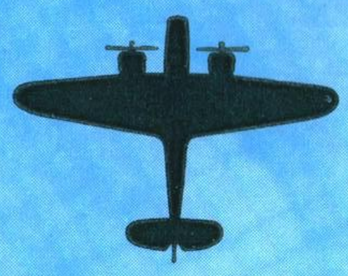
JOINT SERVICES

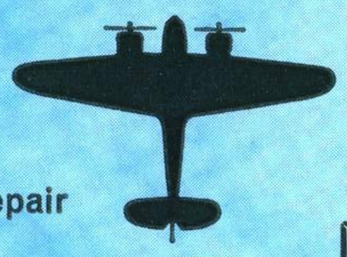
RECOGNITION *Journal*



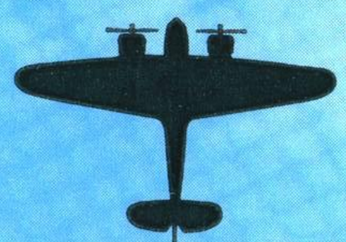
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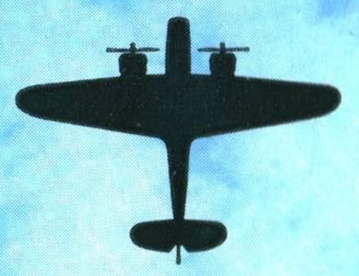
L4852 15.5.40
Shot down by Hurricane
in France.



L8679 9.8.40
Damaged beyond repair
by British A.A.



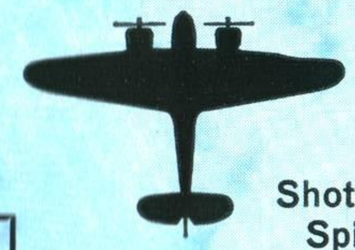
L1512 3.9.40
Shot down by Hurricane
1 killed



N6168 15.5.40
Shot down by Hurricane
in France.

The Cost of Mis-identification on One Type of Service Aircraft Only—1939–1943

Mike Henry (see opposite) flew Blenheims in the early part of the last war. He had good reason to be in deadly earnest about identification training and indeed apprehensive of others for here is represented the cost in one type of service aircraft alone due to the lack of proper identity training.



L9395 18.5.40
Shot down by Hurricane.
3 killed



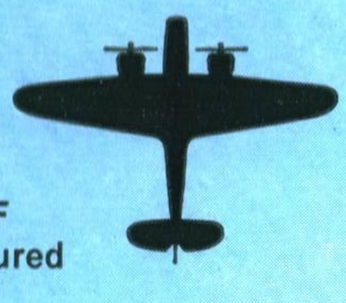
L6610 15.8.40
Shot up and wrecked by
Spitfire. Pilot injured



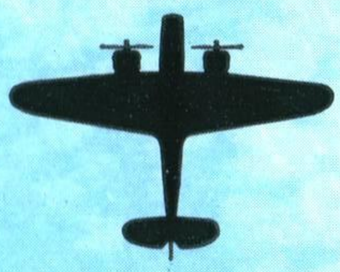
L6637 13.10.40
Shot down by Hurricane.
3 killed



T1804 24.8.40
Shot down by Hurricane.
2 killed



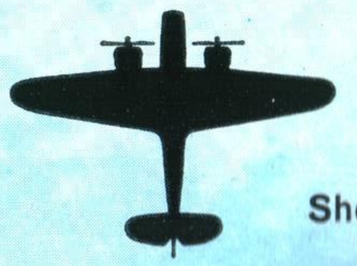
Z9550 9.8.41
Shot down by RAF
fighters. 2 killed, 1 injured



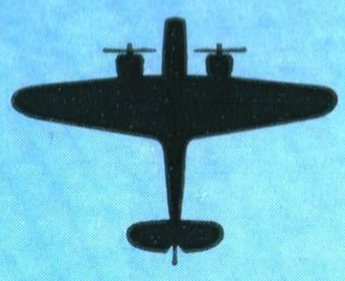
T2057 26.10.40
Shot down by RAF
fighters. 3 injured



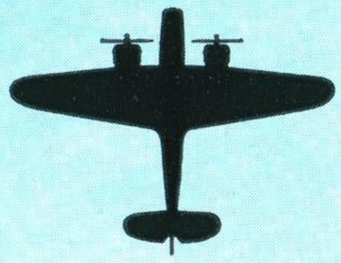
K7135 13.10.40
Wrecked when shot up by
Hurricane. Crew escaped



N3617 9.12.40
Shot down by fire from
British Convoy



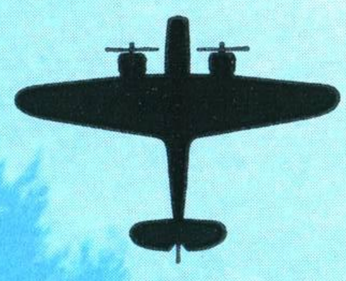
T2435 22.1.41
Shot down by British
coastal A.A. 3 killed



V5755 28.6.41
Shot down by A.A.
4 killed



Z7589 30.11.41
Shot down by A.A. in
West Africa. 4 killed



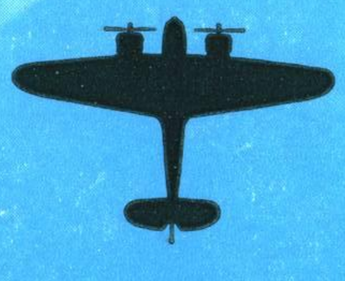
T2115 4.2.41
Shot down by Hurricane
in Middle East.



V5568 27.5.42
Shot down by Whirlwinds.
3 killed



T2324 15.11.41
Shot down over Wetherby.
1 killed



L1243 28.12.41
Shot down by British A.A.
in Far East. 2 killed



Z7627 3.3.42
Shot down by Hurricane.
3 killed

In addition to these Blenheim 1 (short nosed) and IV (long nosed) aircraft written off, 19 were in addition damaged by being fired upon in error and put temporarily out of action. The total number of aircrew killed and injured by mis-identification on this type of aircraft alone is represented below:

7 Injured



32 Killed



JUNE 1965 Vol. 20 No. 6

JOINT SERVICES

RECOGNITION JOURNAL

The *Joint Services Recognition Journal* is a monthly publication produced by the Directorate of Flying Training (R.A.F.), the Ministry of Defence, and prepared in collaboration with the Admiralty Board, the Army Department and the Ministry of Aviation (Air Technical Publications). Applications for copies can only be accepted from the Services or other official bodies, and must be submitted through the normal official publications supply channels—**not** to the Editorial Office or direct to the Ministry of Defence.

The Journal is produced solely for official use and can not be sold to members of the public. Contributions and correspondence should be addressed to the Editor, *Joint Services Recognition Journal*, Ministry of Defence, Old War Office Building, Whitehall, London, S.W.1.

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** Identification Lessons*

Half in Jest—Totally in Earnest

Identification is a vitally important function and while in peacetime the formal approach to a restricted area by "Halt! Who Goes There?" may by familiarity tend to breed contempt, it is nevertheless in deadly earnest.

During the last war when identification was put to the test, it often failed—yes, failed. This is epitomised by Mike Henry, DFC, in his book *Air Gunner* recently published.* Writing in his breezy and interesting style, as if half in jest, he is none the less in deadly earnest when he writes of his training at No. 13 Operational Training Unit, Bicester.

"The subjects we had already broached were extended in scope and some put into practice. Aircraft recognition, for instance, was and rightly so, considered as important as being able to pull the trigger. For those who couldn't tell the difference between a Messerschmitt 109 and a No. 14 bus, there would be little future. A great pity that some of the trigger-happy Army and Navy chaps didn't make a more thorough study of the subject. They were not, it seemed, able to tell the difference between a Blenheim and a Ju 88, nor could some of them spot the different features of a Me 109 and a Spitfire. With regard to the Army (Brown jobs we called 'em), we lost a couple of aircraft to the shore batteries on the East Anglian Coast when the 'phoney war' turned into the real thing in the Autumn of 1940. They would, doubtless, clamber on their sandbags to cheer us on our way as we headed east in the twilight but for some inexplicable reason, they tried like hell to prevent us crossing our own coast on return. It was later established that some of these gun crews were Polish. It was, therefore, understandable for them to be eager to avenge the ravage of their country, but not too eager.

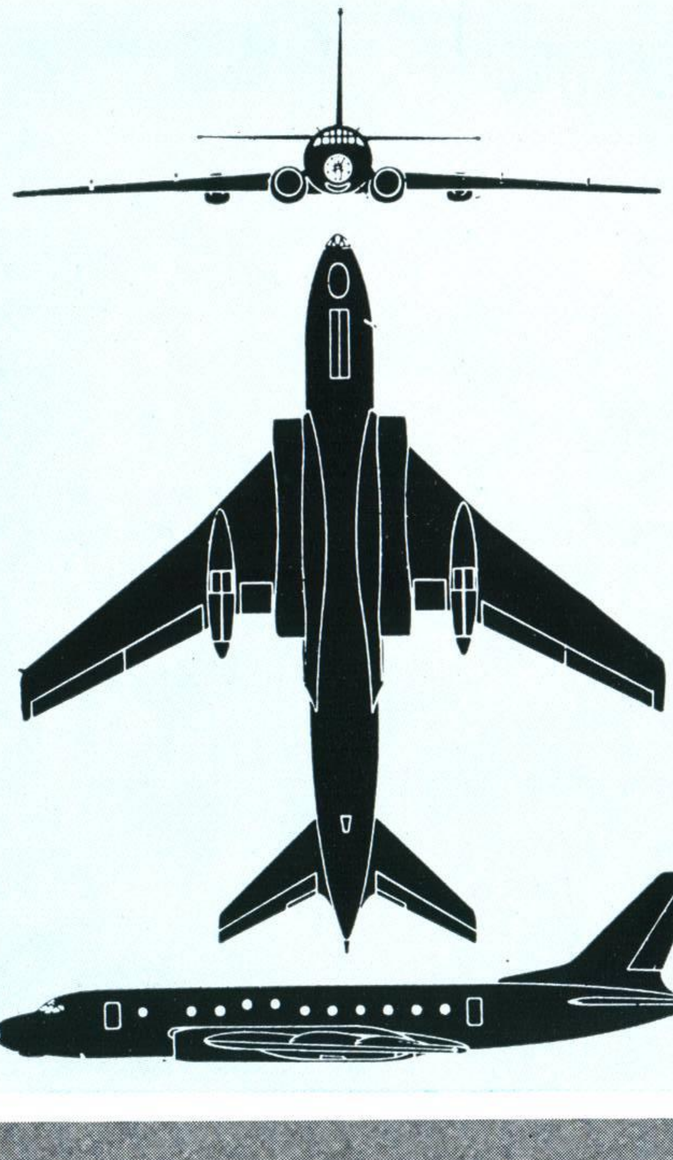
"As for the Navy, their escort vessels to the convoys hugging the east coast of England, gave us many a 'hairey' moment and their trigger fingers remained in a state of itchiness throughout the war. In fact I was told that *Warspite* bagged fourteen Allied aircraft on D-Day! However, all three services were guilty, at some time or other, of fallibility. Take the case of the best-aimed stick of bombs on a major British seaport. It fell from the belly of an RAF Whitley whose crew had, in bad weather, flown a 'blue-on-red' course from their east-coast base. Quite probably they unloaded when the ground defences of that great port had let loose. There were many such blunders, particularly after D-Day when the rapid advance of our own front lines caused unfortunate, but only human, errors of judgement.

"A tremendous pity that the three services had to wait for the major North African campaign in order to prove how imperative it was for each of them to know what the other was about. Petty jealousies and inter-service bickering should have been swept aside from the word go. In combat the air gunner's primary responsibility was that of protecting his crew and aircraft against the machinations of enemy aircraft. Naturally, in order to do this, he had to be able to shoot straight as well as knowing whether it was 'one of theirs or ours'."

The report, incidentally, against the *Warspite* was unfounded, but the Navy was responsible for shooting down a large number of allied aircraft in error which, apart from the direct loss, produced such damaging rumours as this. The chances—and hopes—today are, that there may be no repetition of airwar on the scale of that experienced in World War II. Yet, even in localised "affairs" that break out from time to time, the need to identify must be reckoned as a vital part of training. Clearly, no one can train in advance to cover all possible aircraft or ships or tanks he is going to meet; but he can at least learn some and, more important, how to train expeditiously in case the need should arise.

* G. T. Foulis & Co. Price 25/- illustrated.





COOKPOT

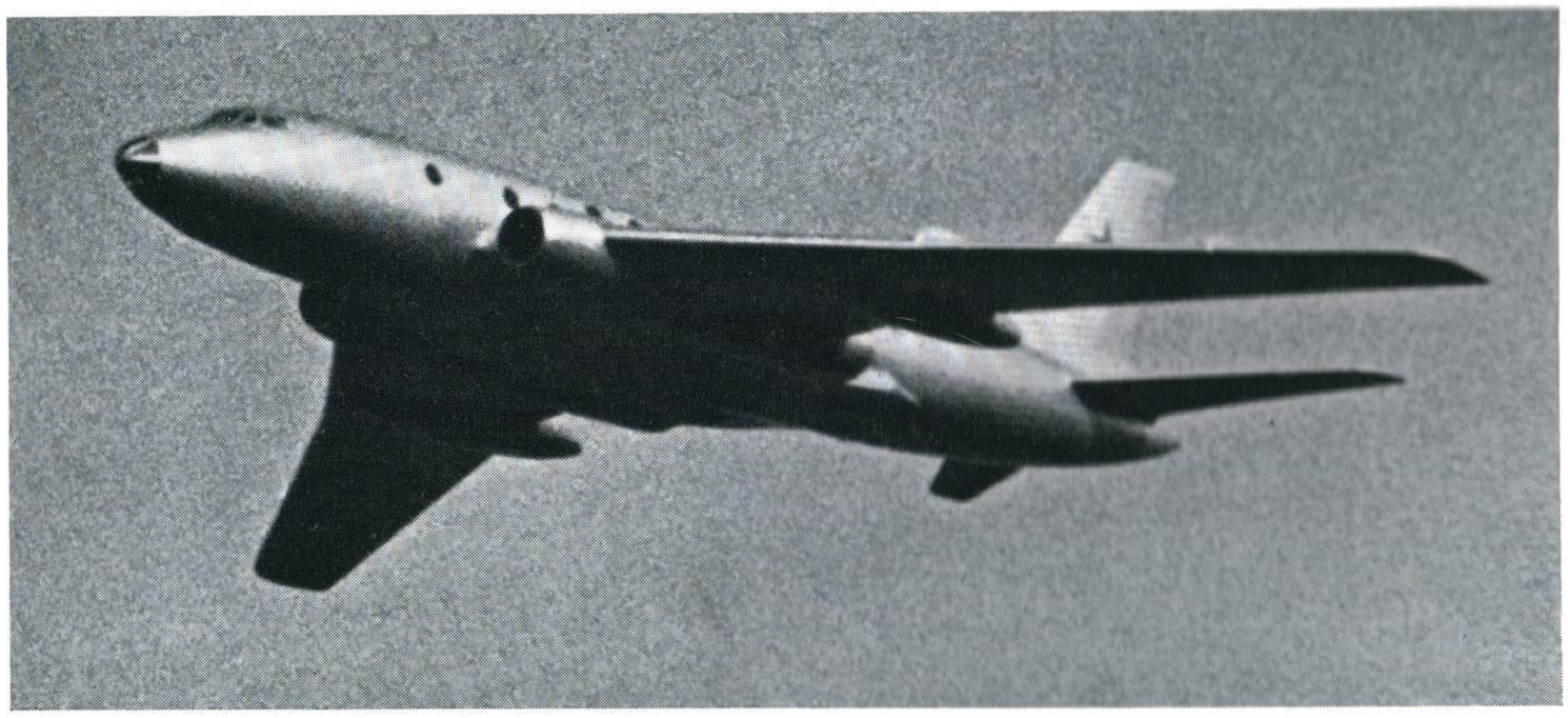
Used by Aeroflot, chiefly on Soviet internal routes at present, the Tu-124 Cookpot is a scaled-down version of the Tu-104 Camel (see June 1964 edition).

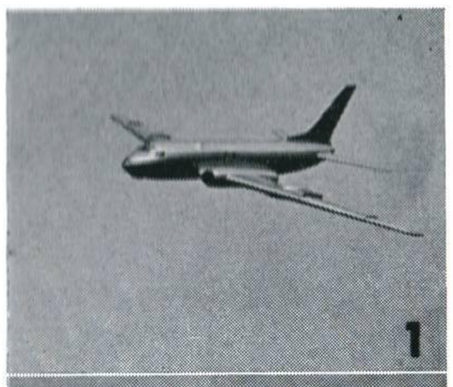
Although based on the Camel's configuration, the Cookpot has a relatively shorter nose and in close views the size of the window parts relative to the structure are indicative. To make this lesson effective, work strictly to the instructions on page 167.

Cookpot is apparently scheduled as a jet-replacement for Crate and may well be exported. A new rear-jet version, known as Crusty, is already flying.

Span: 84 feet

Solutions on the cover

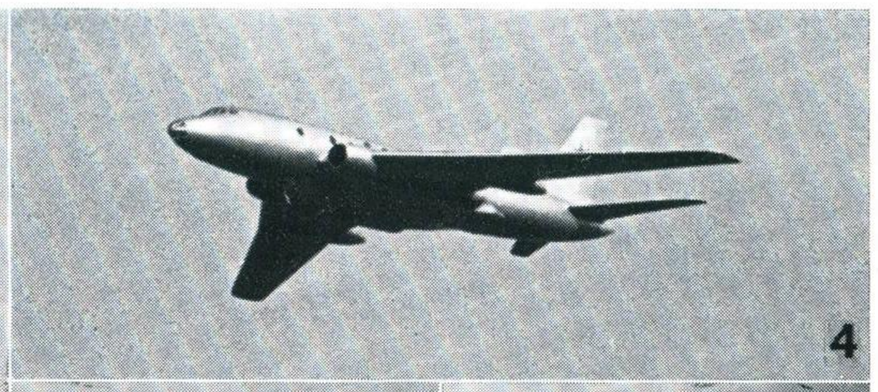







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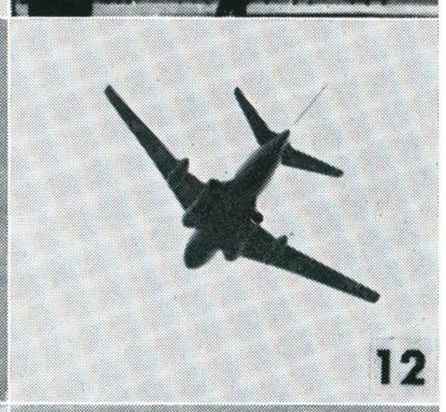

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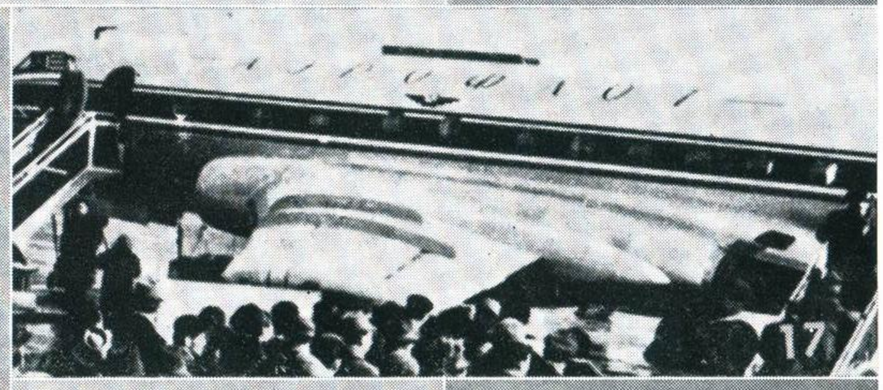

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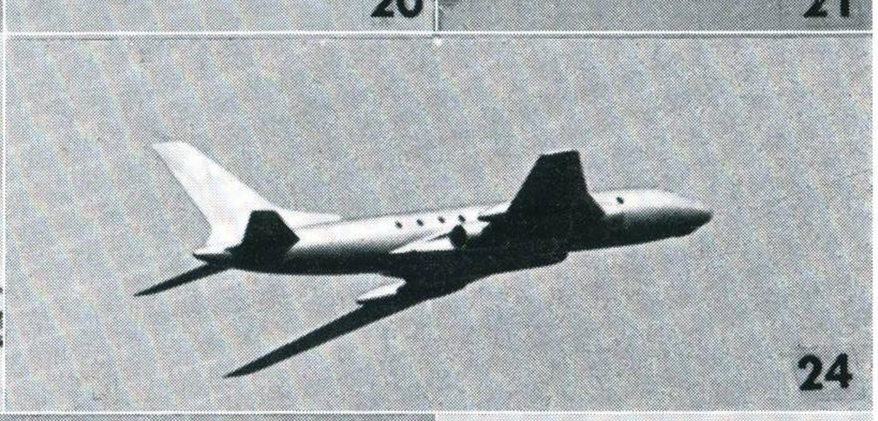

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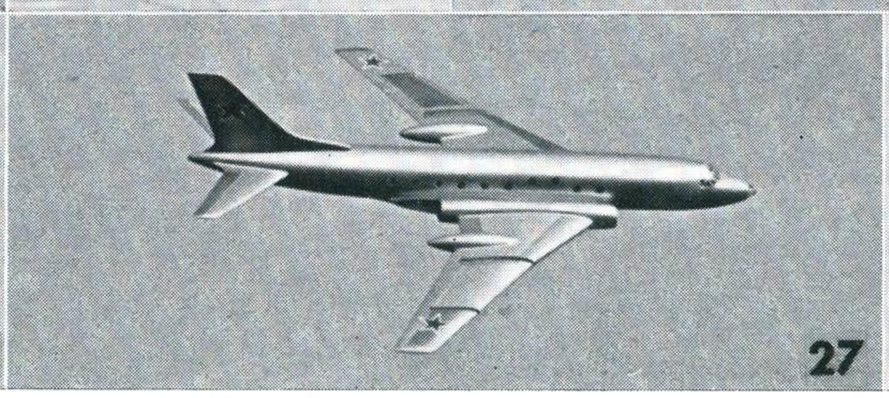

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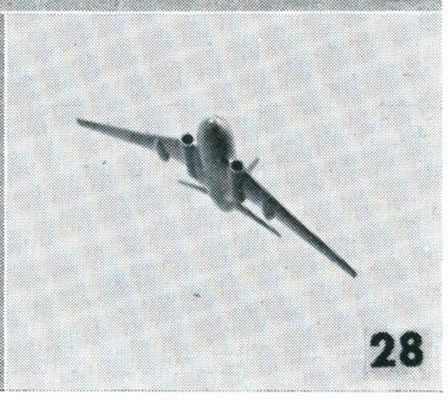

