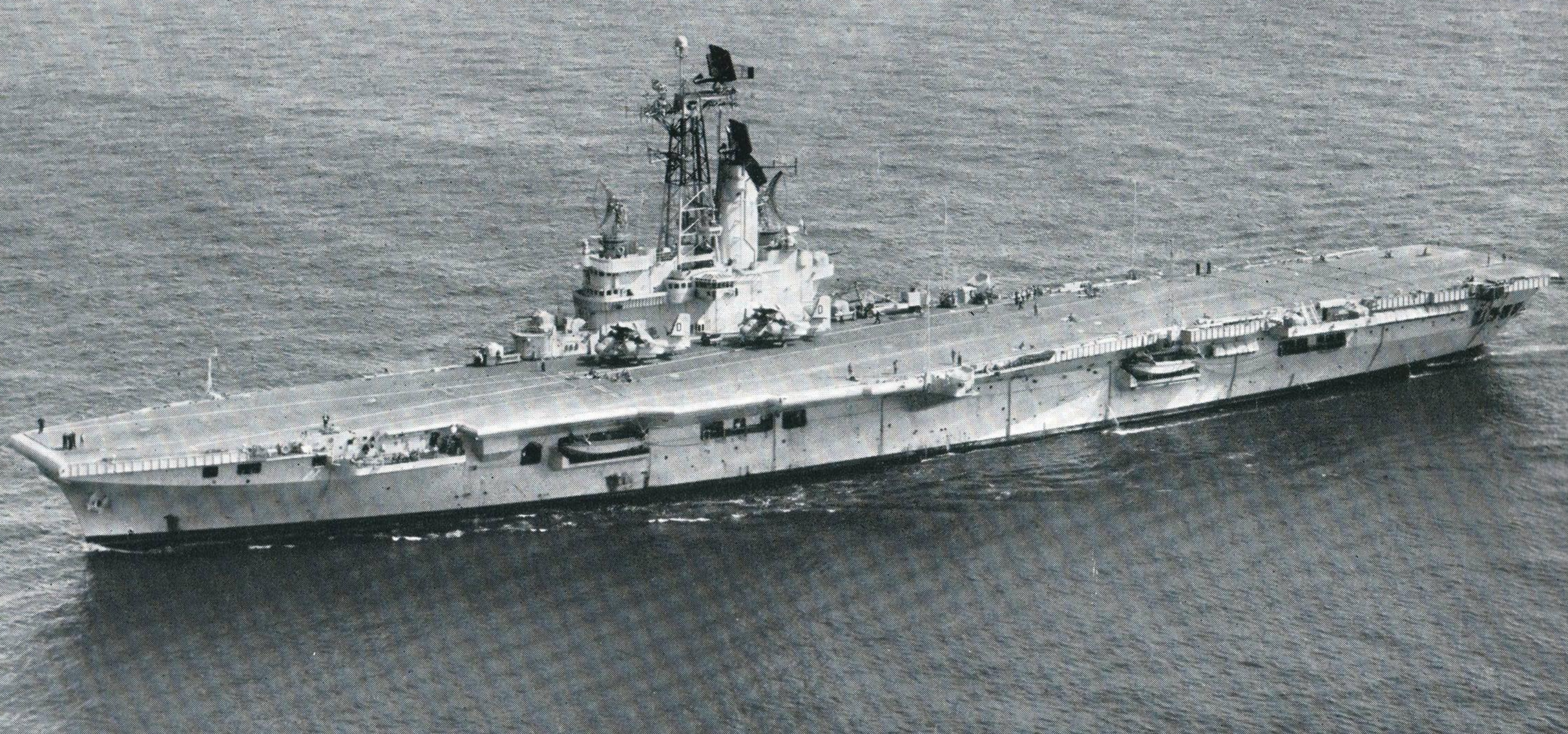
JOINT SERVICES

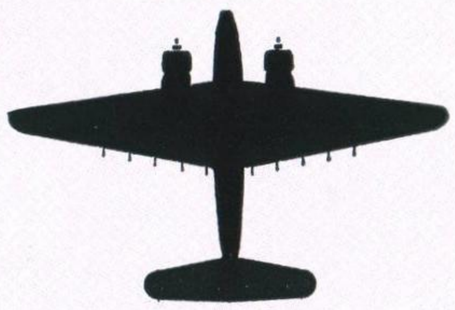
RECOGNITION *Journal*



Vol. 21 MAY 1966 No. 5

MIS-IDENTIFICATION CASUALTIES OF MARITIME AIRCRAFT

CATALINA SUNDERLAND LIBERATOR HUDSON



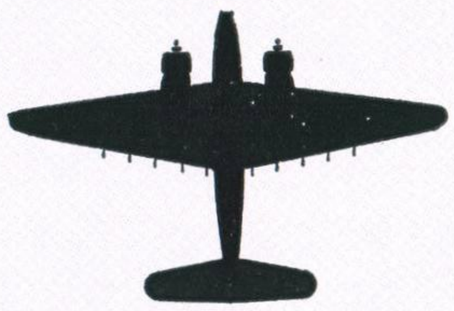
Hudson I N7334
3.3.40
Photographic Development Unit aircraft shot down by fighters over Kent



Sunderland III W4025
31.7.42
Shot down by convoy in Western Approaches killing twelve



Hudson III AE563
8.11.42
Shot down by American fighters operating from a carrier off Casablanca killing three



