JOINT SERVICES

RECOGNITION

Journal



Vol. 20 MARCH 1965 No. 3



At the drop of a hat!

There are some who can look at this picture and not only identify the class of ship portrayed but also give its name, and then follow up with a vast amount of technical information about it. Why? Because they are interested in warships in the same way that others are interested in aeroplanes or tanks or motorcars or butterflies, etc.

To identify "at the drop of a hat" is fine: but the "follow up" so far as we are concerned "C'est magnifique!" but, as the French also say "Ce n'est pas la guerre". And that is precisely the point—the identification point. For every man who knows his warships there are hundreds—yes, hundreds—who don't. Unfortunately they are often the very chaps to whom such an ability could be vital.

Before going any further we want to drive a sizeable wedge between two notions commonly confused as one and the same thing. The first is a skill pure and simple, and the other intelligence. The former is a matter of "doing": the latter, a matter of acquiring knowledge. It is not necessary to acquire knowledge to be able to learn to identify. Some small amount of identifying can be derived from collecting intelligence but at too slow a rate. Training to identify on the scale needed in operations comes only from experience —intense, but condensed experience—much of which can be gained from lessons such as those which appear in this *Journal*. If you do not know this ship and will take the trouble to turn to page 66 and carry out the lesson instructions, you will be well on the way to being able to identify her "at the drop of a hat". That is all you need—and all we ask.

MARCH 1965 Vol. 20 No. 3

JOINT SERVICES

RECOGNITION JOURNAL

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Looking back

The *Journal* is not an ephemeral monthly review but a "paper" synthetic trainer. For this reason back copies from January 1958 are held at Air Publications and Forms Store, Kidbrooke, for you to demand through normal publications channels. Not all the trainers remain current as things change and aircraft not least, but it is surprising just how much past material has a present application.

This issue will reach units generally in April 1965. To press the point about old material remaining current we have gone to the extreme of picking up a copy precisely twenty years old; the April 1945 edition of *Aircraft Recognition—The Inter-Services Journal* as this *Journal* was then known. This is delving into history to the Second World War, before a number of sailors, soldiers and airmen currently serving were born. Is this going too far?

The front cover of this April 1945 edition was the Invader. Yes, the Invader currently used by the Indonesian Air Force, the aircraft type of which the U.S.A.F. has 40 on order for a counter-insurgency role and which converted for executive use flies now in the U.S.A. as the Marksman and Marketeer.

The centre-spread of that April 1945 issue was of the Dakota, then the most widely used transport aircraft in the World. What is the most widely used transport aircraft in the world today, twenty years later? The same Douglas DC-3 Dakota!

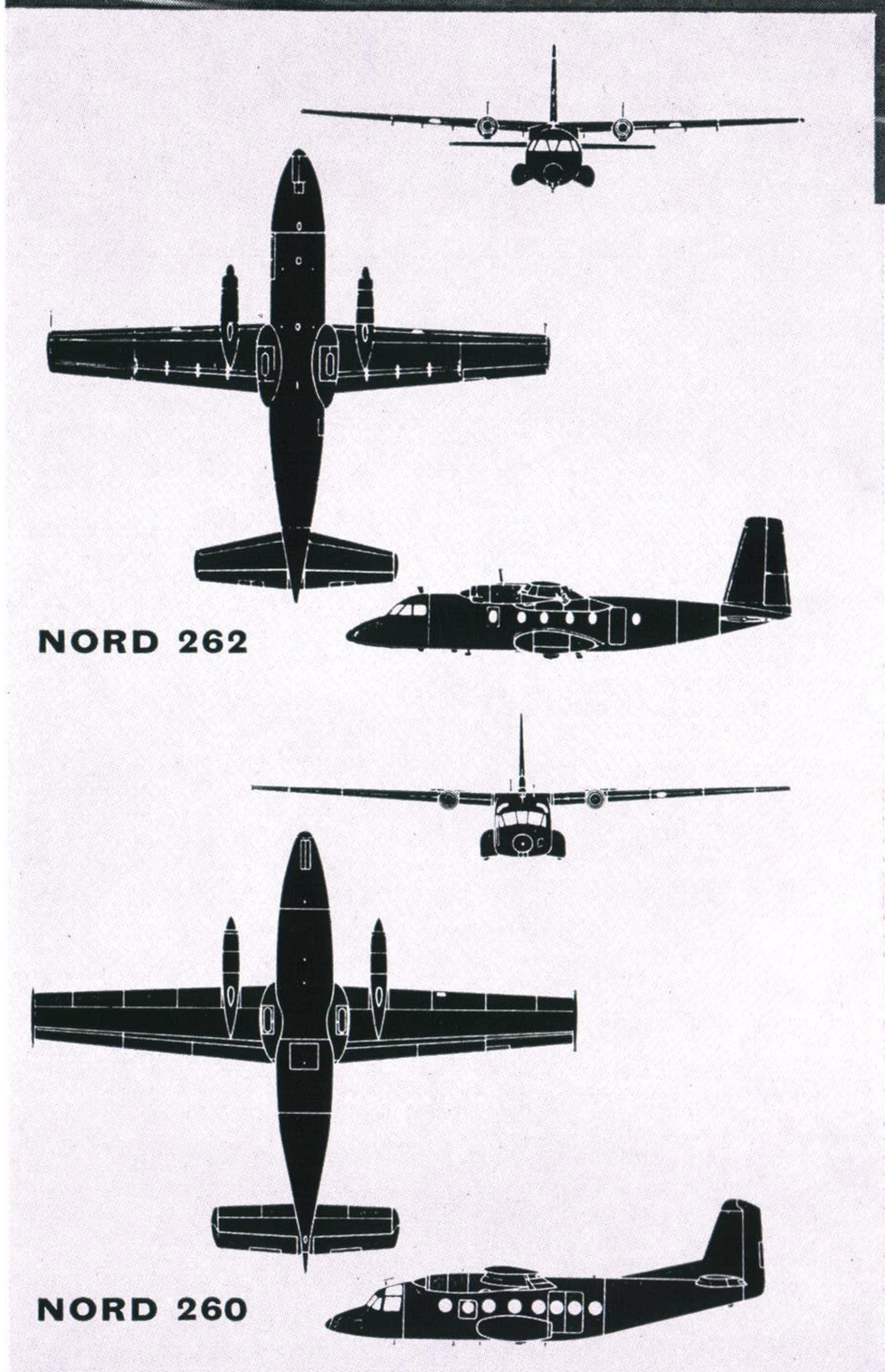
Topping the editorial page of this historical issue was the Expeditor, even then a veteran design for the first Beech 18 Expeditor flew way back in 1937. When did this Model 18 go out of production. The answer is that it didn't! Over 9,000 have been built and as the Super 18 with refinements this model is still in production.



Other aircraft appearing in this old wartime *Journal* were the Mustang (still in service in some Forces including Indonesian), Piper Cub (built in its thousands and still used in its hundreds) and the C-97 Stratofreighter still in use by the World's largest air force—the U.S.A.F.

In view of the content of this twenty-year-old *Journal*, dare anyone suggest that the content of the *Journals* held in store from 1958 would not be of current training value?





NORD 260 Super Broussard and NORD 262

The name Super Broussard applies only to the Nord 260 and not to its development, the Nord 262.

In wing form these two French light transports are very similar and of the same span, but the Nord 262 is a few feet larger than the earlier Nord 260 and other differences—particularly in the tail form—are apparent from a comparison of the key silhouette views. The Super Broussard had marked dihedral on the tailplane which is not so on the Nord 262.

Observe closely the key information on this page before classifying the thirty views as Super Broussard, Nord 262 or any other type that may have been included to check your skill.

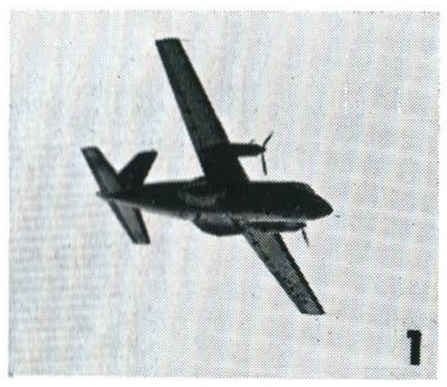
Lesson instructions page 75

Span 72 feet

Solutions on the cover

N.B. Wing-tip fittings on Super Broussard optional



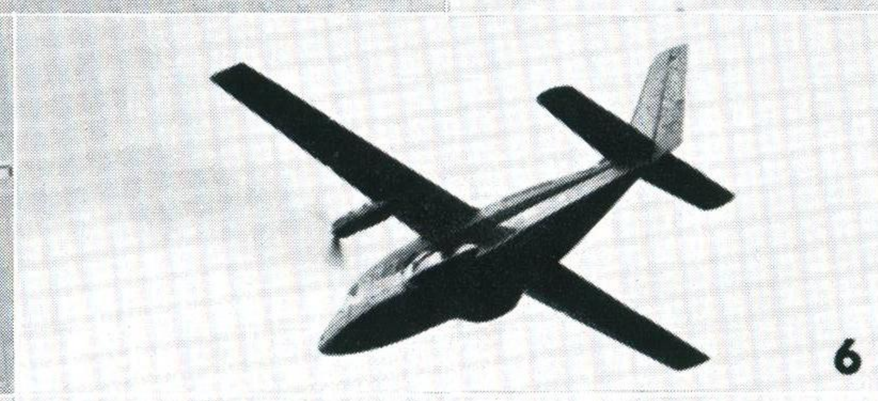



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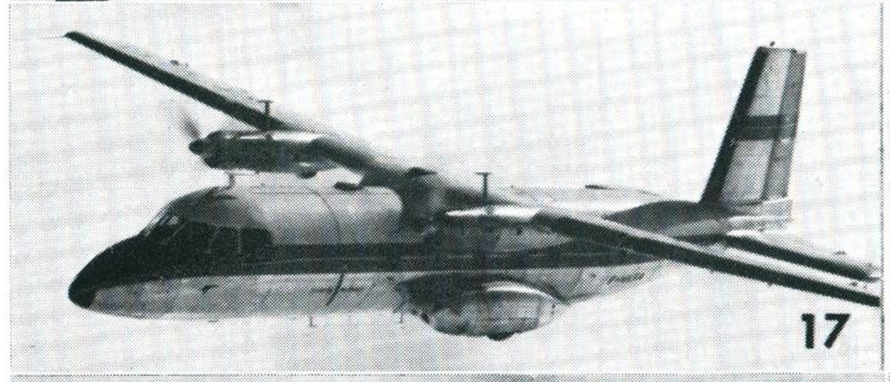

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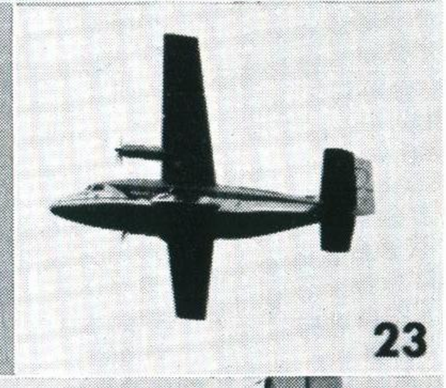

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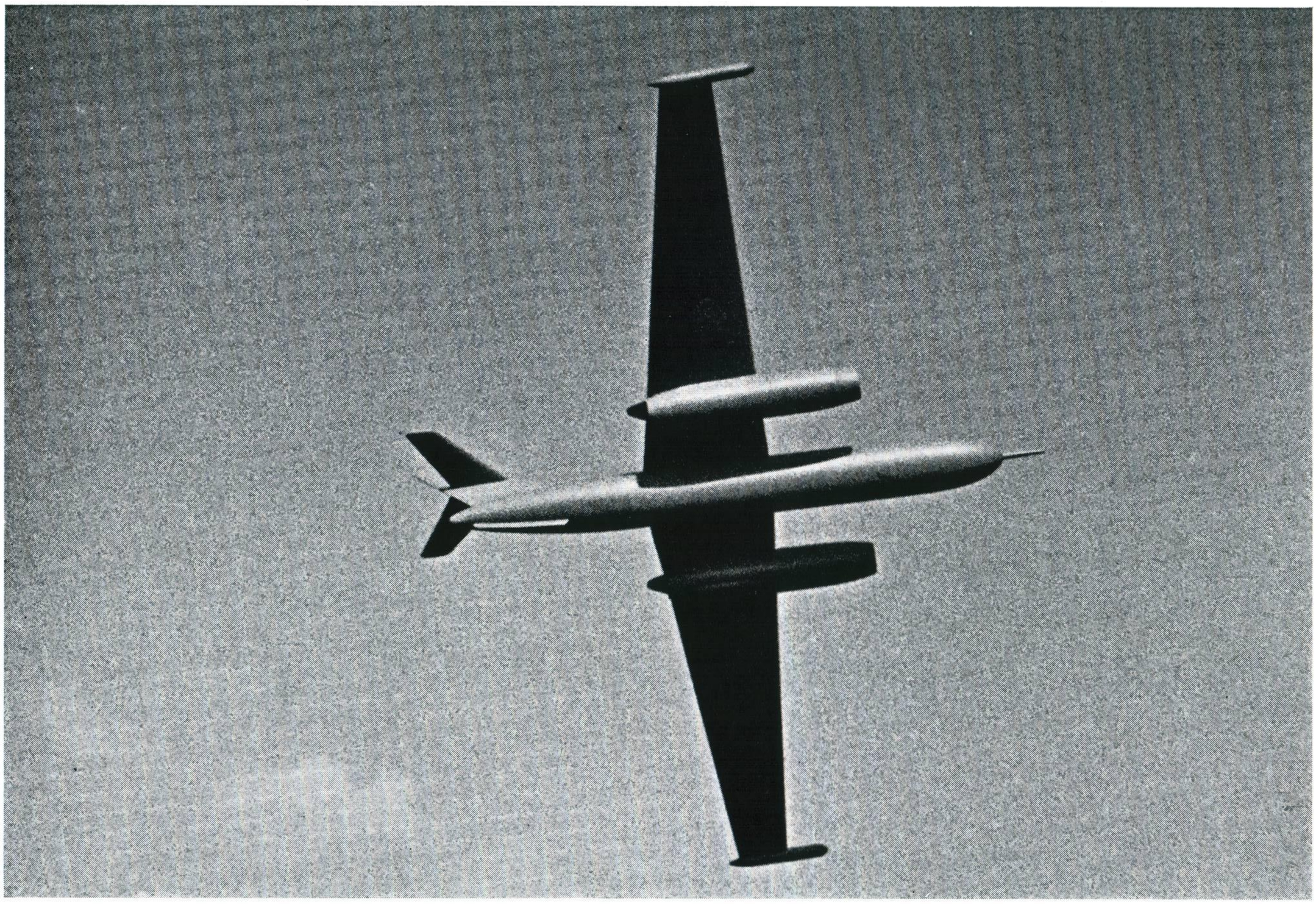

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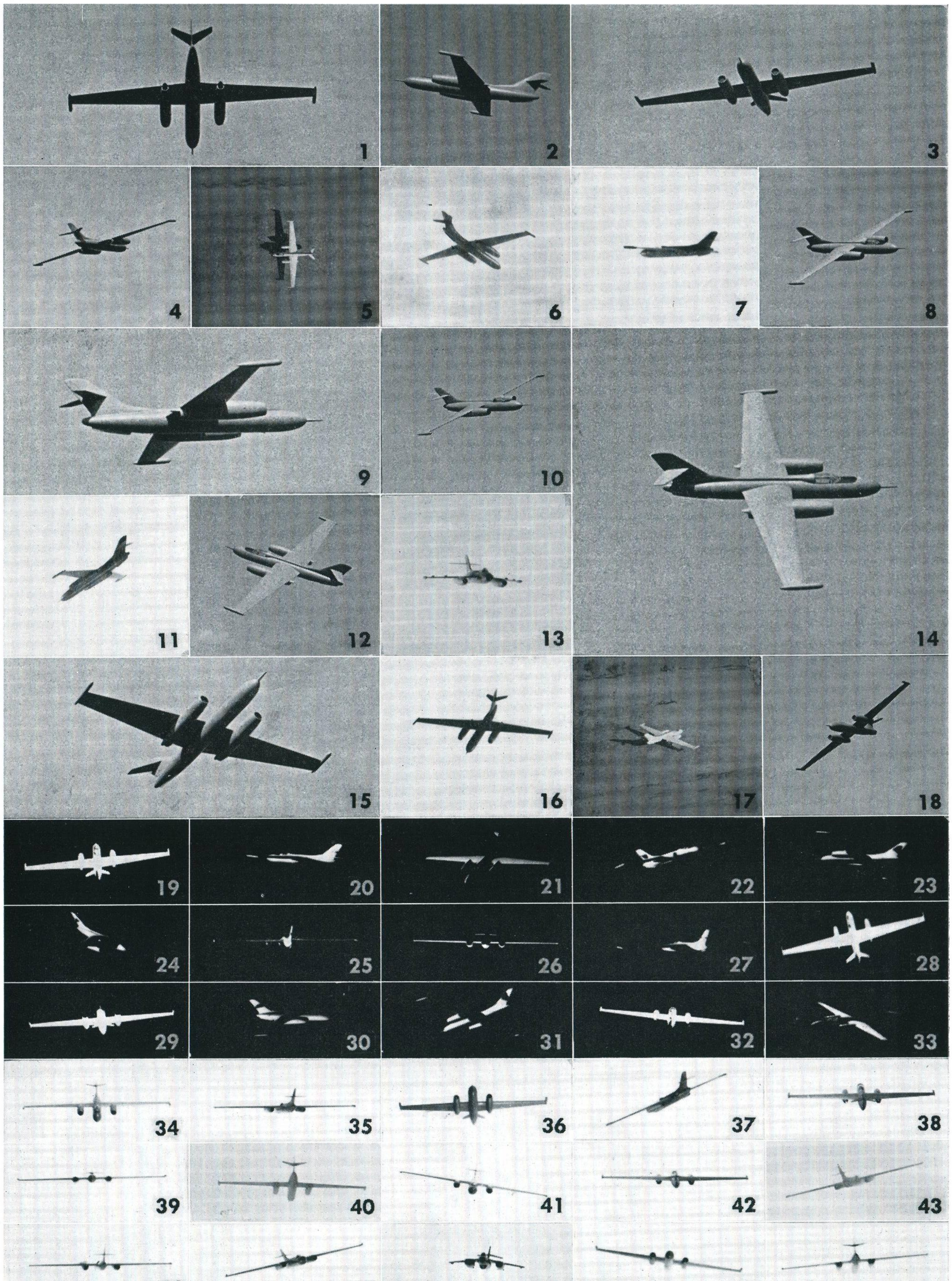
MANDRAKE

The Russian counterpart of the Lockheed U-2 of the United States Air Force is Mandrake, reported early in 1963 as being operational for high altitude research.