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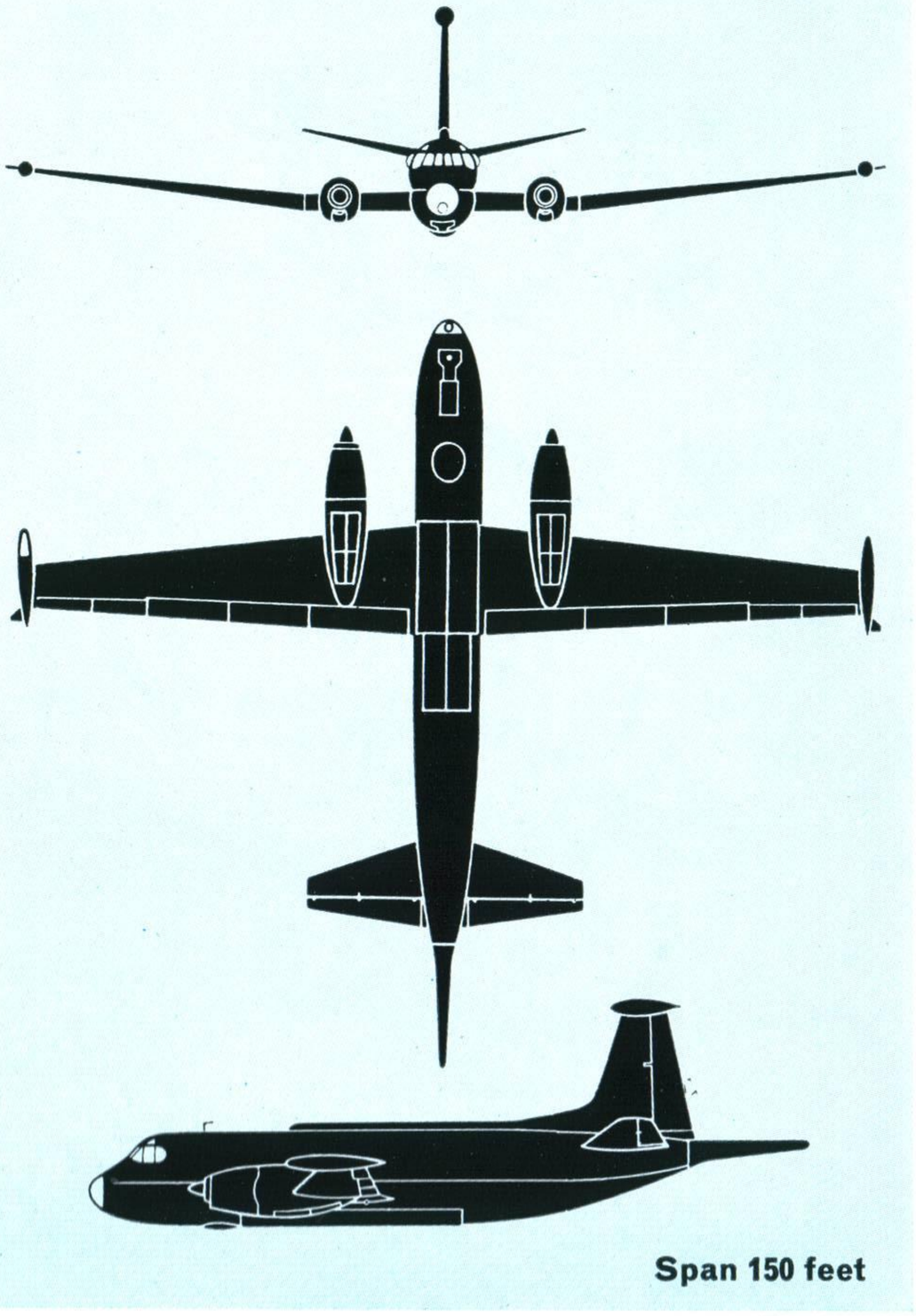

28



ATLANTIC

The Breguet 1150, designed to supersede the Neptune in a maritime reconnaissance role, is aptly named Atlantic. Sponsored by NATO, it is being built in France, Western Germany, Belgium and Holland for the French Navy and the Federal German Republic and is expected in service this year. It is powered by European-built Rolls-Royce Tyne engines.

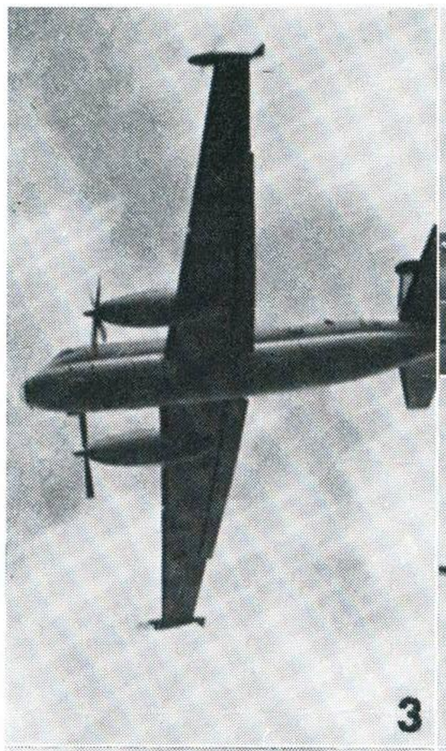
Due to its large "double-bubble type" fuselage permitting weapons to be carried internally, the only variable feature is a radome under the forward fuselage, shown retracted in the silhouette view and fully extended in the key view overleaf.



Span 150 feet



June 1965


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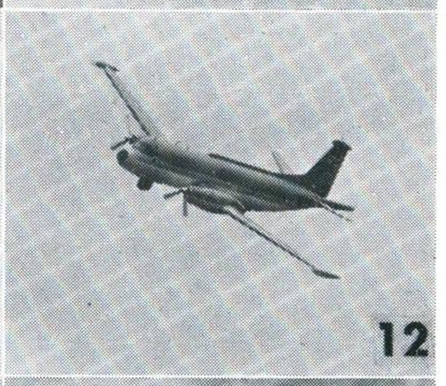

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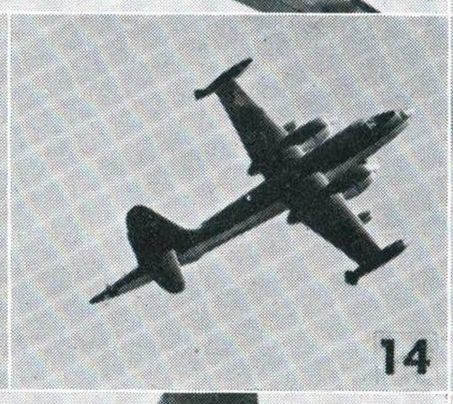
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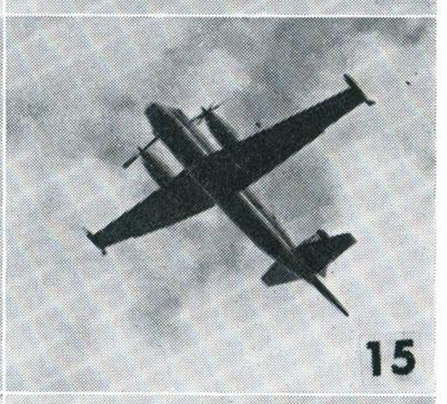

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Train to the instructions on page 167 and when observing the key view opposite it should be noted that the port and starboard wingtips are not identical; the starboard tip, although modelled to the same shape, houses a searchlight and its transparent cover may be lost against a sky background.


13

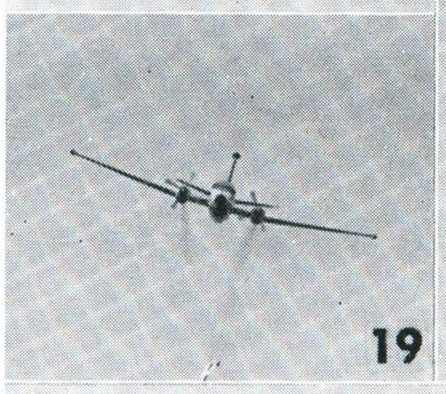

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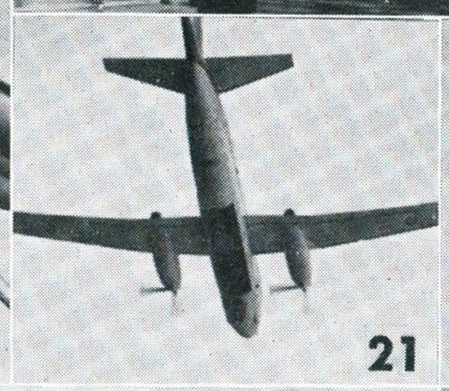

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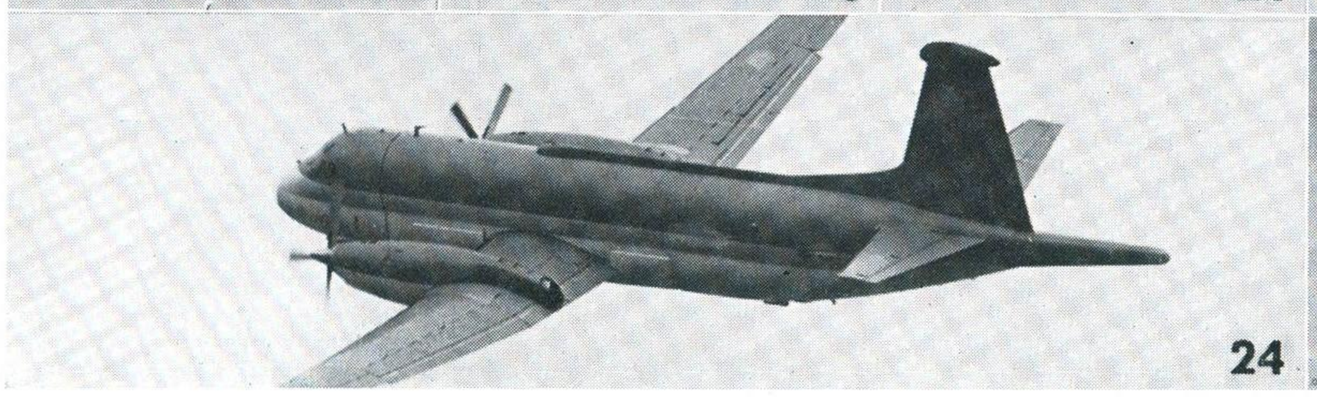

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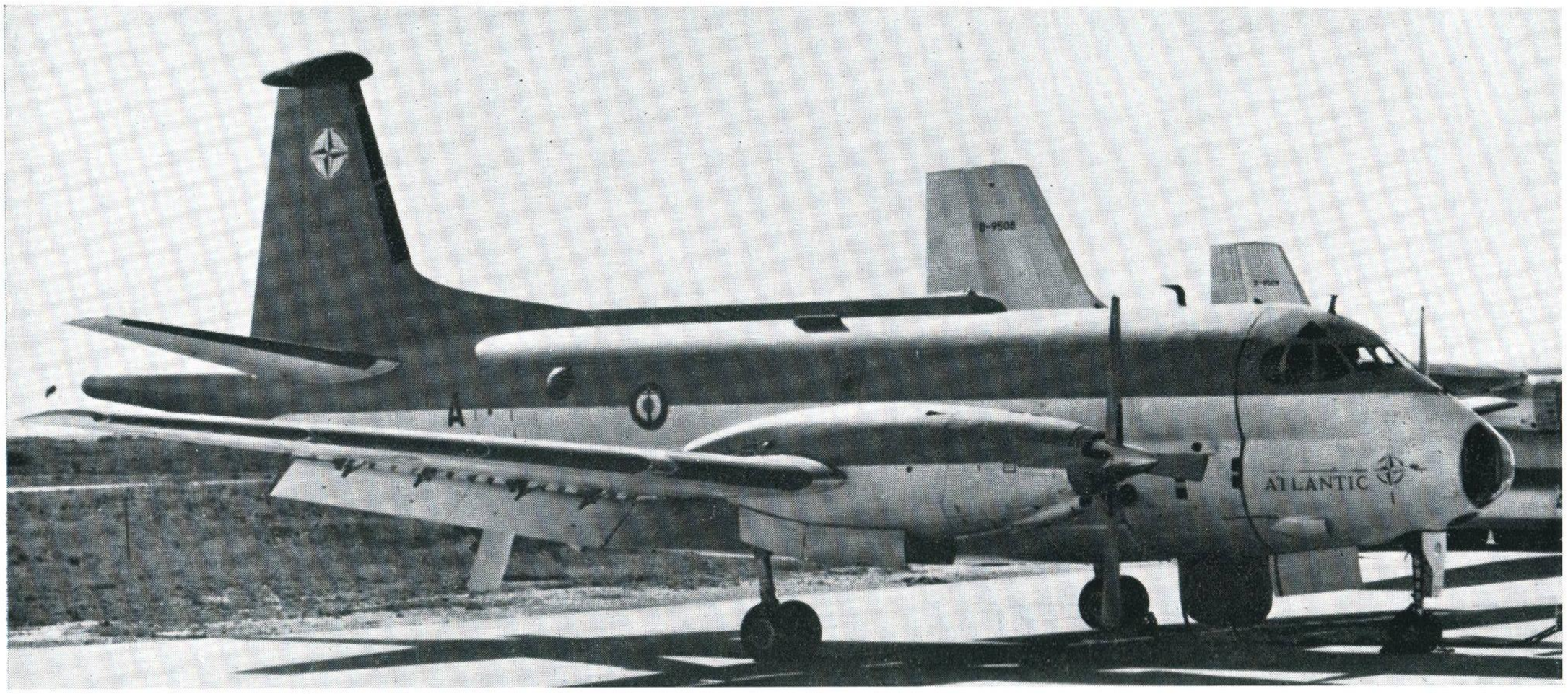

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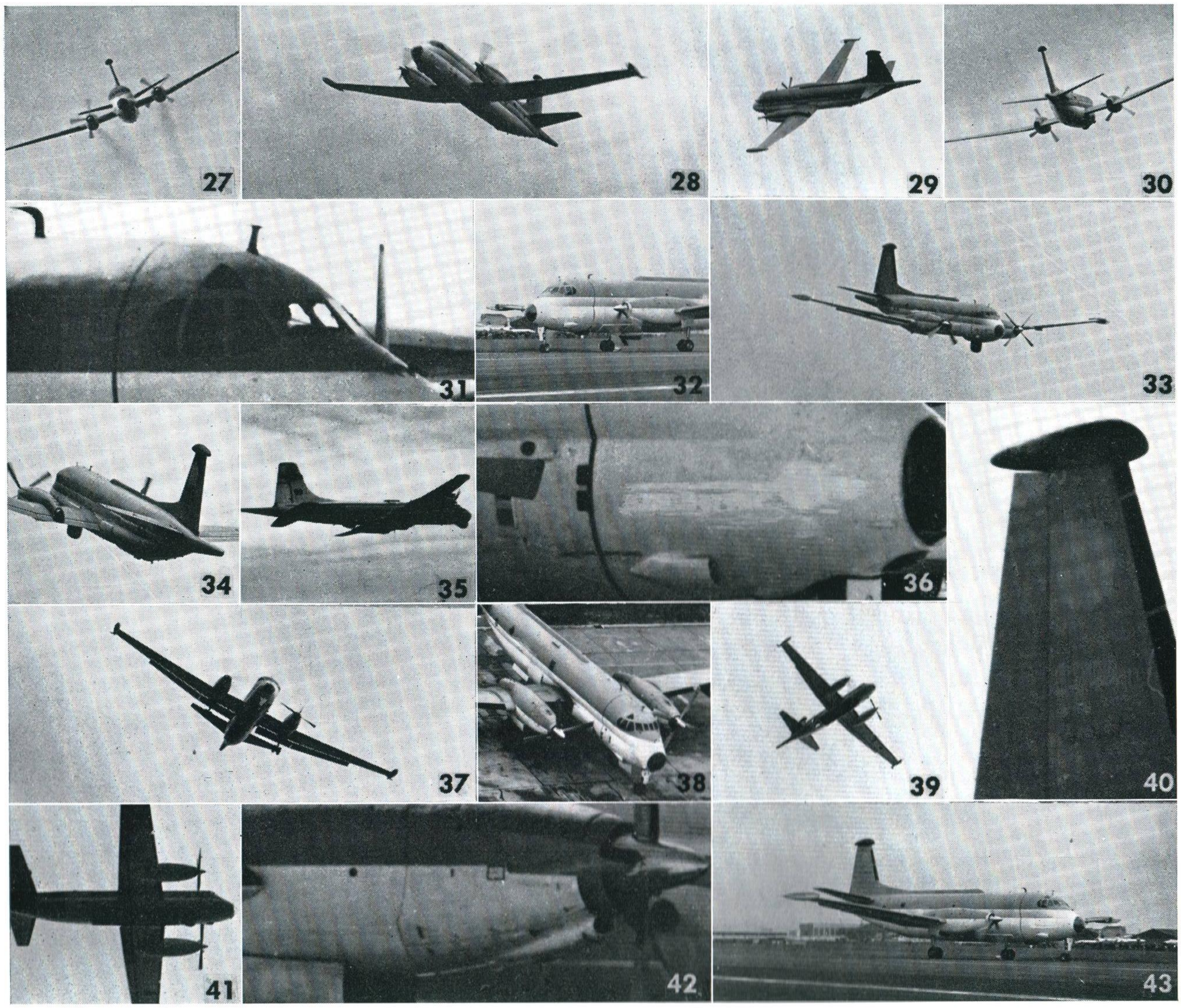

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Continued overleaf . . .

. . . continued from previous page



The first prototype, re-modelled for equipment trials, has plain wingtips and shorter fuselage but is otherwise characteristic. It is shown here to display the radome fully retracted. The second prototype crashed and the third, to production standard, is used for the other key photo views in this lesson.



BRIEFS

ITEMS OF NEWS AND INTEREST TO AID IDENTIFICATION



Lockheed's Hercules replacement, the **C-141 Starlifter**, has been ordered for U.S.A.F. service by the end of next year.



The American equivalent to the British One-Eleven, the **Douglas DC-9** short-to-medium range jet transport.



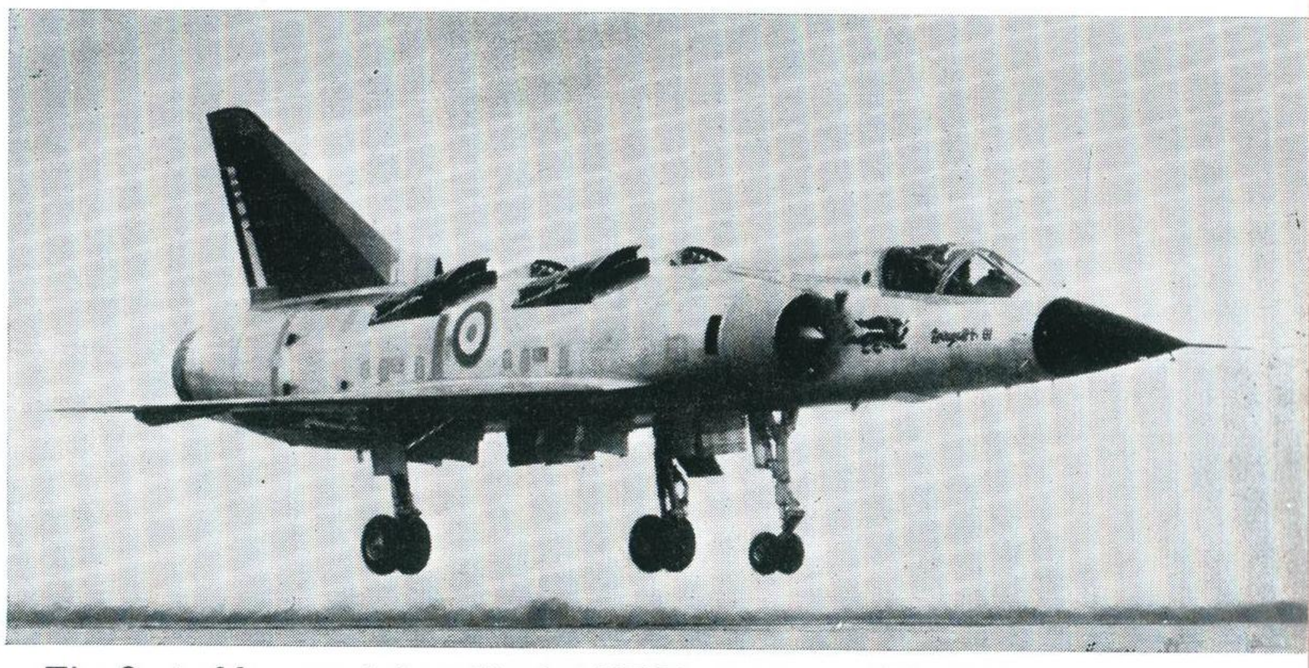
A new agricultural aircraft the Cessna **Agwagon** which first flew in February this year.



The first of the production **Cessna 411** executive aircraft which went into full scale production this year.



After a demonstration tour in the U.S.A. the **Breguet 941** STOL freighter is being prepared for further tours in Europe.