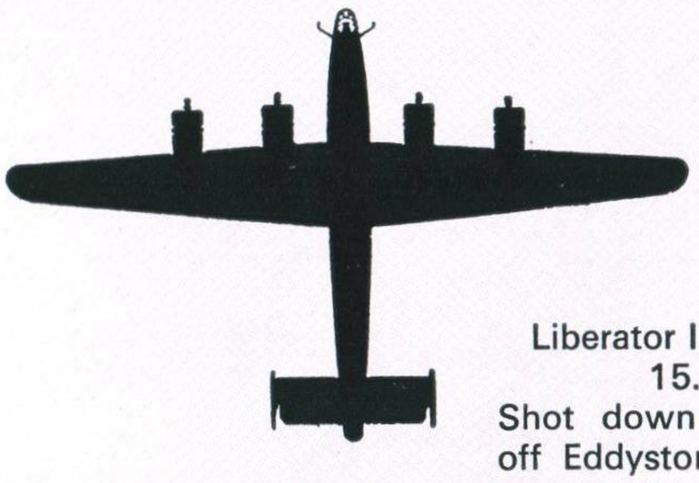
Hudson III T9445
10.10.42
Fired on by friendly forces killing one and injuring two



Catalina I FP153
20.11.42
Shot down by naval forces killing ten



Hudson VI FK389
27.12.42
Shot down by friendly fighters killing five.



Liberator I AM918
15.2.42
Shot down by Spitfires off Eddystone lighthouse



Liberator II AL520
1.6.42
Shot up by convoy killing one crew member

In addition to these aircraft destroyed, many others were damaged and the total number of casualties due to mis-identification of these types is represented as follows :

40 Killed

6 Injured





MAY 1966 Vol. 21 No. 5

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*

MARITIME MALFEASANCE

The Lockheed Hudson was fated. In spite of being well-known by name from a pre-war controversy over buying aircraft from America, it was not known visually and training, then based on a system of memorising detail, did not help, for it emphasised the facts of its twin engines and twin fins—characteristics it shared with the Dornier Do17! To quote from Alexander Pope, "A little learning is a dangerous thing . . .'

The war was only a few weeks old when the anti-aircraft defences first pounded away at a Hudson returning from a sea patrol and many others were to be similarly greeted throughout the war years. Sometimes it was fatal as recorded opposite, on other occasions the firing of recognition signals averted serious consequences. Recorded non-fatal identification examples are:

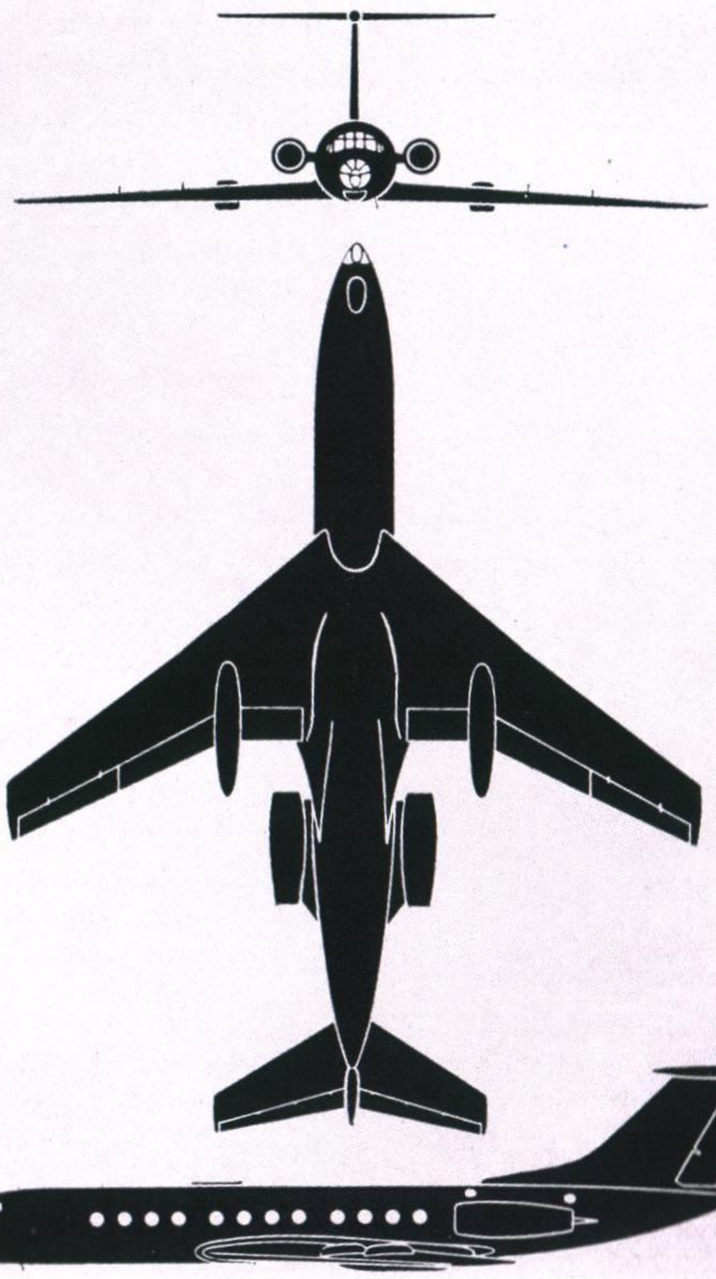
25 Apr 40	N7249	Hit by coastal anti-aircraft batteries.
1 Aug 40	N7362	Hit by gunfire from trawler.
6 Mar 41	T9354	Hit by m.g. fire from ground defences at Watton injuring a crew member.
11 May 41	AM526	Shot up by Hurricane.
13 Sep 41	AM649	Shot up by anti-aircraft defences injuring a crew member.
19 Jan 43	AM734	Shot up by convoy injuring two crew members.
31 Mar 43	FK692	Damaged by Beaufighter pilot who mistook it for an Italian torpedo-bomber.
6 Jul 43	AE505	Fired on by naval unit off Gibraltar.

