JOINT SERVICES

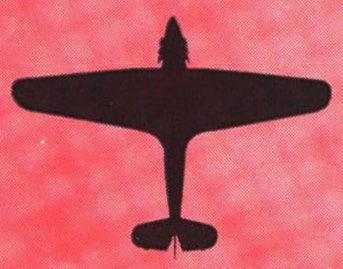
RECOGNITION *Journal*



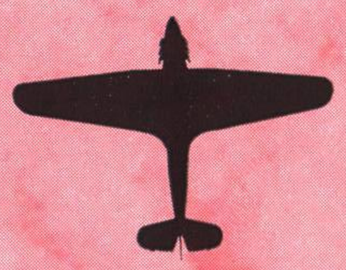
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CONFIRMED CASES OF THE COST OF
MIS-IDENTIFICATION ON ONE TYPE OF SERVICE AIRCRAFT ONLY

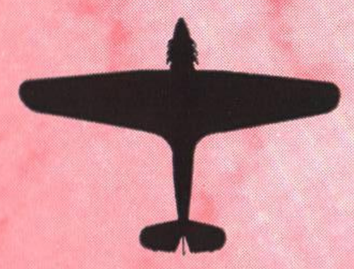
THE HURRICANE



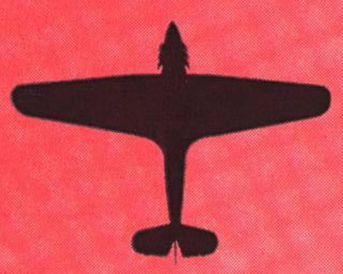
? 6.9.39
Shot down over East Anglia by Spitfires. Pilot baled out



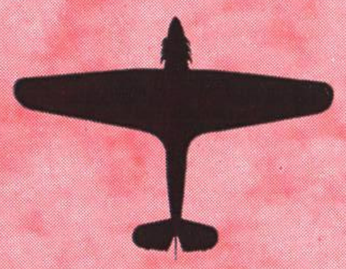
L1985 6.9.39
Shot down near Ipswich, Pilot killed



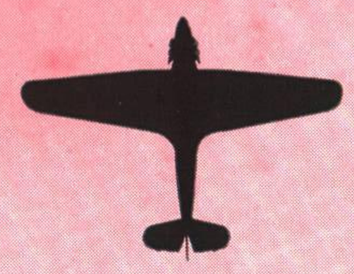
P2756 7.7.40
Shot down by Spitfires. Pilot killed



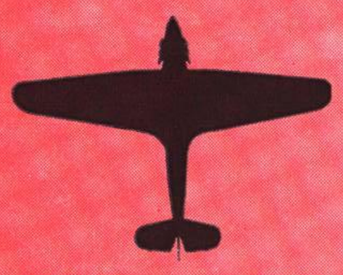
P3461 8.7.40
Burnt out after being shot up by friendly fighters. Pilot killed



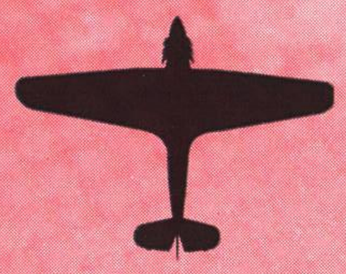
P3808 27.7.40
Wrecked by A.A. fire from Dover defences. Pilot killed



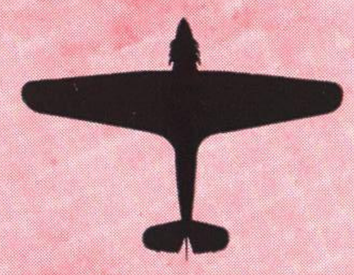
P3758 25.8.40
Wrecked by A.A. fire over Beverley. Pilot escaped



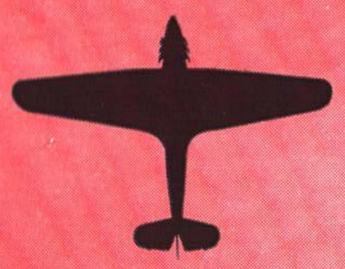
L1913 29.9.40
Shot down by A.A. fire over Nuneaton. Pilot injured



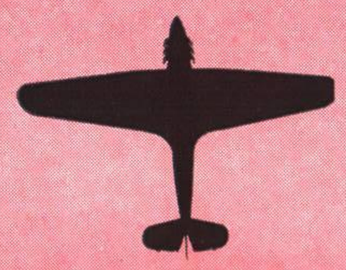
P3536 13.10.40
Shot down by A.A. fire over Thames Estuary. Pilot injured



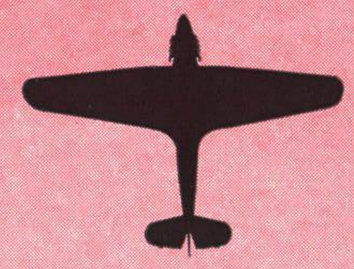
R4195 22.10.40
Shot down by A.A. fire over Britain. Pilot killed



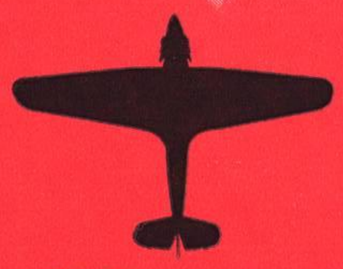
V7588 5.11.40
Wrecked by own A.A. defences



V6679 22.12.40
Shot down. No casualty reported



Z2486 15.3.41
Burnt out after being shot up by m.g. fire over England



Z2986 1.8.41
Shot down by friendly aircraft. Pilot killed



Z4772 14.2.42
Shot down by own forces overseas



Z5680 16.4.42
Hit by own A.A. fire in India. Pilot injured



LV633 28.9.44
Shot down in flames by own forces. Fate of pilot not known

In addition to those depicted, 13 Hurricanes were damaged in varying degrees through errors of identification. The total number of aircrew killed or injured on this one type of aircraft alone is represented as:



6 Killed **5 Injured**

APRIL 1966 Vol. 21 No. 4

JOINT SERVICES

RECOGNITION JOURNAL

The *Joint Services Recognition Journal* is a monthly publication produced by the Directorate of Flying Training (R.A.F., 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.

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* *Identification Lessons*

HURRICANE

In the last edition of the *Journal*, the mis-identification accidents in which 34 Spitfires perished were reviewed; in this edition similar accidents to its contemporary, the Hawker Hurricane, are investigated.

The Hurricane entered R.A.F. service late in 1937 and by the outbreak of war in September 1939 there were nineteen squadrons fully equipped with this fighter type. Numerically, it was Britain's most important fighter in the early war years and although the Spitfire had the edge over it in performance, it was a more robust aircraft and could be maintained more easily than its contemporary. Its basic shape remained unaltered through the various modifications, chiefly in engine power and armament that took it through Marks I to V, and the Marks X to XII were merely Canadian-built equivalents. The Sea Hurricane was, visually at least, only a Hurricane with an arrester hook or fittings for catapulting.

With widespread use and a common configuration, the Hurricane was an aircraft that was supposed to present no problems to identity training, provided that lessons were properly presented and training enforced. The representation opposite shows that training failed. These silhouettes represent only those Hurricanes definitely known to have been destroyed by lack of correct identification, there were many other such incidents. P3676 and P3901, shot up by Spitfires, were under repair at the time when they were most needed—during the Battle of Britain. A Hurricane of the Advanced Air Striking Force was shot down by French anti-aircraft guns, but records do not exist for us to pinpoint which one. Records cannot be found for mis-identification reports on Hurricanes in the Far East 1941–1945, so that these figures are not complete and are only given where lack of identity training was the primary cause of the tragedy.

There were occasions, particularly at sea, where the shooting down of our own aircraft was, perhaps, unavoidable. An official report on the passage of Convoy PQ18 to Russia states: "Almost as soon as the last bombs from the Ju88 bombers had fallen about 25 He111 torpedo bombers were sighted ahead of the convoy and, as in the last torpedo-bomber attack, it was a split one, two waves passed down either side. In the ensuing engagement one merchant ship carrying T.N.T. was hit by a torpedo and blew up, damaging the next ship astern and destroying a Heinkel 111 caught in the blast. Three Sea Hurricanes from H.M.S. *Avenger* which, oblivious of the tremendous barrage being put up by both convoy and escorts, were chasing the enemy aircraft, were shot down by it, but miraculously all three pilots were picked up, each by a different escort vessel."

In such a case the gunners can be given the benefit of any doubt about mis-identification, but some of the convoy's gunners could not be excused later. The carrier, H.M.S. *Avenger*, had to be withdrawn before reaching Russian waters to escort the homeward bound convoy, QP14. With reduced escorts and no carrier, a heavy responsibility rested on the shoulders of Flying Officer A. H. Barr, R.A.F., the pilot allotted to the Hurricane poised on the catapult installed on the merchant ship *Empire Morn*. Faced with an attack on the convoy by nine He115 torpedo-bombers was hazard enough, but as he took off there came others! An offical report states: "After narrowly avoiding one of the convoy's kite balloons and being *fired at by several American merchantmen in the convoy as soon as he was airborne* the pilot shot down one He115 in spite of stoppages in two of his port guns limiting the number of rounds available. Having claimed one victim he proceeded to drive off other enemy aircraft by making dummy attacks on them and finally he decided, with the signalled agreement of the control officer, to fly the 240 miles to Archangel where he landed safely at Keg Ostrov airfield.

On a following Russian convoy in which several of our aircraft were damaged and at least one was ditched, even after a signalled warning of the approach of our own aircraft, an official naval report stated that indiscriminate firing revealed a lamentable standard of aircraft recognition and fire discipline, even allowing for the "heat of the moment". There were many hazards that pilots had to face, both over land and sea, but mis-identification was an unnecessary hazard, that could, with the right training, have been avoided. The cost has been shown in earlier editions with Blenheims, Beaufighters and Spitfires, here it is shown of Hurricanes alone. These are aircraft of the past, but the point of the lesson is to question whether or not you consider yourself proficient to identify the aircraft of today—those on which identification lessons appear in this *Journal*.



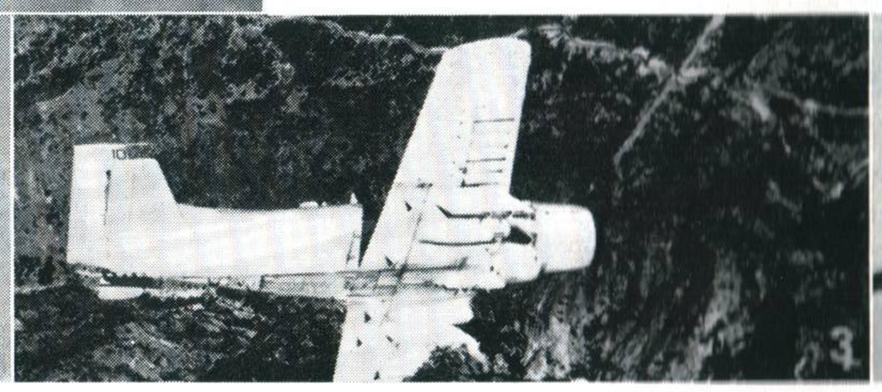
SKYRAIDER

Over 3,000 Skyraiders were built 1945–1957; too late for service in the Second World War, they proved their ability during the Korean War and still have a useful life in a COIN role. Of the several versions produced, three models remain in service and are used by the U.S. Air Force, Navy and Marines and by the forces of South Vietnam. All three models may be seen with a variety of underwing stores, including auxiliary fuel tanks.

Read the detail on the following pages and the instructions on page 103.


1

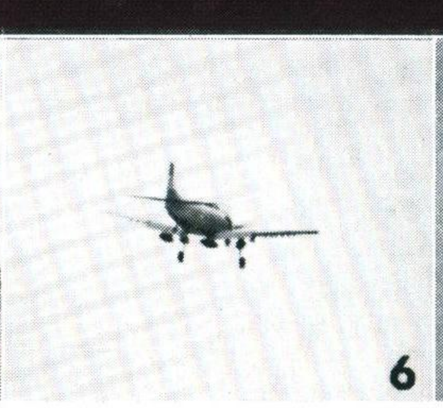

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These pictures show Skyraiders operating against Viet Cong guerillas in Vietnam


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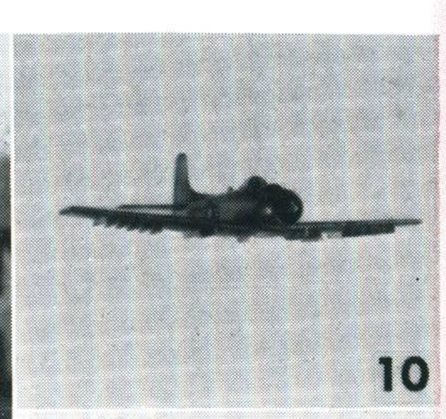

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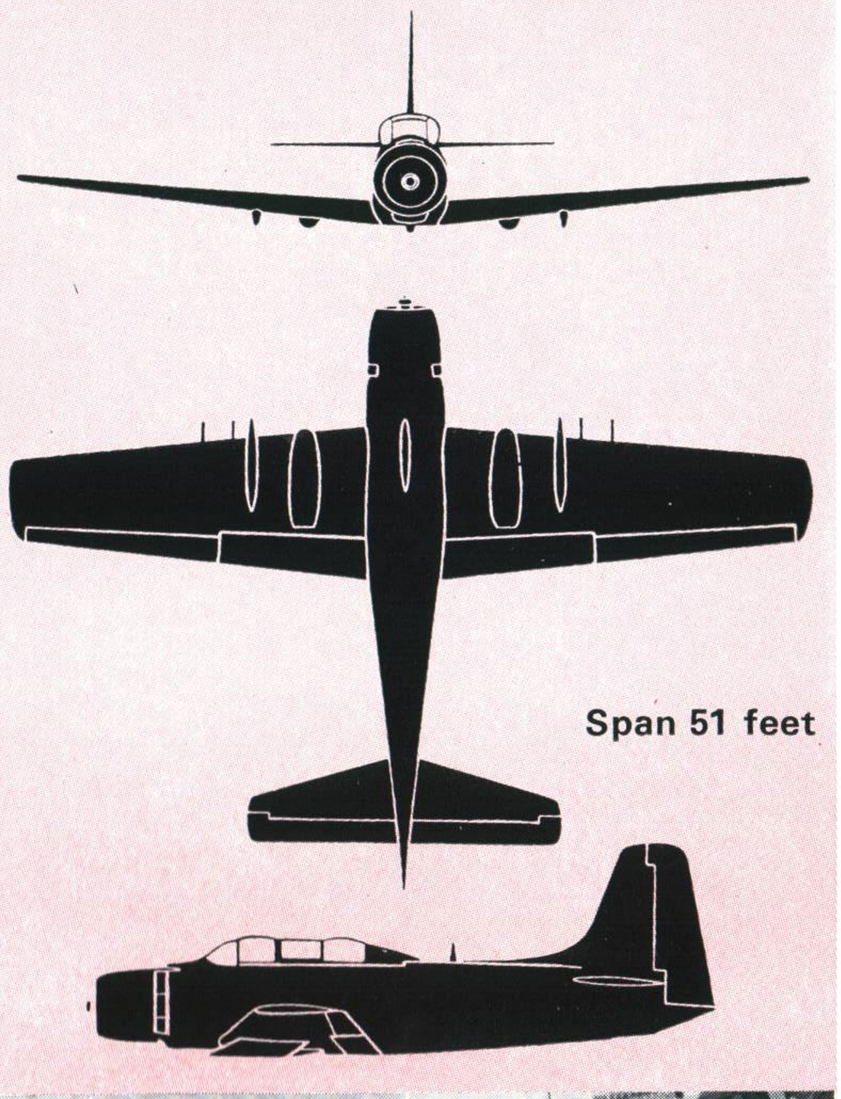


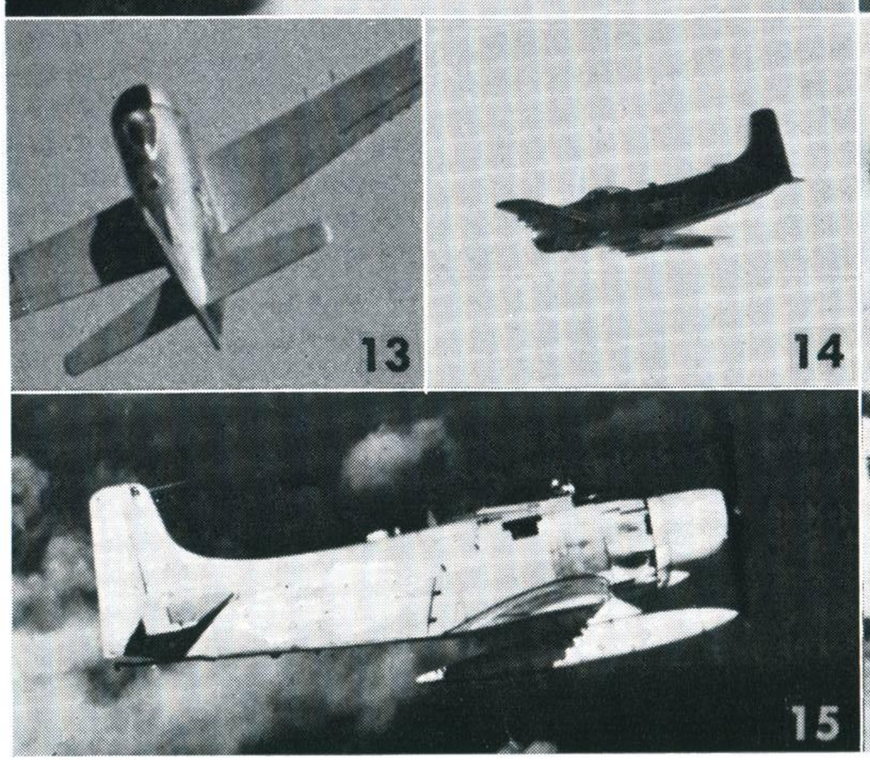
A-1E SKYRAIDER This version was known as the multiplex model as it was designed to be convertible for various roles, but is normally fitted as a three-seat attack aircraft.









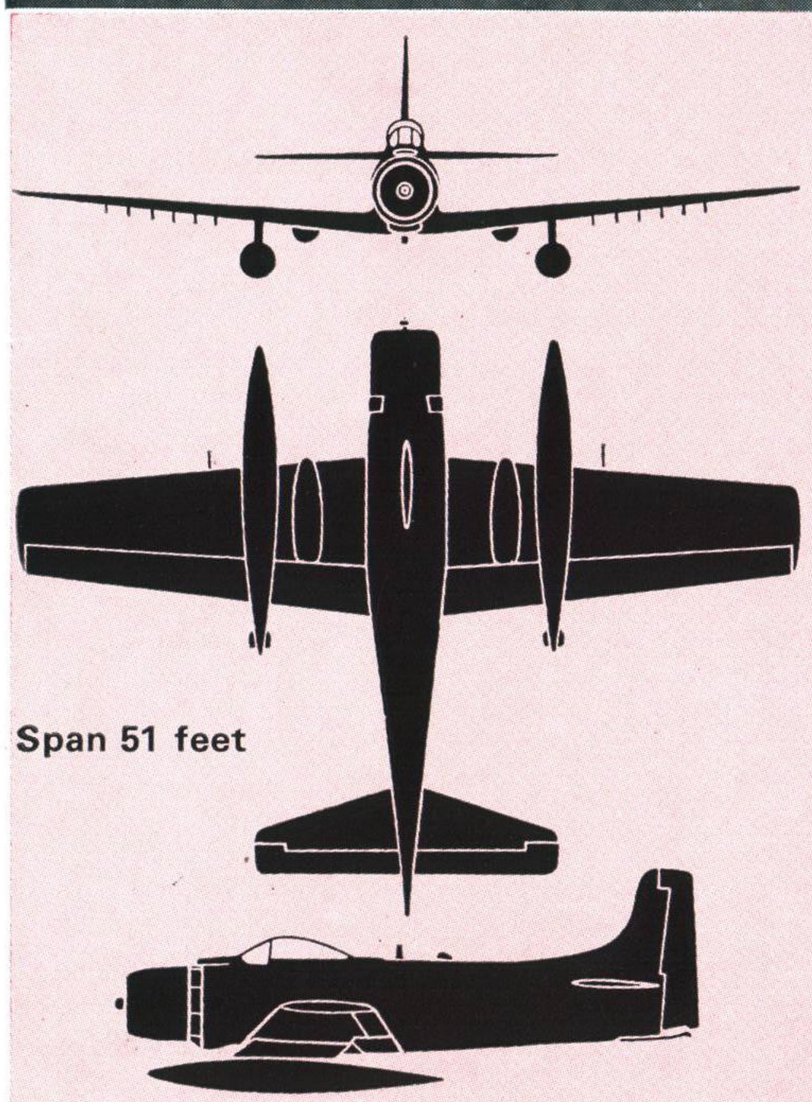


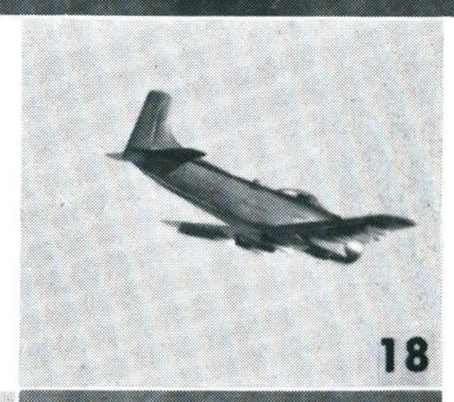




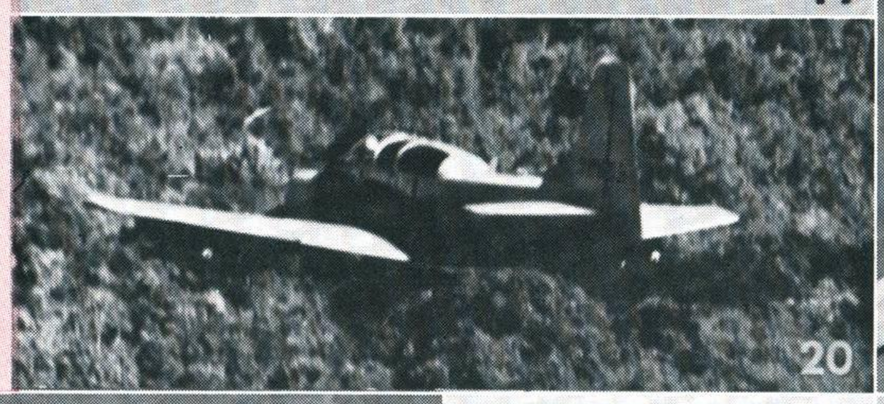
A-1H/J SKYRAIDER

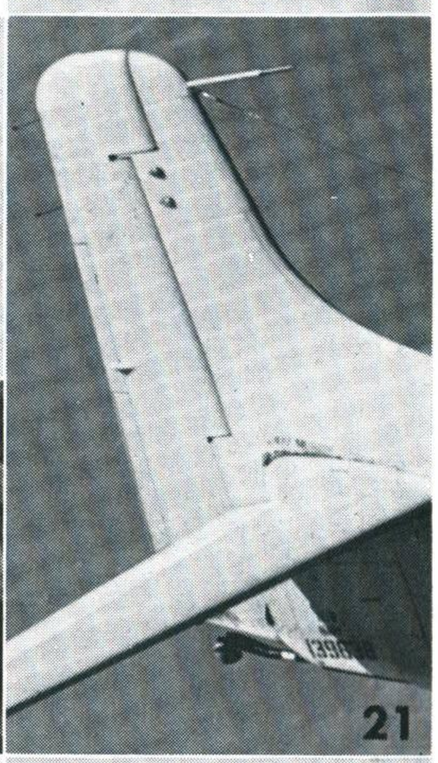
Single-seat attack version with smaller tail surfaces than the A-1E. Differences between the A-1H & A-1J versions concern non-visual aspects chiefly in wing strengthening and engine model.