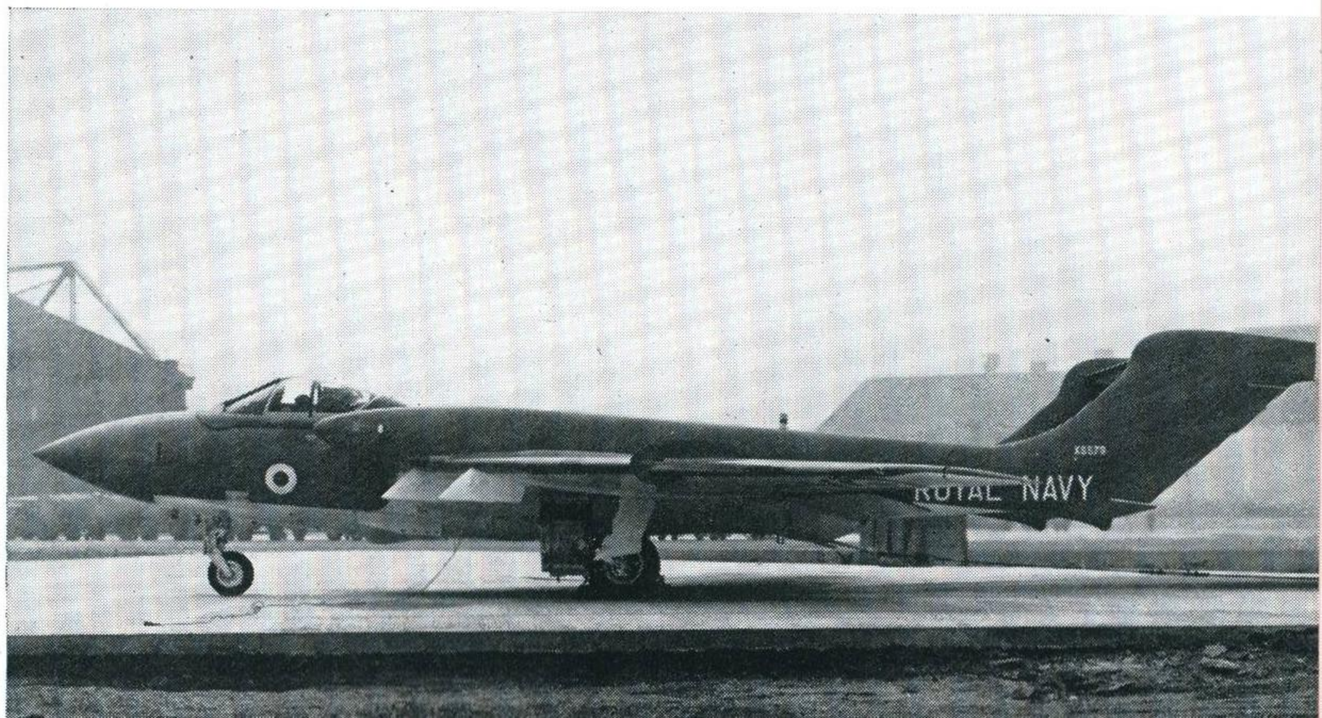


The first of four prototype Mach 2 VTOL versions of the Mirage III, known as the **Mirage III V.**

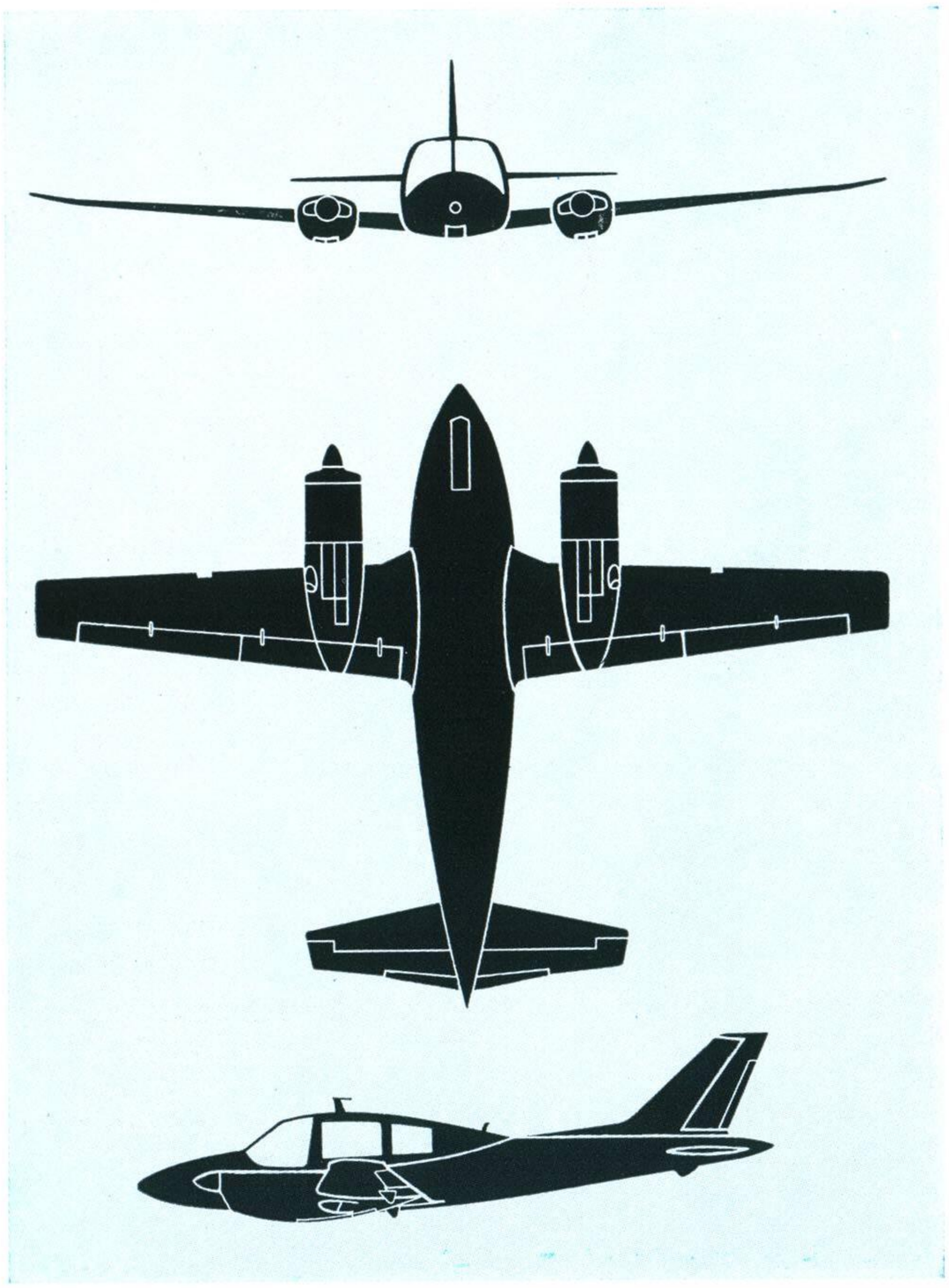
Subject of a forthcoming lesson, the **Dominie T.1** (below) service navigation trainer version of the HS125.



Deeper tail booms, containing fuel, which extend forward of the wings, are features of the **Sea Vixen FAW 2** (below).







BASSET

The name Basset has been given to the R.A.F.'s new light transport which, by virtue of its cargo and communications role as part-replacement for the Anson becomes the Basset C.C.1. It is the military version of the Beagle B206 civil light transport, accommodating five to eight persons.

Beagle's B206 series included the short-winged prototype B206X, the B206Y pre-production commercial standard as shown overleaf, the two military trials aircraft B206Z1 and B206Z2 for the Ministry of Aviation which are intermediate to the twenty B206R R.A.F. production models to the standard in the key photo above.

Although Basset is the name only for the B206R version, it is acceptable for all Beagle B206 versions in operational reporting, since the basic configuration remains the same, excepting the single B206X prototype. A new commercial B206S version with a baggage compartment extending the engine nacelles aft of the wings will be dealt with separately when it comes into general use.

You are required, working to instructions on page 167, to classify this pack of Beagles as Bassets for all Beagle B206 variants—or otherwise if, as we plan you should, find strangers in the pack.

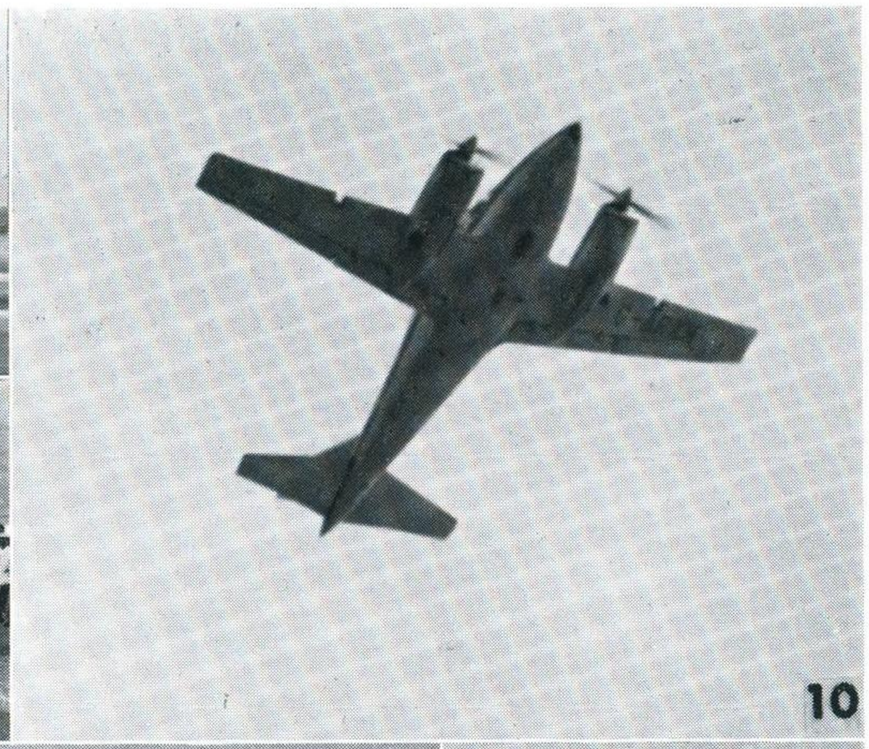
Span 46 feet

Solutions on the cover




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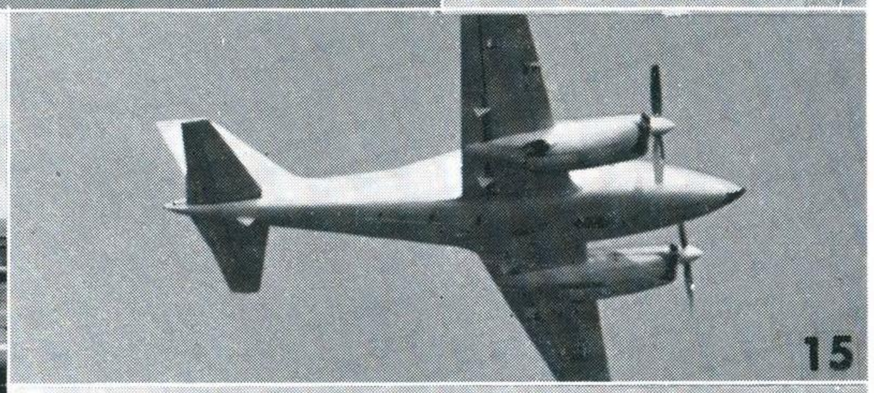

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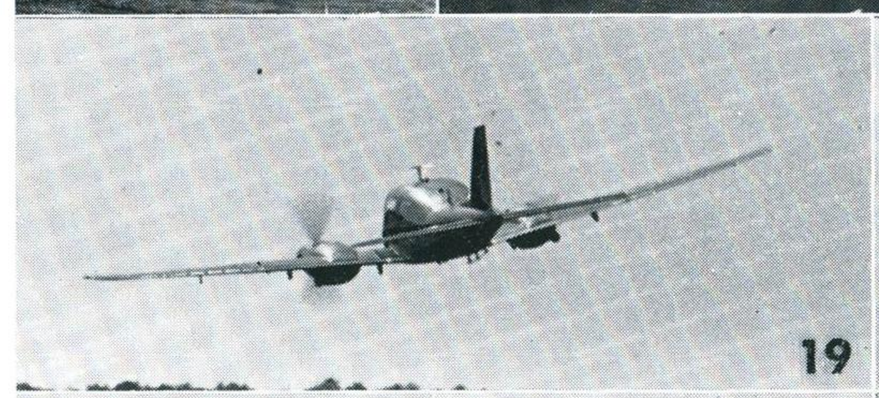

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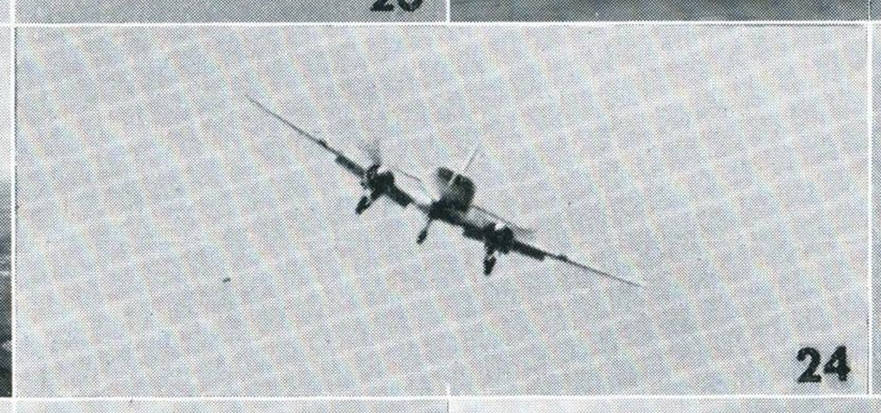

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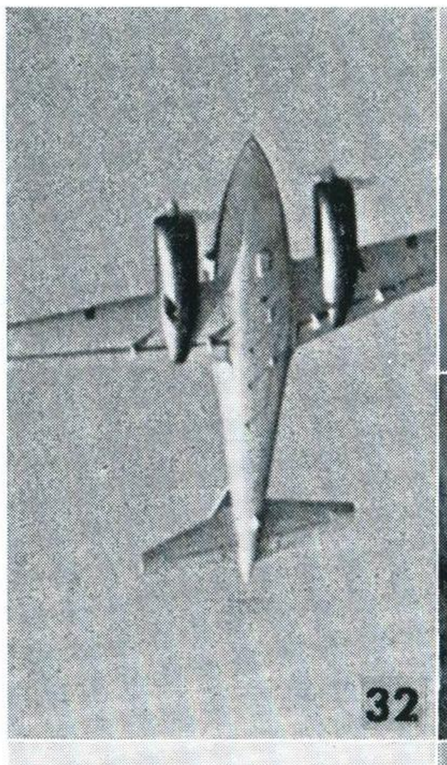

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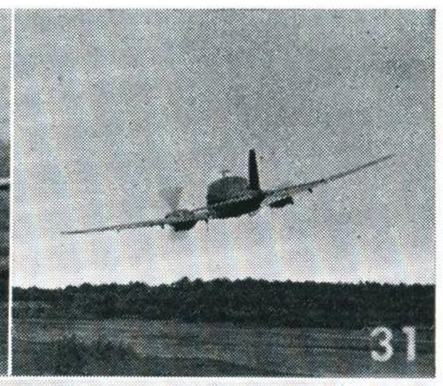
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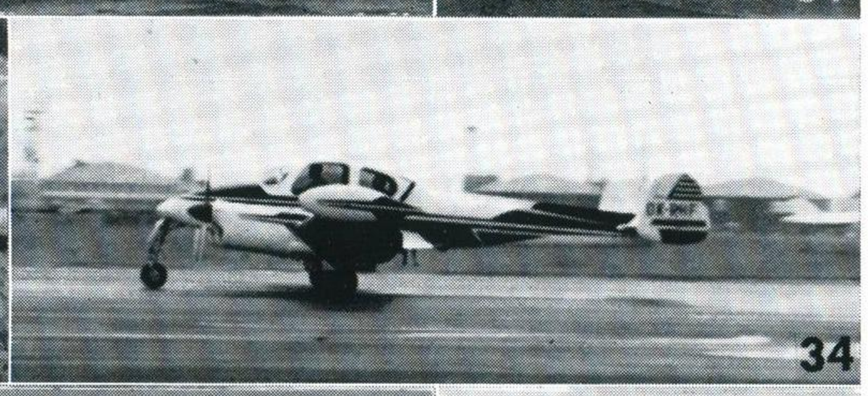

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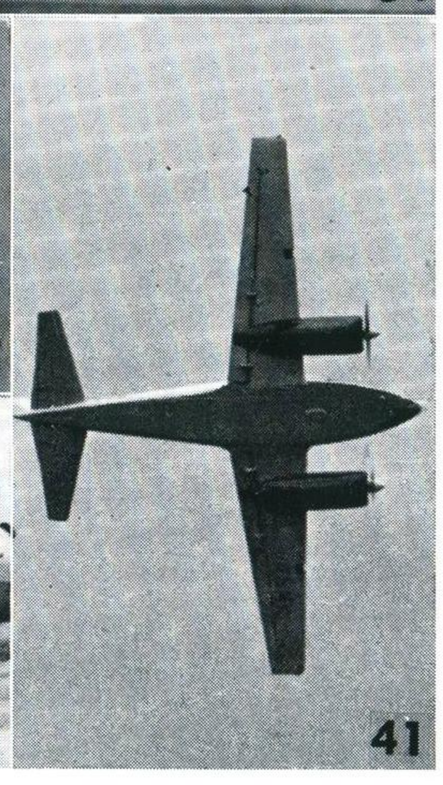

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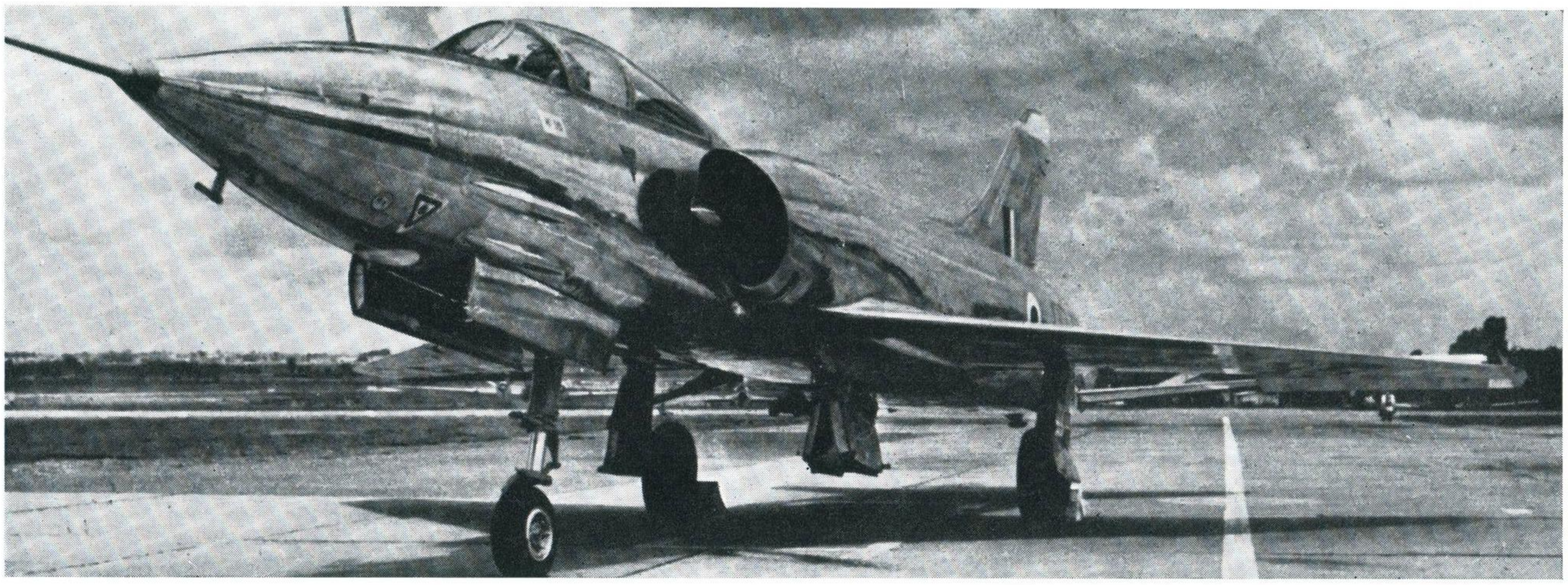

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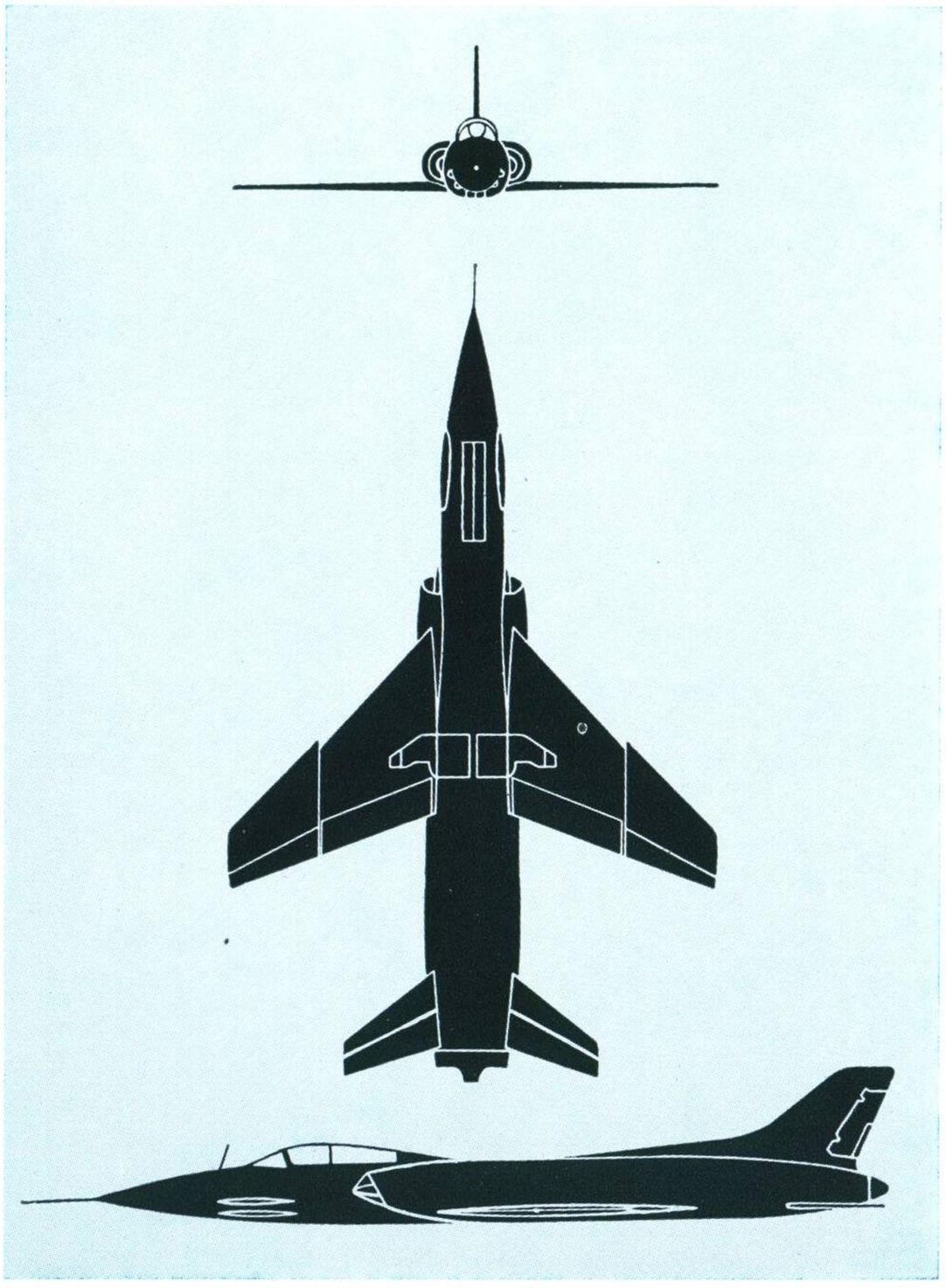

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Below: This B206Y pre-production model is typical of the production B206C commercial version.





