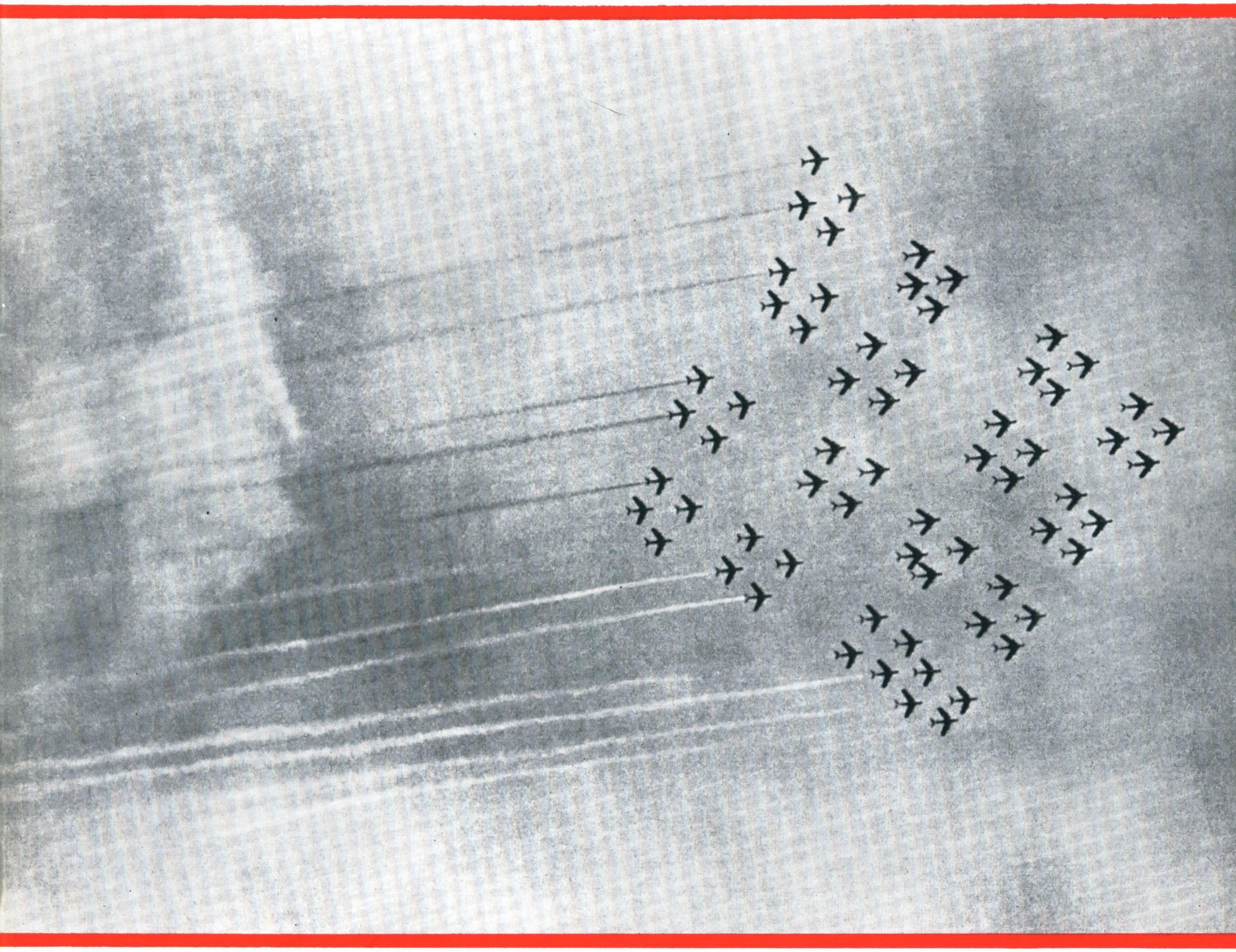
JOINT SERVICES

# RECOGNITION

## *Journal*



Vol. 20 AUGUST 1965 No. 8

# LESSONS FROM THE PAST

## THE BATTLE OF BRITAIN



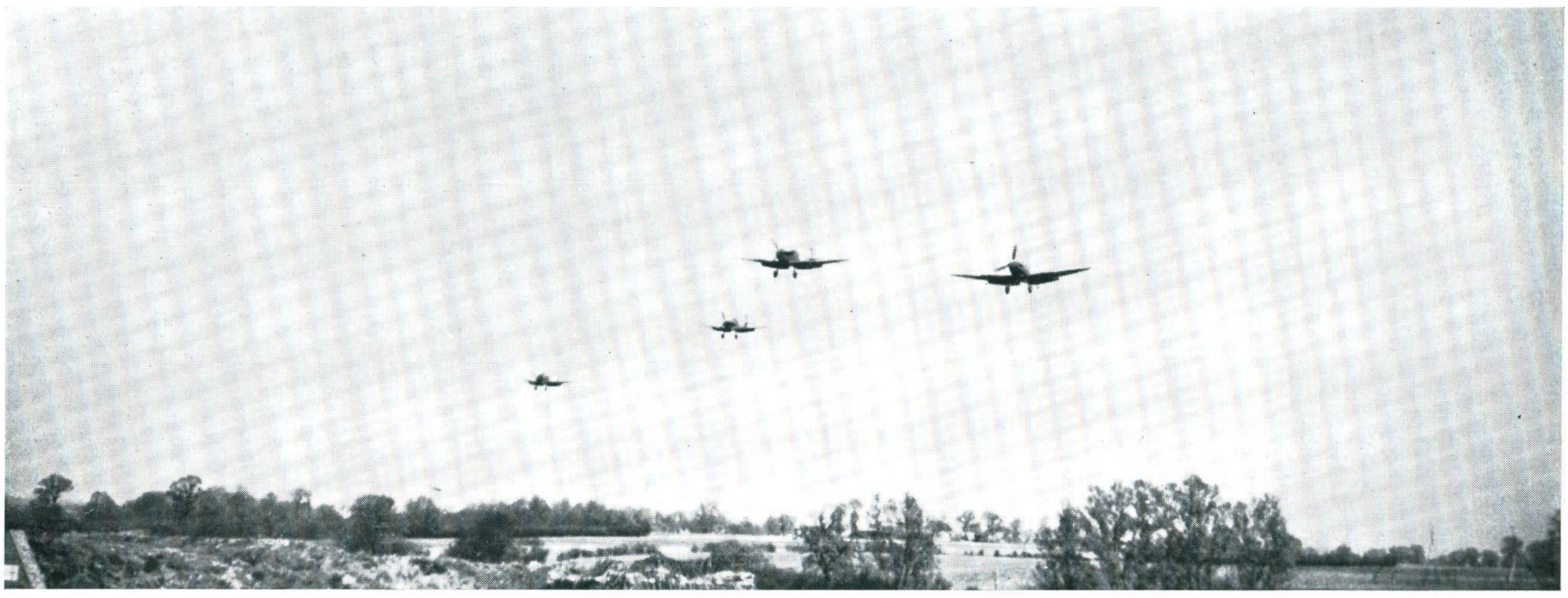
Of the lessons taught by experience in the Battle of Britain, just 25 years ago, those of misidentification still have some meaning. One of the tasks performed by RAF Lightning pilots to-day is the interception and visual identification of aircraft reported approaching. Thus, in the final act of all the vast network of instrumentation, the functional identification may rest with the individual.

Visual reporting during the Battle of Britain by Royal Observer Corps personnel under Fighter Command worked very well for, in the main, the observers were enthusiastic and knew their aircraft recognition. It was chiefly the pilots and anti-aircraft personnel that lacked the necessary training and were the cause of the tragic and unnecessary mishaps that occurred at this critical period.

As the tempo of aerial activity increased over the Channel in early July 1940, so did the unfortunate mishaps increase and on two consecutive days Hurricanes of No. 79 Squadron were attacked by fighters of their own Command, resulting in the loss of one with a Squadron Commander.

A few days later on July 10th, came reports from three different Squadrons Nos. 111, 254, and 610 of aircraft damaged by our own defences. In one case it was difficult to say who mis-identified who! No. 111 Squadron from Croydon were patrolling over Hawkinge in the early evening. Two aircraft of the formation were ordered by radio to investigate two aircraft seen in the distance. Returning, the two pilots concerned reported them as Spitfires as they may well have been, but one followed and attacked the two Hurricanes and peppered the wings of one with bullets, forcing the pilot to land. Four more such incidents occurred before July was out.

No. 12 Squadron, whose heroic bombing of the Maastricht Bridges brought them two VCs that May, had suffered heavy losses in France. They were reformed in Britain at a Midland station and while Fairey Battle L5568 cruised over Maplethorpe it was pounced upon by an RAF fighter and shot down killing all three of its crew. That same day, a Hudson of No. 206 Squadron flying to relieve another aircraft of the squadron on convoy protection was damaged when fired upon by an armed naval trawler. Five days later, a Whitley from



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JOINT SERVICES

RECOGNITION JOURNAL

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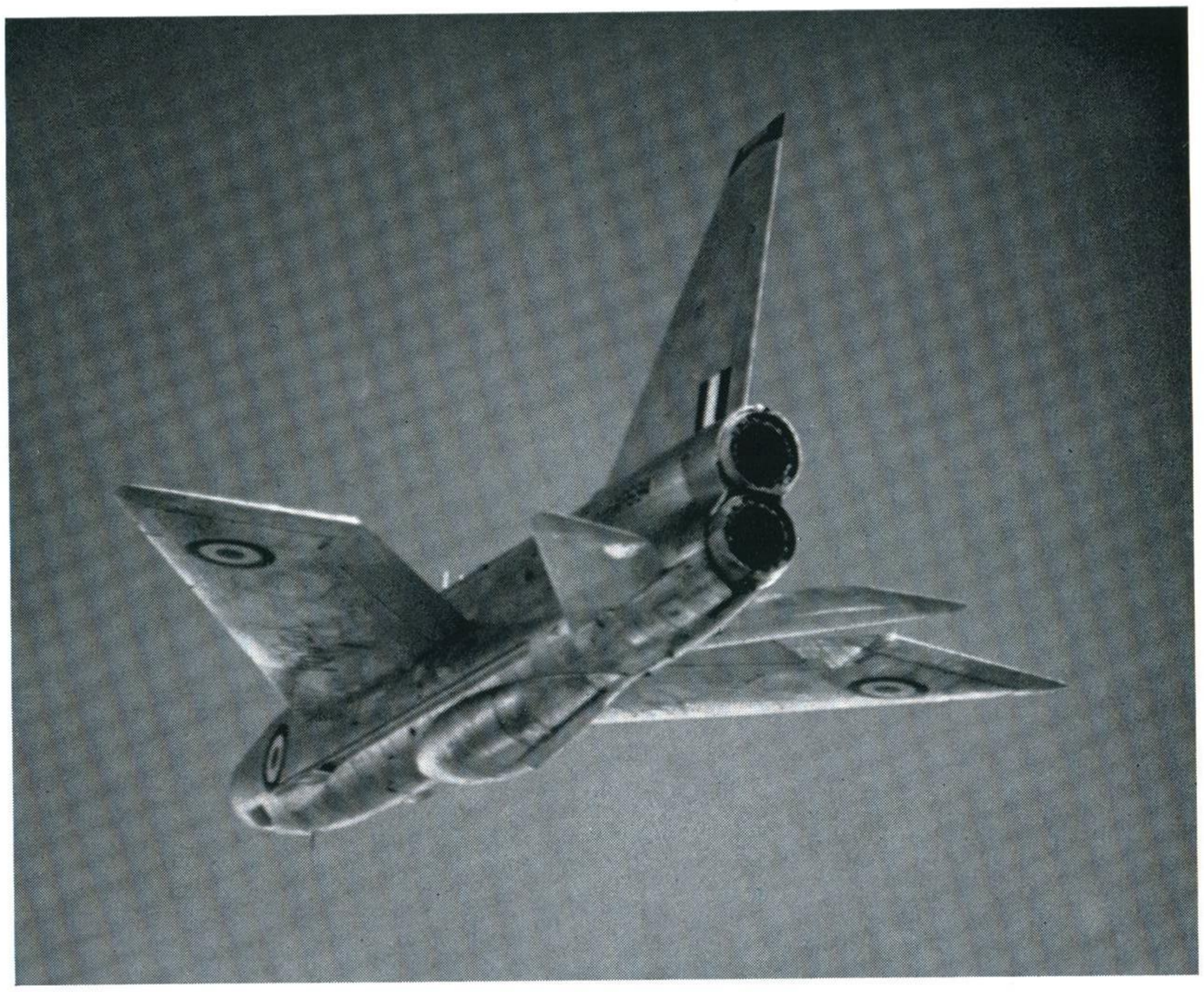
* *Identification Lessons*


an operational training unit was damaged by "friendly" fire.

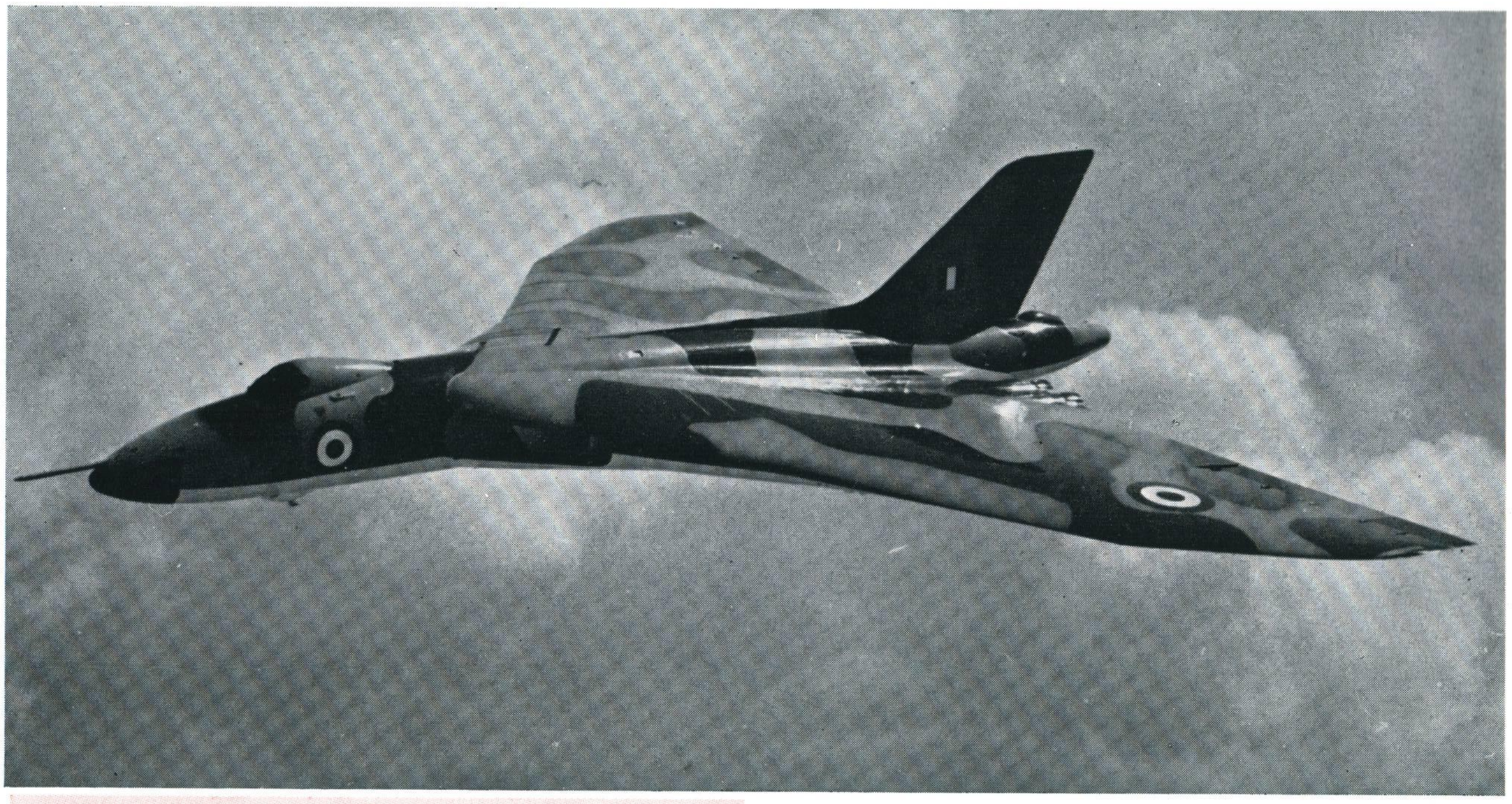
Throughout August there were thirteen RAF aircraft shot down or damaged by mistake, but the loss of aircraft through misidentification is not the only consideration. In a subsequent report on the battle by the 6th Anti-Aircraft Division it concluded, "In some cases, had the standard of training been higher, to permit the earlier recognition of a machine as hostile beyond reasonable doubt, the number of enemy machines destroyed would have been increased".

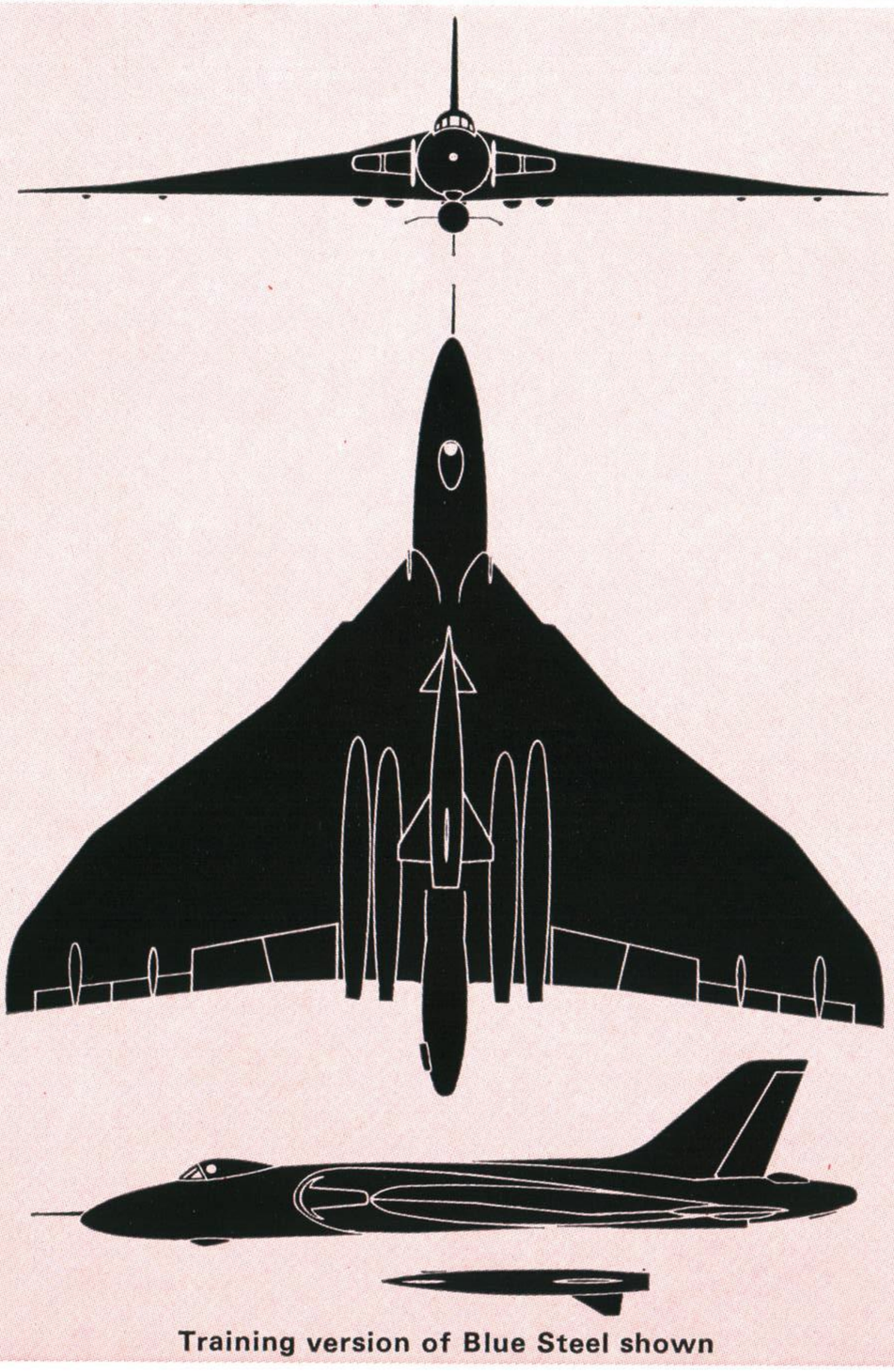
A tragic mistake occurred on September 3rd, a day in which the Luftwaffe made 586 sorties attacking North Weald and West Malling airfields. A night fighter squadron, No. 25, was ordered to put up a protective flight of three aircraft over North Weald. A Hurricane formation bore down on the three Blenheims, which took evasive action. The pilot of one, mortally wounded, ordered his air gunner to jump; the gunner, however, anxious about the fate of his pilot, crawled to the cockpit to see if he could assist. Finding that his pilot had already died, he went back to the escape hatch and abandoned the aircraft. Another of the three, badly damaged, went down to a crash landing, wrecking the aircraft. Only the third of the three escaped unscathed.

The disturbing element is that, while these documented cases can be quoted, in the heat of battle many other such errors may have gone unrecorded.



Lack of identity training cannot be blamed for the damage sustained by D.H. 90 Dragonfly G-AFVG which had its rear fuselage and tail riddled with bullets on September 24th. This civil aircraft was impressed into service with No. 7 Anti-Aircraft Co-operation Unit and the pilot, thoughtfully looking at the damage, asked for a longer cable to be attached to his towed target. The lesson is that it is not only necessary to learn to shoot straight, but to know precisely what it is that you are shooting at. Let the Battle of Britain be a lesson.





Training version of Blue Steel shown

# VULCAN

The Vulcans, together with the Victors, form the backbone of the equipment of R.A.F. Bomber Command. Known collectively as the "V" bombers, the Vulcan features a delta wing whereas the Victor has a crescent shaped wing.

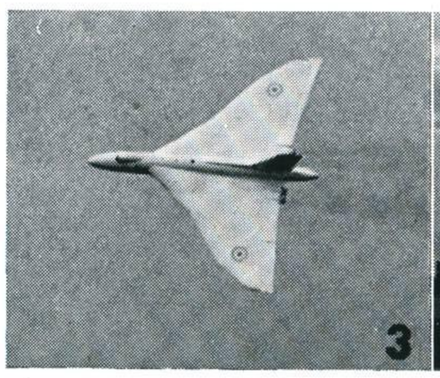
Two versions of Vulcans are in service, the original B.1, and the B.2 with extended wing, increased power and provision for the carriage of the Blue Steel stand-off bomb. For low-level operations, both "V" bomber types may be seen in a camouflage finish.

Refer to lesson instructions on page 223 before attempting this lesson—and be sure to carry them out. Solutions on the cover.