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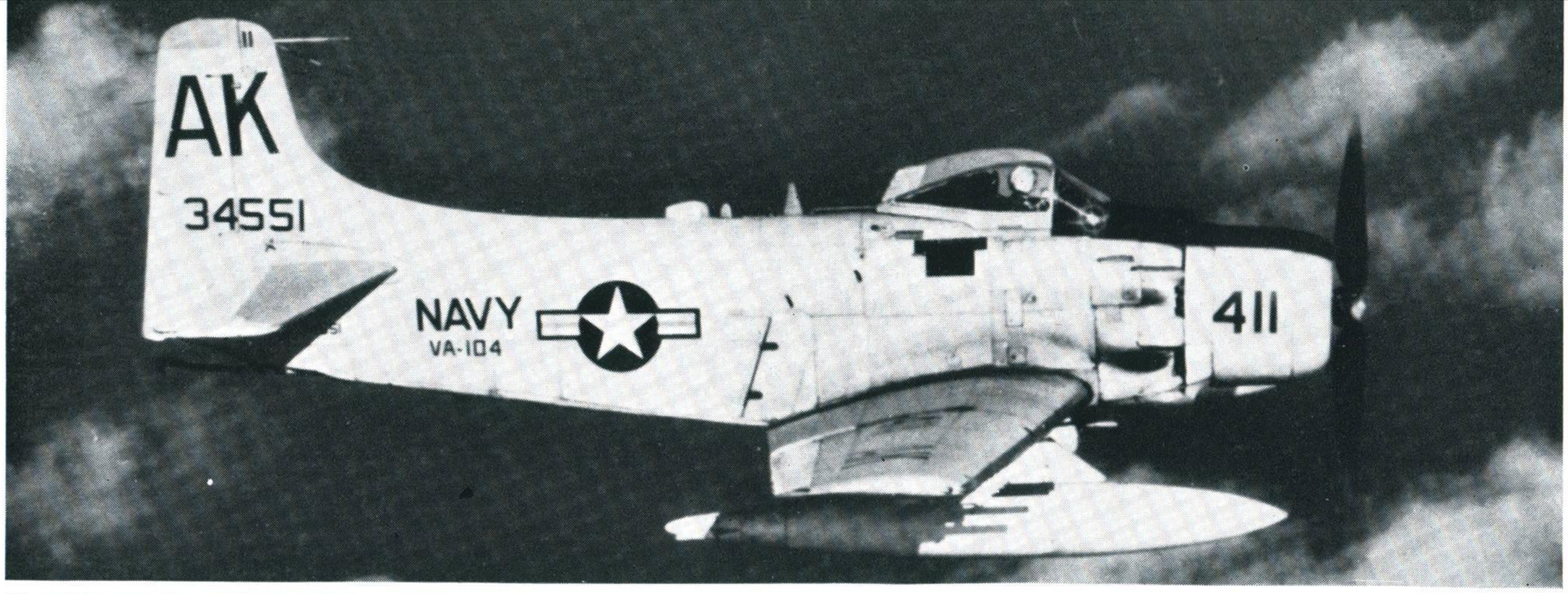

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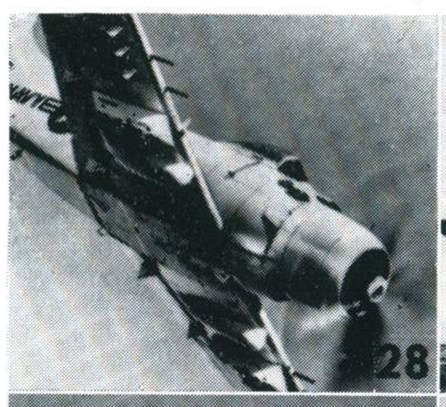

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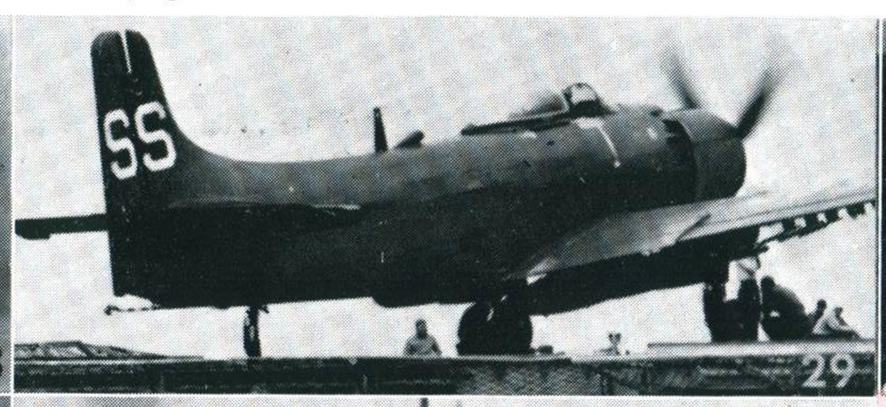

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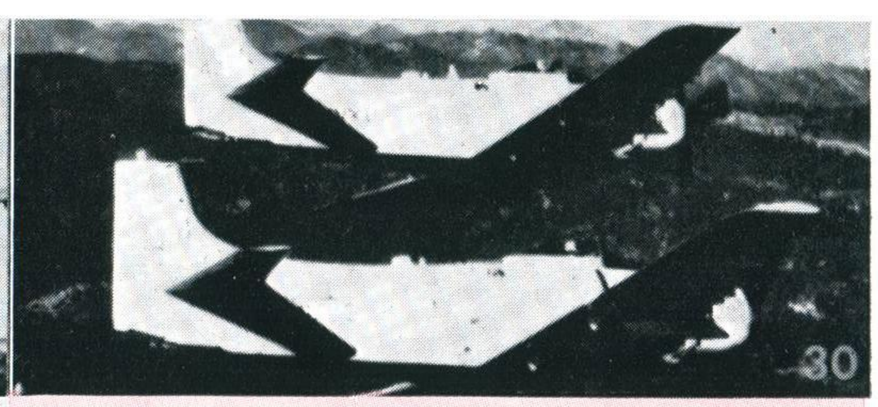


Skyraider continued from previous page

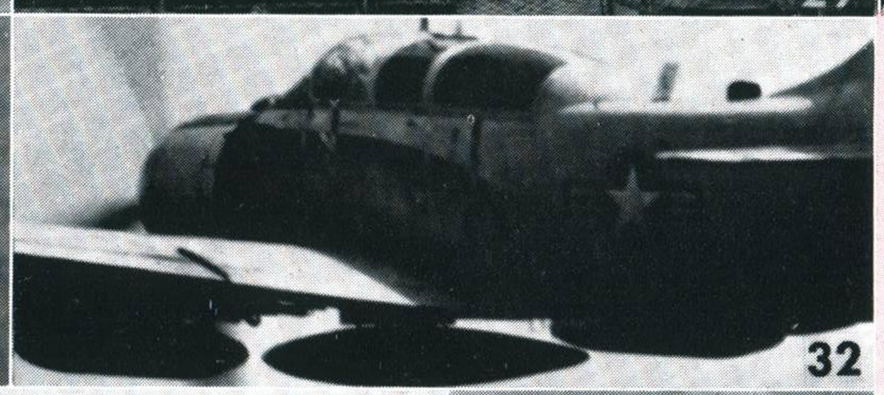

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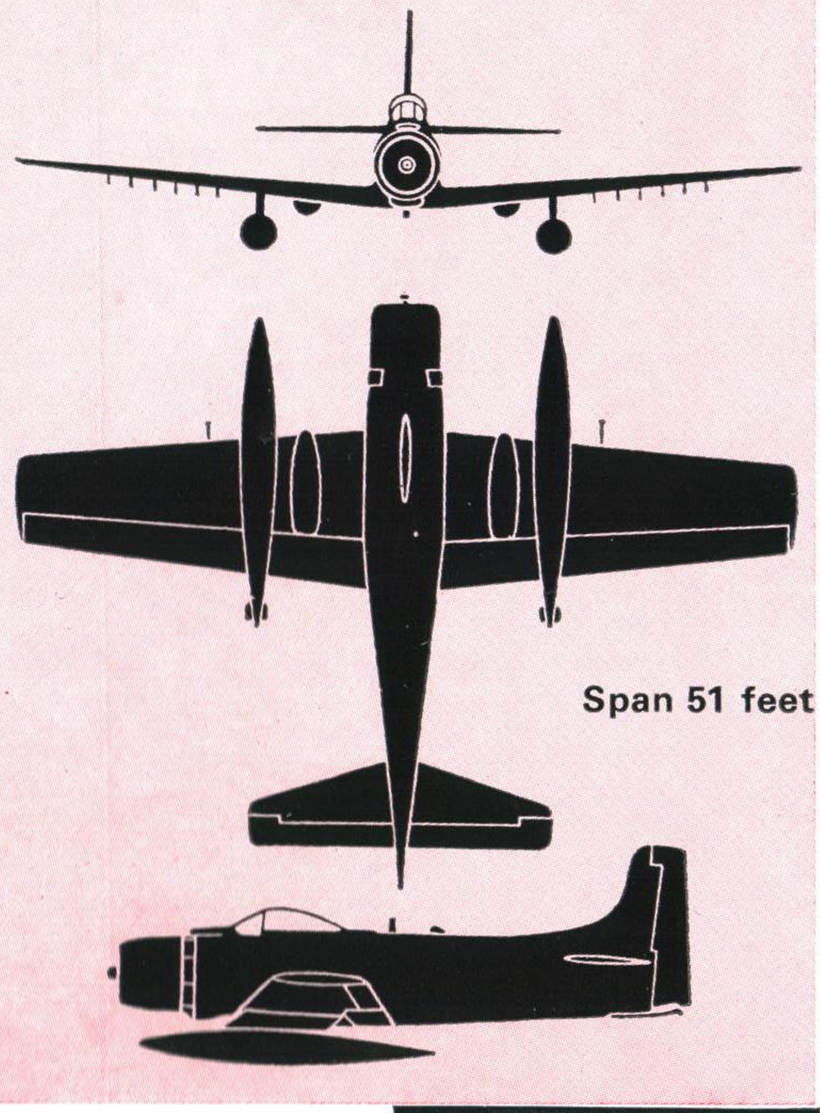


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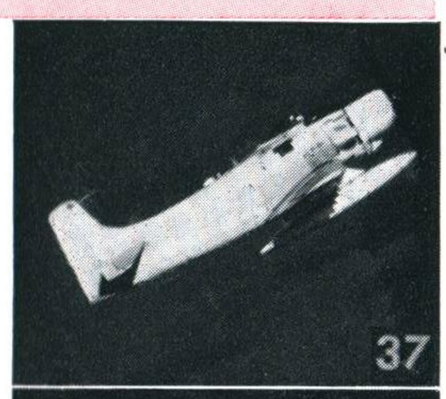



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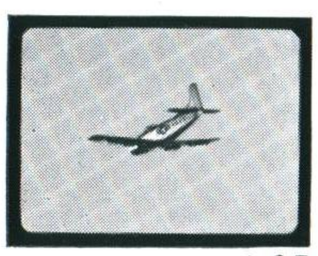


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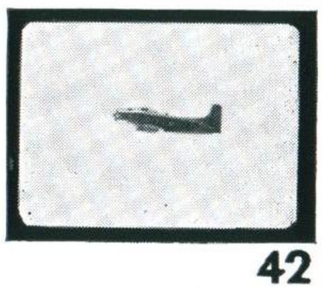


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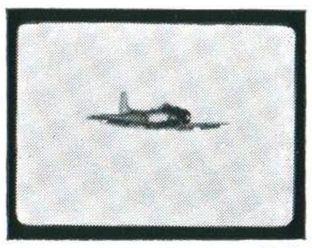




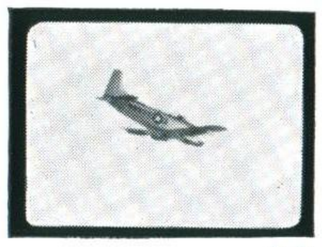
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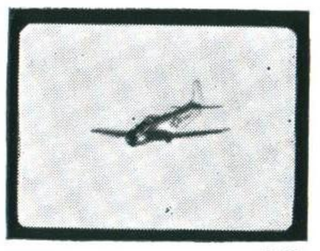
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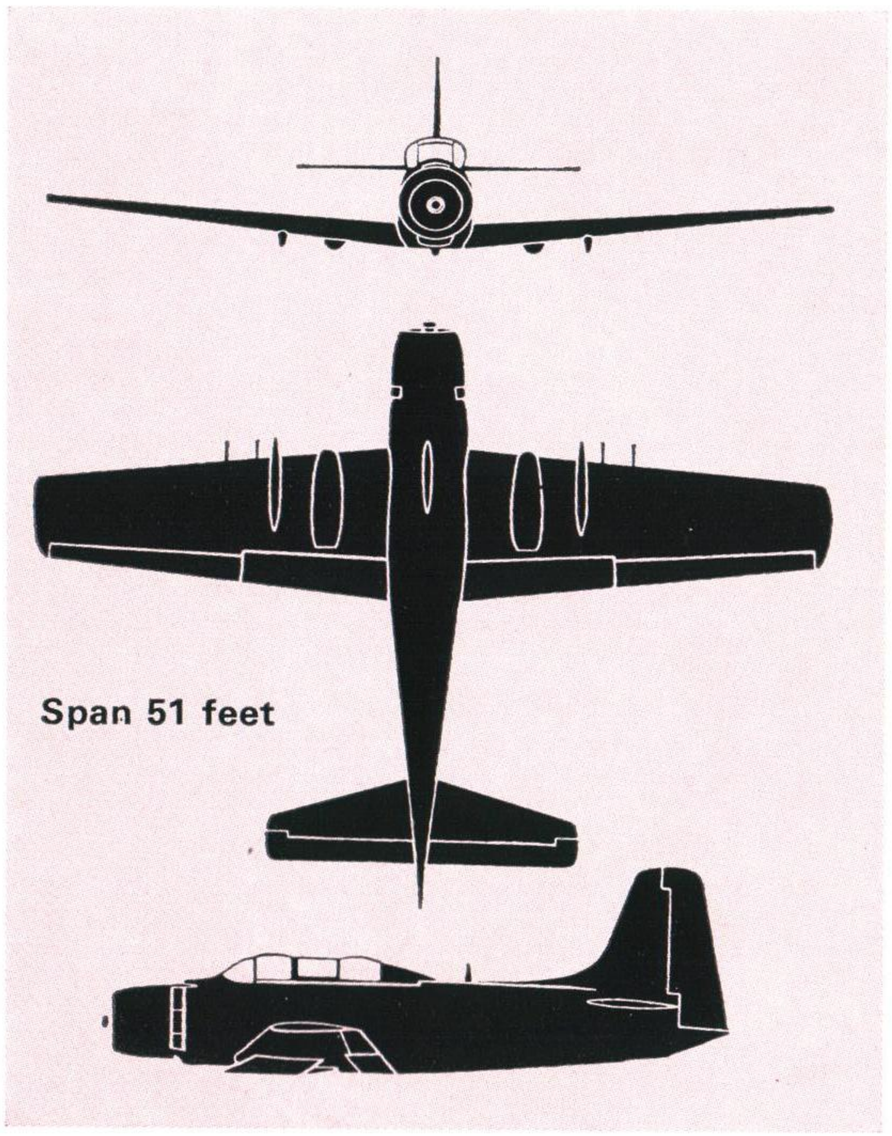
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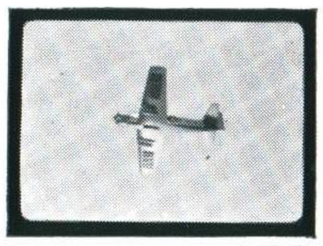


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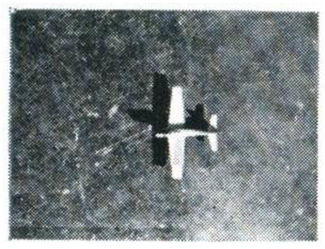


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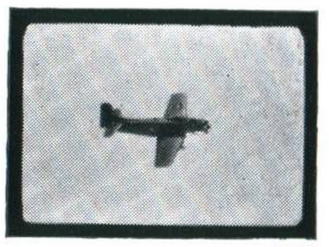