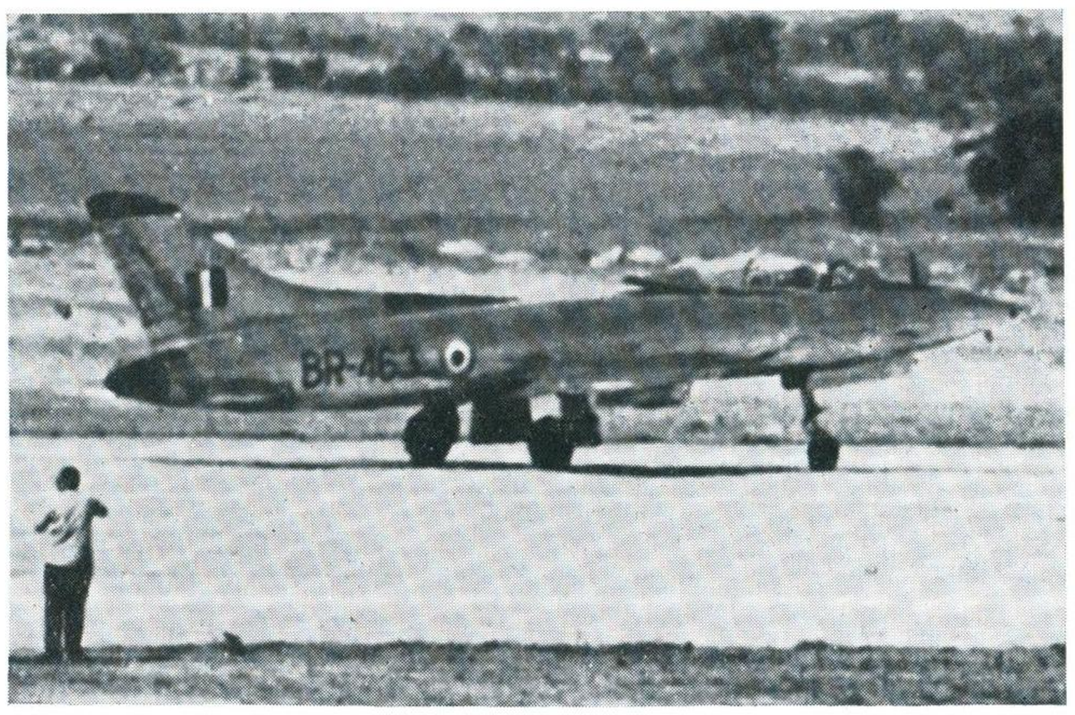


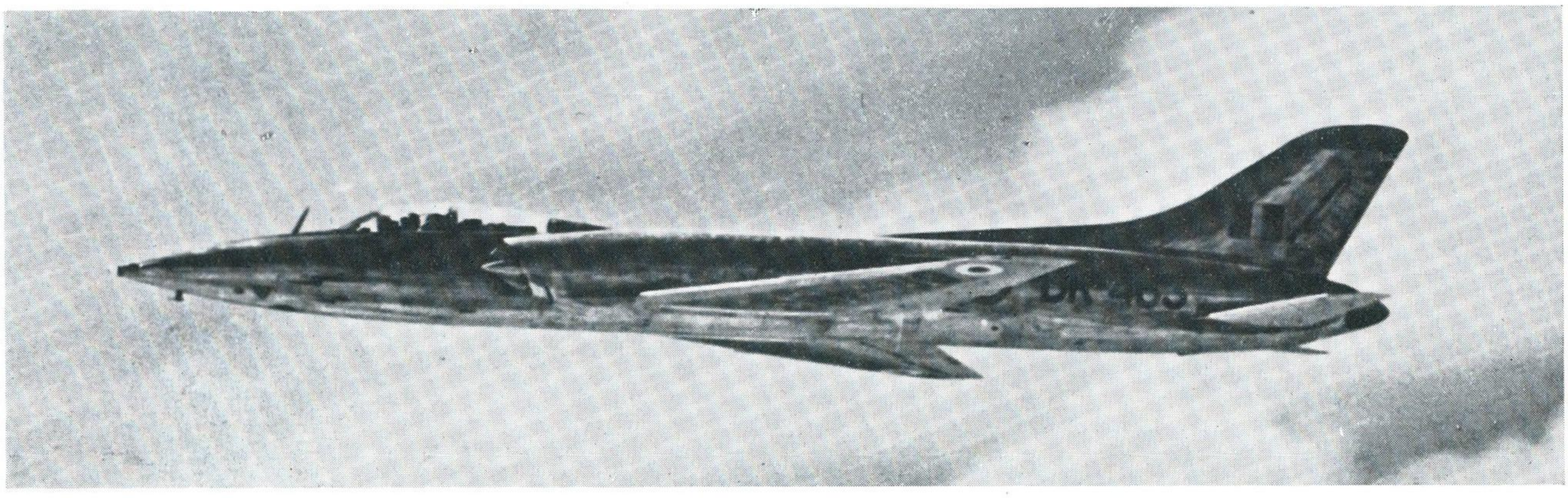
MARUTA

India's supersonic single-seat fighter, built by Hindustan as their HF-24, was named Maruta (Wild Wind) in Indian service. It was designed by Dr. Kurt Tank who was responsible for the famous Focke Wulf 190 during the war.

Powered by two Bristol Siddeley Orpheus turbojets, it is reported that the first 80 will not be fitted with reheat, but that the subsequent 134 will and thereby the rear jet orifice will differ slightly.

Some views suggest that there is a dihedral angle on the tailplane, but the possibility of a variable incidence tailplane producing an illusory angle may be considered. Further information will be published later.

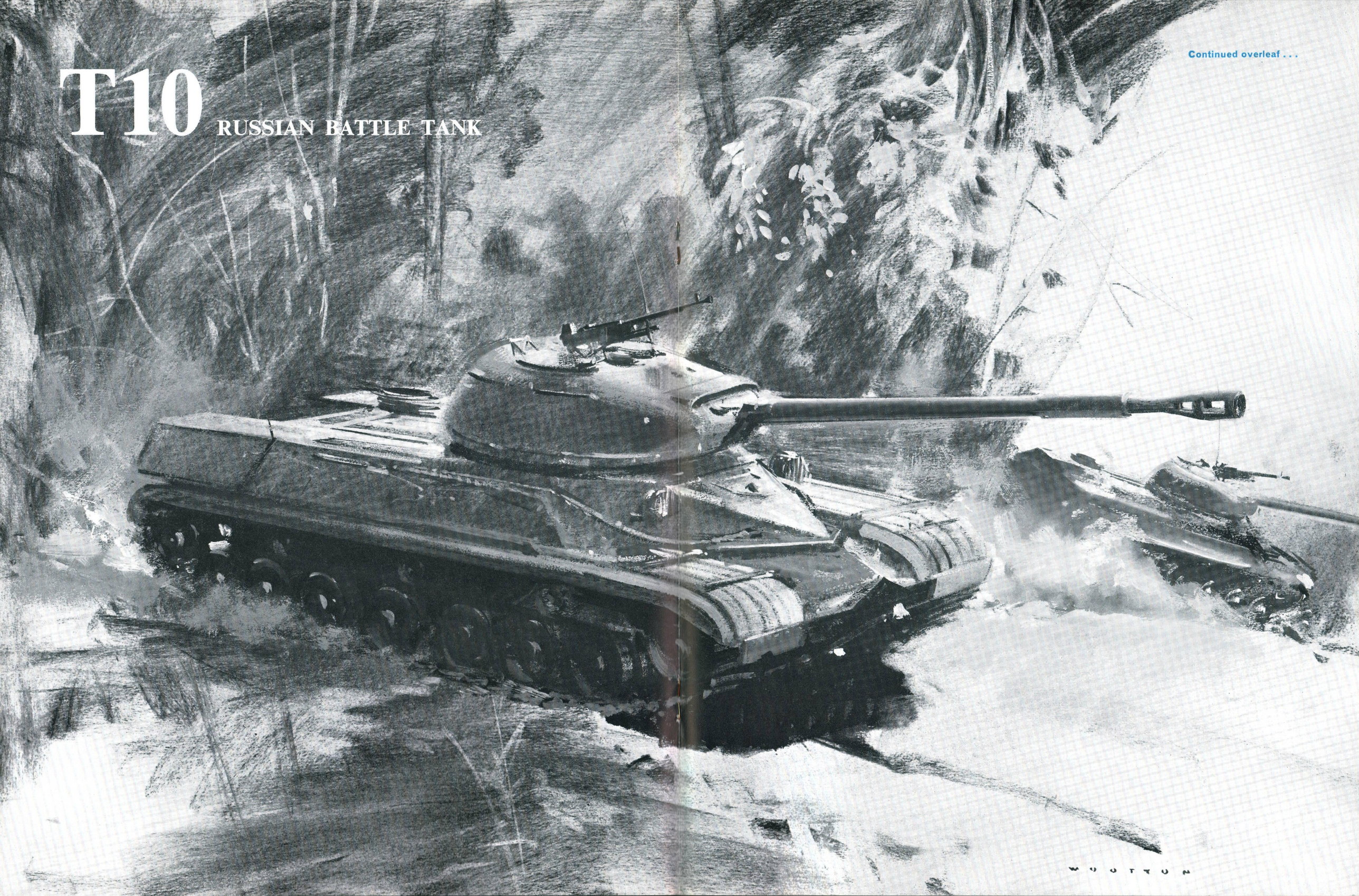




T10

RUSSIAN BATTLE TANK

Continued overleaf . . .



T10

RUSSIAN BATTLE TANK

In 1957, twelve years after the appearance of its renowned JS-3 heavy tank, the Soviet Army revealed another heavy tank. This was the T-10, which is still the heaviest tank in service with the Soviet and satellite forces.

At first sight the T-10 might not look very different from its predecessor and its principal characteristics are, in fact, similar. In particular, like the JS-3, the T-10 is armed with a 122-mm gun and manned by a crew of four. It also has much the same silhouette with a characteristic, if somewhat different, V-shaped hull front and a very squat turret. However, it is larger and more heavily armoured and in consequence, weighs 50 tons to the earlier JS-3's 46 tons.

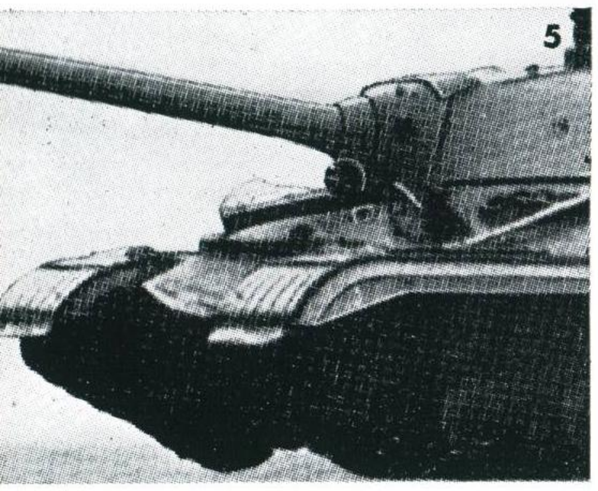


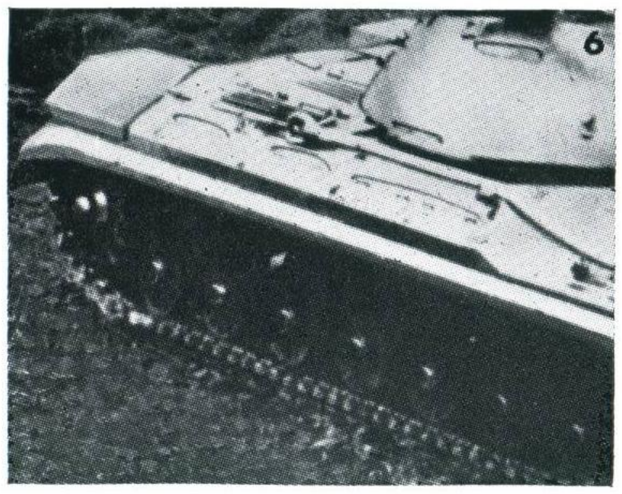


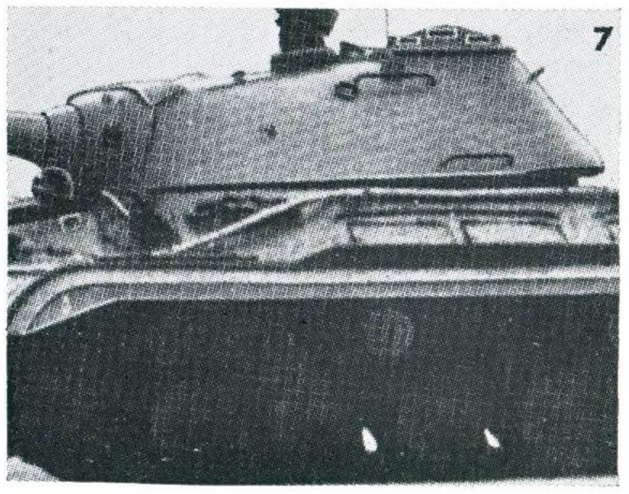


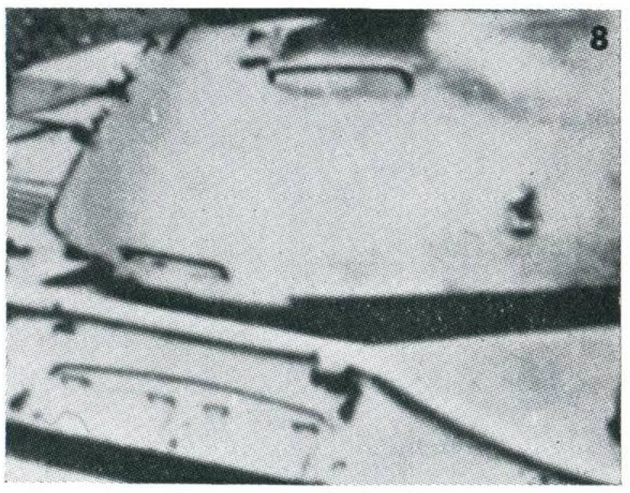


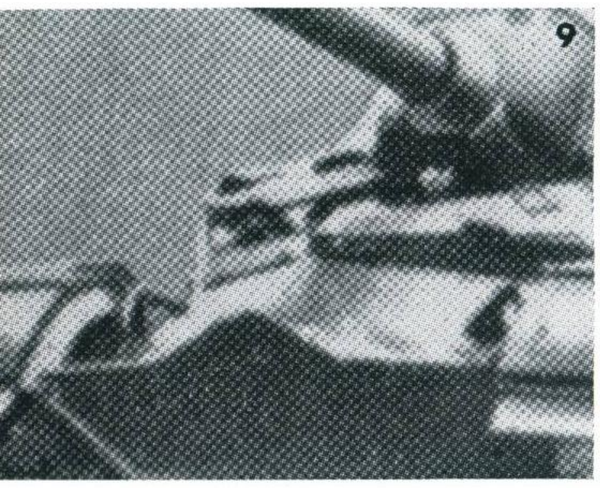




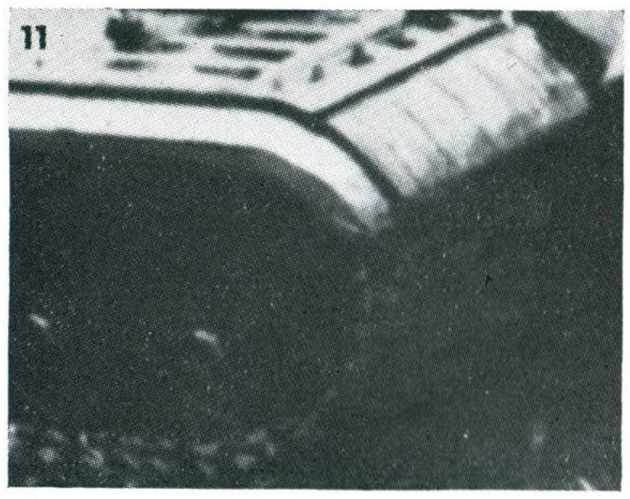


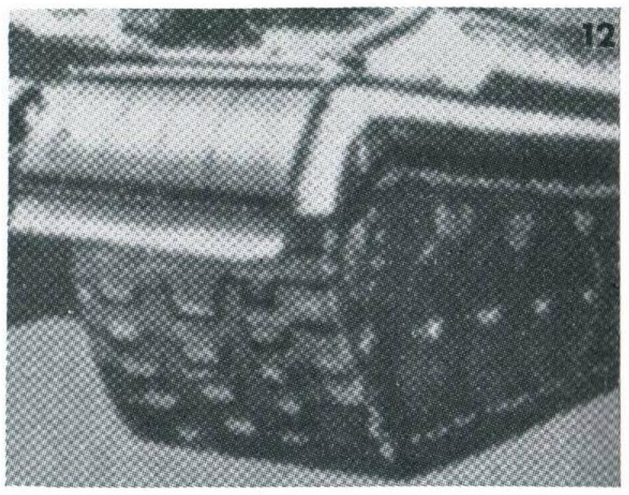


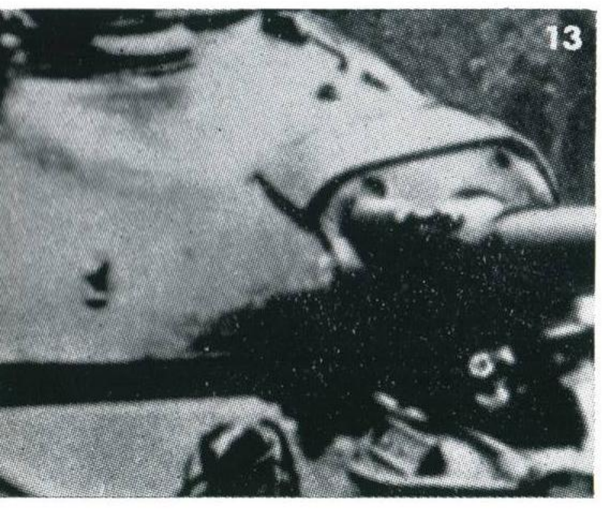


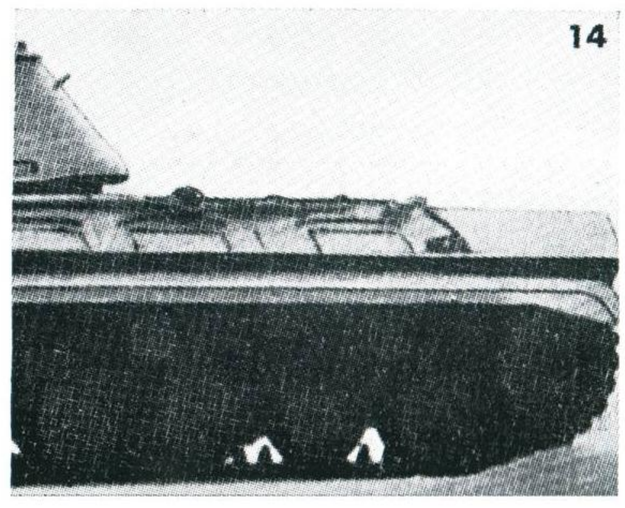


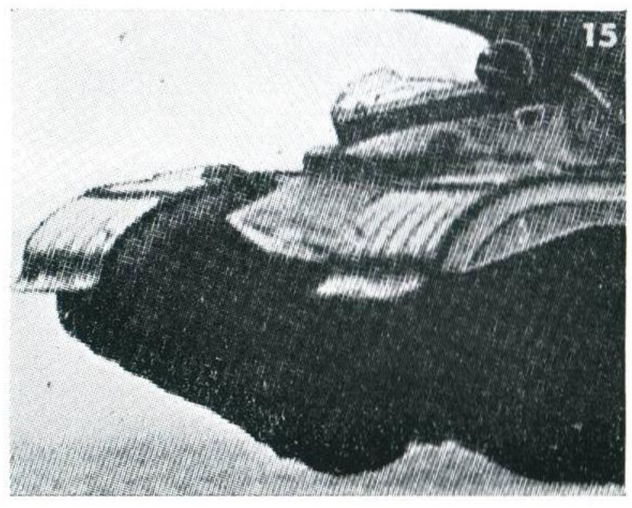


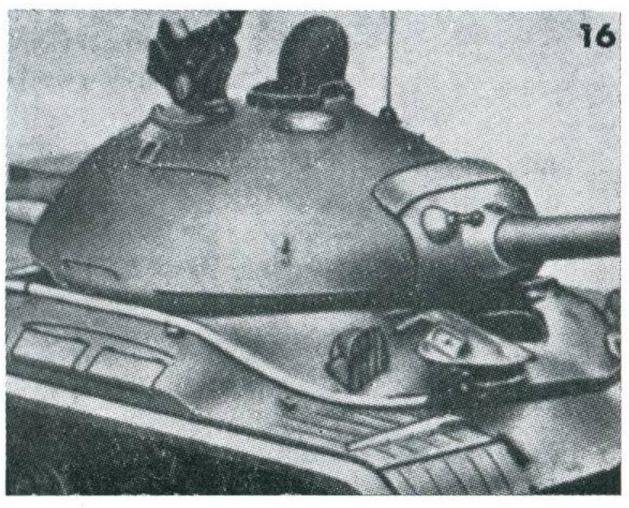


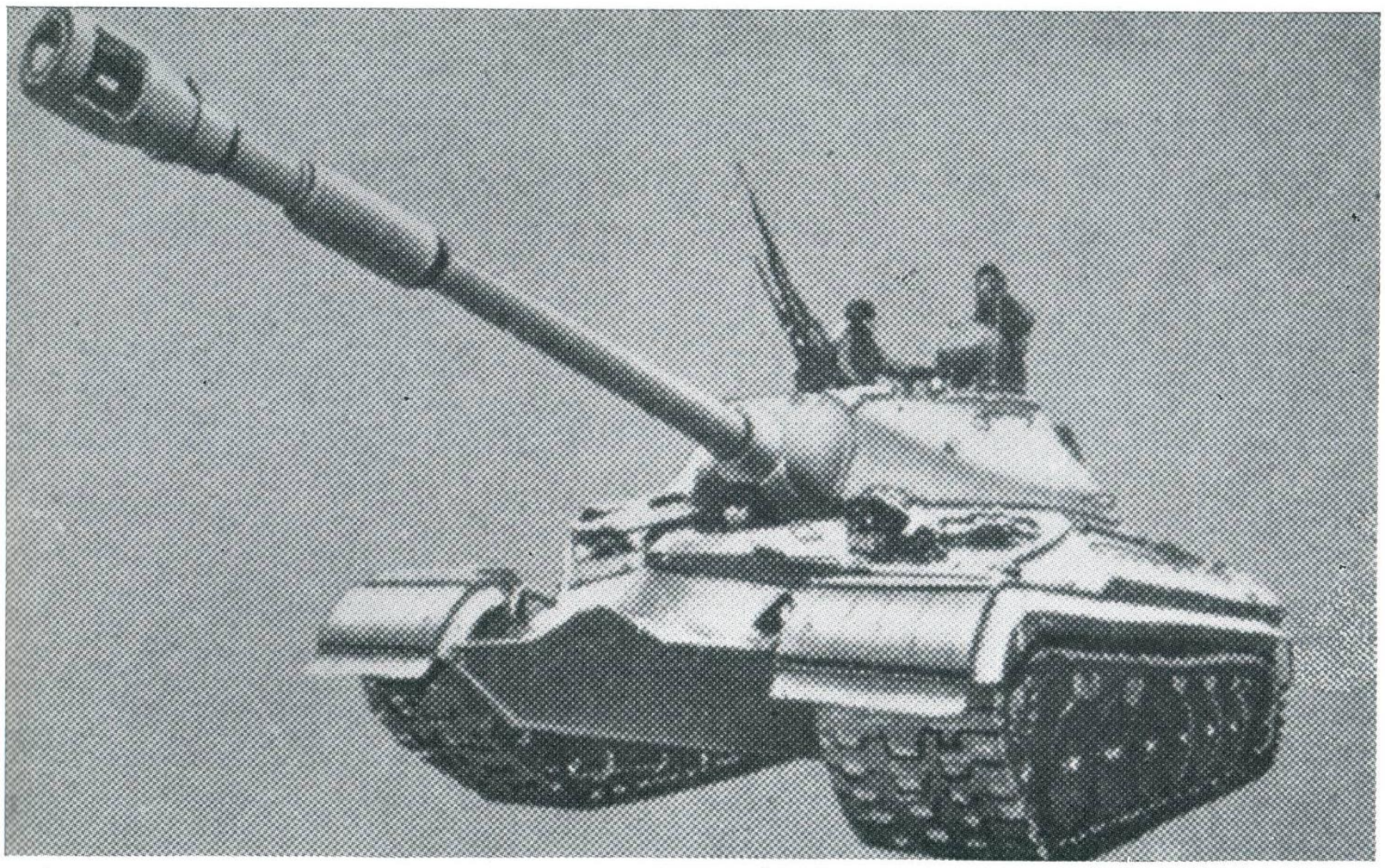














The most noticeable external difference between the T-10 and the JS-3 is that the T-10 has a fume extractor on its barrel and seven, instead of six, road wheels per side.

