

NORTH ATLANTIC MILITARY COMMITTEE

COMITE MILITAIRE DE L'ATLANTIQUE NORD

Standing Group

Groupe Permanent

REGRADED NATO UNCLASSIFIED

Per Authority IMSM-431-99

By ~~IMSM-431-99~~ Date 2-12-99

SGM-671-56

25 September 1956

- MEMORANDUM FOR:
- Ministry of Defense, Brussels, Belgium
 - Ministry of Defense, Ottawa, Canada
 - Ministry of Defense, Copenhagen, Denmark
 - Ministry of Defense, Paris, France
 - Ministry of Defense, Bonn, Germany
 - Ministry of Defense, Athens, Greece
 - Ministry of Defense, Rome, Italy
 - Ministry of Defense, Luxembourg, Luxembourg
 - Ministry of Defense, The Hague, Netherlands
 - Ministry of Defense, Oslo, Norway
 - Ministry of Defense, Lisbon, Portugal
 - Ministry of Defense, Ankara, Turkey
 - Ministry of Defense, London, England
 - Secretary of Defense, Washington, D.C.
 - Supreme Allied Commander, Europe
 - Supreme Allied Commander, Atlantic Channel Committee

SUBJECT: Radio Teletypewriter (RATT) Fitting Standard in NATO Naval Forces

1. In order that Naval forces may be disposed easily from one NATO region to another when required, it is essential that their communication equipment be compatible and that the scale of communication facilities of each functional type of ship be similar.

2. Radio teletypewriter installations occupy a large amount of space in warships and cannot be installed quickly for a particular operation or whenever a ship moves from one region to another. For these reasons it is essential that all warships assigned to, or earmarked for, NATO commands have radio teletypewriter facilities to agreed standards.

3. The minimum requirements for RATT facilities set out below have, therefore, been approved by the Standing Group and are established for NATO Naval forces:

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a. RATT terminal types.

Type A - Broadcast reception bay.

Type B - HF reception.

Type C - HF transmission.

Type D - V-UHF simplex net.

b. Minimum facilities required by ships.

- (1) Destroyers and Ocean Escorts - Type A
(See Note 1)
or
Type C
or
Type D.
- (2) Cruisers - Type A
and
Type C
or
Type D.
- (3) Carriers - 2 Type A
(See Note 2)
2 Type C
1 Type D
- (4) Carriers (Force Flagships) - 2 Type A
1 Type B
2 Type C
1 Type D.
- (5) Fleet Train Ships, Etc. - 1 Type A.

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- NOTES: 1. It is desirable that large destroyers should be able to operate 2 RATT terminal types simultaneously, if necessary, although this practice is considered undesirable on maintenance grounds.
2. Some existing carriers will only be fitted with 2 Type A, 1 Type C and 1 Type D.

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4. The RATT system characteristics required are as follows:
- a. Speed of operation - 45.5 Bauds
 - b. Method of keying
 - (1) VHF/UHF circuits - Tone modulated keying providing 700 cycles (mark) and 500 cycles (space).
 - (2) H.F. circuits - Frequency shift keying with an 850 cycles shift (+ 425 cycles mark -425 cycles space).
 - (3) L.F. circuits - Frequency shift keying with an 85 cycles shift (+ 42.5 cycles mark -42.5 cycles space).

5. Although complete standardization of equipment for internal operations of RATT is not essential for compatibility, the Standing Group considers that high speed (i.e. auto head) transmission facilities should be provided in cruisers, escort carriers and above, and that hand speed (i.e. keyboard) transmission will suffice for the time being in destroyers, ocean escorts and below.

6. It is requested that the extent and timing of national ship fitting programs may be forwarded in due course so that the Standing Group and Supreme Commanders may be aware of the progress towards attainment of the above NATO minimum standard.

FOR THE STANDING GROUP:



C. H. SAMPSON
Commander, U.S. Navy
Deputy Secretary

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