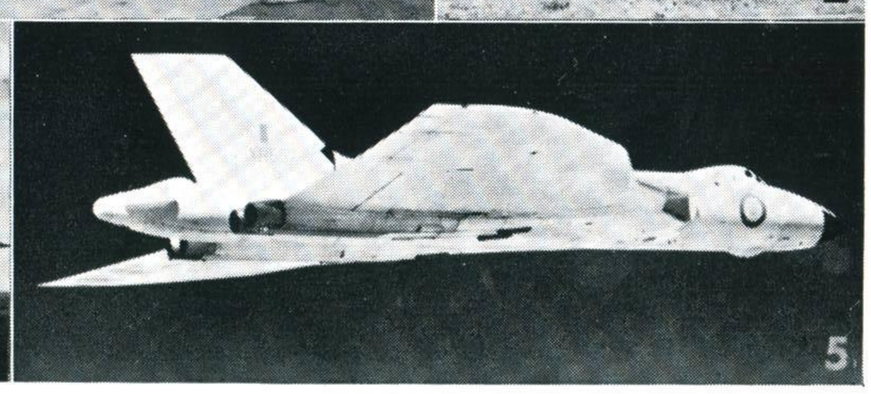
Span : 99 feet B.1
111 feet B.2

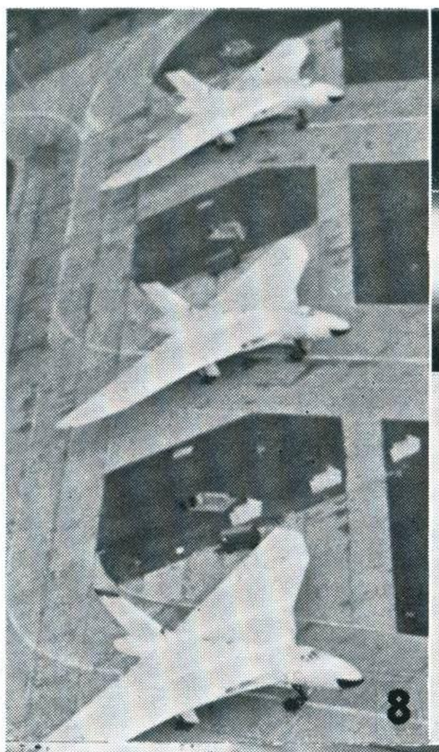

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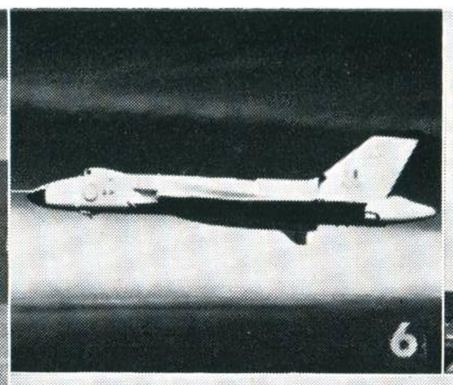

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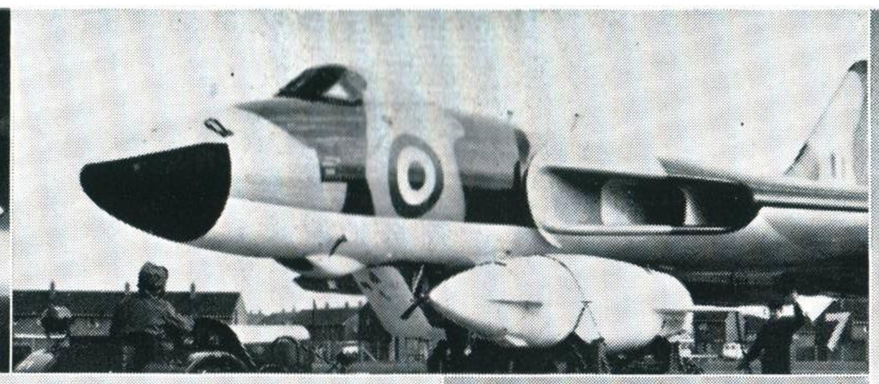

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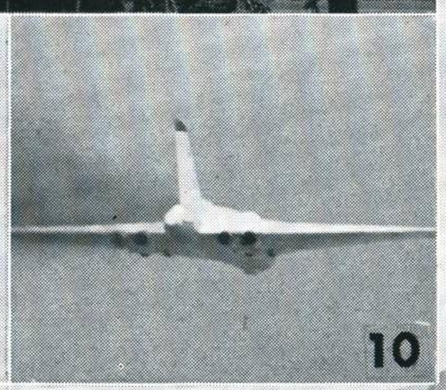

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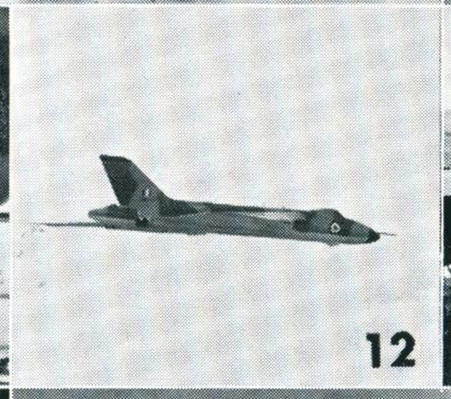

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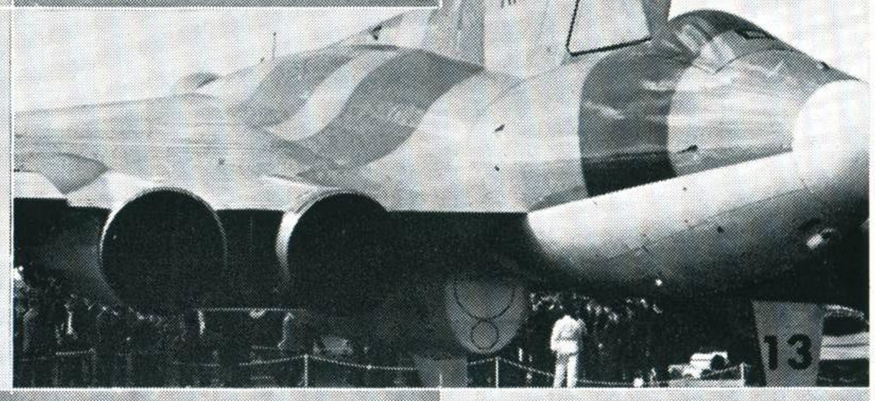

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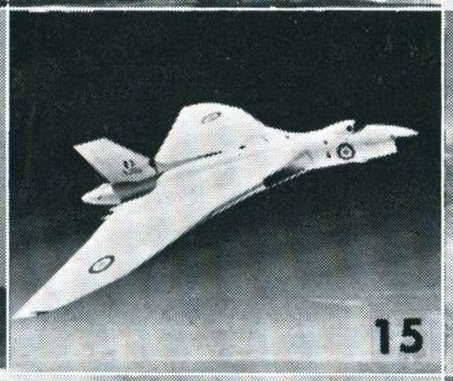


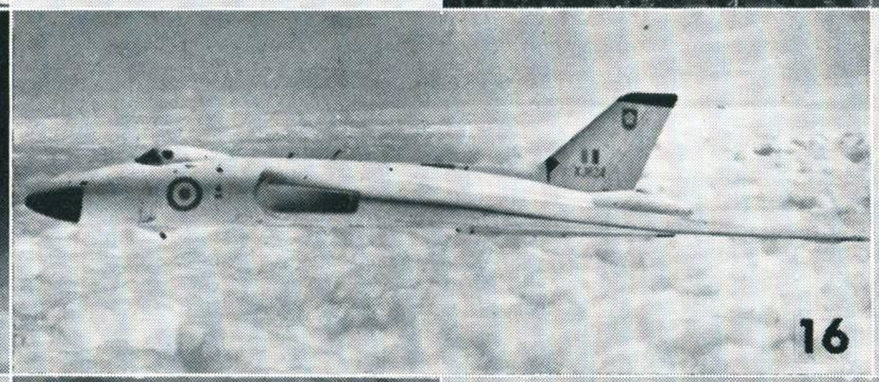
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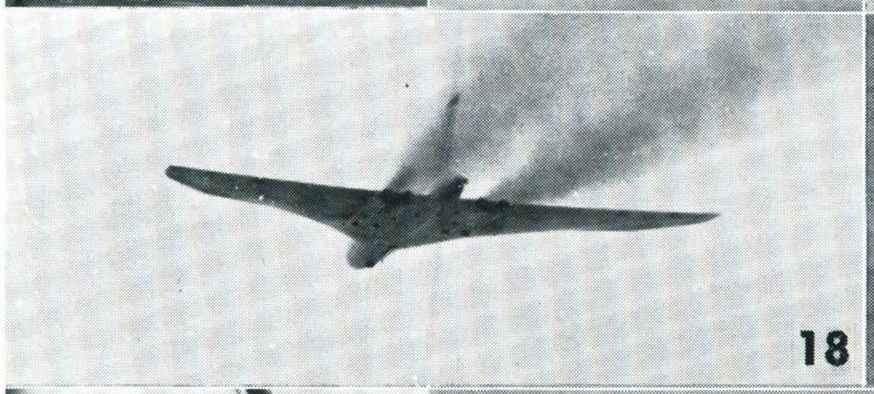

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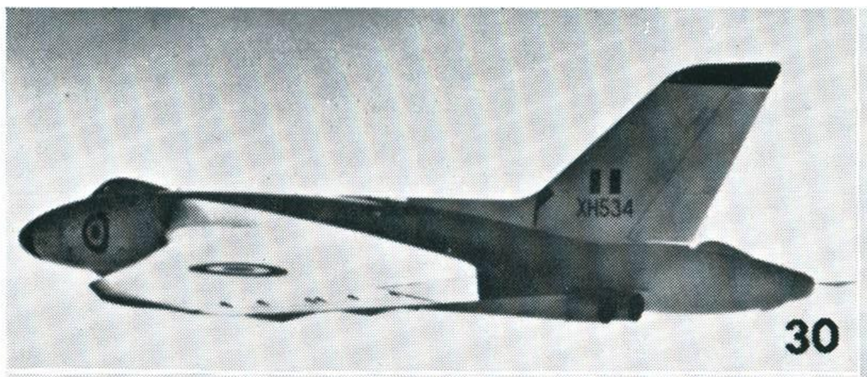

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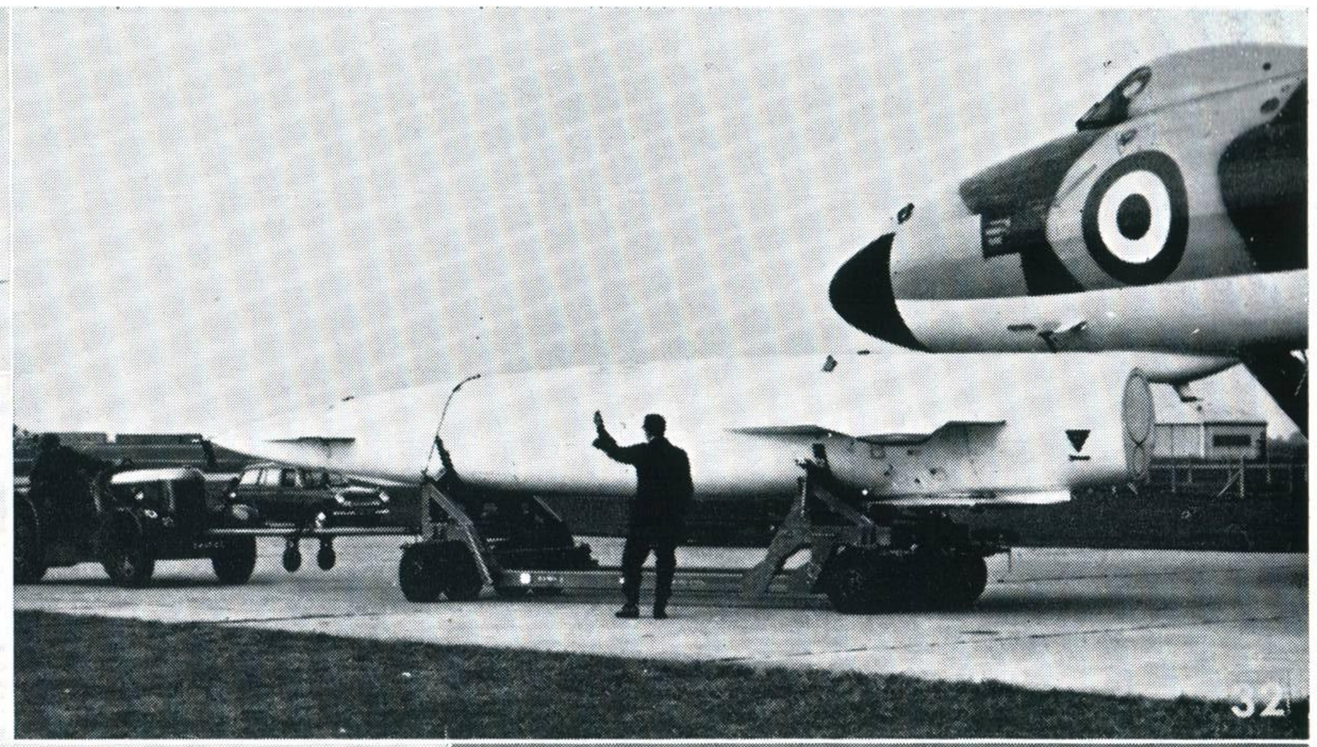
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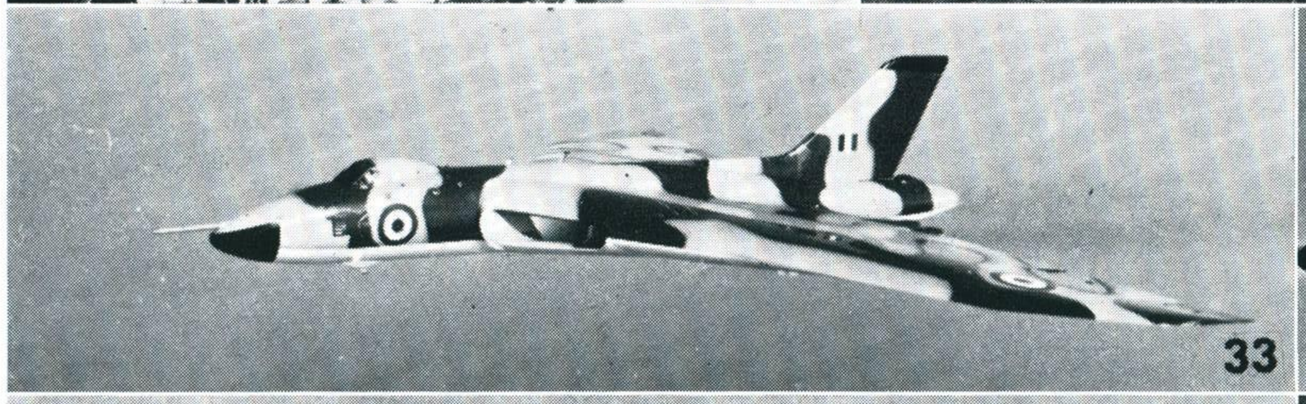

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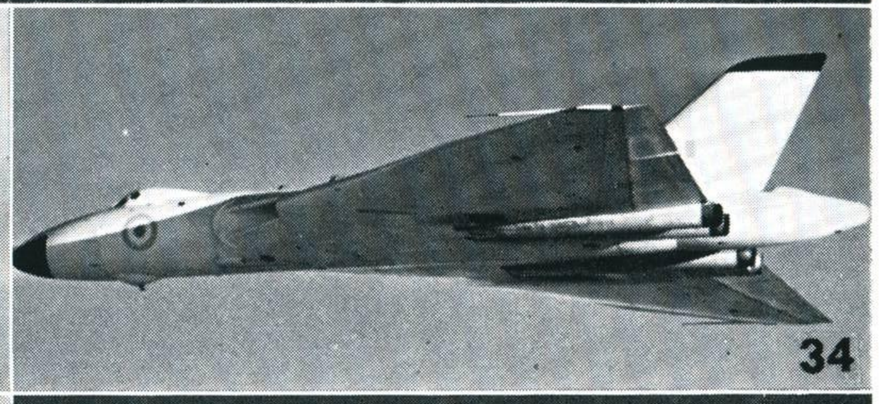
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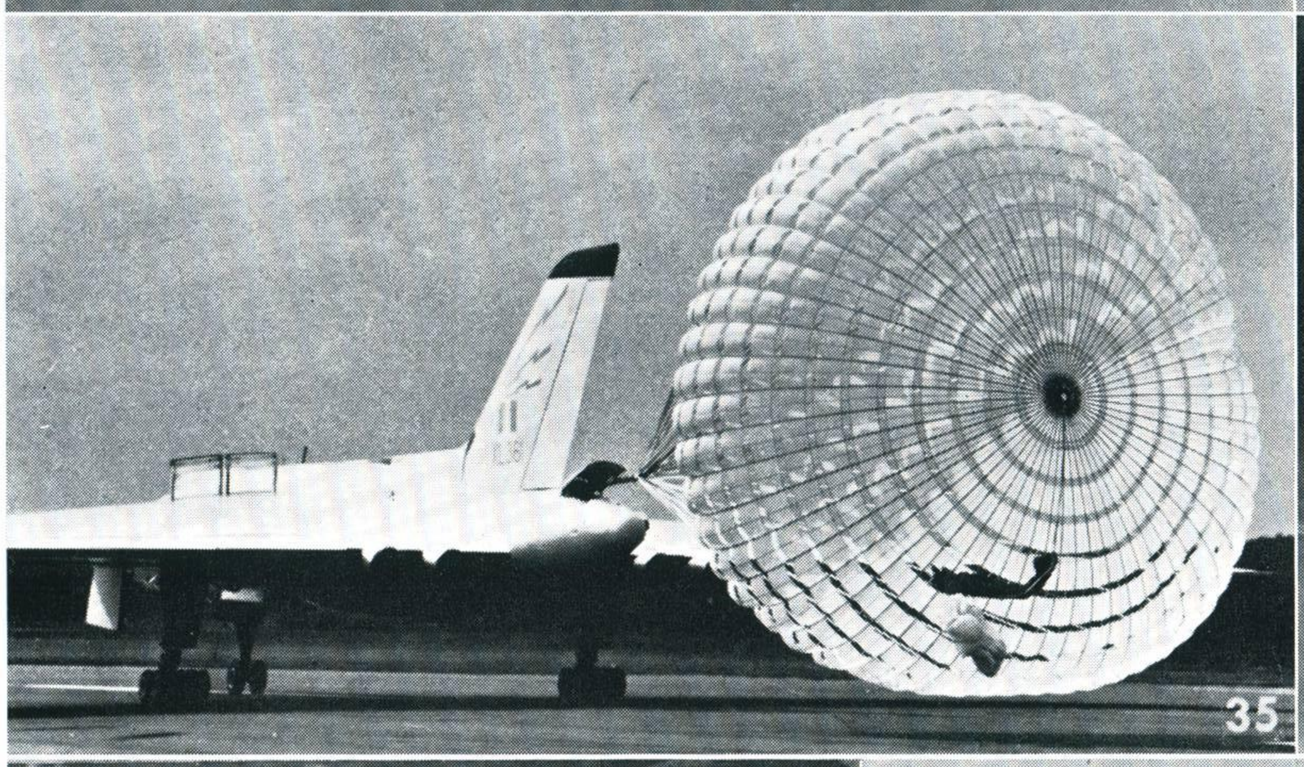
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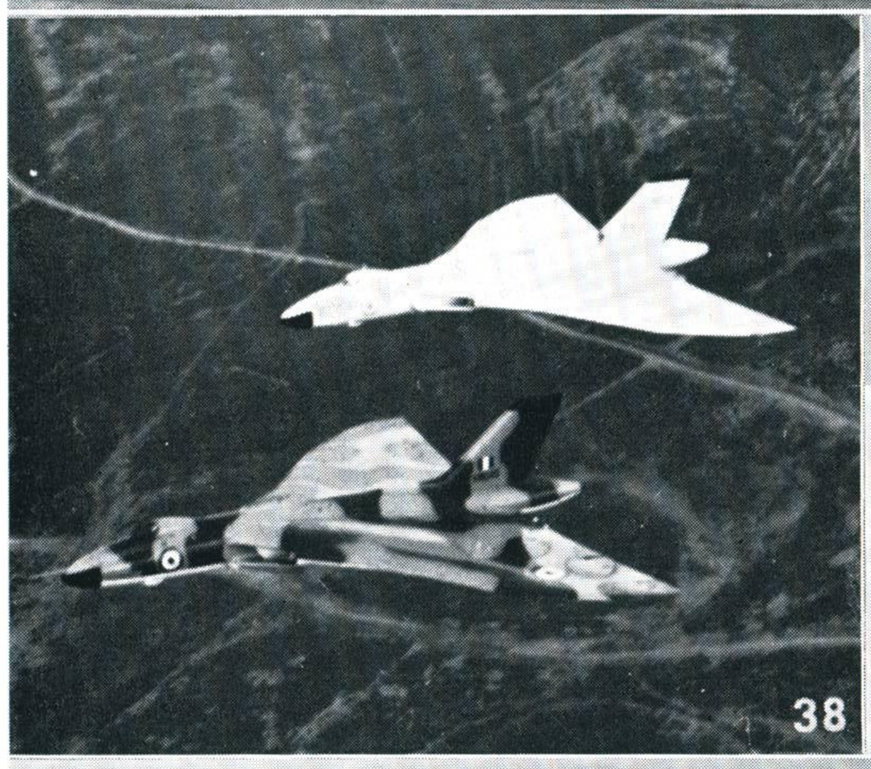
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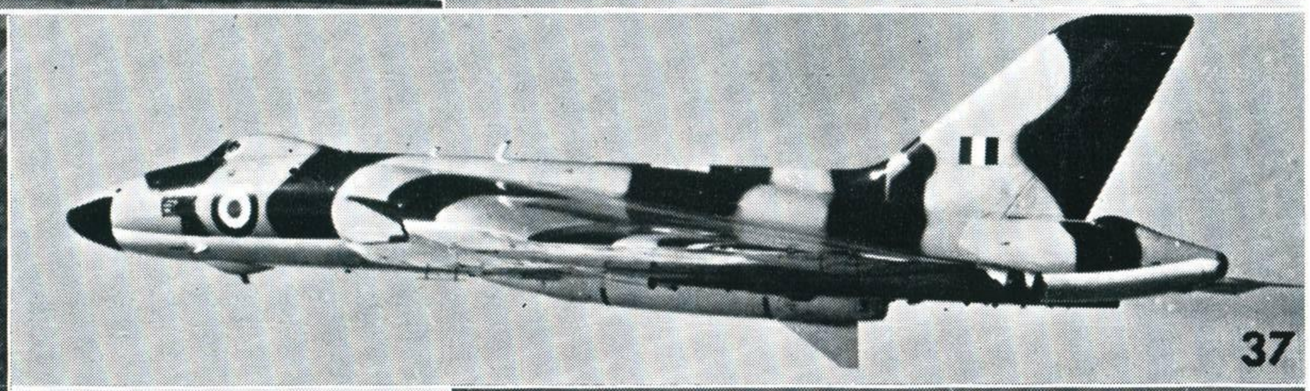
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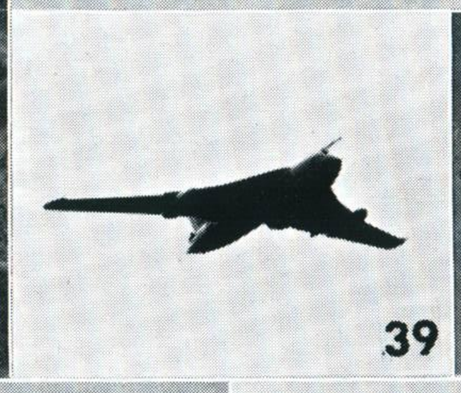
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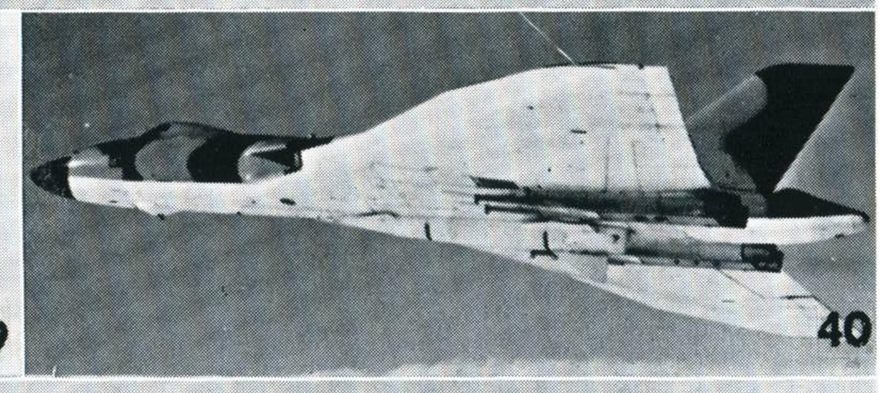
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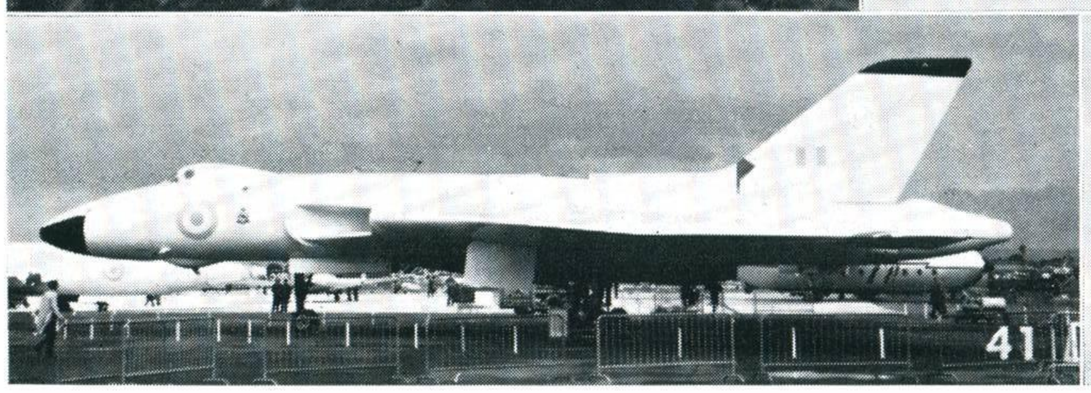
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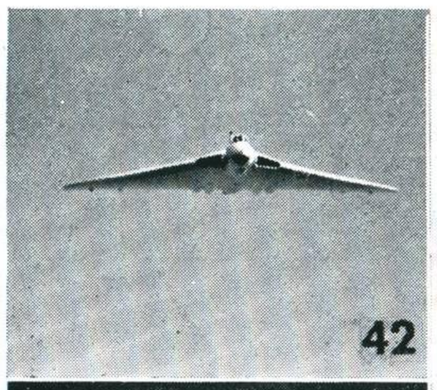
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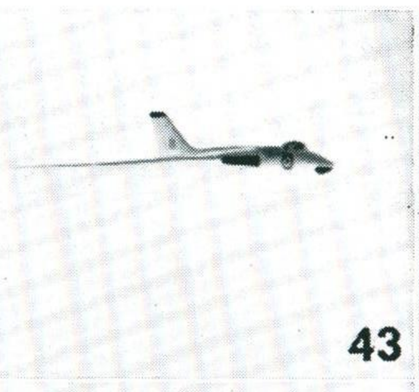