It is a popular fallacy that there is no need to train to identify aircraft of distinctive appearance. The flying boat types of the last war, Sunderland, Catalina and Walrus—of which examples are still flying—had such marked characteristics that it is hard to believe that their identity could be mistaken—unhappily the records show that they were. Apart from Sunderland and Catalina disasters listed opposite, Catalina AH568 of No. 202 Squadron was attacked by friendly aircraft with an intent sufficient to wound one of the crew. A Catalina from the flying boat operational training unit at Oban was made the target of a convoy's guns. Sunderlands were similarly treated as hostile and W3997 arriving over a convoy for protection duty on March 1st, 1942, was sent limping off back to its base on three engines. A month later, off the coast of India, Catalina AH549 of No. 413 (R.C.A.F.) Squadron had two of its crew wounded after a tussle with Fleet Air Arm fighters. Even a Walrus, W3024 of No. 277 (Air Sea Rescue) Squadron, had a crew member wounded as it flew on its errand of mercy.

While the Americans used their B-24 Liberator mainly for bombing, it was for long-range maritime reconnaissance that the R.A.F. found this aircraft so vital during the Battle of the Atlantic, as it far outstripped the Sunderland in range. No. 120 Squadron, the first of the Coastal Command units to be equipped with Liberators, had their AM925 shot up by a convoy during one of its early patrols in 1941. The subsequent enquiry deemed the gunners to have been hasty, but later another was shot down. A few Liberators were off-set for vital freight carrying and one of these (AM918) became G-ADGR of B.O.A.C. After flying to Cairo with V.I.Ps in late January 1941 it was delayed on the return journey by bad weather. Finally, the pilot made an early morning flight from North Africa, cutting across enemy-occupied France, successfully eluding the German defences—only to be shot down by Spitfires off the English coast.

Apart from the maritime types shot down in error there were also a number of Bomber Command aircraft, temporarily under Coastal Command, that suffered similarly but this is another tragic episode to be reviewed later in this series. Today the R.A.F.'s need for maritime reconnaissance is met by the Shackleton, which must be known; so must the maritime aircraft of our N.A.T.O. allies—and one of them still flies Catalinas!



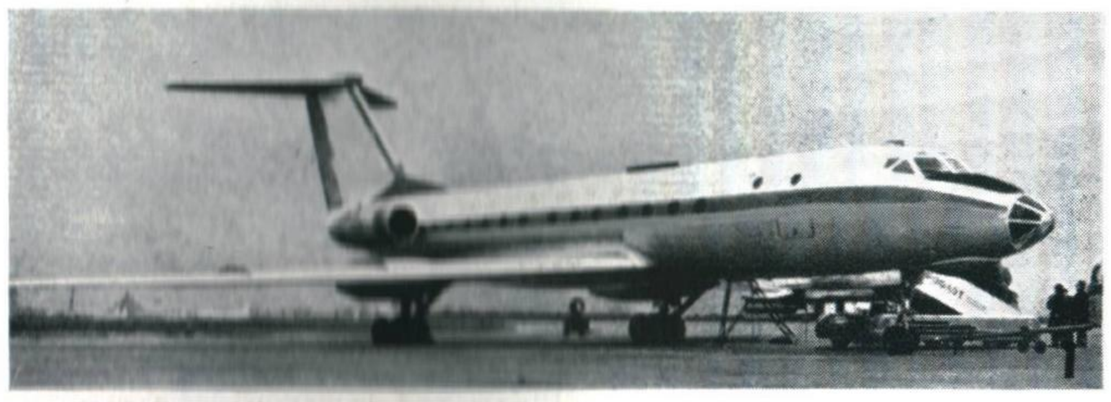


CRUSTY

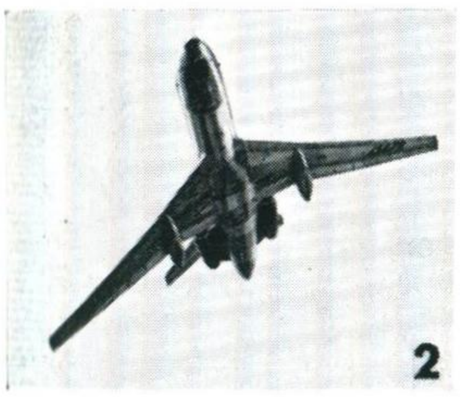
The Tupolev Tu-134 (Crusty) is a rear-jet development of the Tu-124 Cookpot (June 1965 edition) and it retains the characteristic glazed nose and chin shape of the Camel and Cookpot.

A medium range airliner, roughly the equivalent of our B.A.C. One-Eleven, it has entered Aeroflot service and is expected to serve in the state lines of several Soviet satellite countries.