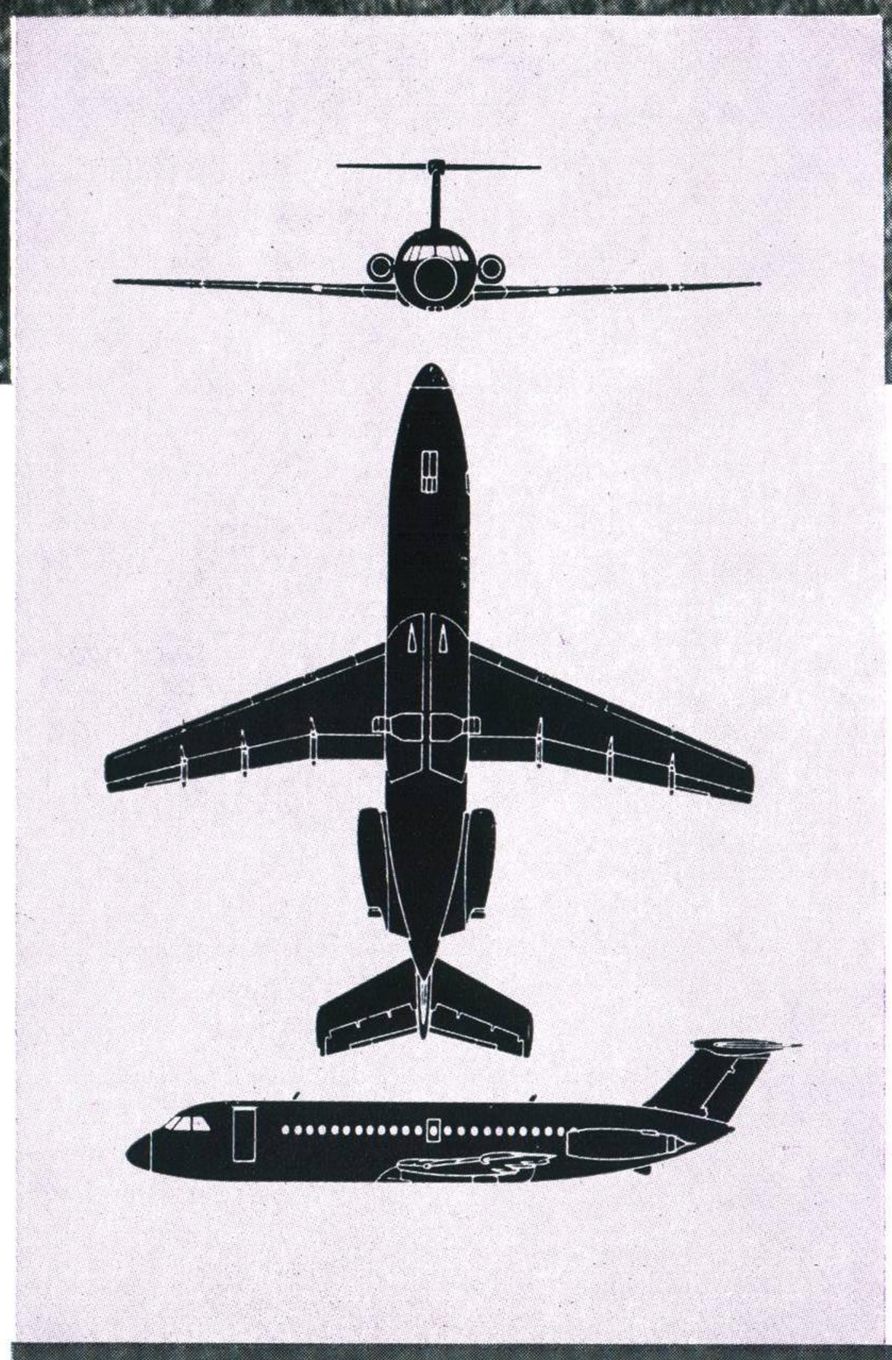
A characteristic of all such aircraft is that the wing-span is much greater than the fuselage length; examples are the Lockheed U-2 and the recently modified Martin RB-57F, a basic Canberra, with nearly twice the normal wing-span.

Work to the lesson instructions on page 75. Solutions on the cover




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ONE-ELEVEN

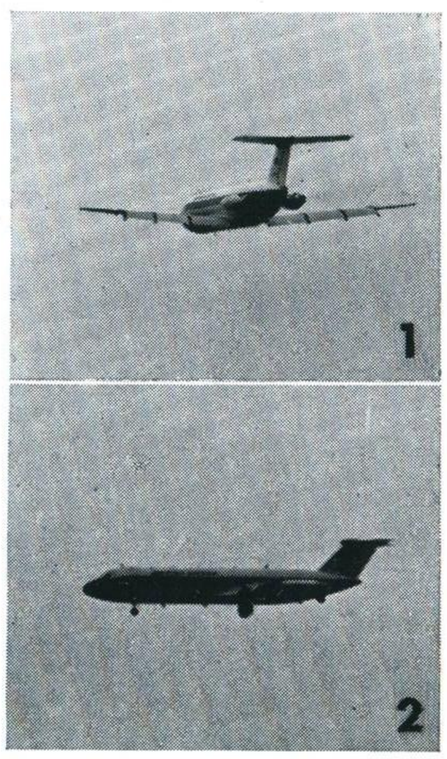
Like the Viscount, which it succeeds, the One-Eleven is produced in several different series versions, but so far the external dimensional differences are so small that for identification purposes this can be ignored. This is one of the few aircraft where a design number—British Aircraft Corporation No. 111 (BAC111)—has become a name, One-Eleven.

With orders for European, American, African and Middle Eastern Airlines, this is an important new aircraft and must be known. Use this lesson for One-Eleven training in conjunction with the page 75 lesson instructions.

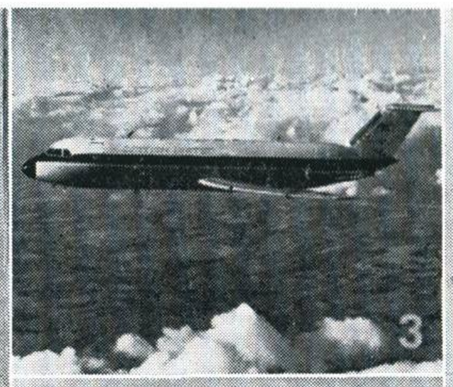
Span 88 feet

Solutions on the cover





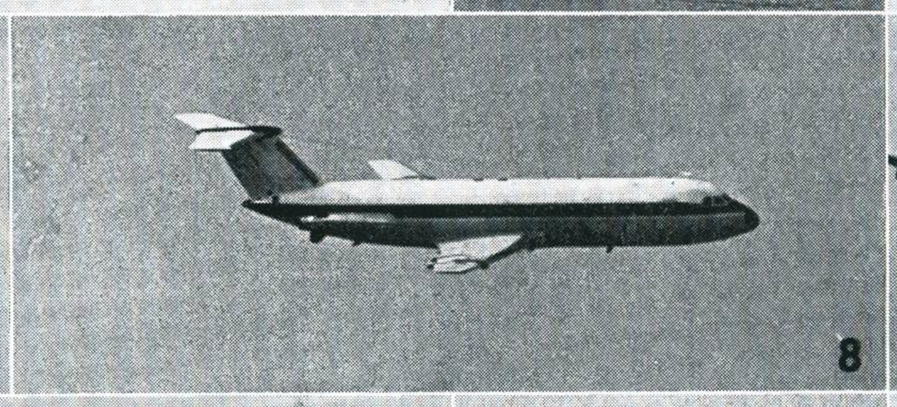

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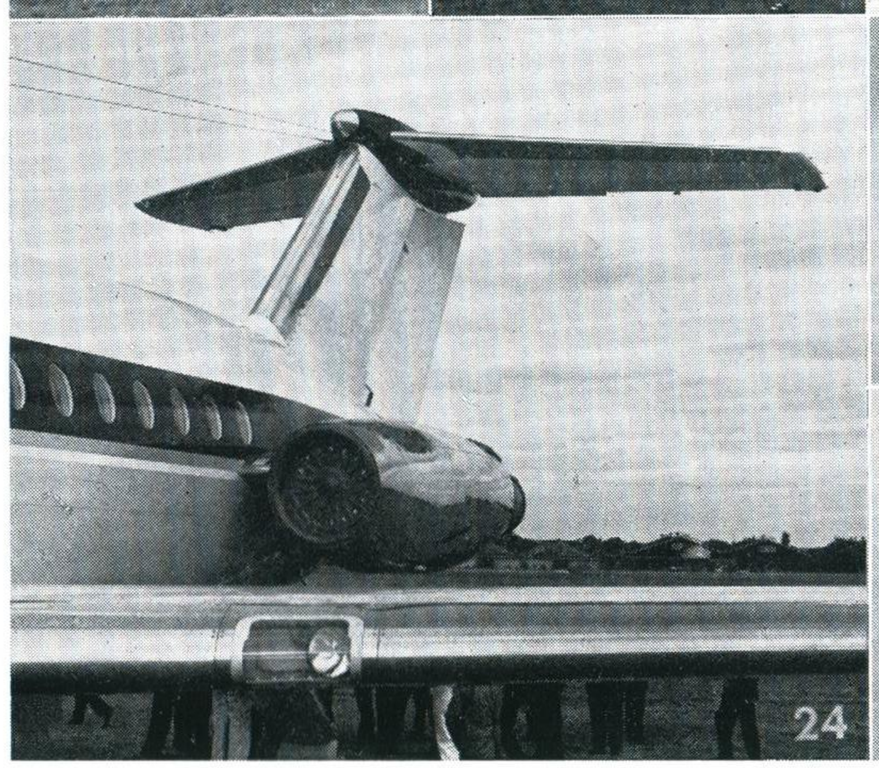

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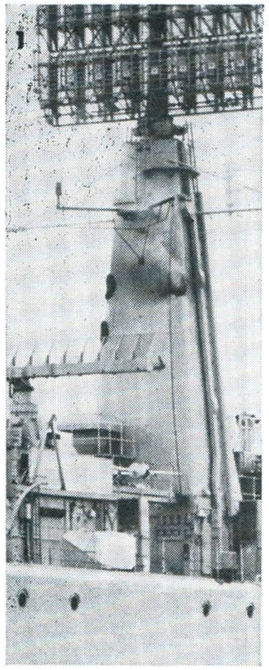

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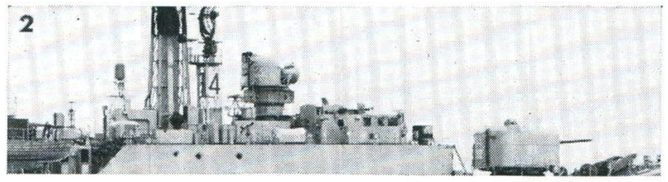

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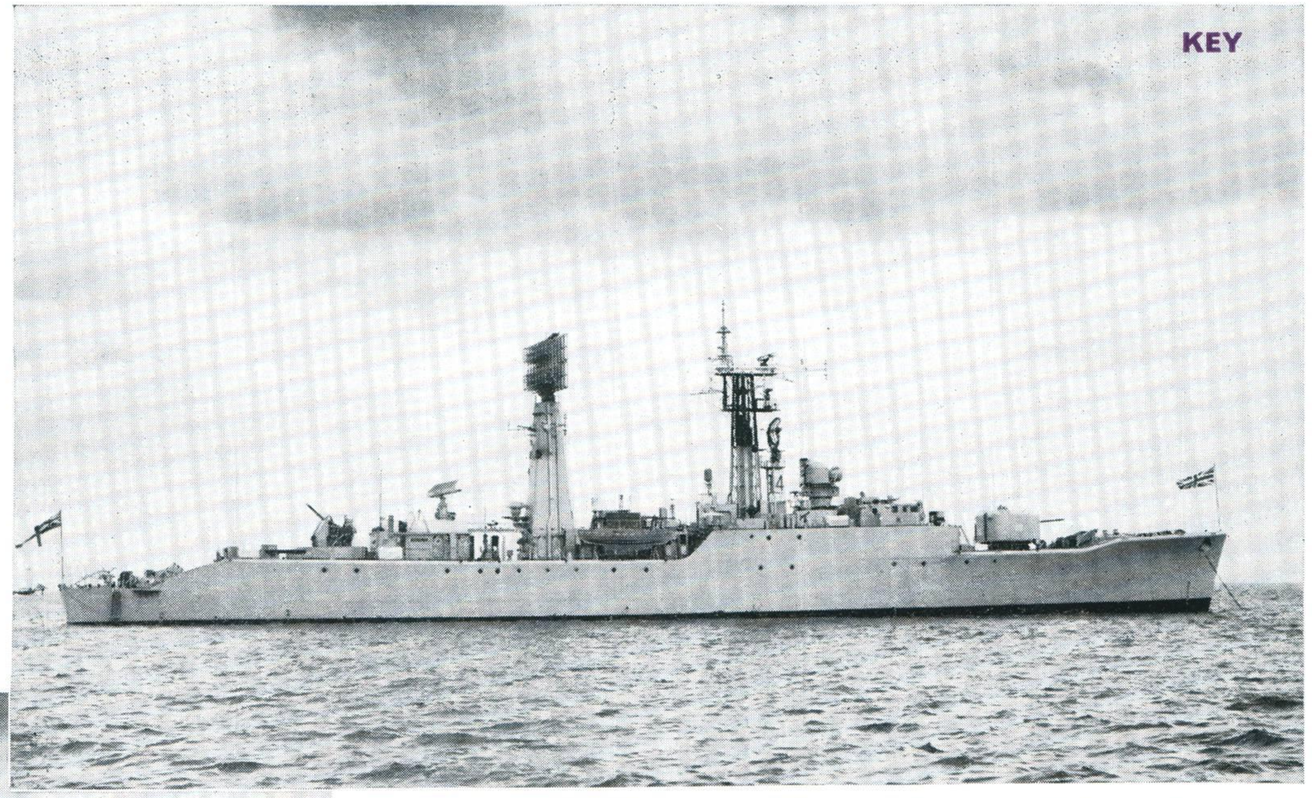
SALISBURY

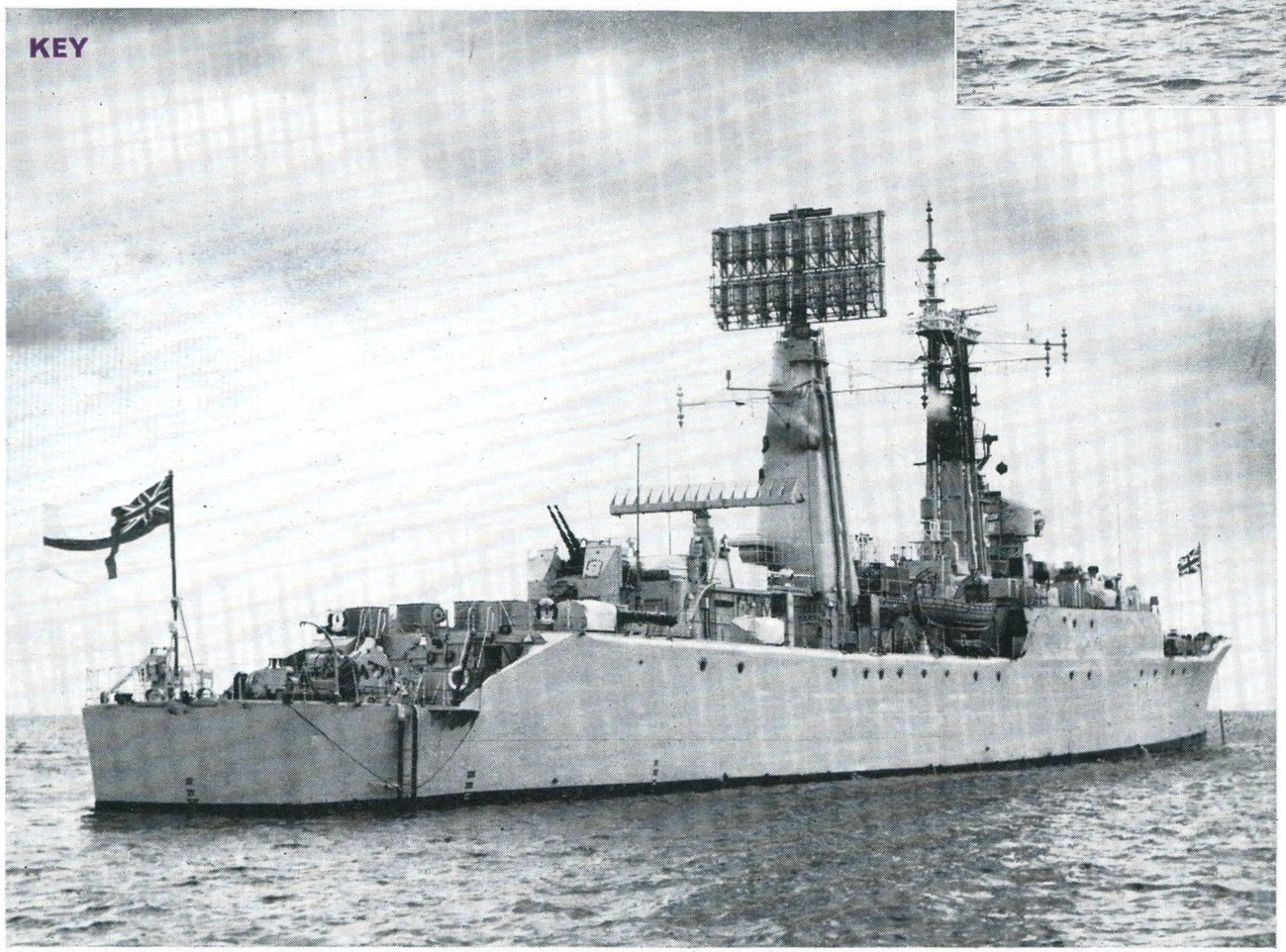
CLASS (TYPE 61)

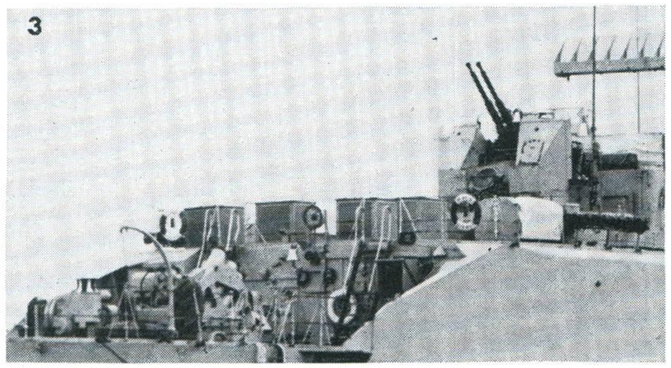
Aircraft-Direction Frigates



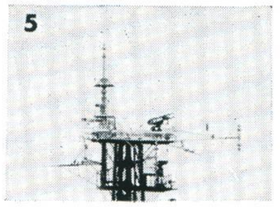








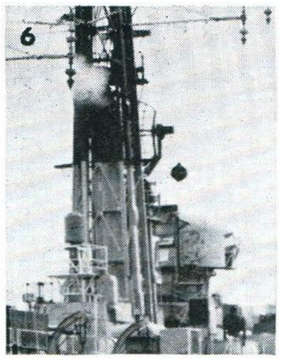




The four ships in this class, Salisbury, Chichester, Llandaff and Lincoln, are designed primarily for the direction of aircraft, shore-based or carrier-borne and can, if the need arises, be used as light destroyers. Their standard displacement is 2,170 tons and they measure 340 feet in length.

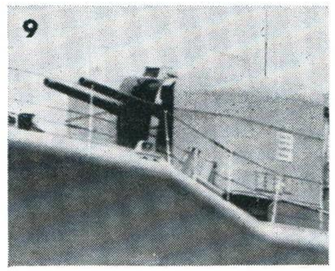
The thin funnel uptakes are incorporated with the masts. During re-fits, lattice masts are being enclosed, in some cases mainmast only, and new aerials are being mounted. They may be distinguished from the similar Leopard anti-aircraft frigates by the absence of a turret aft. **Use the instructions on page 75.**

Solutions on the cover.