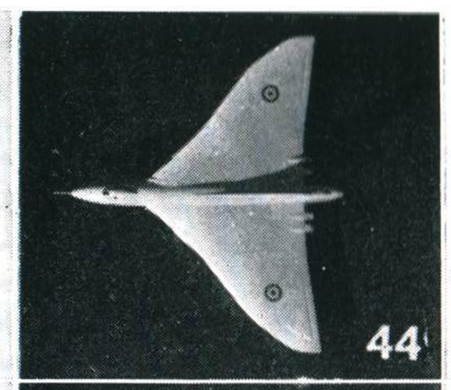
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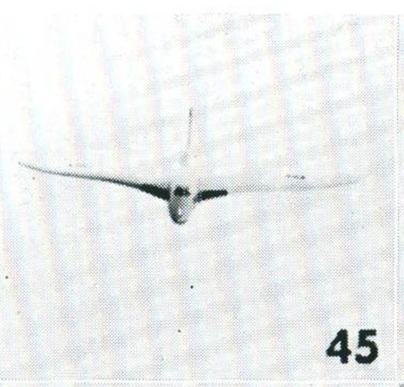


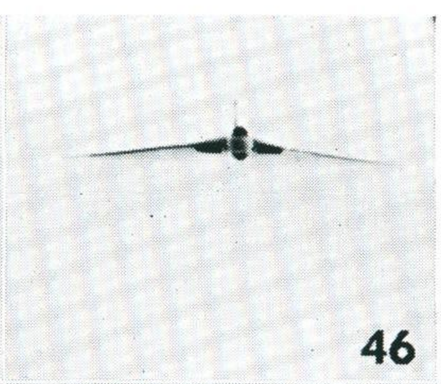
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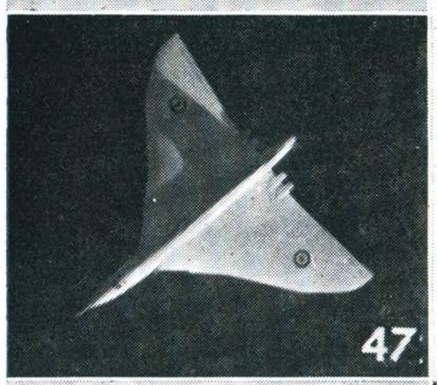

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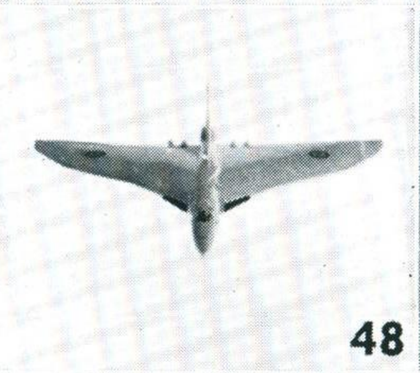

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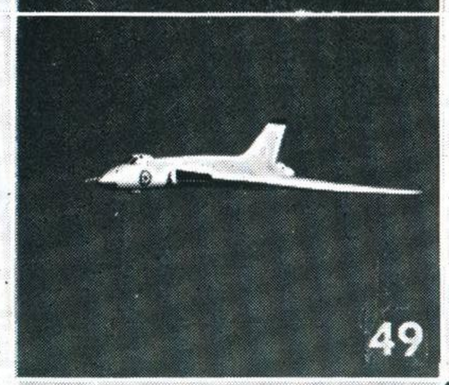

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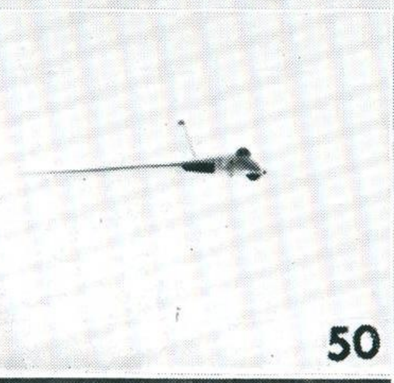

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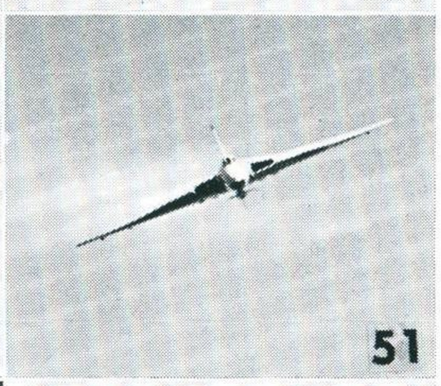

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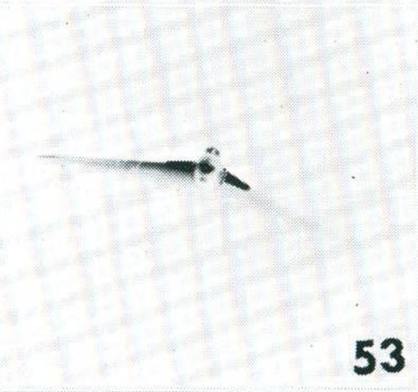

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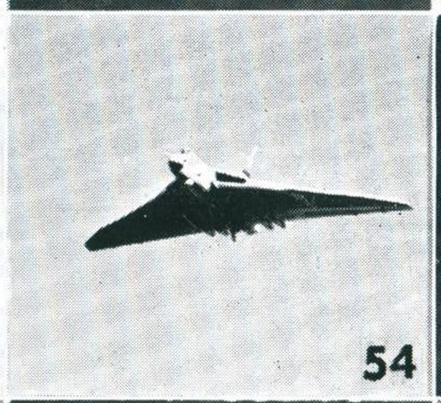

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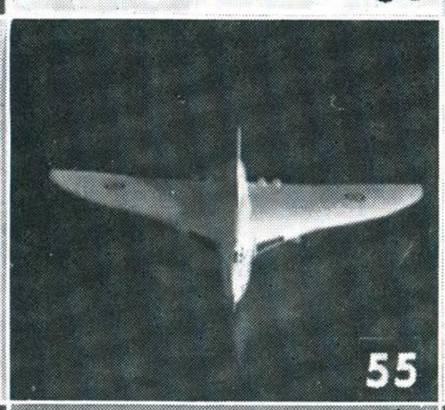

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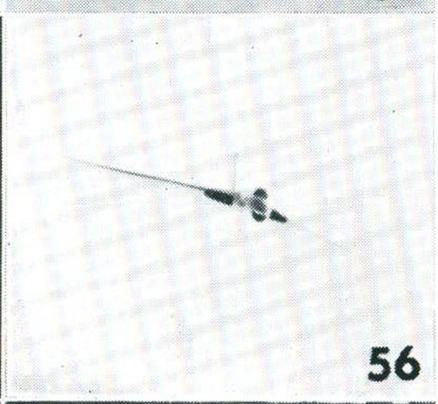

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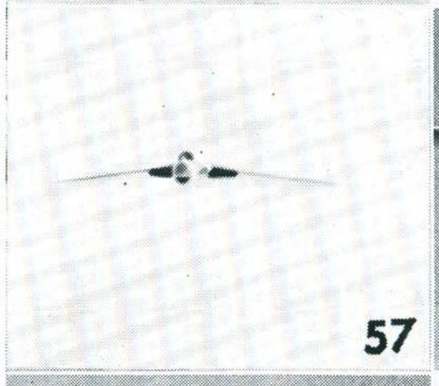

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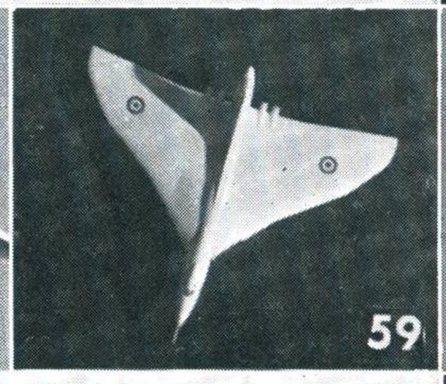

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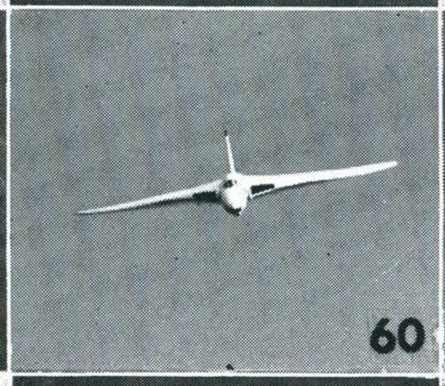

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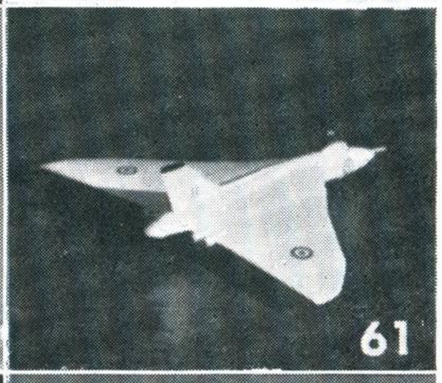

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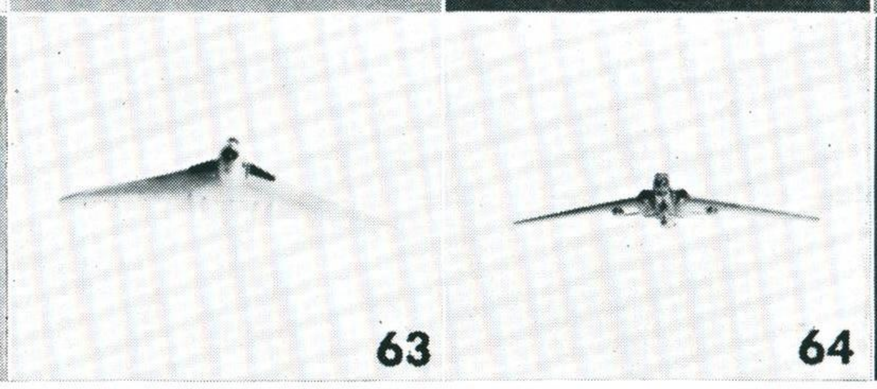

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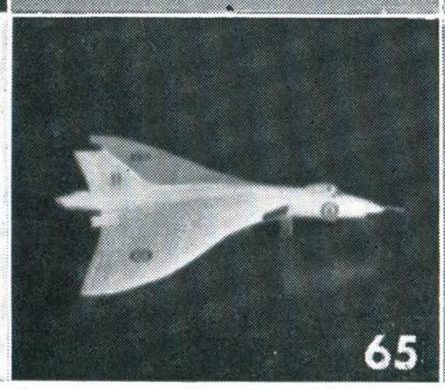

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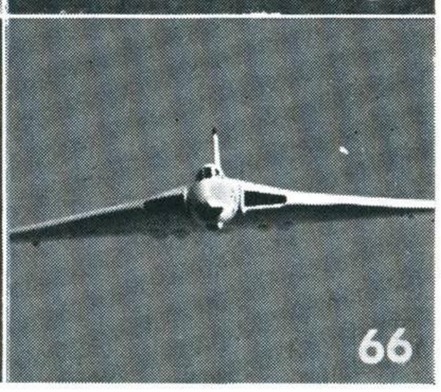

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# SIKORSKY S-62

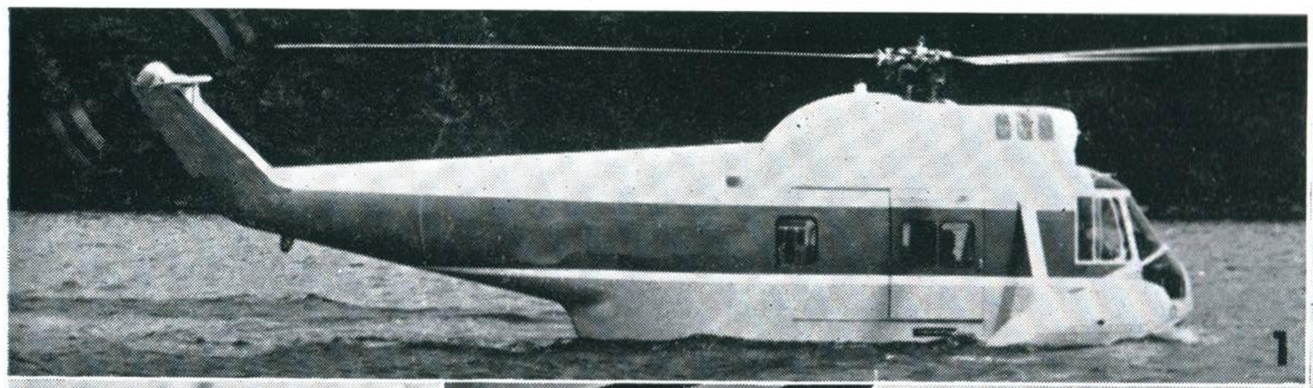
A Sikorsky helicopter designed from the outset for amphibious operations, the S-62 is widely used by the U.S. Coast Guard who have over forty in service under the designation HH-52A ; among other users are three airlines in Japan, the Indian Air Force and the Thailand Police.

Two main versions are in use utilising the 3 or 4 blade rotor systems of the S-55 (Whirlwind) or S-58 (Wessex) respectively. Basically a single-engined version of the S-61 Sea King (May 1965 edition) it differs visually by the single intake over the cabin.

Since a name has not been given to this helicopter, report as Sikorsky S-62 to the lesson instructions on page 223.

**Length 45 feet**



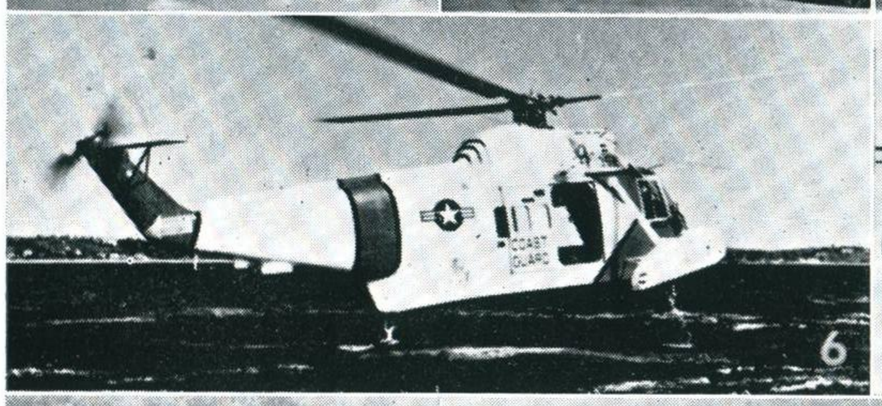
















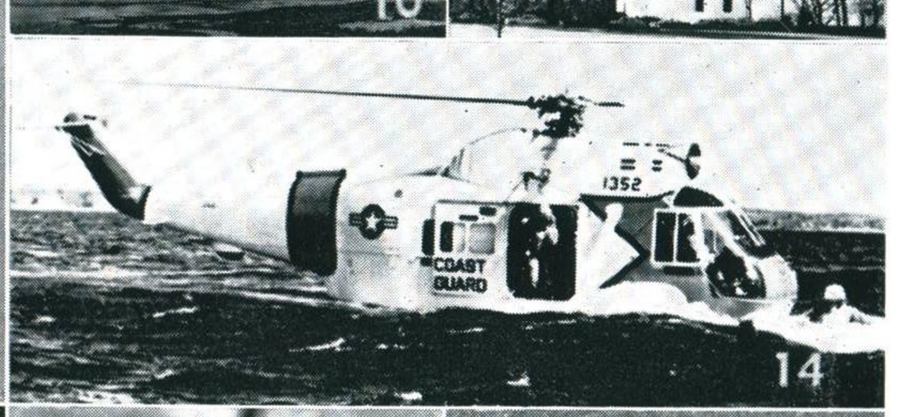












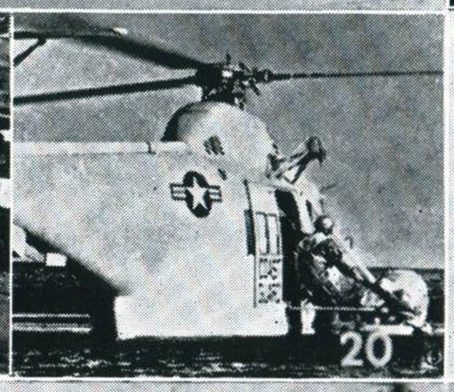


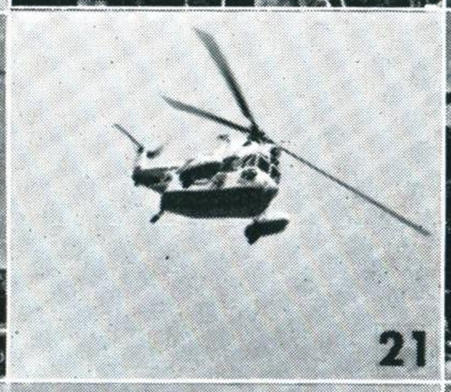




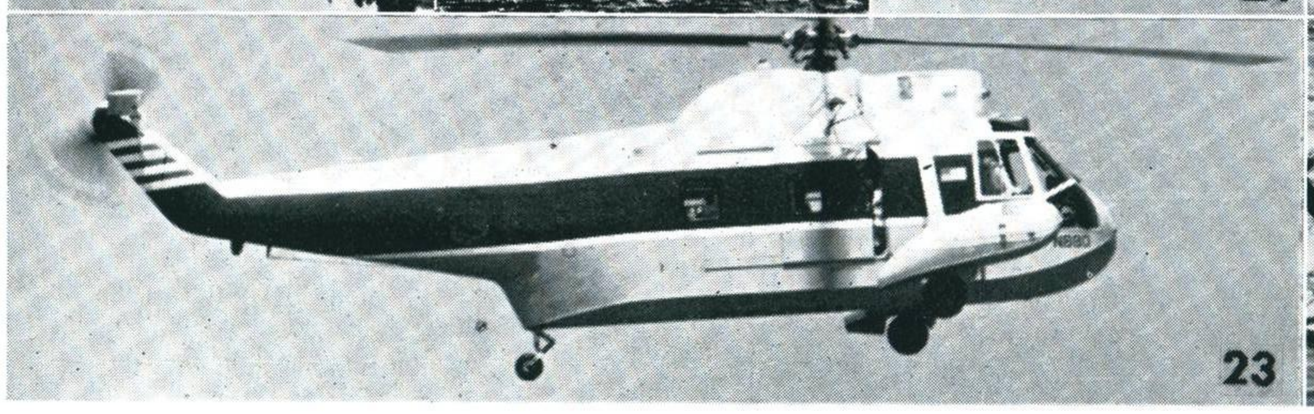




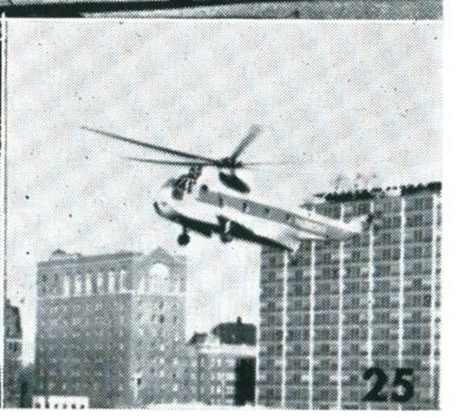




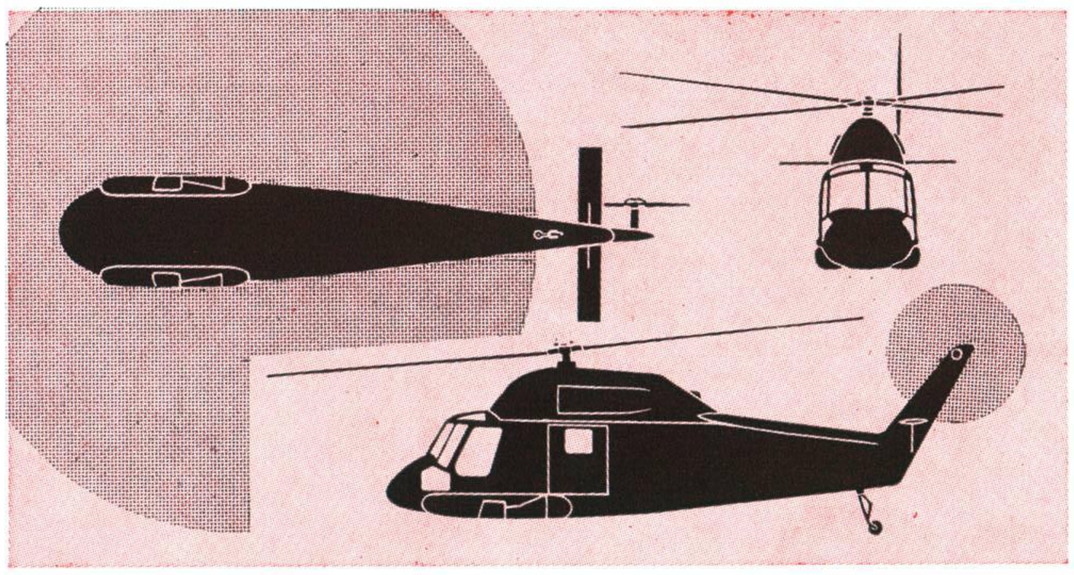










# SEASPRITE

Well over a hundred Kaman UH-2 Seasprite utility helicopters are in U.S. Navy service performing a variety of roles including search and rescue, reconnaissance and communications work.

The two main versions, UH-2A and UH-2B, differ only by the equipment installed and all of this basic type are reported simply, and not inappropriately, as Seasprite.

Work to instructions on page 223. Solutions on the cover.

**Length of fuselage 52 feet.**



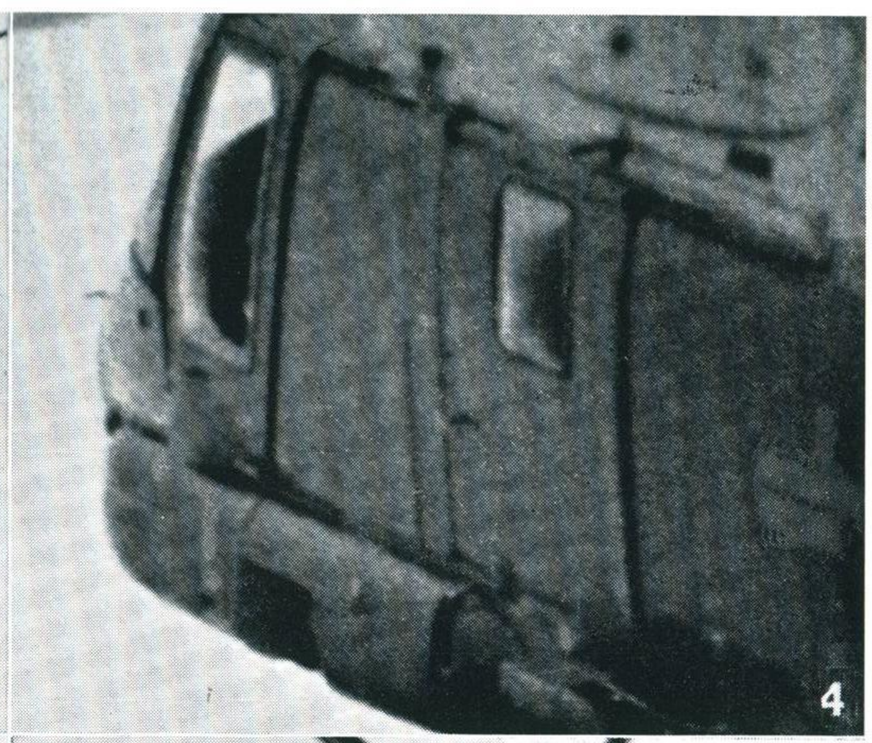




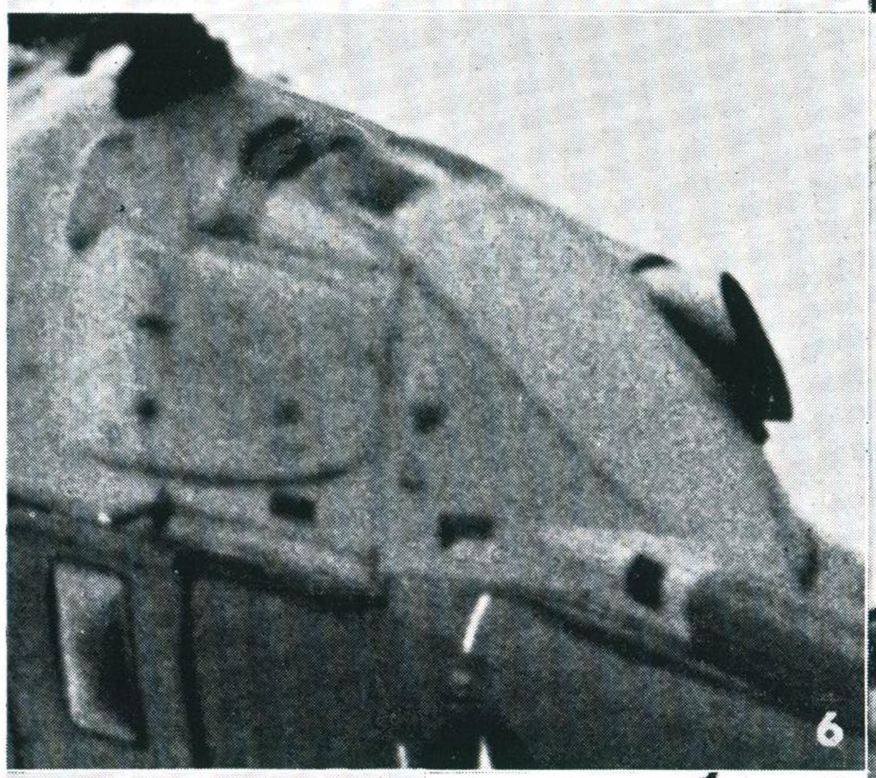
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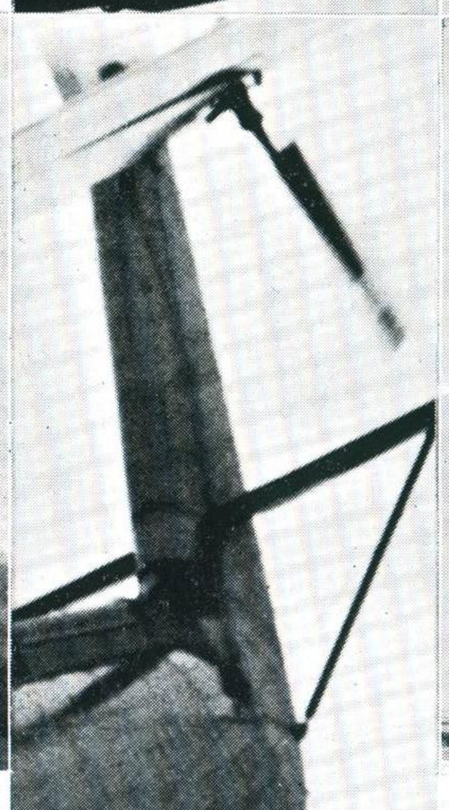
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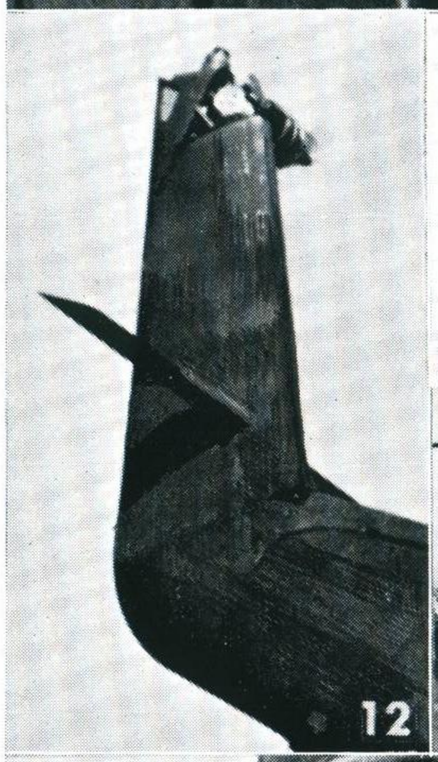
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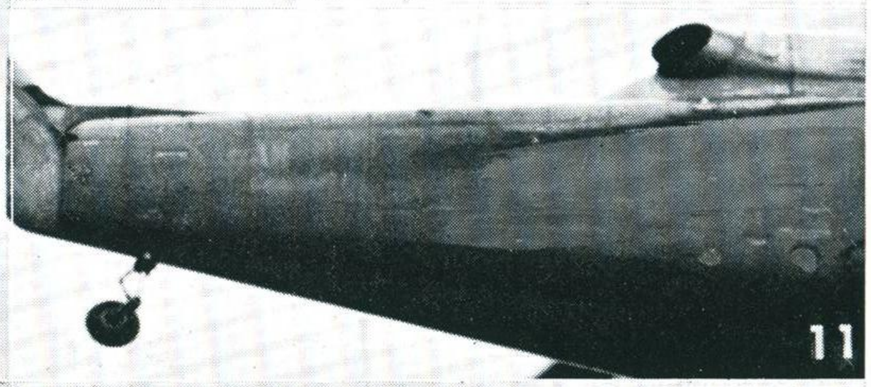




