scheme outlined in the SEECOM report, the technical problems affecting the broadcast transmitters do not appear to be serious. However it is most unlikely that Canadian broadcasters (including the C.B.C.) would be prepared to permit modification of their existing transmitter exciters (at least not to the extent of the modification carried out at KNBC). Probably the only satisfactory arrangement would be to provide a new exciter for each station which will meet the technical requirements for the broadcast service and for the communications service.

6. If there is an operational requirement which justifies serious technical consideration of this proposal for shore-to-ship communications, it is recommended that DN COM initiate a project to investigate all aspects of the proposal. Further exploration of the proposal would be based on a study contract with industry and having the following objectives:

- 2 -

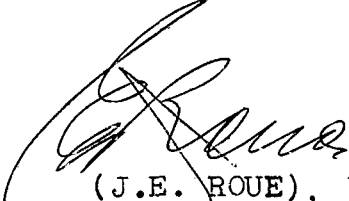
(a) System Study

- (i) Propagation factors
- (ii) modulation techniques
- (iii) shore and ship terminal requirements
- (iv) laboratory tests
- (v) survey of existing broadcasters
- (vi) station licensing problems
- (vii) report

(b) Feasibility Trial

- (i) provision of prototype equipment  
including modification of a  
selected broadcaster
- (ii) operational trials
- (iii) report and recommendations.

7. DOpsS will be prepared to discuss the proposal on a preliminary basis as requested in Reference (a) paragraph 2.

  
(J.E. ROUE),  
Captain, R.C.N.,  
DIRECTOR OF OPERATIONS SYSTEMS.

O T T A W A,  
19 February, 1963.

NS 1300-166/10 (STAFF)

8 February, 1963.


MEMORANDUM TO: A/D Ops S (SS)

COMMERCIAL BROADCAST FACILITIES FOR  
SEAWARD EXTENSION COMMUNICATION

- References: (a) AC 1888-1 dated 22 January, 1963.  
(b) NS 1888-1 (STAFF) dated 4 July, 1962.  
(c) Minutes of the 2/62 Meeting of the Steering Group on Maritime Communication.

Item 15 of reference (c) dealt with a proposal to superimpose an FSK transmission on a commercial broadcast programme. DN Com undertook an investigation of propagation on two Atlantic Coast commercial stations, the results of which are at reference (c).

2. Please be prepared to discuss the technical problems involved at the 1/63 Steering Group meeting.

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

DEPARTMENT OF NATIONAL DEFENCE

ROYAL CANADIAN NAVY

AC: 1888-1  
Office of the Flag Officer Atlantic Coast  
Fleet Mail Office  
Halifax, N.S.

JAN 22 1963

MONITORING COMMERCIAL BROADCAST STATIONS

Reference: (a) NS 1888-1 (Staff) dated 4 July 1962

Enclosure: (A) Readability Chart CBA  
(SACKVILLE, N.B.) (2)  
(B) Readability Chart CFNB  
(FREDERICTON, N.B.) (2)

Submitted for the consideration of Naval

Headquarters is the report of readability of  
commercial broadcast stations in accordance with  
reference (a).

2. Enclosures (A) and (B) depict only the  
limits at which the monitored stations were normally  
readable strength five during hours of operation.  
Within the delineations shown in these enclosures  
monitoring records indicate that strength and  
readability were for the most part fair to excellent  
with only moderate interference experienced by  
monitoring ships.

3. Generally the radius of satisfactory  
reception was in excess of 500 miles from both  
stations monitored, with little apparent differences  
between day and night observations. Some ships  
obtained good results at distances of 1000 miles,  
however as a rule fading was experienced at about 650  
miles from both stations.

4. The equipment used to monitor broadcast  
station reception was the Hammarlund receiver Type  
SP 600 J.

The Naval Secretary

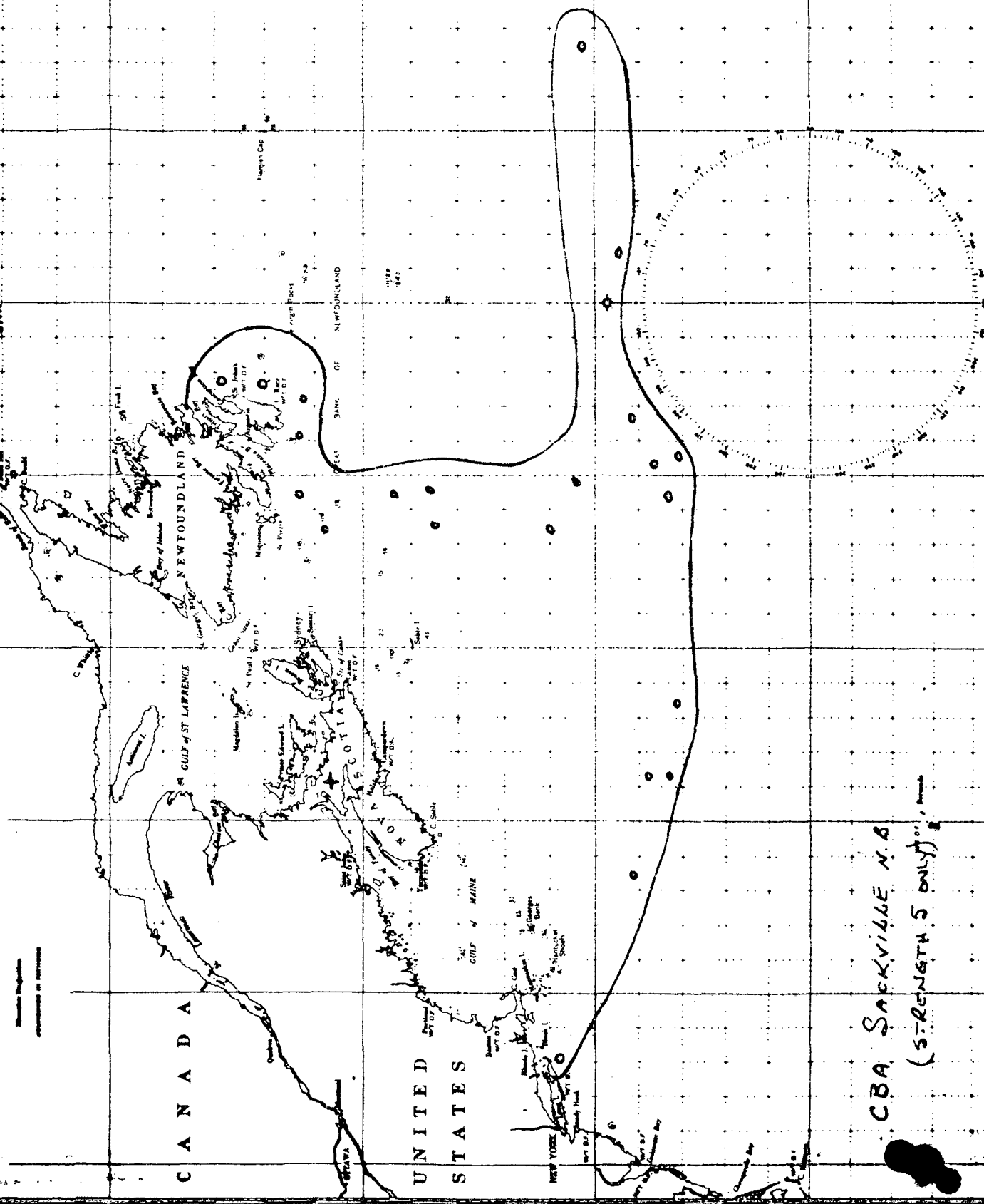
REAR ADMIRAL



# NORTH ATLANTIC PLOTING CHART

LAT. 27° TO LAT. 64° 30' N.

ENCLOSURE (A) TO AC: 1888-1  
DATED JAN 22 1953



CBA SACKVILLE N.B.  
(STRENGTH 5 ONLY)

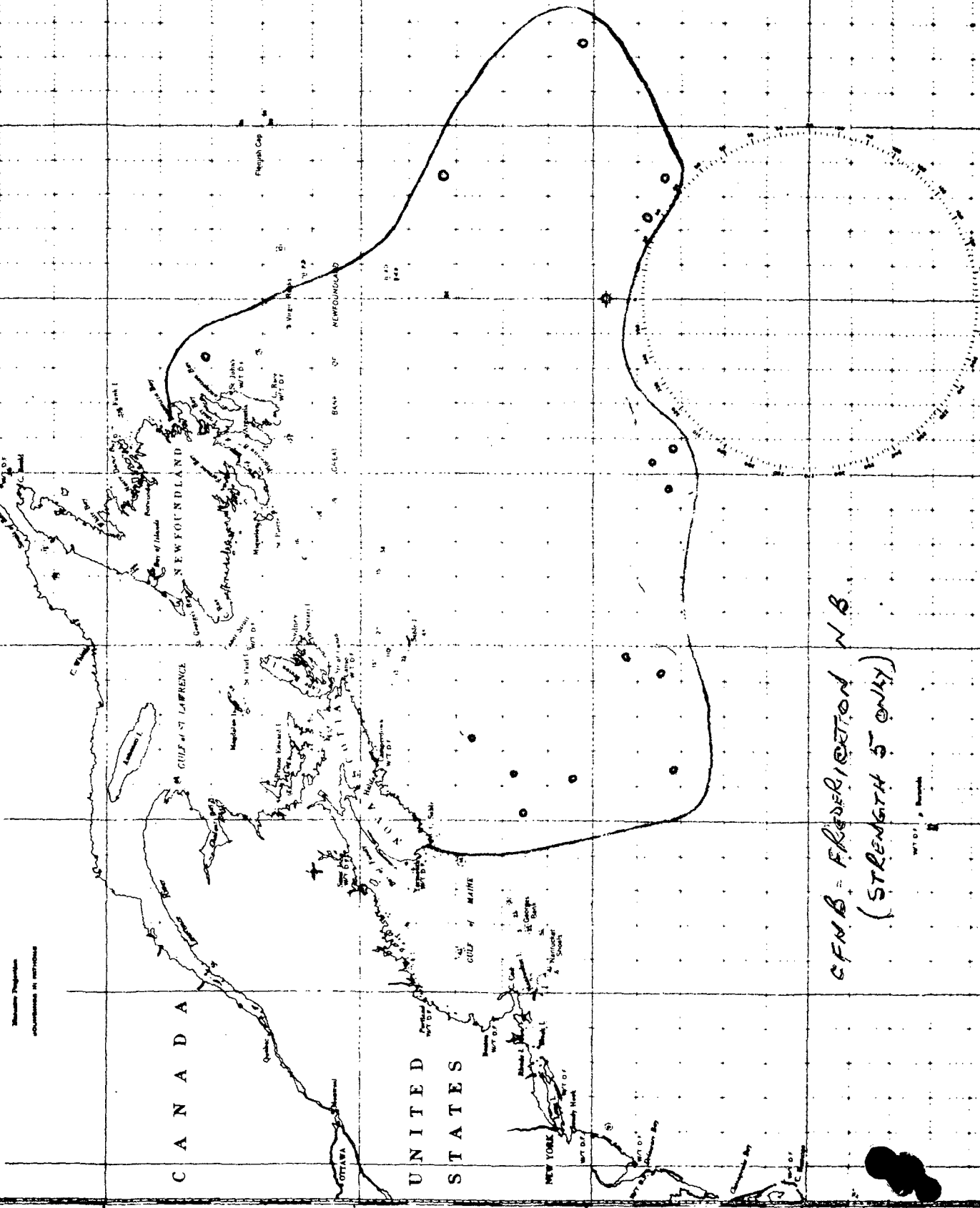
BEST AVAILABLE COPY

# NORTH ATLANTIC PLOTING CHART

LAT. 28° N. TO LAT. 64° 30' N.

ENCLOSURE (B) TO AC: 1888-1  
DATED JAN 22 1959

Source: Hydrographic  
Information in parentheses



CFNB - FREEDOMION N.B.  
(STRENGTH 5 ONLY)

Directorate of Naval Communications

NS 1300-166/10

NS 1222-1 (STAFF)

JLC/DF

- ROYAL CANADIAN NAVY -

4, Ontario.

ORIGINAL DAMAGED

4 JUL 1962

PC  
TD  
DN. INF.

COMMERCIAL BROADCAST FACILITIES FOR  
STANDARD EXTENSION COMMUNICATIONS

ENCLOSURE: (A) Seccom Test Results.

Naval Headquarters is considering the technique described in enclosure (A) for possible use as a back-up for the fleet radioteletype broadcast in an emergency.

2. The stations being considered are CBA SACKVILLE (1070 Kc) and CFNB FREDERICTON (550 Kc).

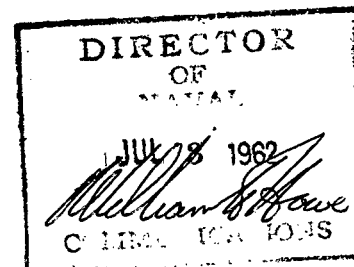
3. Before any exploratory negotiations are made with the Canadian Broadcasting Corporation or CFNB more information is required on the reception of these stations at sea both during the day and at night.

4. The Flag Officer Atlantic Coast is requested to arrange a monitoring programme in ships and to forward results and comments to reach Naval Headquarters by 15 November, 1962.

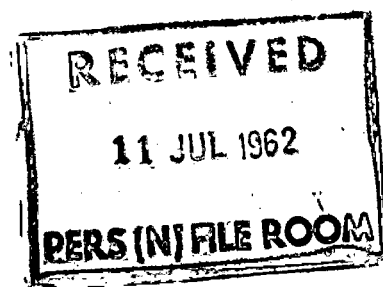
To Fmo  
For Despatch  
Date 4-7-62  
Initials GR

Flag Officer Atlantic Coast.

P.B.  
NAVAL SECRETARY.



000667



ORIGINAL DAMAGED

HEADQUARTERS  
28th AIR DIVISION (SAGE)  
UNITED STATES AIR FORCE  
HAMILTON AIR FORCE BASE, CALIFORNIA

REPLY TO  
ATTN OF: 28OAC

2099

SUBJECT: Seaward Extension Communications Test (SEECOM)

1 April 1962 APR 9 1962

File No. 747-8

Chg'd to J. Com 24

5/4/62

re: See Distribution

1. Attached hereto for your information are copies of a communications test conducted by Headquarters, 28th Air Division (SAGE), Hamilton Air Force Base, California.
2. The purpose of the test was to determine if one-way radio teletype communications, utilizing commercial broadcasting facilities for simultaneous narrow band frequency shift of the carrier, could be accomplished without degradation of the broadcast program.
3. The requirement within this command which prompted this test was to provide an economical, reliable communications link from SAGE Direction Centers to radar picket ships up to 500 miles off shore for passing Air Defense information and operating instructions. HF radio facilities currently in use are costly in manpower and equipment and do not provide reliable communications from 0-500 miles to seaward.
4. The test results were eminently successful. Further utilization of facilities is being studied for use within this command.