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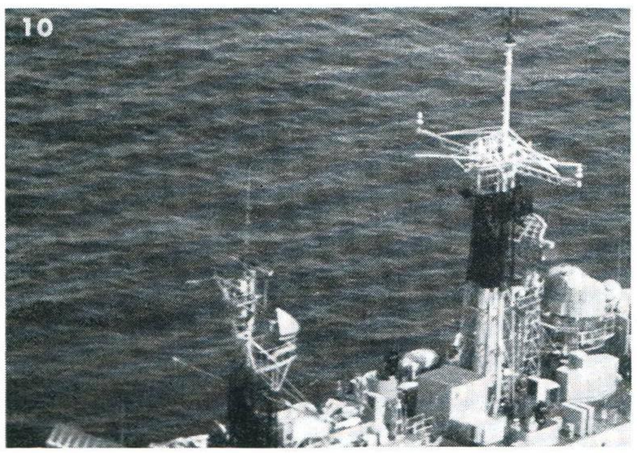

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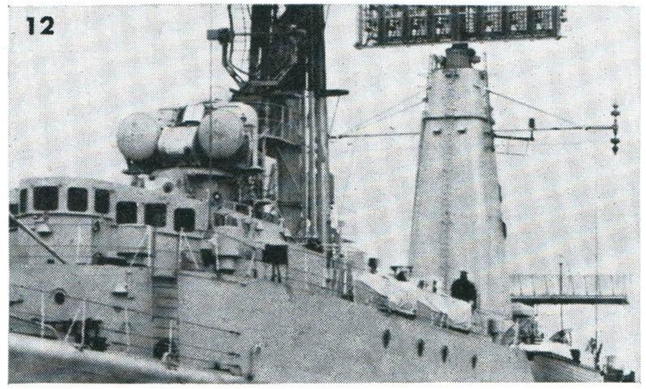

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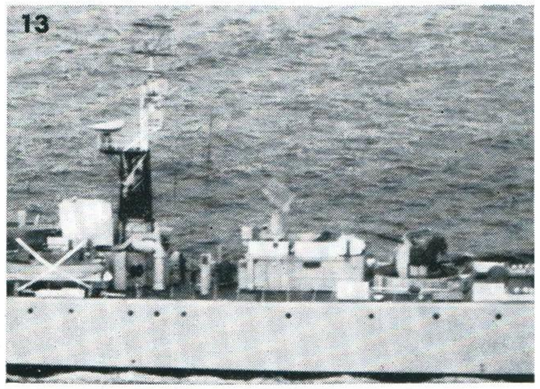
KEY **N.B. Forward funnel omitted to show lattice foremast prior to refit.**

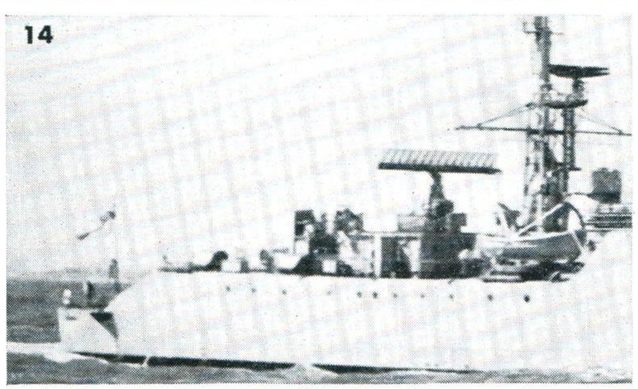


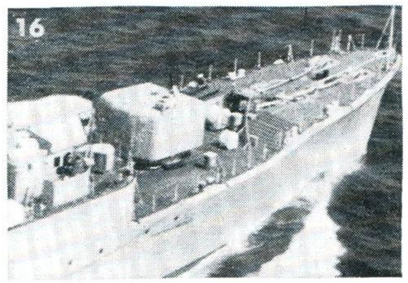

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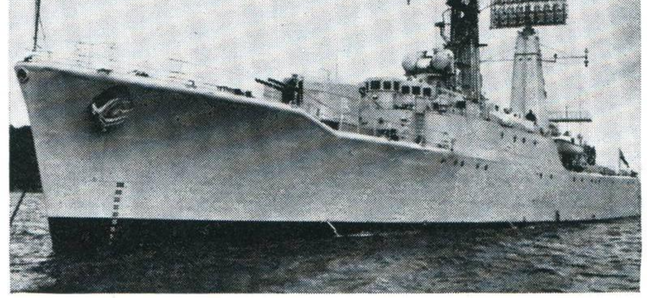

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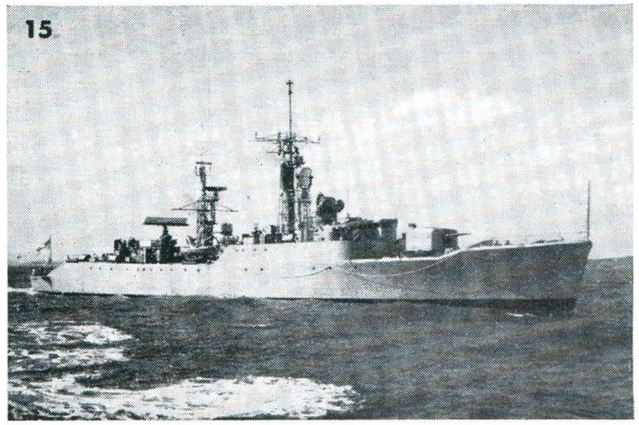

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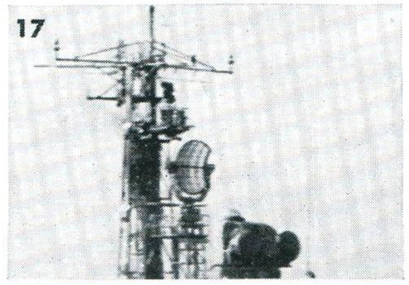

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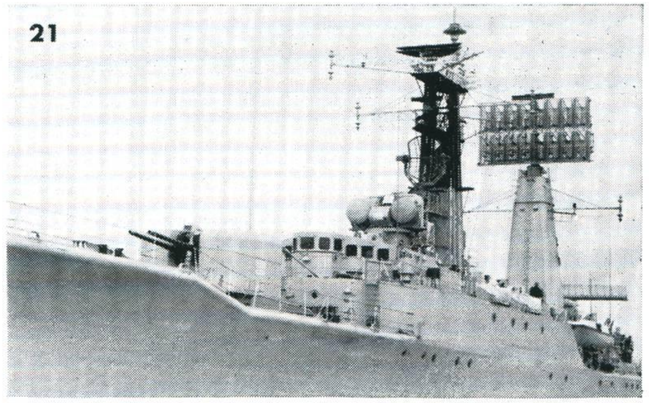

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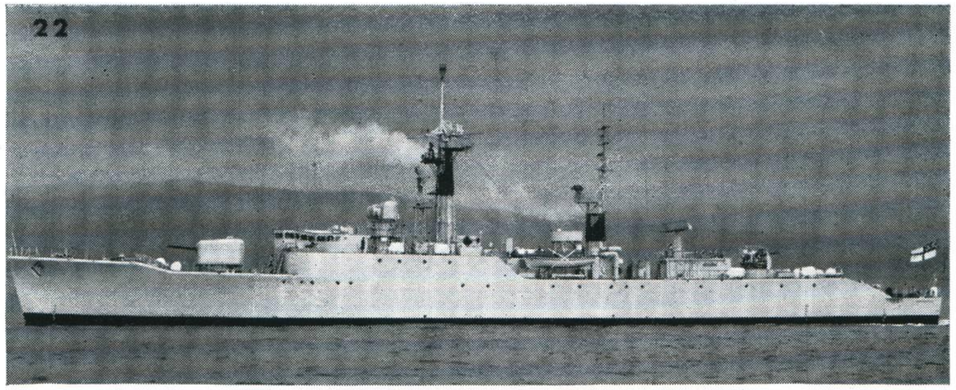

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SALISBURY Class Frigates

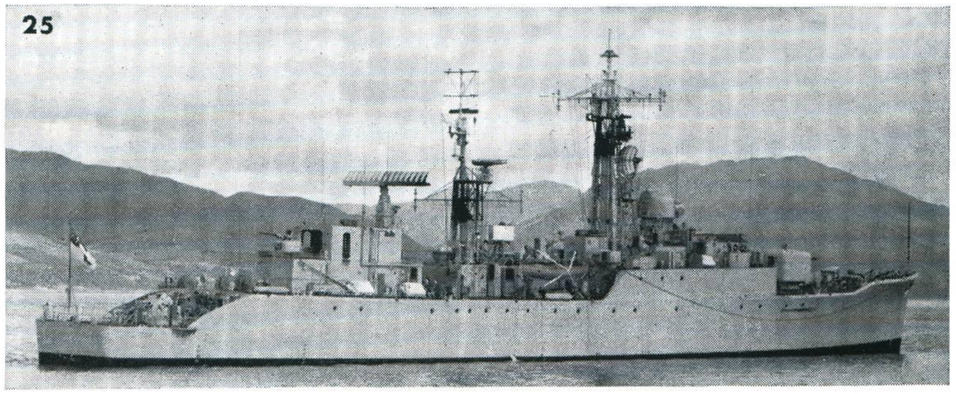












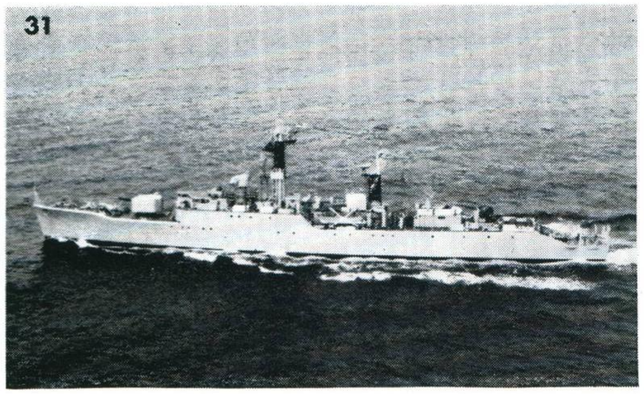




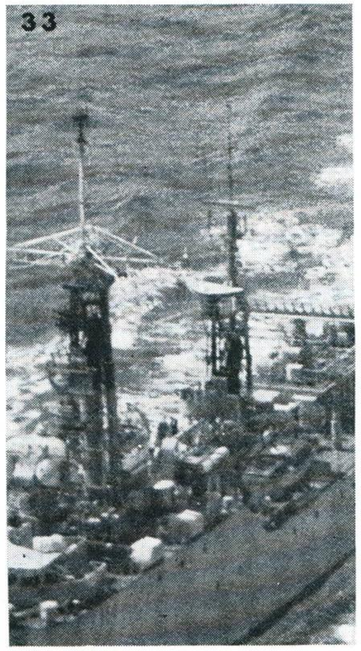




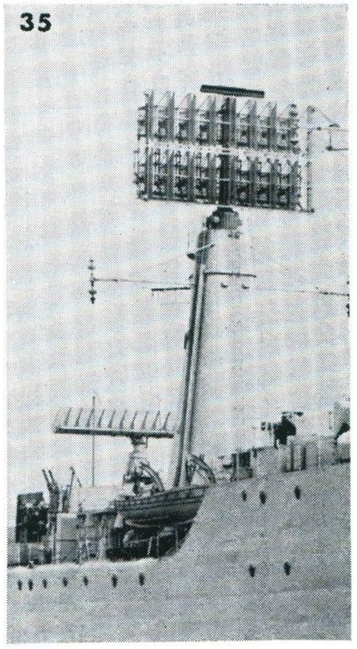


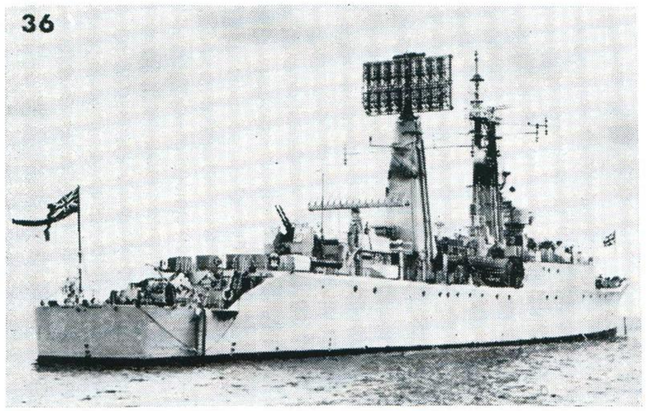

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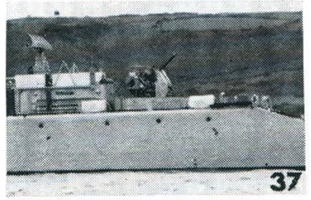

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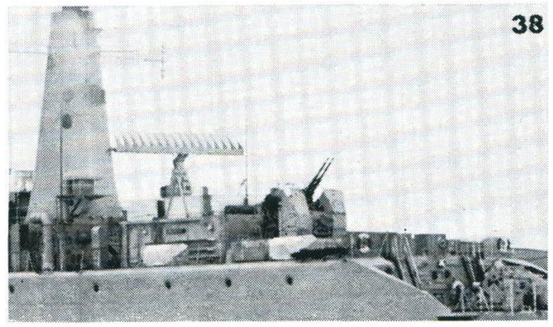

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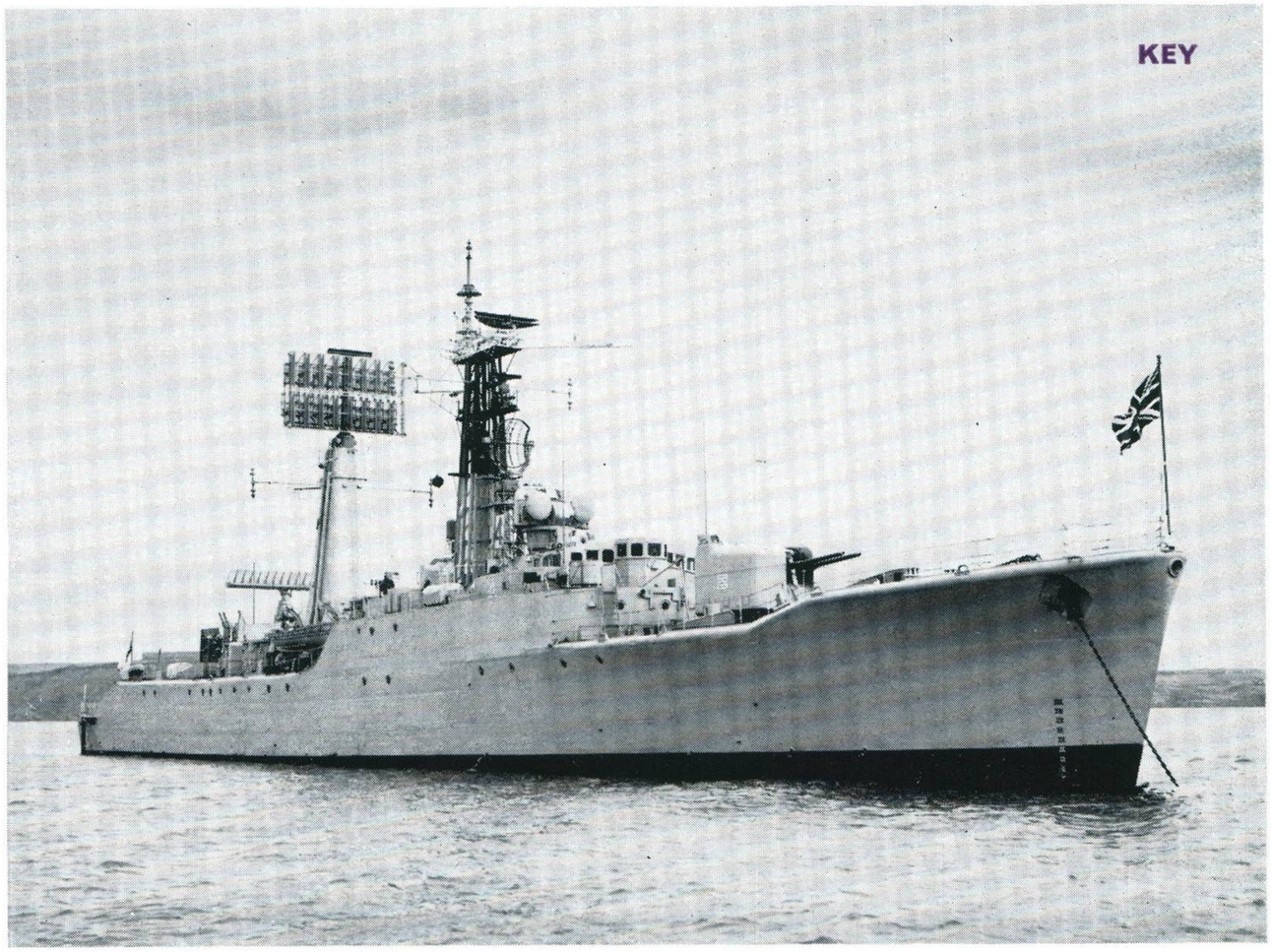

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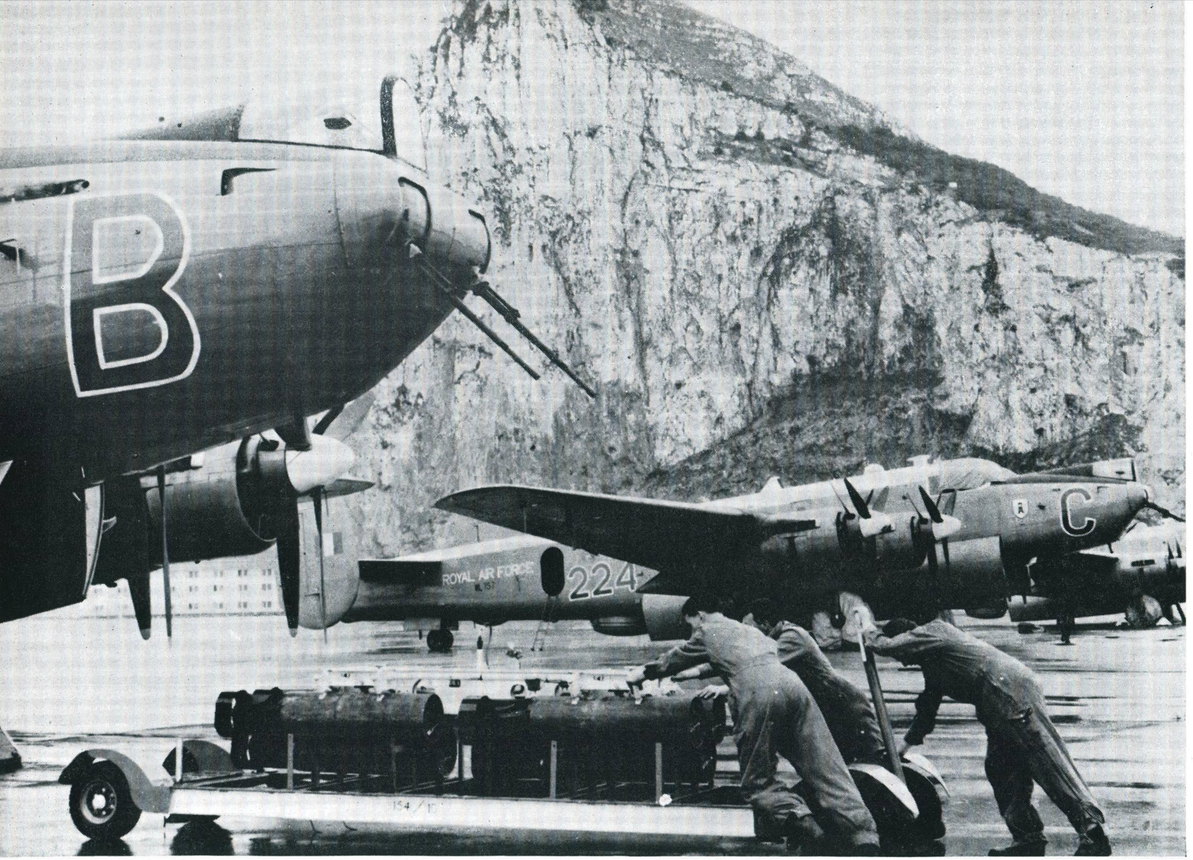

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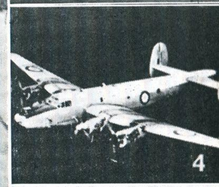
Shackleton

The Shackleton is still the R.A.F.'s standard maritime reconnaissance aircraft and may be seen operating from United Kingdom and Near, Middle or Far Eastern bases. Only one other country operates Shackletons—South Africa who has a number of M.R.3s. The original M.R.1 has been withdrawn from service and a few, modified for training, have been allotted to the Maritime Operational Training Unit as the T.4. The current service versions are the M.R.2 (depicted above) and the M.R.3. For details of the respective marks see overleaf and then read the instructions on page 75.