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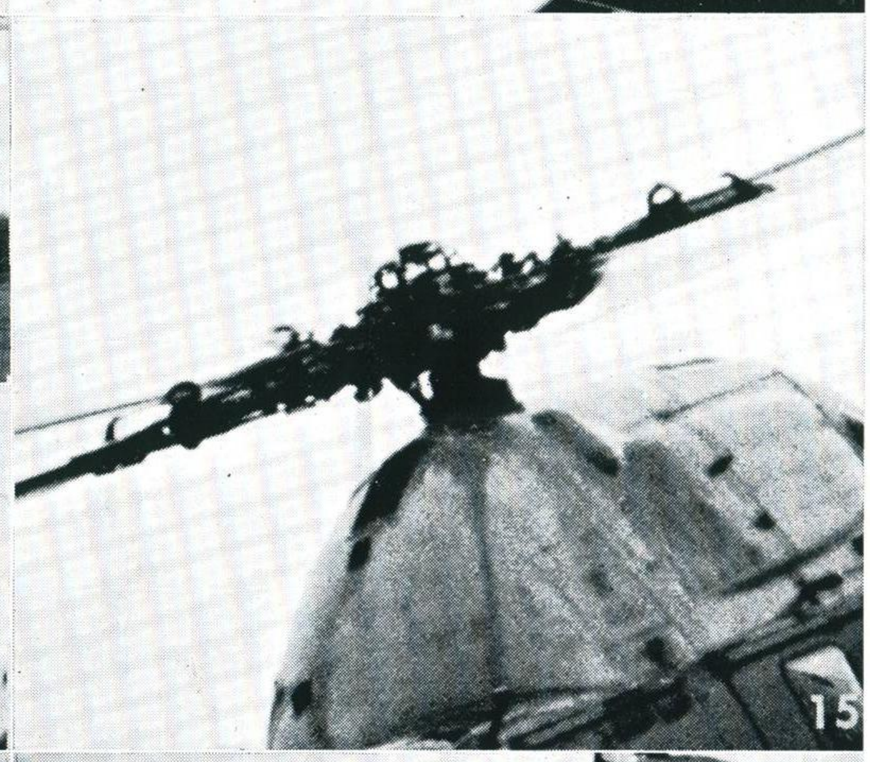
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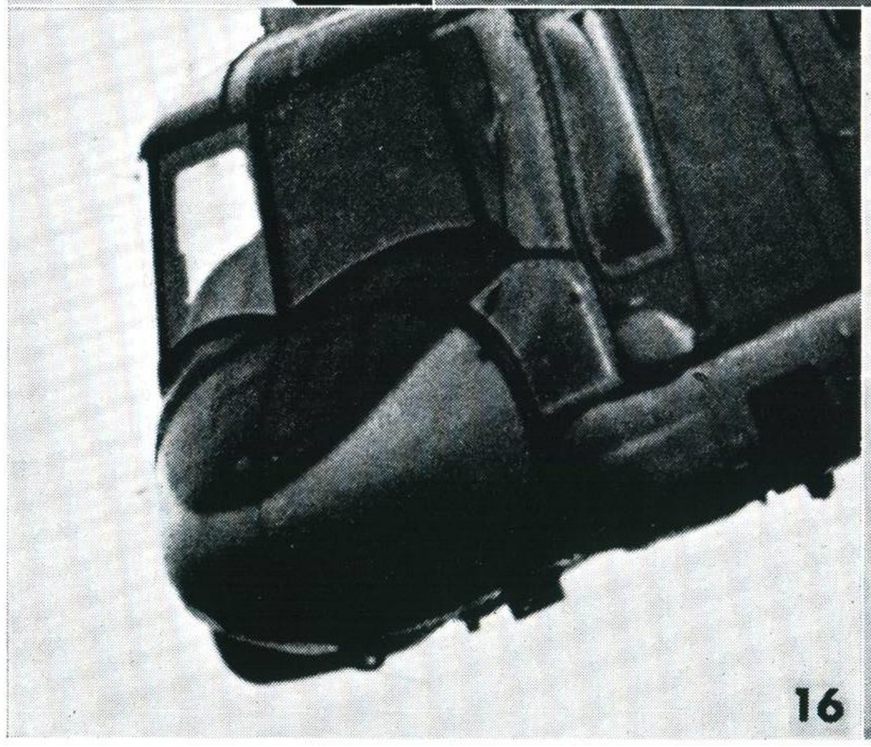
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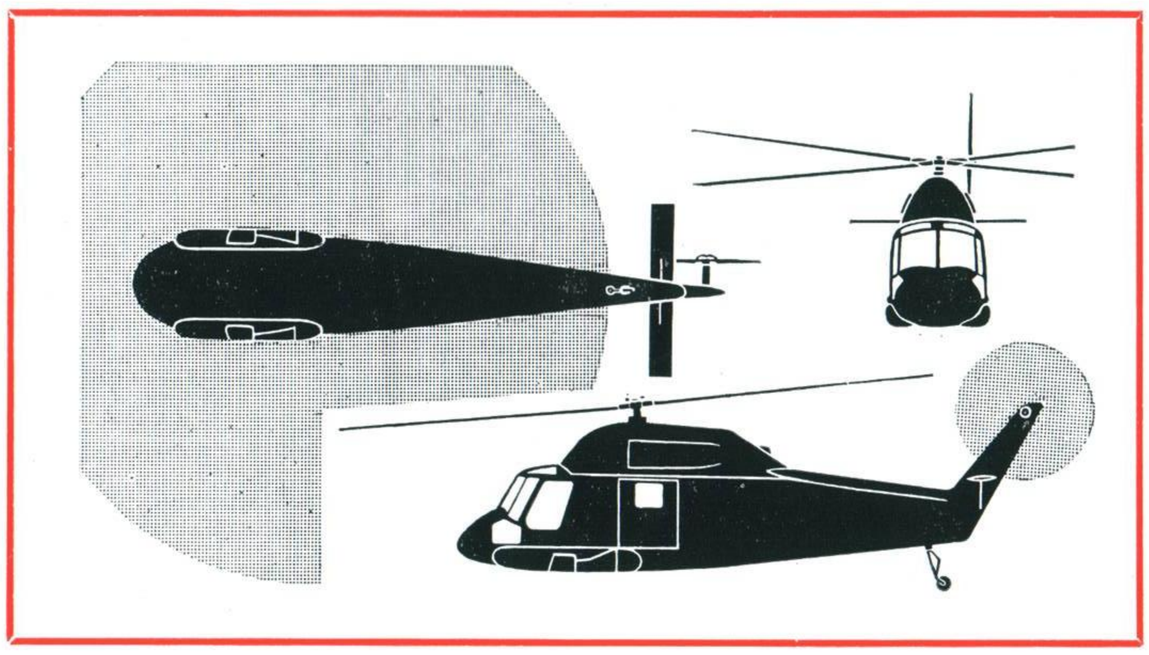


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Continued overleaf . . .






# SEASPRITE *continued*

























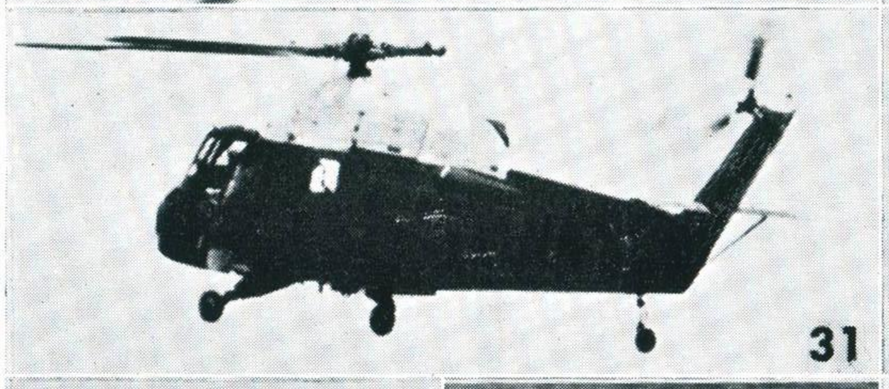












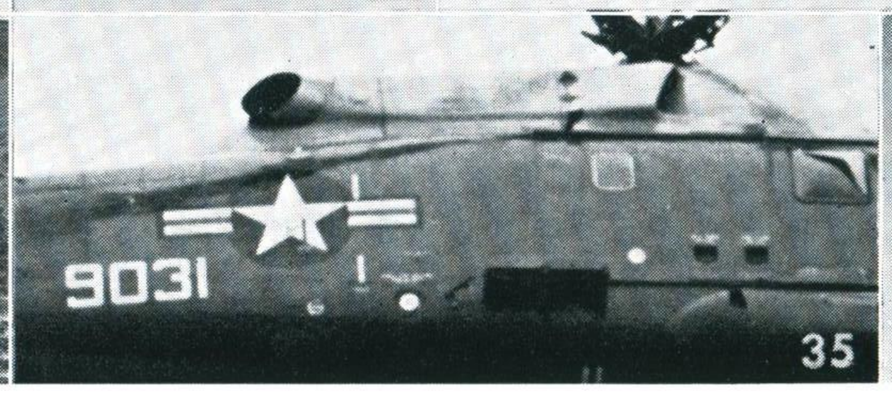















# POLISH BRIEFS



Iskra jet trainer



Bies trainers

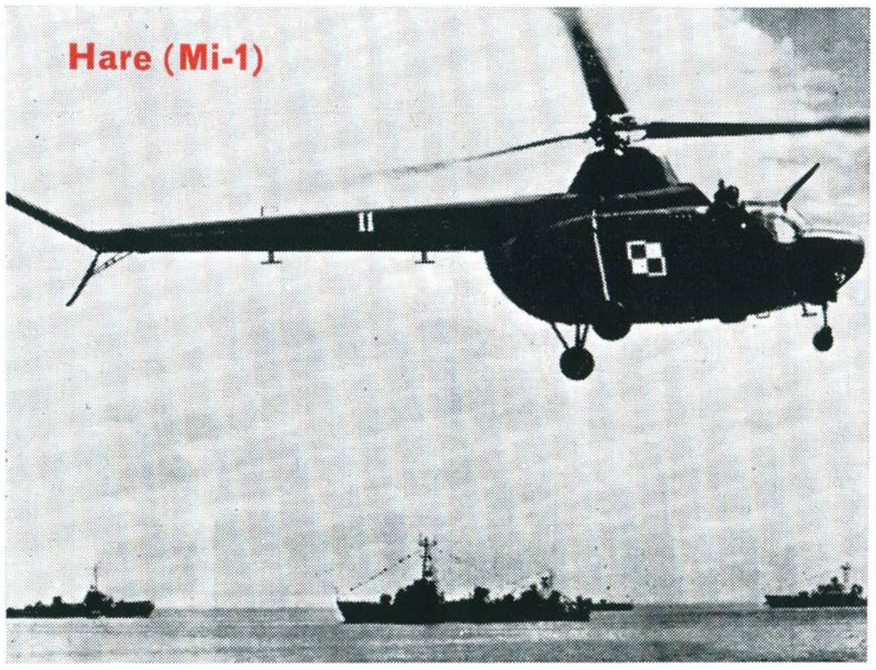


Frescos

The Polish Air Force is a tactical force with the Ilyushin Il-28 Beagle as the standard bomber and successive MiG development fighters from the MiG-15 Fagot to the MiG-21 Fishbed shown overleaf.



Beagles



Hare (Mi-1)

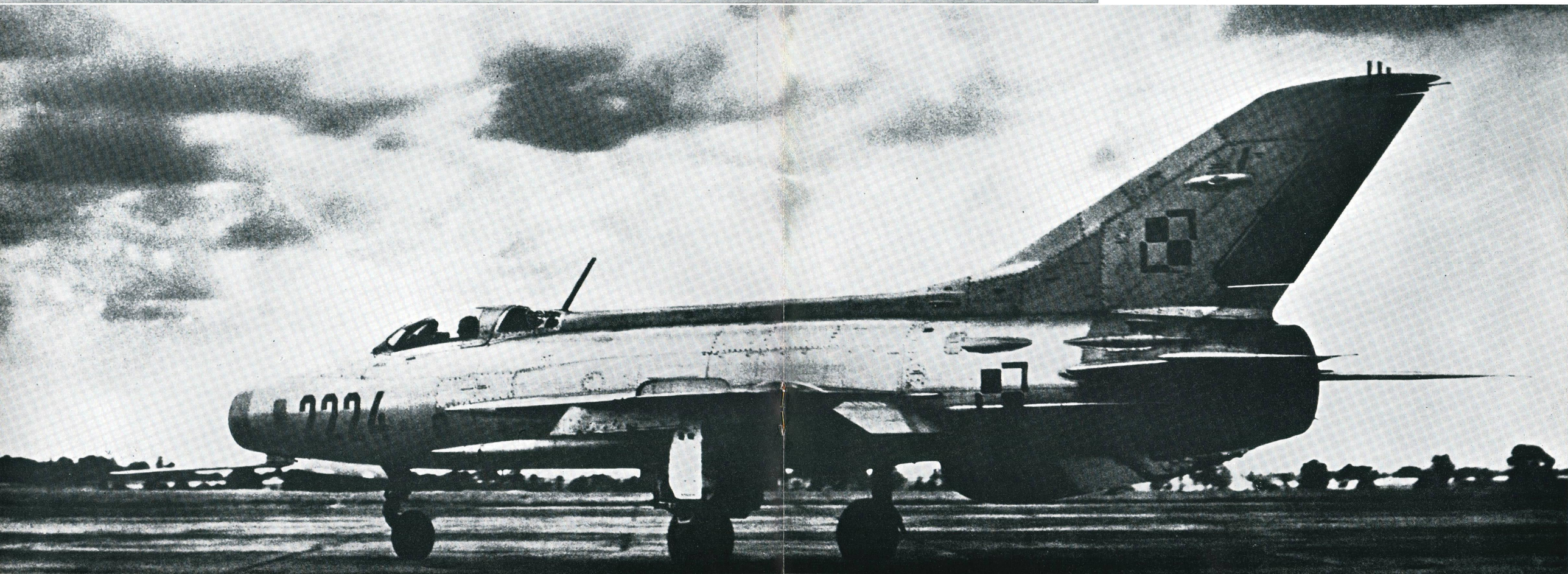


Hare (SM-2)



# FISHBEDS (MiG-21s) OF THE POLISH AIR FORCE

Hitherto the Polish fighters have been Fagots (MiG-15), Frescos (MiG-17) and Farmers (MiG-19); now Fishbeds (MiG-21) are in Service. Several versions of the Fishbed exist, among which is a two-seat trainer version with revised canopy known as Mongol.






TURBO-PORTER

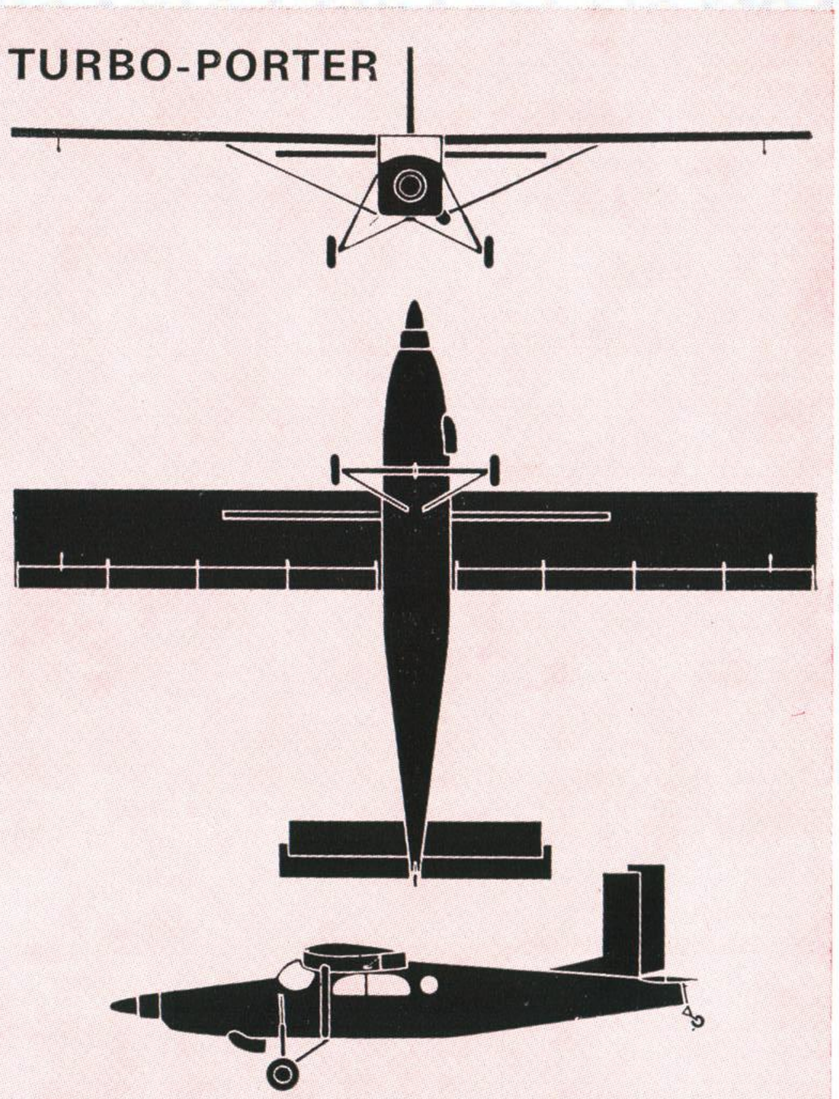
# PORTER

This rugged Swiss utility aircraft suitable for both military or civil use has STOL capabilities which facilitate operations from small landing strips.

Built by Pilatus, a subsidiary of the Oerlikon armament firm, the Porter is supplied in two main versions, the PC-6 with piston-engine and PC-6/A with a turboprop, for which the names Porter and Turbo-Porter respectively apply. Report these aircraft accordingly to the lesson instructions on page 223. Porter is acceptable for both types where the engine shape is not visible. It should be noted that minor variations occur to the rudder tip, undercarriage and cabin windows.