*E. J. Mathews*  
E. J. MATHEWS  
Lt Col, USAF  
Executive

*TMM ghr*  
1 Atch  
SEECOM Test Results

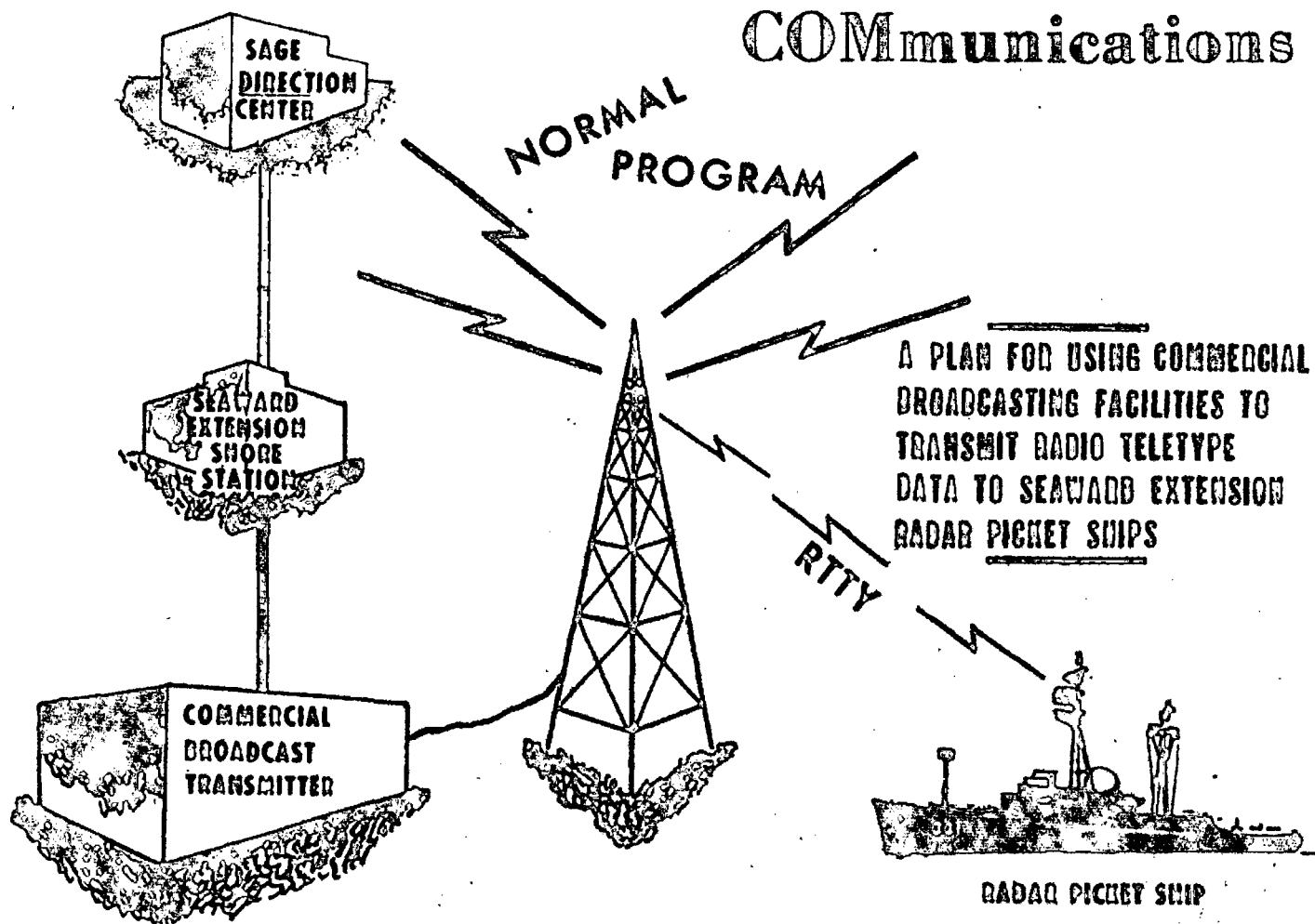
Distribution:  
Page ii of Attachment

BEST AVAILABLE COPY

*2 Com 33 + Com 34*  
*1 2nd Lt Col. 1st Lt Col. 1st Lt Col.*  
*1st Lt Col. 1st Lt Col. 1st Lt Col.*  
*1st Lt Col. 1st Lt Col. 1st Lt Col.*  
*1st Lt Col. 1st Lt Col. 1st Lt Col.*  
*1st Lt Col. 1st Lt Col. 1st Lt Col.*

# SEECOM TEST RESULTS

## Seaward Extension Environment COMmunications



PREPARED BY:

HQ 28th AIR DIVISION (SAGE)  
HAMILTON AFB, CALIF.

1 APRIL 1962

COMMERCIAL BROADCAST FACILITIES  
FOR SEAWARD EXTENSION COMMUNICATIONS

SEE COM

TEST RESULTS

SEECOM:  
SEAWARD  
EXTENSION  
ENVIROMENT  
COMMUNICATIONS

## I N D E X

1. General Test Information
2. Test Conditions and Results
3. Circuit Descriptions
4. Conclusions
5. Anticipated Applications
6. Future Considerations
7. Acknowledgements

## ILLUSTRATIONS

1. Block Diagram
2. FSK Unit (Employed by KNBC)

## REFERENCES

1. Letter, 28th Air Division, 9 November 1961, Communications Test
2. Message, Hq ADC, ADOAC-CE 54917, 22 November 1961
3. Letter, AFCS, 7 December 1961, Communications Test; and 28th Air Division (28OAC-E) 2nd Indorsement thereto, 12 January 1962
4. Message, 28th Air Division, (28OAC-E), 01209, 30 January 1962
5. Preliminary Test Plan "Commercial Broadcast Facilities for Seaward Extension Communications" and technical information pertaining thereto
6. Letter, 28th Air Division, 26 January 1962, Subject: Communications Test (transmitted to CONAC MARS Director)



# DISTRIBUTION:

Hq USAF (AFOAC) Washington 25, D. C.	2 Copies
Air University Library, Maxwell AFB, Alabama	2 Copies
ESD (ESSGC) L.G. Hanscom Field, Massachusetts	2 Copies
Hq AFCS, Scott AFB, Illinois (Attn: TCRS)	6 Copies
Western Communications Region, Hamilton AFB, California (Attn: LGM)	2 Copies
AF Hq (RCAF) CANAIRHED, Ottawa, Canada	2 Copies
Hq ADC CANAIRDEF, St. Hubert, Canada	2 Copies
BUCOM Navy Department, Washington 25, D. C.	2 Copies
COMDR, 12th Naval District, Federal Office Bldg., San Francisco, California (Attn: C&E Office)	2 Copies
COMDR, Western Sea Frontier, Treasure Island, California (Attn: C&E Office)	2 Copies
COMDR, Radar Squadron One, Treasure Island, California (Attn: C&E Office)	2 Copies
Picket Ship USS FINCH, Treasure Island, California (Attn: Radio Officer)	2 Copies
Signal Officer, 6th Army, Presidio, San Francisco, California	2 Copies
Hq ADC, Ent AFB, Colorado (Attn: ADOAC)	6 Copies
Hq 552 AEW&C Wing, McClellan AFB, California (Attn: 52 OAC)	2 Copies
Hq 4677, Def Sys Eval Sq, Hill AFB, Utah	2 Copies
25th Air Division, McChord AFB, Washington (Attn: 25 OAC)	2 Copies
26th Air Division, Syracuse 25, New York (Attn: 26 OAC)	2 Copies
32d Air Division, Oklahoma City, Oklahoma (Attn: 32 OAC)	2 Copies
LAADS (Attn: LAOAC)	2 Copies
PHADS (Attn: PHOAC)	2 Copies

DISTRIBUTION (Cont):

SFADS (Attn: SFOAC)	2 Copies
POADS (Attn: POOAC)	2 Copies
SEADS (Attn: SEOAC)	2 Copies
SPADS (Attn: SPOAC)	2 Copies
Hq 4661 Support Squadron, Hamilton AFB, California (Attn: Comm Office)	4 Copies
CONAC MARS DIRECTOR, Hamilton AFB, California For Further Distr To:	
Station File	1 Copy
AF6USA	1 Copy
AFB6AVJ	1 Copy
AF6TDC	1 Copy
AFB6QQ	1 Copy
AG6AIR	1 Copy
AG6OXA	1 Copy
AG6FCT	1 Copy
Commercial Broadcast Station KNBC 420 Taylor Street, San Francisco 2, California (Attn: Mr. Curtis Peck)	10 Copies
FCC Field Supervisor, CONELRAD, Western United States Drawer 12, Hamilton AFB, California (For Further Distribution as Appropriate)	25 Copies
Hq 28th Air Division, Hamilton AFB, California (Attn: 28OAC)	50 Copies

1. General Test Information

- a. The Director of Communications and Electronics, Headquarters, 28th Air Division (SAGE) held a meeting at Hamilton AFB, California, 12 January 1962, to finalize a proposed plan for providing radio communications from shore stations to seaward elements. Representatives of the Hamilton Seaward Extension Shore Station, Hq 4661st Support Squadron, Federal Communications Commission, Naval Radar Squadron 1, 28 NORAD Region, Radio Station KNEC, and the Electronics Branch Hq 28th Air Division, convened to discuss formal procedures and finalize implementation for testing the effectiveness of utilizing transmitting facilities of clear channel commercial broadcast station KNBC, San Francisco (680 kc/s) to provide one-way, single channel radio teletype signals between Hamilton AFB and the Naval Radar Picket Ship USS "FINCH". At this meeting, test times, equipment requirements, installations, modifications, keying procedures, land-line circuitry, and appropriate modification to KNBC Station license were confirmed and coordinated. The USS "FINCH" was scheduled to be on location approximately 580 miles west, northwest, of the Golden Gate, 3 February 1962; therefore it was agreed that live testing would commence on this date and continue for a period of approximately 20 days.
- b. Formal tests actually commenced at 0800Z, 3 February 1962. Test information consisted of a continuous FOX tape, with actual monitoring periods designated for the first 15 minutes of each

hour. Once each hour, a new tape was fabricated to align for date and time sequence.

- c. Although excessive seas caused the USS "FINCH" to temporarily depart from her designated location during the testing period, actual page copy has been received, consolidated and tabulated for monitoring periods on 3, 4, 5, 6, 7, 11, 12, 13, 14, 15 and 16 February 1962.

## 2. Test Conditions and Results

Primary conditions of this test were intended to determine the following:

- a. Transmitting equipment compatibility for rendering simultaneous narrow band frequency shift of the KNBC carrier (as keyed by a frequency shift modulator) without interruption or degradation to the normal amplitude modulated broadcast program.
  - b. Determine sensitivity of adjustment and the capability of typical teletype receiving equipment to distinguish between the standard program and frequency shift intelligence while printing out the narrow shifted signals.
  - c. To determine and confirm the quantity of ground wave signal distributed by KNBC on "around the clock" basis at an over-water distance of 0 - 580 miles from the commercial transmitting facility.
2. All agencies reported completion of individual preparations and preliminary testing between the Hamilton AFB terminal and KNBC transmitter commenced during the "experimental periods" on 26-27

January 1962. Initially, some carrier distortion and side band hash was evidenced on the broadcast program intelligence although the frequency shift teletype information was printed without difficulty. Distortion characteristics of the broadcast program were found to be originating from the frequency shift modulator and were promptly and completely eliminated by KNBC Station engineers through inductive/capacitive filtering. On 28 January 1962 the USS "FINCH" first participated in preliminary system shakedown. The USS "FINCH" at this time was located at Treasure Island Naval Station, i.e., in maximum signal area. No difficulties with receiver overload or interference between program modulation and the teletype signals was experienced.

- a. Throughout this period and for the duration of testing, a teletype monitoring terminal was also prepared and available at the Hamilton AFB Seaward Extension Shore Station (approximately 25 miles from the transmitter site). This facility provided verification of transmitted data and page-copy-comparison with that received by the picket ship.
- b. Consolidation of received character and error count, and comparison between page copy provided by the USS "FINCH" with that received at the SESS correlate to results and percentages as follows:

<u>DATE</u>	<u>*PERIODS REPORTED</u>	<u>CHARACTERS</u>	<u>ERRORS</u>	<u>ACCURACY %</u>
3 Feb 1962	15	47579	382	98.7
4 Feb 1962	24	80645	300	99.2
5 Feb 1962	21	67066	3095	93.8
6 Feb 1962	11	31265	292	99.7
7 Feb 1962	5	16720	99	99.9
11 Feb 1962	22	64929	499	99.3
12 Feb 1962	19	53503	326	99.2
13 Feb 1962	11	27880	113	99.4
14 Feb 1962	16	50808	329	99.3
15 Feb 1962	15	44171	364	99.5
16 Feb 1962	15	63363	19	99.9

\*Illustrates number of designated periods that monitoring was accomplished for the date indicated. Designated period was established as the first 15 minutes of each hour.

c. Percentages of accuracy as illustrated above are believed self-evident and without reservation depict the ~~communications~~ potential available to sustain low cost, high efficiency service, to all radio teletype subscribers within normal signal range of the commercial broadcast station.

d. The ~~compatability~~ and accuracy of this ~~communications~~ system is further confirmed by numerous, enthusiastic reports received from individual amateur radio teletype operators. All reported

"good copy", even at overland distances in excess of 400 miles from San Francisco.

### 3. Circuit Description

- a. Teletype information was transmitted by standard frequency shift keying of the broadcast transmitter carrier over a narrow range within, or slightly more, than 20 cps. Actual frequency counting of the shifted carrier with reversal input measured 18 and 20 cps respectively for space and mark impulses.
- b. Direct current voltages were transmitted from the Hamilton SESS, utilizing the transmit components of Model-19 teletype terminal equipment. Signals were conveyed to the KREC radio transmitter via leased wire and terminated directly on the equipments involved. Off-the-air monitoring and page read-out of the transmitted information was made available at the Hamilton SESS through the application of one R-390 radio receiver and the Model-19/URA-8 teletype terminal receiving equipment. Although doubts appeared prior to the actual test start regarding receiver BFO/HFO stability and the critical URA-8 balance adjustments for satisfactory print-out of this narrow shift, all skepticism was readily discounted once actual operation commenced. In fact, receiver attendants at the Shore Station discovered that standard radio teletype tuning procedures could be employed with the receiver band width selector adjusted for the 2 kc/s position. The CV-89 converter of AN/URA-8 terminal, remained in the narrow

shift position throughout this test. In this light, however, it was quickly realized that worn or slightly dirty transmitter distributor head or test tape was immediately evidenced by print-out garble and could not be tolerated.

- c. Direct current impulses arriving at the KNBC broadcast station were applied to an oscillator stage modification that was engineered, assembled, and installed by KNBC station personnel. Mark/space voltages at transmission speeds of 60 words per minute were applied across a solid state "vericap" located within the transmitter oscillator stage and thence to the carrier keying relay as shown on Attachment 2.
- d. The RCA type 50-H (50 KW) ampliphase transmitter although extremely sensitive to input requirements, retained the satisfactory linearity for standard broadcast program and the frequency shift characteristics of the radio teletype signals were not apparent to the broadcast listener. When not in use, bypassing of the oscillator modification is accomplished through operation of a cut-out switch.
- e. The radio frequency signal as transmitted from KNBC was received at the radar picket ship without modification to the standard installed receiving configuration. Radio receiver/converter R-390/URA-8 combination were again employed and these components in conjunction with the AN/FGC-25 teletype terminal equipment rendered all page copy. Operations personnel aboard the



USS "FINCH" confirmed radio receiver tuning procedures and ease of dial manipulation with that evidenced at the Hamilton SESS. Teletype character and error count and daily circuit accuracy is shown elsewhere in this report.

- f. The phase lock receiver adapter as obtained from station WSM, Nashville, Tennessee was installed aboard the picket ship and provided satisfactory page copy; however, due to R-390 receiver stability, and the KNBC signal reliability, this item was not used during the formal testing period.

#### 4. Conclusions

This experiment and correlation of resultant data has definitely illustrated that the capabilities of radio circuits established via this method are:

- a. Reliable: Radio receiving terminals located or positioned within the area normally covered by the commercial broadcast signal can expect circuit efficiencies commensurate with those reflected in this report. Radio receiver tuning procedures, converter adjustments and page printer tolerances required to operate this system are the same as those specified for standard radio teletype operation.
- b. Economical: Teletype transmitting, receiving and converting equipment and the RF radio receiver utilized for this system are without exception, standard military components. Basic oscillator modification to allow narrow shift keying of the

broadcast carrier frequency is straight forward and relatively inexpensive. The phase lock adapter, if required for radio receiver BFO/HFO stabilization in weak signal areas, is the only accessory not on hand and for which fund expenditure would be required. No additional operating costs are incurred by the commercial broadcasting station.

- c. Compatible: Teletype information superimposed upon the transmitter carrier frequency, shifting the entire broadcast program envelope in the narrow range of approximately 20 cps, does not produce undesirable keying products or other distortion in the output wave shape. Conversely, when properly adjusted, the amplitude modulated broadcast program does not interfere with transmitted radio teletype intelligence.