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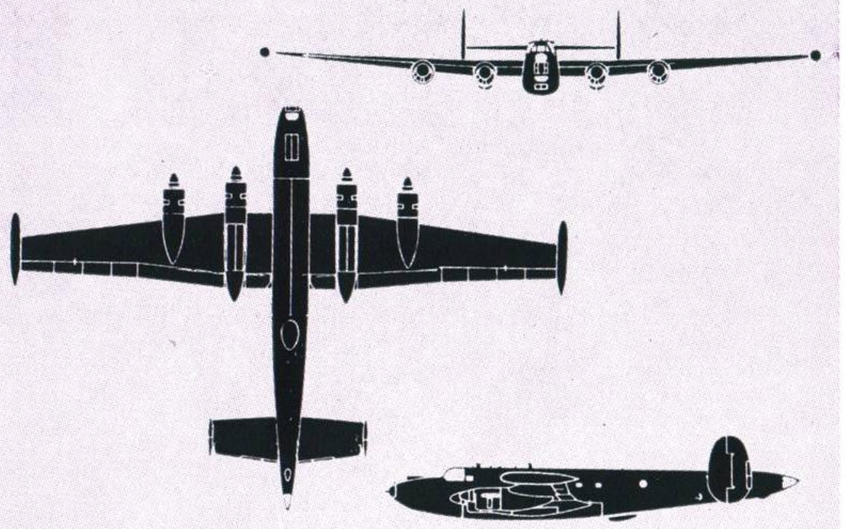

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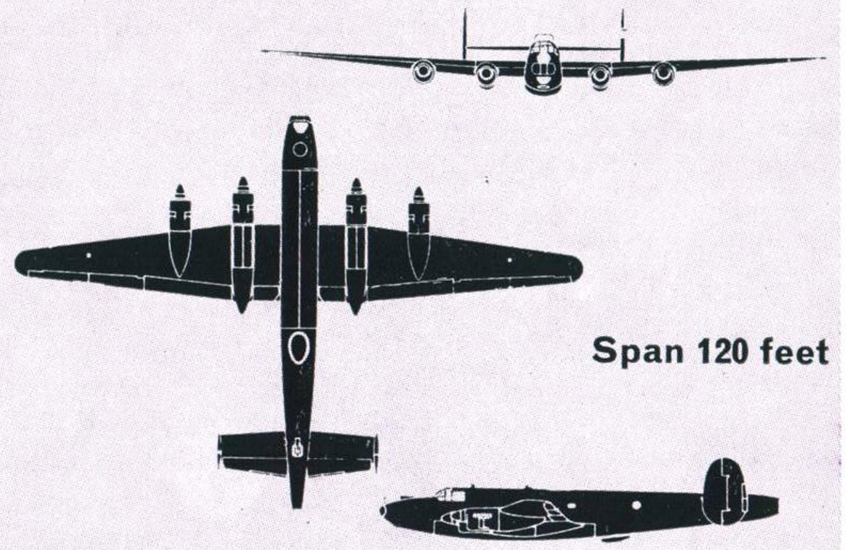






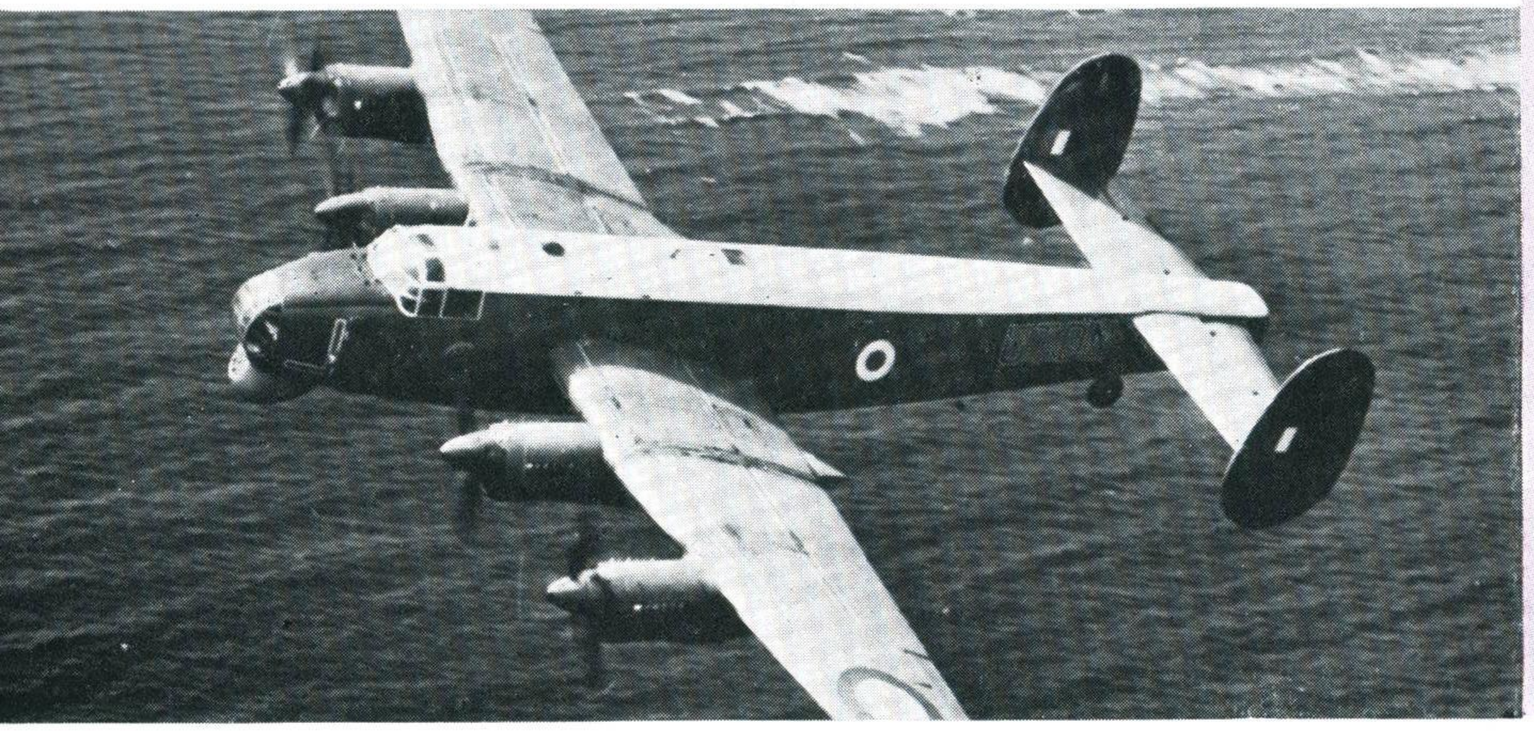
SHACKLETON MR3

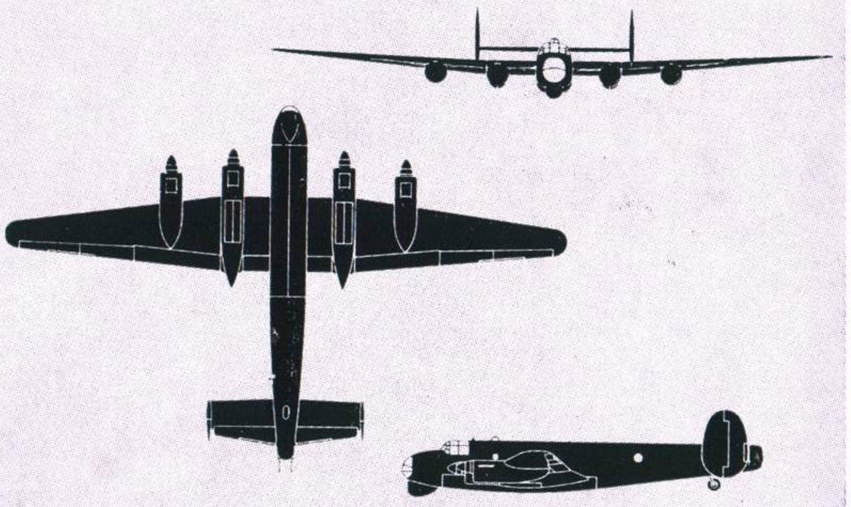




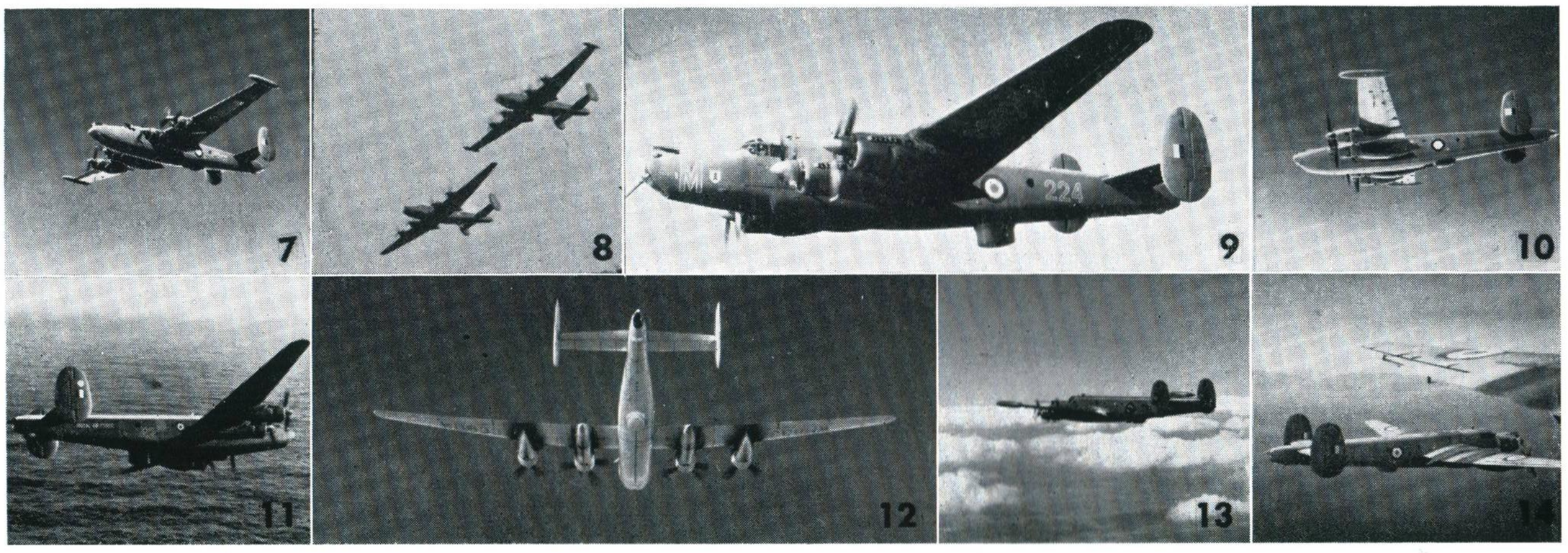
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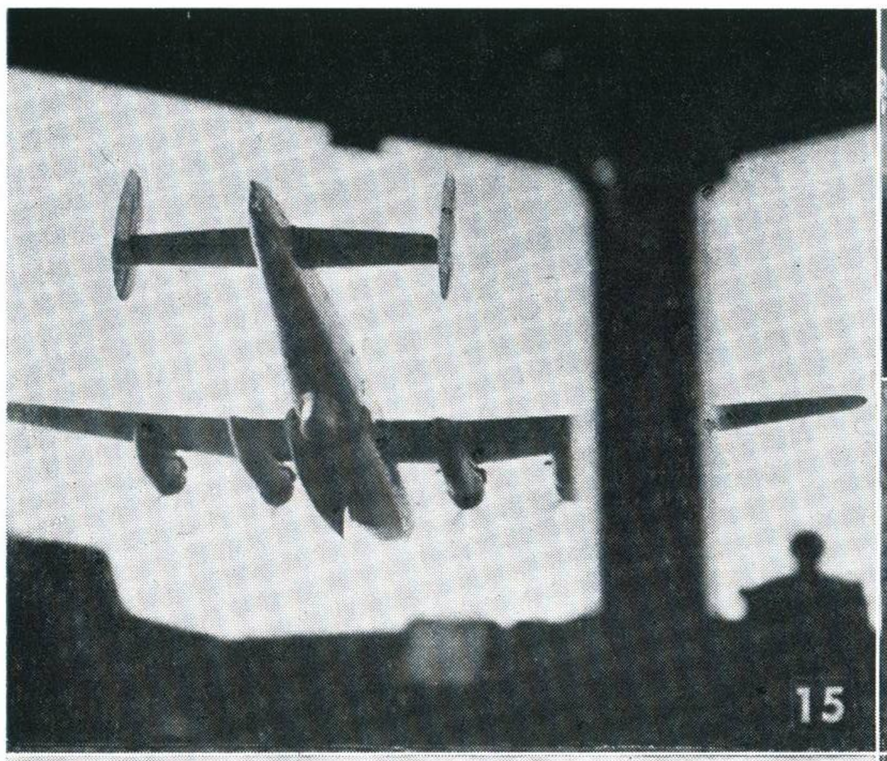
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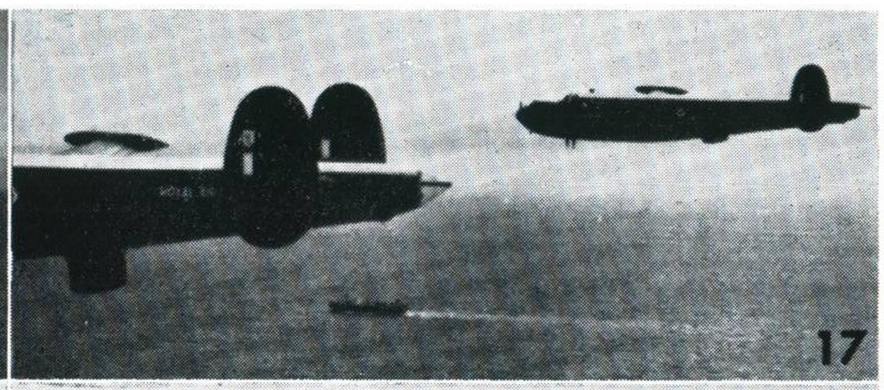


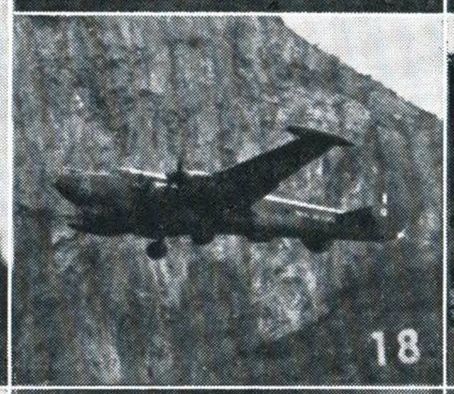
SHACKLETON T4



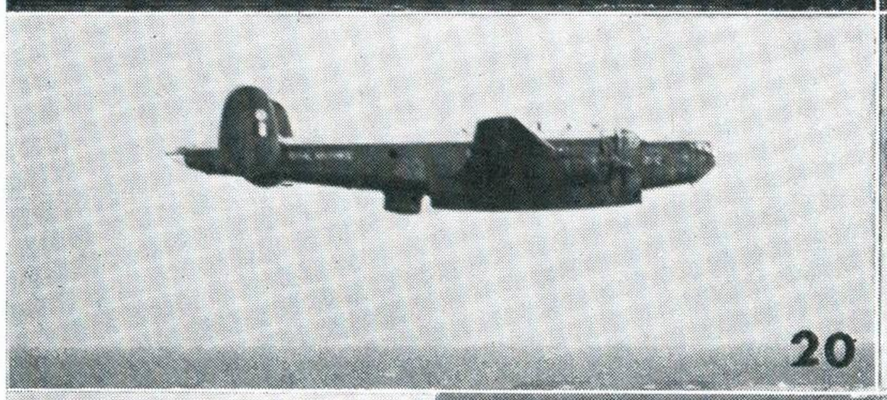

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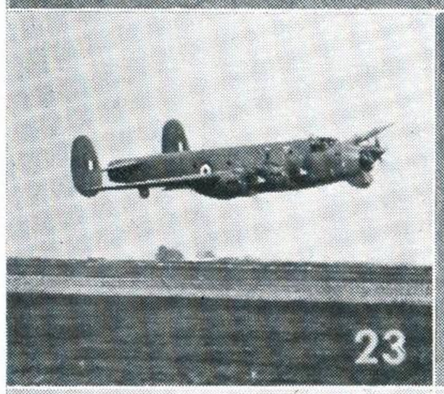

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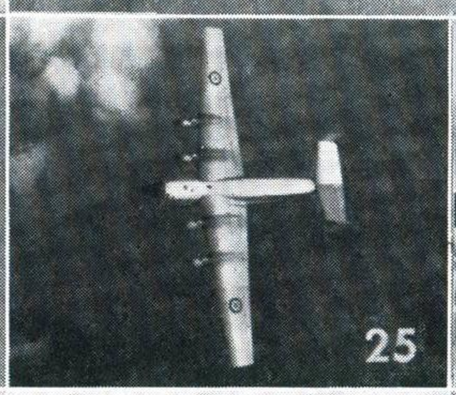

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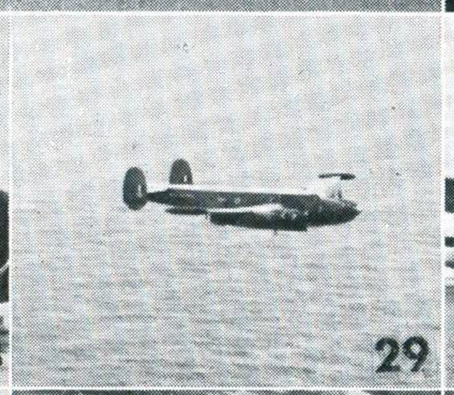

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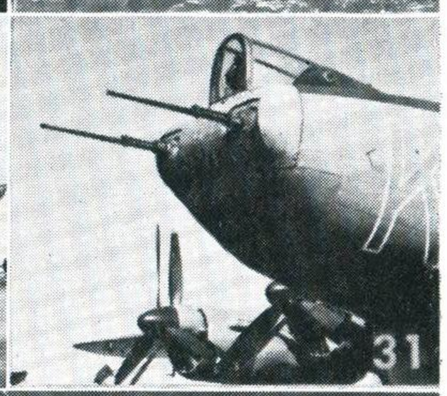

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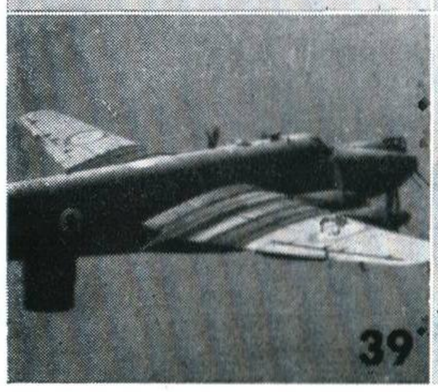

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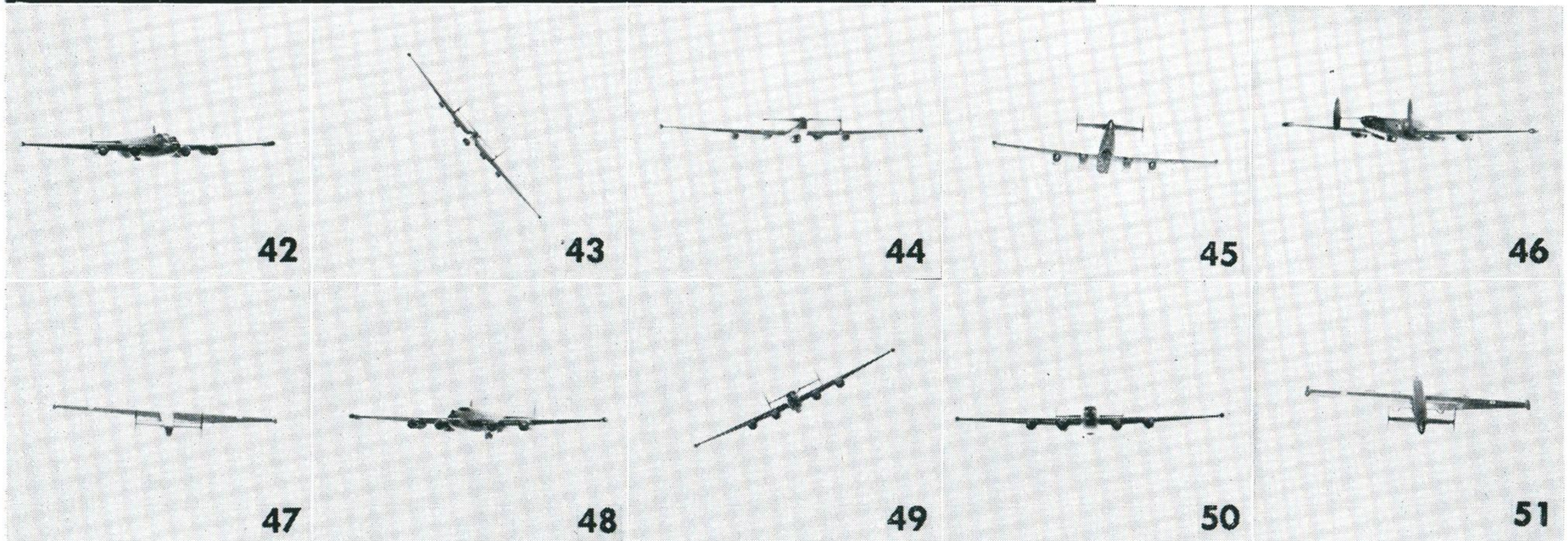

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continued overleaf



SHACKLETON MR3



Spotting Test

A test of your skill in the identification of aircraft types, old and new, that are currently flying. Solutions on the cover