**Solutions on the cover.**

**Span 50 feet**




PORTER

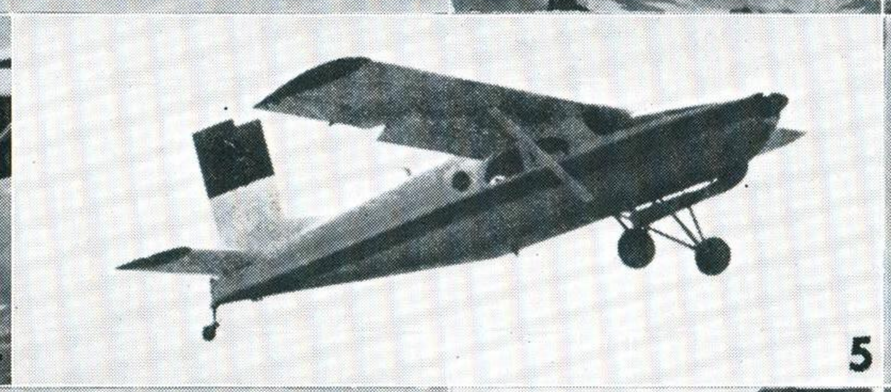


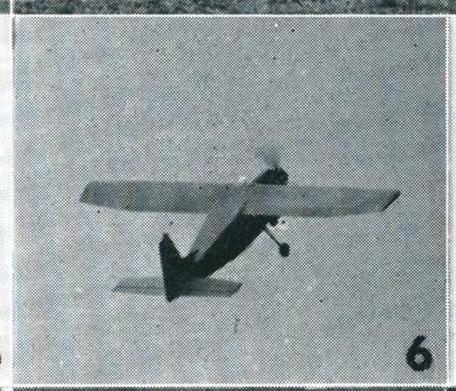

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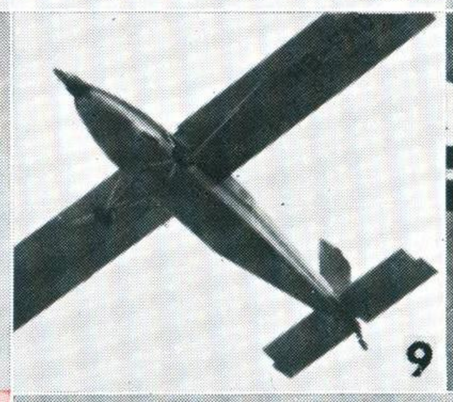

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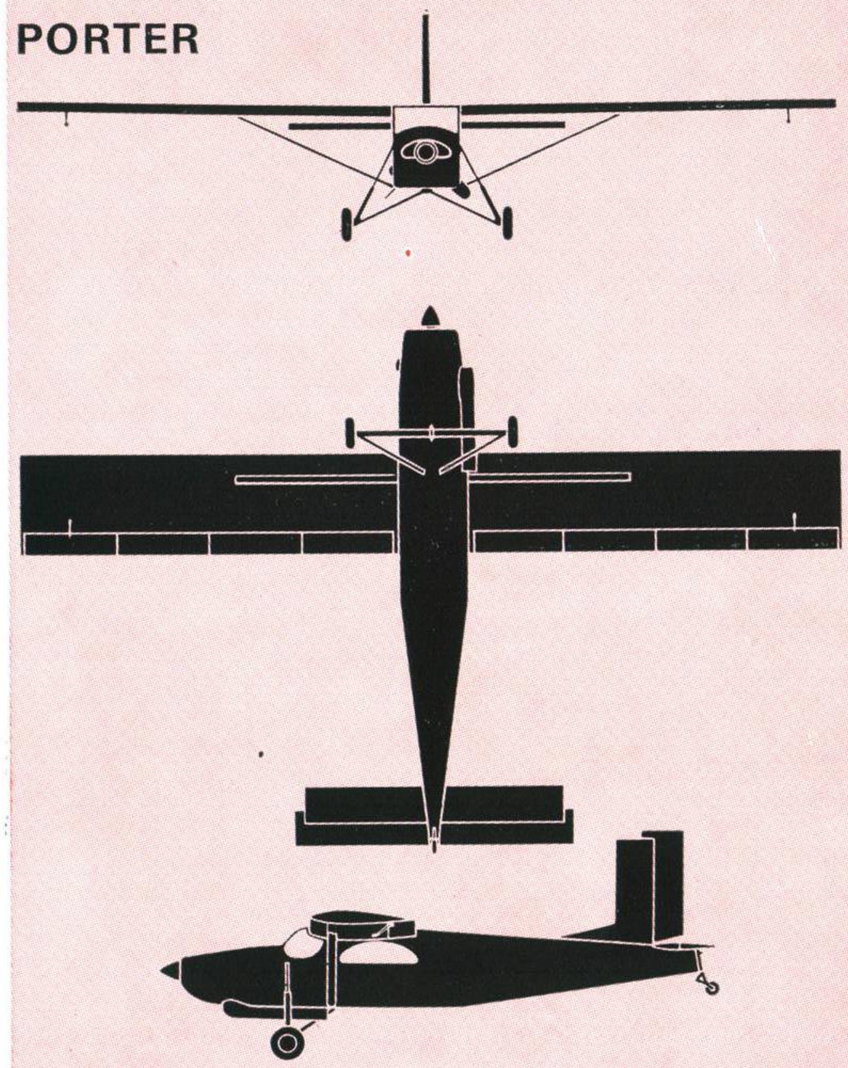

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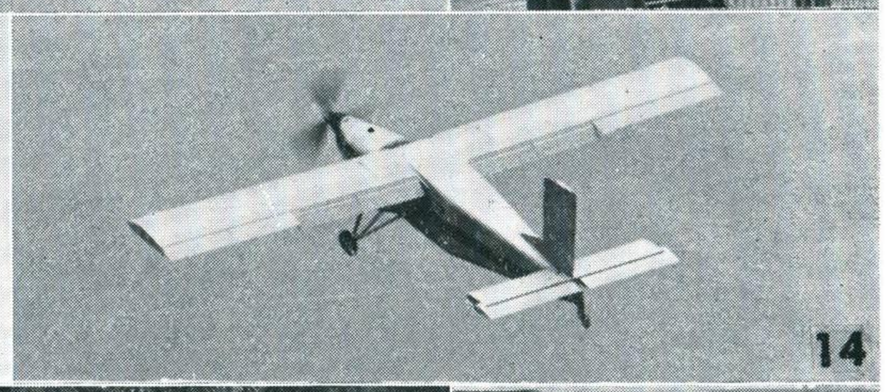
PORTER




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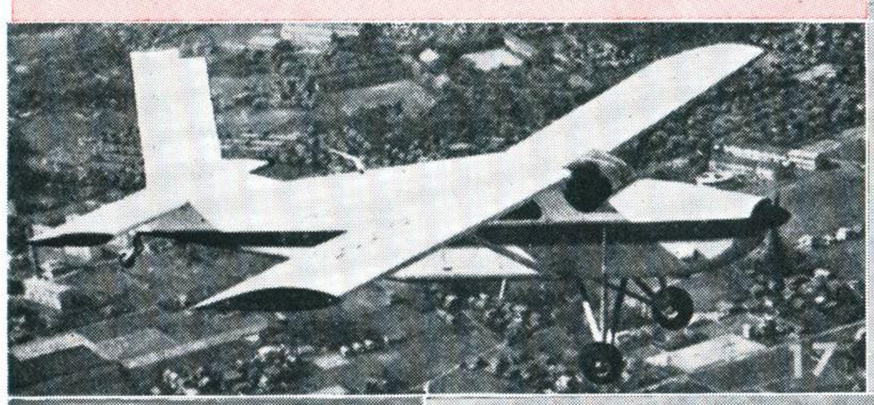

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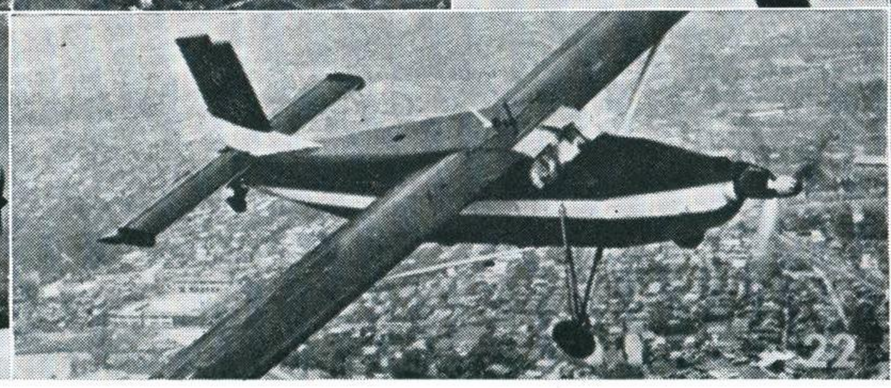

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# JEANNE D'ARC

## FRENCH CRUISER HELICOPTER SERVICE



THIS training cruiser was completed at the Brest dockyard in 1963. At this time her name, *La Resolue*, was only a temporary one until she relieved the old training cruiser *Jeanne d'Arc* later in 1964 and whose name she then took.

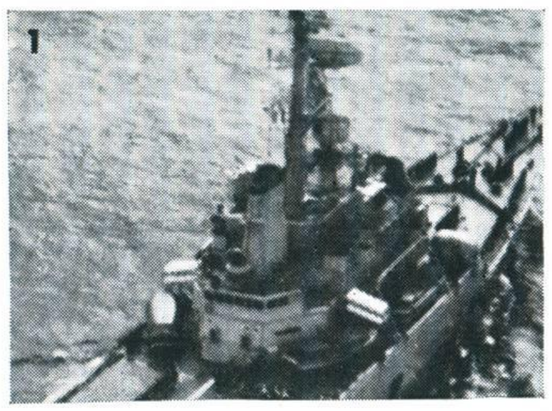
Standard displacement is 10,000 tons with a full loaded weight of 13,000 tons including the full complement of eight helicopters. The landing platform measures 230 feet of her total overall length of 590 feet. Beam is 79 feet on a draught of 20 feet. Designed speed is 26 knots and radius 6,000 miles at 15 knots.

Armament comprises 4×3·9-inch anti-aircraft guns in single mountings, two forward and two on quarter deck, and there is a twin launcher for surface-to-air missiles.

Total crew complement is 1,050 and in peacetime this will include 200 officer cadets under training, while in war time this ship could be modified to carry 700 commando troops.

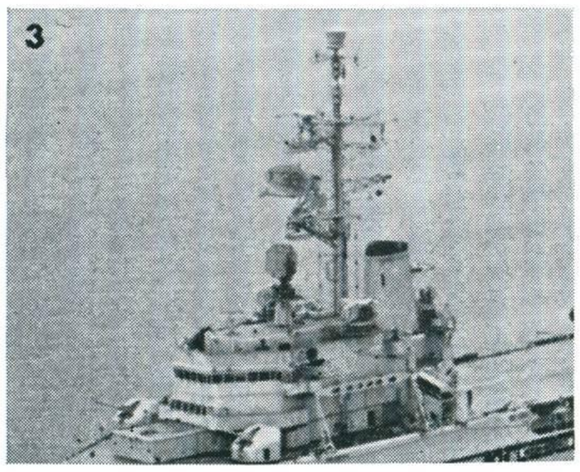
Lesson instructions are on page 223

### Solutions on the cover



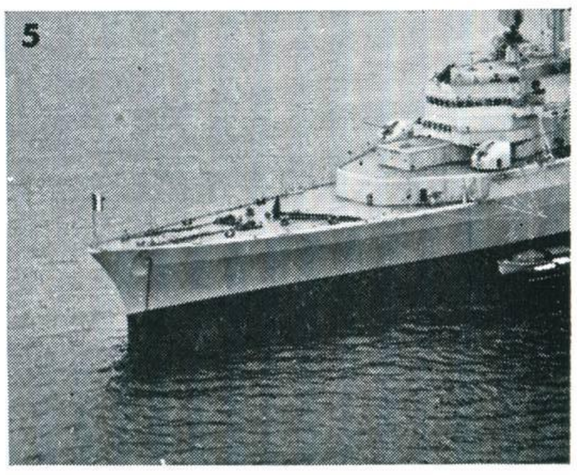


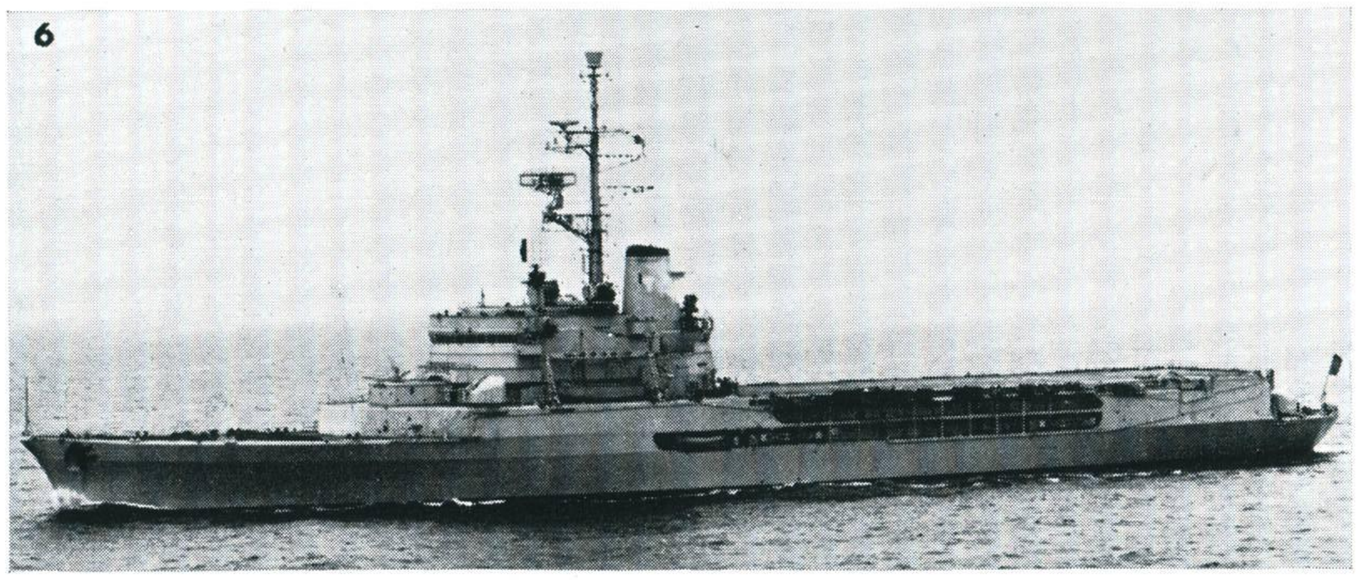


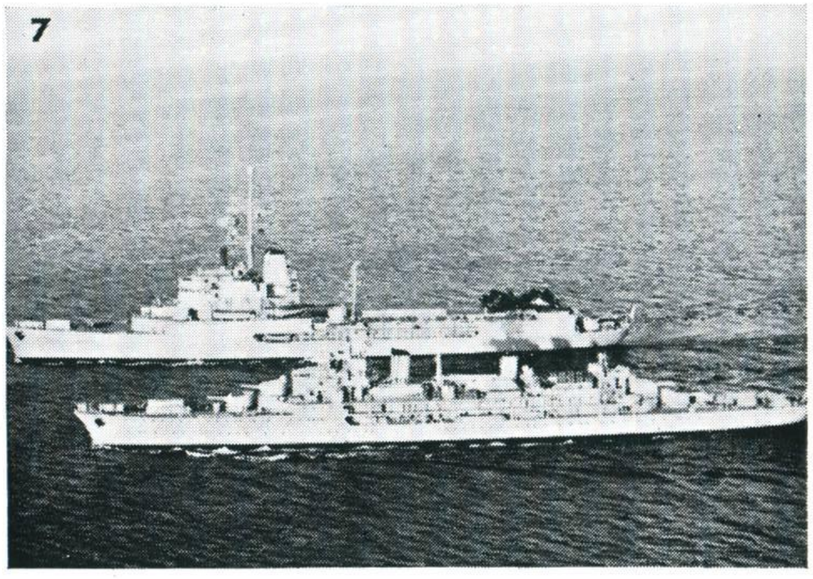


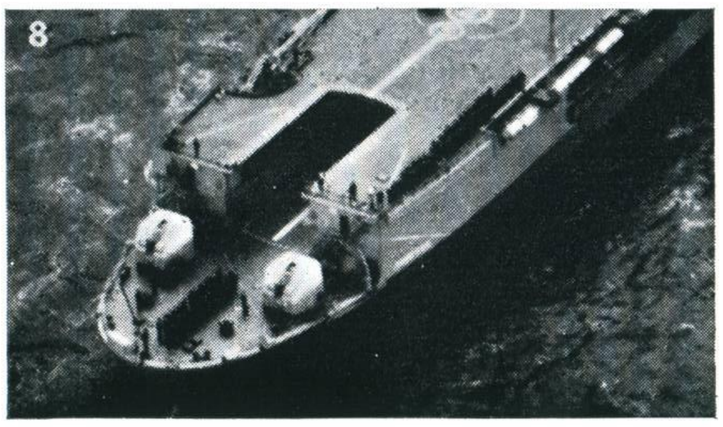


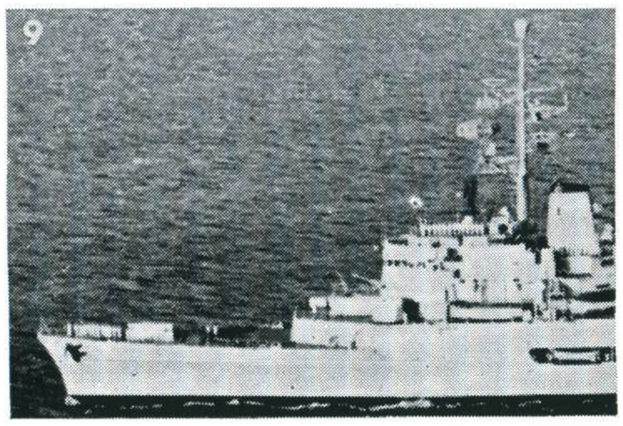


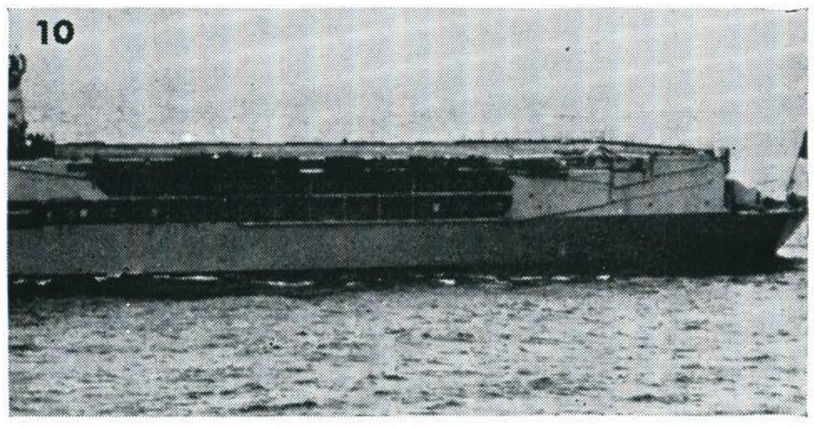


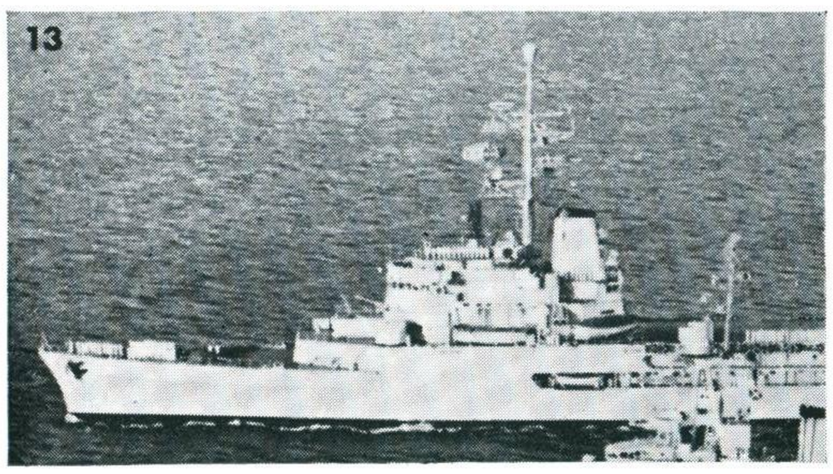



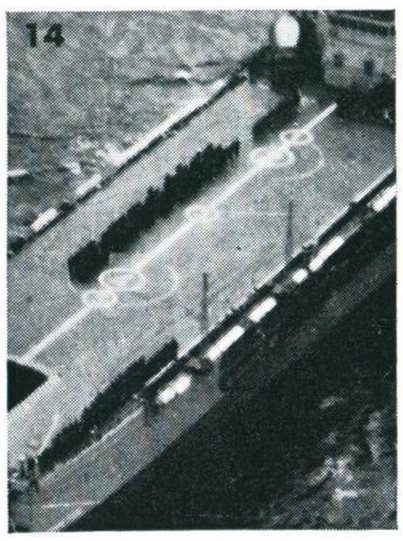



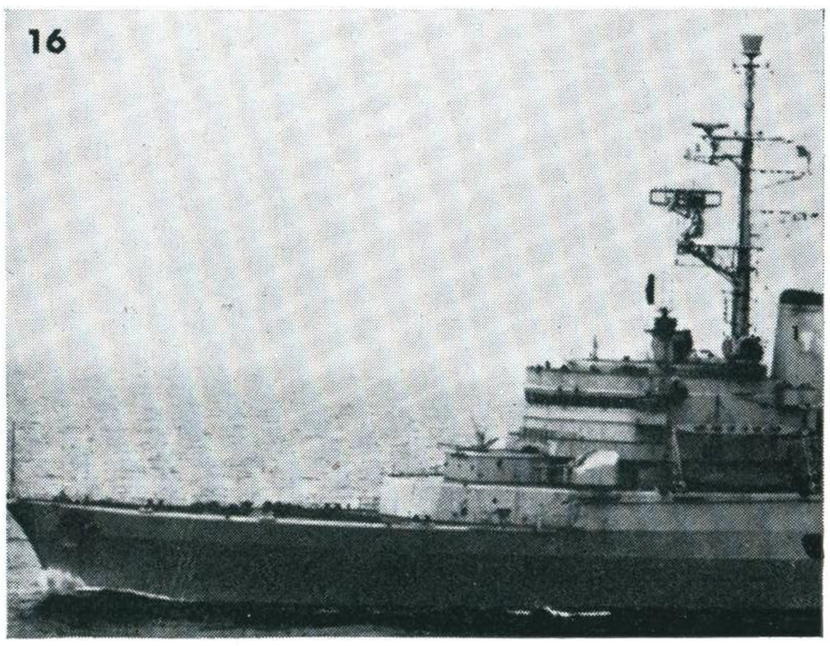

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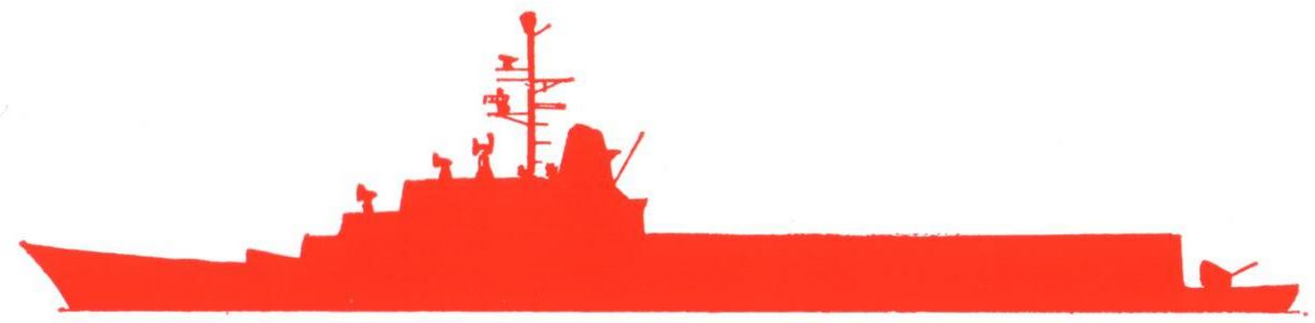

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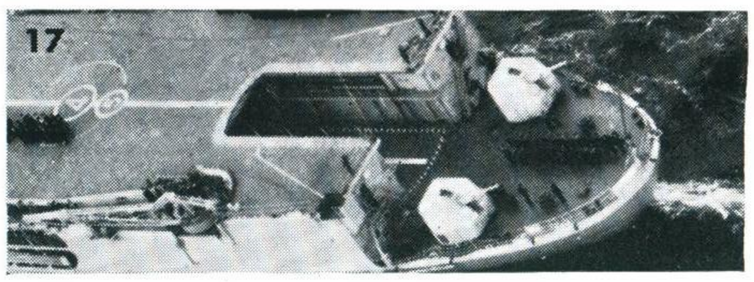

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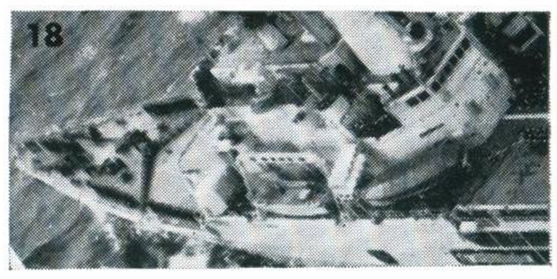

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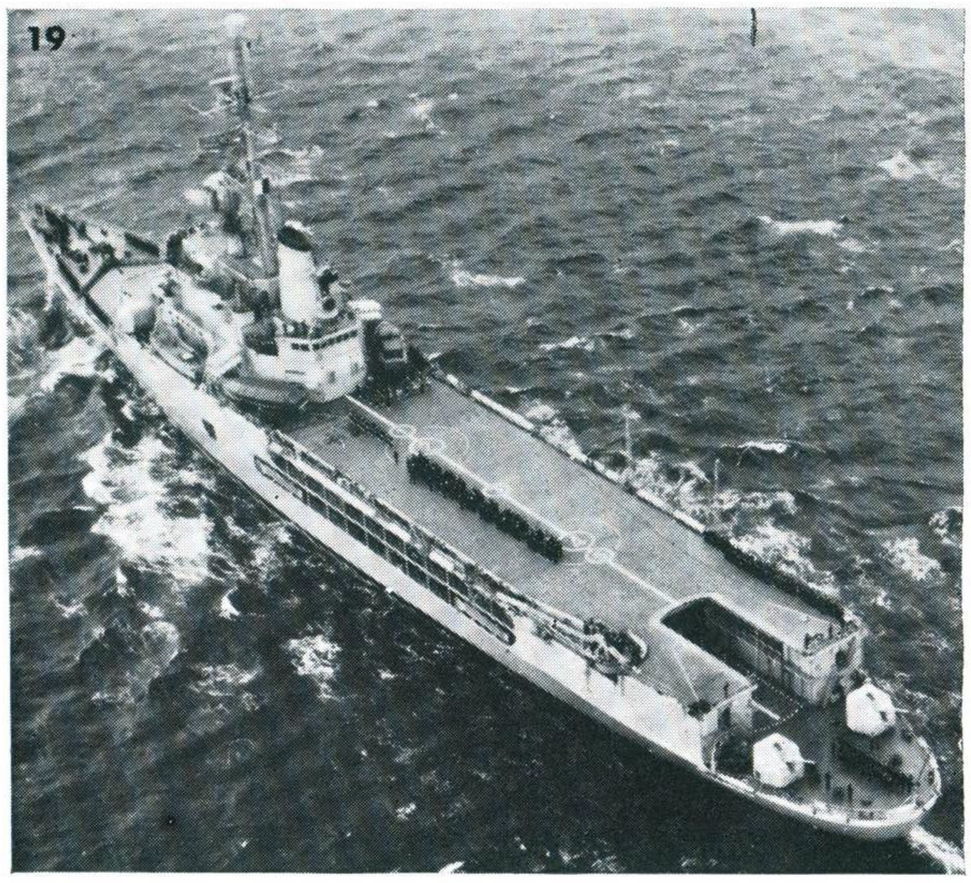