Although the T-10 remains in service, the Soviet Union appears to have discontinued the production of heavy tanks some years ago and the relative importance of T-10 and JS-3 is decreasing. In fact, some have been phased out of service already, their places having been taken by the lighter and more mobile vehicles of the T-54 medium tank series.

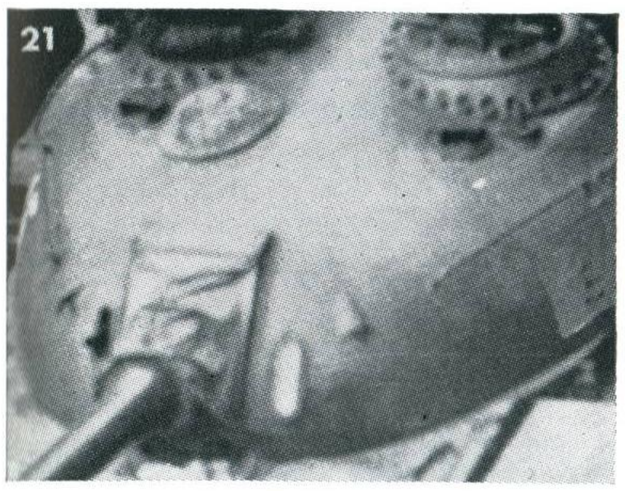
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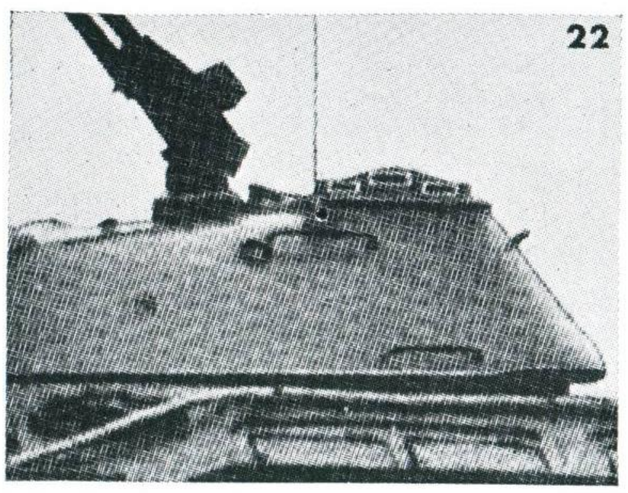


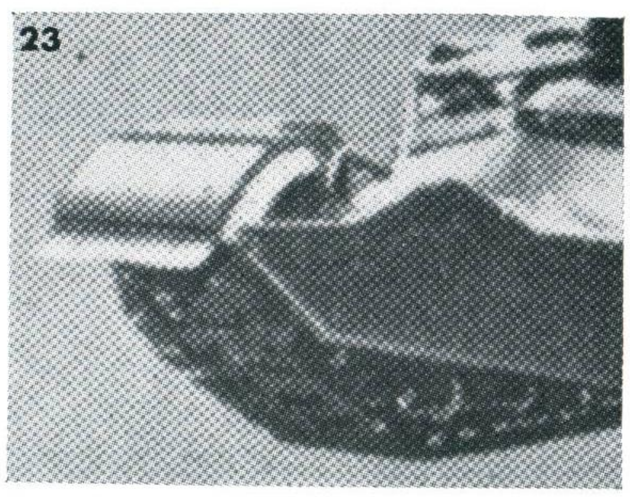


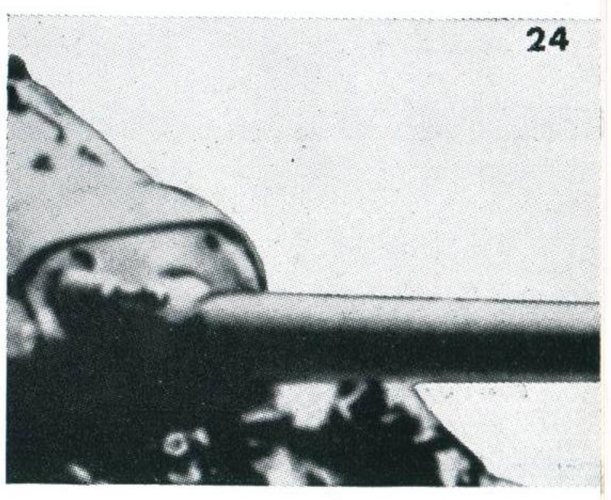


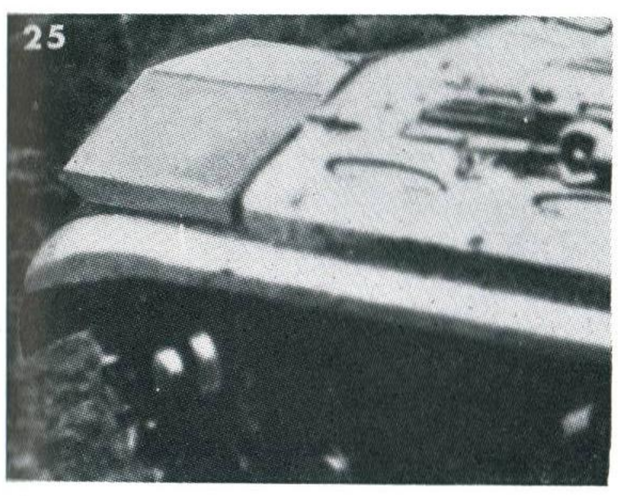


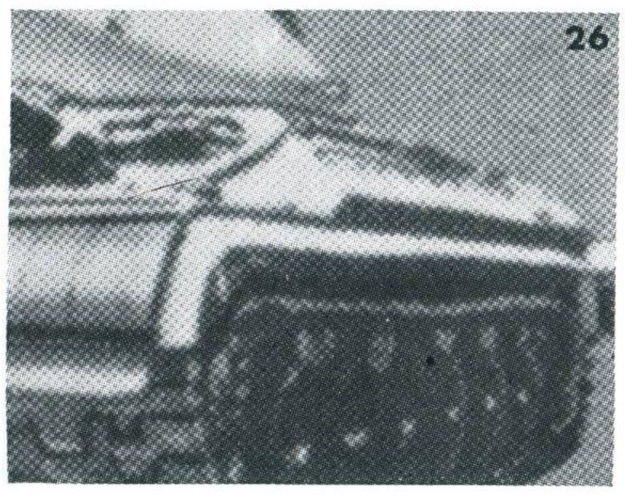


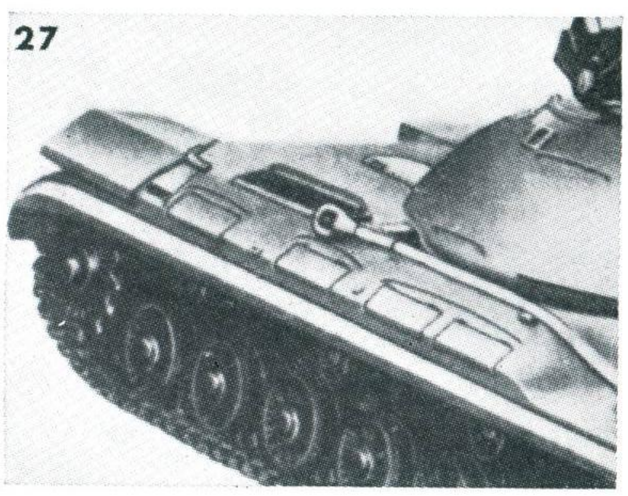


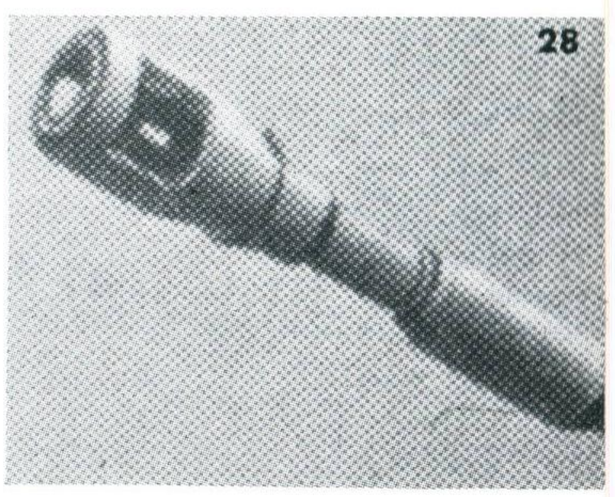


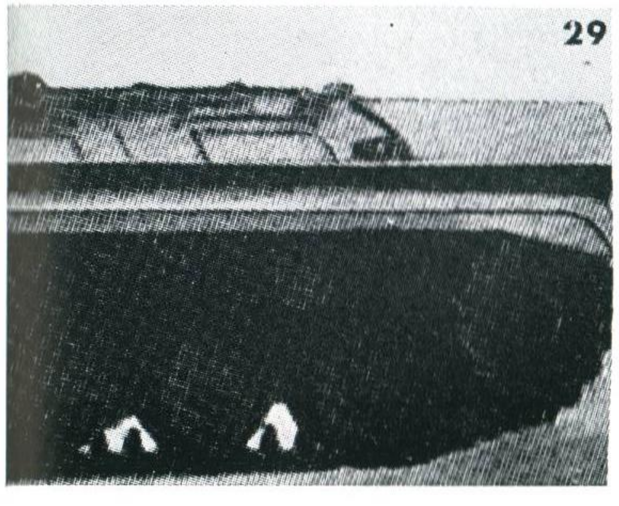


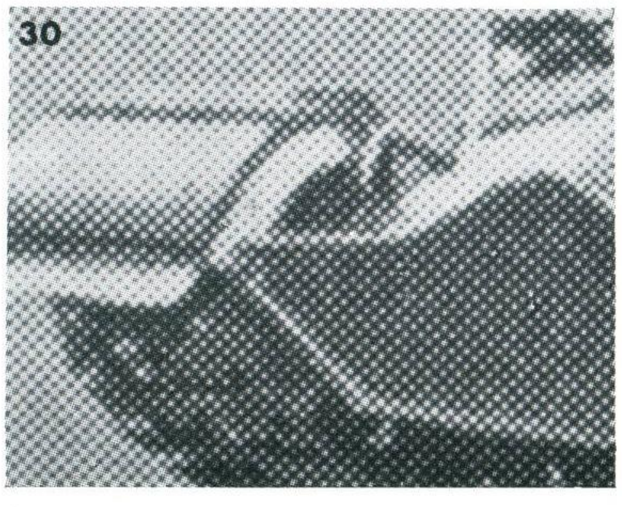




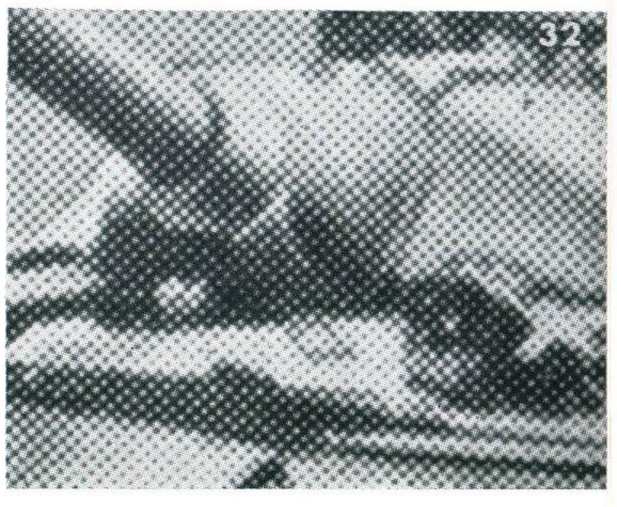


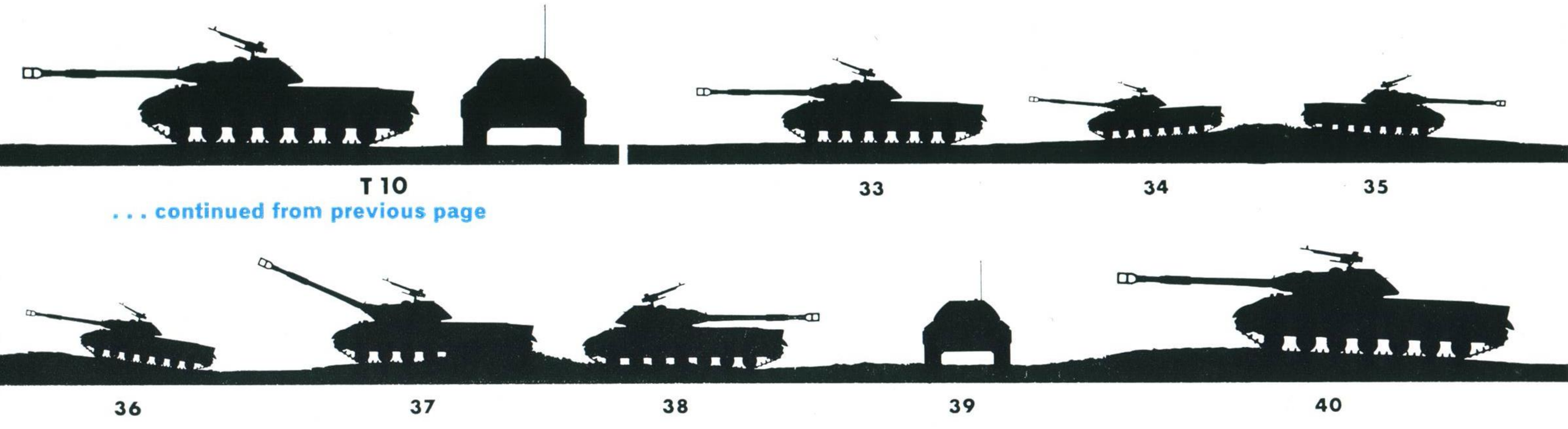












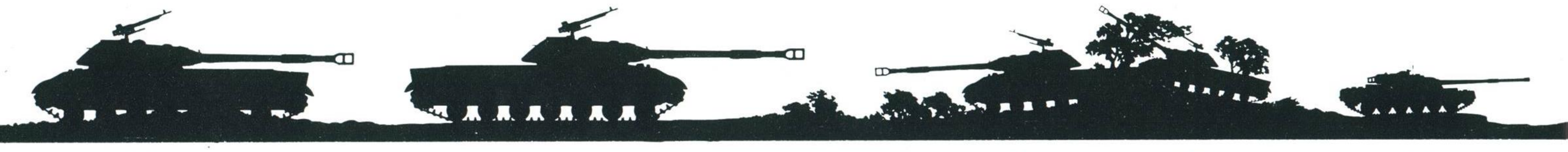
T 10 | 33 | 34 | 35

. . . continued from previous page

36 | 37 | 38 | 39 | 40



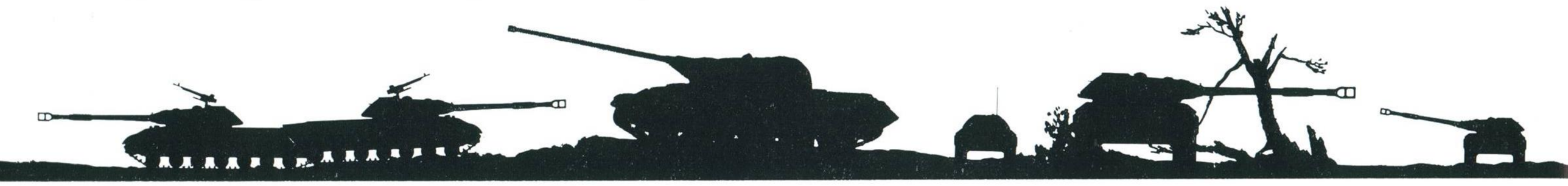
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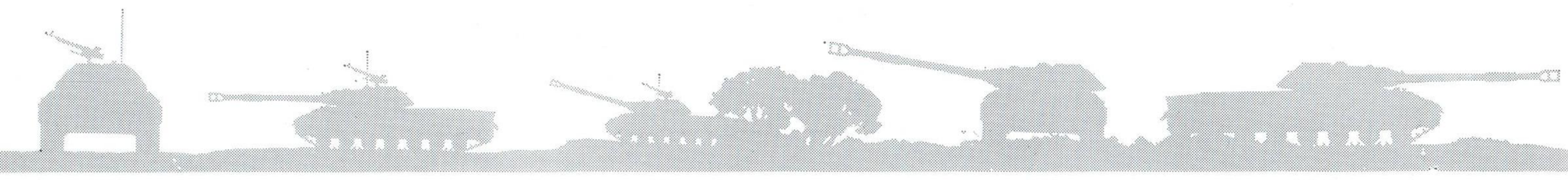
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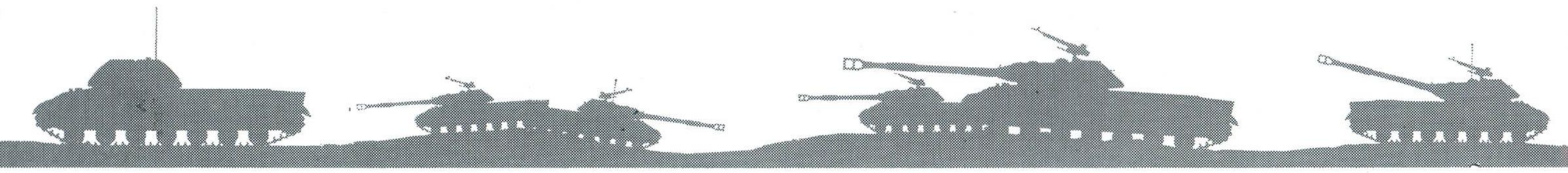
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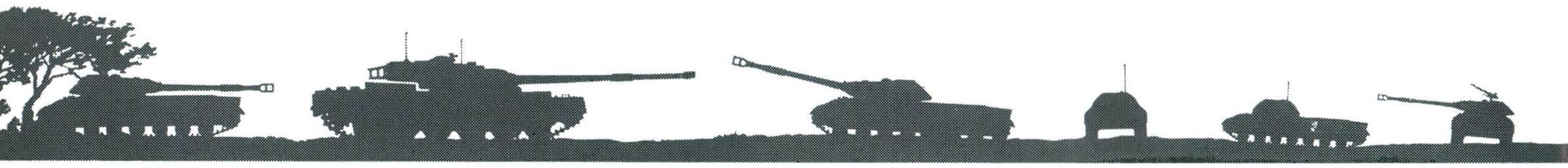
59 | 60 | 61 | 62 | 63 | 64



65 | 66 | 67 | 68 | 69



70 | 71 | 72 | 73 | 74 | 75



76 | 77 | 78 | 79 | 80 | 81

T10 RUSSIAN BATTLE TANK



SHIP RECOGNITION

The Merchant Ship Initial Training System enables beginners to classify ships at the outset of training: at the same time providing a lead into the more difficult task of estimating ship sizes—particularly when seen from the air.

The System is based on the Reporting Code, devised by Lt. Cdr. E. C. Talbot-Booth, R.D., R.N.R., used successfully during World War II; it is carried out by observing certain features of ships and reporting them.

Reporting must be systematically and carefully carried out —as with recognition training procedure in other fields. A start is best made by using exercises such as those provided overleaf.