5. Anticipated Applications:

- a. Successful accomplishment of this initial testing has confirmed the desirability for further utilization of this vast communications potential. Emergency, backup, or even prime communications support to our extended elements can be accomplished satisfactorily through use of commercial broadcasting facilities that are immediately available and need only be committed by proper authority.

(1) Additional circuits configured as the one reported herein may be installed to other West Coast broadcast stations.

Special stations selected would include locations capable of providing continuous radio coverage to all our off-shore picket ships.

- (2) Installation of like facilities in off-shore airborne radar platforms.

#### 6. Future Considerations

The success of this preliminary test and knowledge gained through actual operation invites further investigation of this potential.

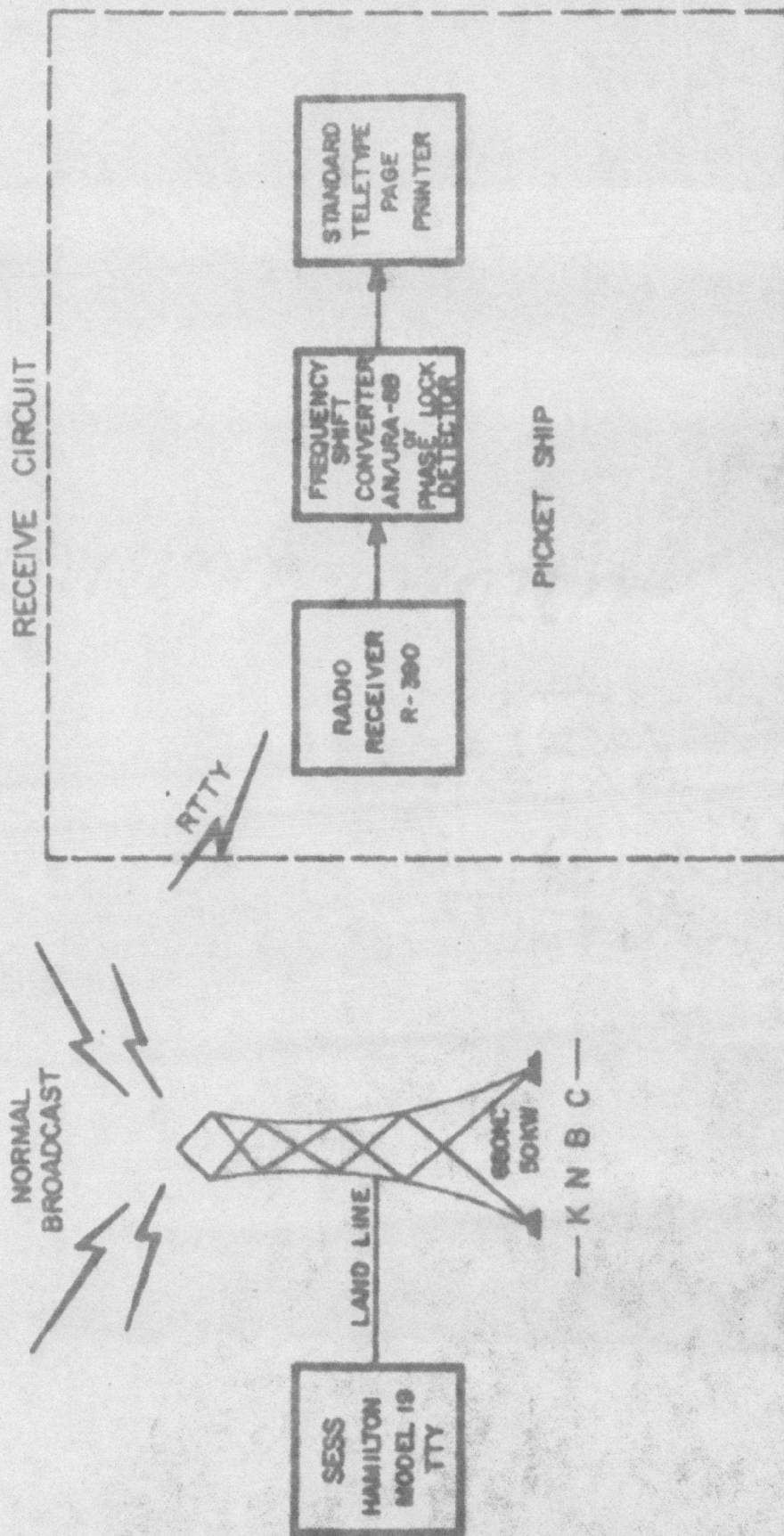
- a. It appears from cursory examination that very little expansion of the system could provide a one-way data or voice capability to seaward elements.
- b. Although BROFICON (Broadcast Fighter Control) procedures were dropped from the Air Defense Program, a data link capability utilizing these facilities may make it feasible to restudy the program.
- c. Any off-shore activities of the Navy and Coast Guard which can utilize one-way broadcast transmissions to seaward elements should find these procedures to be reliable and economical.

#### 7. Acknowledgments

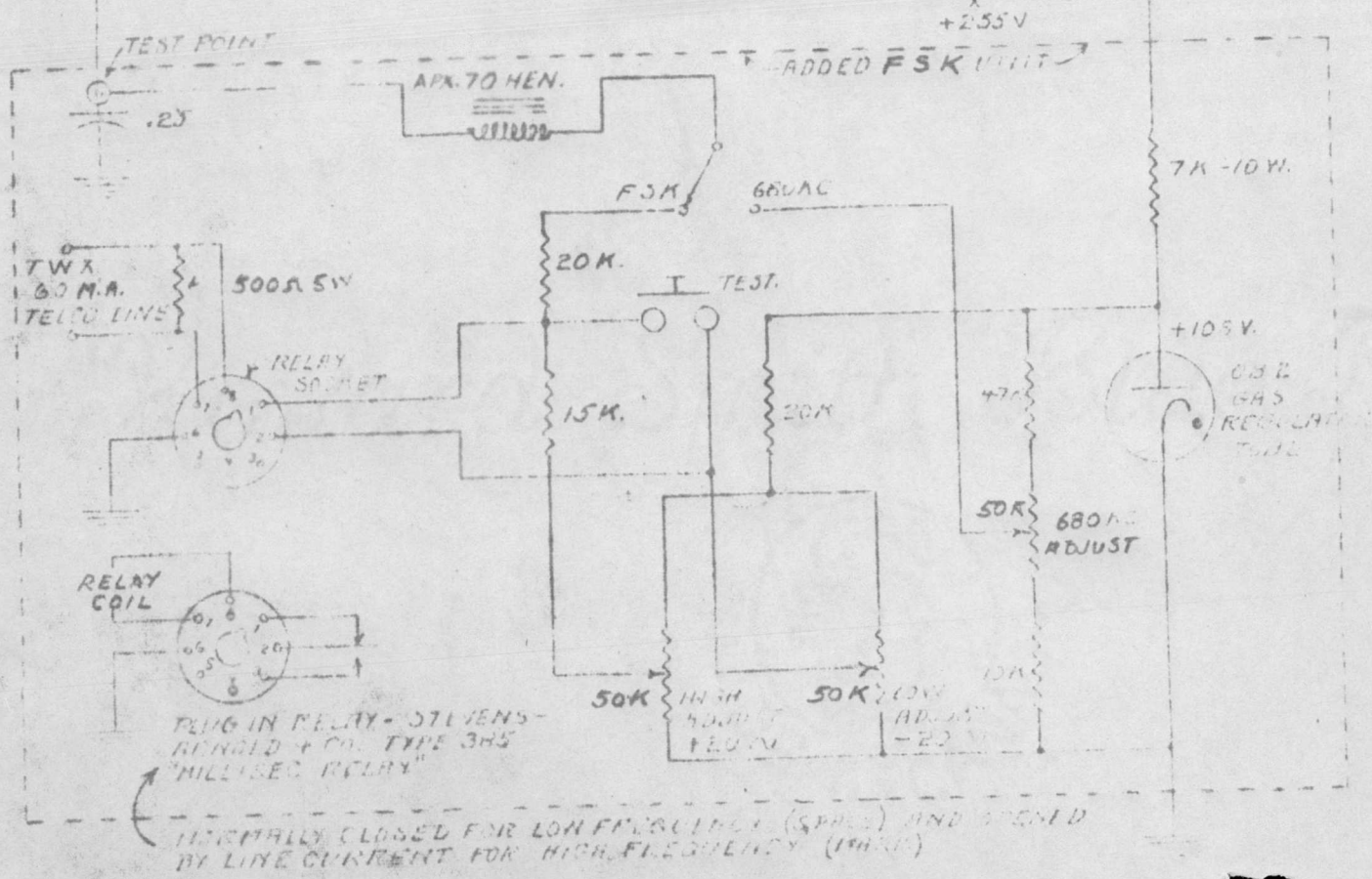
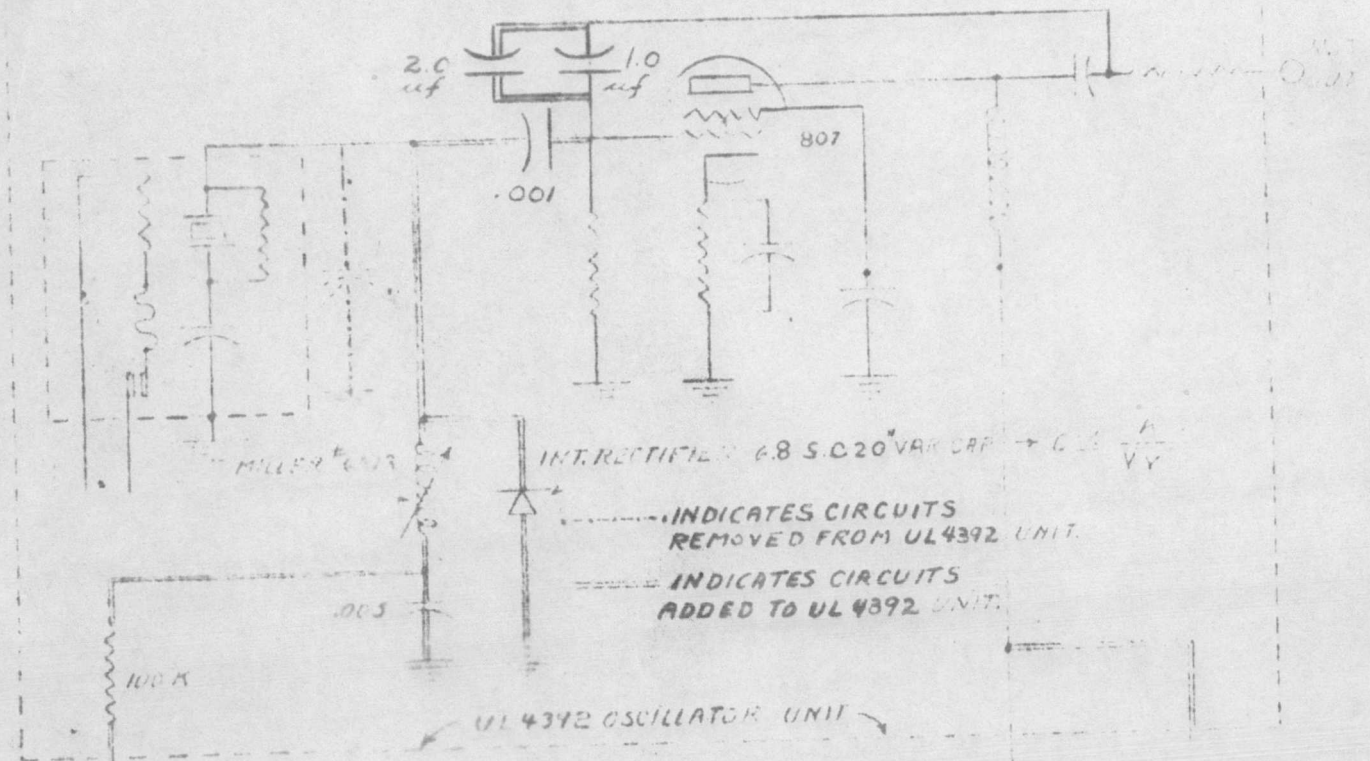
Appreciation is gratefully extended to the following individuals and agencies, without whose support, knowledge and conscientious efforts this test could not have been successfully accomplished:

- a. CMSgt Walter J. Buhr and Mr. Ralph E. Hendrickson, both assigned to Headquarters, 28th Air Division, for the initial idea, their support in the conduct of tests, and preparation of this report.
- b. Mr. Robert D. Linx, FCC Field Supervisor, CONELRAD, Western United States, for coordinating FCC and Commercial Broadcasting Station matters.
- c. Mr. Curtis Peck and Staff, of Radio Broadcast Station KNBC, San Francisco, for developing and installing facilities at KNBC.
- d. Mr. John H. DeWitt, Jr., and Mr. George Reynolds of Radio Station WSM, Nashville, Tennessee, for technical advice and circuit diagrams.
- e. Commander, Radio Officer, and technicians of the Picket Ship USS "FINCH" for operating terminal test facilities and preparation of station logs.
- f. Technical Control and Electronics Maintenance personnel, Hamilton Coaward Extension Shore Station for operating the originating test terminal.

BLOCK DIAGRAM



BT9 50-H FREQUENCY SHIFT KEYING (FSK) UNIT



Directorate of Naval Communications.

JLC/DF

CR  
NS 1300-166/10  
(STAFF)

- ROYAL CANADIAN NAVY -

4, Ontario.

BEST AVAILABLE COPY

MEETING OF THE STEERING GROUP ON MARITIME COMMUNICATIONS

The 1/63 meeting of the Steering Group on Maritime Communications is scheduled for Wednesday, 20 March, in Naval Headquarters. In addition, it is intended to hold discussions on communication problems during the period 19-21 March.

2. It is requested that the following officers report to Naval Headquarters for this period:

Staff Officer (Communications) to CANCOMARLANT  
Staff Officer (Communications) to CANCOMARPAC  
Staff Officer (Communications) to CANFLAGLANT  
Staff Officer (Communications) to CANFLAGPAC  
Staff Officer (Communications) to CANAIRLANT

3. Visiting officers will attend the Steering Group meeting. Items for the agenda should arrive in Naval Headquarters by 25 February.

4. Officers shall use service air transport if practicable. If commercial air is required for any reason, costs are to be charged to the relevant Command travel code.

*[Signature]*  
NAVAL SECRETARY.

Maritime Commander Atlantic.  
Maritime Commander Pacific.  
Flag Officer Atlantic Coast.  
Flag Officer Pacific Coast.  
Air Officer Commanding, Maritime Air Command.

*[Signature]* Copy to: Chief of the Air Staff.

For Record

23-1-63

*[Signature]* 9K

~~CONFIDENTIAL~~  
JLC/DF  
~~CONFIDENTIAL~~  
(UNCLASSIFIED WITHOUT ENCLOSURE)

NSS 1300-166/10  
(STAFF)

4, Ontario.

- ROYAL CANADIAN NAVY -

ORIGINAL DAMAGED

MINUTES OF THE STEERING GROUP ON MARITIME  
COMMUNICATIONS

ENCLOSURE: (A) S950-116 (D Com) dated 26 December, 1962.

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

*J. C. Cook*  
NAVAL SECRETARY.

Maritime Commander Atlantic.  
Maritime Commander Pacific.  
Flag Officer Atlantic Coast.  
Flag Officer Pacific Coast.  
Air Officer Commanding, Maritime Air Command.  
The Commodore, RCN Barracks, HALIFAX. (The Directors, Joint Maritime Warfare  
School).  
Officer-in-Charge, Communication Division Fleet School, HMCS CORNWALLIS.  
Naval Member Canadian Joint Staff, (LONDON).  
Naval Member Canadian Joint Staff, (WASHINGTON).  
Chief of the Air Staff. (without enclosure).

~~CONFIDENTIAL~~  
~~CONFIDENTIAL~~

10 fmo  
For [unclear]  
23-1-63  
[unclear] AR



CONFIDENTIAL

S950-116(DCom)

MINUTES OF 4/62 MEETING OF THE  
STEERING GROUP ON MARITIME COMMUNICATIONS  
HELD 12 DEC 62 IN CTCL CONFERENCE ROOM, VICTORIA ISLAND

Ottawa, Ontario,  
26 December, 1962.