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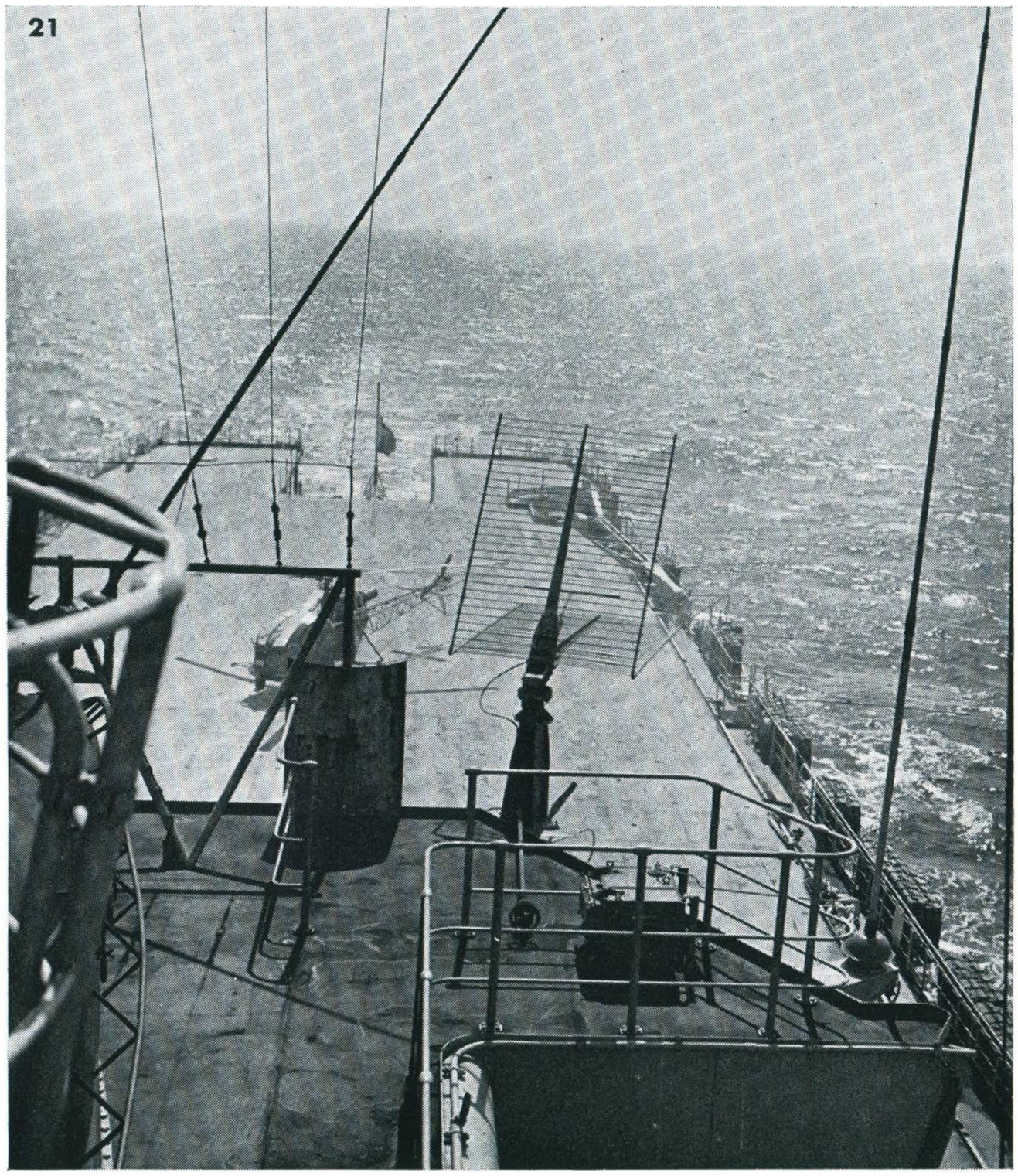



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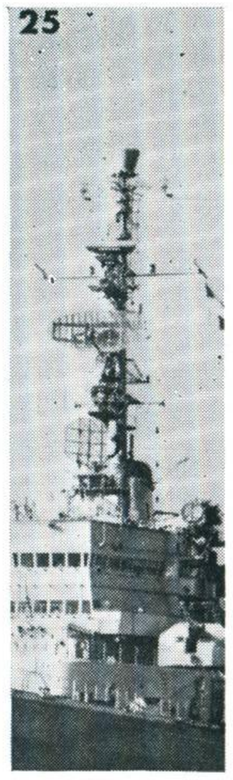

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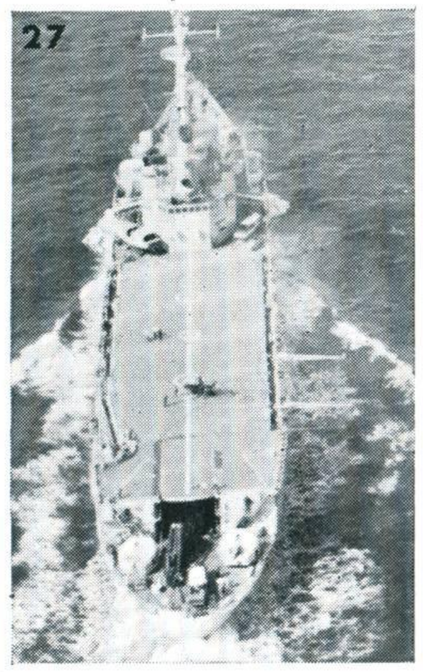
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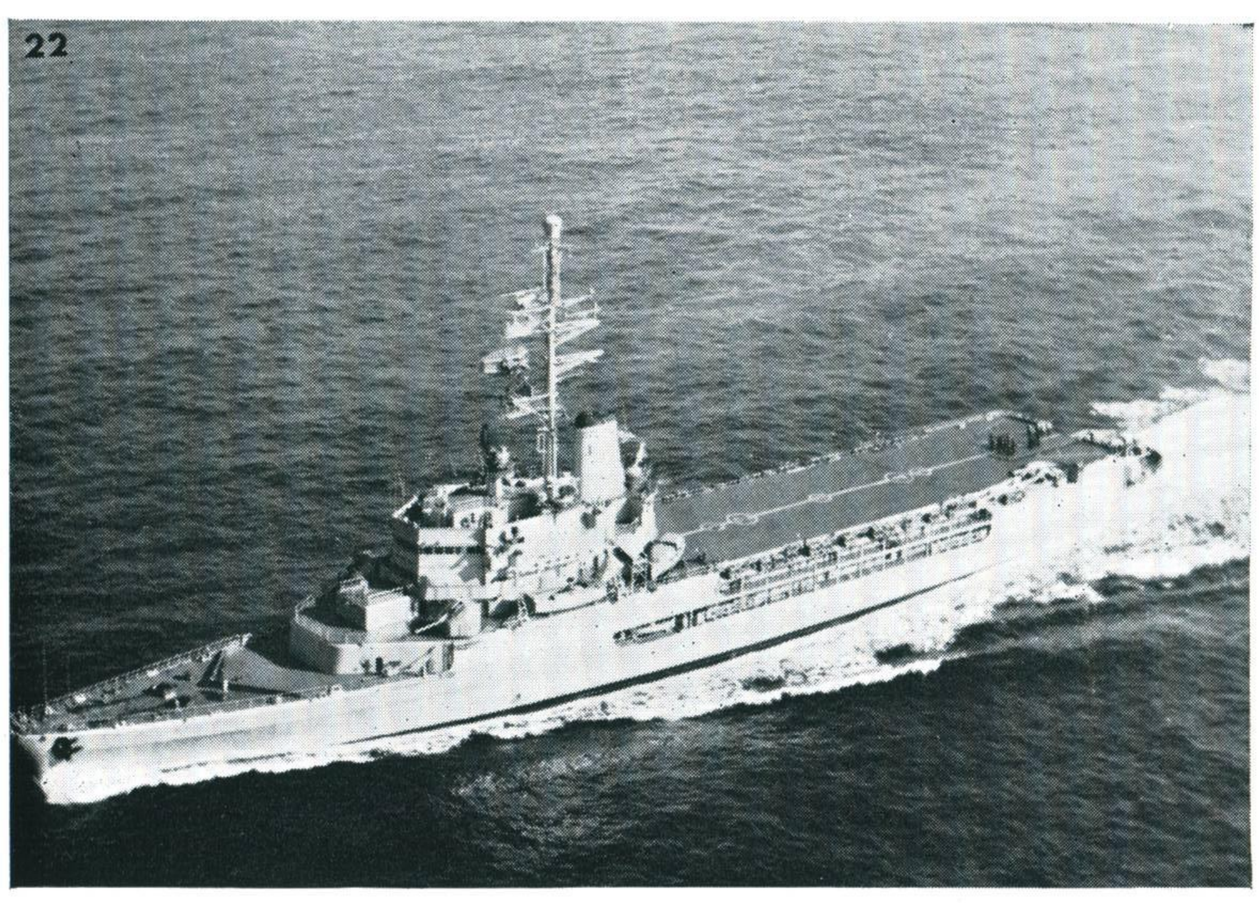


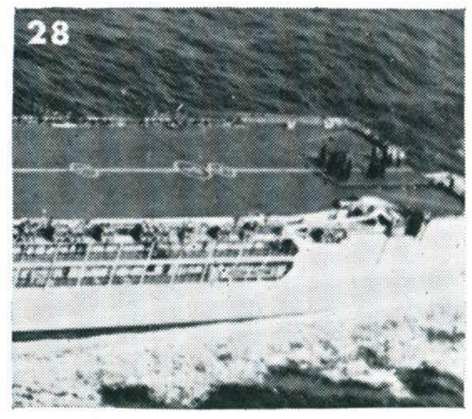

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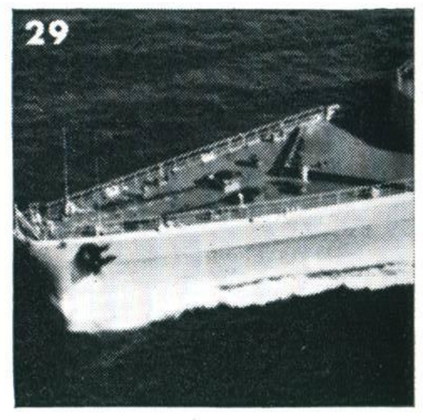

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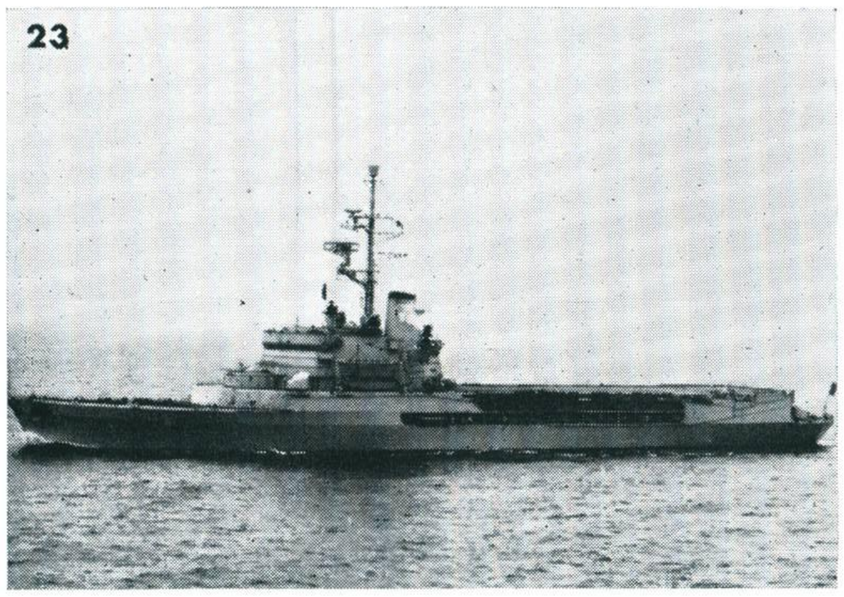

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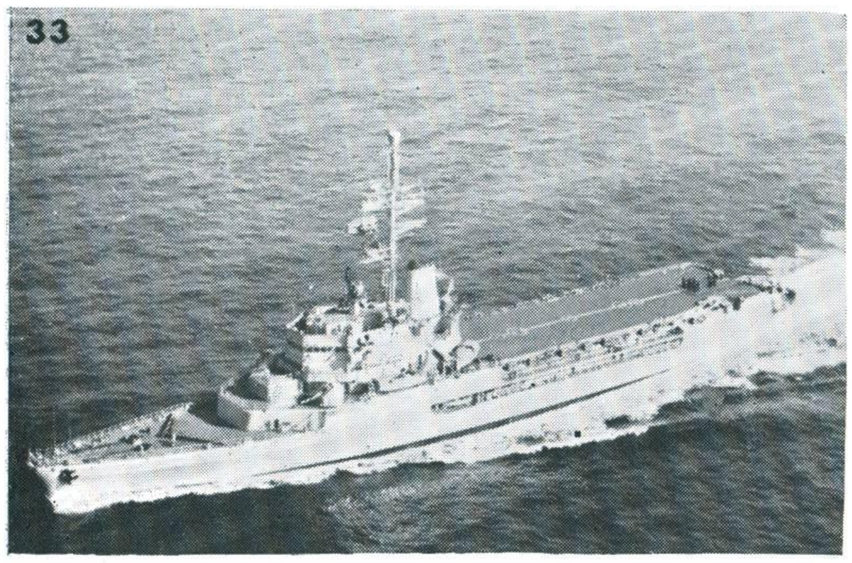

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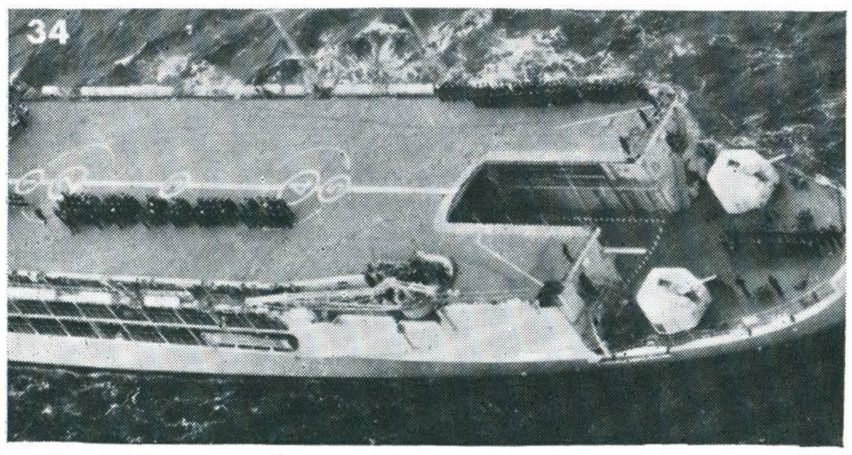

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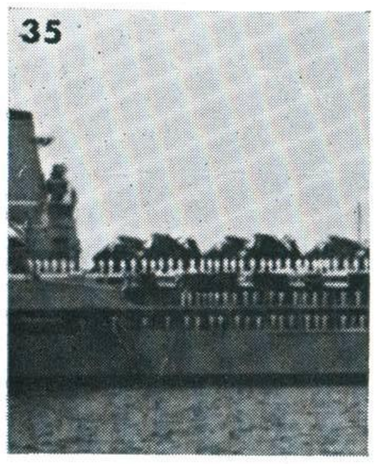
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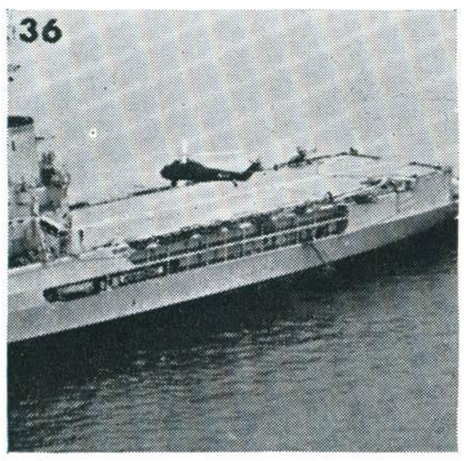
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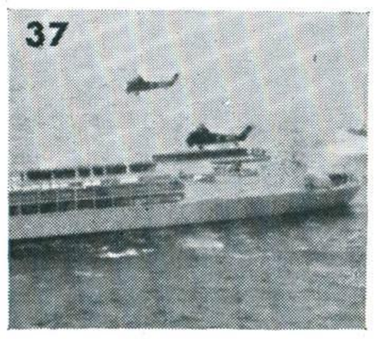
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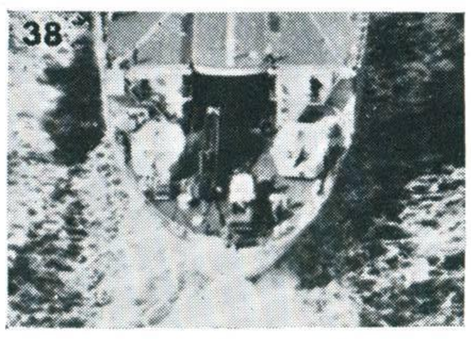
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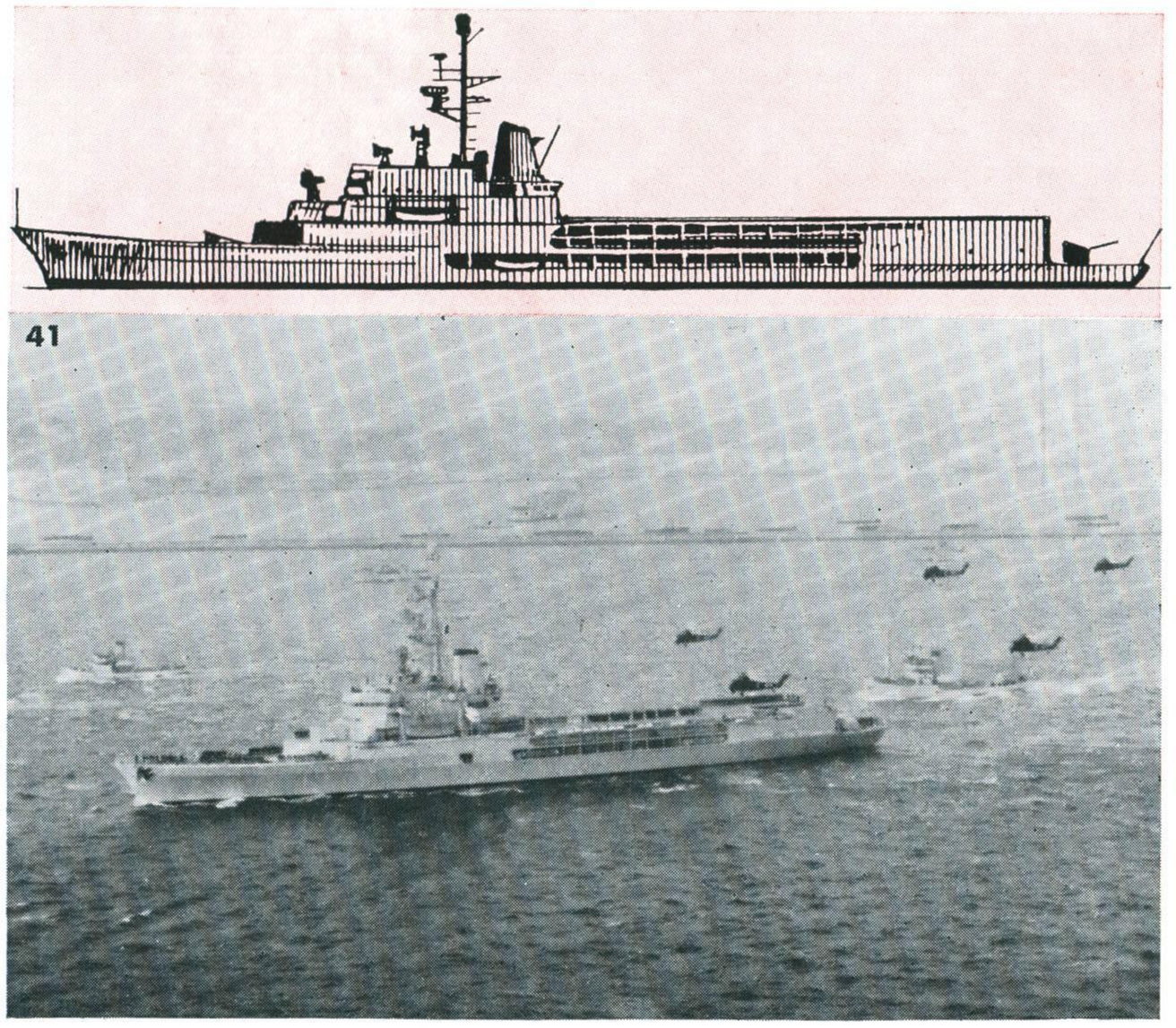
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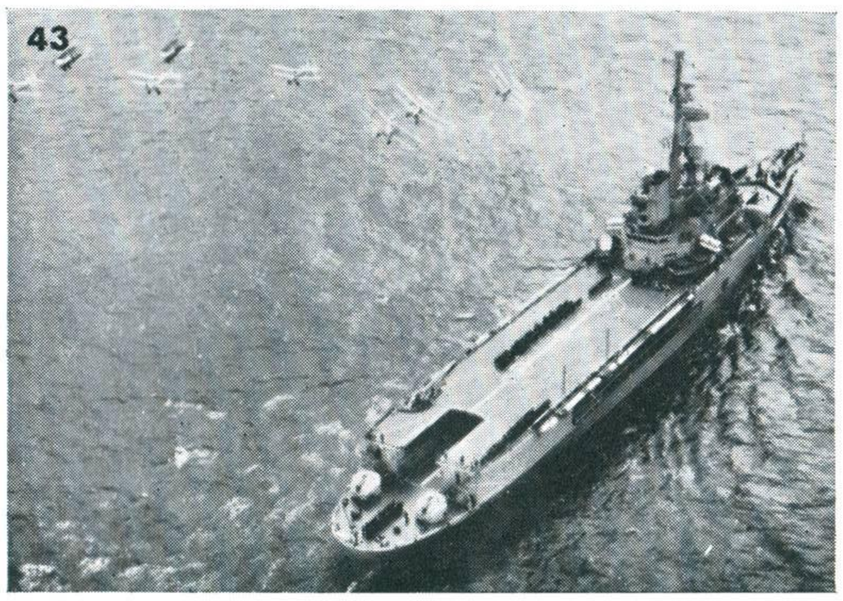
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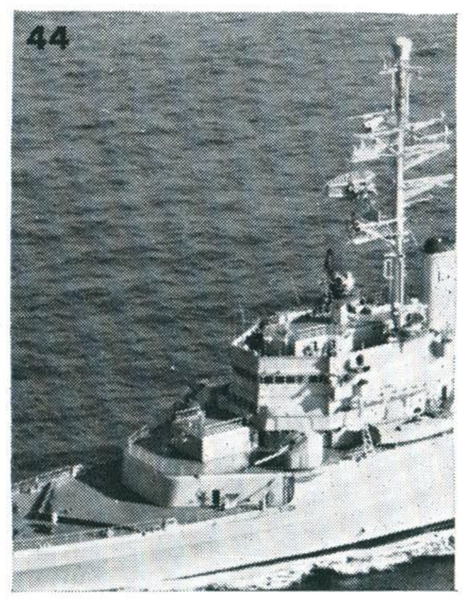
42



43



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45



# WARSHIP IDENTIFICATION Test No. 7

Few can identify every warship seen: there is no need to do so anyway—provided you know how to learn those you may encounter when the need arises. The *Journal's* policy is to provide training devices needing, simply, submission to a procedure (see instructions on page 223). If you fail to identify and you ought not to have failed, look up the lesson on that ship in its appropriate *Journal* and go through it again. Selective training of this kind is easy—*if you carry out the procedure*. The solutions to this lesson are on the cover, and give type, class, nationality and where possible, the ship's name.