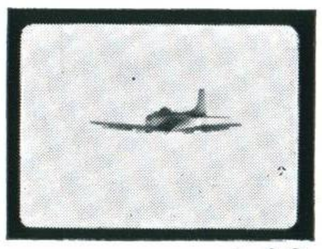
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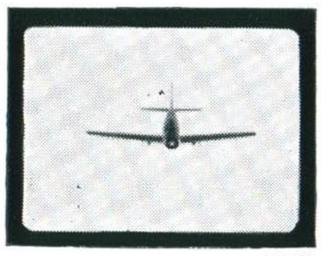
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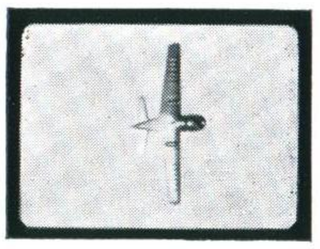
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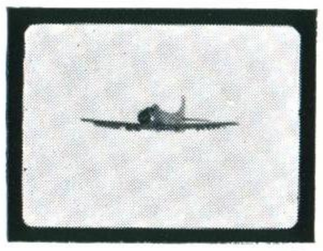
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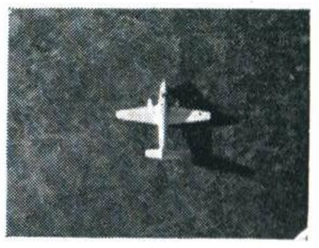
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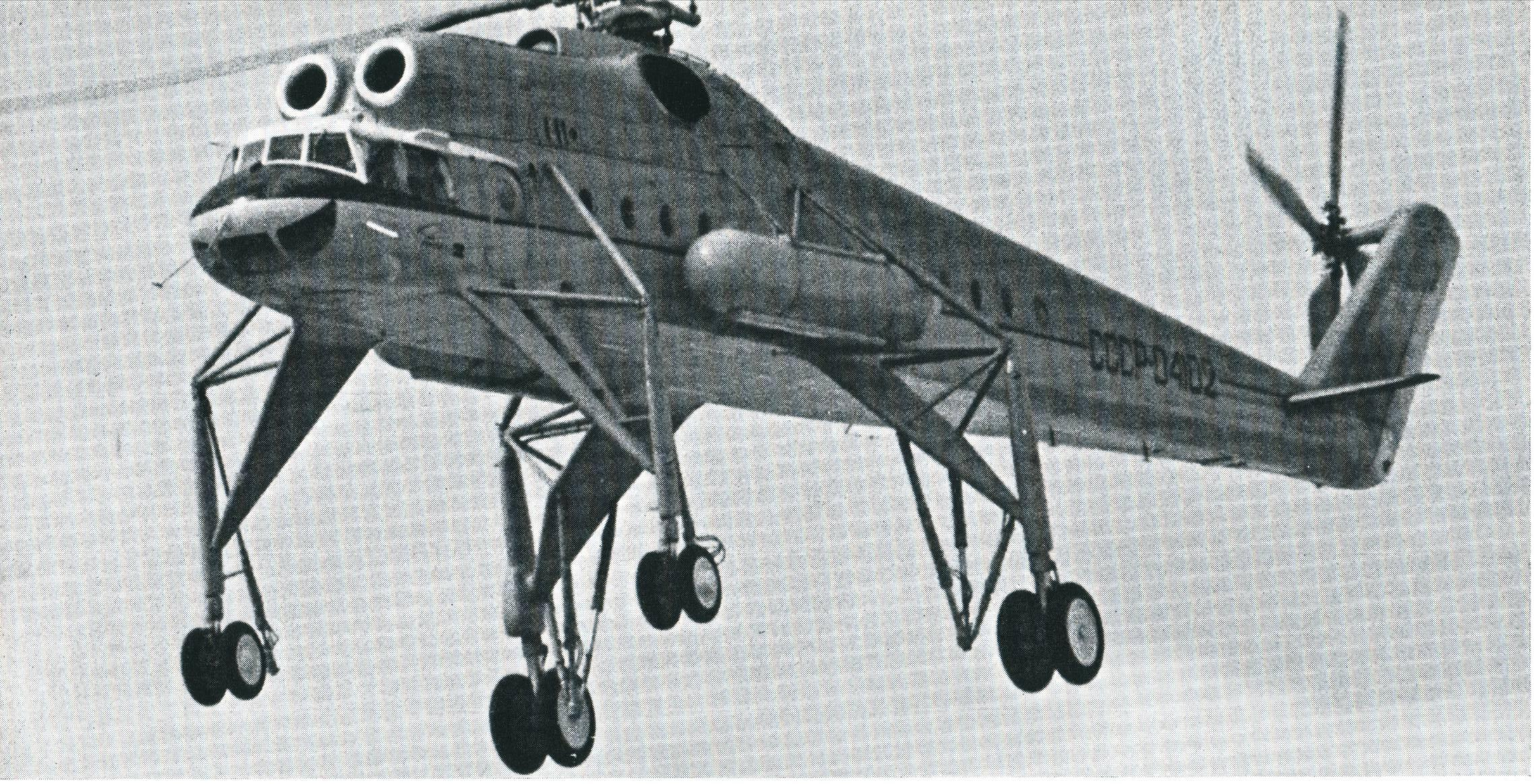
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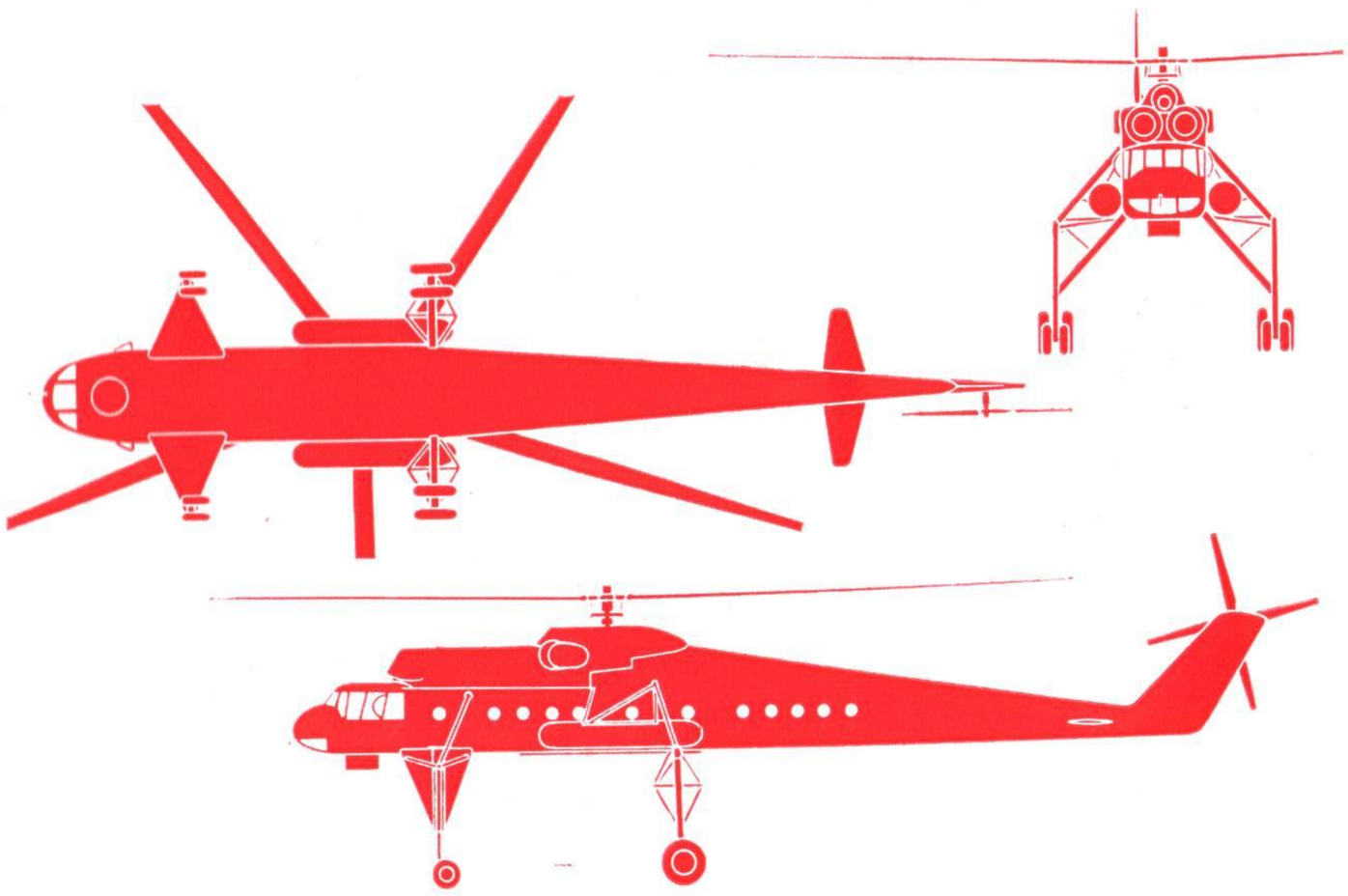


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Scottish Aviation in 1962–63 overhauled and converted twelve ex-Royal Navy Skyraiders for target-towing duties in Sweden. Painted an overall bright yellow they are operated commercially under a Swedish Government contract.







HARKE

A Soviet flying crane helicopter, Harke (Mi-10) was developed from Hook (Lesson in May 1964 edition) and uses a similar rotor system. It is, at present, exclusive to Soviet service.

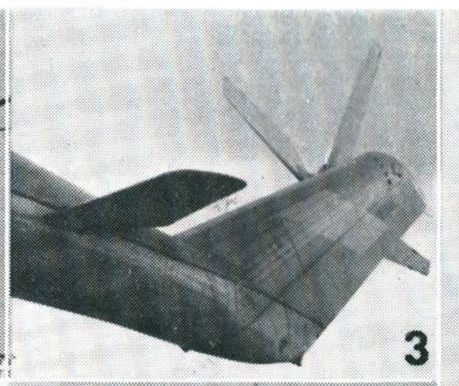
In spite of its unorthodox appearance, its identity should be learned by careful attention to instructions on page 103 so that it is identified irrespective of its underslung load—which may vary considerably—and to avoid confusion with the Sikorsky Flying Crane used by the USA.

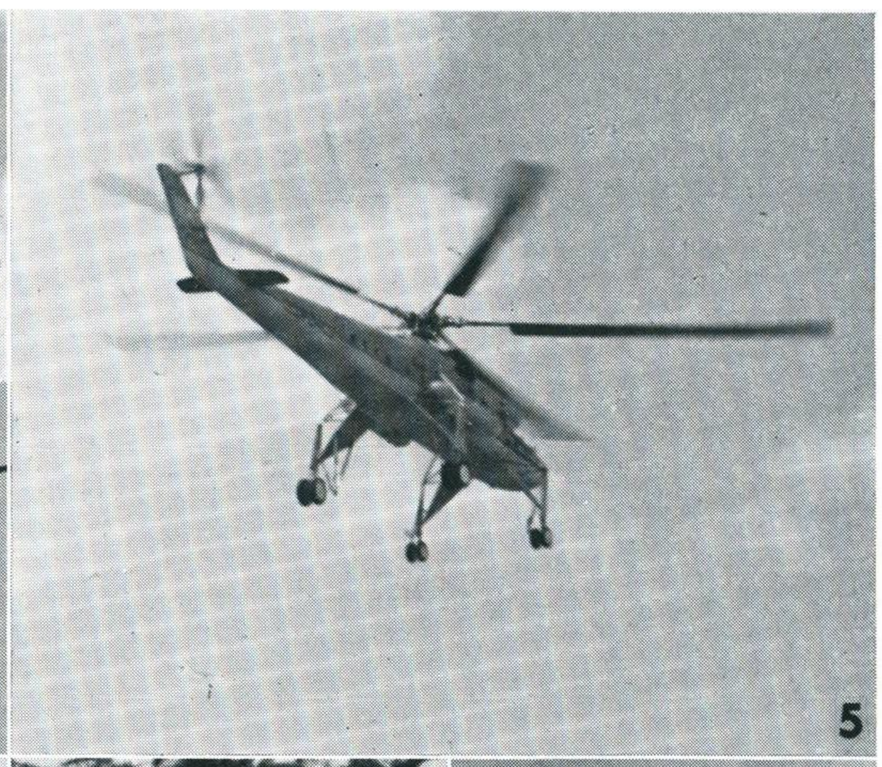
Solutions on the cover.




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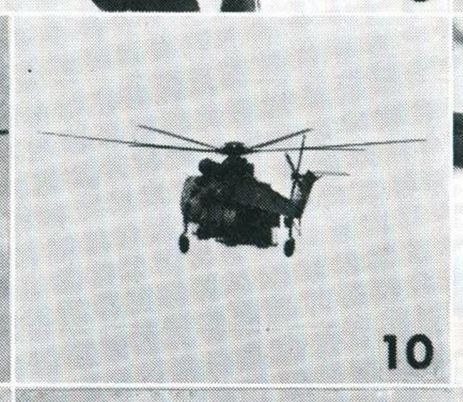

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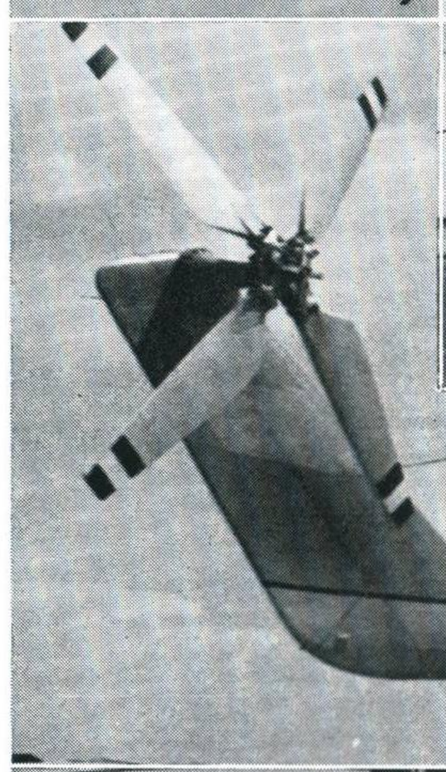

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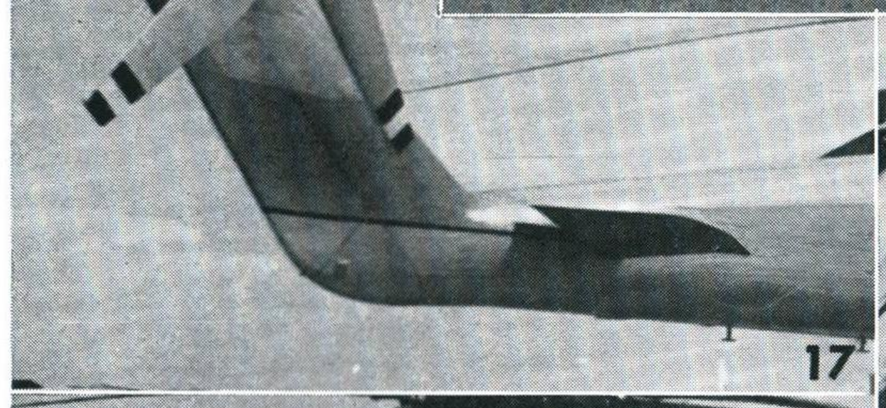

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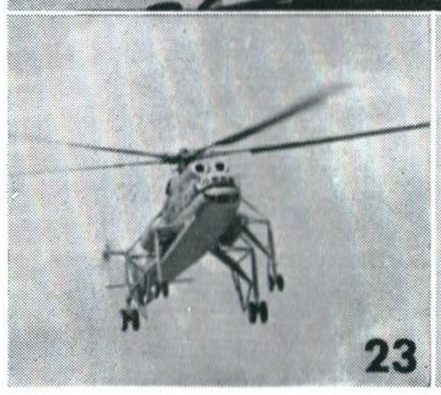

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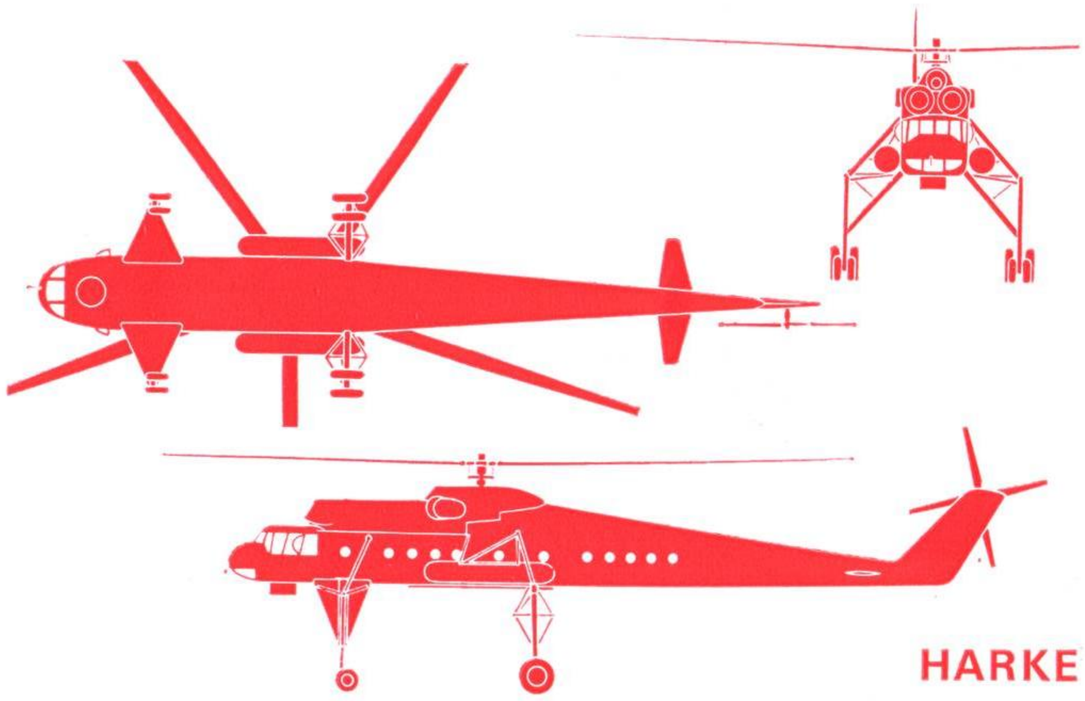

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Continued overleaf



HARKE


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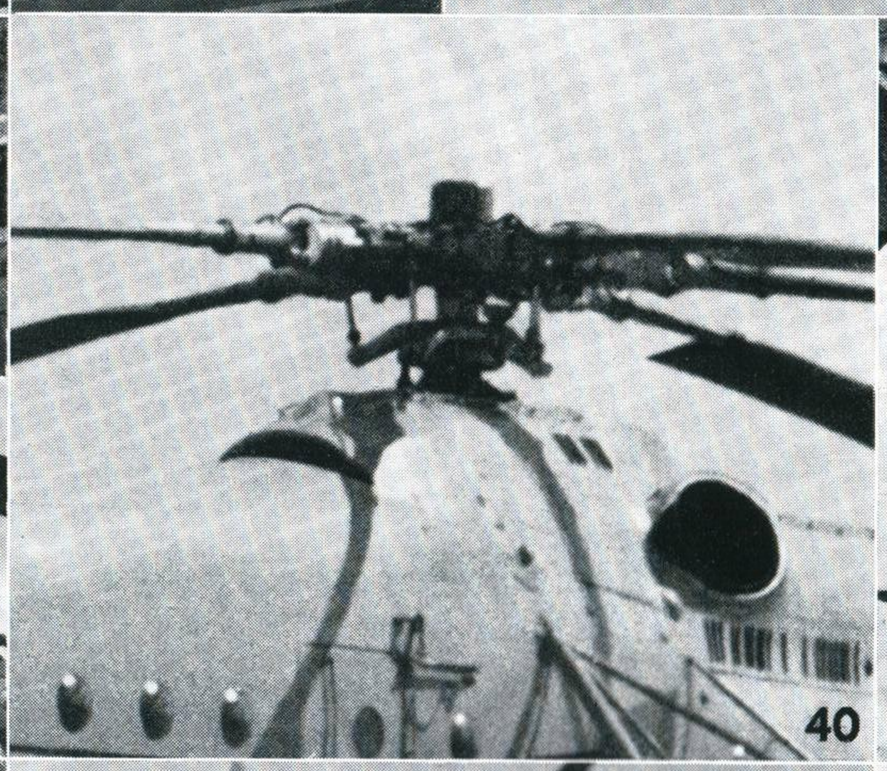


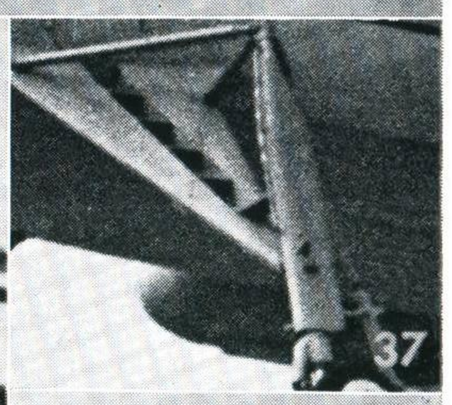

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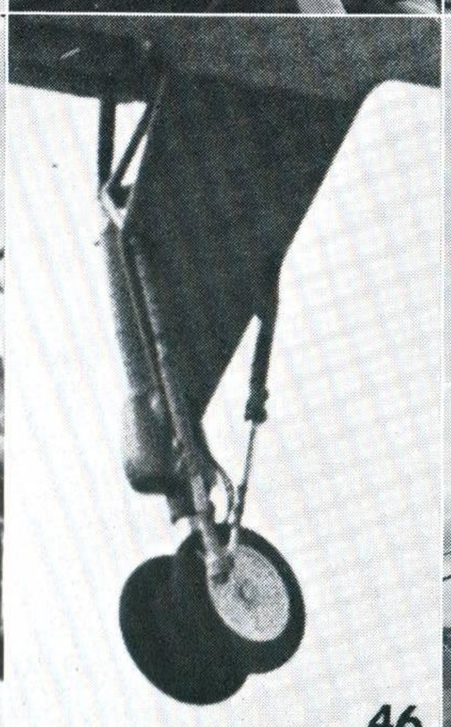

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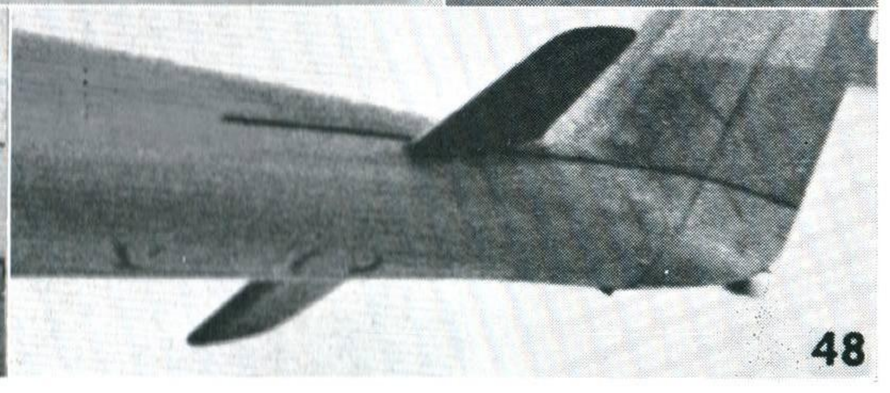

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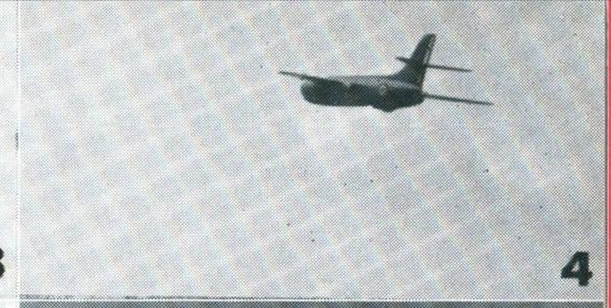

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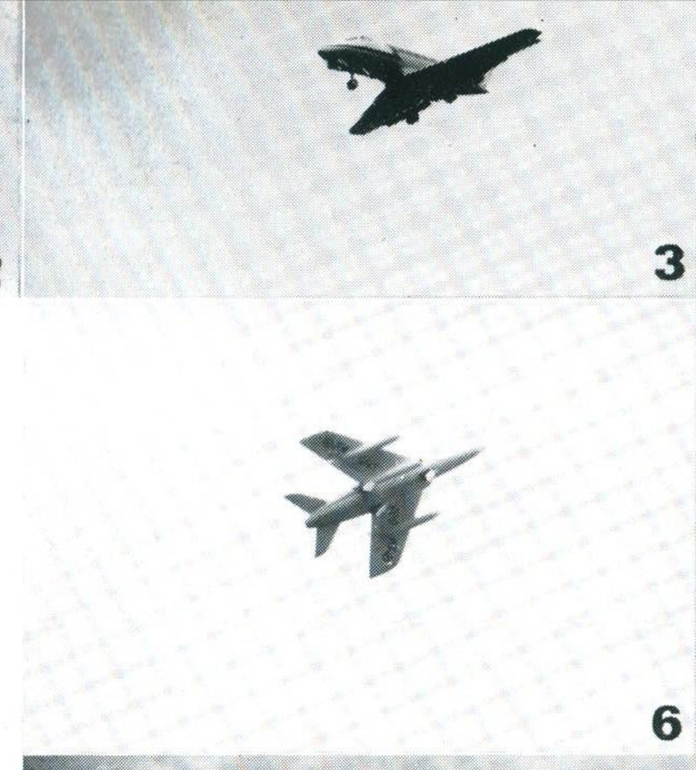

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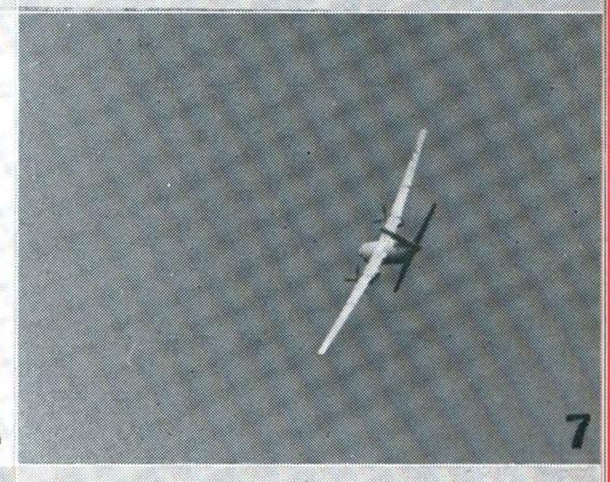

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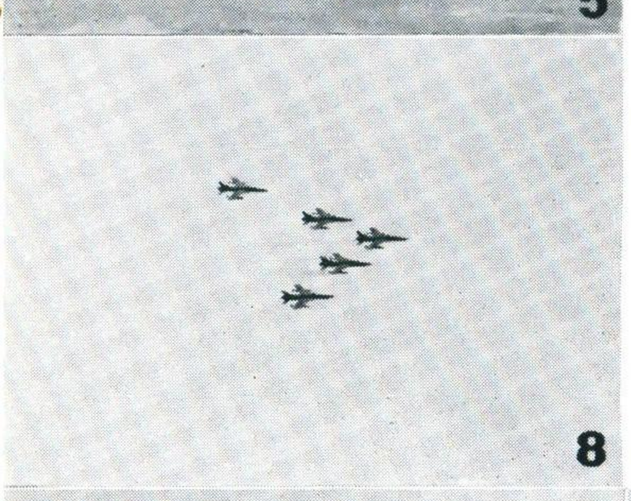
TESTING TIME

A test of
your ability to
identify aircraft.