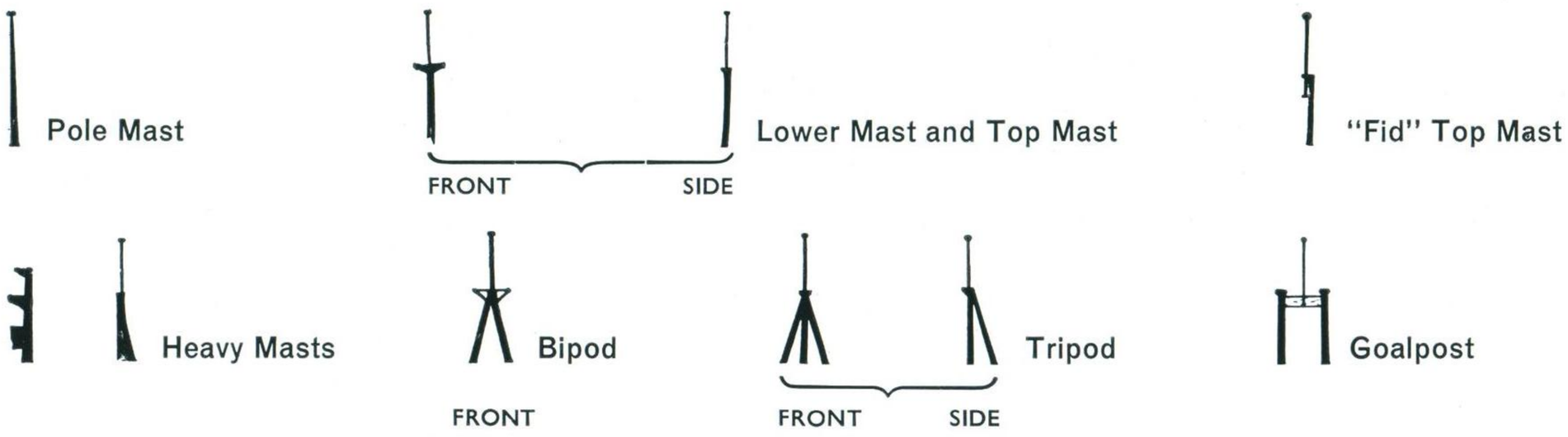
The procedure requires the student to report five features of a ship in a simple, standard descriptive form as follows:

Sequence of Kingposts, Masts, Cranes and Funnels, Hull Form, Profile, Stem, Stern. These are separately explained and illustrated below.

SEQUENCE

(Kingposts, Masts, Deck Cranes and Funnels, reading from stem to stern).

TYPES OF MASTS To be reported simply by the letter M



TYPES OF KINGPOSTS (Derricks stowed vertically) To be reported simply by the letter K



Note: Derricks can be stowed vertically, against the Kingpost (or Mast) as shown above, or parallel with the deck as shown below, or may be swinging. Kingposts abreast of masts or funnels are not coded. Cranes are reported as **C** if obvious, **K** if doubtful. Very tall radar poles are coded as **M**.



The sequence for this ship is KMKFKKMK

HULL FORMS



Reported as:

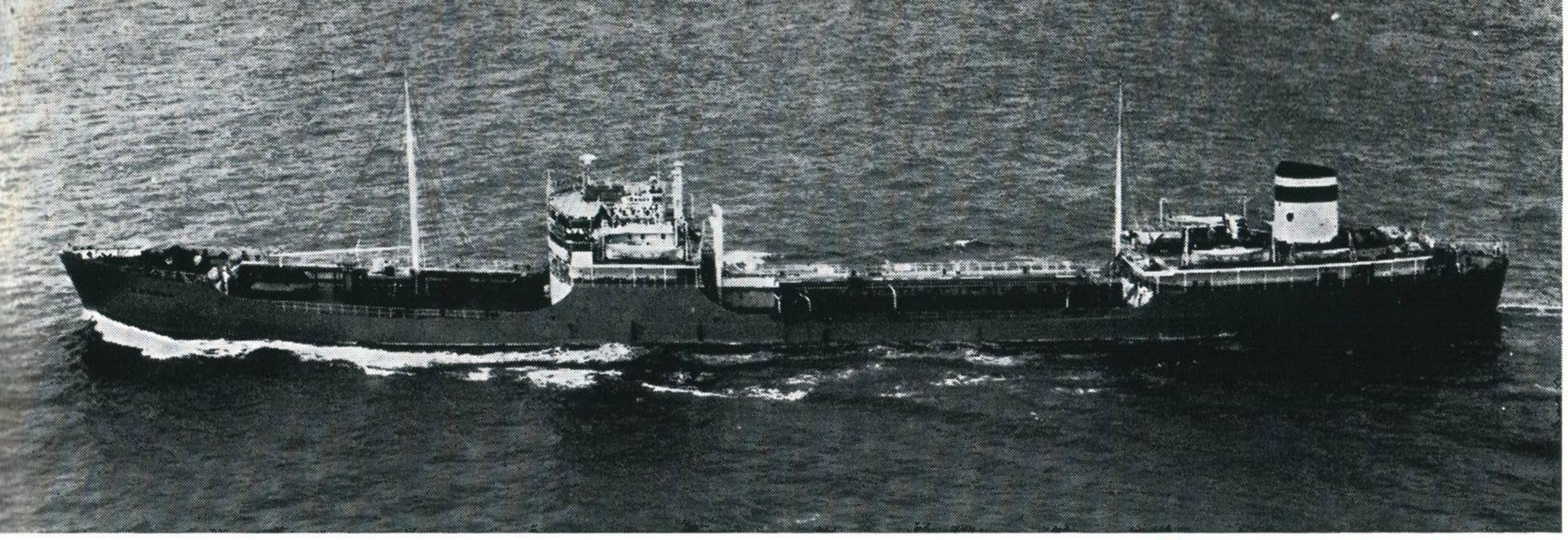
H H1 H12 H123 H123



Reported as: H13 H2 H23 H3

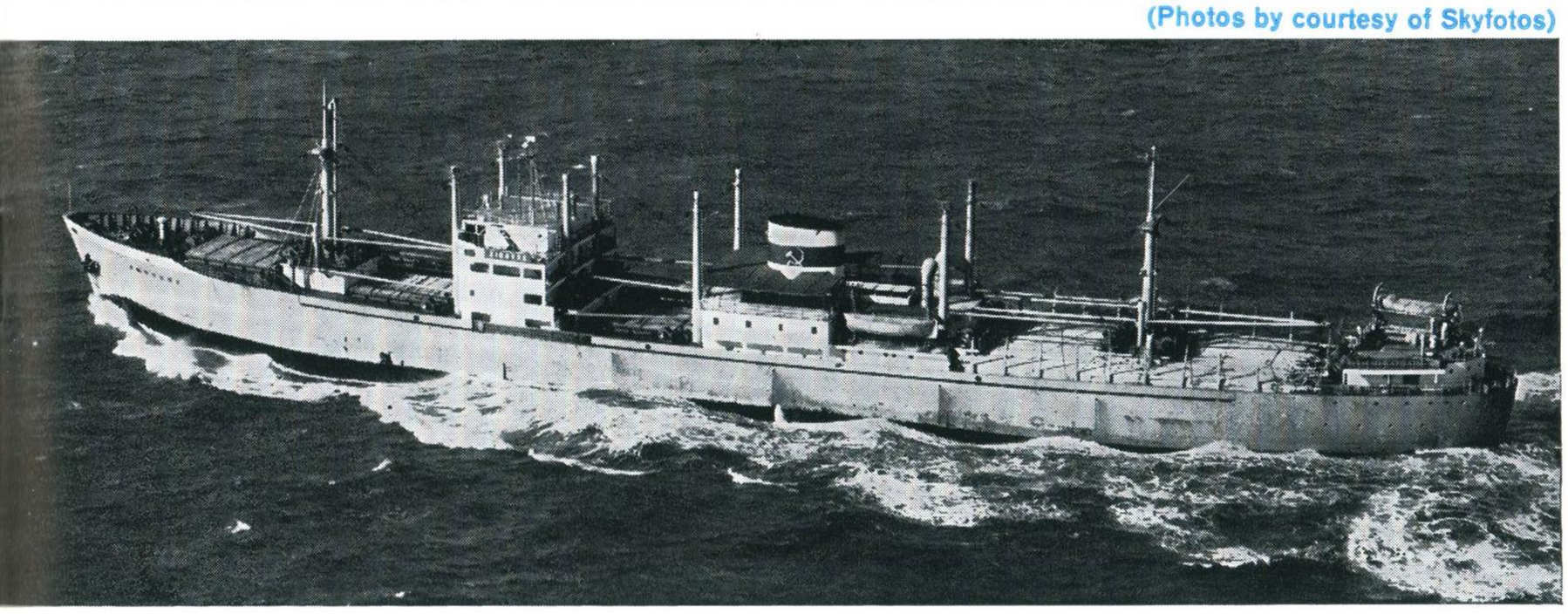
Hull forms need careful observing because superstructure may be built straight on to the upper deck and not on to an "island" or midcastle. Examples of both are shown in the photos opposite.

Examples of Hull Forms



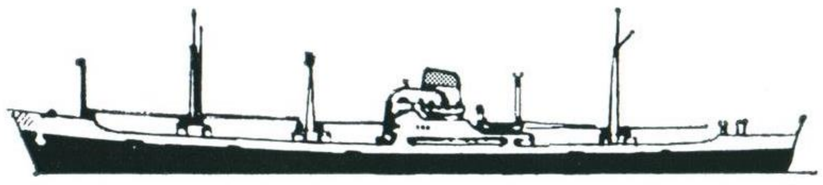
Kazbek Class Tanker
Hull Form H123, i.e. raised Forecastle, Bridge Deck or Midcastle and Aftercastle.

(Photos by courtesy of Skyfotos)

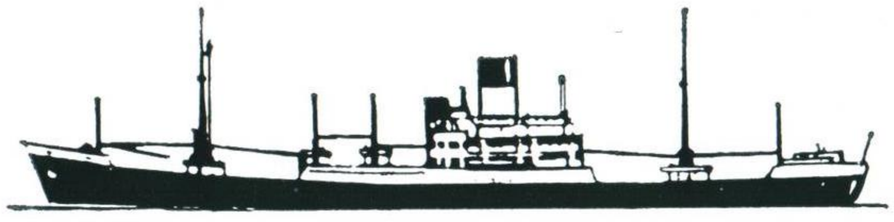


Archangelsk Class Freighters
Hull Form H (the low bulwark plating forward does not constitute a forecastle). The superstructure is built direct on to the upper deck and the deckhouse aft does not constitute a "castle" as it is very small, does not extend right aft and is not a part of the hull.

Examples of different Hull forms that can confuse



Hull H13



Hull H123

PROFILES



Split Superstructure
(a space between bridge and superstructure)

Reported as: P1



Composite Superstructure
(bridge, funnel and superstructure combined in one)

P2



Bridge Amidships
(or thereabouts)
(Funnel Aft vessels)

P3



Bridge Aft
(integral with aftercastle)
(Funnel Aft vessels)

P4

STEMS



Straight

Reported as: B1



Raked — Raked

B2



Icebreaker or Maier

B3

STERNS



Counter or Cutaway

Reported as: S1



Cruiser

S2



Spoon

S3

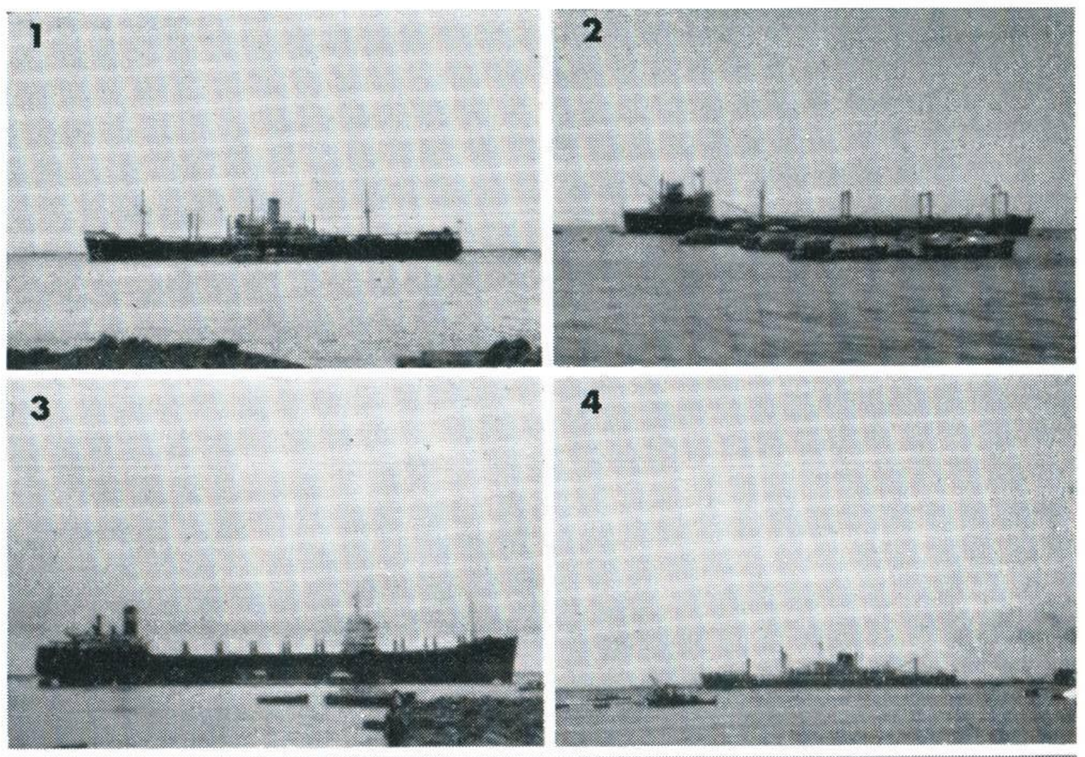
With the help of the foregoing information report the ships on the following pages in their correct sequences and descriptions (using the codings). A list of the solutions appears on the cover.

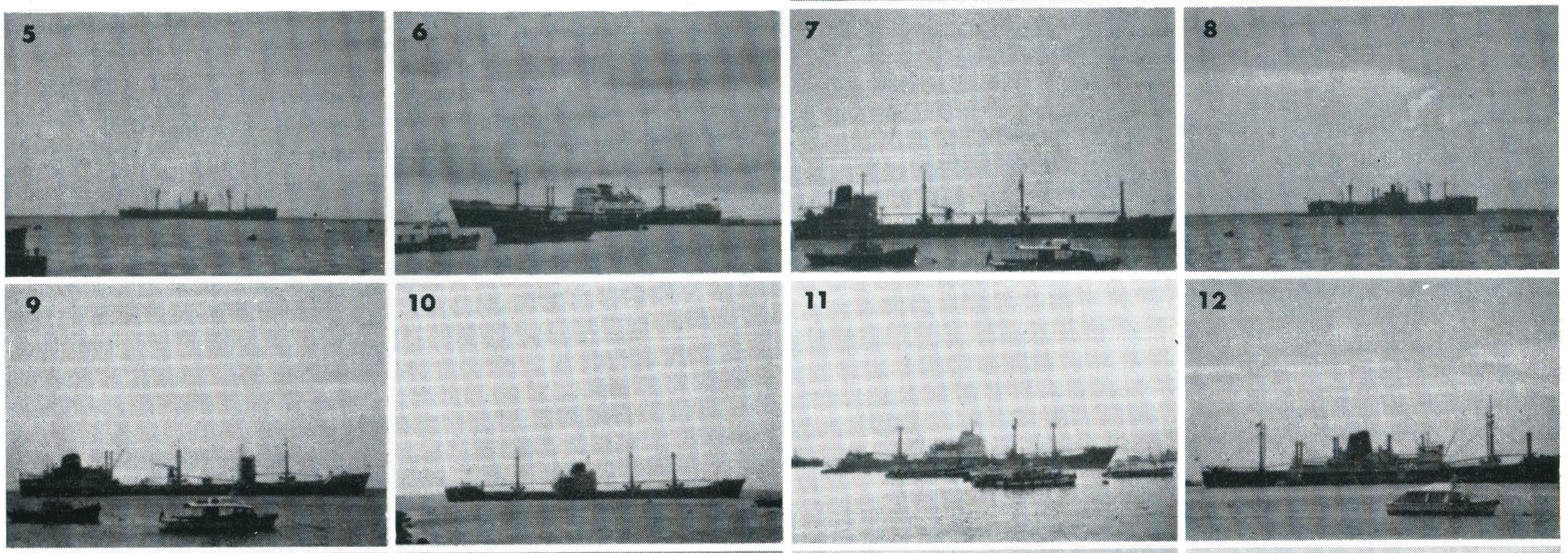
Ship Recognition Initial Training System *(continued)*

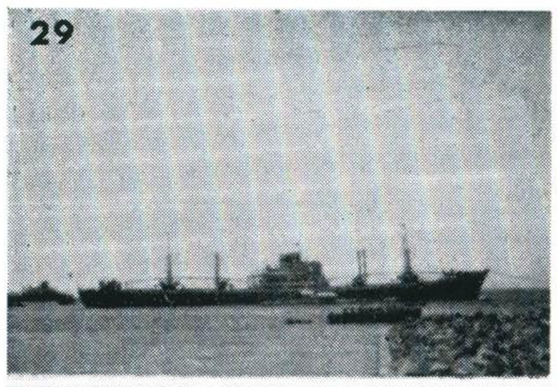
Read the instructions on the preceding pages and report the merchantmen in the following order as far as can be observed: Sequence (MFK etc.), Hull, Profile, Stem, Stern, Name or Class where known, Type (Freighter, Passenger, Tanker, etc.), Gross Registered Tonnage and Length in feet.

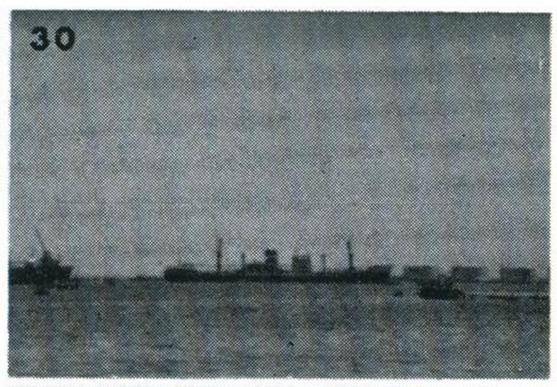
In certain weather conditions the appearance and size of merchantmen at sea can deceive even a skilled observer. Much of the necessary skill at identification can be readily acquired from photographic exercises such as these because concentration can be made on particular types and the targets are in view for as long as required and ample opportunity is given for comparison. Sizing is a matter of experience in comparing features and assessing the unknown by standards such as the number of lifeboats.

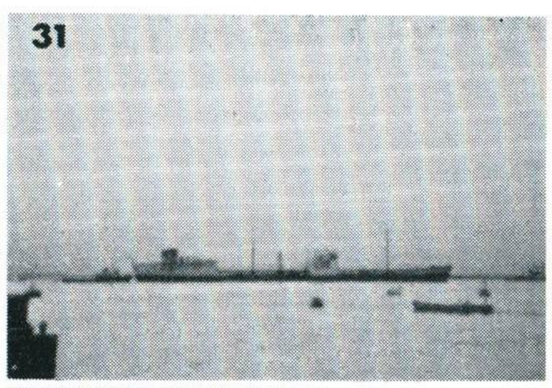
Solutions, in the sequence advised, are given on the cover. While precise figures are given it is not expected that estimates will be other than round figures.



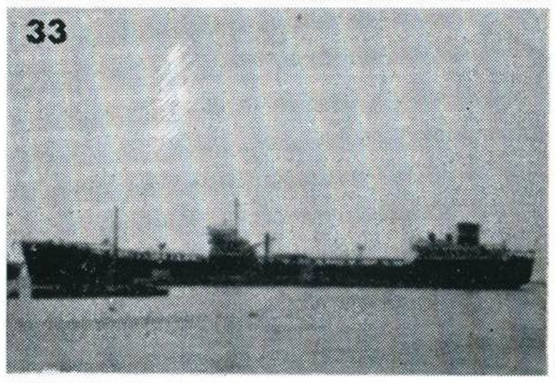


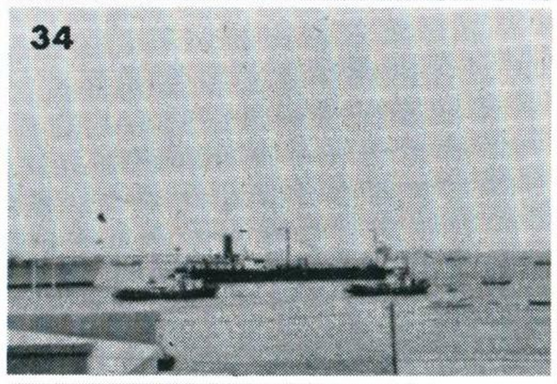

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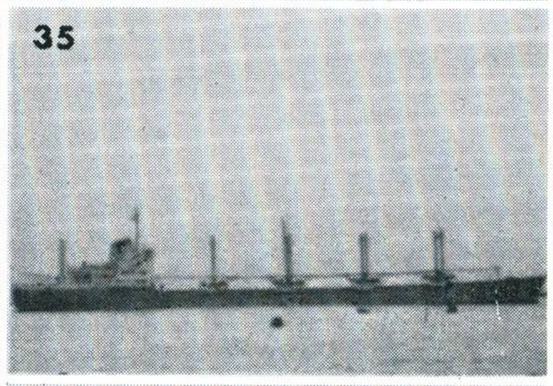

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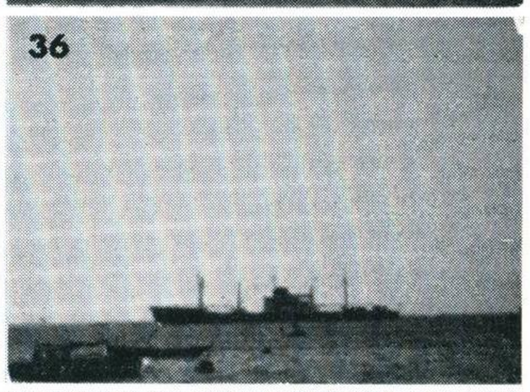

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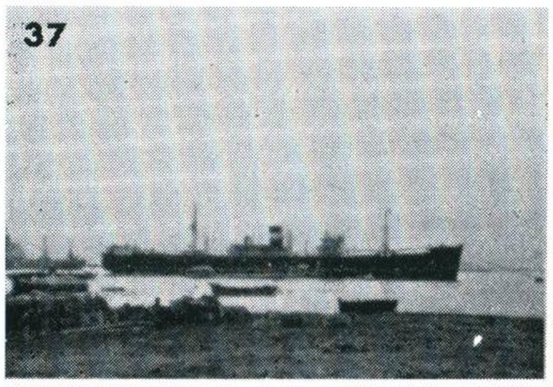

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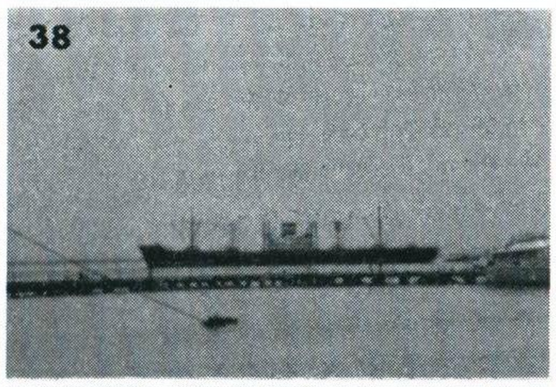