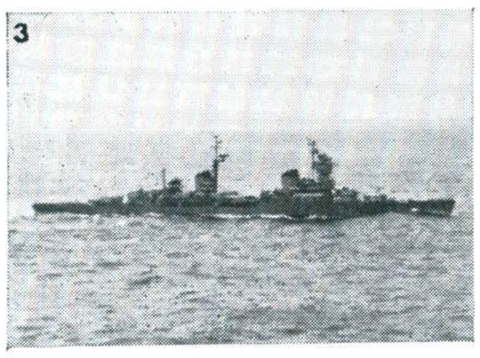
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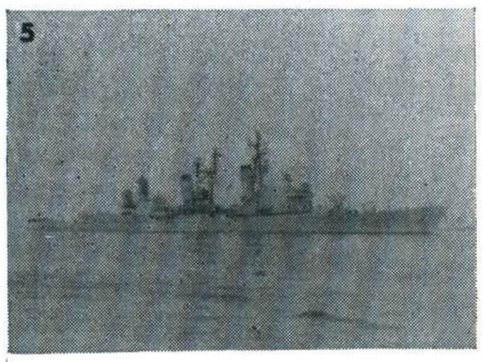
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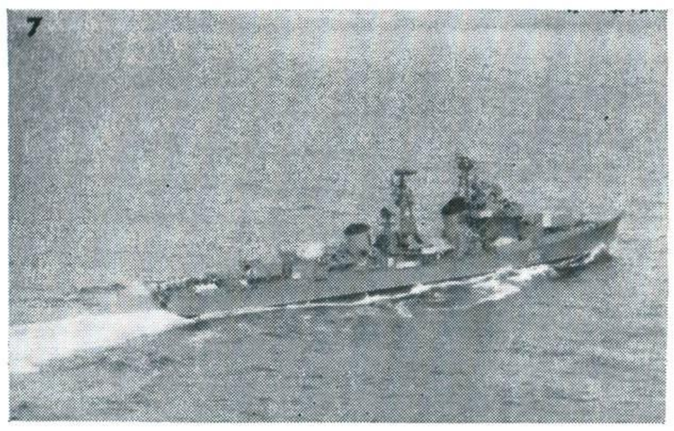
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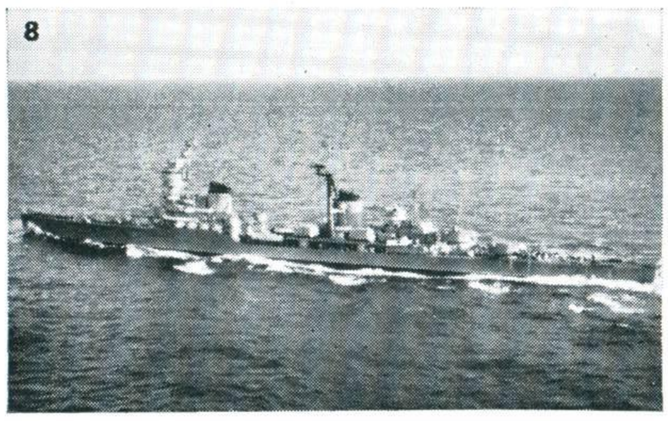
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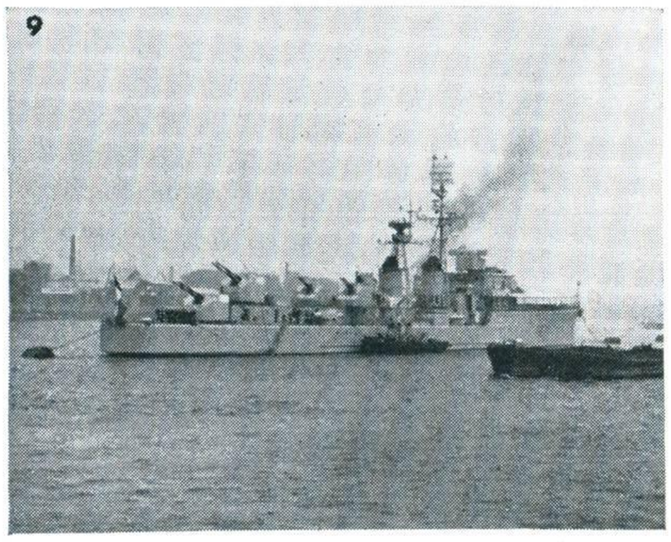
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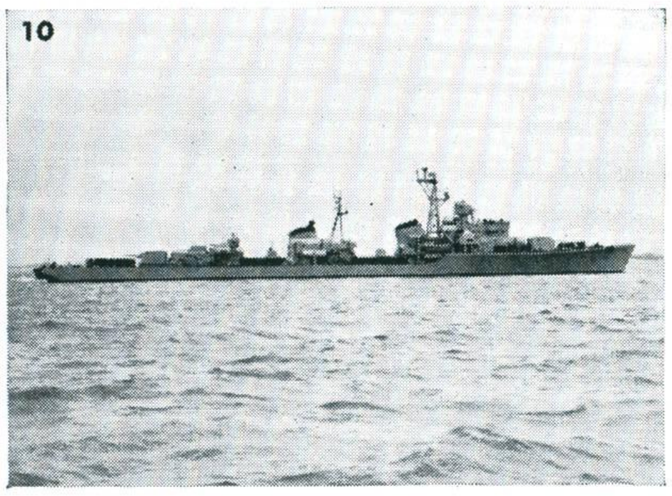
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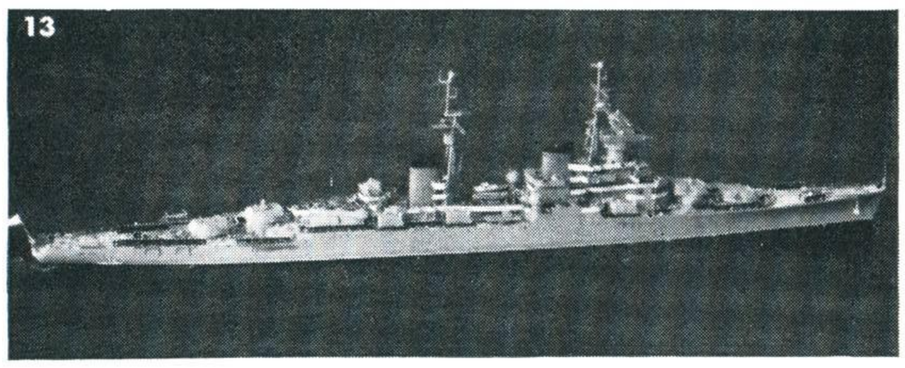
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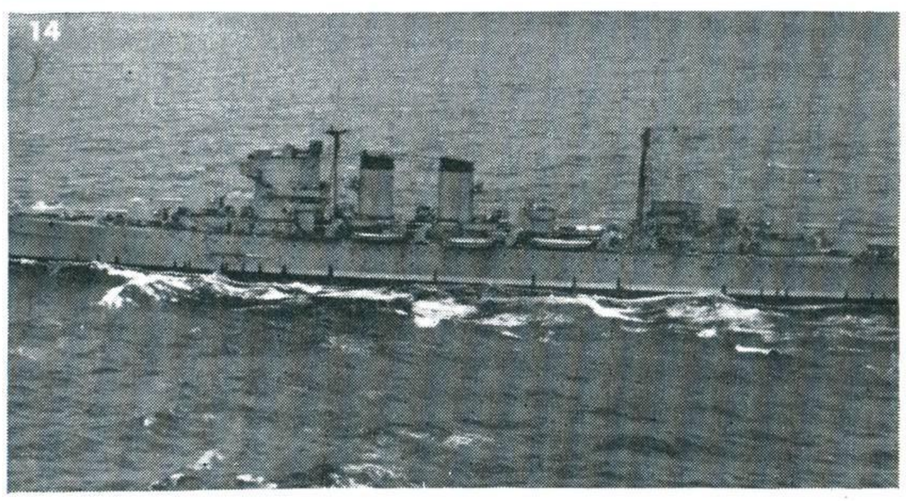
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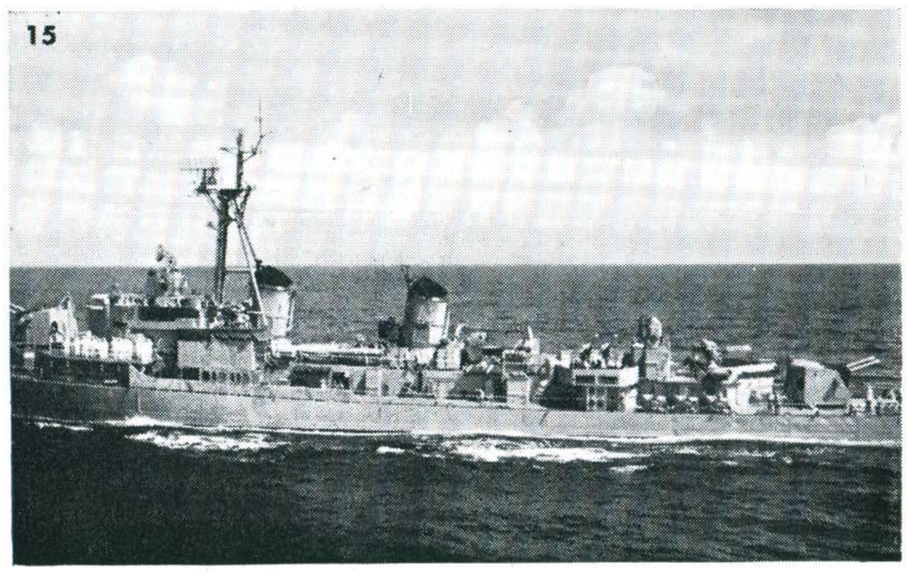
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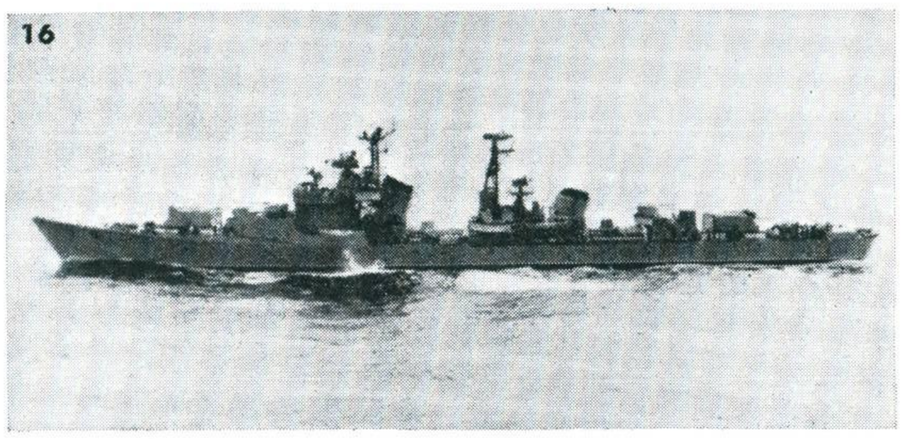
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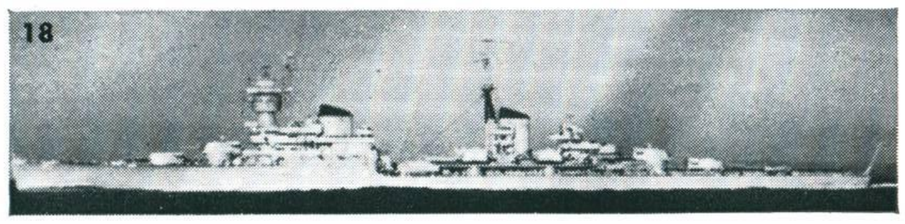
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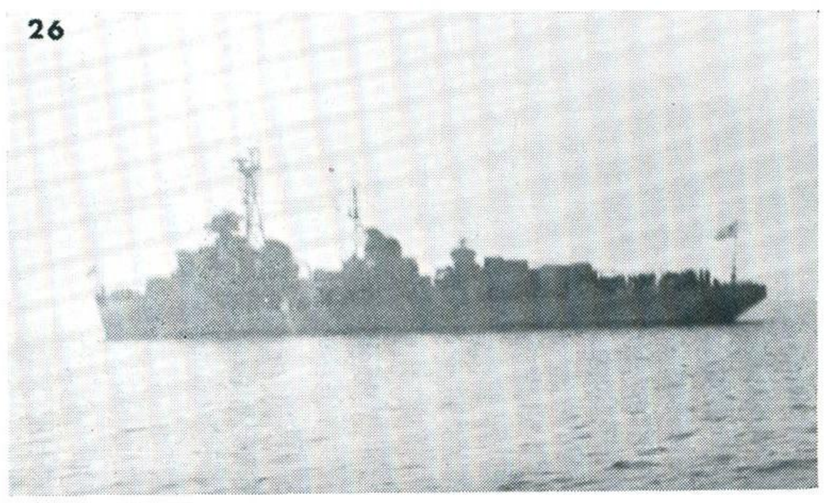
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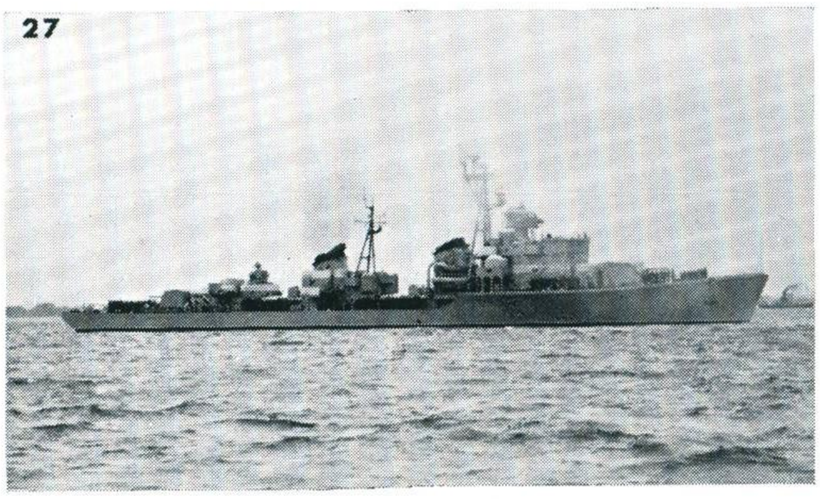
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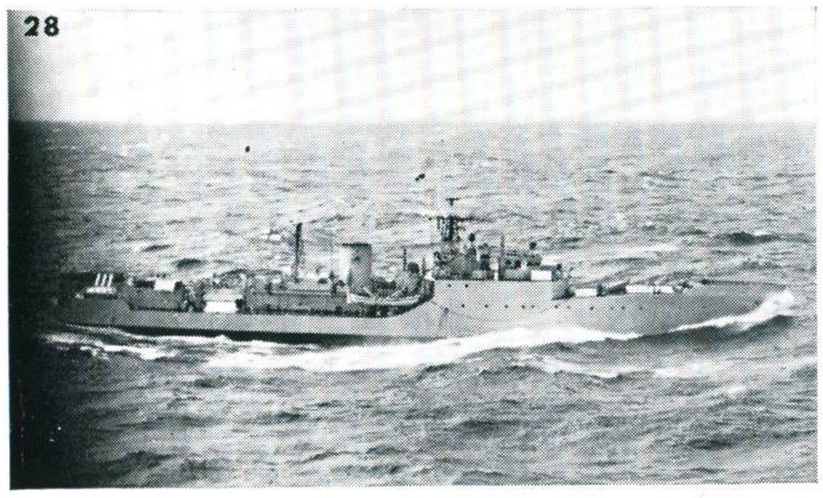
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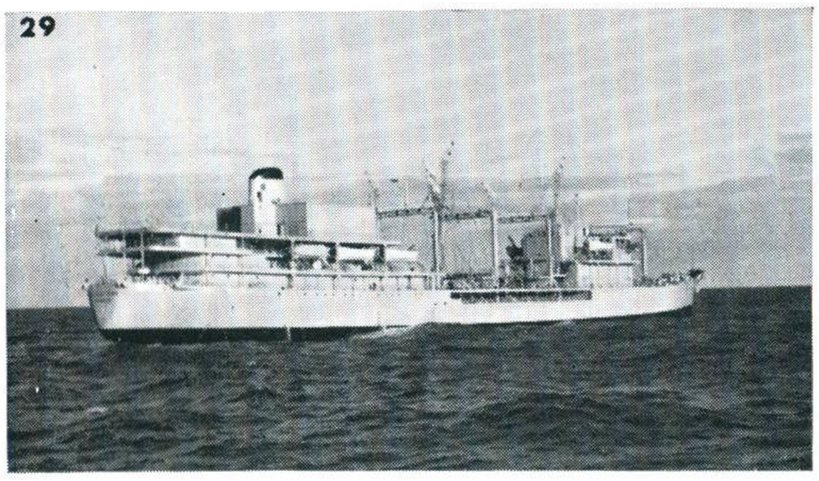
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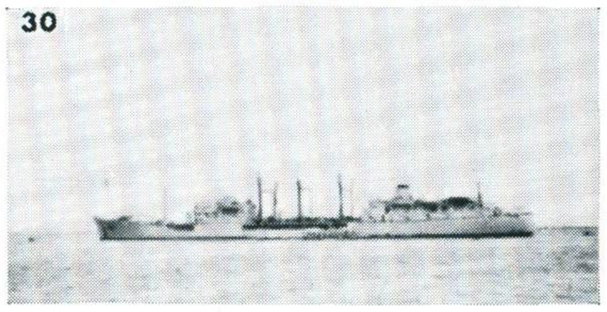
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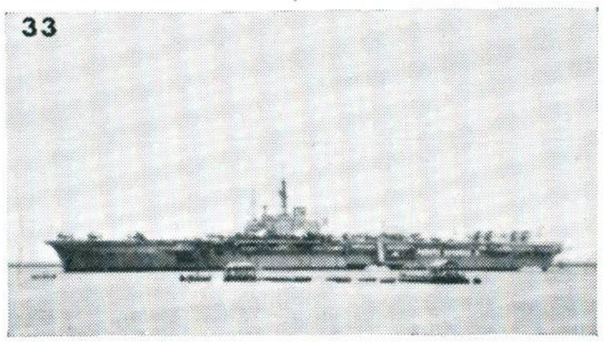
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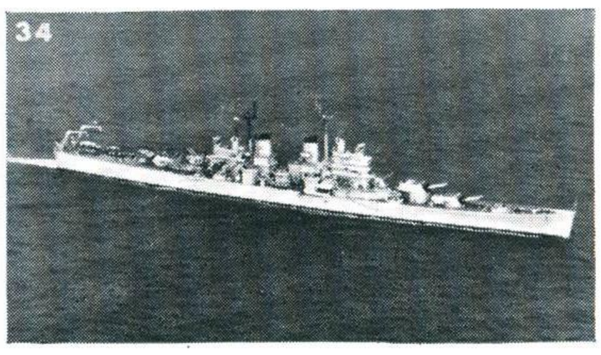
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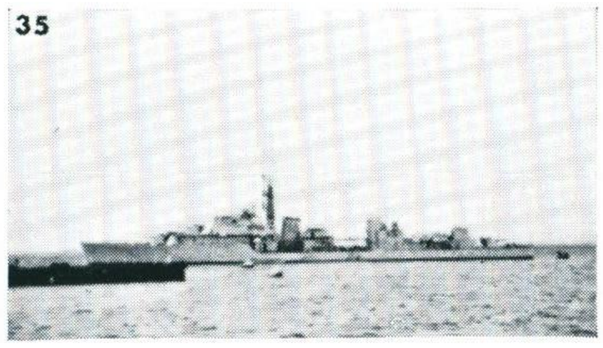
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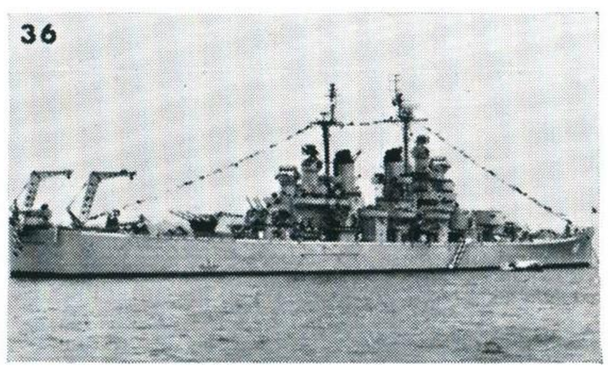
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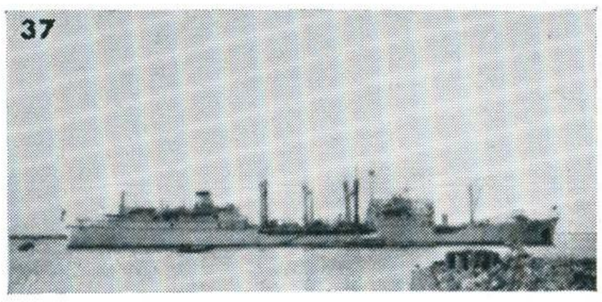
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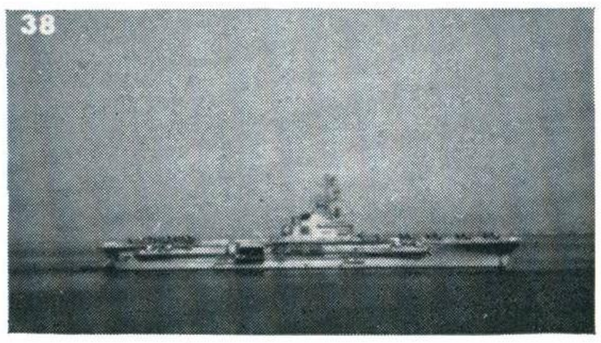
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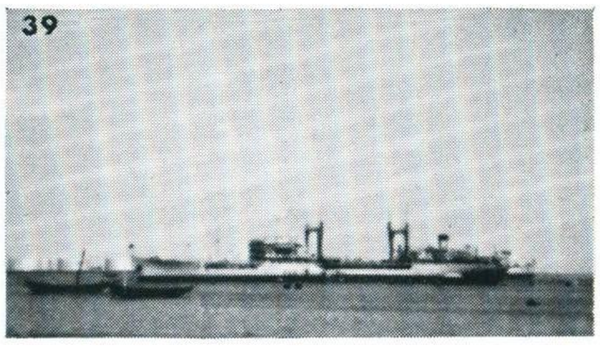
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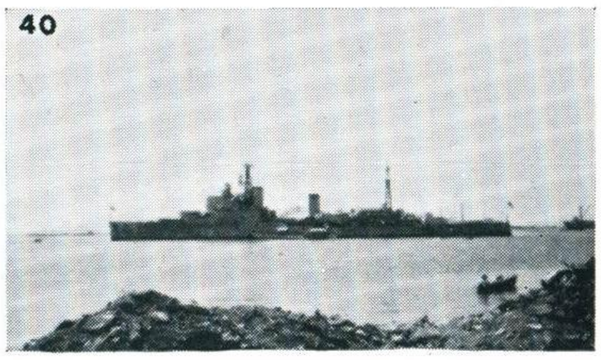
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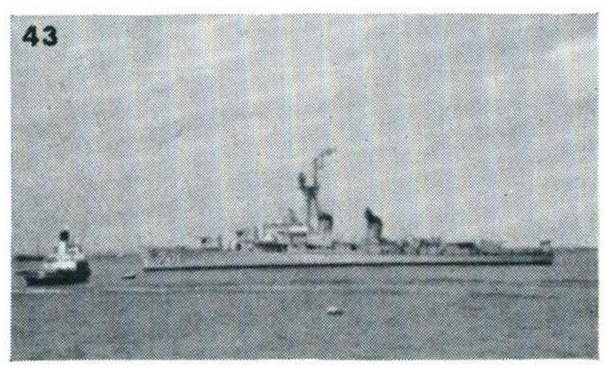
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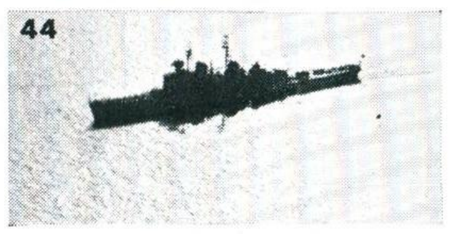
42



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# 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.

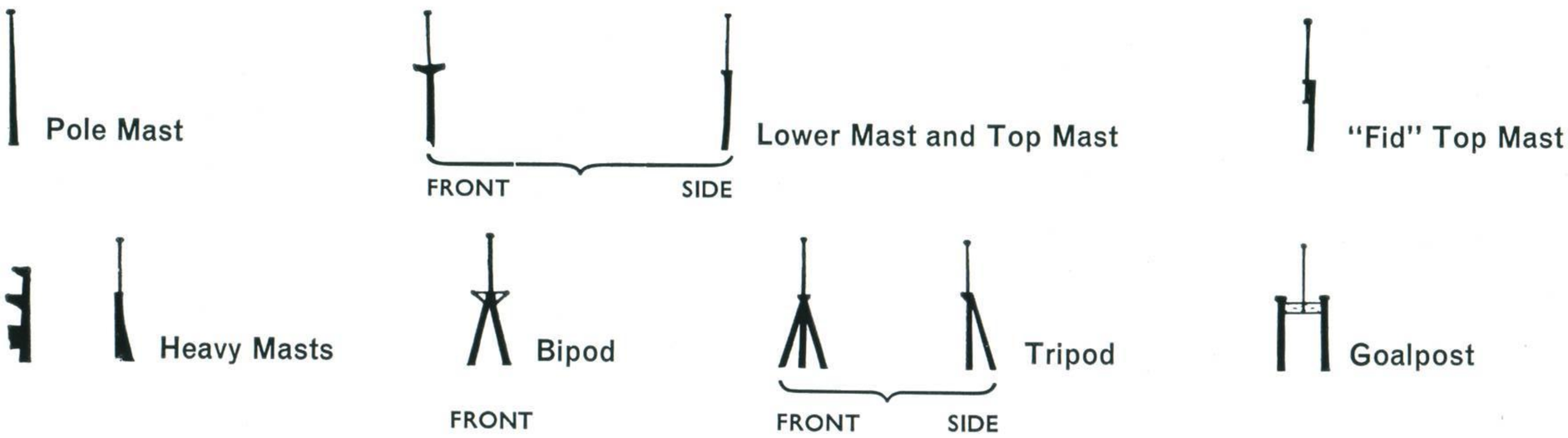
The procedure requires the student to report five features of a ship in a simple, standard descriptive form as follows:

**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 H2 H123 H123




Reported as: H13 H12 H23 H3

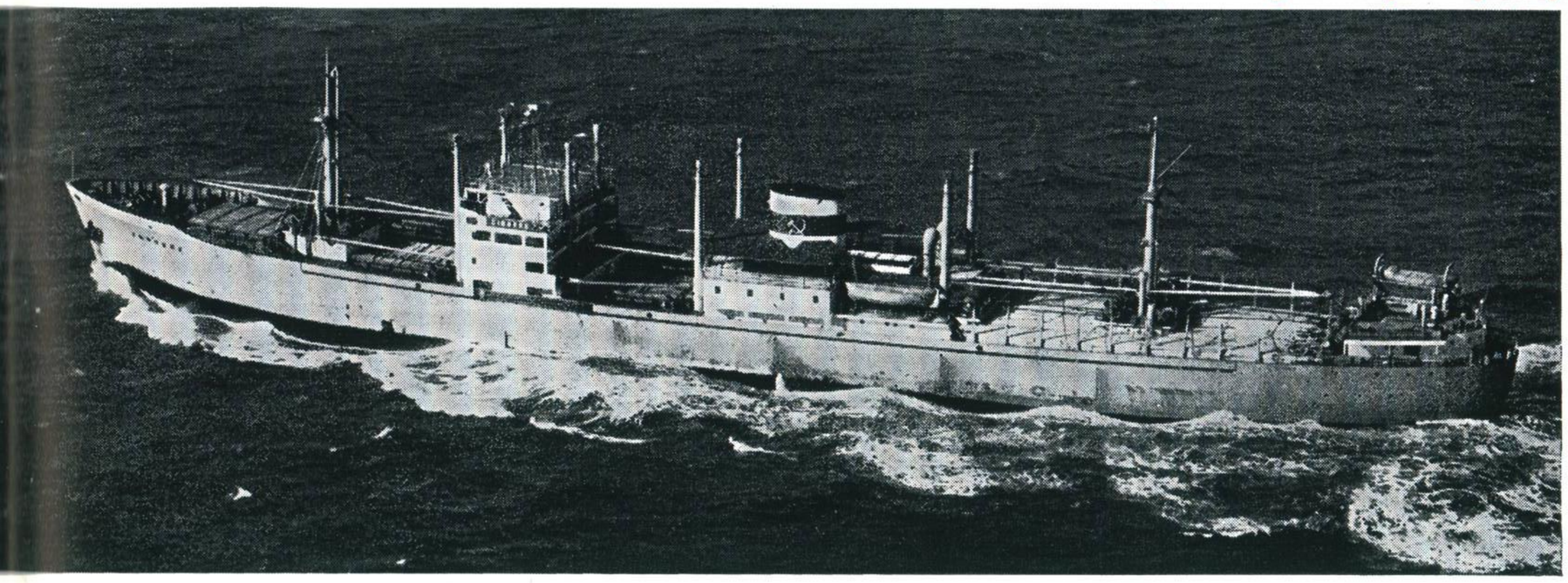
**Hull forms** need careful observing because superstructure may be built straight on to the upper deck and not on to an "island" or midcastle. Examples of both are shown in the photos opposite.