Solutions on
the cover.

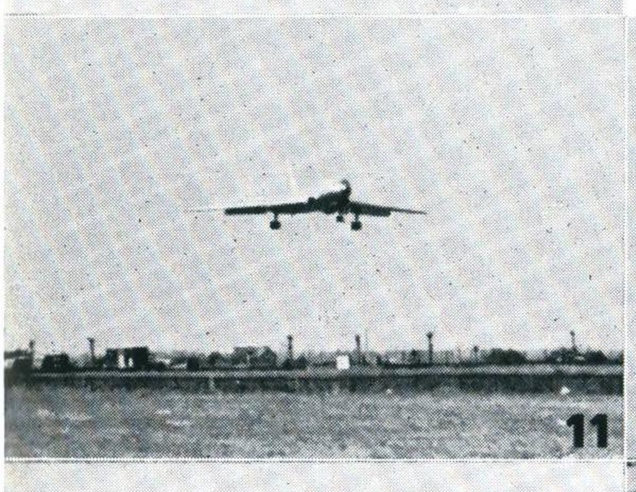

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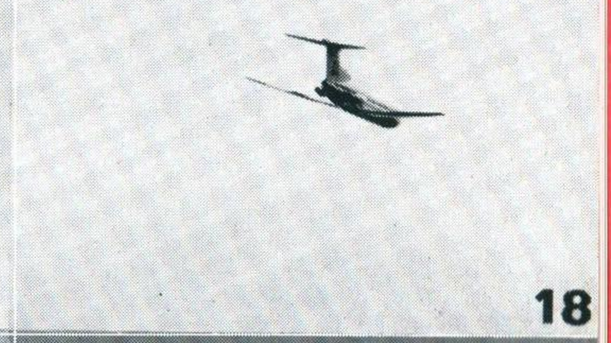

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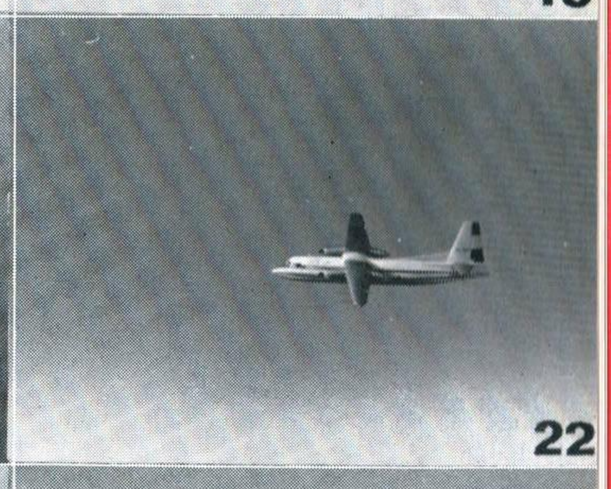

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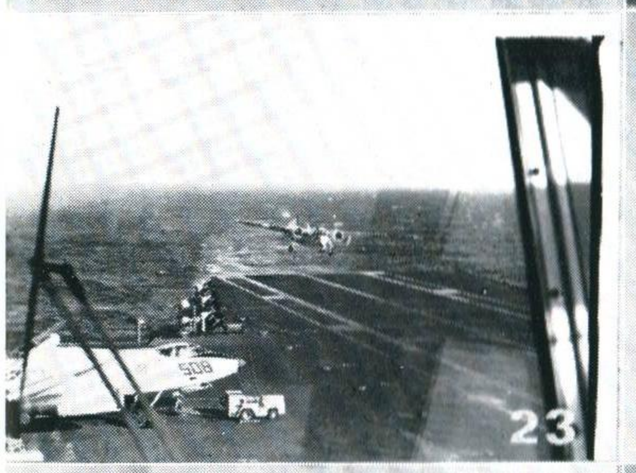

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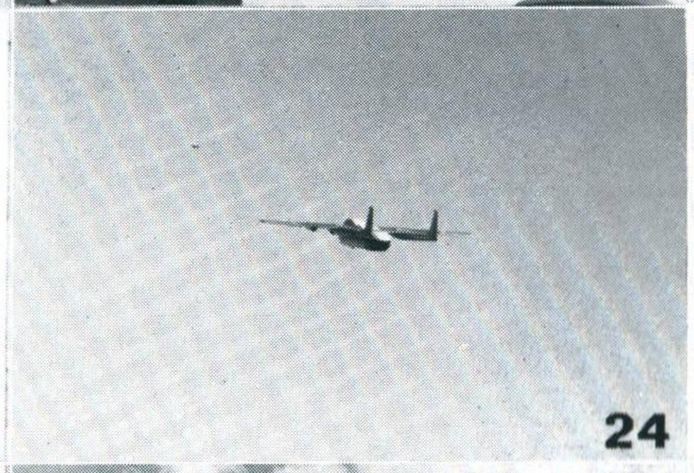

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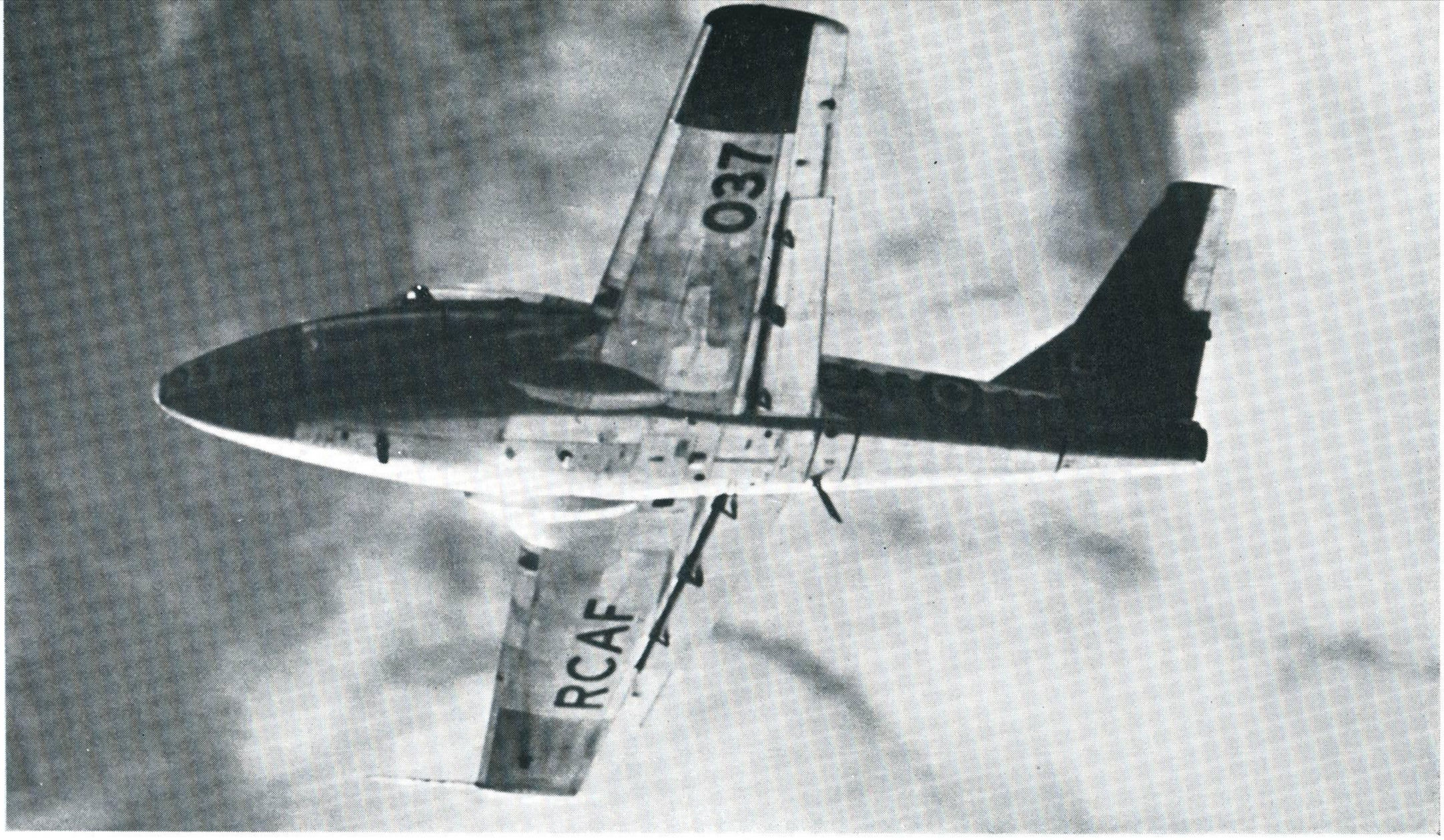

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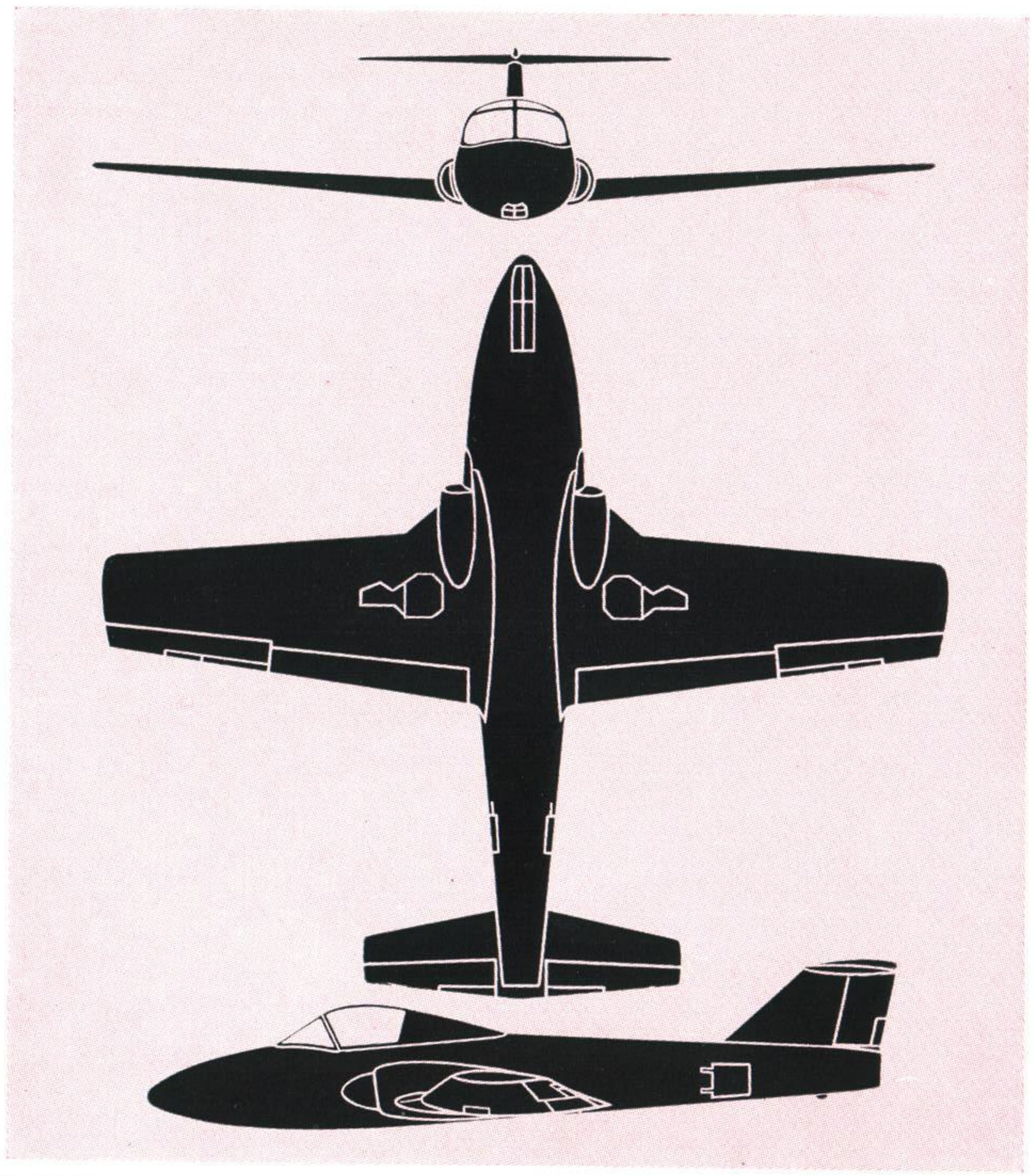

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TUTOR

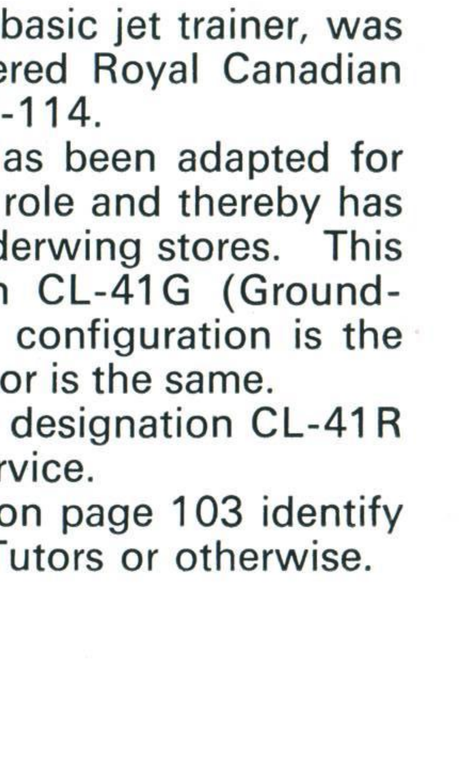
The Canadair CL-41A, as a basic jet trainer, was aptly named Tutor and entered Royal Canadian Air Force service as their CT-114.

Like other jet trainers it has been adapted for counter-insurgency (COIN) role and thereby has provision for a variety of underwing stores. This version has the designation CL-41G (Ground-attack), but since the basic configuration is the same the reporting name Tutor is the same.

A systems trainer with the designation CL-41R has not been adopted for service.

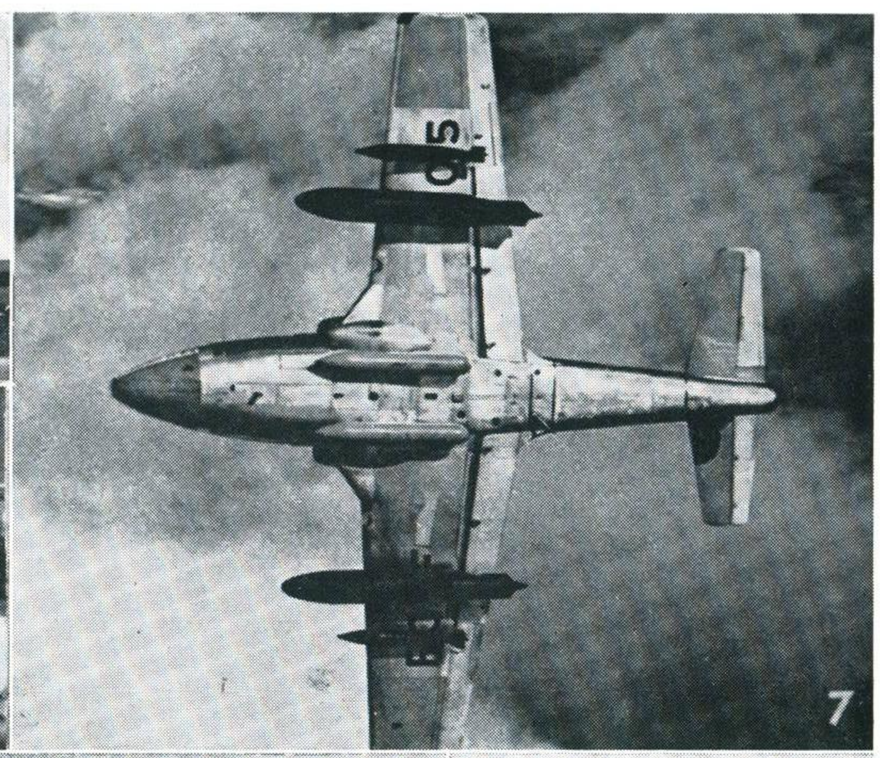
By using the instructions on page 103 identify these targets and report as Tutors or otherwise.

Span 36 feet

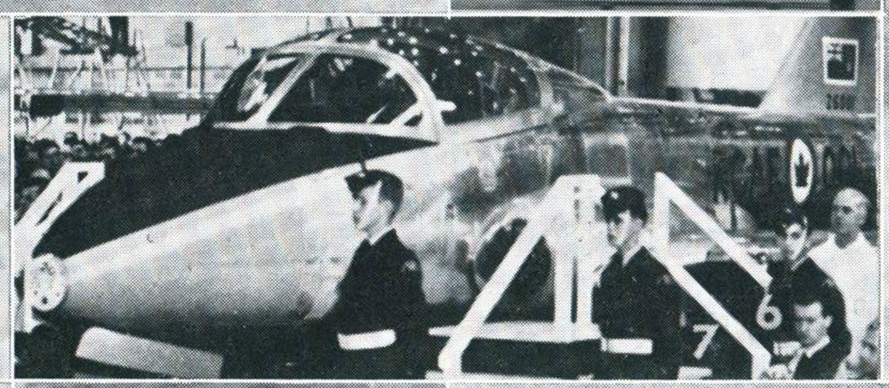


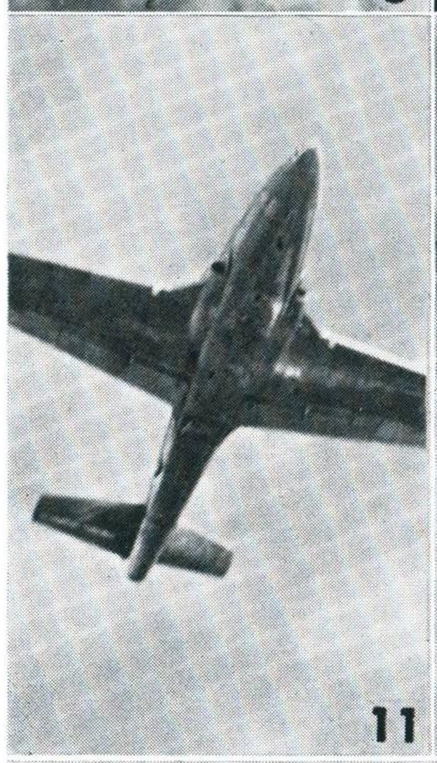

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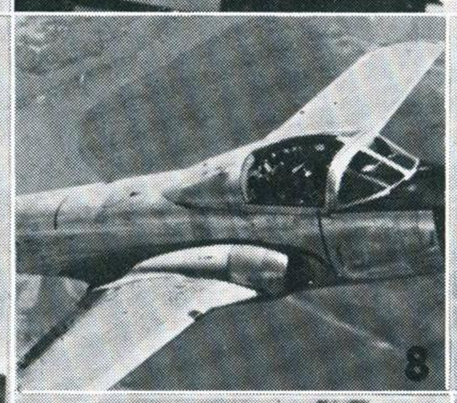

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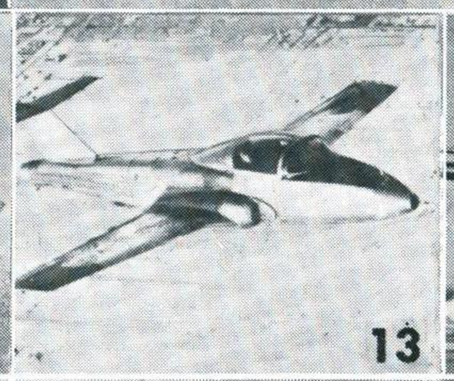