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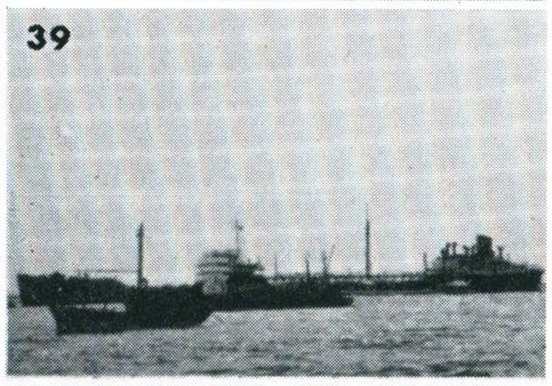

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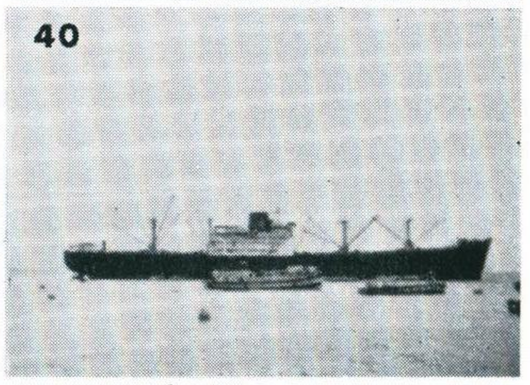

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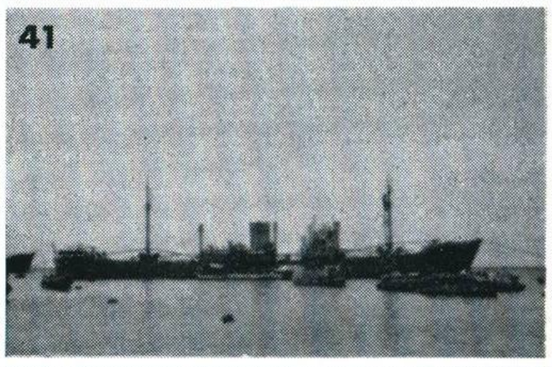

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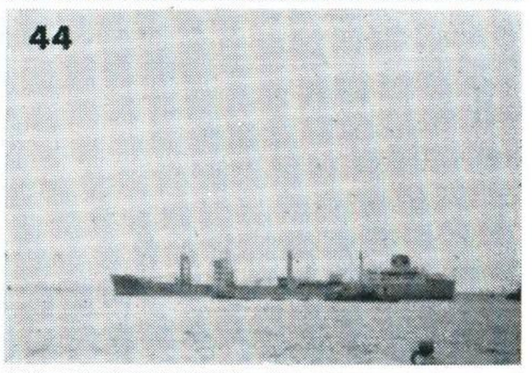

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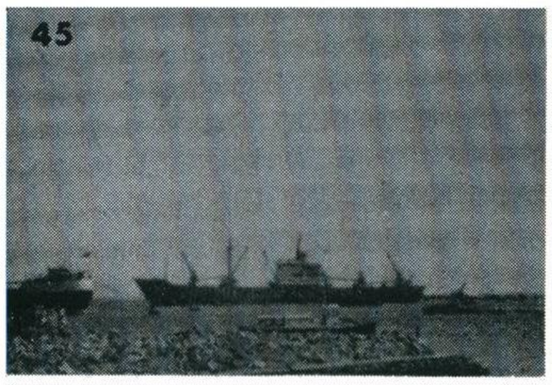

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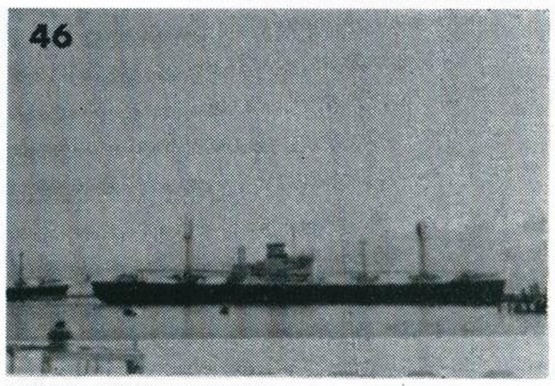

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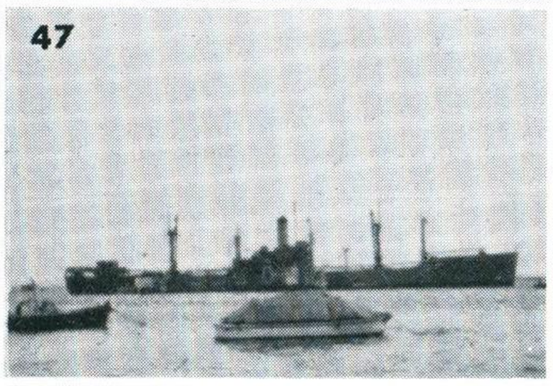

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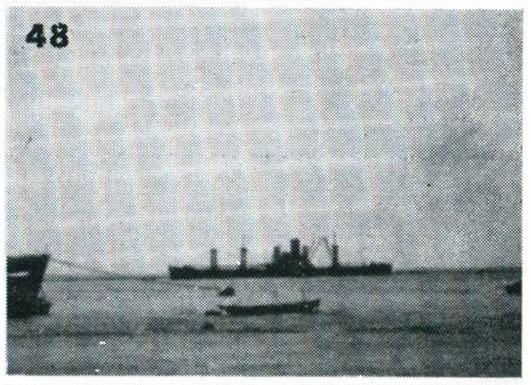

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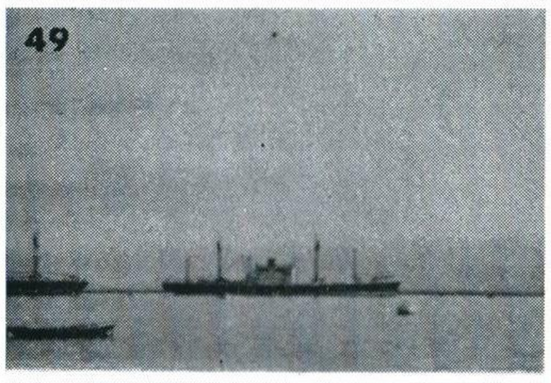

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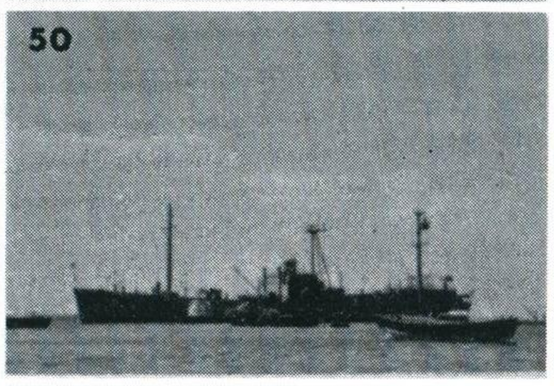

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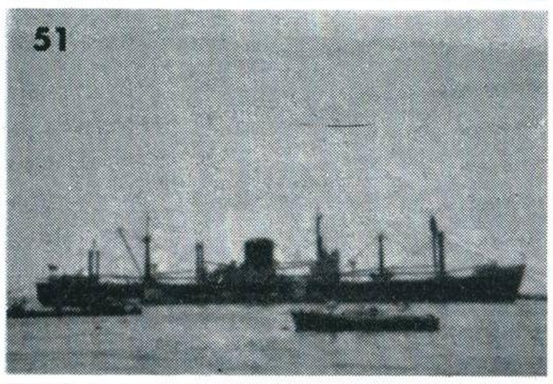

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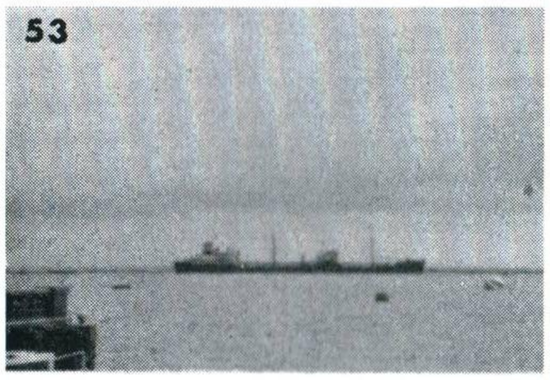

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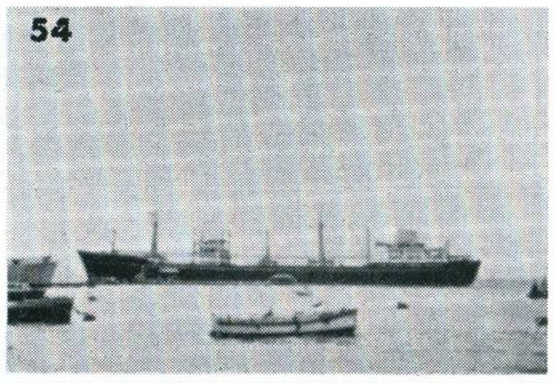

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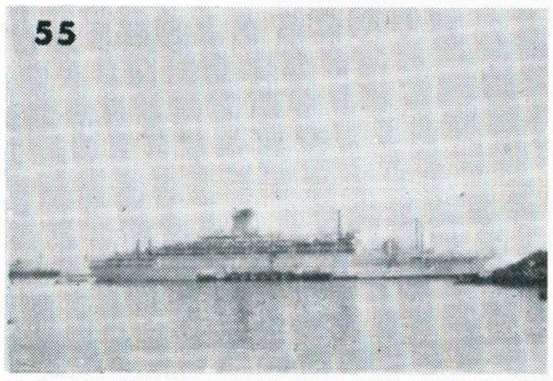

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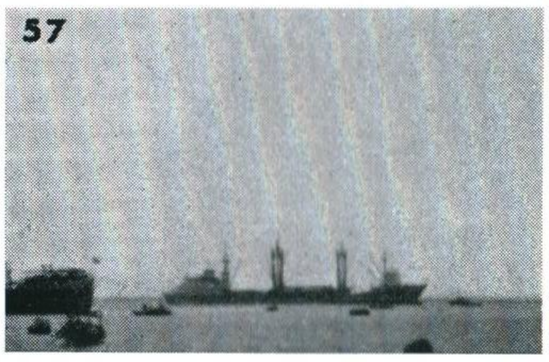

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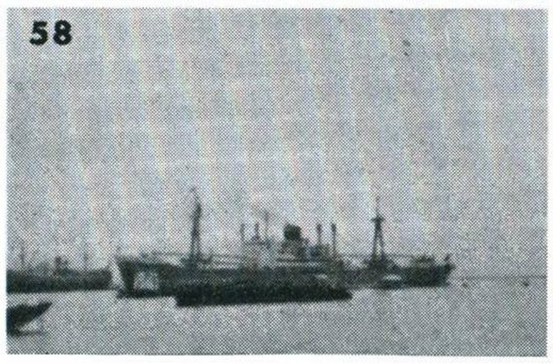

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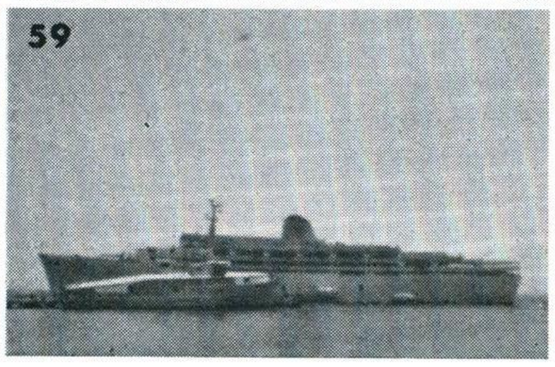

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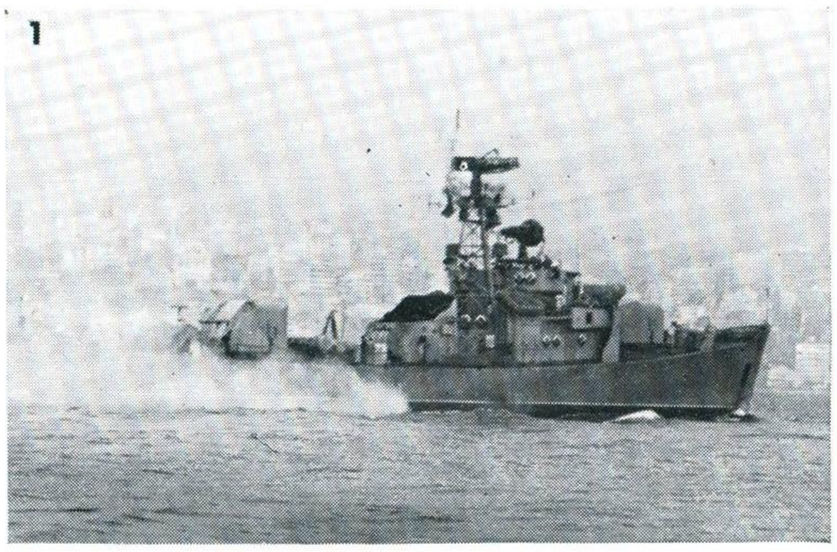
WARSHIPS OF THE U S S R — No. 7

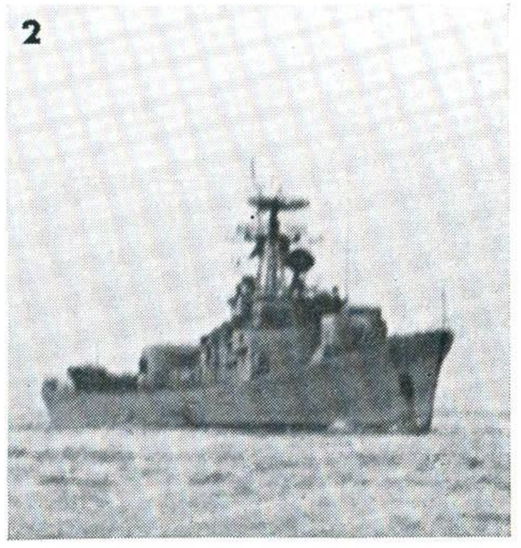
PETYA CLASS ESCORTS

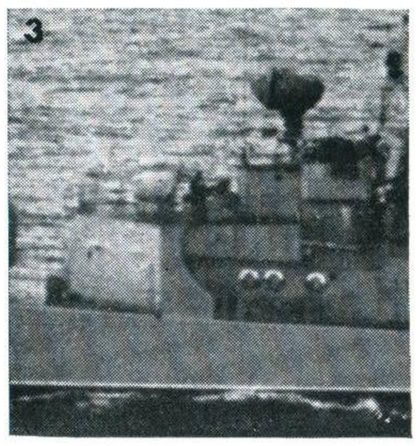


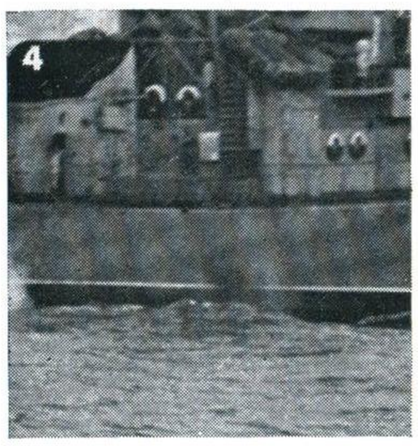
There are believed to be about 20 of these Russian escorts or escort patrol craft of which the first was completed about 1961. Known also as the Kolka Class, they have a full load of 1,200 tons and an overall length of about 270 feet and a speed reported as 30 knots. Their armament consists of four 85-mm guns in two turrets, one forward and the other aft and five torpedo tubes. In addition they are fitted with A.S.W. Rocket launchers and are equipped for minelaying.

Principal recognition features are the large gun-houses, the large bridge and very wide, squat, sloping-topped funnel.

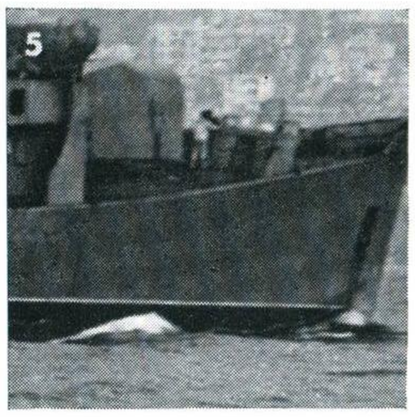

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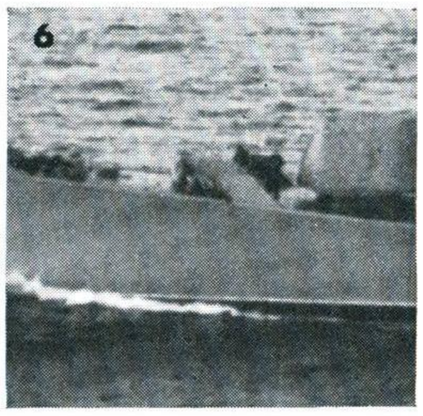

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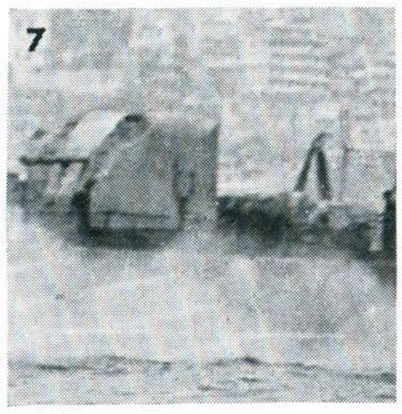

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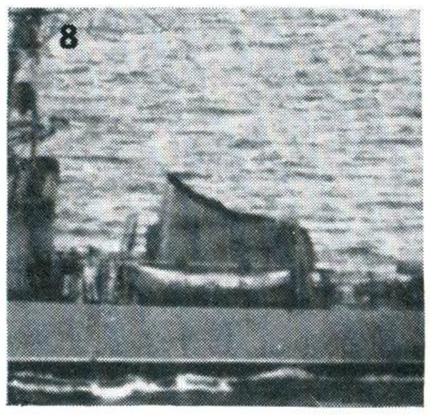

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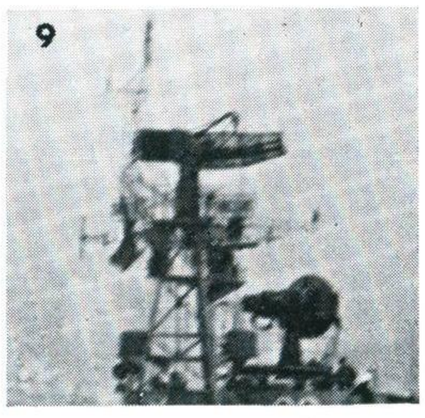



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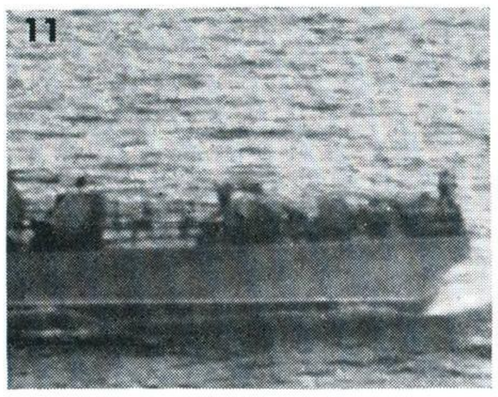

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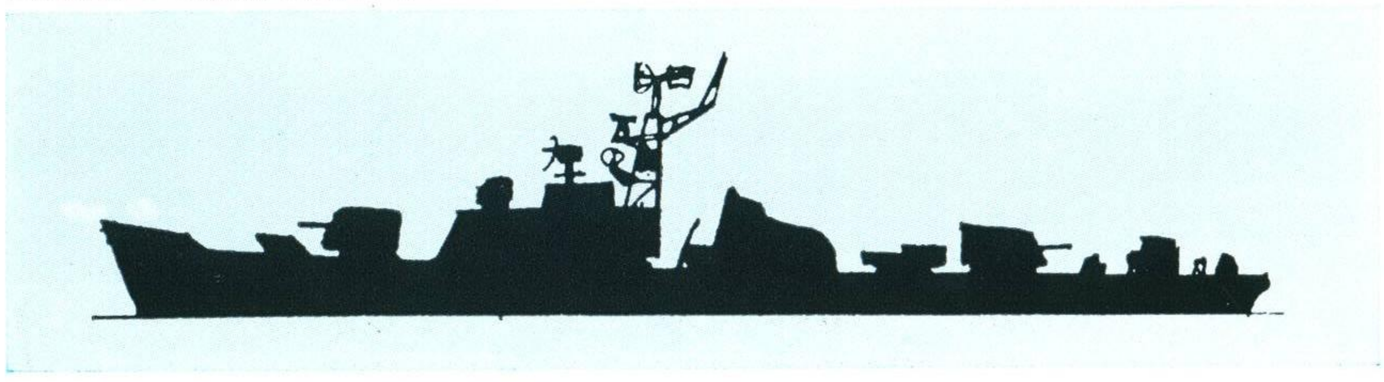

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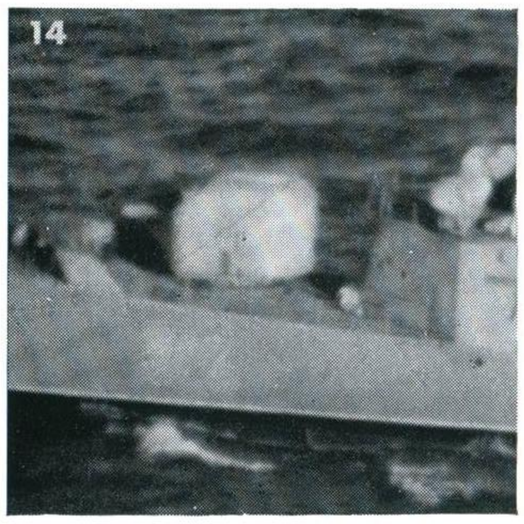