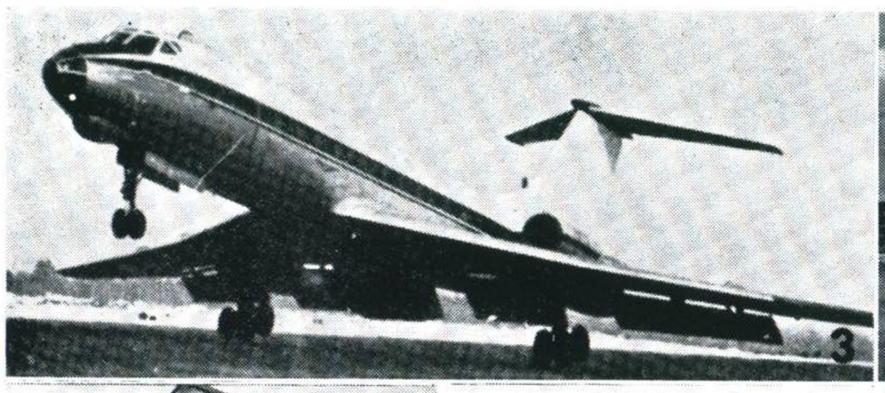
Use the lesson instructions on page 121. Solutions on the cover.







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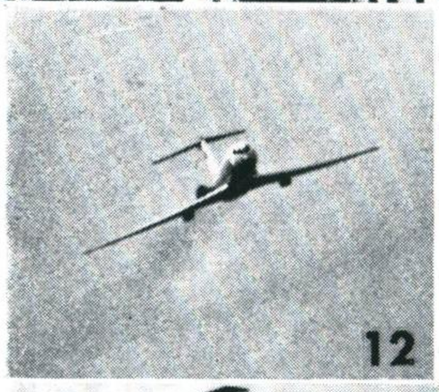

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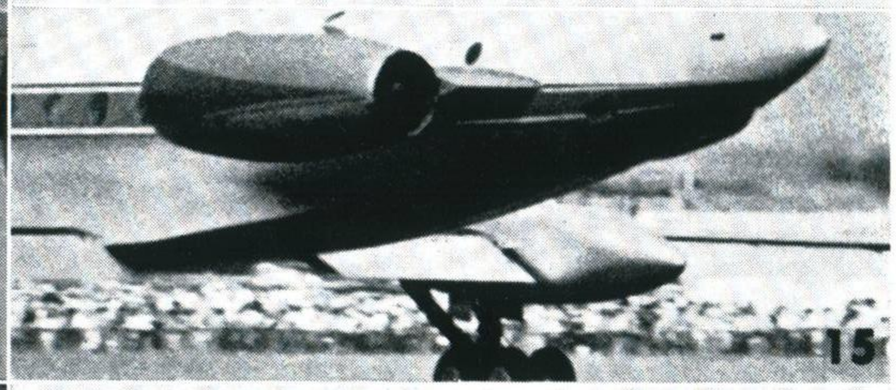

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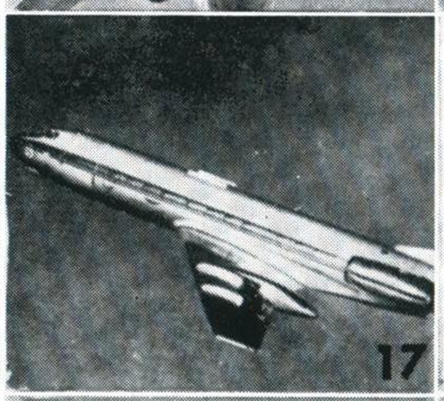

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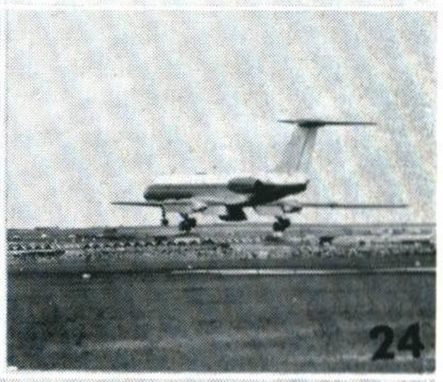

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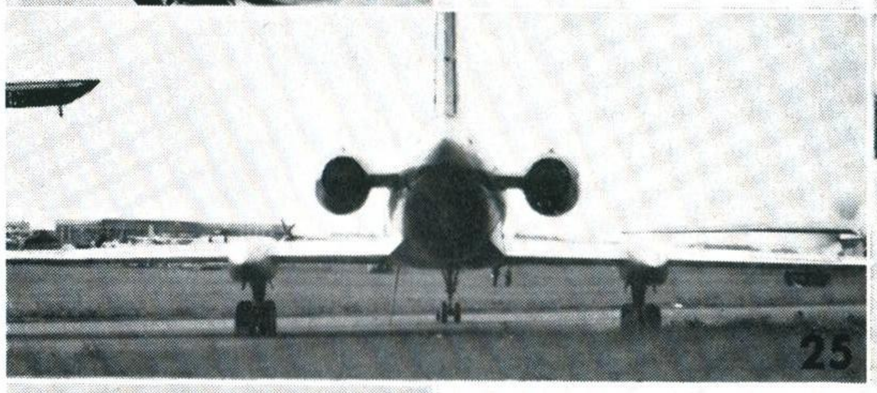