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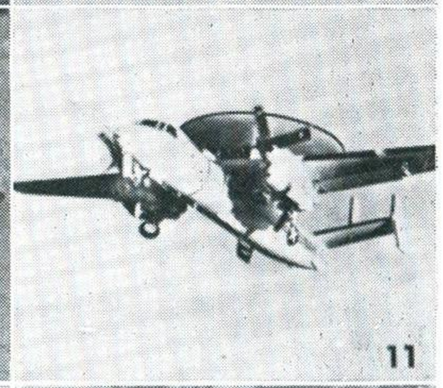

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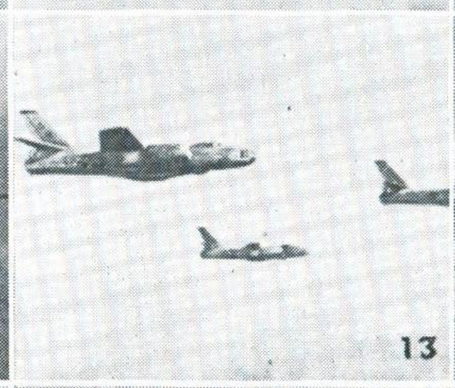

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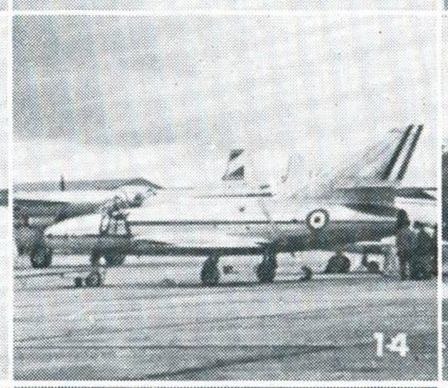

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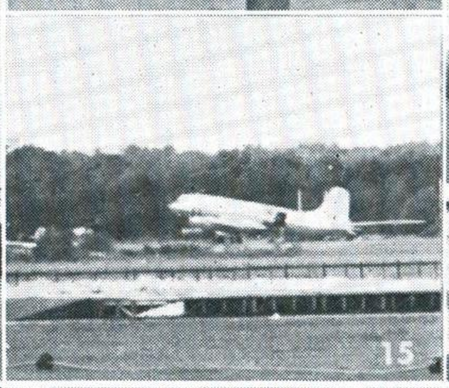

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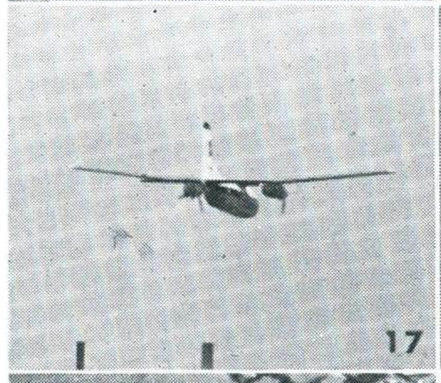

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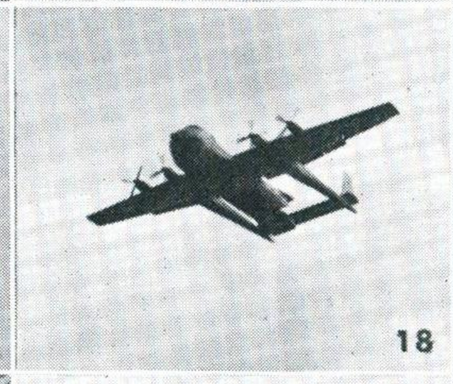

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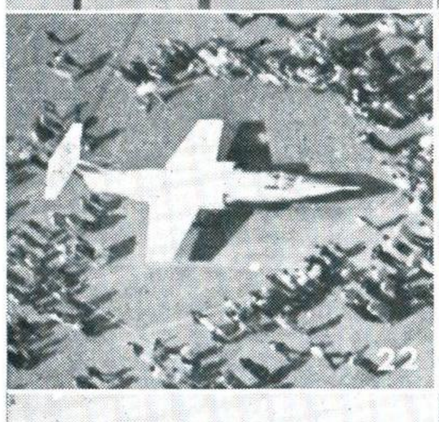

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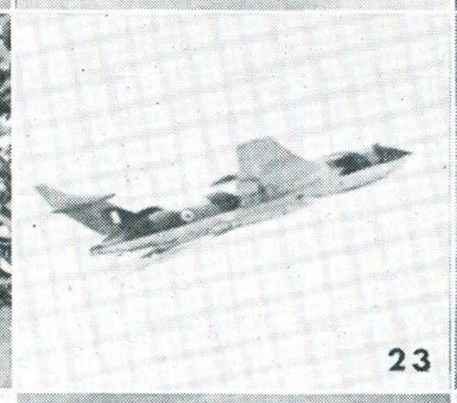

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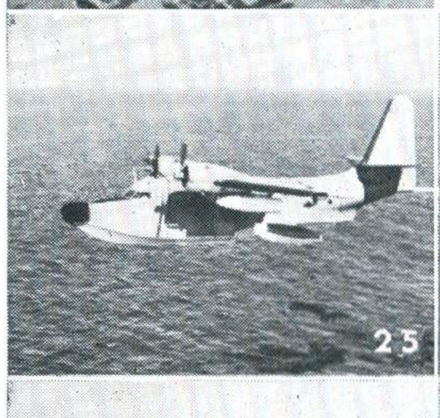

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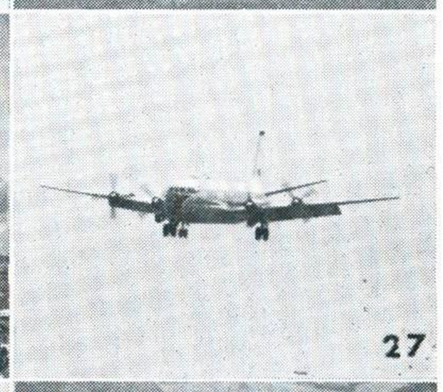

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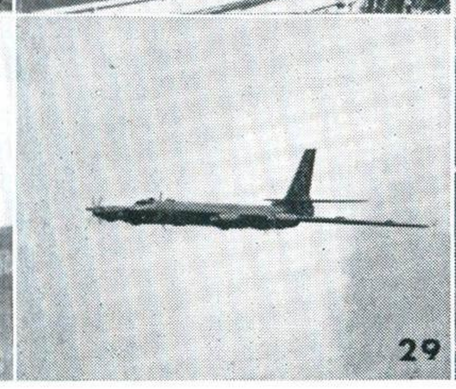

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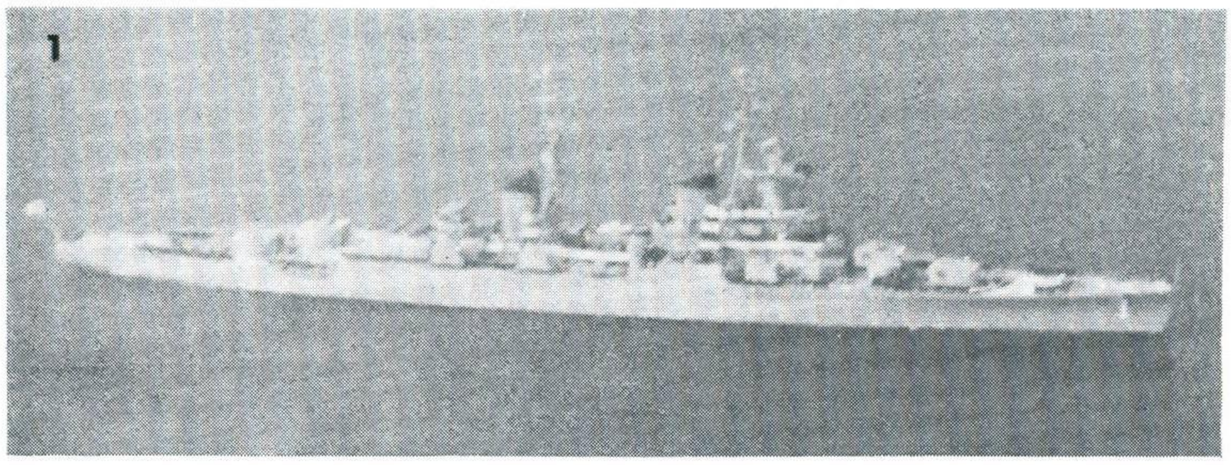

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LESSON INSTRUCTIONS

To obtain the maximum benefit from the training devices published in this *Journal*, the following procedure should be adopted.

1. **Read the text associated with the lesson.**
2. **Prepare a list of target numbers so as to be able to tackle the targets in any order.**
3. **Identify the target pictures by comparing them with the key views: start with the easy ones so as to gain experience: also use targets already identified to solve the more difficult ones.**
4. **When certain of the identity of a target write down its name *IMMEDIATELY* against the appropriate number on your list. THIS IS IMPORTANT.**
5. **Lessons should not be hurried or given a time limit. So far as beginners are concerned, it is more important to identify accurately than quickly.**
6. **Do not attempt conscious memorising of details, shapes, or names.**

WARSHIP SPOTTING TEST No 6


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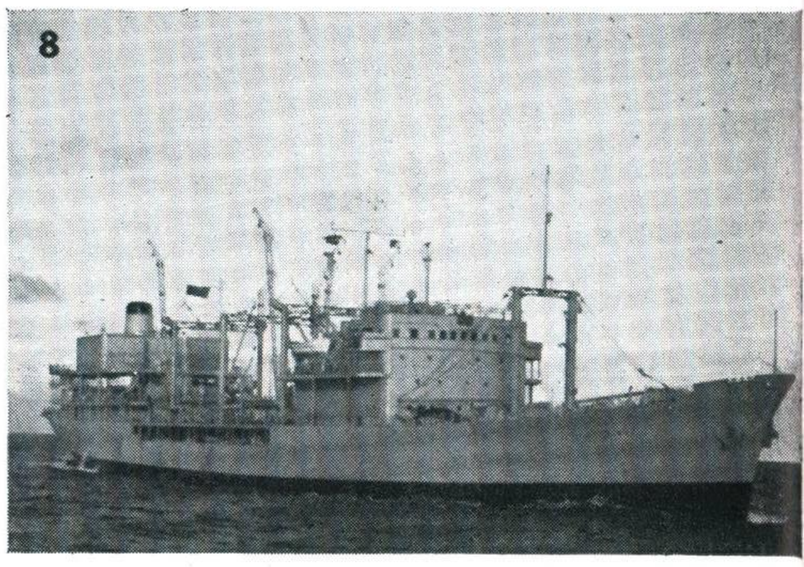

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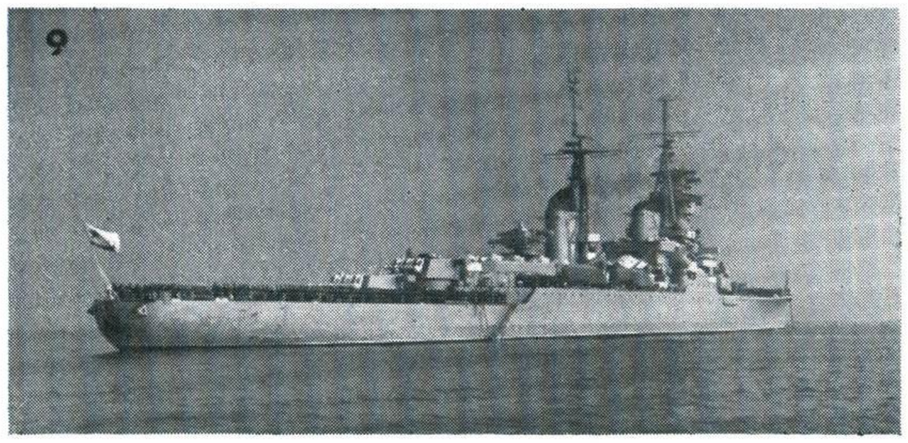

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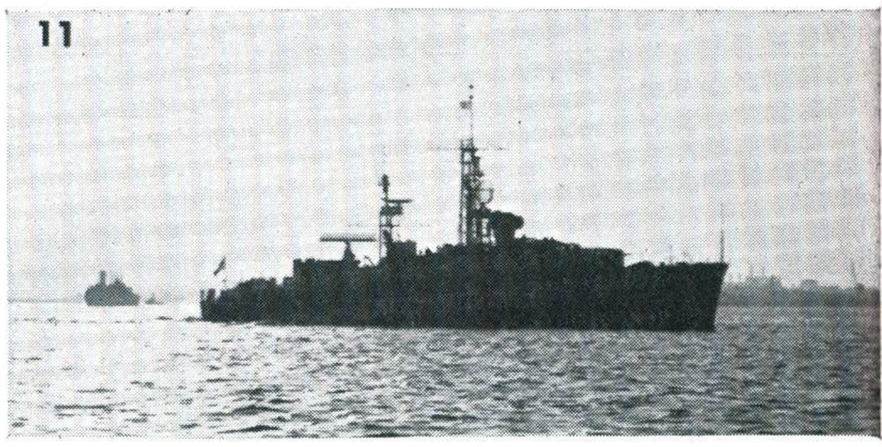

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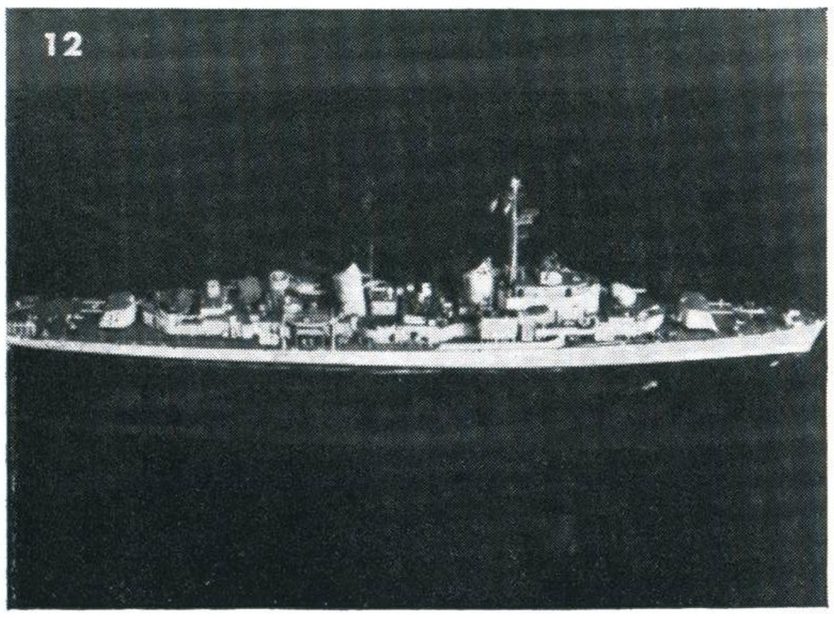

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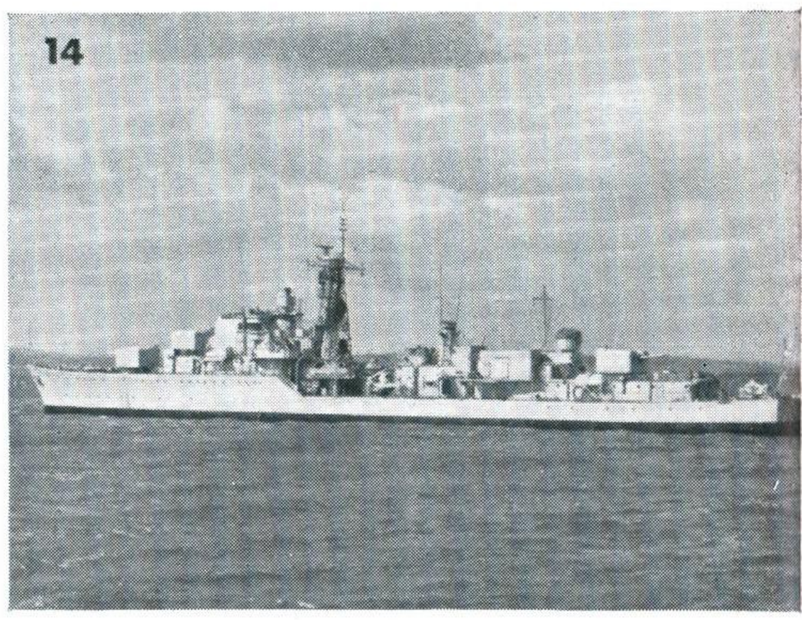

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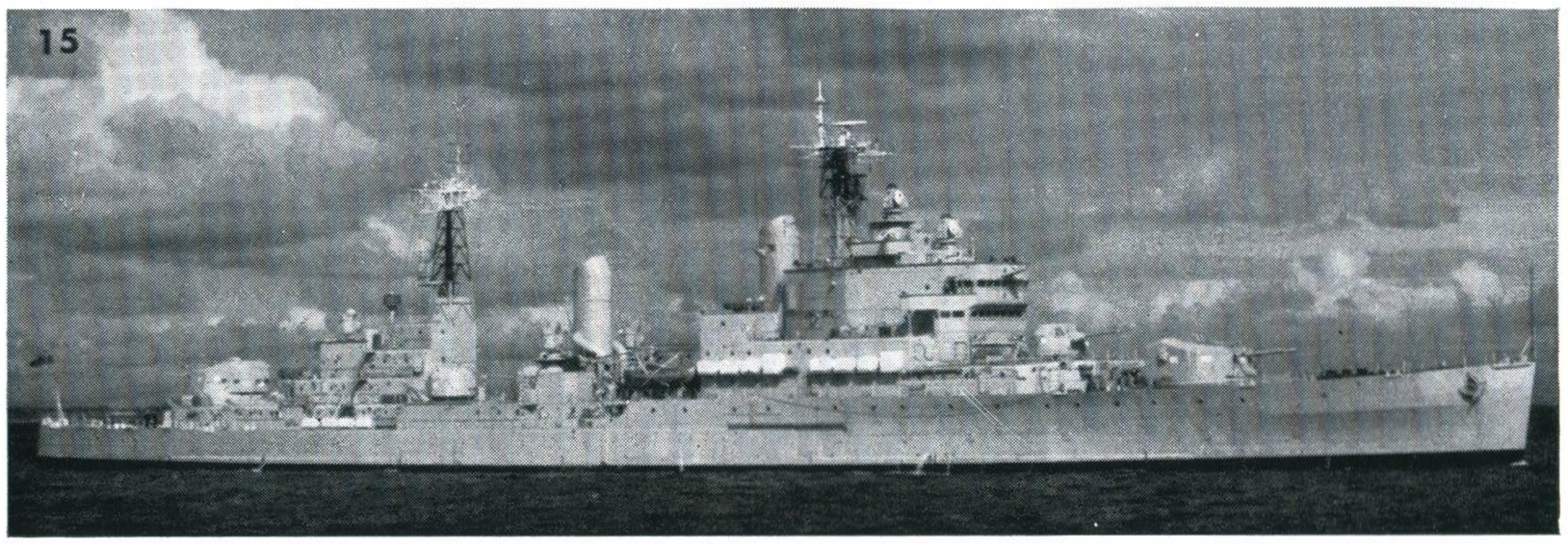