Present

S/L HF Holgate	DCom	Chairman
LCDR AM Cupples	DNCom	
F/L RF Jones	DCom	Secretary

In Attendance

CDR RD Wilson	DGFE
LCDR JL Creech	DNCom
LCDR RF Duston	DGFE
LCDR WD Moyes	DNCom
F/L GA Kerr-Wilson	ATSC
Lt S Iscoe	DNCom

Absent

LCDR H Hargreaves	DNCom
-------------------	-------


ITEM	SUBJECT	ACTION
1	<u>Minutes</u>  1 The minutes of the 3/62 meeting were approved by the Steering Group.	
2	<u>Broadcast Control of Aircraft by MHQ Atlantic</u>  2 S/L Holgate gave a brief review of the item and stated that a decision has been made to purchase Raleigh crypto equipment when CIAP is approved. Although is was indicated in the preceding meeting that the RCAF had selected the KNR37 to satisfy MARLANT requirements, the size and weight advantages of Raleigh prevailed and the latter was therefore chosen. He said that the most recent information available to the RCAF indicates that if a firm order for Raleigh is placed by Mar 63, deliveries will start in Mar 64.  3 LCDR Cupples confirmed that the MARPAC fleet radio teletype broadcast, EAR, was expected to become a secure broadcast in April, 63 and that this broadcast had a low frequency component. From this information a possible MARPAC and MARLANT requirement for the installation of a corresponding reception capability in Neptune aircraft was assumed. It was acknowledged, however, that equipping the Neptune to receive the secure broadcast would not be a simple matter. Space in the aircraft could only be made available by removing low-priority gear, and this, in turn, might necessitate extensive changes to the interior layout.  4 CDR Wilson said that the high-power LF transmitter at Newport Corners, NS, was in operation at full power and would participate in the secure LR broadcast when the service began in Jan 63.	

ITEM	SUBJECT	ACTION
5	<u>Decision</u> - The Group took note and agreed to continue the item, keeping in view a possible requirement to equip MP Neptunes to receive the secure broadcasts.	DNCom DCom
3	<u>Maritime Pacific Communication Facilities - Keying Links</u>	
6	No change was reported in the status of this item.	
7	<u>Decision</u> - The Group took note and agreed to continue the item.	DNCom DCom
4	<u>Emergency Communication Facilities - MHQ Atlantic</u>	
8	LCDR Cupples said that MARLANT had not yet been asked to confirm a continuing requirement for Alternate MHQ, Torbay, but that an enquiry would be made.	
9	<u>Decision</u> - The Group took note and agreed to continue the item.	DNCom
5	<u>SSB Equipment for RCAF and RCN Aircraft</u>	
10	The following reports were made in regard to procurement of SSB equipment for aircraft:	
	(a) <u>RCN</u> - No change. The Navy submission has passed initial financial screening;	
	(b) <u>RCAF</u> - No change. Awaiting approval of CIAP.	
11	<u>Decision</u> - The Group took note and agreed to continue the item.	DNCom DCom
6	<u>TSEC/KW 7 Procurement</u>	
12	The following reports were made in regard to procurement of TSEC/KW 7 crypto equipment:	
	(a) <u>RCN</u> - Treasury Board approval signed.  Awaiting authority for contract; (Secretarial Note - RCN contract for KW-7's was accepted 17 Dec 1962).	
	(b) <u>RCAF</u> - Pending approval of CIAP.	
13	<u>Decision</u> - The Group took note and agreed to continue the item.	DNCom DCom
7	<u>Active ECM Policy</u>	
14	S/L Holgate stated the Joint ECM Policy paper, had not been approved as yet. The paper is still under discussion at CCOS level.	
15	<u>Decision</u> - The Group took note and agreed to continue the item.	DNCom DCom

ITEM.	SUBJECT	ACTION
8	<u>Auto-Keyer of Maritime Assignments - Frequency Sampling</u>  16 S/L Holgate stated that the final report due 30th Nov had not been received, but was expected shortly.  17 <u>Decision</u> - The Group took note, and agreed to continue the item.	DCom
9	<u>Emergency Communication Facilities - Commercial Broadcast Transmitters</u>  18 LCDR Cupples stated that the report had not been received.  19 <u>Decision</u> - The Group took note and agreed to continue the item.	DNCom
10	<u>Provision of Radio Terminal Facilities to Match Assignments or Operational Frequencies</u>  20 S/L Holgate said that to provide the terminal facilities at Mt Uniacke for the full MHQ Atlantic frequency complement would necessitate four more remote receivers and two more transmit antennas. He confirmed that action was under way to obtain this additional equipment but that, in the meantime, all channels would continue to be provided on an alternative basis. He also reported progress, in overcoming the distortion in the microwave system which links both MAC and MHQ with the remote sites at Mt Uniacke. The difficulty lay in the variation in input level as between MAC and MHQ. The solution appeared to be padding to balance the inputs on installation of constant-volume amplifiers. 6CU is trying the former alternative now.  21 <u>Decision</u> - The Group took note and agreed to continue the item.	DCom
11	<u>Supply of Communication and Crypto Publications to Alternate Maritime HQ</u>  22 LCDR Moyes stated that this item had been resolved after being placed on the Agenda and no further discussion was required.	
12	<u>Organization Order Detailing Service Responsibilities for Provision of Facilities and Maintenance at MHQ</u>  23 S/L Holgate said that RCAF action to amend Joint Org Os 28 and 29 had been deferred pending receipt of comment on the terms of the agreement from the Maritime Commanders and the Flag Officers Atlantic and Pacific Coasts. He said that he had learned on a recent visit to MHQ Atlantic that there were reservations in that area concerning the work ability of para 5 of the agreement (maintenance responsibilities) and that both CANCOMARLANT and CANFLAGLANT would be proposing an amendment.  24 <u>Decision</u> - The Group took note, and agreed to continue the item.	DNCom DCom
13	<u>Maritime Training Frequencies</u>  25 The Chairman referred to informal talks between SOCom CANCOMARLANT and frequency allocation staff at NHQ and	

- 4 -

ITEM	SUBJECT	ACTION
	AFHQ concerning the need to make available to the Maritime Commanders, for operational use in emergency or during large scale exercises, the aero mobile radio frequencies allocated to the RCAF and the RCN for training.	
	26 <u>Decision</u> - After some discussion, it was agreed that this question would come within the purview of the Group, but that no action could be taken until the maritime Commanders had formally put up a requirement. LCDR Cupples undertook to invite them to do so.	DNCom
14	<u>New Executive</u>	
	27        The new executive will take office on 1 Jan 63. LCDR Cupples will be the Chairman and will select the Secretary.	DNCom
15	<u>Adjournment</u>	
	28        After agreeing to 20 March, 1963 as the date for the next meeting, the meeting adjourned at 1110 hours.	



(H.F. Holgate)  
Chairman  
Steering Group on  
Maritime Communications

Distribution

DNCom - 35 Copies  
DCom - 15 Copies

R 181541Z

ROUTINE

ACNS (A&H)

FM CANCOMARLANT

"AC" NO UNCLASSIFIED REPLY  
OR REFERENCE

SECRET

TO CANAVHED

BT

COMMENTS OF THIS COMMAND WITH RESPECT YOUR NSS 1300-166/10 (STAFF)  
OF 7 JAN 63 ARE IN COURSE PREPARATION AND DISPATCH.

BT

TOR 181633Z JAN 63

Directorate of Naval Communications

NS 1300-166/10 (STAFF)

35.1988

HEI/DF

- ROYAL CANADIAN NAVY -

4, Ontario.

BEST AVAILABLE COPY

9 JAN 1963

NOTAM CIRCUITS

Reference: (a) AC 1300-1 dated 27 November, 1962.

ENCLOSURE: (A) NOTAM Procedures (2 copies)

The agreement requested in reference (a) paragraph 2 is forwarded as enclosure (A).

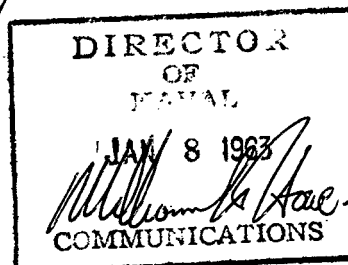
R.B.  
NAVAL SECRETARY.

Flag Officer Atlantic Coast.

Copy to: Commanding Officer, RCN Air Station, SHEARWATER. (without enclosure)

A/A- DNR for info. J.W.d.

no  
For Dispatch  
Date 9-1-63  
Initials Q.R.



000694

NOTAM PROCEDURES

FOR

D.H.D. SEND/RECEIVE DROPS  
ON

D.O.T. TELECOMMUNICATION BRANCH CIRCUITS

BEST AVAILABLE COPY

NOTAM PROCEDURES

1. FILING OF NOTAMS. The following instructions are intended to enable the filing of NOTAMS in the correct form for transmission over D.O.T. teletype circuits.
  - 1.1 Notams are notices, containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations. The NOTAM code shown in APPENDIX "A", is provided to enable the coding of information regarding the establishment, condition or change of radio aids, aerodromes and lighting facilities, dangers to aircraft in flight, or search and rescue facilities. Encoding facilitates the dissemination of NOTAMS by reducing the transmission time over telecommunication channels and eliminating language difficulties in international distribution. Where no appropriate NOTAM Code Group exists plain language will be used to describe the condition.
    - 1.1.1 A separate notam shall be filed for the following separate subjects, i.e., the failure of a radio range and the condition of a runway shall not be reported in the same notam.
      - (1) Radio Aids to air navigation and air-ground communications.
      - (2) Conditions of field, runway and landing areas, also lighting facilities at airports and elsewhere.
      - (3) Miscellaneous data not covered by (1) and (2) above.

Normally, information concerning two or more locations shall not be contained in the same notam. For example, a failure of the Ponticton radio range and the Hiramata fan marker, even though occurring simultaneously, should not be reported in the same notam; two notams should be issued. However, information such as the general guarding of a specific frequency by a number of stations may be included in one notam.

- 2. Address. It is the responsibility of the originator to provide the address for a NOTAM in accordance with the predetermined addresses shown in Appendix "B". These addresses are by circuit number and general distribution knowledge may be determined from the circuit chart attached.



BEST AVAILABLE COPY

3. Composition

3.1 Each Notam transmission will commence with the word "NOTAM" followed by the appropriate circuit address, all being transmitted on one line.

3.2 The text shall be started on the next line and will contain the following information in the order listed:-

- (a) The designator of the facility or aid affected (name, if no designator exists);
- (b) The notice information;
- (c) The Date - Time group indicating the time the aid:
  - (i) became inoperative
  - (ii) was inoperative
  - (iii) will become inoperative
  - (iv) resumed operation, or return to normal operation took place.

3.3 Signature. The signature shall be started on the next line and will contain the following information in the order listed:

- (a) The name of the issuer and organization contraction i.e., James RCAF, Gibson Cavan;
- (b) The name of the station where the NOTAM was issued, (written out in full) i.e., CALGARY, LONDON. If the NOTAM is received from a station not located on the teletype system, or from a station whose teletype is inoperative, show the originating station, plus the word "VIA" and teletype identification of relay station;
- (c) The filing time, Date - time reference group. The first two figures indicating the day of the month and the last four figures the time in GMT e.g. 062315.

4. Examples of Transmission.

- 1 letter impulse
- 2 carriage return impulses
- 5 linefeed impulses

.....3

- 3 -

NOTAM 163 162  
CYCL ALL RUNWAYS SERVICEABLE BARE AND DRY  
WILKIN ROAD GENTRALIA 061502  
2 carriage return impulses  
5 linefeed impulses

BEST AVAILABLE COPY

Other examples:

NOTAM 160 161 162  
CYCL QASOR 091806Z  
JAMES RILL BETHBRIDGE 091809

NOTAM 160 161 162  
CYCL JET FUEL NOT AVAILABLE  
HEAN ROAD GOLD LAKE 071800 VIA CYAD 071812

5. Hand Sending. This is not permitted by stations supplied with authentic sending (model 19) equipment. Such stations must tape punch an errorless NOTAM for automatic tape transmission. An occasional corrected error is acceptable on lengthy notams. Correction must be by backspacing and eliminating the error by operating the LTRS key over the undesired portion.
6. It should be noted that D.M.D. drops are provided for NOTAM purposes only and no other traffic is to be sent by the R.C.A.F. drops on these circuits. Other information appearing on these circuits shall be considered as Confidential and shall not be divulged to other persons by the teletype operator.



DEPARTMENT OF NATIONAL DEFENCE

ROYAL CANADIAN NAVY

AC: 1300-1  
Office of the Flag Officer Atlantic Coast  
Fleet Mail Office  
Halifax, N.S.

NOV 27 1962

NOTAM CIRCUITS

Enclosure: (A) ABD: 1300-1 dated 14 November 1962

30-11  
DN COM  
Enclosure (A) is submitted for the  
consideration of Naval Headquarters.

2. It is requested that a copy of the  
DOT/DND agreement for the extension of air  
operational circuits to military establishments  
be forwarded.

*[Signature]*  
REAR ADMIRAL

The Naval Secretary

Copy to: Commanding Officer  
R.C.N. Air Station  
Shearwater, N. S.



Referred to	<i>Staff</i>
NOV 30 1962	
File No.	<i>1300-166/10</i>
Chgd to	<i>Staff</i> <i>14-N-62</i>

ROYAL CANADIAN NAVY

ORIGINAL DAMAGED

ABD: 1300-1 ~~Vol. 2~~

R.C.N. Air Station,  
Shearwater, N.S.

NOV 14 1962

NOTAM CIRCUITS

Reference (a) NS 1300-166/10 (Staff), 5 July, 1962.

Submitted for consideration that Department of Transport telecommunication Airops Circuit No. 946 has been installed in SHEARWATER in accordance with reference (a).

2. The Department of Transport regulations governing the use of this circuit are contained in their Manual of Operations B2-2, a copy of which is held in SHEARWATER. Some difficulty has been caused, however, in the use to which this circuit may be put because of the apparent existence of a D.O.T./D.N.D. agreement for the extension of air operational circuits to military establishments. This agreement has been referred to by the Regional Controller, Telecommunications and Electronics, Department of Transport, Moncton, in discussing difficulties that have arisen concerning the types of messages being sent and received.

3. It is requested that a copy of this D.O.T./D.N.D. agreement may be forwarded.

Original Signed by  
G. C. EDWARDS

CAPTAIN

Flag Officer Atlantic Coast

CONFIDENTIAL

NSS 1300-166/10 (DGFE)

MEMORANDUM TO: DN COM

CC: DNOM (ORG)

RESPONSIBILITY FOR  
COMMUNICATIONS MAINTENANCE

References: (a) MCACS:1300-1 dated 7 December, 1962.  
(b) NSS 1300-166/10 (DGFE) dated  
26 October, 1962.  
(c) NSS 1300-166/10 Vol.2 (DGFE) dated  
29 June, 1962.  
(d) Canflaglant 141410Z September, 1962.

Reference (b), and subsequently Reference (c), were not prompted by any desire to shift from the RCN the responsibility for maintenance of communication equipment used by the Maritime Commanders, but were based upon the following considerations:

- (a)(first and foremost) It is essential that provision be made for all equipment to receive regular and periodic preventative maintenance. Existing practice is for assistance to be requested on an "as required" basis either from the RCAF 6 Communications Unit in Halifax or from Tape Relay Centre technicians. Consequently support has been almost entirely restricted to breakdown maintenance. It is known, for instance, that certain cryptographic equipment in use has had modifications outstanding for a considerable time. Moreover, assistance from 6 Communications Unit has been provided only as a courtesy and there are indications that it is likely to be reduced or denied entirely in the near future. Reference (d) refers.
- (b) it is desirable that the Maritime Commanders should be independent as regards day to day routine maintenance support
- (c) it is desirable that whatever organization be established be the same for both Maritime Commanders.