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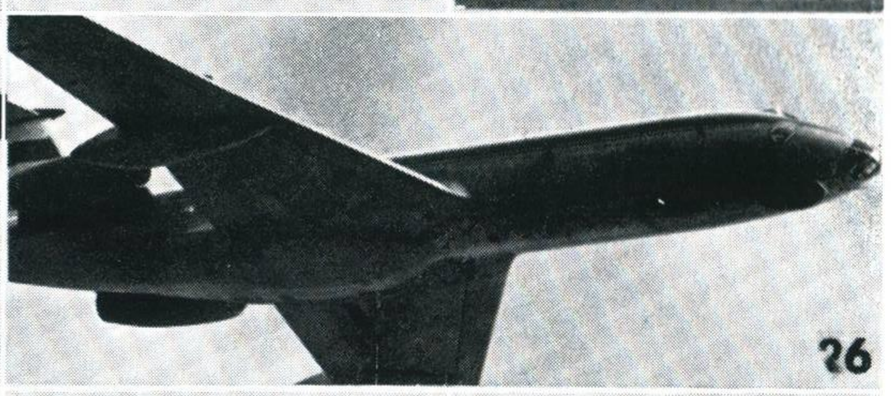

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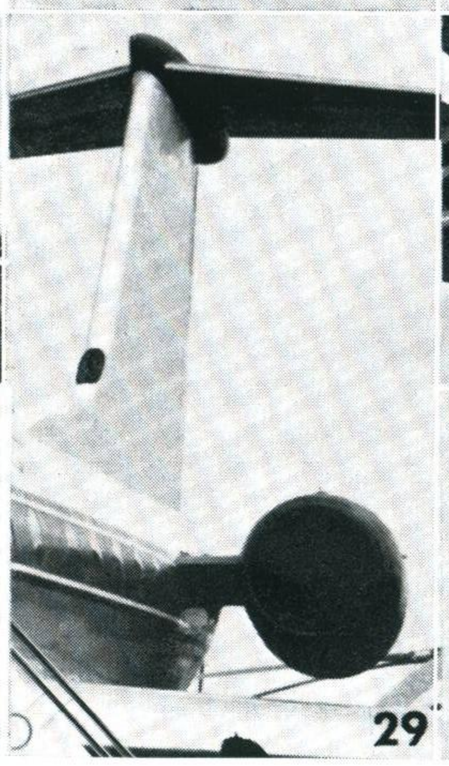

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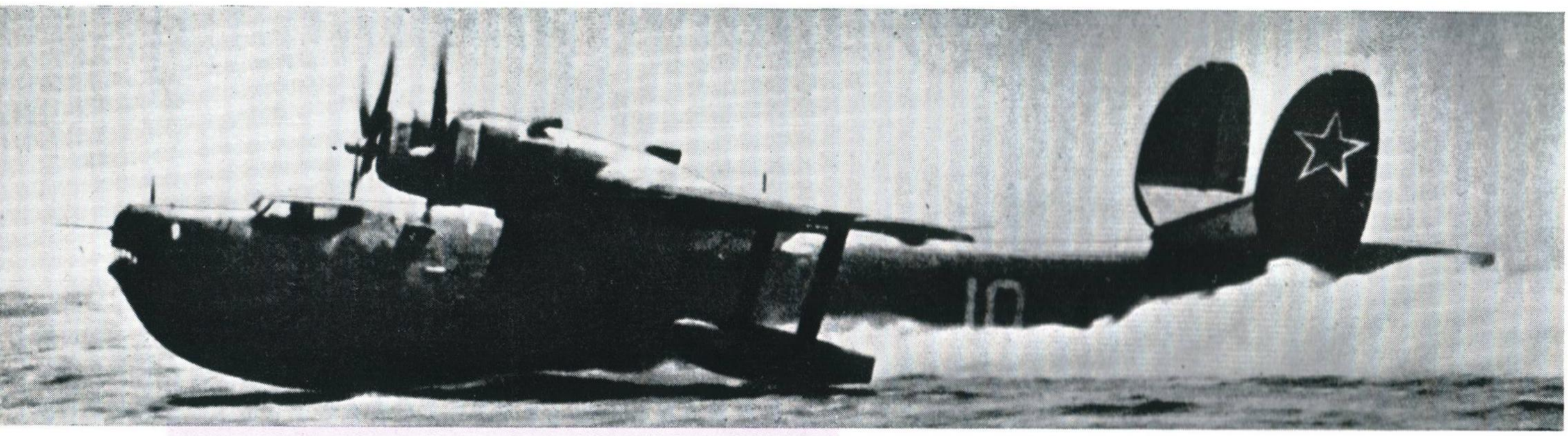