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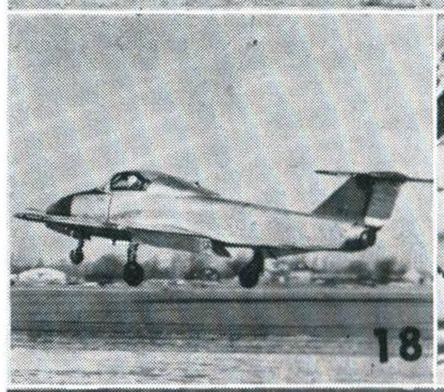

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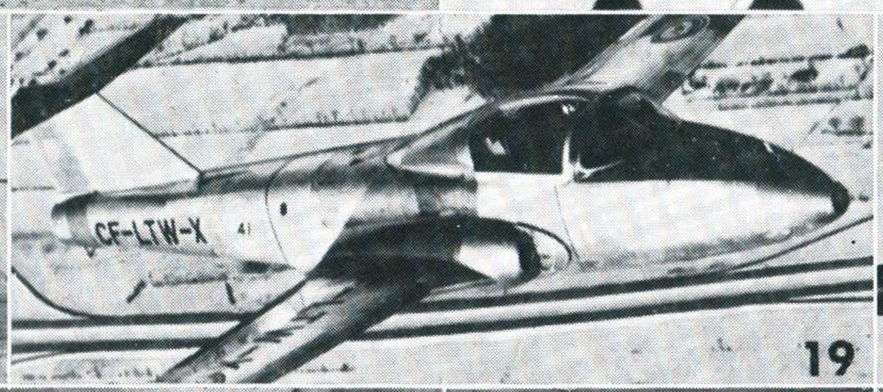

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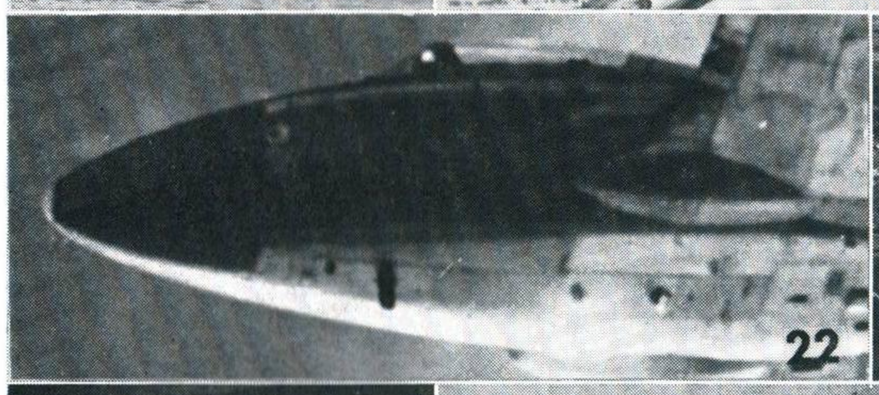

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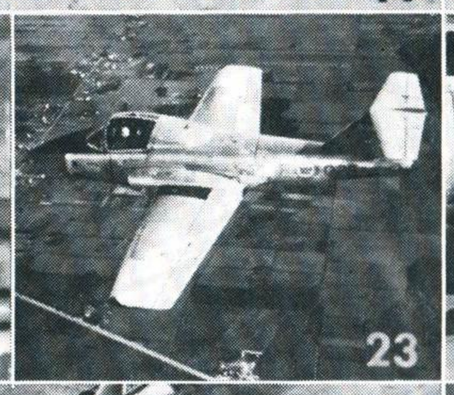


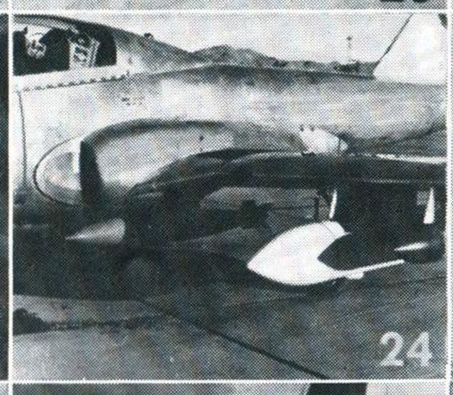
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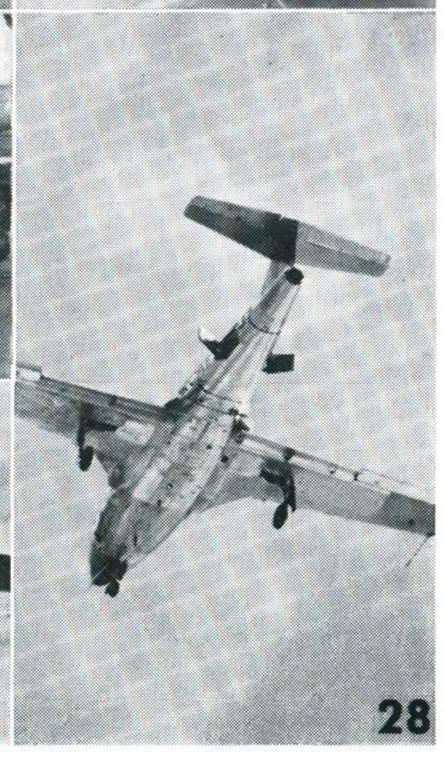

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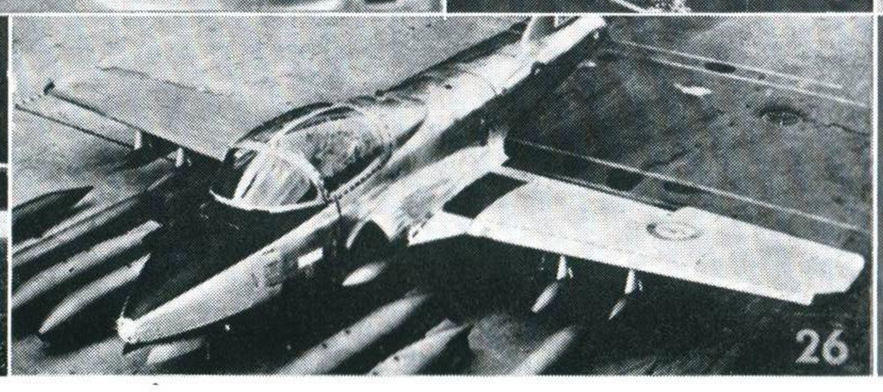

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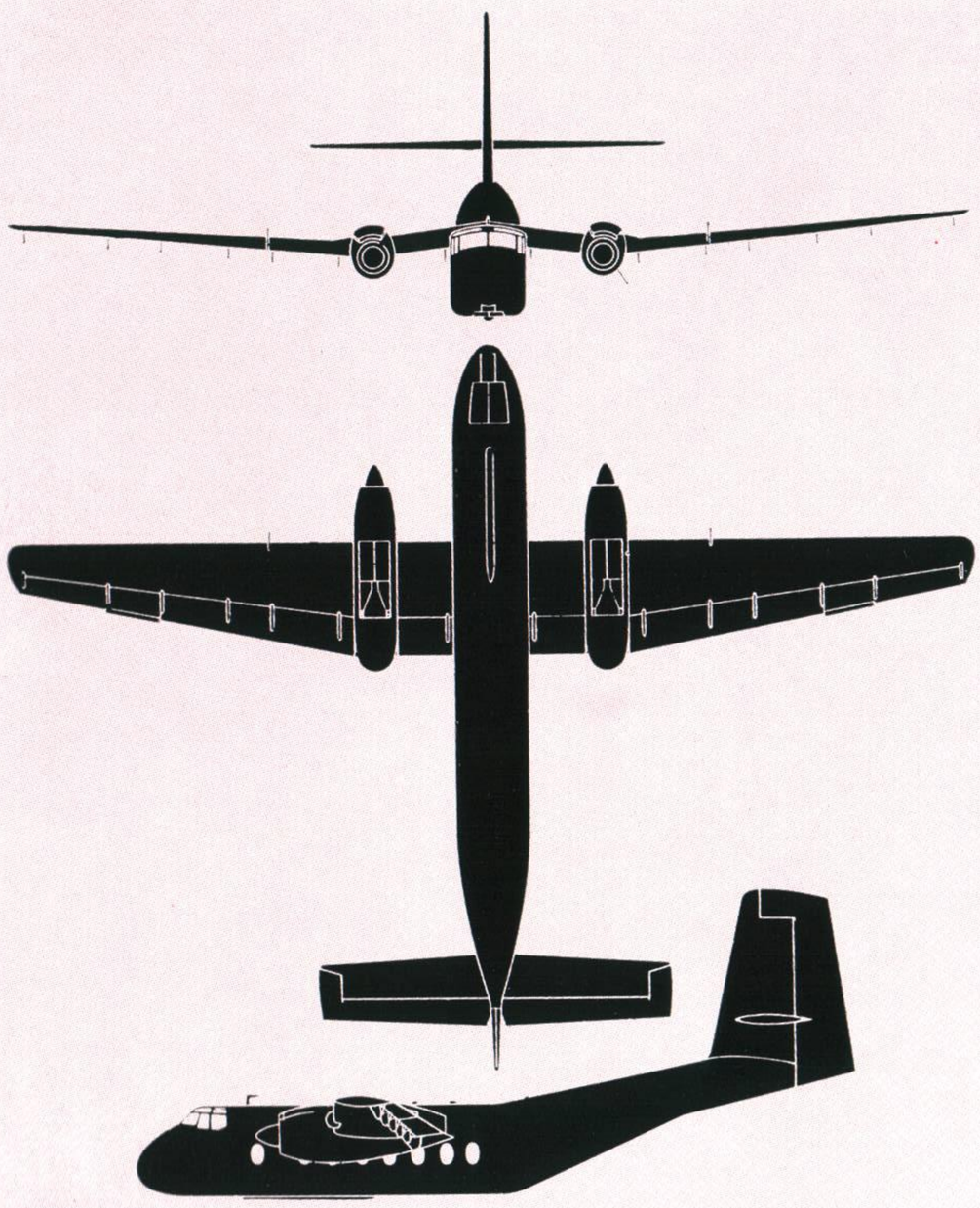

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CARIBOU

A transport with the cargo-carrying capacity of a Dakota and the STOL capabilities of a Beaver or Otter, the DHC-4 Caribou has proved to be popular as a military transport with a number of Forces.

Serving in the Royal Canadian Air Force as their CC-108 and in the United States Army as their CV-2, it is also serving in the Air Forces of Australia, Ghana, India, Kenya, Kuwait, Malaya and Zambia.

Of distinct appearance, almost suggestive of a Caribou (American reindeer) it should nevertheless be learnt by using the instructions on page 103.

Solutions on the cover

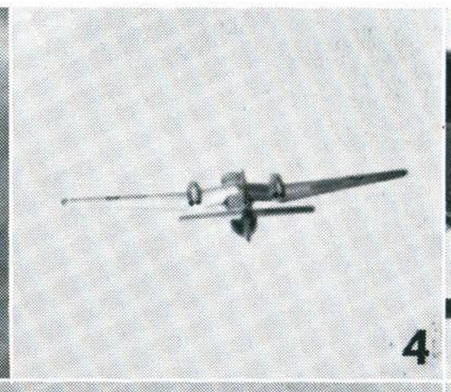
Span 96 feet








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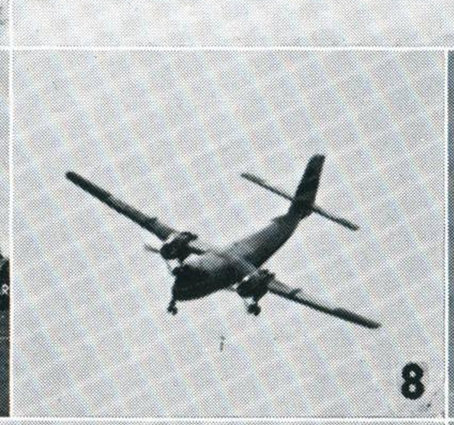

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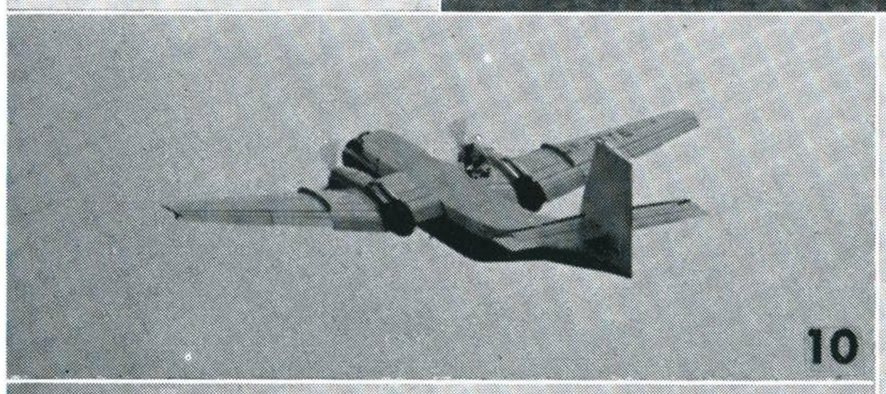
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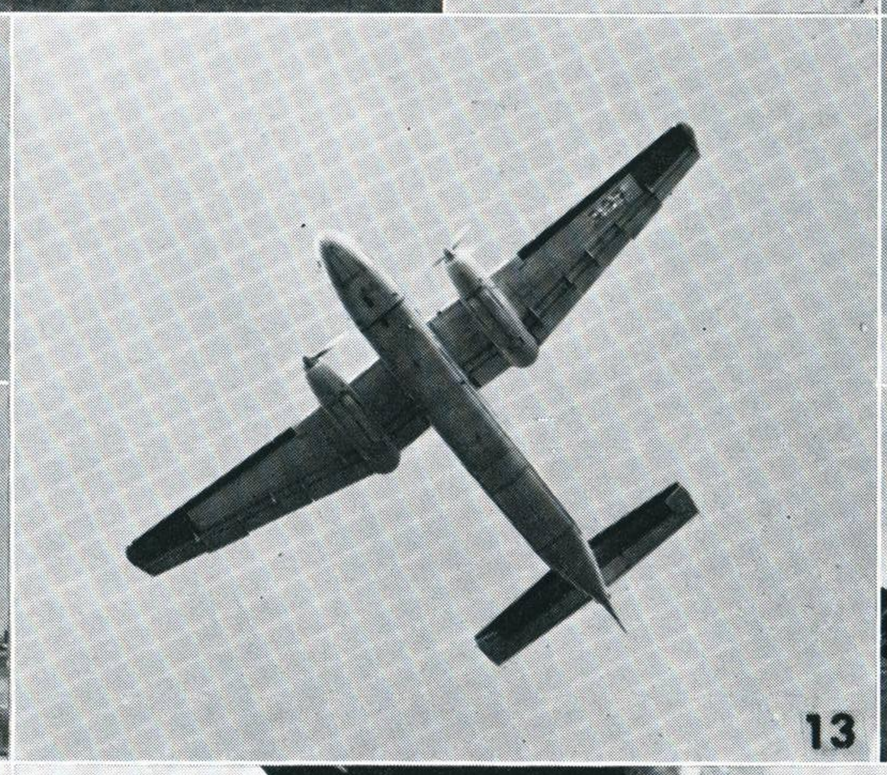

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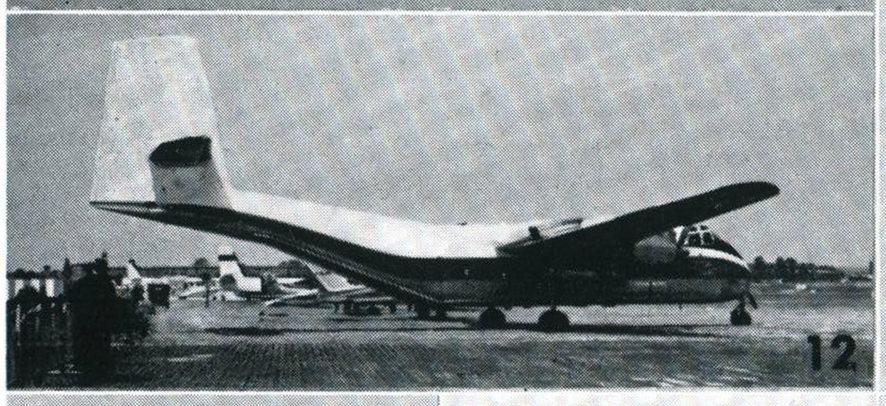

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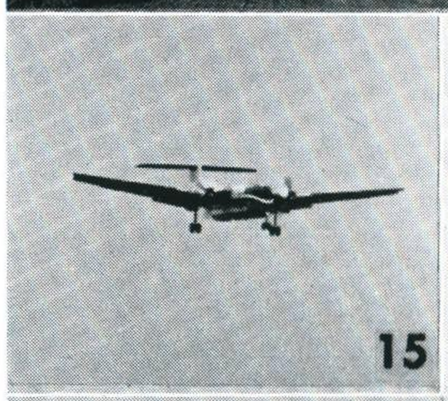

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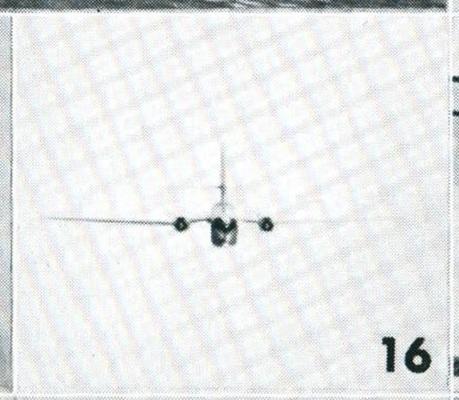

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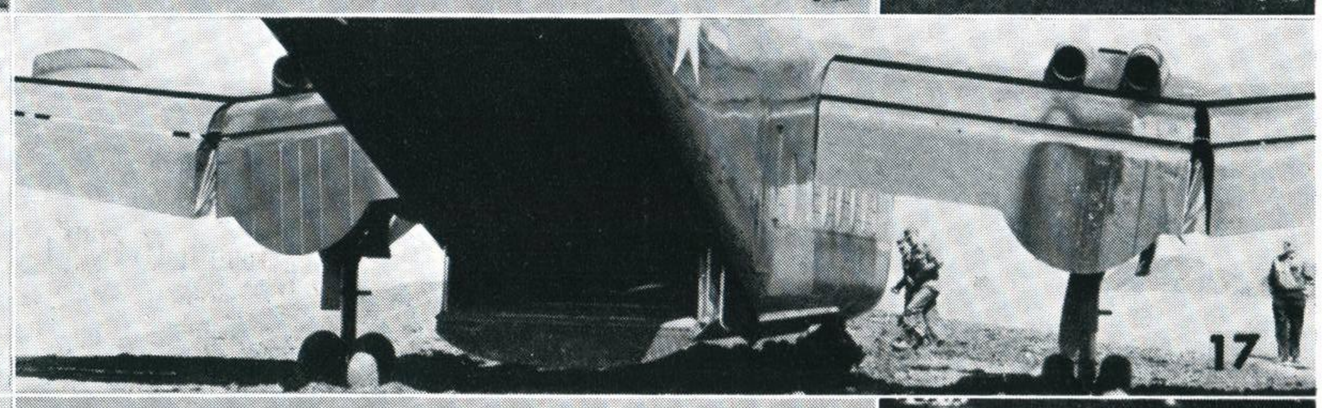

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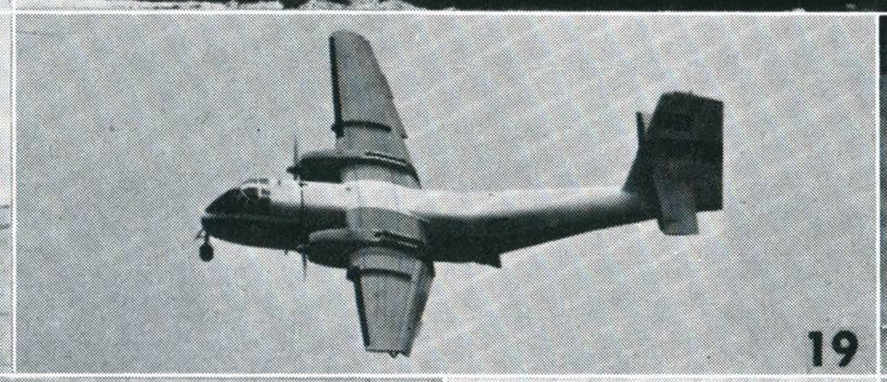
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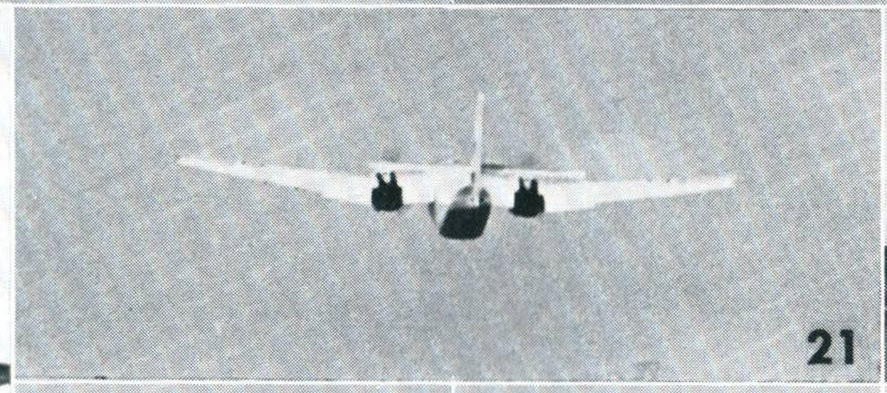

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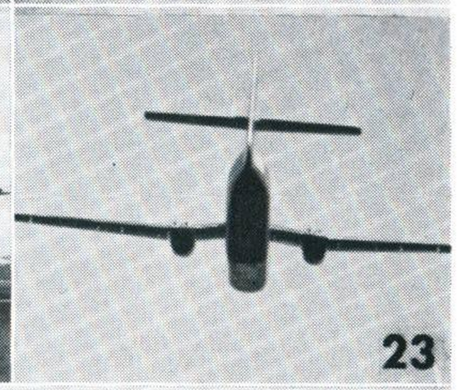