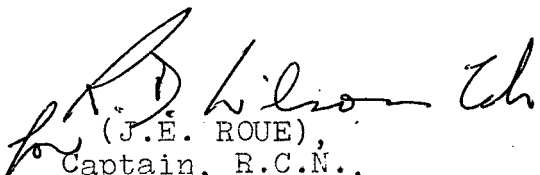
2. Notwithstanding the fact that the above considerations remain unchanged, there is no objection on the part of this directorate to retention by the RCN of the maintenance responsibility as suggested in paragraph 3 of Reference (a), provided only that the maintenance load is recognized and that adequate provision for it is made in complement. The planned relocation of Maritime Commander Atlantic outside the immediate Halifax area is also relevant when considering the provision of day to day preventative and breakdown maintenance. The possible co-location of a TARE centre with the Maritime Commander Atlantic cannot be expected to provide any significant support to the latter since the maintenance of the TARE system will require peculiar technical skills, and may in fact be arranged through a commercial contract.

CONFIDENTIAL

CONFIDENTIAL

- 2 -

3. It is recommended that the reply of the Maritime Commander Pacific Coast, to Reference (b) and his comments on the proposal in Reference (a), be obtained before considering a possible reversal of the interservice agreement recently concluded. It is further recommended that the Maritime Commander Atlantic Command be informed that his proposal is under consideration, but that pending a decision on this matter arrangements should be made for his equipment to receive regular preventative maintenance using whatever resources are available to him, including HMC Dockyard, Halifax.

  
(J.E. ROUE),  
Captain, R.C.N.,  
DIRECTOR OF OPERATIONS SYSTEMS.


O T T A W A,  
3 January, 1963.

CONFIDENTIAL

000702

DEPARTMENT OF NATIONAL DEFENCE

MINUTE SHEET

Referred to	REMARKS To be signed in full showing Appointment, Telephone Number & Date
A/D Ops S Shore Systems	<p data-bbox="795 340 1162 370">NSC 1300-166/10 (STAFF)</p> <p data-bbox="795 498 1084 529">20 December, 1962.</p> <p data-bbox="316 718 1118 813">Request your comments in time to have a reply to ACNS(A&amp;W) by the 9 January, 1963.</p> <div data-bbox="686 876 976 1013"></div> <p data-bbox="715 1035 951 1096">(A. M. Cupples) A/DN Com (FC)</p>

GOVERNMENT

OF

ADA

## ACTION REQUEST

CGSB 6-GP-12

P.P. &amp; S. Cat. 3433

TO

*Ken Com*

LOCATION

FOR:

FILE NO.

☐ ACTION☐ APPROVAL☐ COMMENTS☐ DRAFT REPLY☐ INFORMATION☐ INVESTIGATION☐ MORE DETAILS☐ NOTE & FILE☐ NOTE & FORWARD☐ NOTE & RETURN☐ REPLY, PLEASE☐ SEE ME, PLEASE☐ SIGNATURE☐ TRANSLATION☐ YOUR REQUEST

PREPARE MEMO TO:

*for 211a psc*

REPLY FOR SIGNATURES OF:

*as directed*

REMARKS:

*by v.crs. through**A per by 9 January,  
or earlier*

FROM

PHONE

LOCATION

DATE

*1200h Sec (Am)**000704*



NSC 1300-166/10 (STAFF)

MEMORANDUM TO: ACNS(A&W)

RESPONSIBILITY FOR COMMUNICATIONS MAINTENANCE

Please let me have a report on this together with  
a proposed reply at the earliest date and no later than  
Friday, 11 January, 1963.



(Jeffrey V. Brock)  
Rear-Admiral, RCN  
VICE CHIEF OF THE NAVAL STAFF.

O T T A W A,  
14 December, 1962.

Confidential

MCACS: 1300-1

DEPARTMENT OF NATIONAL DEFENCE



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

DEC - 7 1962

RESPONSIBILITY FOR COMMUNICATIONS MAINTENANCE

Reference: (a) NSC 1300-166/10 (STAFF) of 23 June 1961  
(b) NSS 1300-166/10 (DGFE) of 26 October 1962

Because of the many problems associated with the present system whereby the responsibilities for the provision and maintenance of the Maritime Commander's communications facilities are split among several authorities, this Headquarters suggested that the responsibility for all logistics and maintenance should be established under one authority. As indicated in reference (a), this suggestion was endorsed by the Steering Group on Maritime Communications at a special meeting on 21 June 1961.

2. With one exception, the RCN/RCAF agreement presented in Enclosure (A) to reference (b) is in accord with the principle stated by this Command. The exception is the first sentence of paragraph 5, which places the responsibility of routine maintenance on Maritime Commanders "utilizing staff within the Inter-Service Establishments". No such staff are included in the present establishment. Moreover, the establishment of an additional maintenance organization would be wasteful in terms of manpower, material and space, and would be the reverse of what was intended when the matter was placed before the Steering Group.

3. It is recommended, therefore, that the RCN should be responsible for the provision and maintenance of all communication facilities required by the Maritime Commander except those specifically excluded in paragraph 2 of the RCN/RCAF agreement.

*[Signature]*  
REAR ADMIRAL

The Naval Secretary

Copy To: Chief of the Air Staff

Maritime Commander Pacific

Flag Officer Atlantic Coast

Flag Officer Pacific Coast

Commodore,  
Superintendent Atlantic Coast,  
HMC Dockyard,  
Halifax, N.S.

Commodore,  
Superintendent Pacific Coast,  
FMO, Victoria, B.C.

Referred	<i>Staff</i>
DEC 10 1962	
File No.	1300-166/10
Chg'd to	<i>Staff</i> 14-11-62

Confidential

**SECRET**  
WHH/DF

NSS1300-166/10 (STAFF)

S.S. 614

- ROYAL CANADIAN NAVY -

BEST AVAILABLE COPY

4, Ontario.

7 JAN 1963

PROPOSED MARITIME HEADQUARTERS - BLANDFORD, N.S.

ENCLOSURE: (A) Two (2) copies of preliminary drawings.

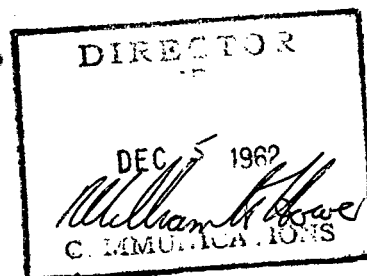
Attached as enclosure (A) are two copies of the preliminary drawings showing the proposed new Maritime Headquarters East Coast co-located with the new Naval Radio Station at Blandford, N.S.

2. Enclosure (A) has been co-ordinated between the staff of Maritime Commander Atlantic and Naval Headquarters. In the absence of any comment these drawings will be accepted as final. If any comments are considered necessary it is requested that they be forwarded as soon as possible.

*J.P.B.*  
NAVAL SECRETARY.

Maritime Commander Atlantic.

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



*Jmo* DN Works for concurrence.

*21/12*

For Receipt

Date 21. 63

Initials

*AK*

**SECRET**

000707

PA-7 NSS 1300-166/10 (DGFE)  
BEST AVAILABLE COPY

MEMORANDUM TO: DN COM

CC: ~~DNOM~~ (ORG) *Star*RESPONSIBILITY FOR  
COMMUNICATIONS MAINTENANCE

- References:
- (a) MCACS:1300-1 dated 7 December, 1962.
  - (b) NSS 1300-166/10 (DGFE) dated 26 October, 1962.
  - (c) NSS 1300-166/10 Vol.2 (DGFE) dated 29 June, 1962.
  - (d) Canflaglant 141410Z September, 1962.

Reference (b), and subsequently Reference (c), were not prompted by any desire to shift from the RCN the responsibility for maintenance of communication equipment used by the Maritime Commanders, but were based upon the following considerations:

- (a) first and foremost, it is essential that provision be made for all equipment to receive regular and periodic preventative maintenance. Existing practice is for assistance to be requested on an "as required" basis either from the RCAF 6 Communications Unit in Halifax or from Tape Relay Centre technicians. Consequently support has been almost entirely restricted to breakdown maintenance. It is known, for instance, that certain cryptographic equipment in use has had modifications outstanding for a considerable time. Moreover, assistance from 6 Communications Unit has been provided only as a courtesy and there are indications that it is likely to be reduced or denied entirely in the near future. Reference (d) refers.
- (b) it is desirable that the Maritime Commanders should be independent as regards day to day routine maintenance support.
- (c) it is desirable that whatever organization be established be the same for both Maritime Commanders.

2. Notwithstanding the fact that the above considerations remain unchanged, there is no objection on the part of this directorate to retention by the RCN of the maintenance responsibility as suggested in paragraph 3 of Reference (a), provided only that the maintenance load is recognized and that adequate provision for it is made in complement. The planned relocation of Maritime Commander Atlantic outside the immediate Halifax area is also relevant when considering the provision of day to day preventative and breakdown maintenance. The possible co-location of a TARE centre with the Maritime Commander Atlantic cannot be expected to provide any significant support to the latter since the maintenance of the TARE system will require peculiar technical skills, and may in fact be arranged through a commercial contract.

- 2 -

3. It is recommended that the reply of the Maritime Commander Pacific Coast, to Reference (b) and his comments on the proposal in Reference (a), be obtained before considering a possible reversal of the interservice agreement recently concluded. It is further recommended that the Maritime Commander Atlantic Command be informed that his proposal is under consideration, but that pending a decision on this matter arrangements should be made for his equipment to receive regular preventative maintenance using whatever resources are available to him, including HMC Dockyard, Halifax.

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

(J.E. ROUE),  
Captain, R.C.N.,  
DIRECTOR OF OPERATIONS SYSTEMS.

O T T A W A,  
3 January, 1963.

DEPARTMENT OF NATIONAL DEFENCE

MINUTE SHEET *CR(10)/A* NSS 1300-166/11 TD3025  
NSS 1300-166/10 (DGFE)

Referred to

WK/JT REMARKS

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

DN Com

PROVISION OF EQUIPMENT -  
MARITIME COMMANDERS

Reference: (a) MCP:S:1300-166/11 dated  
21 January, 1963  
(With Enclosure)

Reference (a) provides no real help  
in arriving at a sound decision respecting  
equipment maintenance.

2. Observing that the recent letter on  
this subject from Marlant still requires a  
reply, it might be helpful to call a meeting of  
technical and operational RCAF and RCN  
personnel to discuss the question and to reach  
a solution which will be valid both now and  
after the planned relocation of MHQ Atlantic.

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

(J.E. ROUE),  
Captain, R.C.N.,  
DIRECTOR OF OPERATIONS SYSTEMS.

O T T A W A,  
30 January, 1963.

DATE FILED D.G.F.E.  
DATE JAN 30 1963

000710

BEST AVAILABLE COPY

CONFIDENTIAL

MCACS: 1300-1

Office of the Maritime Commander Atlantic,  
H.M.C. Dockyard, Halifax, Nova Scotia.

9 November 1962

SHIP-AIR COMMUNICATIONS

The problems of Ship-Air communications in the Maritime Command Atlantic during the period May 1961 to May 1962 have been the subject of a detailed review by the Anti-Submarine Warfare Operational Research Team.

2. The main conclusions drawn from this study are as follows:

(a) There has been a profound improvement in ship-air communications during the period under review. Progress has been made from the state where poor ship-air communications were the rule to the point where failures are the exception.

(b) Irrespective of the actual "failure index", ship-air communications in operations now proceed with much greater ease and certainty, and there is a greater willingness on the part of air and surface forces to communicate with each other.

(c) Since ship-air communications are a most critical factor in successful ASW tactics, the improvements noted in para 2 (a) above are reflected in recent tactical operations (SLAMEX and MARLEX) and have made effective such operations as CHESSBOARD which depend to a large extent on good communications.

../2.

Flag Officer Atlantic Coast.  
Air Officer Commanding, Maritime Air Command.  
Senior Canadian Officer Afloat (Atlantic).  
The Commanding Officer, RCN Air Station, Shearwater.  
The Commanding Officer, HMCS BONAVENTURE.  
Commanders, First, Fifth, Seventh and Ninth Escort Squadrons.  
The Commanding Officer, RCAF Station, Summerside.  
The Commanding Officer, RCAF Station, Greenwood.  
Commanding Officers, HMC Ships:  
ALGONQUIN CRESCENT TERRA NOVA OUTREMONT INCH ARRAN  
ATHABASKAN HURON KOOTENAY VICTORIAVILLE NEW WATER-  
CAYUGA SIOUX CHAUDIERE LA HULLOISE FORD  
MICMAC GATINEAU COLUMBIA LAUZON  
NOOTKA RESTIGOUCHE FORT ERIE CAP DE LA MADELEINE  
HAIDA ST. CROIX LANARK BUCKINGHAM  
Officers Commanding 404, 405 and 415 Squadrons  
Commanding Officers, VS 880, VX 10 and VU 32

Copy to: The Naval Secretary.  
Chief of the Air Staff.

CONFIDENTIAL

Reported to *Staff*  
NOV 14 1962  
File No. *1300-166/10*  
Chgd to.....

000711

CONFIDENTIAL

- 2 -

3. The Anti-Submarine Warfare Operational Research Team also concludes that the most important reasons for the improvements achieved are as follows:

- (a) The personal interest taken in the problem by senior officers and Commanding Officers, their concern over each communications failure and their insistence on the need for improvement.
- (b) The several programmes of ship-air familiarization which permit RCN and RCAF communications personnel to become familiar with each other's equipment, operating problems and procedures.
- (c) The cooperative efforts of the Naval MARLANT and RCAF communicators who worked closely together in solving the problem of tracking down failures as well as arranging exchange visits and tests.
- (d) The reporting system, including ship "Purples" and RCAF communication reports.
- (e) Special trials carried out by RCN and RCAF communicators which have produced valuable information.
- (f) The production of better "COMM Plans" which have eliminated frequency confusion.
- (g) The cooperation of aircrew and ship personnel in preparing communication reports on all transmissions and in objectively diagnosing failures.
- (h) The emphasis placed by JMWS in OTT's on the problem and the remedial work done.

4. The improvement in ship-air communications, and the directly resultant improvement in the ability of MARLANT Forces to carry out their mission effectively, is most heartening. I fully appreciate that the requirement for communications reports, trials, analysis of failures, etc., imposes a substantial additional workload on officers and men of all ranks. I am most pleased by the way in which all concerned, from operators to analytical scientists, have combined to tackle the problem and I commend each and every man concerned for the joint success of his efforts. The problem has not yet been finally mastered. Further efforts and constant vigilance will be required to minimize the number of ship-air communications failures and to maintain the high standard which has now been attained. Communications equipment must continue to be maintained at peak efficiency and accurately operated to achieve maximum range trouble-free communications. I am however confident that all RCN and RCAF officers and men concerned will keep up the good work.

5. Addressees are requested to ensure

- (a) that the content of this letter is brought to the attention of all RCN and RCAF officers and

../3.

CONFIDENTIAL

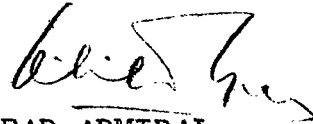


CONFIDENTIAL

- 3 -

men concerned with ship-air communications -  
particularly the operators themselves.

- (b) that continued stress is placed upon this  
very important area of ASW tactical operation.



REAR ADMIRAL

CONFIDENTIAL  
JLC/DF

Directorate of Naval Communications.

UNCLASSIFIED WITHOUT ENCLOSURE

CR to PANSS 1300-166/10 (STAFF)

- ROYAL CANADIAN NAVY -

4, Ontario.

- 2 NOV 1982

MINUTES OF THE STEERING GROUP ON  
MARITIME COMMUNICATIONS

ENCLOSURE: (A) S 950-116 (D Com) dated 25 October, 1962.

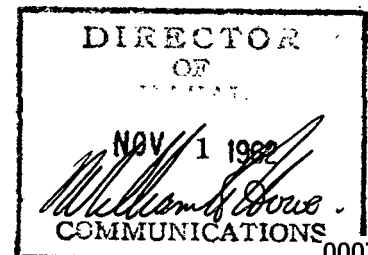
Two copies of enclosure (A) are forwarded for  
information and retention.