## 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)

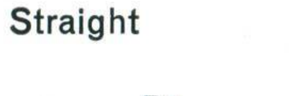
P3



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

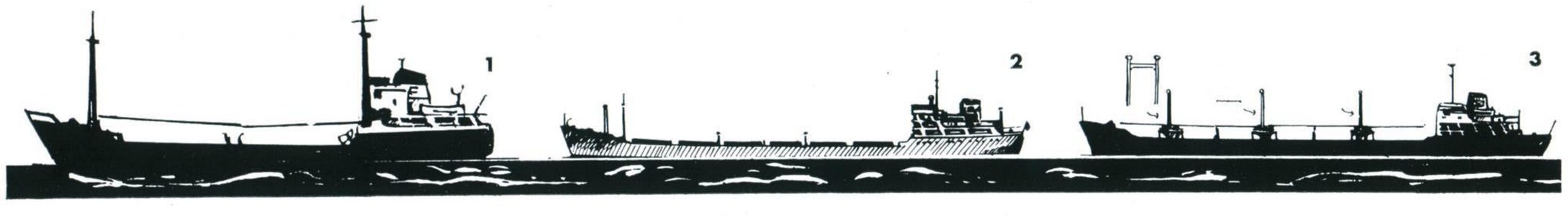
With the help of the foregoing information report the ships on the following pages in their correct sequences and descriptions (using the codings). A list of the solutions appears on the cover.

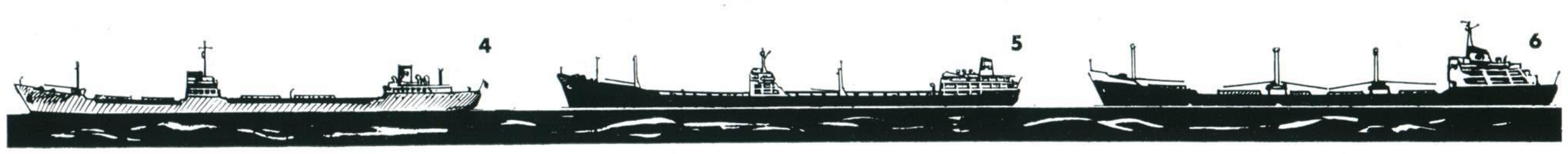
# SHIP REPORTING

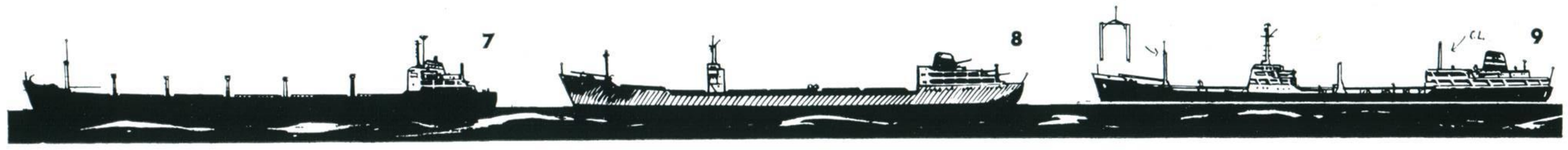
Using the Ship Recognition, Initial Training System described on the preceding pages, report these ships in the following order: Sequence of masts, kingposts and funnels; hull, profile, stem, stern, name where known, type and, using your experience in ship sizing, give the estimated gross registered tonnage and the length in feet; e.g. No. 1 would be:

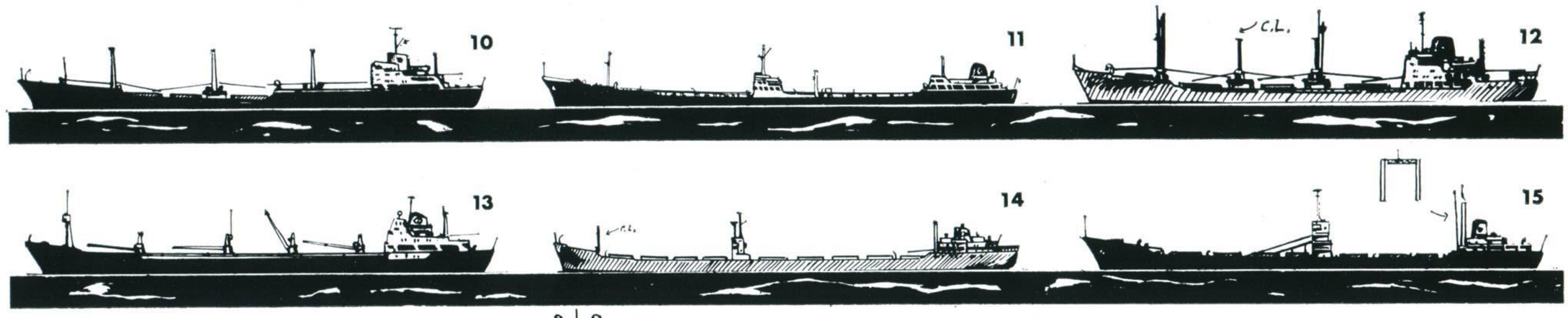
MMF H13 P4 B2 S2 Bay Fisher Coaster 1,289 221

Report these 33 ships similarly and then check your result with the solutions on the cover.



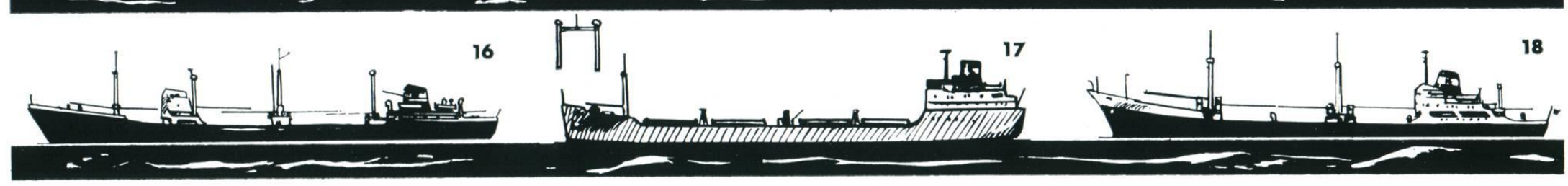



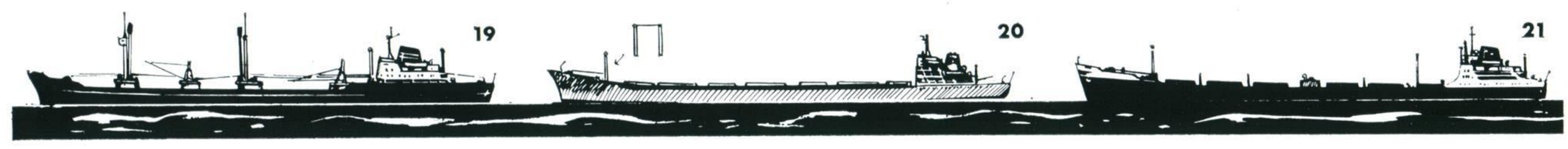







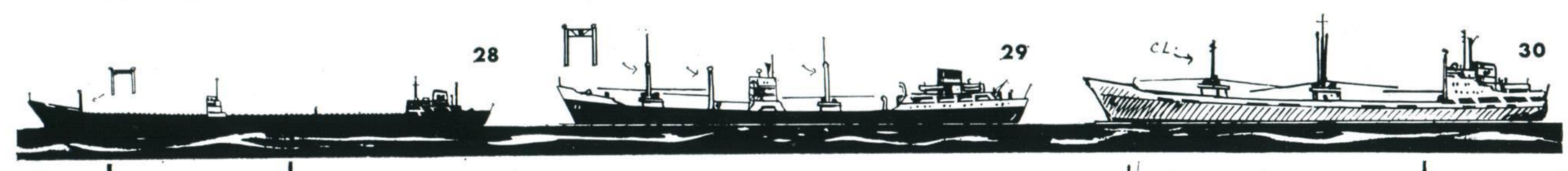


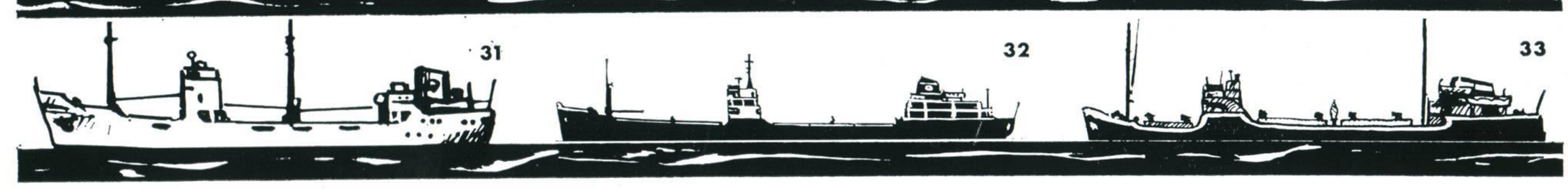









# IN PASSING



The Last of the Lancasters

## BOOK REVIEWS

**"The Thousand Plan—The Story of the First Thousand Bomber Raid on Cologne"**

by Ralph Barker. Published by Chatto & Windus. Price 30/-

This is a gripping story of a particular event—one might say a vital event—in the history of Bomber Command and which, according to this writer, probably saved the Command from disintegration. As the story unfolds one feels first of all the frustration of the Command and, indeed of the British people generally in 1942 at not being able to hit back adequately at Germany. One is then let into the thoughts of Marshal of the Royal Air Force, Sir Arthur Harris, wartime Commander-in-Chief, Bomber Command and of his deputy, Air Marshal Sir Robert Saundby: "If only we could put up a thousand. . . ."

We are "briefed" on the national need for a really stupendous raid on Germany (something which lies near to the heart of nearly everyone from the Prime Minister downwards). We next sit in at the planning conferences: listen to the arguments for this or that target; what date it should be; the worry about the weather (a very real worry) and above all the juggling with the meagre aircraft resources within the Command and its supporting training formations to provide the huge force. We go down to meet some of the aircrews, not only the "regular" chaps but those at the training schools who were brought in to make up the numbers when the Admiralty refused to let Coastal Command join in the raid—doubtless with justification.

We are given intimate little glimpses of the family lives of many of the aircrew; the atmosphere on the bases as the day of the raid approaches without anyone knowing what was "up" and finally we join many of them at the all-revealing briefing, go on the raid, both at high and low level. We experience the stealthy attacks of night fighters, the menace of the flak and the octopus like searchlights. We crash several times with those not fortunate enough to make it either there or back, as well as those who did: we make parachute descents from crippled aircraft. We see Cologne burn as no city ever did before—we later see its ruins and later still we hear of its remarkable recovery—and, by later standards, its relatively light casualty list. We come to de-briefing and the assessment by the Commander-in-Chief and his staffs of the value of the raid. We hear arguments which go on even to this day in debates as to whether strategical bombing of this kind was and is ever the way to win a war (nuclear devices apart). But one thing seems to emerge as absolutely certain from this account and that is that the thousand bomber raid was a turning point in our fortunes of war. It was also a turning point in the fortunes of Bomber Command.

Identification training? There is not one word about training though crews seemed to know who was who even at night. Was this by training—or self-interest?

All aircrew seemed to be able to tell Wellingtons (which incidentally bore the brunt of the raid) from Stirlings, Halifaxes, Manchesters, Hampdens and Lancasters with facility and certainly seemed to be able to identify (when seen) the Me 110s and 109s lining the route—though this did not enable them always to escape. Seven British bomber types and three German night fighters were in the arena on this night plus some Blenheim intruders harassing the enemy night fighter bases. The German night fighter force at that time was composed of Me 109s, Me 110s and Ju 88s.

There were other identification problems. The problem of identifying the target caused some concern, but this worry turned out in the end to be baseless since the fire-storm of Cologne could be seen 150 miles away by the bulk of the attackers.

A good story, well told: a very readable piece of R.A.F. history. C.E.S.

**"London's Airports"**

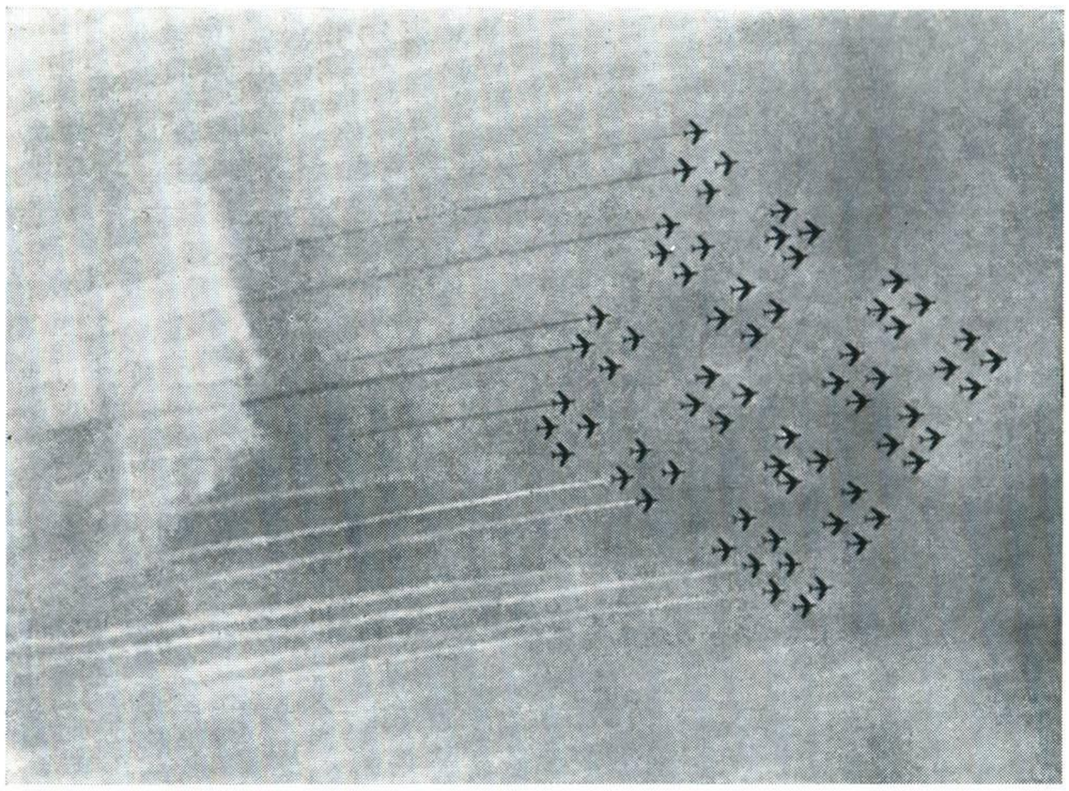
by Maurice Allward. Published by Ian Allan Price 3/6d

For a very reasonable price this illustrated booklet describes the London Airports of Heathrow and Gatwick and includes a review, with photographs of the main types of airliners operated, together with lists of airlines and international registration prefixes. 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.**



**Cover Photo:** Frescos of the Polish Air Force.

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## VULCAN

All targets are of **Vulcans** except Nos. 14 and 39 which are **Victors** and No. 64 which is a **Badger.**

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## SIKORSKY S-62

All targets are of **Sikorsky S-62s** except Nos. 7 and 25 which are **S-61 Sea Kings.**

*Page 206*

## SEASPRITE

All targets are of **Seasprites** except Nos. 7 and 25 which are **Wessex helicopters**

*Page 212*

## PORTER

All targets are of **Porters** except for No. 6 which is a **Santa Maria** (**Aermacchi-Lockheed AL.60**).

*Page 214*

## JEANNE D'ARC

All targets are of the helicopter carrier **Jeanne D'Arc** except for No. 26 which is of the escort maintenance ship **H.M.S. Triumph.**

## WANTED

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Room 409, Old War Office Building,
Whitehall, London, S.W.1.

# SOLUTIONS TO TESTS AND EXERCISES

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## WARSHIP TEST NO. 7

| Class | Name (if known) | Type | Nationality |
|---|---|---|---|
| 1 Kotlin | — | Destroyer | Russian |
| 2 Skory | — | Destroyer | Russian |
| 3 Chapaev | — | Cruiser | Russian |
| 4 Surcouf | — | Destroyer | French |
| 5 Coontz | U.S.S. Luce | Guided Missile Frigate | American |
| 6 Kotlin | — | Destroyer | Russian |
| 7 Kotlin | — | Destroyer | Russian |
| 8 Chapaev | — | Cruiser | Russian |
| 9 Surcouf | — | Destroyer | French |
| 10 Skory | — | Destroyer | Russian |
| 11 Skory | — | Destroyer | Russian |
| 12 Kotlin | — | Destroyer | Russian |
| 13 Sverdlov | — | Cruiser | Russian |
| 14 Canarias | — | Cruiser | Spanish |
| 15 Allen M. Sumner | — | Destroyer | American |
| 16 Kotlin | — | Destroyer | Russian |
| 17 Kotlin | — | Destroyer | Russian |
| 18 Chapaev | — | Cruiser | Russian |
| 19 Coontz | U.S.S. Luce | Guided Missile Frigate | American |
| 20 Skory | — | Destroyer | Russian |
| 21 Skory | — | Destroyer | Russian |
| 22 Skory | — | Destroyer | Russian |
| 23 Kotlin | — | Destroyer | Russian |
| 24 Chapaev | — | Cruiser | Russian |
| 25 Kotlin | — | Destroyer | Russian |
| 26 Skory | — | Destroyer | Russian |
| 27 Skory | — | Destroyer | Russian |
| 28 Blackwood | H.M.S. Palliser | Anti-submarine Frigate | British |
| 29 Later Tide | R.F.A. Tidespring | Fleet Replenishment Tanker | British |
| 30 Tide | R.F.A. Tidesurge | Fleet Replenishment Tanker | British |
| 31 San Giorgio | San Giorgio | Destroyer Leader | Italian |
| 32 Sverdlov | — | Cruiser | Russian |
| 33 Centaur | H.M.S. Centaur | Aircraft Carrier | British |
| 34 Baltimore | U.S.S. Baltimore | Heavy Cruiser | American |
| 35 CA Class | H.M.S. Cambrian | Anti-submarine Escort Destroyer | British |
| 36 Baltimore | U.S.S. Baltimore | Heavy Cruiser | American |
| 37 Tide | R.F.A. Tidesurge | Fleet Replenishment Tanker | British |
| 38 Clemenceau | Foch | Aircraft Carrier | French |
| 39 Wave | R.F.A. Wavechief | Fleet Oiler | British |
| 40 Colony | Mysore | Cruiser | Indian |
| 41 Leander | — | General Purpose Frigate | British |
| 42 Carpenter | U.S.S. Lloyd Thomas | Destroyer | American |
| 43 Allen M. Sumner | U.S.S. John W. Weeks | Destroyer | American |
| 44 Tre Kroner | Gota Lejon | Cruiser | Swedish |
| 45 Kotlin | — | Destroyer | Russian |
| 46 Skory | — | Destroyer | Russian |
| 47 Kotlin | — | Destroyer | Russian |
| 48 Kotlin | — | Destroyer | Russian |
| 49 Leopard | — | Anti-aircraft Frigate | British |

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## SHIP REPORTING

There is no general need to identify ships by name, the names given here are for the convenience of specialists who may need them. Ships frequently change names and liveries, and the names given here are those borne by the ships at the time the drawings were made. Subsequent changes of name, or livery, in no way reduce the training value of this exercise when carried out as instructed on pages 220 and 221.

| No. | Sequence | Hull | Profile | Stem | Stern | Name or Class | Type | G.R. Tons | Length in feet |
|---|---|---|---|---|---|---|---|---|---|
| 1 | MMF | H13 | P4 | B2 | S2 | Bay Fisher | Coaster | 1,289 | 221 |
| 2 | KKMFK | H13 | P4 | B2 | S2 | Bamburgh Castle | Ore Carrier | 11,894 | 512 |
| 3 | KKKMF | H13 | P4 | B2 | S2 | Ringwood | Freighter | 10,860 | 536 |
| 4 | KMFK | H123 | P3 | B2 | S2 | Myken (Converted Tanker) | Ore Carrier | 9,821 | 525 |
| 5 | MMKF | H13 | P3 | B2 | S2 | F. H. Kockum | Tanker | 22,846 | 665 |
| 6 | KKKMF | H13 | P4 | B2 | S2 | Scottish Trader | Freighter | 11,563 | 507 |
| 7 | MKKKKKMFK | H13 | P4 | B2 | S2 | Mezada | Ore Carrier | 15,264 | 550 |
| 8 | KMFK | H13 | P3 | B2 | S2 | Cassiopea | Ore Carrier | 13,655 | 536 |
| 9 | KMKMF | H123 | P3 | B2 | S2 | British Fulmar | Tanker | 11,169 | 525 |
| 10 | KKKMFK | H13 | P4 | B2 | S2 | Constantia | Freighter | 11,400 | 496 |
| 11 | KMKKF | H123 | P3 | B2 | S2 | Bidford Priory | Tanker | 23,063 | 683 |
| 12 | MKMFK | H13 | P4 | B2 | S2 | Hellenic Pioneer | Freighter | 6,660 | 473 |
| 13 | MCCCCFK | H1 * | P4 | B2 | S2 | Aralizz | Bulk Carrier | 11,925 | 518 |
| 14 | KMKF | H13 | P3 | B2 | S2 | Baumare | Ore Carrier | 2,231 | 657 |
| 15 | MMF | H13 | P3 | B2 | S2 | Harry Lundeberg | Gypsum Carrier | 10,172 | 525 |
| 16 | MKMKF | H13 | P3 | B2 | S2 | Bischofstor | Freighter | 8,487 | 480 |
| 17 | MMF | H13 | P4 | B2 | S2 | Rindo | Ore/Oil Carrier | 4,759 | 360 |
| 18 | MMFK | H13 | P4 | B2 | S2 | Baie Comeau | Freighter | 8,412 | 543 |
| 19 | MCMCKMFK | H13 | P4 | B2 | S2 | Toledo | Freighter | 7,161 | 516 |
| 20 | KMFK | H1 | P4 | B2 | S2 | Havjarl | Ore Carrier | 13,612 | 545 |
| 21 | KKMFK | H13 | P4 | B2 | S2 | Barlby | Ore Carrier | 16,565 | 599 |
| 22 | MKKKKMF | H13 | P4 | B2 | S3 | Klaus Oldendorff | Bulk Carrier | 9,981 | 510 |
| 23 | KMFK | H1 | P3 | B2 | S2 | San Juan Pioneer | Ore/Oil Carrier | 46,000 | 835 |
| 24 | KMFK | H13 | P3 | B2 | S2 | Francesca | Ore Carrier | 17,088 | 642 |
| 25 | KKKKKMFK | H13 | P4 | B2 | S2 | Susanne Fritzen | Bulk Carrier | 11,969 | 532 |
| 26 | KMKKF | H123 | P3 | B2 | S2 | Denmark Getty | Tanker | 28,805 | 738 |
| 27 | MKKKKKKMF | H13 | P4 | B2 | S2 | Faros | Bulk Carrier | 15,579 | 620 |
| 28 | KMMFK | H123 | P3 | B2 | S3 | Yuho Maru | Tanker | 17,794 | 639 |
| 29 | MKMF | H123 | P3 | B2 | S2 | Roland | Freighter | 6,718 | 479 |
| 30 | KMKMF | H1 | P4 | B2 | S2 | Fethiye | Freighter | 4,443 | 378 |
| 31 | MMF | H123 | P3 | B2 | S2 | Kar | Coaster | 776 | 215 |
| 32 | MMFK | H123 | P3 | B2 | S2 | Crinan | Bulk Carrier | 7,086 | 427 |
| 33 | MMF | H123 | P3 | B2 | S2 | Cowdray | Coaster | 1,784 | 245 |

* Could be H13

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