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Continued overleaf



Caribou continued from previous page


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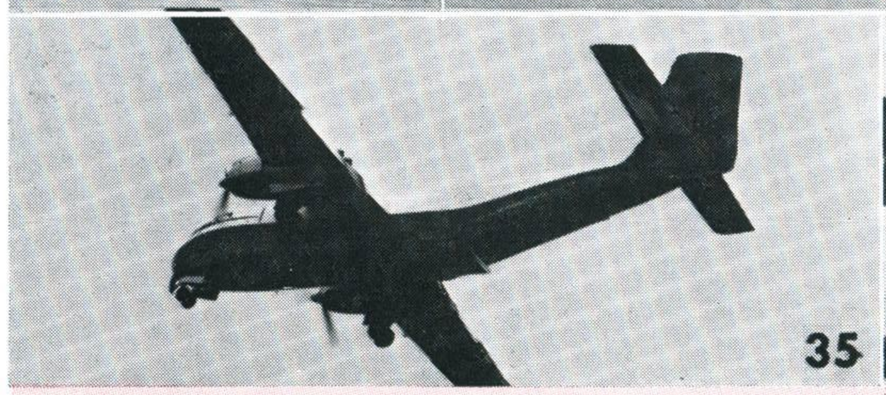

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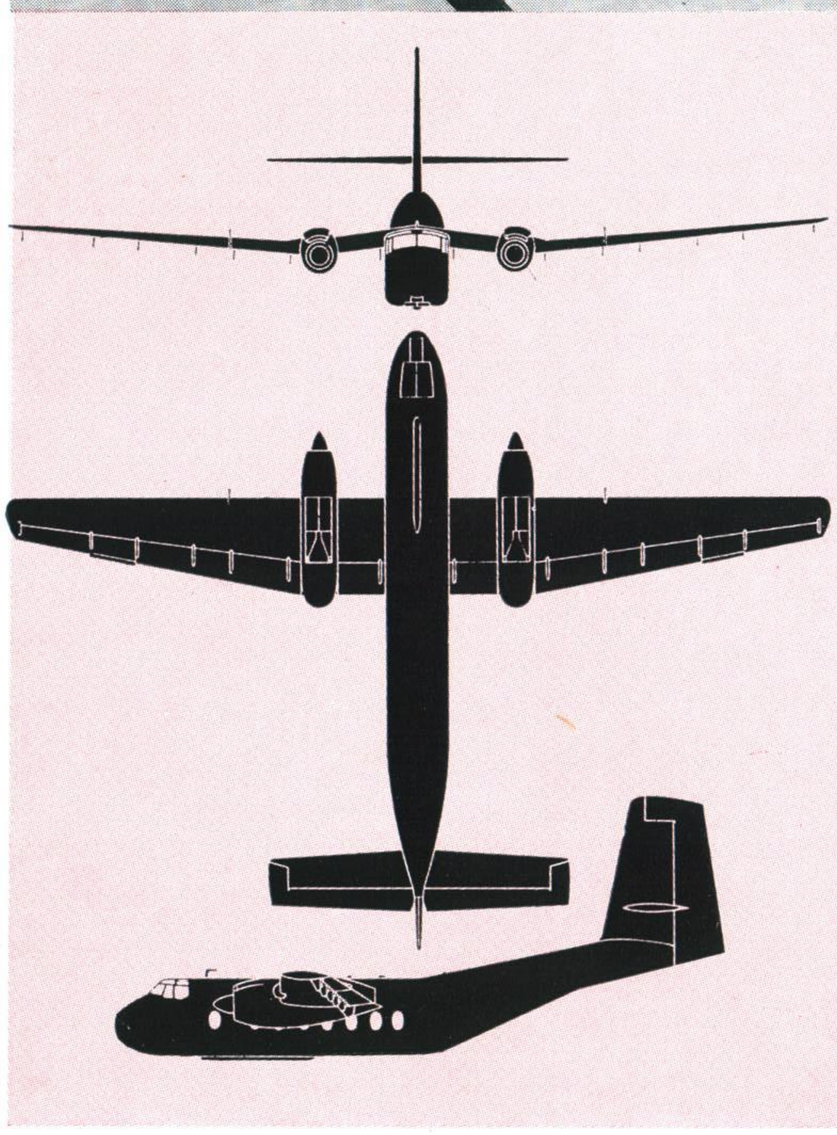

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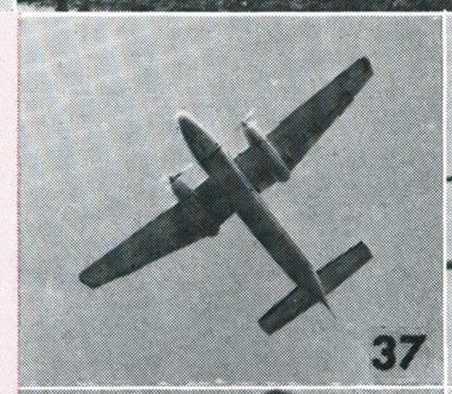

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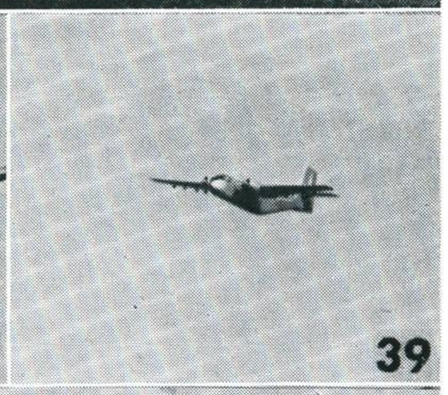

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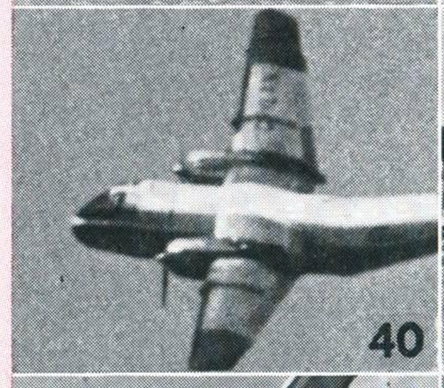

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In Passing

BOOK REVIEW

Veteran and Vintage Aircraft of the World by Leslie Hunt, 90 Wood Side, Leigh-on-Sea, Essex. Price 5/-

This is an attractive little book on a fascinating subject, the survival of veteran aircraft. Here, country by country and location by location, the last resting place of surviving veteran aircraft is catalogued, be it museum or scrapheap.

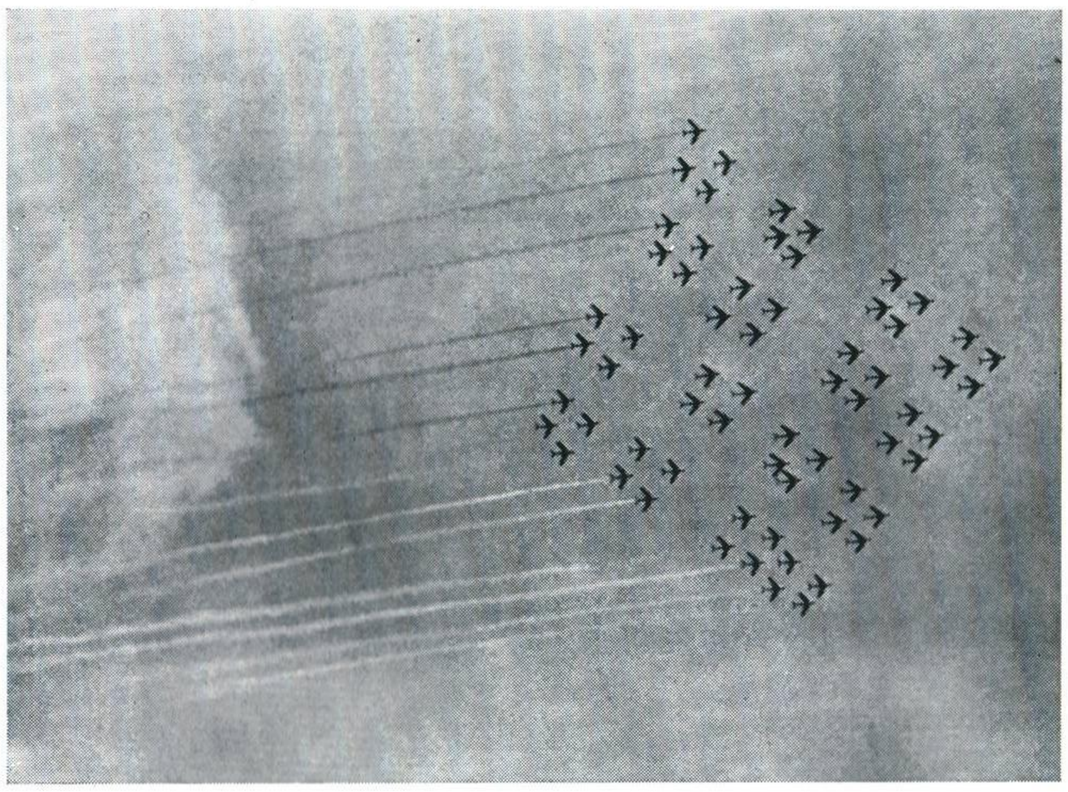
Museums it will be found, in addition to those aircraft on display, have others crated in their storerooms; Air Training Corps Squadrons own not a few treasured veterans and many others are displayed at R.A.F. stations. The oldest flying De Havilland aircraft is given as the D.H.51 in Kenya and the author has even tried to go as far as to list wartime hulks lying in the Libyan wastes. There are other attractive facets of this illustrated booklet; being a paperback it costs only 5/– and the money goes to Trueloves School, Ingatestone, to raise the cost of a hut where physically handicapped boys may do aeromodelling and other hobbies.

Leslie Hunt is to congratulated on a painstaking compilation in a most worthy cause. Copies are obtainable direct from the author. B.R.

WHITE-STARRED FAGOT

Personnel of H.M.S. *Bulwark* queried the U.S. insignia on some of the target views in our lesson on the MiG-15 Fagot in the November 1966 edition.

This was a North Korean Air Force MiG-15 which was flown to the U.S.A.F. at Kimpo, by a defecting pilot on September 21st 1953. It was tested in America bearing the U.S.A.F. No. 7616 and the Buzz No. TC-616. It is now in the Air Force Museum, Wright Patterson, Ohio, on display with its original North Korean markings and number 2057.



Cover Photo (August 1965) "Frescos of the Polish Air Force" ran our caption and not one reader of the *Joint Services Recognition Journal* has, to date, queried this statement. Before presentation this picture was given rigorous scrutiny and at least three of the aircraft images were magnified, and it was established beyond doubt that these were Frescos. However, this same cover picture was used in the November 1965 *Royal Observer Corps Journal* from where Observer H. J. Fairhead of Post 6/D1 at Loddon, Norfolk, reported that while the leading aircraft are Frescos, all the rear formations are Fagots. He is quite right.

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.**

Conduite des leçons

1. **Lire le texte correspondant à la leçon.**
2. **Préparer une liste de numéros de cible, de façon à pouvoir prendre les cibles dans n'importe quel ordre.**
3. **Identifier les photos de la cible en les comparant avec les vues-clé: commencer par les plus faciles de manière à gagner de l'expérience: se servir aussi de cibles déjà identifiées pour trouver les plus difficiles.**
4. **Quand vous serez certain de l'identité d'une cible, notez son nom immédiatement en face du numéro correspondant sur votre liste. CECI EST IMPORTANT.**
5. **Les leçons ne devront pas être précipitées ou d'une durée limitée à l'avance. En ce qui concerne les débutants, il est plus important d'identifier avec précision que rapidement.**
6. **Ne pas s'efforcer d'apprendre par cœur les détails, les formes ou les noms.**

Gebrauchsanweisung für die Typenlehre

Um den größten Nutzen aus den Übungsbildern, die in diesem Heft veröffentlicht werden, zu ziehen, sollte wie folgt verfahren werden.

1. **Den zur Lehre gehörigen Text lesen.**
2. **Eine numerierte Typenliste vorbereiten, in der angesprochene Typen in eine gewisse Ordnung gebracht werden können.**
3. **Typen ansprechen durch Vergleich mit den Hauptansichten (von oben, von unten, von vorne, von hinten und von der Seite). Anfangen mit den einfachen Bildern, um Erfahrung zu bekommen. Die angesprochenen Typen zur Ansprache der schwierigeren benutzen.**
4. **Wichtig: Sobald ein bestimmtes Flugzeugbild mit Sicherheit richtig angesprochen ist, sofort die Typenbezeichung in die entsprechende Stelle der Liste eintragen.**
5. **Bei der Übung nicht beeilen oder eine zeitliche Begrenzung festlegen. Für Anfänger ist es wichtiger, richtig anzusprechen als schnell.**
6. **Nicht mit Einzelheiten, Umrissen, Namen aufhalten.**

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 during World War II; here it is used to force attention to features of ships.

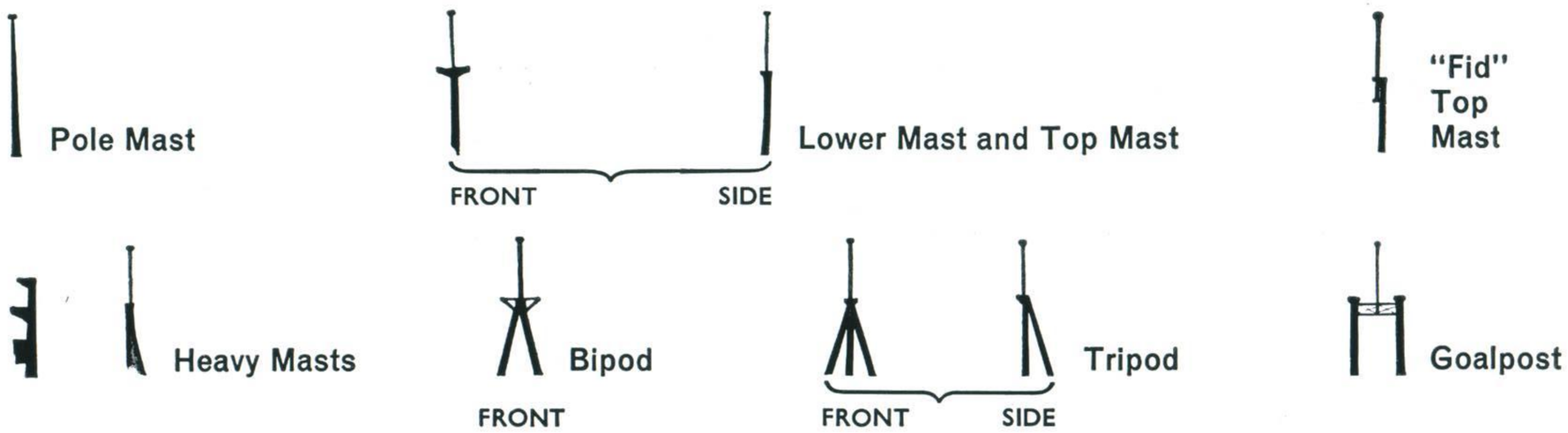
Reporting must be systematically and carefully carried out —as with recognition training procedure in other fields.

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

SEQUENCE

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

TYPES OF MASTS To be reported simply by the letter M

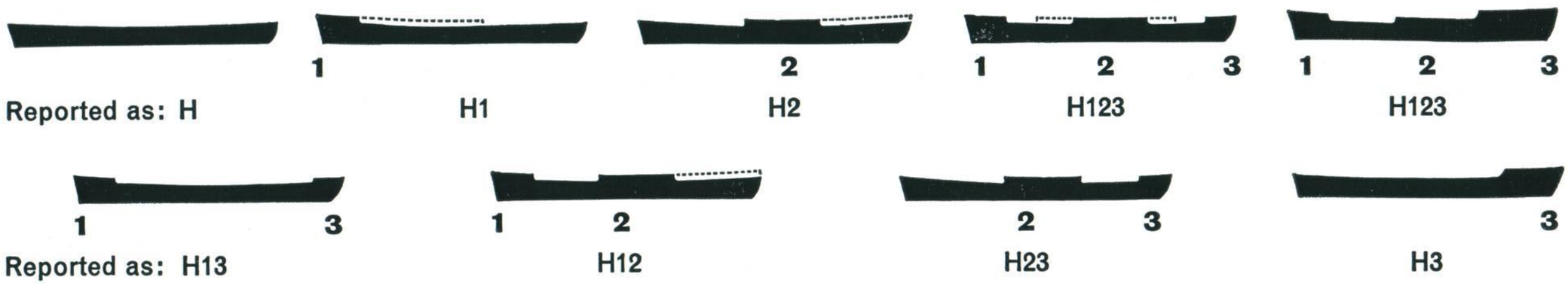


TYPES OF KINGPOSTS (Derricks stowed vertically) To be reported simply by the letter K



Note: Derricks can be stowed vertically, against the Kingpost (or Mast) as shown above, or parallel with the deck, 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.**

HULL FORMS



Hull forms need careful observing because superstructure may be built straight on to the upper deck and not on to an "island" or midcastle.

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

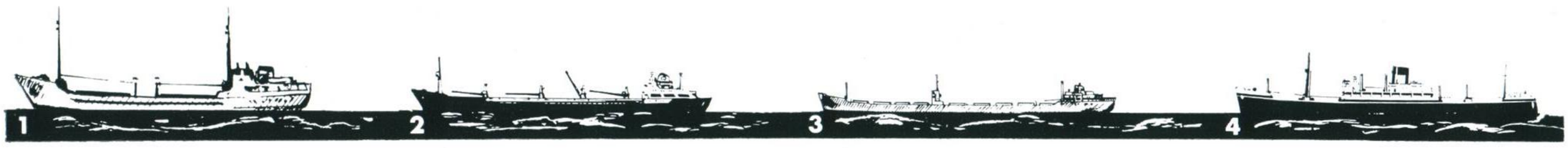


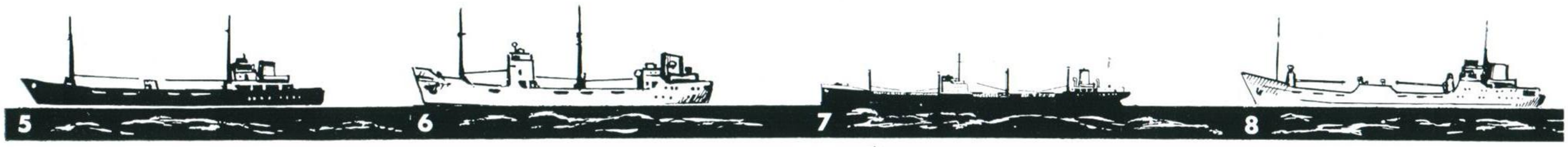
STERNS



Classifying and Sizing of Merchantmen

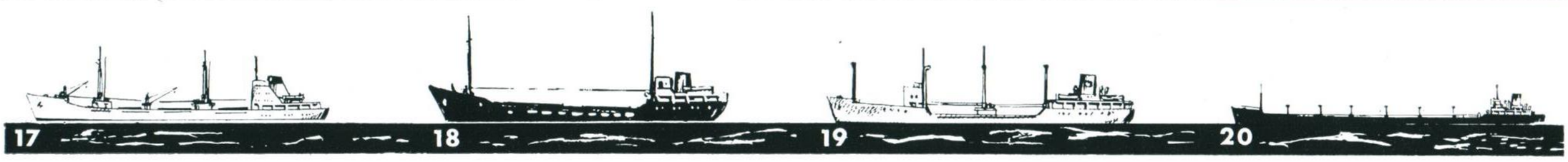
Using the Merchant Ship Initial Training System explained in full in previous editions and which is presented in abbreviated form opposite, report these ships in the following order : Sequence of Kingposts, Masts, Deck Cranes and Funnels ; Hull Form, Profiles, Stem and Stern. Additionally, estimate the Gross Registered Tonnage and Length, give the type of vessel and, if known, its name. Solutions on the cover are in this order for the 48 targets presented.

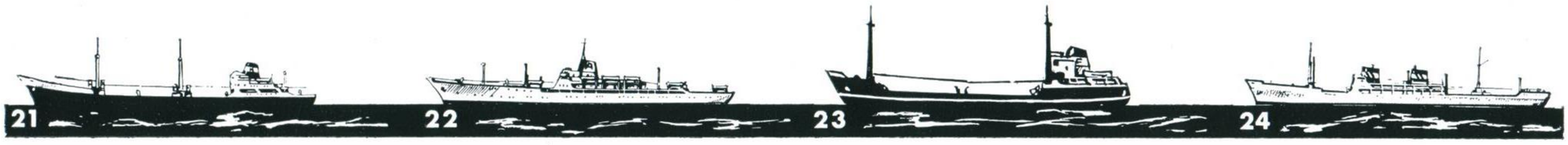


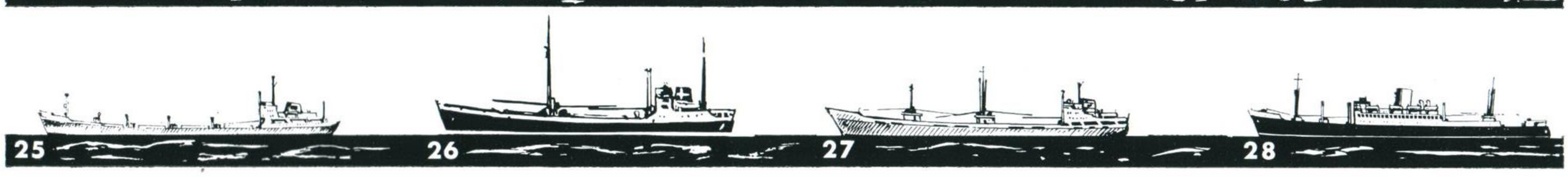


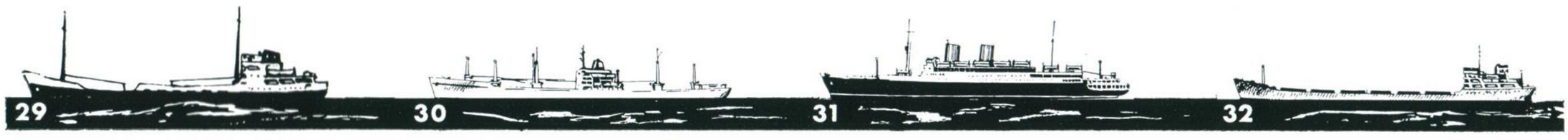




















WARSHIP IDENTIFICATION Test No 10

Warships of six nations, British, American, Russian, Canadian French and Danish, for your identification and reporting by Class, Type and Nationality. Solutions with individual names where known, are given on the cover.