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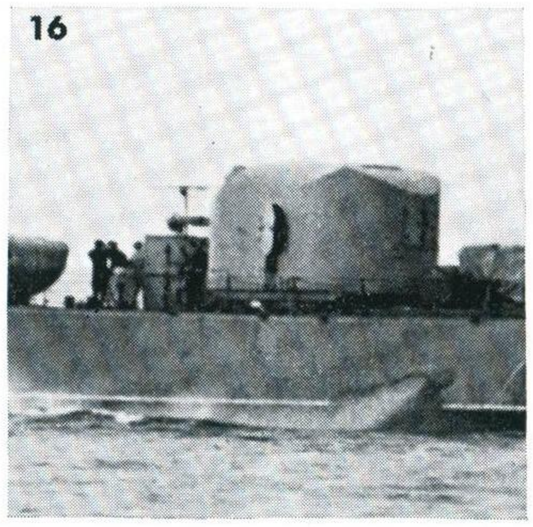
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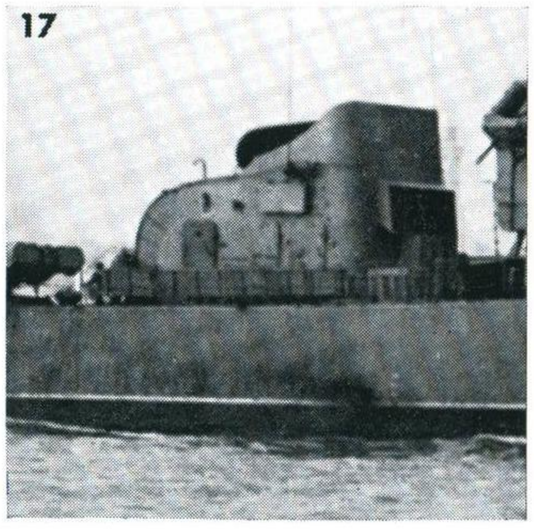
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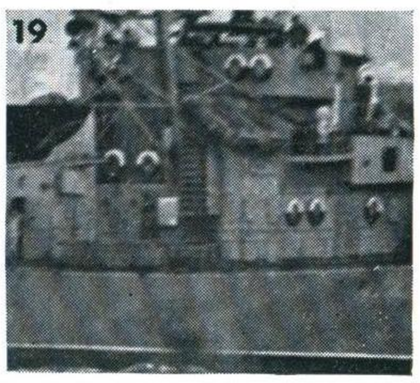
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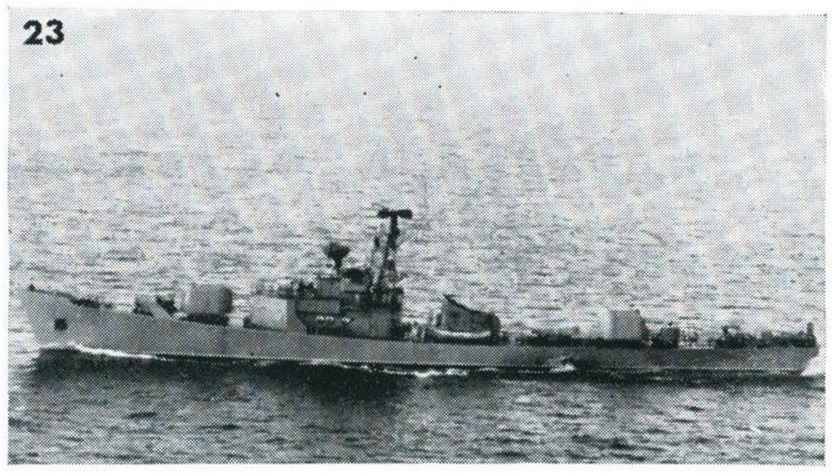
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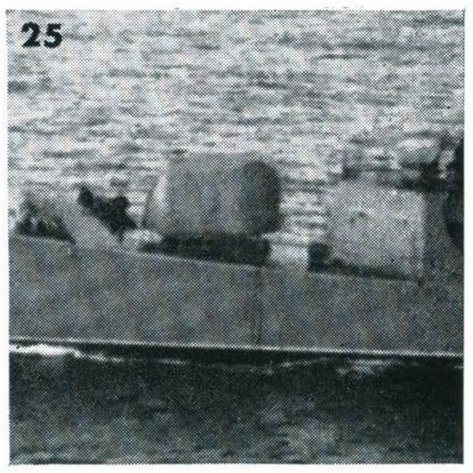
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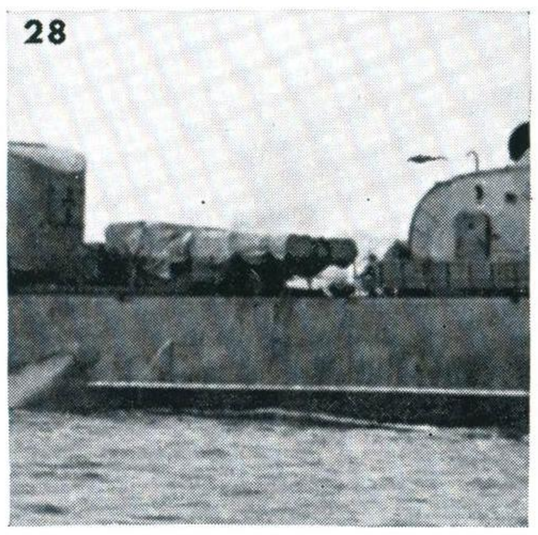
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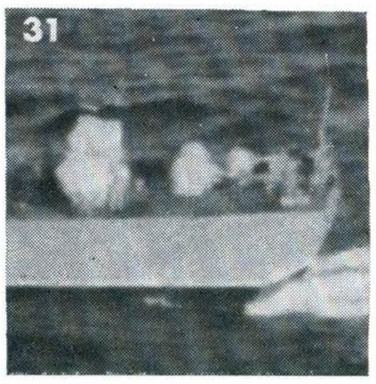
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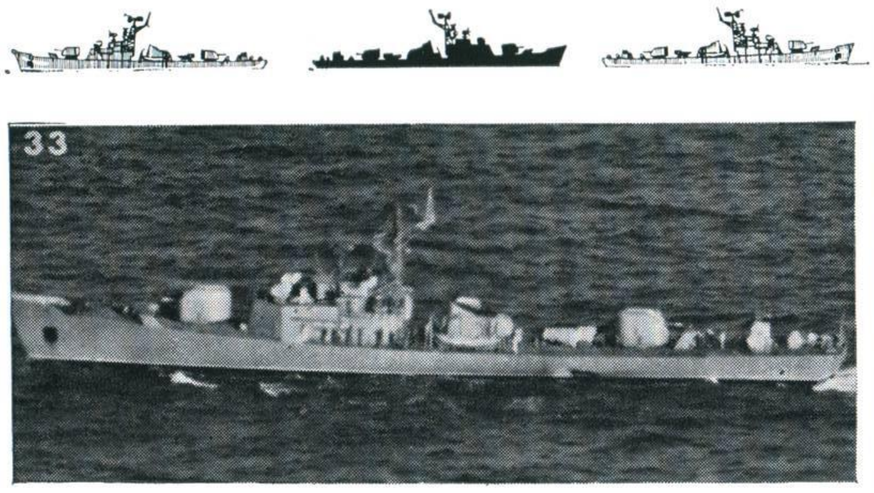
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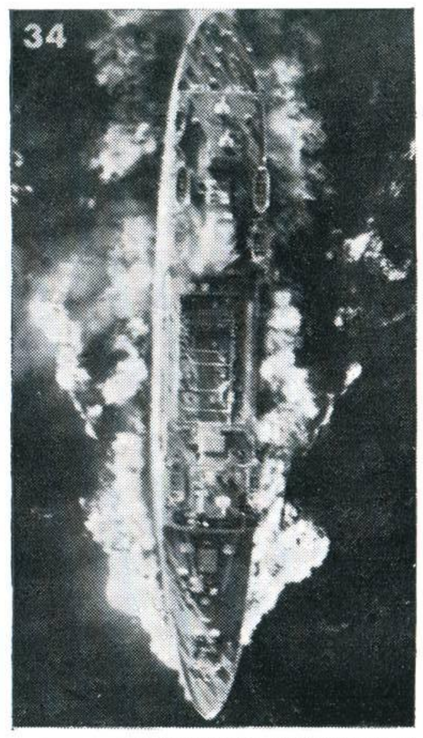




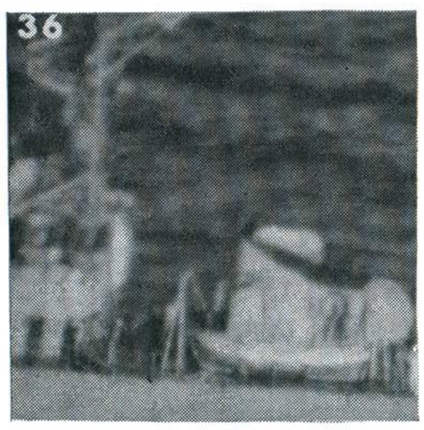
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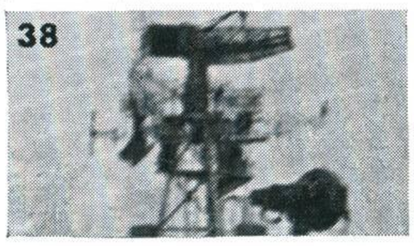






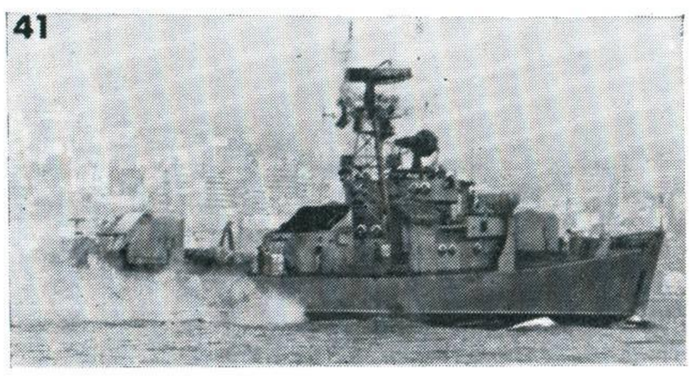












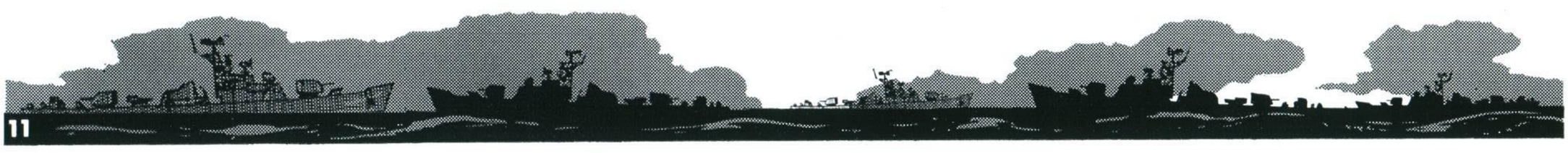




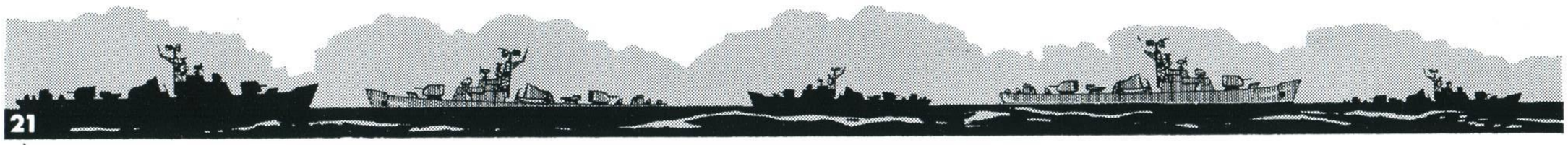


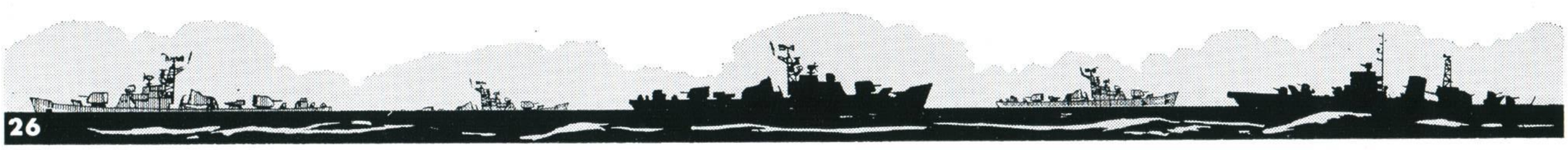














IN PASSING

BOOK REVIEW

Civil Aircraft Markings by J. W. R. Taylor
Published by Ian Allan. Price 3/-

The fifteenth (1965) edition of this useful and informative booklet gives the details of all British aircraft currently registered and overseas airlines fleet lists of those lines operating to the United Kingdom.

Not all the latest aircraft to be registered are new as the last dozen entries, including a Constellation and a Lancaster, show.

The earliest registration still current, the D.H.53 Humming Bird, is the first of the 78 photographic illustrations in this booklet which, at three shillings, is remarkably good value.

B. R.

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.**

GETTING THE RECORD STRAIGHT

Tips that Pass in the Slype. These are inevitable in all comprehensive compilations. In some publications they are not evident because the publishers, very naturally, do not wish to draw attention to them. There can be no escape for us however, nor would we wish there to be. To put the record straight—and it is not a bad one we think, we publish a summary of views and corrections to the Aircraft Silhouette edition. Readers will agree that, even taking these into account, all concerned in compiling those editions deserve great credit for their expertise, diligence and plain hard work.

Pt. 1 (January 1965)

Page 25. **Pembroke.** The caption did not make it clear that the presentation embraced Pembroke and Prince and the photo was of a Sea Prince.

Pt. 2 (February 1965)

Page 31. **Lightning F.1/2.** Fighter Command pointed out that the Lightning depicted was not truly representative as they invariably flew with the under-fuselage fuel pack which is not an auxiliary tank in the usual sense.

Page 31. **Lightning F.4.** This is a side-by-side seating version of the F.1 not F.2 as misprinted.

Page 32. **Delta Dagger.** Mention of the TF-102 two-seat version was omitted from the caption.

Page 38. **Gannet.** The silhouettes of the early warning and anti-submarine versions were transposed.

Page 47. **Dragon/Dragon Rapide.** It was not made clear that the silhouette was of Dragon Rapide and photo of Dragon.

Subsequent information is that the **Tu134** depicted on page 48 has received the NATO name **Crusty**.

NATO Exemplified. An F-104G Starfighter of American design by Lockheed, built in Italy by Fiat for the Royal Netherlands Air Force.





Cover Photo: Wessex aircraft of H.M.S. *Albion*.

SOLUTIONS TO TESTS AND EXERCISES

Page 144

COOKPOT

All targets are of Cookpots except No. 7 which is a Badger.

Page 146

ATLANTIC

All targets are of **Atlantics** except as follows: No. 7 **Orion**, No. 14 **Neptune** and No. 35 **Argus**.

Page 150

BASSET

All targets are of **Bassets** except as follows: No. 13 **Aztec**, No. 23 **Baron** and No. 34 **Morava**.

The full designations for those concerned as far as can be ascertained are as follows:

1 Beagle B206C
2 Beagle B206Y
3 Beagle B206C
4 Beagle B206C
5 Beagle B206Z1
6 Beagle B206Y
7 Beagle B206Y
8 Beagle B206Y
9 Beagle B206R Bassett C.C.1
10 Beagle B206Y
11 Beagle B206R Basset C.C.1
12 Beagle B206C
13 Piper Aztec B
14 Beagle B206C
15 Beagle B206Y
16 Beagle B206Y
17 Beagle B206Z2
18 Beagle B206R Basset C.C.1
19 Beagle B206
20 Beagle B206
21 Beagle B206R Bassett C.C.1
22 Beagle B206
23 Beech Model 55 Baron
24 Beagle B206
25 Beagle B206
26 Beagle B206Z2
27 Beagle B206
28 Beagle B206
29 Beagle B206C
30 Beagle B206Z2
31 Beagle B206
32 Beagle B206
33 Beagle B206Z1
34 L-200 Morava
35 Beagle B206R Basset C.C.1
36 Beagle B206
37 Beagle B206C
38 Beagle B206
39 Beagle B206Z2
40 Beagle B206R Basset C.C.1
41 Beagle B206C

Page 154

SOVIET T-10 HEAVY TANK

All targets are of **T-10s** except for Nos. 17, 21 and 61 which are **Soviet T-54s** and Nos. 50 and 77 which are **British Chieftains**.

Page 164

WARSHIPS OF THE USSR—No. 7

PETYA CLASS ESCORTS

All targets are of **Petya Class Escorts** except target photos Nos. 30 and 34 and silhouette targets Nos. 17 and 30 which are **Don Class Escorts**.

Page 160

SHIP RECOGNITION—INITIAL TRAINING SYSTEM

No.	Sequence	Hull	Profile	Stem	Stern	Name	Type	G.R. Tons	Length in feet	Nationality Flag
1	MKKFKM	H11	P2	B2	S2	Papanui	Freighter	10,006	495	British
2	KKKKMFK	H13	P4	B2	S2	Akbar Jayanti	Bulk Carrier	21,635	627	Indian
3	MKKKMKKKKKFK	H123	P3	B2	S2	Transindia	Ore Carrier	14,151	583	American
4	KKCMFKCK	H12	P2	B2	S2	Port Melbourne	Freighter	12,329	533	British
5	KMKFKM	H1	P2	B2	S2	Arkeldyk	Freighter (Victory)	7,664	455	Dutch
6	MKFM	H1	P2	B2	S2	Jalagovind	Freighter	5,342	448	Indian
7	KKMMFK	H13	P4	B2	S2	Amstelveen	Freighter	12,391	536	Dutch
8	KMKFKM	H1	P2	B2	S2	Seneca	Freighter (Victory)	7,646	455	American
9	MMKFK	H13	P3	B2	S2	Starclipper	Freighter	9,999	490	Norwegian
10	KMFM	H13	P2	B2	S2	Hollands Diep	Freighter	9,631	509	Dutch
11	KMMFM	H1	P2	B2	S2	Ojcow Class	Freighter	2,981	375	Polish
12	KMKKFMKM	H12	P1/2	B2	S2	Icenic	Freighter	11,239	513	British
13	KMKFK	H	P1	B2	S2	Lucrino	Freighter (Empire)	7,040	442	Italian
14	MKFKKM	H123	P2	B2	S2	Ampenan	Freighter	9,947	529	Dutch
15	KMKFKKMK	H123	P2	B2	S2	Eumaeus	Freighter	7,841	487	Dutch
16	KMKFKKMK	H123	P2	B2	S2	Anchises	Freighter	7,634	487	British
17	KMMFKMK	H1	P2	B2	S2	Wladyslaw Broniewski	Freighter	6,919	506	Polish
18	MKKFCM	H13	P2	B2	S2	Samoa	Freighter	8,628	489	Danish
19	MMFM	H1	P2	B2	S2	Jelsa	Freighter	2,223	348	Yugoslavian
20	KMKFM	H	P1	B2	S2	Giannis	Freighter	5,270	450	Lebanese
21	KMKFKMK	H1	P2	B2	S2	Schiekerk	Freighter	9,830	528	Dutch
22	MCCMFCCMC	H13	P2	B2	S2	Transbalt	Freighter	12,285	558	Russian
23	MKFMK	H12	P1	B2	S2	Jalamangala	Freighter	4,486	438	Indian
24	MKKMFK	H3	P4	B2	S2	Cleanthes	Freighter	10,400	504	Liberian
25	MKKFKM	H1	P1	B1	S1	Dagmar	Freighter	6,490	456	Swedish
26	MKFKM	H1	P2	B2	S2	Mokambo	Freighter	9,929	483	Belgian
27	MKFM	H	P2	B1	S2	Gina, N	Freighter	1,742	300	Liberian
28	MKFM	H123	P1	B1	S1	Agia Trias	Freighter	1,988	291	Lebanese
29	MKFKM	H1	P2	B2	S2	Vlora	Freighter	8,649	485	Albanian
30	MKKFKM	H1	P1	P2	S2	City of Coventry	Freighter	7,568	485	British
31	MKMF	H123	P3	B2	S2	Evgenia	Tanker	11,208	539	Liberian
32	MKKFKM	H1	P1	P2	S2	Olinda	Freighter	5,424	442	British
33	MMKF	H123	P3	B2	S2	Sea Jasper	Tanker	10,646	523	British
34	MMF	H1	P5*	B1	S1	Weyburn	Tanker	2,413	258	Panama
35	MKMKMFK	H3	P4	B2	S2	Corinthic	Freighter	10,914	512	Greek
36	MKFKM	H1	P2	B2	S2	Velay	Freighter	7,508	512	French
37	MKFM	H1	P1	B2	S2	Activity	Freighter	4,915	447	Panama
38	MKKMFKKM	H1	P2	B2	S2	Oceania Maru	Freighter	9,016	496	Japanese
39	MMKMKF	H123	P3	B2	S2	Maryland Trader	Tanker	12,678	572	American
40	KMKFKM	H1	P1	B2	S2	Shaftesbury	Freighter	8,532	457	British
41	MKKFKM	H1	P1	B2	S2	General Walter	Freighter	4,668	436	Polish
42	MMMF	H1	P4	B2	S2	Sternenfels	Freighter	3,936	374	German
43	KMFKM	H13	P2	B2	S2	Mercia	Freighter	9,079	496	Swedish
44	MMKF	H13	P2	B2	S2	Ancora	Freighter	9,999	490	Norwegian
45	KCMMFCC	H1	P2	B2	S2	Ernst. Schneller	Freighter	8,003	468	E. German
46	MKKFKM	H1	P2	B2	S2	Circea	Freighter	9,793	507	French
47	KMKFKM	H1	P2	B2	S2	Sgt. Morris E. Crain	Freighter (Victory)	7,646	455	American (USN)
48	KMKFKM	H1	P2	B2	S2	Overseas Eva	Freighter (C2)	6,133	460	American
49	KMKFKMK	H1	P2	B2	S2	Zonnekerk	Freighter	9,205	508	Dutch
50	MKFMM	H4	P2	B2	S2	Jamestown	Fleet Auxiliary	7,330	442	American (USN)
51	KKMKFKMK	H1	P1	B2	S2	Salmara	Freighter	8,199	500	British
52	KMKFKM	H1	P2	B2	S2	Smith Explorer	Freighter (Victory)	7,638	455	American
53	MKMKF	H123	P3	B2	S2	Esso Scranton	Tanker (T2)	10,565	524	American
54	KMKKKMKFK	H13	P3	B2	S2	Bogota	Freighter	8,797	498	Danish
55	KCMFC	H1	P2	B2	S2	Galileo Galilei	Passenger	27,907	702	Italian
56	KMKMFKK	H13	P2	B2	S2	Highland	Freighter	10,060	505	British
57	MMMMMF	H1	P5*	B2	S2	Neidenfels	Heavy Lift Freighter	6,609	464	German
58	MKFKM	H1	P2	B2	S2	Heping	Freighter	5,024	440	Chinese Republic
59	MF	H	P2	B2	S2	Fairstar	Passenger	21,619	609	Liberian
60	MKFKM	H123	P1	B2	S2	Malakand	Freighter	8,095	494	British

* Bridge right forward.

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