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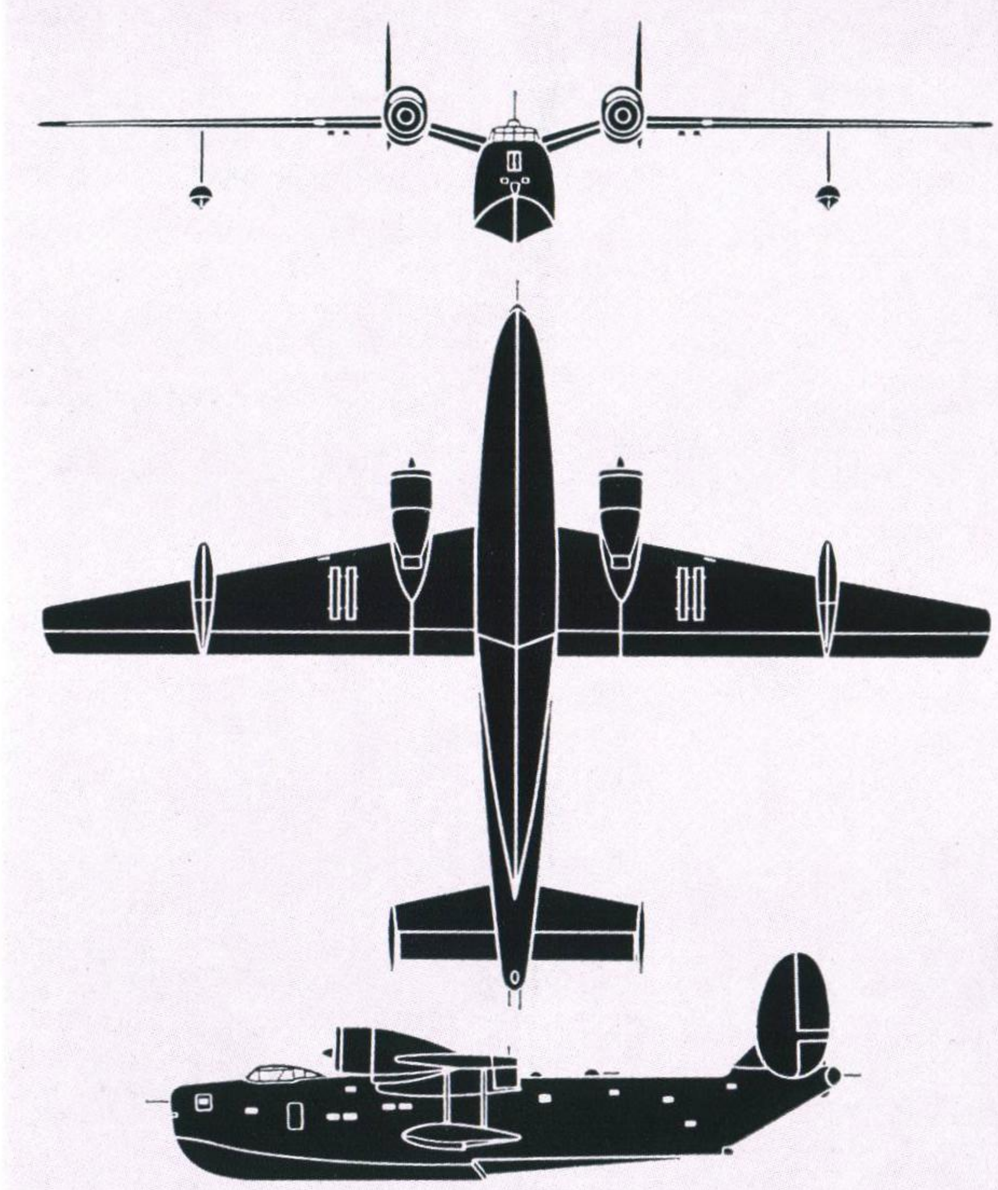

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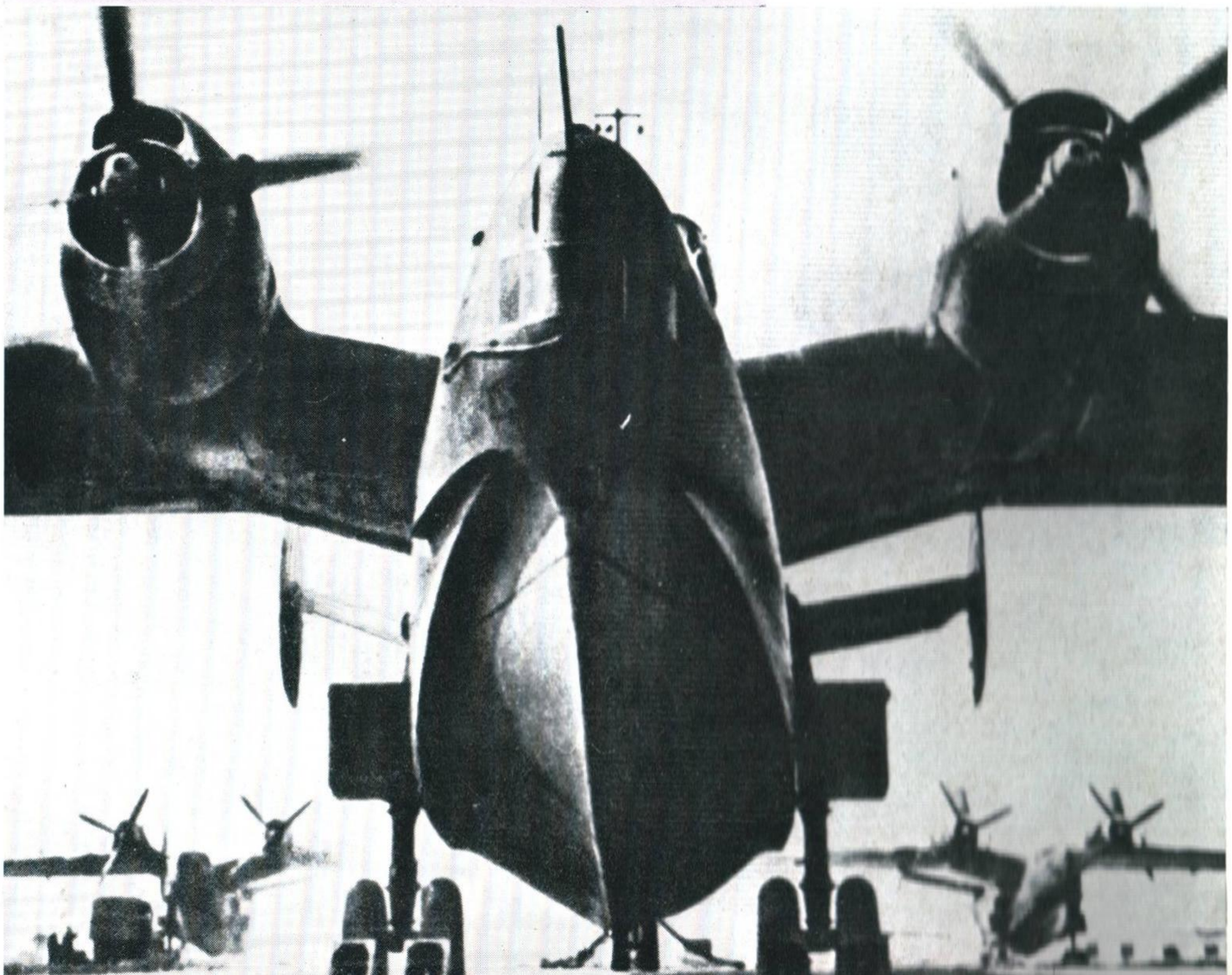