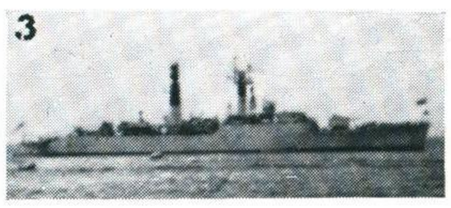
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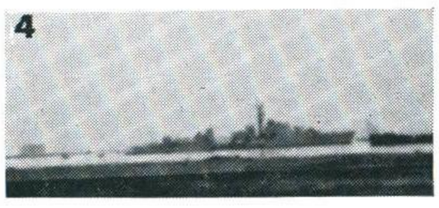
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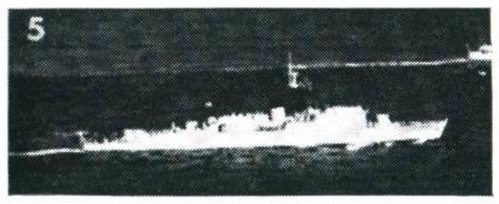
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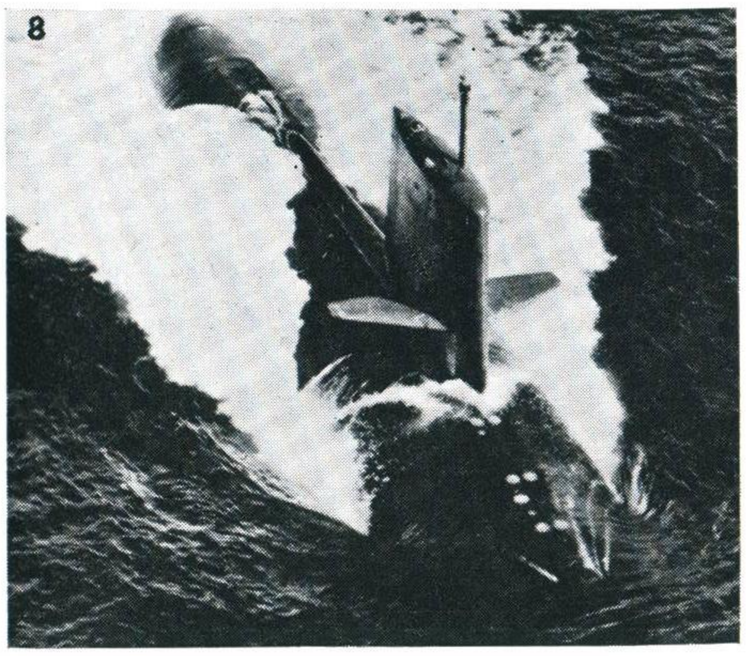
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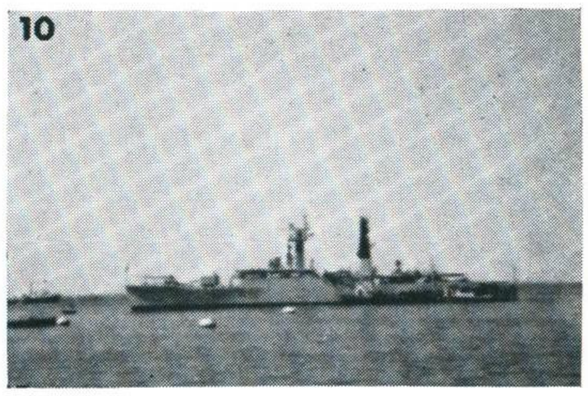
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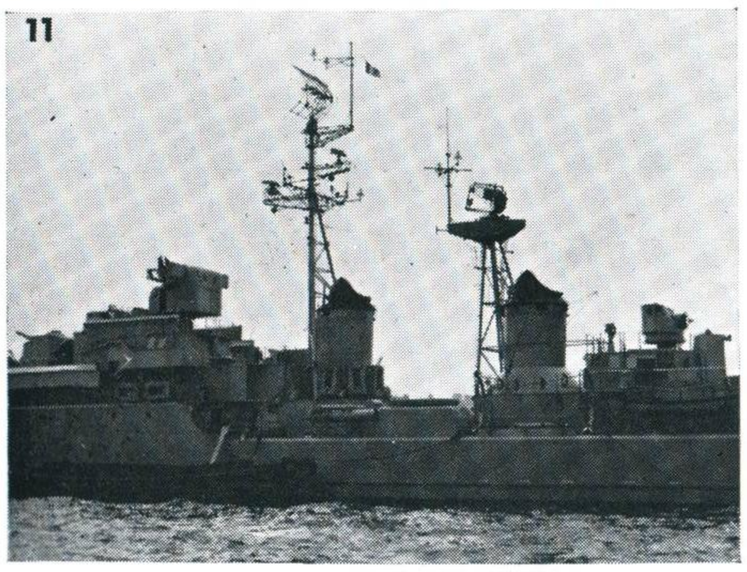
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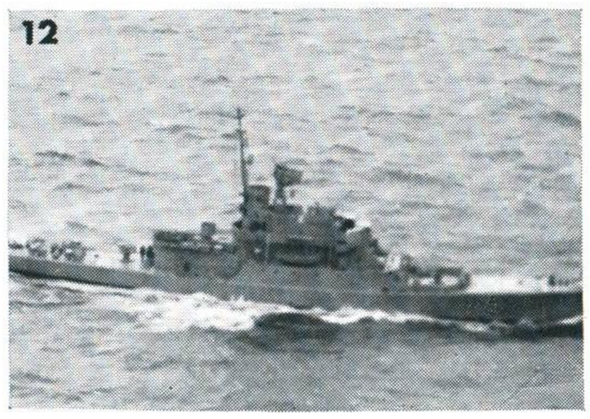
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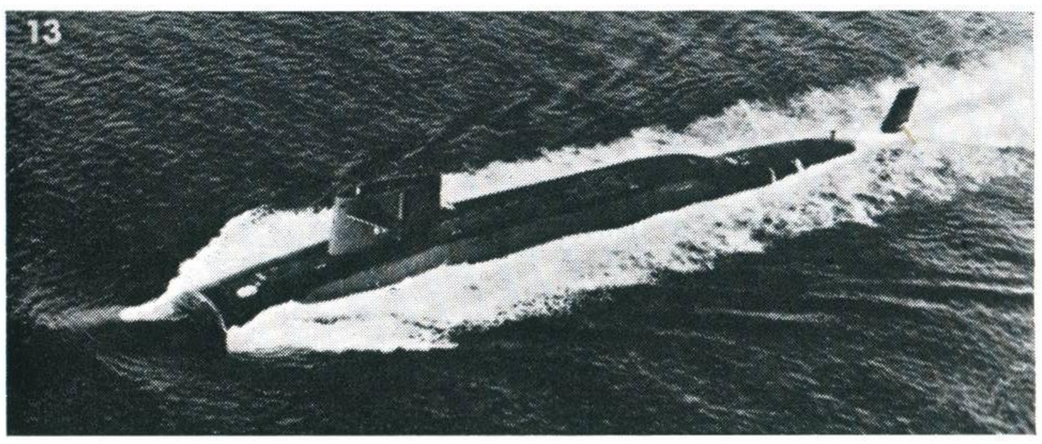
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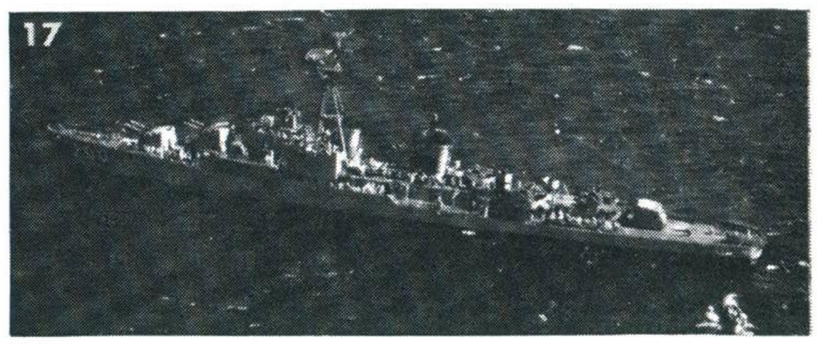
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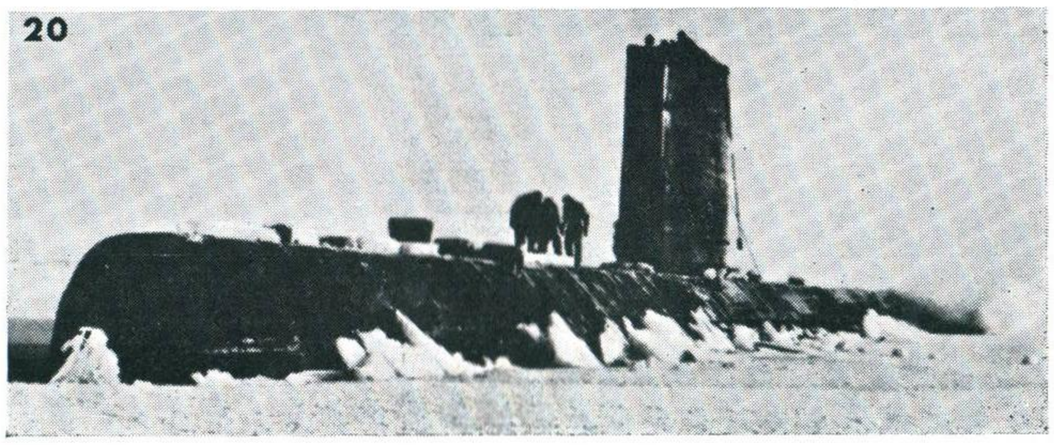
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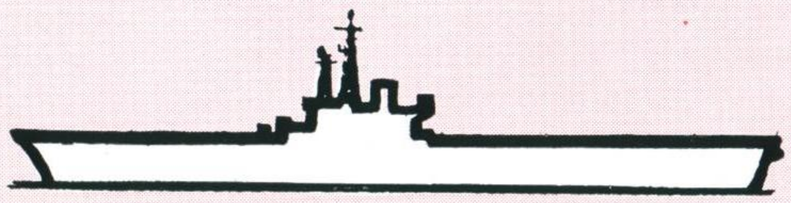


20



THERE GO THE SHIPS

Identification Manuals
by the Ship Recognition Corps

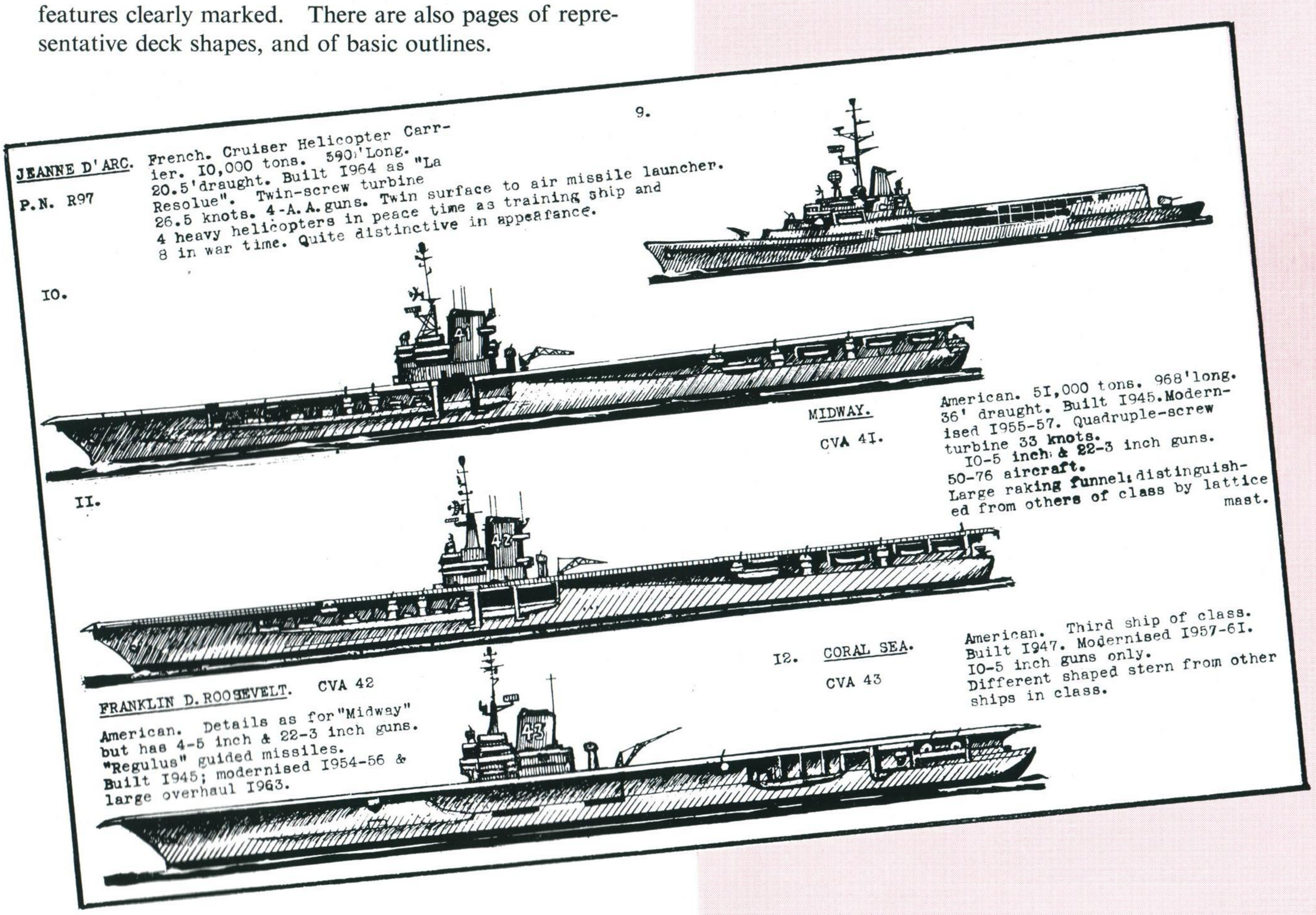


A particularly useful set of recognition booklets is being produced by the Ship Recognition Corps, the first of which is on aircraft carriers. The purpose of the series is to provide convenient sized and low priced booklets for quick reference. Each booklet is self-contained with its own index and the complete series will cover a wide range of the World's warships currently in commission.

Presentation is on a revised system used by the Corps. A "Distant View" gives a small scale solid silhouette representing an early sighting view when just type, profile and sequence for normal reporting may be discerned. A "Medium View" repeats all the ships in grey wash or line with details of hull, stem, stern and other features clearly marked. There are also pages of representative deck shapes, and of basic outlines.

So far only Booklet No. 1 Carrier Types is available, but in preparation in the warship range are: Two-funnelled Ships, Single-funnelled Ships and Warships of the USSR. A larger number on Merchant Ships are being concurrently prepared.

No. 1 Carrier Types may be purchased, price 3s. 6d.,
from The Director,
Ship Recognition Corps,
"White Lodge", Nackington,
Canterbury, Kent.



9.

JEANNE D'ARC. French. Cruiser Helicopter Carrier. 10,000 tons. 590'Long. 20.5'draught. Built 1964 as "La Resolue". Twin-screw turbine 26.5 knots. 4-A.A.guns. Twin surface to air missile launcher. 4 heavy helicopters in peace time as training ship and 8 in war time. Quite distinctive in appearance.

P.N. R97

10.

11.

FRANKLIN D.ROOSEVELT. CVA 42

American. Details as for "Midway" but has 4-5 inch & 22-3 inch guns. "Regulus" guided missiles. Built 1945; modernised 1954-56 & large overhaul 1963.

MIDWAY. CVA 41.

American. 51,000 tons. 968'long. 36' draught. Built 1945. Modernised 1955-57. Quadruple-screw turbine 33 knots. 10-5 inch & 22-3 inch guns. 50-76 aircraft. Large raking funnel; distinguished from others of class by lattice mast.

12. **CORAL SEA.** CVA 43

American. Third ship of class. Built 1947. Modernised 1957-61. 10-5 inch guns only. Different shaped stern from other ships in class.

Warships of the USSR

KYNDA



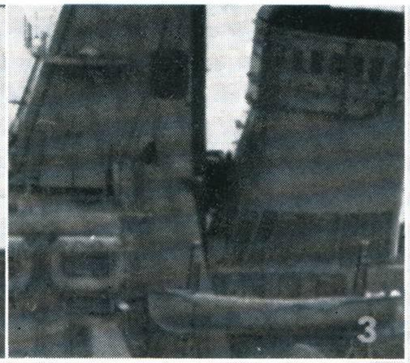
KEY Lesson instructions on page 103

The six Guided Missile Armed Destroyers of the Kynda Class are all ships of the 'sixties, of 4,300 tons with a length of 475 feet.

Armament consists of missile launchers, A.A. guns and anti-submarine weapons. A helicopter launching platform is installed on the stern in some ships.

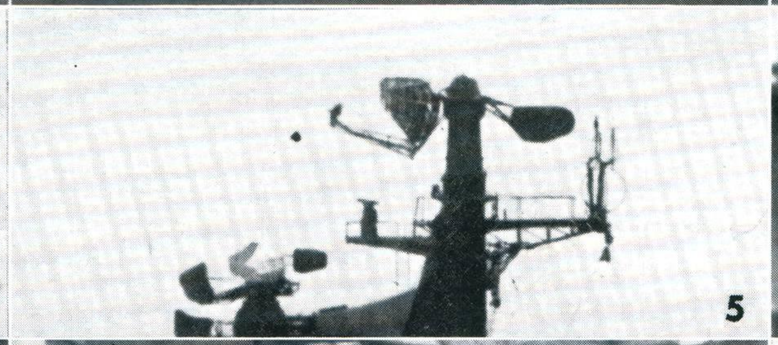

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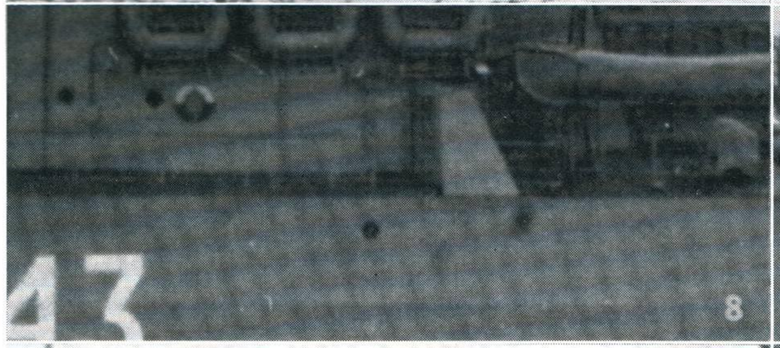

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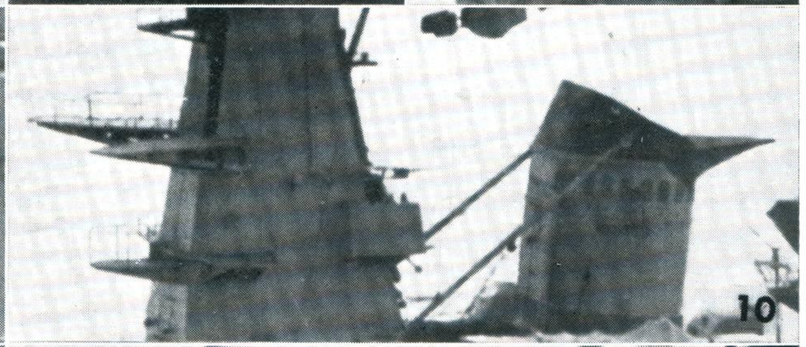

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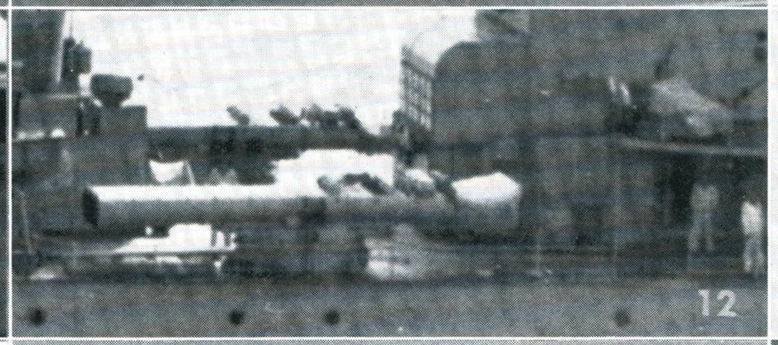

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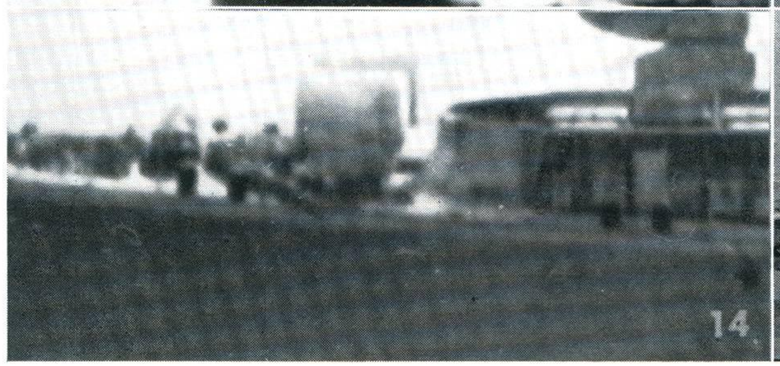