*P.B.*  
NAVAL SECRETARY.

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

*emo*  
For Despatch  
Date 2 11 62  
Initials AR

CONFIDENTIAL



000714

CONFIDENTIAL

(S950-116(DCom))

Minutes of 3/62 Meeting of the

Steering Group on Maritime Communications

Held 17 Oct 62 in Room 255, Building 7, Victoria Island

Ottawa, Ont.

25 Oct 62

Present

S/L H.F. Holgate	DCom	Chairman
LCdr A.M. Cupples	DNCom	
LCdr H. Hargreaves	DNCom	
F/L R.F. Jones	DCom	Secretary

In Attendance

Cdr R.D. Wilson	DGFE
LCdr P.G. May	CANCOMARPAC 'SOCOM
LCdr W.D. Moyes	DNCom
LCdr W. Kanwisher	DGFE
LCdr J.H. Ellerton	MHQ(A)
LCdr J.W. Jewers	DNCom
LCdr A.M. Cockeram	CANFLAGLANT, SOCOM
S/L R.H. Secker-Carver	CANCOMARLANT/SOCOM
Lt H.C. Clark	CANFLAGPAC 'SOCOM
F/L J.F. Power	DATR
F/L D.E. Haines	MACHQ/SOTel
F/L T.F. Dandeno	MACHQ/SORad
F/L G.A. Kerr-Wilson	ATSC
F/O G.R. Lepage	DATel
Mr. F.S.B. Thompson	DCom

Item	Subject	Action
1	<u>Minutes</u>	
1	The minutes of the 2/62 meeting were approved by the Steering Group.	
2	<u>Broadcast Control of Aircraft by MHQ Atlantic</u>	
2	F/O Lepage reported on the trials of the LF RTT terminal equipment and associated KWR37 Crypto equipment in Argus Aircraft. The trials were completed at the end of August. The report regarding the evaluation of the Crypto equipment has been completed. The trials were carried out on 115.3 Kcs for crypto and 133.15 Kcs for plain language and back-up. The equipment performed very well at all altitudes, and proved very reliable at ranges of up to 340 miles during day and night operation. He explained that the reduction in range (900 NM in previous trials) was due to a less-efficient aircraft antenna being used.	

.../2

CONFIDENTIAL

- 2 -

Item	Subject	Action
3	LCdr Moyes said that the target date for activation of the RCN Atlantic encrypted Broadcast LR is now 8 Jan 63.	
4	On behalf of CANCOMARLANT S/L Secker-Carver re-iterated, once again, the urgent need for provision of the capability to receive the LR broadcast in Maritime Atlantic MP aircraft. In subsequent discussion, he said that the primary need for this facility was in Argus aircraft, and recommended that installation in Argus' should not be delayed by consideration of a smaller and lighter substitute for the KWR37 (e.g. Raleigh,) which might be installed in Neptunes.	
5	Cdr Wilson advised that 1 Nov is now the earliest target date by which the high power LF transmitter at Newport Corners will be available. He further advised it may take additional time to run up the transmitter due to its being closed down for a long period.	
6	<u>Decision</u> - It was agreed that the RCAF should try to hasten procurement and installation of the LR broadcast facility in Marlant MP aircraft. At the same time it was noted that this requirement had been included in the RCAF CIAP.	DCom
3	<u>Permanent MHQ Atlantic - Status</u>	
7	LCdr Cupples reported Chiefs of Staff Committee has approved the location of MHQ Atlantic as Blandford NS. A Joint Treasury Board submission is being prepared.	
8	<u>Decision</u> - The group took note and agreed to continue the item.	DCom DNCom
4	<u>Service Responsibilities for Provision of Comm Facilities</u>	
9	The Chairman said that in accordance with the recent RCN-RCAF agreement regarding the provision of communications facilities for the Maritime commanders, a list of all RCAF-funded landline circuits now terminating at MHQ Atlantic and MHQ Pacific had been supplied to DNCom, with the request that the RCN assume financial responsibility for these circuits as of 1 Apr 63. S/L Secker-Carver said that he was not aware that the RCAF-RCN agreement had been concluded. LCdr Cupples said that he would furnish CANCOMARLANT and CANCOMARPAC with copies of the agreement.	DNCom
5	<u>Maritime Pacific Communication Facilities - Keying Links</u>	
10	S/L Holgate said that Langley Prairie, which had been recommended as a replacement location for the RCAF Lulu Island transmitter site, was no longer favoured because of the high cost of the land and vulnerability to nuclear fall-out. He said that the RCAF is now looking at Abbotsford instead.	
11	LCdr Hargreaves stated that the CN and CP had agreed to break out their microwave at Mt Dennison which would provide links to Aldergrave and Langley Prairie. This microwave link would provide a safe link across Canada. He further stated that BCTel intends by-passing Vancouver and come in via Nanaimo. CN, CP and BC Tel should have the project completed in 1963. On the East Coast, Maritime Tel and Tel intend installing microwave down the valley by-passing Halifax with a break out at Blandford. The installation should be completed prior to the move of MHQ to Blandford. It appeared that the plans of the carrier, if completed as scheduled, would make available safe-routed Maritime command and keying circuits.	

.../3

000716

CONFIDENTIAL

- 3 -

Item	Subject	Action
12	<u>Decision</u> - The group took note and agreed to continue this item.	DCom
6	<u>Emergency Communications Facilities - MHQ Atlantic</u>	
13	S/L Carver reported that although authority had been granted to test part one of the communications requirements for the alternate MHQ, the tests could not be fully carried out during Fallex 62 as the exercise was played only to command level and did not involve movement of Forces. However the intention is to have a live exercise in spring at which time facilities could be completely exercised at all levels.	
14	S/L Holgate said that now Blandford had been selected as EHQ MHQ should reaffirm the requirement for Torbay as alternate EHQ.	
15	<u>Decision</u> - DNCom to request Maritime Commander Atlantic to confirm the requirement for an alternate MHQ in view of selection of Blandford, as the site of the permanent MHQ.	DNCom
7	<u>SSB Equipment for RCAF and RCN Aircraft</u>	
16	The following reports were made in regard to procurement SSB equipment for aircraft;	
	(a) <u>RCN</u> - The navy submission has passed initial financial screening.	
	(b) <u>RCAF</u> - Pending approval of CIAP	
17	<u>Decision</u> - The Group took note and agreed to continue the item.	DNCom DCom
8	<u>TSEC/KW7 Procurement</u>	
18	The following reports were made in regard to procurement of TSEC/KW7 crypto equipment;	
	(a) <u>RCN</u> - Submission awaiting Treasury Board approval	
	(b) <u>RCAF</u> - Pending approval of CIAP.	
19	<u>Decision</u> - The Group took note and agreed to continue the item.	DNCom DCom
9	<u>Pacific Command Facsimile Broadcast</u>	
20	LCdr Cupples said that the procurement of facsimile equipment for the Pacific Command had been withdrawn from the 1963/64 estimates. This action was necessary as the RCN was unable to requests funds as approval of Langley Prairie, the proposed site of the transmitters, was too indefinite.	
21	<u>Decision</u> - The Group took note and agreed to discontinue item.	DNCom DCom
10	<u>Back Up Communication Facilities - Pacific Command</u>	
22	LCdr Hargreaves said RCN policy at this time precludes purchase of additional equipment to provide radio back up facilities. Equipment in being must be used.	

.../4

000717

Item	Subject	Action
	23 LCdr May stated a definite requirement exists in Pacific Command for radio back up, as Cat "C" landlines will not be available when required. At present Pacific Command does not have sufficient equipment to go around.	
	24 LCdr Cupples said equipment would be sought from other sources.	
	25 <u>Decision</u> - The Group took note and agreed to discontinue this item.	DNCom
11	<u>Active ECM Policy</u>	
	26 LCdr Cupples stated the Joint ECM policy paper, containing provision for active ECM training now has Army approval. The paper has been passed to Chiefs of Staff for concurrence. A RCN study of the ECM threat is still being carried out.	
	27 <u>Decision</u> - The Group took note and agreed to continue the item.	DNCom ECom
12	<u>Auto-Keying of Maritime Assignments - Frequency Sampling</u>	
	28 F/L Dandeno advised that the interim report on auto keying indicated that the system was useful as a frequency occupier, but that difficulties had been experienced in its trials as a frequency sampler due mainly to shortage of operators and high noise level at MHQ, and to scarcity of MP aircraft flights beyond 300 N.M.	
	29 LCdr May advised that Pacific Command had received the keyer for MHQ but as yet, it had not been installed.	
	30 S/L Holgate advised that the keyers for Torbay and Comox were to be shipped on 15 Oct. He assumed that these were now en-route.	
	31 <u>Decision</u> - The Group acknowledged that the results of the auto-keyer trials had been inconclusive to date, and asked that the final report, due 30 Nov. be explicit as to difficulties encountered, remedies tried, etc and that it include recommendations regarding (a) the adoption or rejection of the auto-keyer as a frequency sampling device of (b), extension of trials period.	
13	<u>Emergency Communication Facilities - Commercial Broadcast Transmitters</u>	
	32 LCdr Cupples stated that RCN ships had been requested to report strength and range at which Canadian Commercial broadcast transmitters are received. The composite report is expected by 15 Nov 62.	
	33 <u>Decision</u> - The Group took note and agreed to continue the item.	DNCom
14	<u>Standardization of Crypto Installations in Marcomcens to Simplify Logistic Support</u>	
	34 S/L Carver stated that standardization of Crypto equipment in Marcomcens was most desirable from a logistic and maintenance point of view. Following discussion it was agreed that this difficulty would be eliminated within the next two years as new equipment now programmed is introduced.	
	35 <u>Decision</u> - None.	

CONFIDENTIAL

- 5 -

Item	Subject	Action
15	<u>Coordination of Installation or Synchronous On-Line Facilities Between RCAF and RCN</u>	
36	LCdr Cockeram was concerned that the installation of crypto equipment at RCN & RCAF terminals be co-ordinated when it was intended to introduce a new on-line crypto system. He cited an instance when this had been lacking.	
37	LCdr Moyes stated that RCAF-RCN plans for allocation and installation of crypto equipment were fully coordinated. The RCN program has been delayed considerably, primarily due to non-availability of personnel. Activation dates would be co-ordinated.	
16	<u>Provision of Radio Terminal Facilities to Match Assignments of Operational Frequencies</u>	
38	S/L Secker-Carver said there was insufficient terminal equipment at Mt Uniacke with which to operate present permanent and temporary assignments. He pointed out that of the fourteen permanent maritime mobile assignments, it was only possible to operate eleven because of shortages of transmit channels or antennas. He went on to say that the need to operate four temporary ship-to-shore assignments, plus two USN air-ground channels, had further reduced the capacity to operate permanently-assigned channels.	
39	S/L Holgate said that the RCAF was committed to equip only the fourteen permanently-assigned channels at Mt Uniacke, and that temporary or unco-ordinated assignments, such as the six mentioned, could only be met at the expense of existing facilities.	
40	<u>Decision</u> - The Group took note. It was agreed that the Chairman should investigate the apparent inability to equip the fourteen maritime mobile assignments at Uniacke.	DCom
17	<u>Decentralization of Authority to Call Up Landline Facilities</u>	
41	LCdr Cockeram said that authority did not exist whereby commands could call up category B and C EDP circuits. He stated a requirement exist for such authority, as there would not be time to see HQ approval in an emergency.	
42	LCdr Hargreaves said that normally call up of EDP landlines must be referred to DM for financial approval, but that arrangements could be made for call-up of EDP circuits by Maritime Commanders under specified conditions. He cited the recently-provided Halifax-Argentia EDP circuit as the first example of this procedure. He acknowledged that Maritime Commanders would not yet be aware of this arrangement, but said that notification would be mailed immediately.	
43	<u>Decision</u> - The Group took Note.	
18	<u>Membership in RETC</u>	
44	LCdr May suggested that Maritime Commanders should be represented on the Regional Emergency Telecommunications Committee.	
45	<u>Decision</u> - The chairman said that if such a requirement existed, RETC should make the request through ENTO.	

.../6

000719

CONFIDENTIAL

- 6 -

Item	Subject	Action
------	---------	--------

19 Interference - Maritime Mobile Channels

46 F/L Kerr-Wilson advised that a considerable number of interference reports had been received from Maritime Air Command stations. He suggested that if the interference had reached a point where operational efficiency was being degraded, that a statement to that effect should be originated by the Maritime Commander, as this would strengthen the service position when applying for relief.

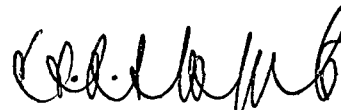
47 S/L Carver advised he would take action on behalf of the Maritime Commander Atlantic.

20 Date of the 4/62 Meeting

48 The 4/62 meeting was scheduled tentatively for 12 Dec 1962.

21 Adjournment

49 The meeting adjourned at 1240 hours.



(HF Holgate) S/L  
Chairman

Steering Group On  
Maritime Communications

Distribution

DNCom - 35 Copies  
DCom - 10 Copies



CONFIDENTIAL

Directorate of Naval Communications.

NSS 1300-166/10 (STAFF)

-ROYAL CANADIAN NAVY-

4, Ontario.

11 OCT 1962

BEST AVAILABLE COPY

AGENDA FOR THE 3-62 MEETING OF THE  
STEERING GROUP ON MARITIME COMMUNICATIONS

ENCLOSURE: (A) S950-116 (D COM) dated 3 October, 1962.

Enclosure (A) is forwarded for information.

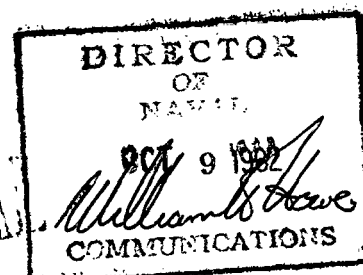
*P-6*  
NAVAL SECRETARY.

Maritime Commander Atlantic.  
Maritime Commander Pacific.  
Flag Officer Atlantic Coast.  
Flag Officer Pacific Coast.  
Air Officer Commanding, Maritime Air Command.

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

To *END*  
For Dispatch  
Date *11 OCT 1962*  
Initials *DB*

CONFIDENTIAL



000721

447

CONFIDENTIAL

S950-116(DCom)  
3 Oct 62

AGENDA

FOR THE 3-62 MEETING OF THE STEERING GROUP ON MARITIME COMMUNICATIONS

1 The sixth regular meeting of the Steering Group on Maritime Communications will be held in the Conference Room (Room 255), Directorate of Communications, RCAF Victoria Island, at 0900 hours, Wednesday, 17 Oct 62.

2 The following are items for the agenda. Bracketed figures identify the number assigned to a continued item in the minutes of the previous meeting.

<u>Item</u>	<u>Subject</u>	<u>Remarks</u>
1	Minutes of the 2/62 meeting	
2	Broadcast Control of Aircraft by NHQ Atlantic (2)	Report of trials of KW37 and LF RTT reception in Argus Aircraft (DATel).
3	Permanent MHQ Atlantic - Status (3)	Report by DNCom
4	Service Responsibilities for Provision of Comm Facilities	Report by DNCom and DCom
5	Maritime Pacific Comm Facilities - Keying links (5)	Report by DCom and DNCom
6	Emergency Comm Facilities MHQ Atlantic (6)	Report by CanFlagLant and CanComarLant
7	SSB Equipment for RCAF and RCN Aircraft (8)	Report by DNCom and DCom
8	TSEC/KW7 Procurement (9)	Report by DCom and DNCom
9	Pacific Command Facsimile Broadcast (10)	Report by DCom
10	Back-up Comm Facilities for Pacific Command (12)	Report by DNCom
11	Active ECM Policy (13)	Report DNCom and DCom
12	Auto-keying of Maritime Assignments (14)	Report by DCom
13	Emergency Comm Facilities - Commercial Broadcast Transmitters (15)	Report by DNCom
14	Standardization of Crypto Installations in Marcomcens to Simplify Logistic Support	CanFlagLant CanComarLant
15	Coordination of Installation of Synchronous On-Line Facilities Between RCAD and RCN	CanFlagLant

- 2 -

<u>Item</u>	<u>Subject</u>	<u>Remarks</u>
16	Provision of Radio Terminal Facilities to Match Assignments of Operational Frequencies	CanComarLant
17	Decentralization of Authority to Call Up Landline Facilities	CanFlagLant CanAirLant



(HF Holgate) S/L  
Chairman  
Steering Group on Maritime Communications

Distribution

DNCOM	15
DCom	10
Spare	5

CONFIDENTIAL

NSS1300-166/10  
(DOPE)

WK/md

ROYAL CANADIAN NAVY

4, Ontario.