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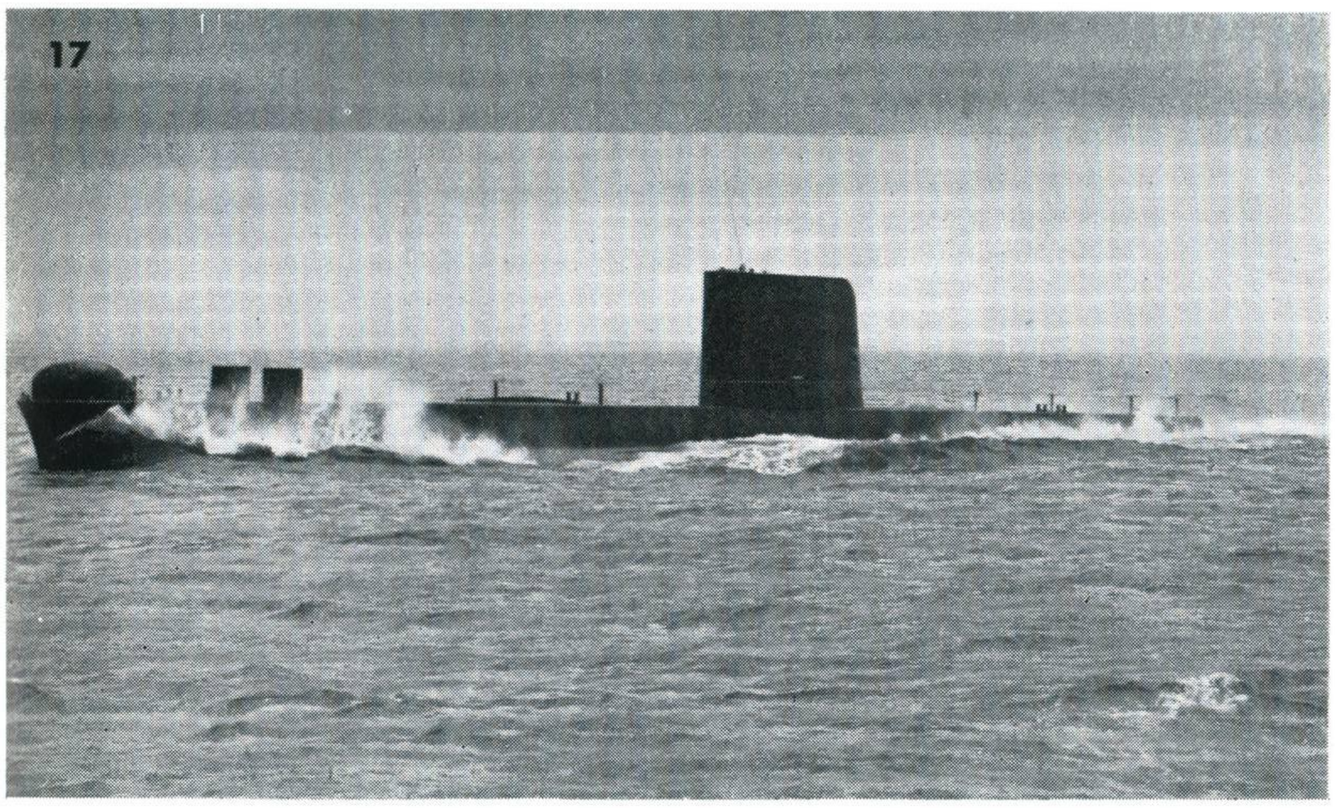

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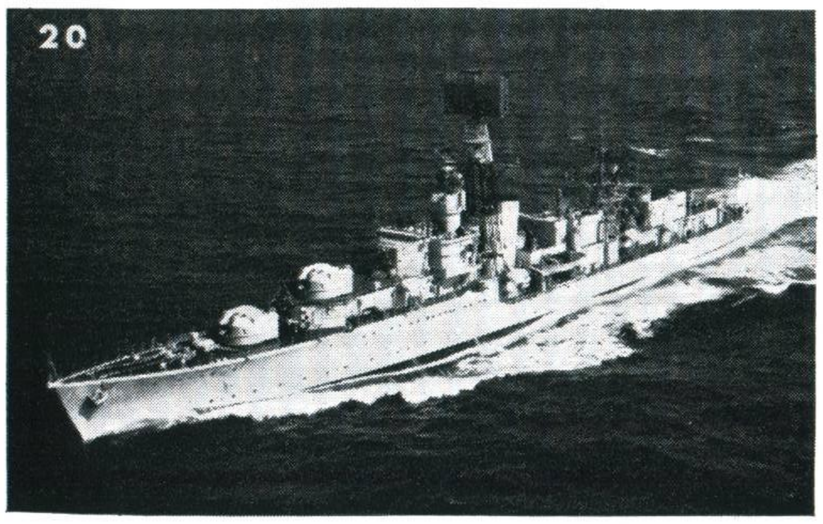

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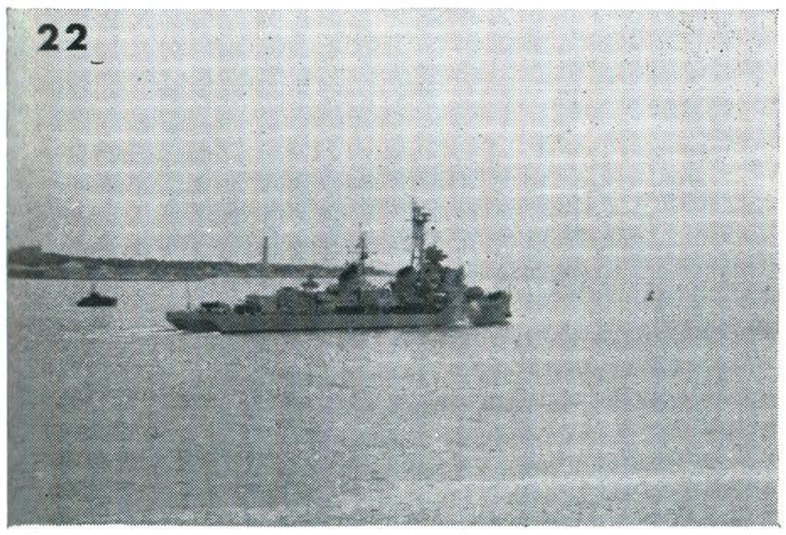




A spotting test of warships of various nations for you to report in the following sequence—Class Name, Type of Vessel and Nationality. Solutions on the cover give in addition, where known, the individual name of the vessel concerned.

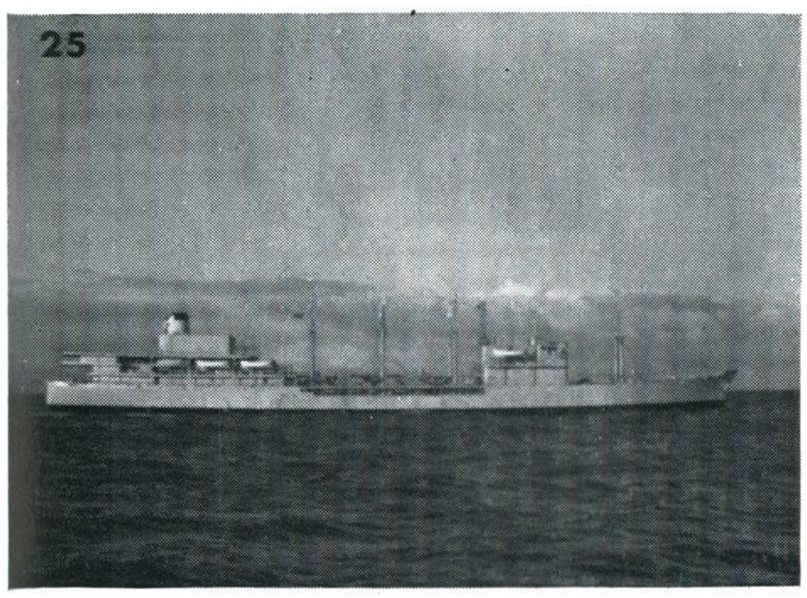


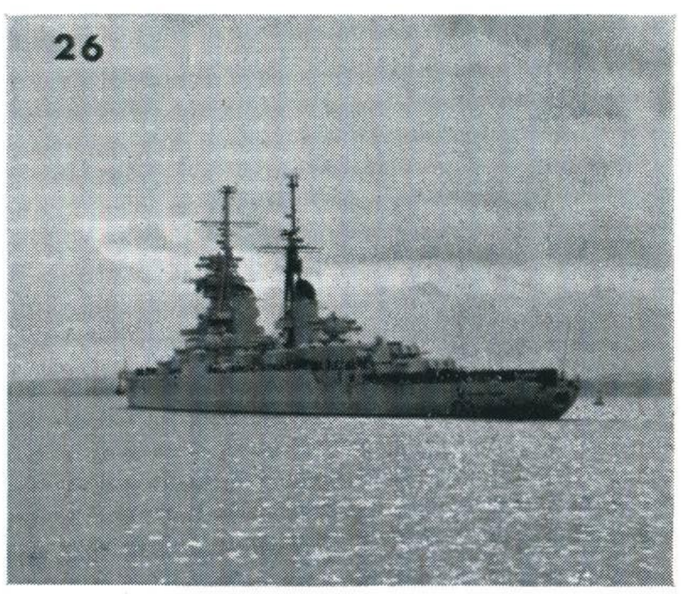


















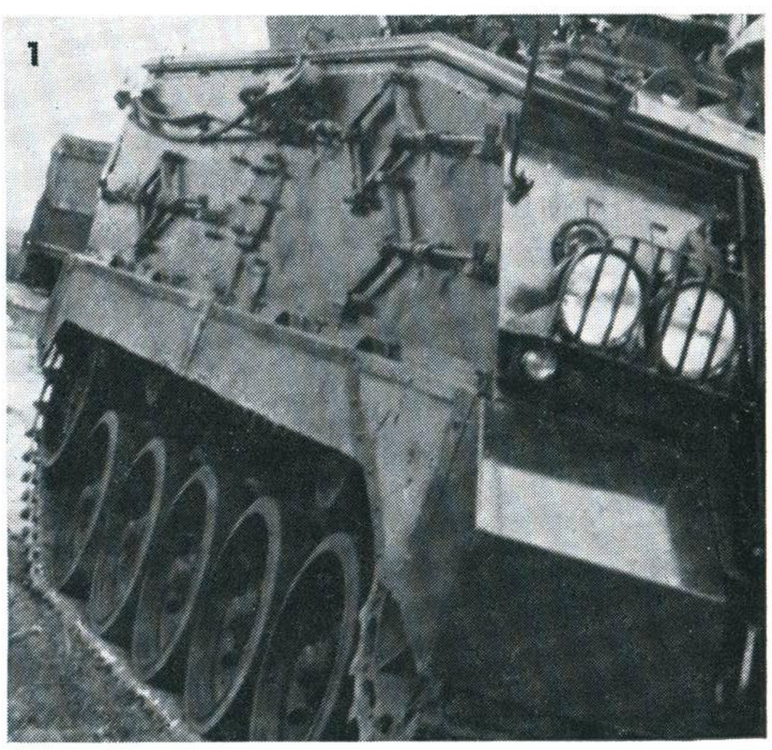




For several years the British Army has relied on the six-wheeled Saracen as its standard armoured personnel carrier. However, the need for a carrier more suitable for working closely with tanks has brought forth the tracked F.V.432, which is now entering service.

Externally the F.V.432 is very similar to the U.S. M59 and M113 armoured personnel carriers whose design it closely follows. It has the same kind of box-like superstructure and similar running gear with rubber padded tracks and five road wheels per side. Like the two U.S. carriers,

continued on page 80.