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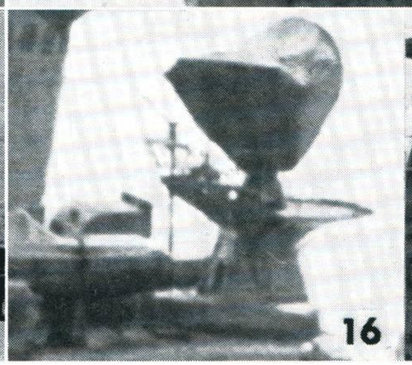

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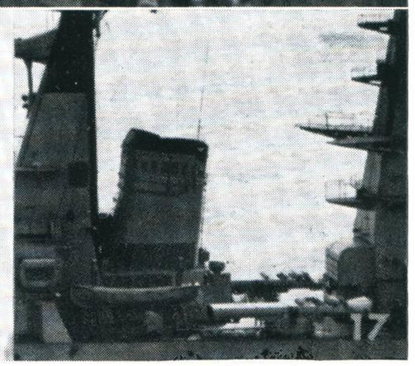

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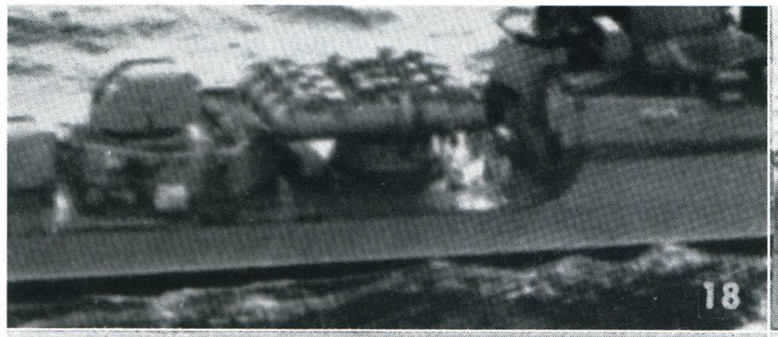

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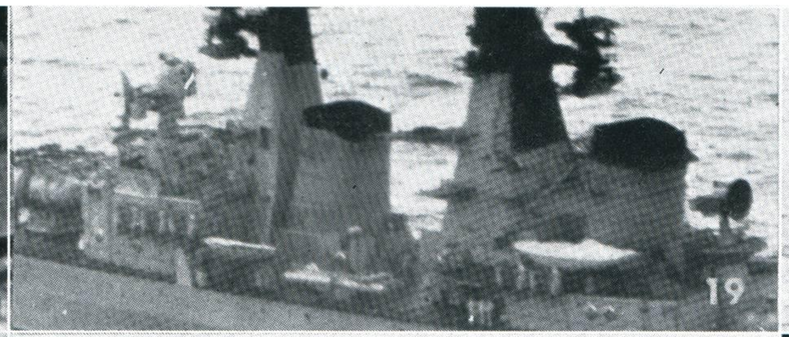

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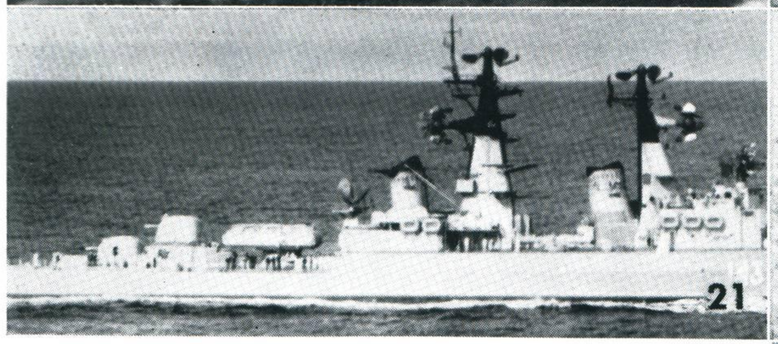

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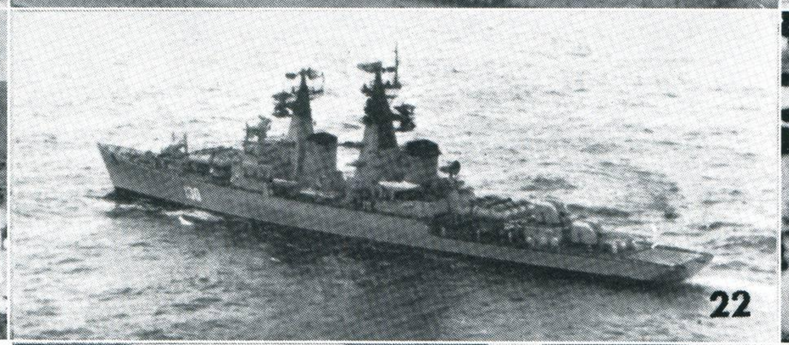
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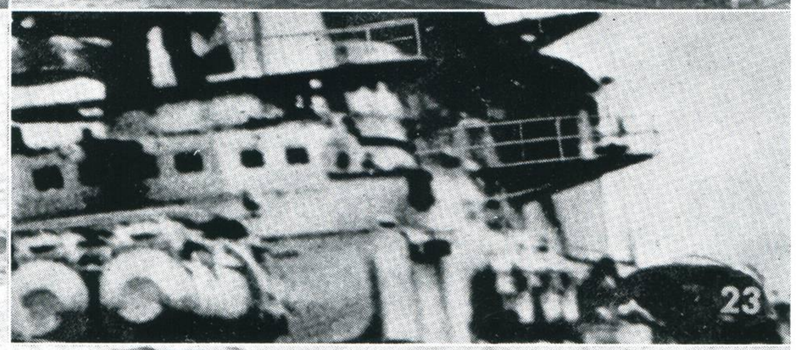

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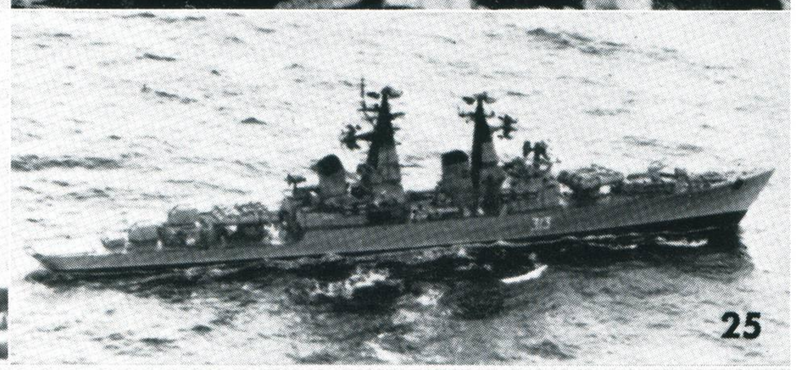

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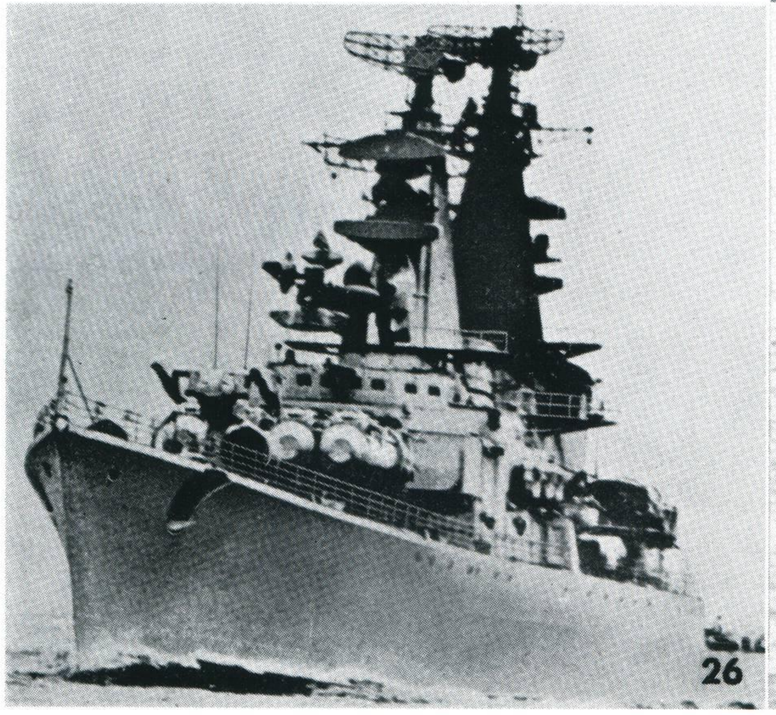
KYNDA

An enclosed mast in front of each of the two funnels and the long fore-castle is the main recognition feature of the six ships of this class

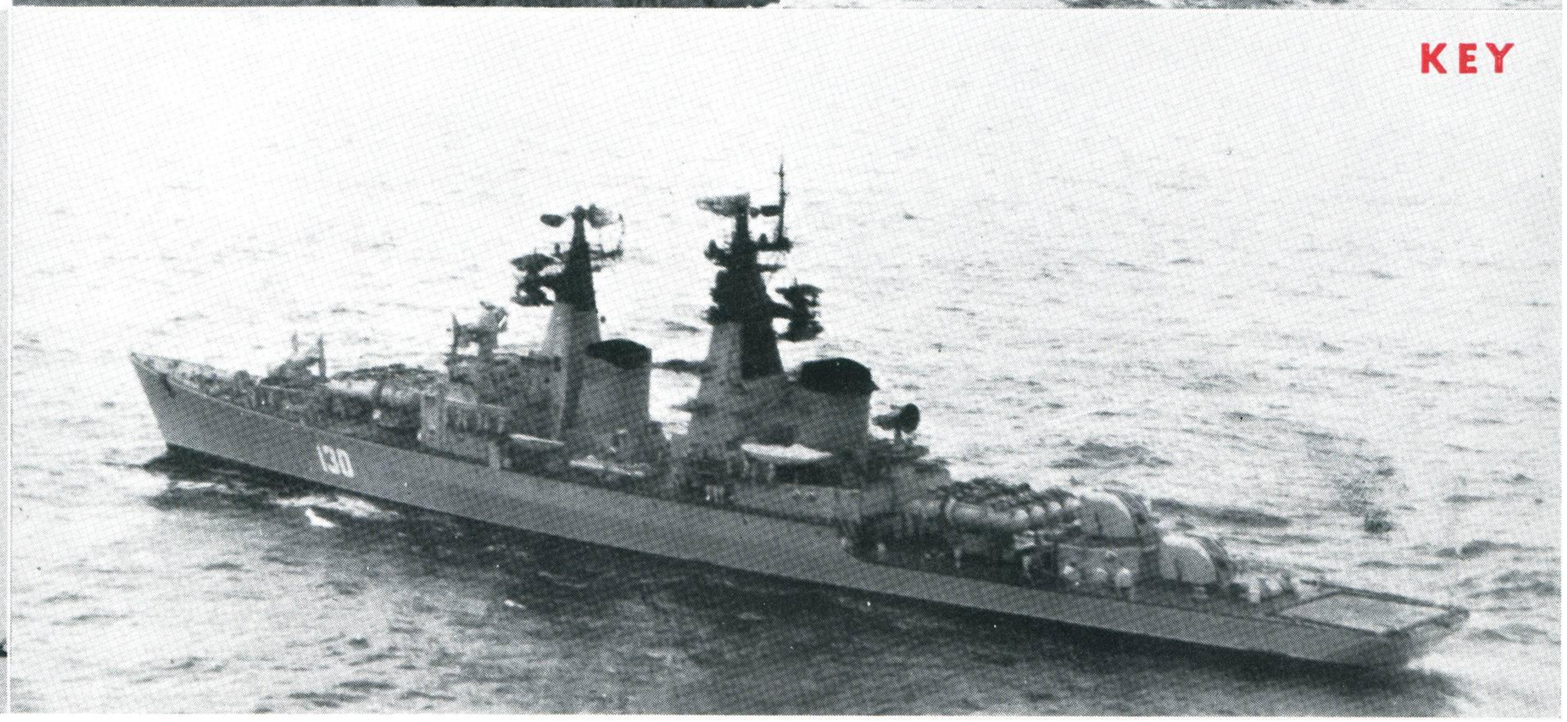
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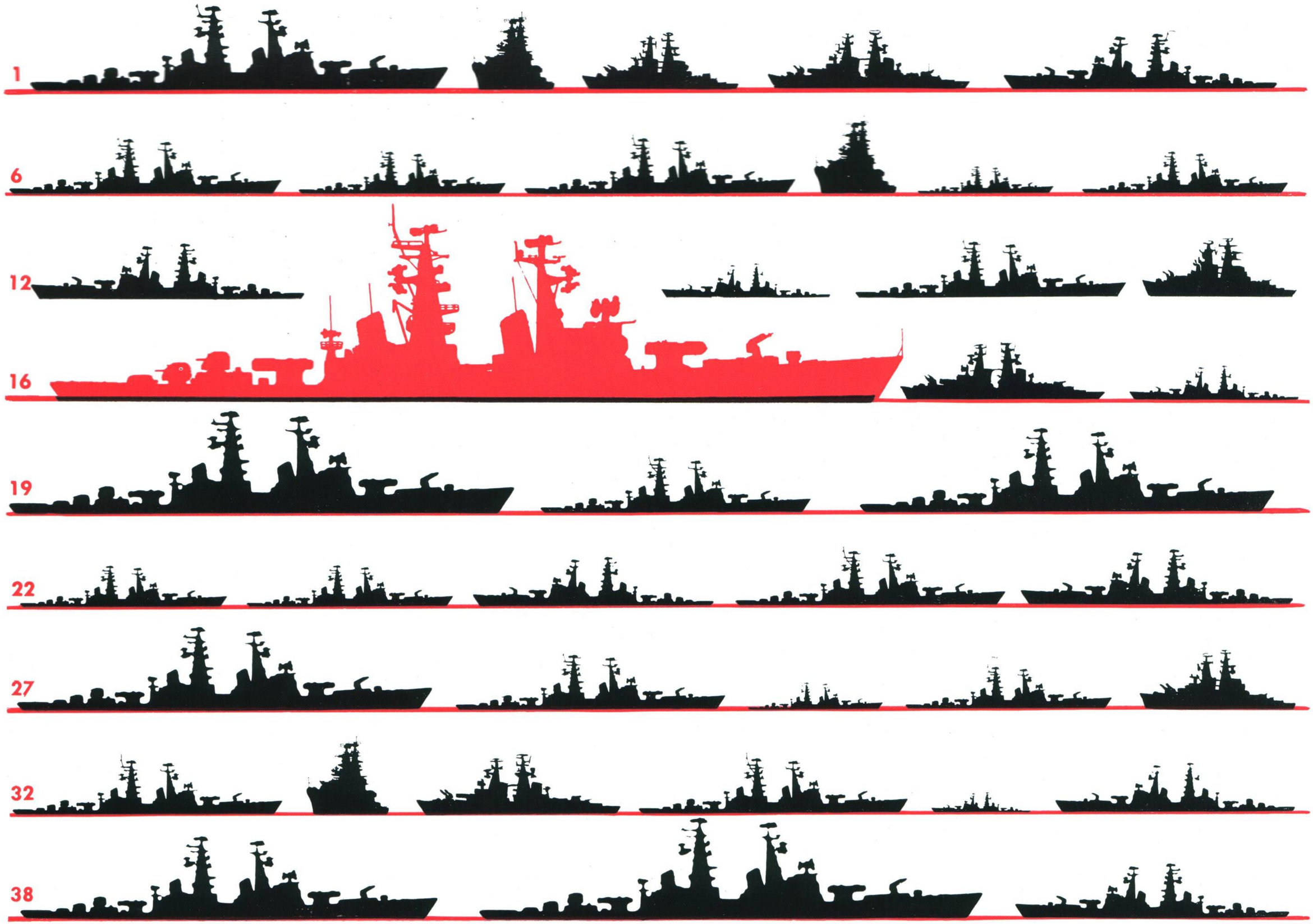

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KEY




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Cover Photo: A Short Skyvan in the livery of Aeralpi of Cortina, the first airline to use this aircraft.

SOLUTIONS TO TESTS AND EXERCISES

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SKYRAIDER

All targets of **Skyraiders** except for Nos. 4 and 54 which are **Alizés** and No. 31 which is a **Navion**.

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HARKE

All targets are of **Harkes** except No. 10 which is a **Flying Crane** (**Sikorsky S-64A**).

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TESTING TIME

1 Twin Pioneer
2 F-4 Phantom
3 Dominie (HS-125)
4 Vautour
5 A-4 Skyhawks
6 Gnat
7 Herald
8 F-105 Thunderchiefs
9 Coot
10 Hunter
11 Camel
12 A-3 Vigilante
13 Caribou
14 One-Eleven
15 Scimitar
16 Wessex (all)
17 Jet Provosts
18 Trident
19 F-101 Voodoo
20 DC-8
21 Bison
22 Friendship
23 Skywarrior (left) and Tracker (right)
24 Argosy
25 Mirage IV (left) and Mirage III (right)
26 Badger
27 Fishbed
28 Bear
29 Coot
30 Brewer

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TUTOR

All targets are of **Tutors** except for No. 25 which is a **SAAB 105**.

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CARIBOU

All targets are of **Caribous** except for No. 14 which is a **Buffalo** and No. 43 which is a **C-123 Provider**.

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SIZING OF MERCHANT SHIPS

No.	Length in feet	Gross Tonnage	Type	Name	Nationality
1	194	500	Coaster	Tria	German
2	518	11,900	Cargo Liner	Aralizz	Swedish
3	657	22,300	Bulk Carrier	Baune	Norwegian
4	561	13,600	Cargo Liner	Persic	British
5	219	500	Coaster	Ijstroom	Dutch
6	215	800	Coaster	Kar	Turkish
7	492	9,200	Freighter	Billy	Liberian
8	150	500	Coaster	Markab	Dutch
9	364	1,450	Coaster	Breda	Norwegian
10	510	7,200	Freighter	Toledo	Norwegian
11	189	750	Coaster	Blackthorn	British
12	598	16,600	Bulk Carrier	Barlby	British
13	497	9,200	Freighter	Clan Grant	British
14	583	12,400	Freighter	Cerro Altamira	Norwegian
15	507	11,600	Freighter	Scottish Trader	British
16	473	6,700	Freighter	Hellenic Pioneer	Greek
17	347	4,200	Freighter	Cap Bonavista	German
18	200	560	Coaster	Friendship	British
19	310	2,600	Coaster	Aquila	Norwegian
20	620	10,800	Freighter	Faros	Greek
21	453	8,400	Coaster	Baie Comeau	Norwegian
22	508	10,000	Fruit Ship	Monte Umbe	Spanish
23	221	1,300	Coaster	Bay Fisher	British
24	503	7 200	Passenger Cargo	Union	Chinese
25	480	19,700	Freighter	Margit Brovig	Norwegian
26	211	500	Coaster	Aeneas	Dutch
27	378	4,400	Coaster	Fethiye	Turkish
28	531	13,600	Passenger Cargo	Remuera	British
29	217	1,000	Coaster	Rembrandt	Dutch
30	546	12,800	Freighter	Hawaii	American
31	587	18,600	Passenger Liner	Berlin	German
32	512	11,900	Bulk Carrier	Bamburgh Castle	British
33	259	1,700	Coaster	Lucie Schulte	German
34	451	9,300	Cargo	Markhor	British
35	397	5,800	Fruit Ship	Jamaica Producer	British
36	433	3,300	Coaster	Wesertal	German
37	479	6,700	Freighter	Roland	British
38	835	46,000	Bulk Carrier	San Juan Pioneer	Liberian
39	510	10,000	Freighter	Klaus Oldendorff	German
40	504	8,400	Freighter	Etha Rickmers	German
41	532	12,000	Bulk Carrier	Susanne Fritzen	German
42	427	7,100	Coaster	Crinan	British
43	536	13,700	Bulk Carrier	Cassiopeia	Swedish
44	265	2,000	Coaster	Bramber	British
45	539	13,600	Cargo	Suevic	British
46	360	4,800	Coaster	Rindo	Swedish
47	560	11,400	Freighter	American Challenger	American
48	479	9,000	Freighter	Blanchland	British

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WARSHIP IDENTIFICATION TEST NO. 10

No. Class	Name (if known)	Type	Nationality
1 Restigouche	H.M.C.S. Terra Nova	Destroyer Escort	Canadian
2 Smith	—	Destroyer Minelayer	American
3 Salisbury	H.M.S. Chichester	Aircraft Direction Frigate	British
4 C.A.	—	Anti-submarine Escort	British
5 V	H.M.C.S. Algonquin	Destroyer Escort	Canadian
6 Allen M. Sumner	U.S.S. John W. Thomason	Destroyer	American
7 Oberon	—	Attack Submarine	British
8 Skipjack	U.S.S. Skipjack	Nuclear Powered Attack Submarine	American
9 County	—	Guided Missile Destroyer	British
10 Salisbury	H.M.S. Chichester	Aircraft Direction Frigate	British
11 Surcouf	—	Destroyer	French
12 Triton	Flora	Corvette	Danish
13 Ethan Allen	U.S.S. Ethan Allen	Nuclear Powered Ballistic Missile Submarine	American
14 Blackwood	H.M.S. Pellew	Anti-submarine Frigate	British
15 Leander	H.M.S. Leander	General Purpose Frigate	British
16 Petya	—	Frigate	Russian
17 Allen M. Sumner	U.S.S. Allen M. Sumner	Destroyer	American
18 Leander	H.M.S. Leander	General Purpose Frigate	British
19 Tribal	H.M.S. Gurkha	General Purpose Frigate	British
20 Skate	U.S.S. Skate	Nuclear Powered Attack Submarine	American

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WARSHIPS OF THE USSR—KYNDA

All targets are of **Kynda Class Guided Missile Destroyers** except for Target No. 15 which is a **County Class Guided Missile Destroyer**.

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