26 October, 1962.

PROVISION OF EQUIPMENT  
MARITIME COMMANDERS

Enclosure: (A) RCN/RCAF Agreement on Responsibility for  
Provision of Communication Facilities  
for Maritime Commanders.

Enclosure (A) constitutes an agreement between  
the RCN and RCAF on the responsibility for provision and  
maintenance of communication facilities for Maritime  
Commanders. The terms of this agreement will be reflected  
in Joint Organization Orders 28 and 29 in due course.

2. It will be noted that Paragraph 5 of Enclosure  
(A) places the responsibility of routine maintenance of  
communication equipment with Maritime Commanders. It is  
requested that the workload associated with this responsi-  
bility be assessed and that details of requirements for any  
additional personnel, together with the necessary workload  
justifications, be forwarded for consideration.

*J. S. [Signature]*  
NAVAL SECRETARY.

Maritime Commander Atlantic.

(With encl.)

Maritime Commander Pacific.

(With encl.)

cc: Chief of the Air Staff,  
Airforce Headquarters,  
Ottawa.

(Without encl.)

Flag Officer Atlantic Coast.

(Without encl.)

Flag Officer Pacific Coast.

(Without encl.)

Commodore Superintendent Atlantic Coast. (Without encl.)

Commodore Superintendent Pacific Coast. (Without encl.)

For concurrence: DN / Com

DNOM

*Minist. 5/11*

*[Signature]*  
23.10.62

*William [Signature]*  
Du [Signature]

DISPATCHED D.G.F.E.  
DATE NOV 7 1962

CONFIDENTIAL

000724

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

12 October, 1962.

ORIGINAL DAMAGED

MEMORANDUM TO: DGFE

Copy to: DGSE/DFM  
DNOM


MAINTENANCE/SUPPORT FOR HQs

References: (a) NSS 1300-166/10 Vol. 2 (DGFE) dated  
29 June, 1962.

(b) NSS 1300-166/10 (STAFF) dated 24  
August, 1962.

The last paragraph of the RCN/RCAF agreement on the responsibility for provision of communication facilities for Maritime Commanders was reworded as proposed in reference (a) and the agreement (reference (b)) has been signed.

2. You are requested to proceed as proposed in paragraph 8 of reference (a) to enable the maintenance to be carried out as agreed.

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

000725

M 0505Z

DEFERRED  
CONFIDENTIAL  
"AC"- NO UNCLASSIFIED  
REPLY OR REFERENCE.

DNCOM

FM CANAVUS

TO CANAVHED

NSC: 1300-166/10 (STAFF)

BT

YOUR 121748 SEP.

PROBABLY REFERS 121749Z SEP  
DN COM ACNS (A&W) RE-TRANSFER  
OF TRAFFIC FOR ALTERNATE  
ROUTING.

AT SUGGESTION CHAIRMAN CJS (W) INFORMAL QUERY MADE THROUGH  
CDR. D.D. LEE (STAFF SACLANT) TO DETERMINE SACLANT/CINWESTLANT  
POSITION AS OPPOSED TO USN POSITION REPORTED IN MY 061846Z SEP.

2. AFTER MEETING WITH CINWESTLANT, CINCLANTFLT AND COM 5 WHO RUNS  
NAVCOMSTA NORVA CDR LEE REPORTS RETERMINATION IN NAVCOMSTA (RELAY  
CENTRE) INSTEAD OF CINCLANT/CINCLANTFLT MSGCEN WOULD CREATE SPACE  
AND PERSONNEL PROBLEMS. NATO AUTHORITIES FAVOUR RETERMINATION.

3. DIFFICULTY APPEARS TO LIE WITH USN RATHER THAN NATO AUTHORITIES  
NORVA. CDR. LEE WOULD LIKE LETTER FROM CANADIAN NLR TO ASSIST IN  
PRESSING FOR RETERMINATION.

4. AGREE WITH THIS APPROACH HOWEVER CHAIRMAN CJS (W) WOULD PREFER  
LETTER TO ORIGINATE CCOS RATHER THAN RCN.

5. RECOMMEND CANAVHED TAKE ACTION.

BT

TOR 101656Z OCT 62

000726



1300-166/10

M 042332Z

DEFERRED  
RESTRICTED

DNCOM

FM CANCOMARPAC

"AC"-NO UNCLASSIFIED REPLY OR  
REFERENCE

TO CANAVHED

INFO CANAIRHED

CANFLAGPAC

BT

NS 1300-166/10 (STAFF) OF 19 JULY 62.

REQUEST THAT MEMBERSHIP OF REGIONAL EMERGENCY TELECOMMUNICATION  
COMMITTEE OF ENTO BE INCLUDED AS AGENDA ITEM OF FORTHCOMING  
STEERING GROUP OF MARITIME COMMUNICATIONS MEETING.

2. LATENESS IN SUBMITTING ABOVE ITEM DUE TO FACT FIRST  
RETC MEETING HELD ON 3 OCT IN VANCOUVER AT WHICH CANCOMARPAC  
REPRESENTATIVE ATTENDED AS OBSERVER

BT

TOR 050608Z OCT 62

N 282126Z

DEFERRED

1300-166/10

FM CANCOMARPAC

TO RCEPC/CANAVHED

INFO RFEPFZ/CANAIRHED

BT

UNCLAS

GO 61.00/8

(A) PG MAY LCDR MSO(C)

(B) DNCOM CANAVHED DCOM CANAIRHED

(C) NS 1300-166/10(STAFF) OF 19 JUL 62 COMMUNICATION

STEERING GROUP MEETING

(D) TOP SECRET

(E) 15 OCT 5 DAYS

(F) REQUEST RESERVATION BYTOWN INN

BT

TOR 290309Z SEP 62

VCNS  
ACNS(P)  
ACNS(A&W)  
N COMP 1  
N COMP 2  
DNI  
CNP  
DGSF



MSC 1700-151/1 (st ff)

1666-92 S.S. 1101

1300-166/10

BEST AVAILABLE COPY

27 September, 1962.

MEMORANDUM TO: VCNS

VOICE CIRCUIT  
HALIFAX - ARGENTIA

Maritime Commander Atlantic requested the installation of a full time telephone circuit from Halifax to Argentina to co-ordinate U.S. and Canadian aircraft on ASW operations.

2. This circuit would cost \$32,000.00 annually and was not approved.

3. Maritime Commander Atlantic was requested to review this requirement in view of the high cost. A request for a "call-up" circuit only was then submitted by Maritime Commander Atlantic, annual cost of this would be \$4,500.00. This was approved.

4. Since this approval was given the commercial company have received an order for ten full time telephone circuits over the same route to commence on 1 October. No facilities are left for the "call-up" circuit and the circuit will not be available after this date. The company will refuse one of the ten circuits to the other agency and provide it to the RCN if full rental of \$32,000.00 is paid.

5. In view of the high cost and previous non approval of this facility, the attached message is submitted for approval.

  
(W.H. Howe)

Commander, RCN  
Director of Naval Communications



DEPARTMENT OF NATIONAL DEFENCE

ROYAL CANADIAN NAVY

PC:8:1300-1

Office of  
The Flag Officer Pacific Coast

SEP 13 1962

MEETING OF THE STEERING GROUP ON  
MARITIME COMMUNICATIONS

Reference: (a) NS 1300-166/10 (STAFF) dated 19 July, 1962.

Submitted for the information of Naval Headquarters  
that Staff Officer (Communications) will attend the subject meet-  
ing as requested by reference (a).

It is advised that this Headquarters does not desire  
to propose any new items for the agenda.

REAR-ADMIRAL

Naval Secretary.

Copy to:

The Maritime Commander Pacific

Referred to	Staff
SEP 18 1962	
File No.	1300-166/10
Chg to	Staff 17-9

# MESSAGE FORM

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

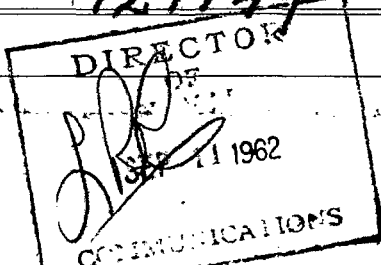
FOR COMM/CEN/SIGNALS USE

FILE

NSC 1300-166/10  
NUMBER  
(STAFF)

ACTED AND UNCLASSIFIED REPLY OR  
REFERENCE

BEST AVAILABLE COPY

PRECEDENCE - ACTION <b>DEFERRED</b>		PRECEDENCE - INFO DEFERRED		DATE - TIME GROUP <b>12 17 49Z</b>		MESSAGE INSTRUCTIONS	
FROM		CANAVHED				PREFIX <b>GR</b>	
TO		CANAVUS				SECURITY CLASSIFICATION <b>CONFIDENTIAL</b>	
INFO						ORIGINATOR'S NUMBER	

YOUR 061816Z. APPROVED.

2. TRANSFER OF TRAFFIC FOR ALTERNATE ROUTING IN EVENT  
SACLANT TRANS ATLANTIC CIRCUIT OUTAGE OR TRANSFER  
TRAFFIC MOBILE AUTHORITIES WILL CONVERT MESSAGE  
CENTRE TO RELAY CENTRE.
3. SGM-682-59 ENCLOSURE 1 PARA 6 REQUIRES TRAFFIC TO BE  
TRANSFERRED VIA A TRANSFER STATION WHICH MUST BE A  
RELAY. ENCLOSURE 2 PARA J DESIGNATES USN NORFOLK AS  
RELAY STATION SERVING SACLANT. HALIFAX DESIGNATED AS  
NATO/NATIONAL TRANSFER STATION AS REQUESTED BY SACLANT  
YOUR 221505Z <sup>JUN</sup> REFERS.

PAGE <b>1</b> OF <b>1</b> PAGES		REFERS TO MESSAGE		DRAFTER'S NAME		OFFICE		TEL.	
		CLASSIFIED YES <input type="checkbox"/> NO <input type="checkbox"/>		LEdr. H. Hargreaves DN COM		2-3915		ACNS (A&W)	
FOR OPR'S USE	R	DATE	TIME	SYSTEM	OPERATOR	D	DATE	TIME	SYSTEM
					RELEASING OFFICER'S SIGNATURE				
					NUMBER 12				



MCP:S:1300-1

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

SEP 10 1962

MEETING OF THE STEERING GROUP ON MARITIME COMMUNICATIONS

Reference: (a) NS 1300-166/10 (STAFF) dated 19 July, 1962.

Submitted for the information of Naval Headquarters that Staff Officer (Communications) will attend the subject meeting as requested by reference (a).

2. It is advised that this Headquarters does not desire to propose any new items for the agenda.

*28/9/62*  
*per*  
*28/9/62*

*Mr. Maritime Commander Pacific*  
Mr. MARITIME COMMANDER  
PACIFIC

Naval Secretary.

Copy to:

Flag Officer Pacific Coast

Chief of the Air Staff

Referred to <i>Staff</i>
SEP 17 1962
File No. <i>1300-166/10</i>
Read to...

M 1000Z

FM CANCOMARLANT

TO CANAVHED

INFO CANAIRHED

CANFLAGLANT

CANAIRLANT

BT

DEFERRED  
CONFIDENTIAL  
FAC NO UNCLASSIFIED  
REPLY OR REFERENCE

VCNS  
ACNS (P)  
ACNS (A&W)  
OPP

1300-166/10

NO 1300-166/10 STAFF 19 JULY 62. FOLLOWING AGENDA ITEMS PROPOSED BY  
COMMANDS INDICATED FOR NEXT MEETING STEERING GROUP ON MARITIME  
COMMUNICATIONS.

A. STANDARDIZATION OF CRYPTO INSTALLATIONS IN MARCOMCEN TO SIMPLIFY  
LOGISTIC SUPPORT (CCML AND CANFLAGLANT)

B. COORDINATION INSTALLATION OF BUNC ON-LINE BETWEEN RCN AND  
RCAF (CANFLAGLANT).

C. PROVISION OF RADIO TERMINAL FACILITIES TO MATCH ASSIGNMENTS OF  
OPERATIONAL FREQUENCIES (CCML).

D. DECENTRALIZATION OF AUTHORITY TO CALL UP LANDLINE FACILITIES WITHIN  
CERTAIN FINANCIAL LIMITS (CANFLAGLANT AND CANAIRLANT)

BT

TOR 142209Z SEP 62

M 061816Z

DEFERRED  
CONFIDENTIAL

ACNS (A&W)

FM CANAVUS

"AC" NO UNCLASSIFIED REPLY OR REFERENCE

TO CANAVHED

BT

NSC 1300-166/10 (STAFF) TD 1220 DATED 1 NOV 61.

OFFICIAL REPLY RECEIVED FROM CNO SAYS NA5P2 RETERMINATED IN CINCLANT/CINCLANTFLT MESSAGE CENTRE WITH NO DIRECT INTERCONNECTION WITH NCS AT NORFOLK. TRANSFER OF NATIONAL TRAFFIC IMPOSSIBLE UNDER THIS ARRANGEMENT.

2. AT CANAVUS INFORMAL REQUEST CNO TELEPHONED CINCLANTFLT TO DETERMINE IF RETERMINATION IN RELAY CENTRE POSSIBLE. PROVISIONS OF SGM-682-59 WERE POINTED OUT. REPLY WAS THAT SACLANT WANTS CIRCUIT IN MESSAGE CENTRE.

3. SINCE NA5P2 IS NATO CIRCUIT RECOMMENDED CANAVUS BE AUTHORIZED TO APPROACH SACLANT THROUGH CANADIAN NLR. IF APPROVED REQUEST ANY ADDITIONAL JUSTIFICATION WHICH MAY BE USED TO ATTAIN AGREEMENT

BT

TOR 062228Z SEP 62

DEPARTMENT OF NATIONAL DEFENCE

MINUTE SHEET

Referred to

REMARKS

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

AIA

D. A. Com *Ames* 5/9

**CONFIDENTIAL**

NSS 1300-166/10

**ASSISTANT TO THE CHIEF OF THE AIR STAFF**

Please refer to your file S950-116 (D. Com) of 24 August, 1962 by which CAS confirmed ratification of the draft joint agreement with respect to provision of communications facilities for Maritime Commanders.

Attached for your files is a photo copy of the agreement dated 24 August, 1962, as signed by CAS and CNS.



**NAVAL SECRETARY**

27 August, 1962.

**CONFIDENTIAL**

...hed by  
...  
Date 27 000736  
Time



DEPARTMENT OF NATIONAL DEFENCE  
MINUTE SHEET

Referred to

REMARKS

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

CAS

To note CAS agreement.

Would you please also sign  
agreement two folios down, & I  
will arrange to return a  
photocopy to RCAF.

*[Signature]*  
24/8

*[Signature]*  
DND

*[Signature]*  
June 6/9

~~CONFIDENTIAL~~

Our file ref. S950-116 (DCom)



DEPARTMENT OF NATIONAL DEFENCE

ROYAL CANADIAN AIR FORCE

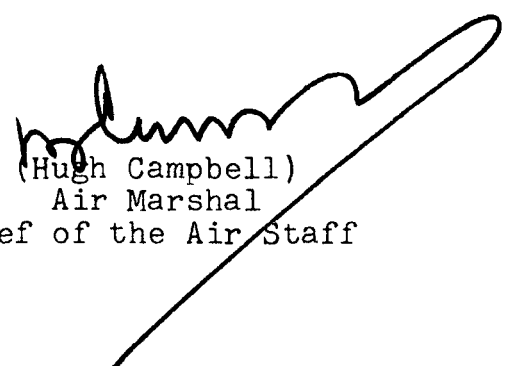
24 Aug 62

Ref: Your NSS 1300-166/10(Staff)14 Aug 62

Chief of the Naval Staff  
Ottawa, Ont.