MADGE

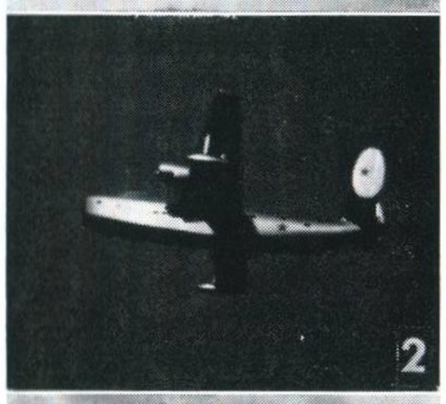
Both the Soviet and United States Navies still operate flying boats. While the U.S. Navy has retained the P-5 Marlin (lesson in the February 1960 edition), the Soviet Navy have retained their Be-6 Madge flying boat in service since the early 'fifties. Although most have been relegated from general reconnaissance duties to fishery protection, it nevertheless has a maritime reconnaissance capacity, with provision for mines, depth charges or torpedoes to be slung beneath the wings. There is a retractable "dust-bin" beneath the hull as shown in the key view overleaf.

To match up to Madge, which is not unlike the American Marlin, read the lesson instructions on page 121, complete this lesson, and then check your result with the correct solution on the cover. This lesson is an improved and enlarged presentation of the Madge lesson in the May 1963 edition.