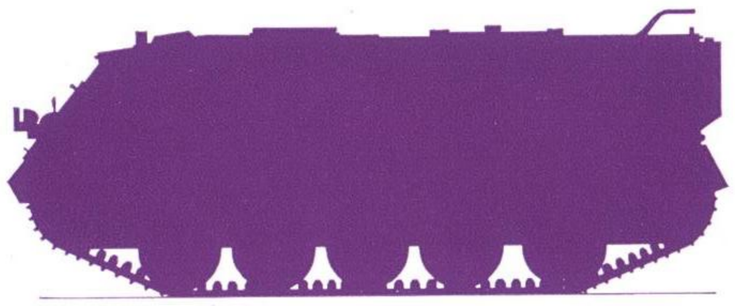






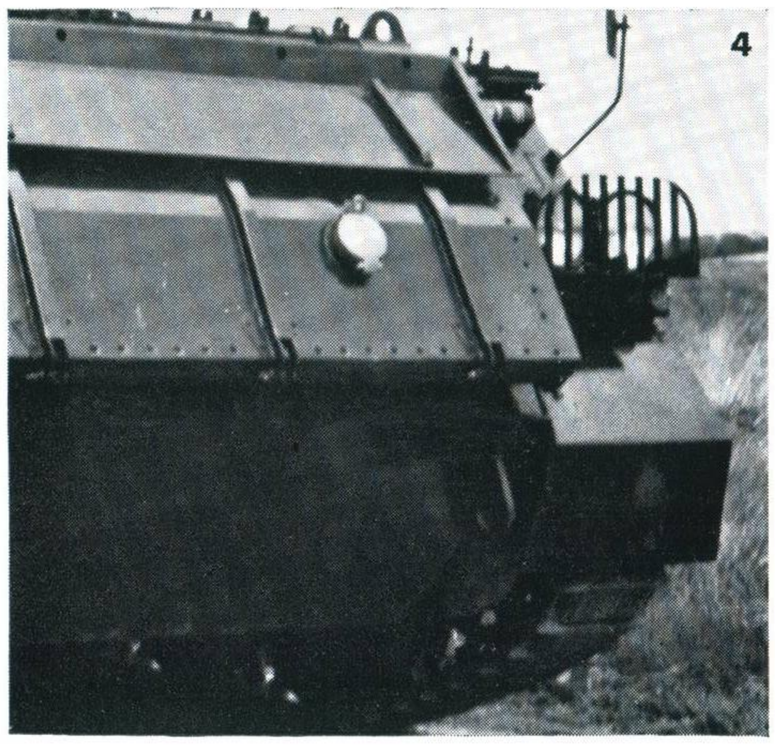
FV432

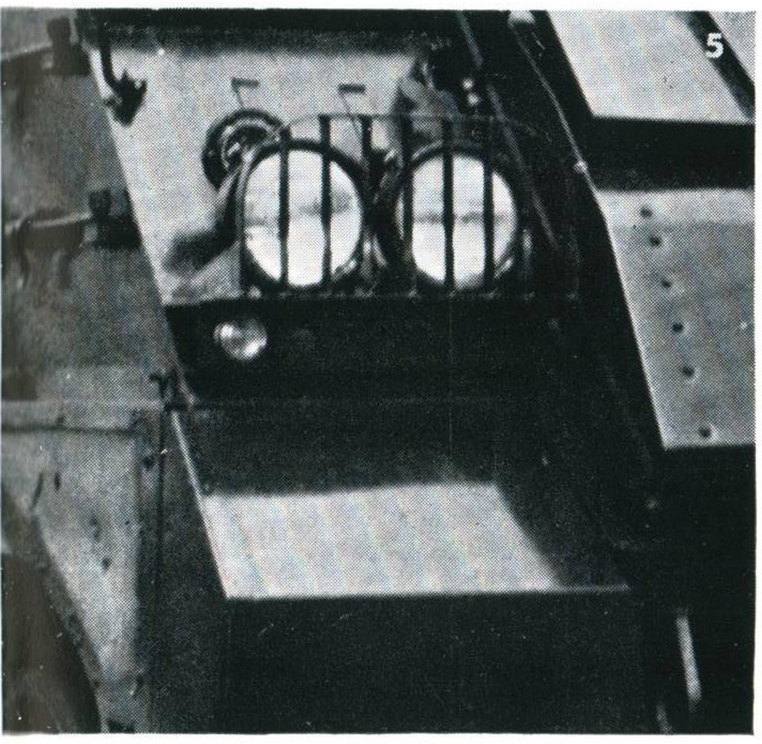
ARMOURED PERSONNEL CARRIER

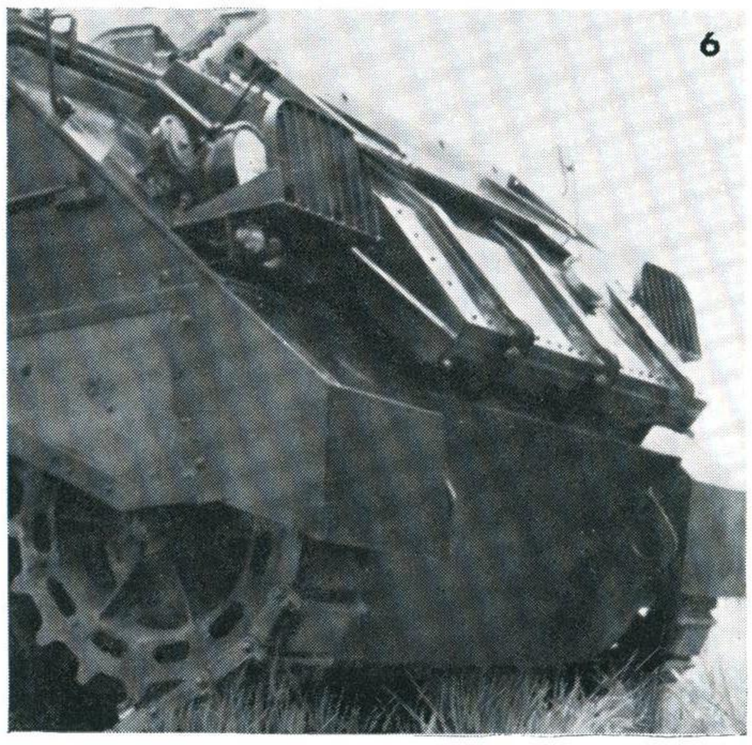


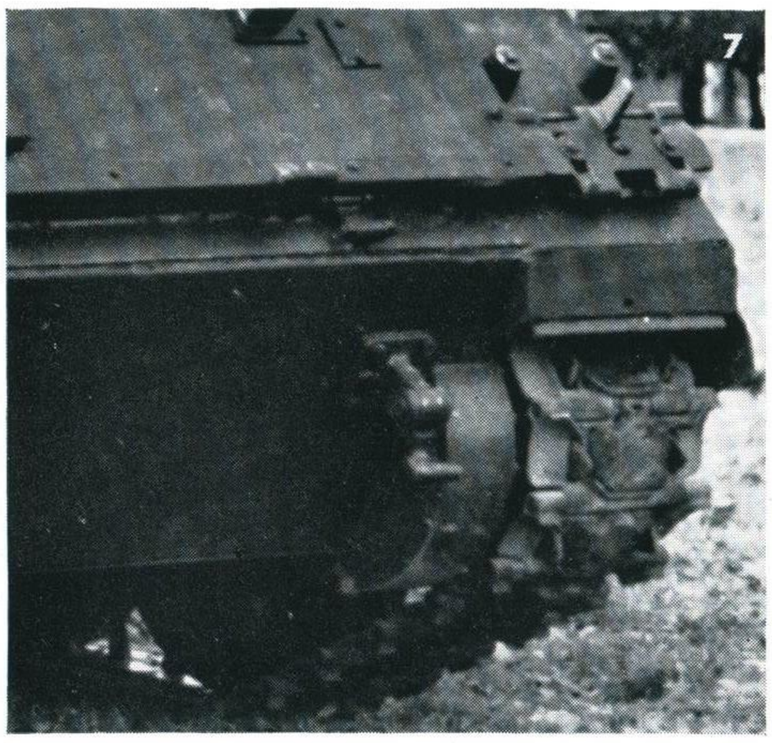


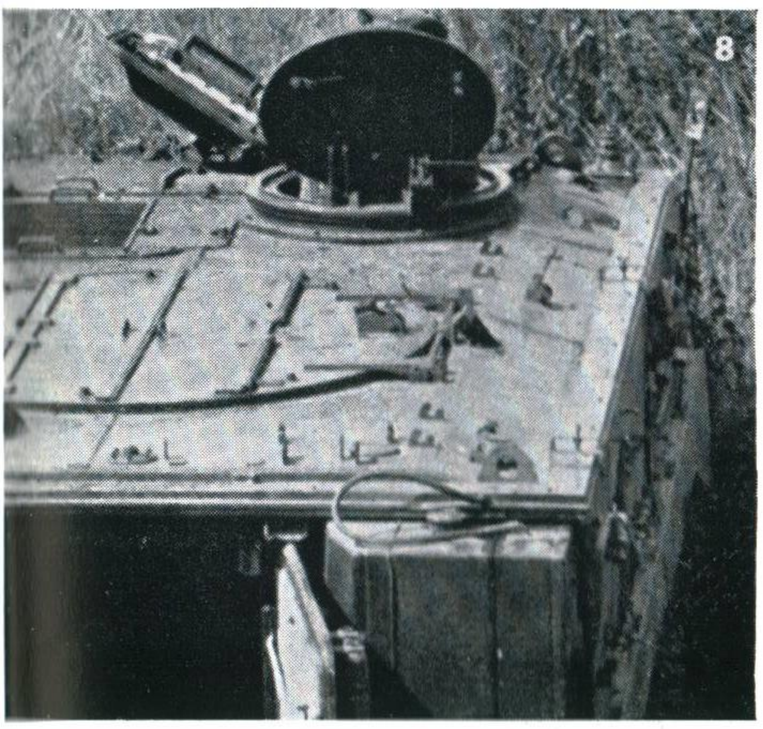


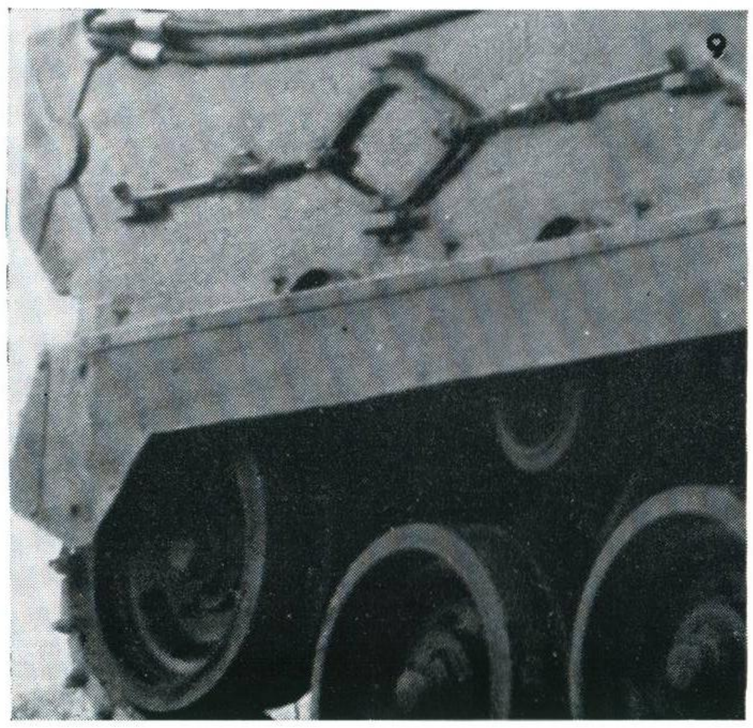


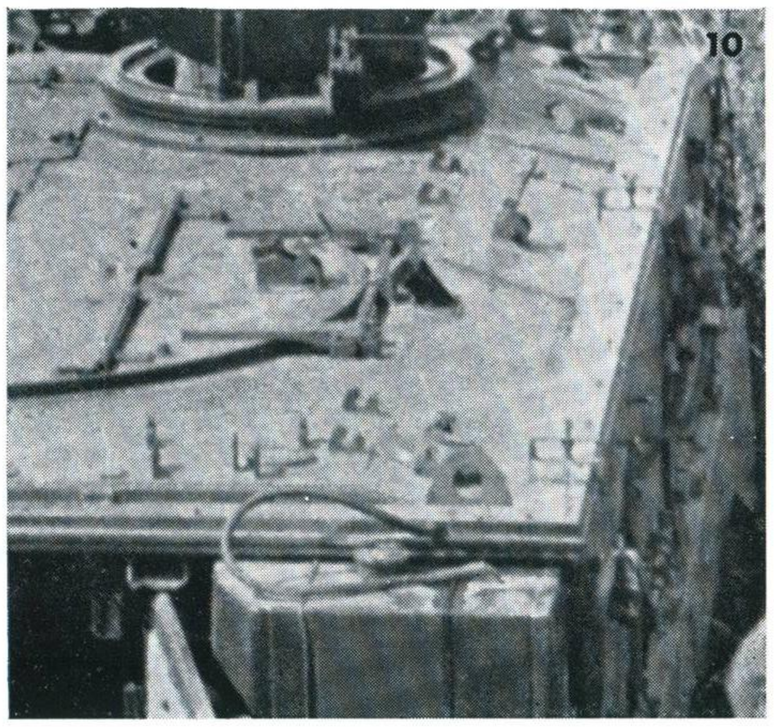


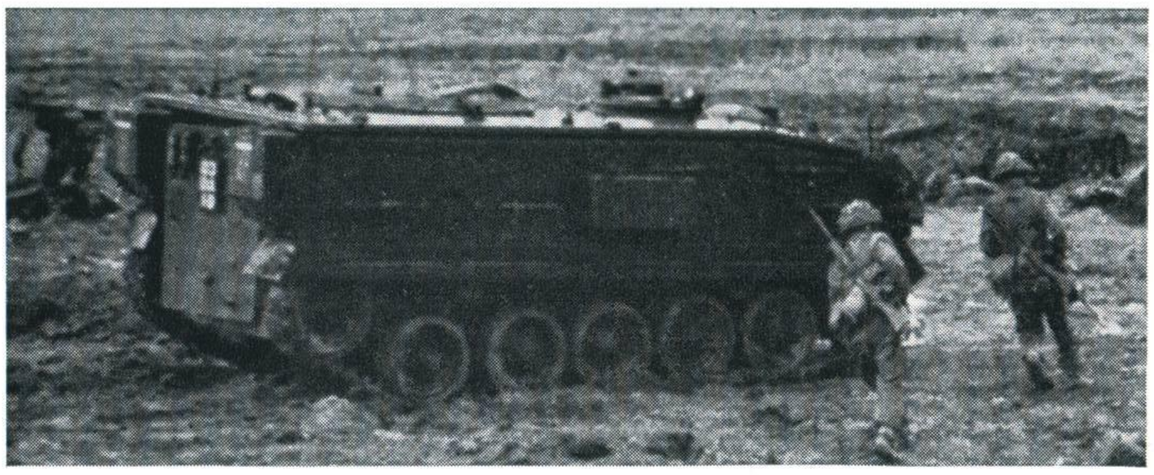












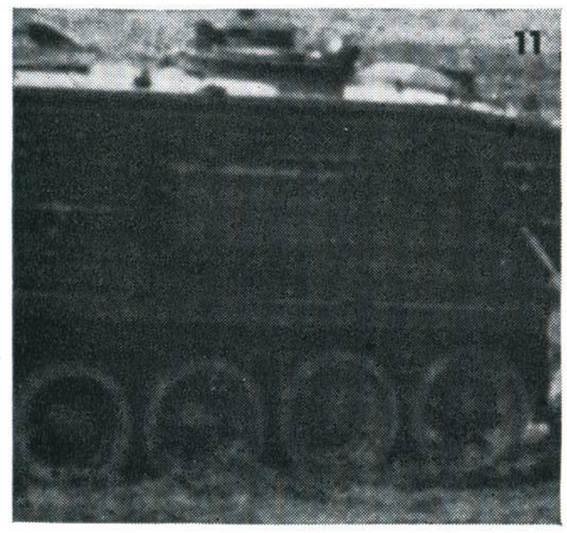


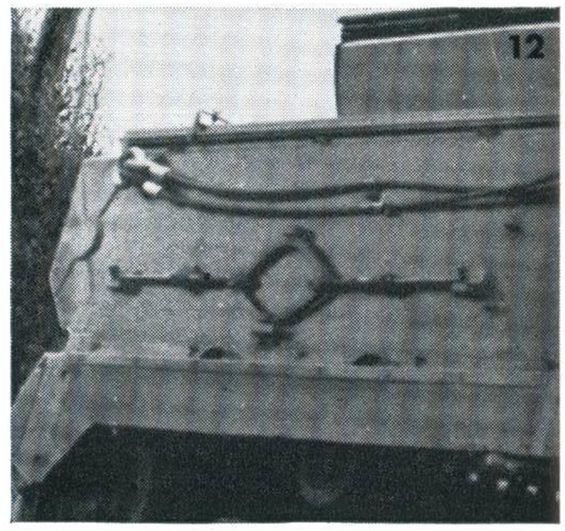
FV432 Armoured Personnel Carrier—continued

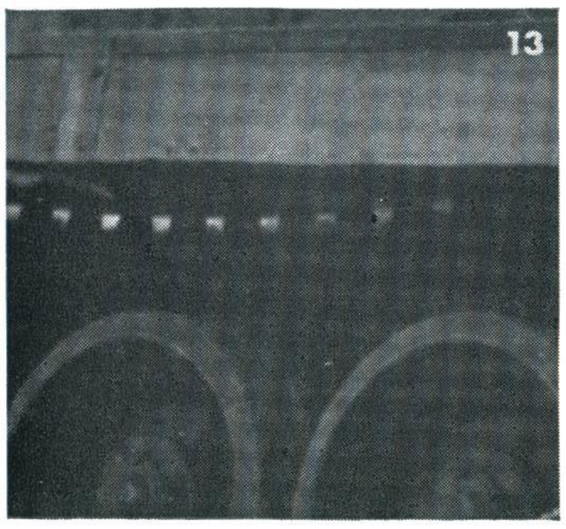
it also has shrouds covering the top run of the track and a trim vane hinged on the frontal plate, to improve its performance in water. However, it can swim only when a collapsible screen, which is carried on the superstructure roof, has been erected to provide additional buoyancy.

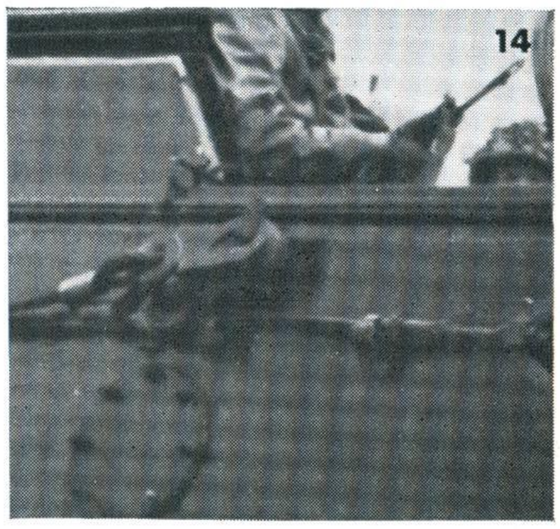
Other details which distinguish the F.V.432 from the U.S. carriers are a large circular hatch in the roof of the crew compartment and a side hinged rear door instead of a rear ramp. In keeping with our traffic rules the driver sits on the right and the engine is on his left whereas in the U.S. carriers the driver's station is on the left.

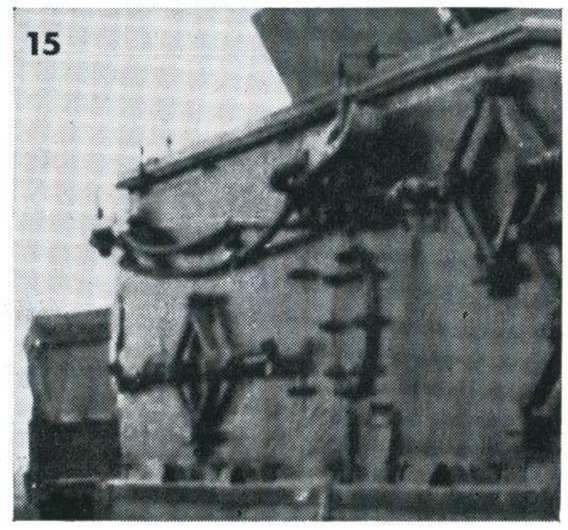
Mechanically the F.V.432 is similar to the Abbot 105-mm. self-propelled gun, which was featured in the February 1964 issue of the *Journal*. The two vehicles are, in fact, based on the same chassis and so they share the same tracks, running gear, transmission and other components.



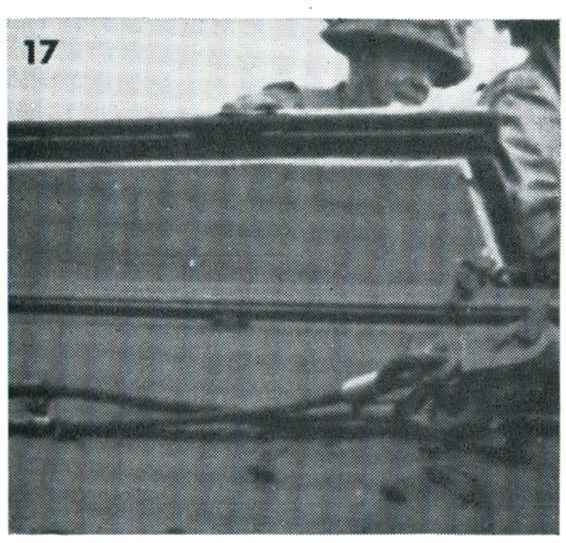


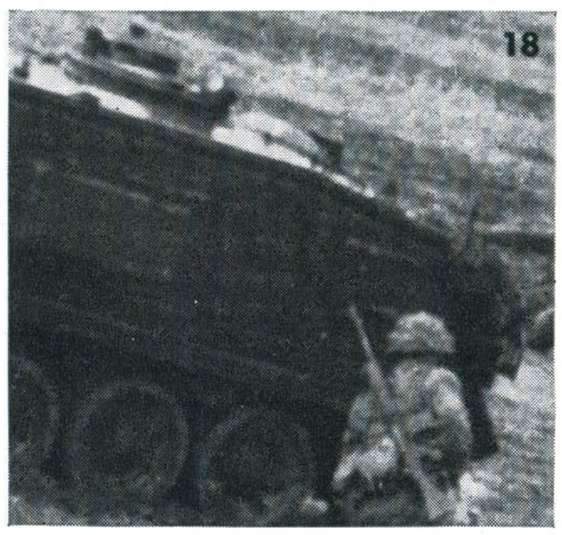


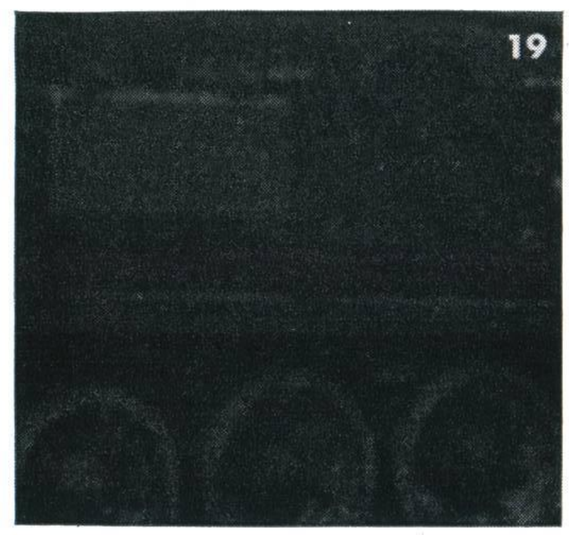


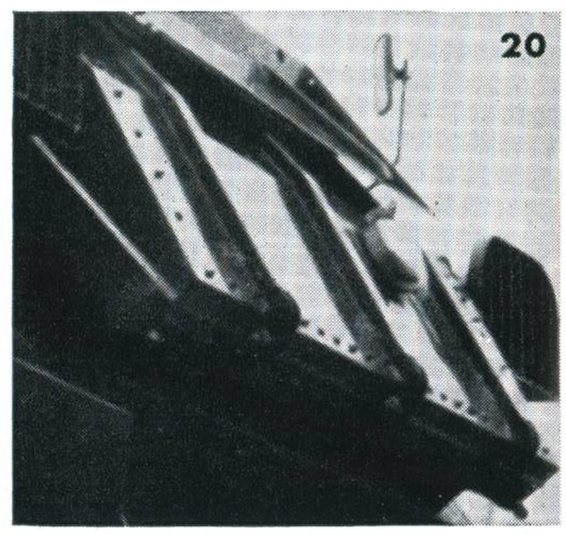


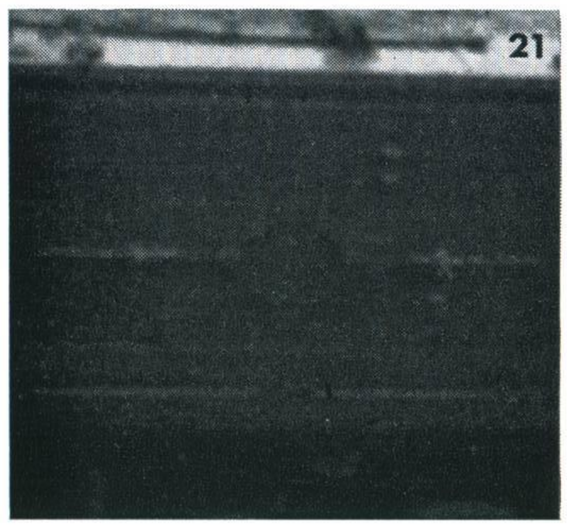






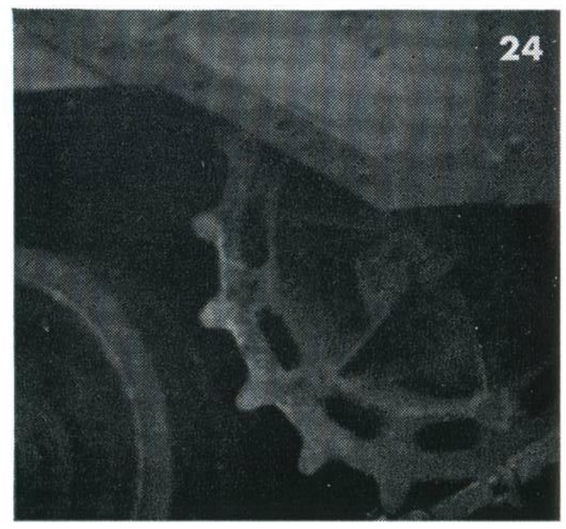








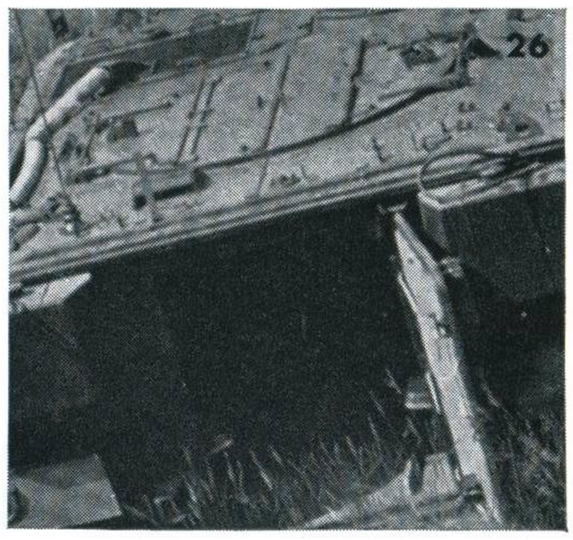


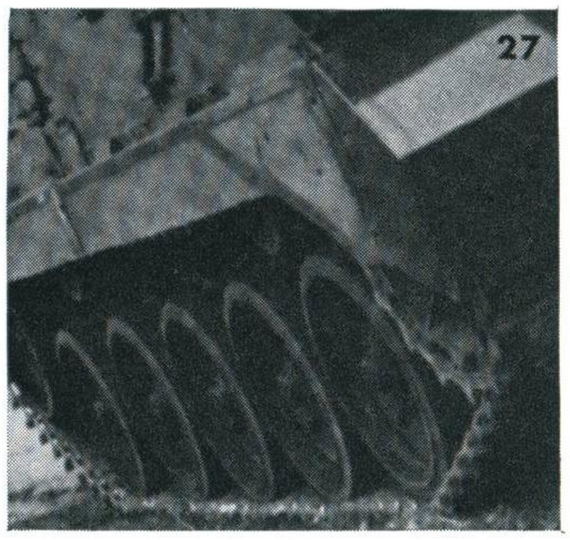


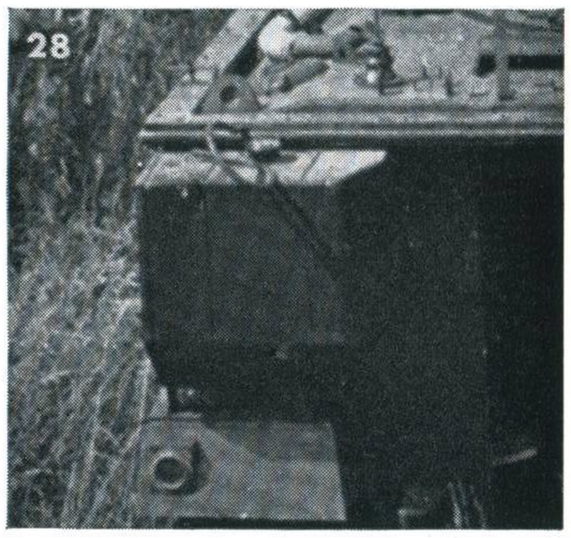




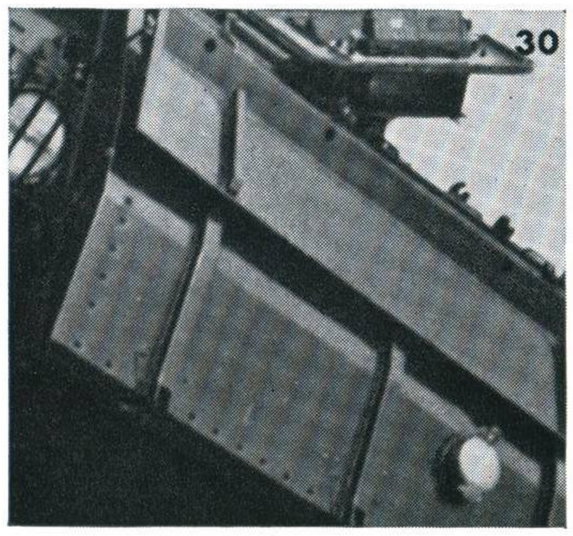
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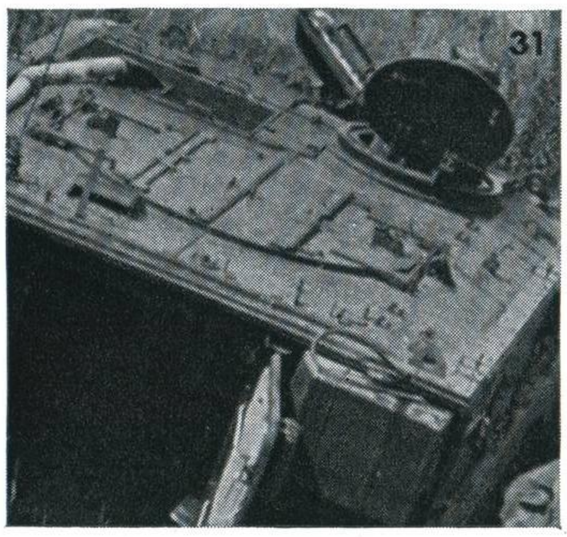