Service Responsibilities for Provision of  
Communications Facilities for Maritime Commanders

1 This will confirm RCAF ratification of  
the draft joint agreement attached to your  
referenced memorandum. I shall now initiate  
an appropriate amendment to Joint Organization  
Orders 28 and 29.

  
(Hugh Campbell)  
Air Marshal  
Chief of the Air Staff

# CONFIDENTIAL

RCN File - NSS 1300-166/10 (STAFF)  
RCAF File - 951-1 (D Com)

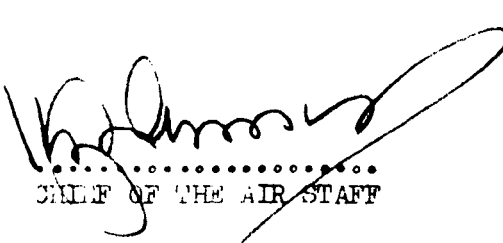
24 August, 1962.


BEST AVAILABLE COPY

RCN/RCAF AGREEMENT  
ON  
RESPONSIBILITY FOR PROVISION OF COMMUNICATION FACILITIES  
FOR MARITIME COMMANDERS

---

1. The RCN shall be responsible for the provision of all communication facilities required by Maritime Commanders with the exception of those specifically indicated hereunder as the responsibility of the RCAF and those which may be jointly agreed from time to time as being the responsibility of the RCAF.
2. The RCAF shall be responsible for the provision of:
  - (a) all ground equipment required for air-ground-air radio links, including control consoles located in the Maritime Headquarters, but excluding cryptographic and teletype terminal equipment;
  - (b) all airborne equipment used in RCAF aircraft;
  - (c) terminal equipment at RCAF terminals of circuits serving the Maritime Commanders.
3. Notwithstanding the basic assignment of responsibilities as described in the preceding paragraphs, all Service equipment currently used in satisfaction of Maritime communication requirements shall remain in use unless its removal is jointly agreed to.
4. Facilities established primarily in support of Maritime operations may be used by either Service in satisfaction of non-Maritime requirements; e.g. a microwave link established primarily for remote keying of Maritime radio facilities may be used to provide keying circuits or command circuits supporting non-Maritime operations.
5. Routine maintenance of communications equipment shall be the responsibility of the Maritime Commanders, utilizing staff within the Inter-Service Establishments. The individual Service Commanders shall supply logistics materiel appropriate to RCN or RCAF provided equipment. Base repair shop facilities for major repair and overhaul, assistance in constructing or altering equipment installations, and general technical support shall be provided or coordinated through the RCN Service Commander.

  
.....  
CHIEF OF THE AIR STAFF

  
.....  
CHIEF OF THE NAVAL STAFF

# CONFIDENTIAL

000739

# CONFIDENTIAL

RCN File - NSS 1300-166/10 (STAFF)  
RCAF File - 951-1 (D Com)

ORIGINAL DAMAGED

24 August, 1962.

RCN/RCAF AGREEMENT  
ON  
RESPONSIBILITY FOR PROVISION OF COMMUNICATION FACILITIES  
FOR MARITIME COMMANDERS

---

1. The RCN shall be responsible for the provision of all communication facilities required by Maritime Commanders with the exception of those specifically indicated hereunder as the responsibility of the RCAF and those which may be jointly agreed from time to time as being the responsibility of the RCAF.
2. The RCAF shall be responsible for the provision of:
  - (a) all ground equipment required for air-ground-air radio links, including control consoles located in the Maritime Headquarters, but excluding cryptographic and teletype terminal equipment;
  - (b) all airborne equipment used in RCAF aircraft;
  - (c) terminal equipment at RCAF terminals of circuits serving the Maritime Commanders.
3. Notwithstanding the basic assignment of responsibilities as described in the preceding paragraphs, all Service equipment currently used in satisfaction of Maritime communication requirements shall remain in use unless its removal is jointly agreed to.
4. Facilities established primarily in support of Maritime operations may be used by either Service in satisfaction of non-Maritime requirements; e.g. a microwave link established primarily for remote keying of Maritime radio facilities may be used to provide keying circuits or command circuits supporting non-Maritime operations.
5. Routine maintenance of communications equipment shall be the responsibility of the Maritime Commanders, utilizing staff within the Inter-Service Establishments. The individual Service Commanders shall supply logistics materiel appropriate to RCN or RCAF provided equipment. Base repair shop facilities for major repair and overhaul, assistance in constructing or altering equipment installations, and general technical support shall be provided or coordinated through the RCN Service Commander.

.....  
CHIEF OF THE AIR STAFF

.....  
CHIEF OF THE NAVAL STAFF

# CONFIDENTIAL

000740

# MESSAGE FORM

FOR COMMCEN/SIGNALS USE

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

NUMBER

NSS 1300-166/10 (STAFF)

BEST AVAILABLE COPY

23-8-62

PRECEDENCE - ACTION <b>ROUTINE</b>		PRECEDENCE - INFO DEFERRED	DATE - TIME GROUP <b>232041z</b>	MESSAGE INSTRUCTIONS
FROM <b>CANAVHED</b>				PREFIX <b>GR</b>
TO <b>CANCOMARLANT</b>				SECURITY CLASSIFICATION
INFO <b>CANFLAGLANT</b> <del>STADACONA</del> <del>CANAVHED</del>		<b>COMBRAX HFX</b>		ORIGINATOR'S NUMBER

UNCLAS.

GO 61.00/8

(A) LCDR D B STEEL, STAFF DN COM 0-69692

(B) CANCOMARLANT

(C) DISCUSS MARITIME HF/SSB COMMUNICATION SYSTEM

(D) TOP SECRET

(E) 27 TO 29 AUG

(F) REQUEST ACCOMMODATION WARDROOM STADACONA FROM 25 AUG.

DIRECTOR  
OF  
NAVY

AUG 23 1962

CONCURRENCE: ~~DOOR~~  
ACNS(A&W)

DISTRIBUTION ACNS(A&W)  
INI (SEC)

PAGE	OF	PAGES	REFERS TO MESSAGE		DRAFTER'S NAME <b>(STEEL LCDR D.B. (DP))</b>		OFFICE	TEL.
			CLASSIFIED YES <input type="checkbox"/> NO <input type="checkbox"/>		<b>INCOM/ACNS(A&amp;W)</b>		<b>2-5163</b>	
FOR CPR'S USE	<b>R</b>	DATE	TIME	SYSTEM	OPERATOR	DATE	TIME	SYSTEM
					<b>D</b>			
						RELEASING OFFICER'S SIGNATURE <b>RELEASING OFFICER</b>		
						NUMBER <b>12</b>		

# CONFIDENTIAL

DEPARTMENT OF NATIONAL DEFENCE



OFFICE OF  
THE CHIEF OF THE NAVAL STAFF  
OTTAWA

NSS 1300-166/10 (STAFF)

Referred to <i>C.Tel</i>
AUG 15 1962
File No. <i>5950-116</i>
Chg'd to

AUG 14 1962

BEST AVAILABLE COPY

CHIEF OF THE AIR STAFF

SERVICE RESPONSIBILITIES FOR PROVISION OF  
COMMUNICATION FACILITIES FOR MARITIME COMMANDERS

The responsibilities for provision of communication facilities for Maritime Commanders are inadequately covered by Joint Organization Orders 28 and 29. Since the cost of providing communication facilities is significant, it is proposed to define the responsibilities of the Royal Canadian Navy and Royal Canadian Air Force in a formal agreement between the services.

Despite the lack of a formal agreement in the past the Royal Canadian Navy and Royal Canadian Air Force have evolved a system which works adequately. In essence, the Royal Canadian Navy provides all equipment, except air-ground-air equipment, in the Maritime Headquarters and pays for leased circuits serving the Maritime Commanders. The Royal Canadian Air Force provides air-ground-air equipment and terminal equipment in Royal Canadian Air Force stations remote from the Maritime Headquarters.

I understand the attached agreement has been agreed at staff level in our two headquarters. I propose we ratify it.

*H.S. Rayner*  
(H.S. Rayner)  
VICE-ADMIRAL, RCN

# CONFIDENTIAL

909-15

000742



Directorate of Naval Communications.

**CONFIDENTIAL**

NSS 1300-166/10(STAFF)

JLC/DF

- ROYAL CANADIAN NAVY -

4, Ontario.

21 AUG 1962

BEST AVAILABLE COPY

MARITIME COMMUNICATIONS IMPROVEMENT  
PROGRAMME

- ENCLOSURES: (A) General Description of the RCAF HF/SMB  
Communication System
- (B) Automatic Electric Technical Journal

Enclosures (A) and (B) are forwarded for information.

*pb*  
NAVAL SECRETARY.

Maritime Commander Atlantic. (with enclosures).

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

*mo*  
For Despatch

Date *21-8-62*

Initials *AK*

**CONFIDENTIAL**

DIRECTOR OF NAVAL COMMUNICATIONS
AUG 20 1962
<i>William B. ...</i>
000743
COMMUNICATIONS

GOVERNMENT  
CANADA

# ACTION REQUEST

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

TO

*DN Com*

LOCATION

FOR:

FILE NO.

<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>

ACTION  
APPROVAL  
COMMENTS  
DRAFT REPLY  
INFORMATION  
INVESTIGATION  
MORE DETAILS  
NOTE & FILE

<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>

NOTE & FORWARD  
NOTE & RETURN  
REPLY, PLEASE  
SEE ME, PLEASE  
SIGNATURE  
TRANSLATION  
YOUR REQUEST

PREPARE MEMO TO:

ORIGINAL DAMAGED

REPLY FOR SIGNATURES OF:

REMARKS:

*For info.*

*Shane*

FROM

PHONE

LOCATION

DATE

000744



Directorate of Naval Communications.

**CONFIDENTIAL**

NSS 1300-166/10 (STAFF)

AUG 14 1962

CHIEF OF THE AIR STAFF

SERVICE RESPONSIBILITIES FOR PROVISION OF  
COMMUNICATION FACILITIES FOR MARITIME COMMANDERS

The responsibilities for provision of communication facilities for Maritime Commanders are inadequately covered by Joint Organization Orders 28 and 29. Since the cost of providing communication facilities is significant, it is proposed to define the responsibilities of the Royal Canadian Navy and Royal Canadian Air Force in a formal agreement between the services.

Despite the lack of a formal agreement in the past the Royal Canadian Navy and Royal Canadian Air Force have evolved a system which works adequately. In essence, the Royal Canadian Navy provides all equipment, except air-ground-air equipment, in the Maritime Headquarters and pays for leased circuits serving the Maritime Commanders. The Royal Canadian Air Force provides air-ground-air equipment and terminal equipment in Royal Canadian Air Force stations remote from the Maritime Headquarters.

I understand the attached agreement has been agreed at staff level in our two headquarters. I propose we ratify it.

Original Signed by

H. S. RAYNER

(H.S. Rayner)

VICE-ADMIRAL, RCN

Drafted by LCdr. P.F. Wilson (2-5163)/DF

**CONFIDENTIAL**

Despatched by  
N. Sec.

*[Signature]*

Date 14000745  
Time

**CONFIDENTIAL**

Document divulgué  
à l'Information  
sur l'accès à l'information

RCN File - NSS 1300-166/10 (STAFF)  
RCAF File - 951-1 (D Com)

ORIGINAL DAMAGED

**RCN/RCAF AGREEMENT  
ON  
RESPONSIBILITY FOR PROVISION OF COMMUNICATION FACILITIES  
FOR MARITIME COMMANDERS**

1. The RCN shall be responsible for the provision of all communication facilities required by Maritime Commanders with the exception of those specifically indicated hereunder as the responsibility of the RCAF and those which may be jointly agreed from time to time as being the responsibility of the RCAF.
2. The RCAF shall be responsible for the provision of:
  - (a) all ground equipment required for air-ground-air radio links, including control consoles located in the Maritime Headquarters, but excluding cryptographic and teletype terminal equipment;
  - (b) all airborne equipment used in RCAF aircraft;
  - (c) terminal equipment at RCAF terminals of circuits serving the Maritime Commanders.
3. Notwithstanding the basic assignment of responsibilities as described in the preceding paragraphs, all Service equipment currently used in satisfaction of Maritime communication requirements shall remain in use unless its removal is jointly agreed to.
4. Facilities established primarily in support of Maritime operations may be used by either Service in satisfaction of non-Maritime requirements; e.g. a microwave link established primarily for remote keying of Maritime radio facilities may be used to provide keying circuits or command circuits supporting non-Maritime operations.
5. Routine maintenance of communications equipment shall be the responsibility of the Maritime Commanders, utilizing staff within the Inter-Service Establishments. The individual Service Commanders shall supply logistics materiel appropriate to RCN or RCAF provided equipment. Base repair shop facilities for major repair and overhaul, assistance in constructing or altering equipment installations, and general technical support shall be provided or coordinated through the RCN Service Commander.

.....  
CHIEF OF THE AIR STAFF

.....  
CHIEF OF THE NAVAL STAFF

**CONFIDENTIAL**

000746

DEPARTMENT OF NATIONAL DEFENCE

MINUTE SHEET

Referred to

REMARKS

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

A/CNS (Haw)

2

Can it be confirmed, please, that the Rest  
at the working level agree with the para. 5  
suggested by DGRK.

If not, the proposed letter to CAS - last para -  
is incorrect.

M. H.  
Sec VCS

Note - file received in VCS office today 2 Aug.

①  
DND Com - Would you please reply to (Haw)  
re Sec/VCS 'query'? For your  
information, file came in to (Haw)  
on 11 July and went on its way to  
A/CNS(P) as first concern on 12 July.

②

Sec VCS

Confirmed

A

f. on com 7-8

P. Cook  
Sec (Haw)  
3/8/62.

000747

# SECRET

FILE  
No.

# S-

1300-166/10

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

VOL.3

DEPARTMENT OF NATIONAL DEFENCE

## COMMUNICATIONS

ORIGINAL DAMAGED

## EAST COAST

## GENERAL

FOR CROSS REFERENCES SEE INSIDE COVER

ROUTING				P.A. & B.F. ENTRIES				REGISTRY ONLY	
REFERRED	REMARKS	DATE OF PASS	INITIALS	DATE OF P.A.	INITIALS	DATE OF B.F.	CANCEL B.F.	DATE RECEIVED	IN SPECTED
<i>DNOM</i>	PER REQUEST CR 11 1963			18/7	<i>HA</i>				
<i>DNCOM</i>	PER REQUEST CR JUL 23 1963			2/9	<i>JS</i>			SEP 6 1963	<i>B</i>
<i>Staff</i>	WITH PAPERS CR SEP 23 1963								
<i>CR</i>	<i>to note</i>	24-10		25-10	<i>B</i>			OCT 24 1963	<i>B</i>
<i>DN Com</i>	PER REQUEST CR NOV 6 1963			8-11-63	<i>JB</i>			NOV - 8 1963	<i>B</i>
<i>DN Com</i>	PER REQUEST CR DEC 18 1963			20-12	<i>JB</i>			DEC 20 1963	<i>B</i>
<i>Staff</i>	WITH PAPERS JAN - 9 1964								
<i>UCNS</i>		15/4/64	<i>RB</i>						
<i>ADD</i>		24-4-64	<i>JB</i>						
<i>DN Com</i>		28/4	<i>RB</i>						
<i>UCNS</i>		4/5/64	<i>RB</i>						
<i>(ADD)</i>									
<i>UCNS</i>		26/5	<i>RB</i>						
<i>UCNS</i>		1/6/64	<i>RB</i>						
<i>DGFE</i>		15-6-64	<i>JB</i>						
<i>DN Com</i>		18-6-64	<i>JB</i>						
<i>DGFE</i>		25-6-64	<i>JB</i>						
								JUN 30 1964	<i>B</i>

000748

D.N. Corn

Please return file to  
D G F E (SS) when  
action has been  
completed.

Thank you

MH

JUN 18 1964