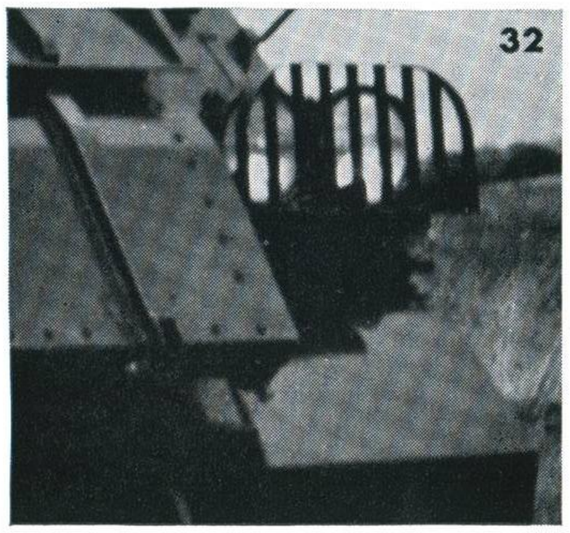




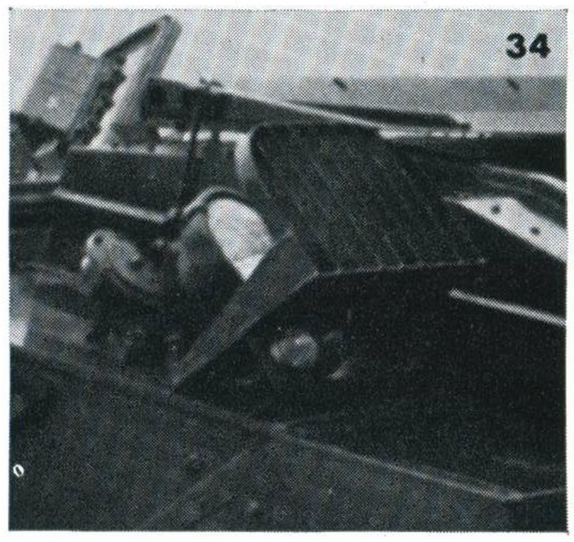
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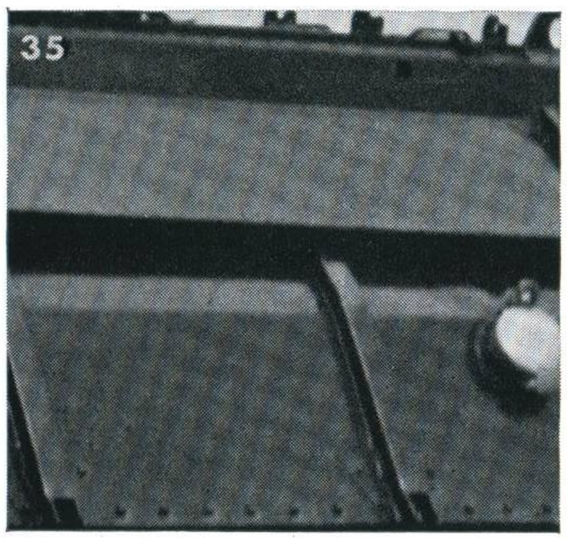


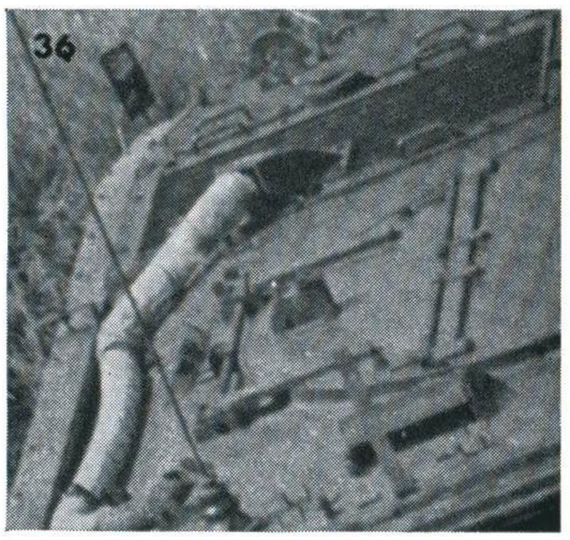




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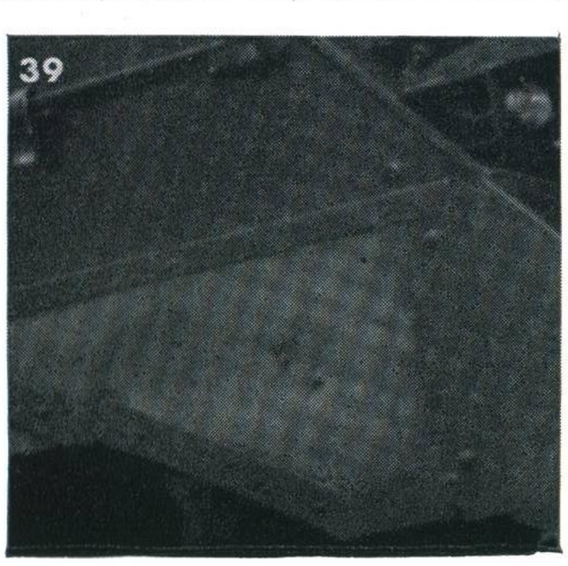


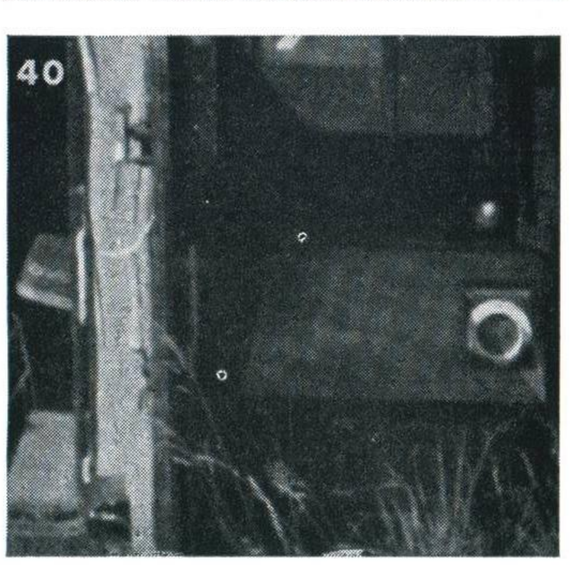


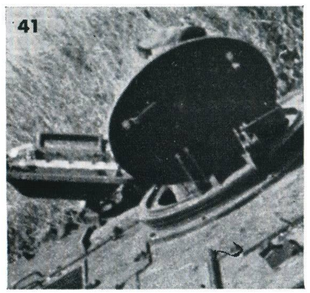


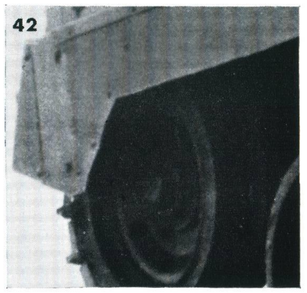
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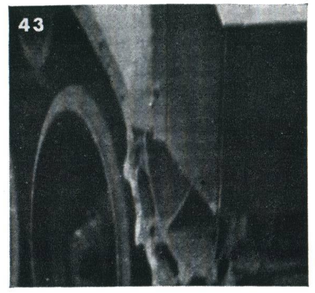


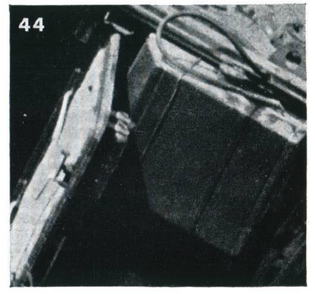




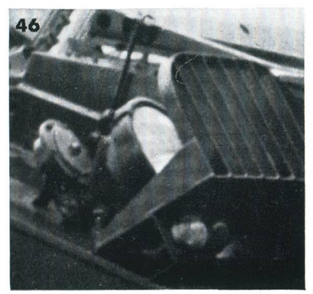


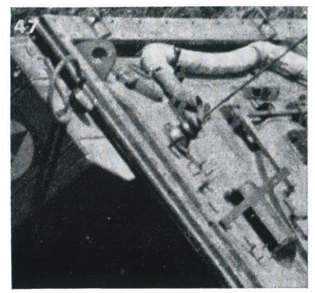


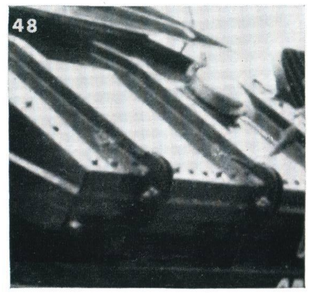






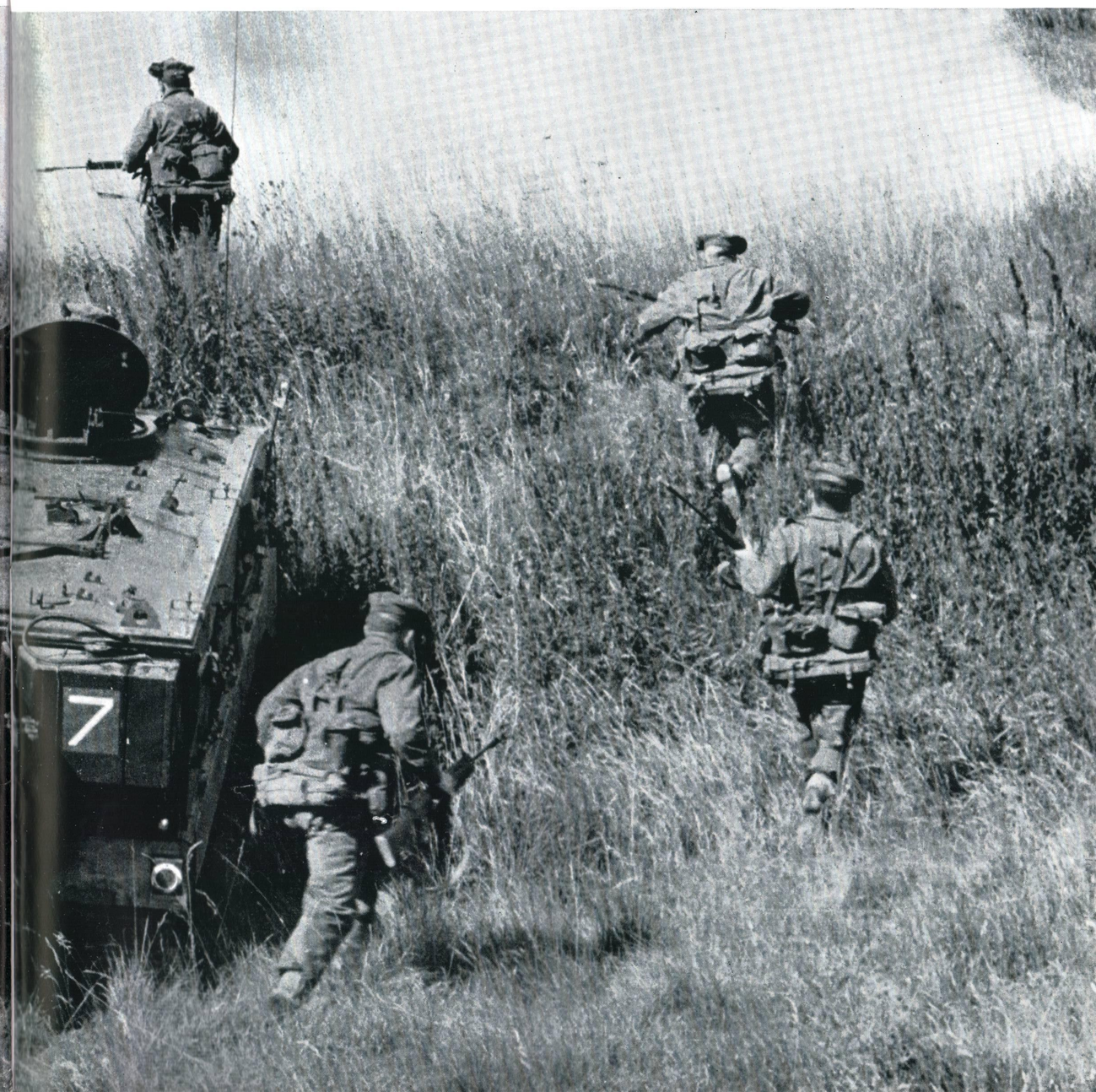






FV432 ARMOURED PERSONNEL CARRIER





SOLUTIONS TO TESTS AND EXERCISES IN THIS EDITION



Cover Photo: The Beagle 206R has become the Basset C.C.1 of the R.A.F.

Page 60 **NORD 260 SUPER BROUSSARD AND NORD 262**

1 Nord 262	11 Super Broussard	21 Nord 262
2 Super Broussard	12 Nord 262	22 Super Broussard
3 Nord 262	13 Super Broussard	23 Super Broussard
4 Super Broussard	14 Herald	24 Nord 262
5 Super Broussard	15 Nord 262	25 Nord 262
6 Super Broussard	16 Super Broussard	26 Super Broussard
7 Super Broussard	17 Nord 262	27 Nord 262
8 Nord 262	18 Super Broussard	28 Nord 262
9 Nord 262	19 Nord 262	29 Super Broussard
10 Super Broussard	20 Nord 262	30 Super Broussard

Page 62 **MANDRAKE**

All targets are of **Mandrake** except No. 13 which is a **Flashlight** and No. 46 which is a **Brewer** (or **Firebar**).

Page 64 **ONE-ELEVEN**

All targets are of **One-Eleven** except No. 7 which is a **Dominie** (**HS125**) and No. 21 which is a **Trident**.

Page 66 **SALISBURY CLASS (Type 61)—Aircraft-Direction Frigate**

All targets are of **Salisbury Class** aircraft-direction frigates except No. 11 which is a **Leopard Class** anti-aircraft frigate.

Page 70 **SHACKLETON**

1 Shackleton M.R.2	24 Shackleton M.R.3	48 Shackleton M.R.3
2 Shackleton M.R.2	25 Beverley C.1	49 Shackleton M.R.3
3 Shackleton M.R.2	26 Shackleton M.R.2	50 Shackleton M.R.3
4 Shackleton M.R.2	27 Shackleton M.R.3	51 Shackleton M.R.3
5 Shackleton M.R.2	28 Shackleton T.4	52 Shackleton M.R.3
6 Shackleton M.R.2	29 Shackleton M.R.3	53 Shackleton M.R.3
7 Shackleton M.R.3	30 Shackleton M.R.2	54 Sahara
8 Shackleton M.R.2 (left) and Shackleton M.R.3 (right)	31 Shackleton M.R.2	55 Shackleton M.R.3
	32 Shackleton M.R.3 (S.A.A.F.)	56 Shackleton M.R.3
9 Shackleton M.R.2	33 Shackleton T.4	57 Shackleton M.R.3
10 Shackleton M.R.3	34 Shackleton M.R.2	58 Shackleton M.R.3
11 Shackleton M.R.2	35 Shackleton M.R.2	59 Shackleton M.R.3
12 Shackleton M.R.2	36 Shackleton T.4	60 Shackleton M.R.3
13 Shackleton M.R.3	37 Shackleton M.R.3	61 Shackleton M.R.3
14 Shackleton M.R.2	38 Shackleton M.R.3	62 Shackleton M.R.3
15 Shackleton M.R.2	39 Shackleton M.R.2	63 Shackleton M.R.3
16 Shackleton M.R.2	40 Shackleton T.4	64 Shackleton M.R.3
17 Shackleton M.R.3s	41 Shackleton M.R.3	65 Shackleton M.R.3
18 Shackleton M.R.3	42 Shackleton M.R.3	66 Shackleton M.R.3
19 Shackleton M.R.2	43 Shackleton M.R.3	67 Shackleton M.R.3
20 Shackleton M.R.2	44 Shackleton M.R.3	68 Shackleton M.R.3
21 Shackleton M.R.3	45 Shackleton M.R.3	69 Shackleton M.R.3
22 Shackleton M.R.3	46 Shackleton M.R.3	70 Shackleton M.R.3
23 Shackleton T.4	47 Shackleton M.R.3	71 Shackleton M.R.3

Page 75 **SPOTTING TEST**

1 Wessex	12 Mustang	21 Buccaneer
2 Dominie	13 Beagle	22 F-104 Starfighter
3 F-101 Voodoo	14 Super Mystère	23 Victor
4 Belfast	15 Hastings	24 Beverley
5 A-1 Skyraider	16 EC-121 Super Constellation (Warning Star)	25 Albatross
6 Gnat		26 Skyray
7 F-102 Delta Dagger		27 Vanguard
8 Valiant	17 Herald	28 Widgeon
9 VC 10	18 Argosy	29 Bear
10 Hound	19 Fagot	30 T-28 Trojan
11 E-2 Hawkeye	20 Dove	

Page 76 **WARSHIP SPOTTING TEST NO. 6**

No. Class	Name (if known)	Type	Nationality
1 Sverdlov	—	Light Cruiser	Russian
2 Blackwood	H.M.S. Pellew	Anti-submarine Frigate	British
3 Ham	—	Inshore Minesweeper	British
4 Riga	—	Frigate	Russian
5 Ton	H.M.S. Coniston	Coastal Minesweeper	British
6 County	H.M.S. Devonshire	Guided Missile Armed Destroyer	British
7 Salisbury*	H.M.S. Salisbury	Aircraft-Direction Frigate	British
8 Later Tide	R.F.A. Tidespring	Fast Fleet Replenishment Tanker	British
9 Sverdlov	—	Light Cruiser	Russian
10 Ton	—	Coastal Minesweeper	British
11 Salisbury*	—	Aircraft-Direction Frigate	British
12 Converted Gearing	U.S.S. Basilone	Destroyer	American
13 Sverdlov	—	Light Cruiser	Russian
14 Daring	H.M.S. Diamond	Destroyer	British
15 Tiger	H.M.S. Lion	Cruiser	British
16 Northampton	U.S.S. Northampton	Command Ship	American
17 Porpoise	H.M.S. Finwhale	Submarine	British
18 Sverdlov	—	Light Cruiser	Russian
19 Kotlin	—	Destroyer	Russian
20 Battle	H.M.S. Barrosa	Fleet Radar Picket Destroyer	British
21 Tribal	H.M.S. Tartar	General Purpose Frigate	British
22 Skoryi	—	Destroyer	Russian
23 Tiger	H.M.S. Lion	Cruiser	British
24 County	H.M.S. Hampshire	Guided Missile Armed Destroyer	British
25 Later Tide	R.F.A. Tidespring	Fast Fleet Replenishment Tanker	British
26 Sverdlov	Aleksandr Suvorov	Light Cruiser	Russian
27 Tre Kronor	Gota Lejon	Cruiser	Swedish
28 Ton	—	Coastal Minesweeper	British
29 Ley	H.M.S. Chailey	Inshore Minesweeper	British
30 Skoryi	—	Destroyer	Russian

* Although Salisbury herself now has a solid mast these photographs are suitable for some of the class.

Page 78 **FV432 ARMOURED PERSONNEL CARRIER**

All targets are of the **FV432** except Nos. 7, 22 and 29 which are of the **M113.**

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