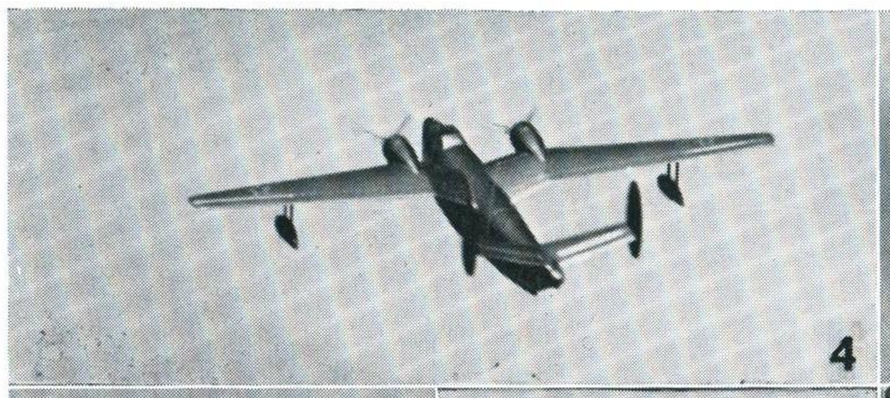
Span 108 feet

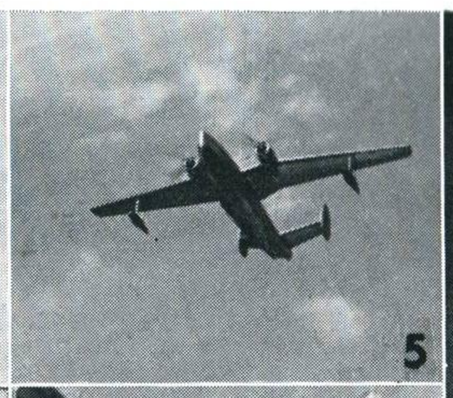




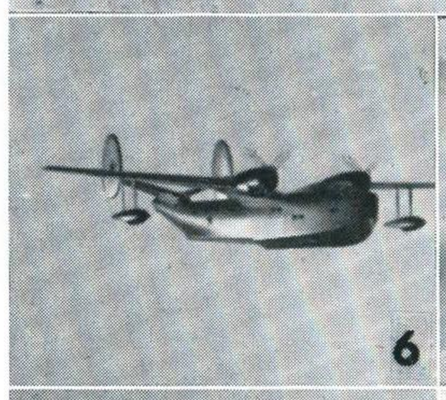


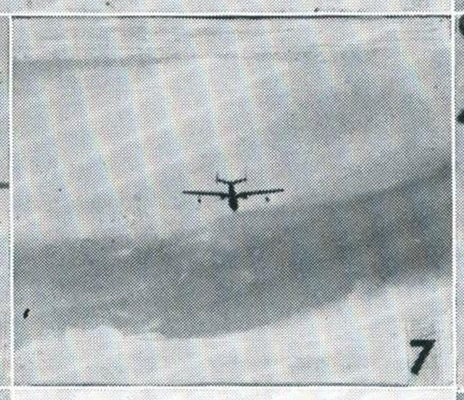



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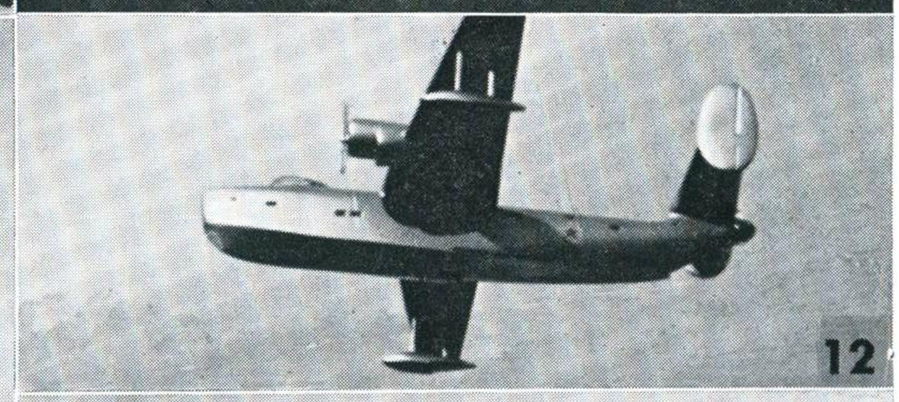

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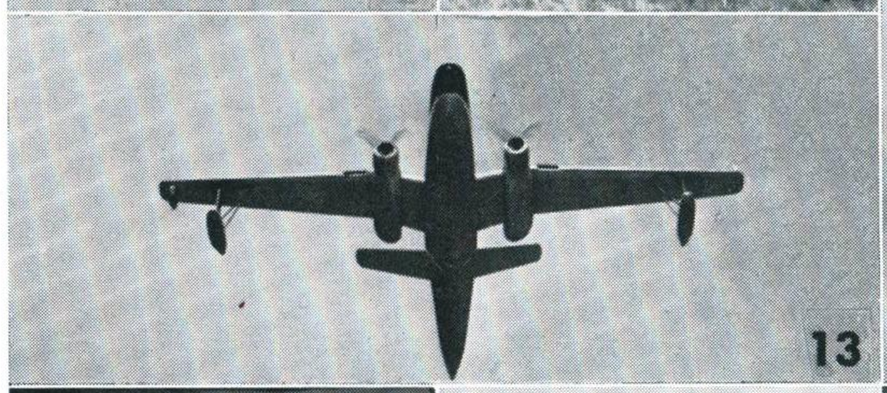

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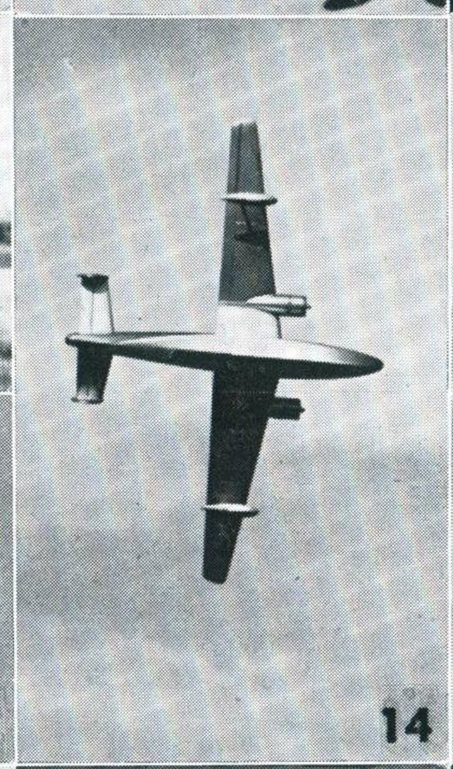

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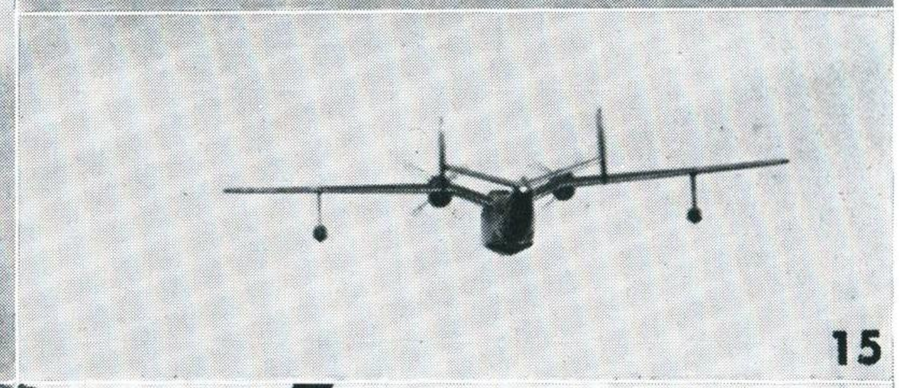

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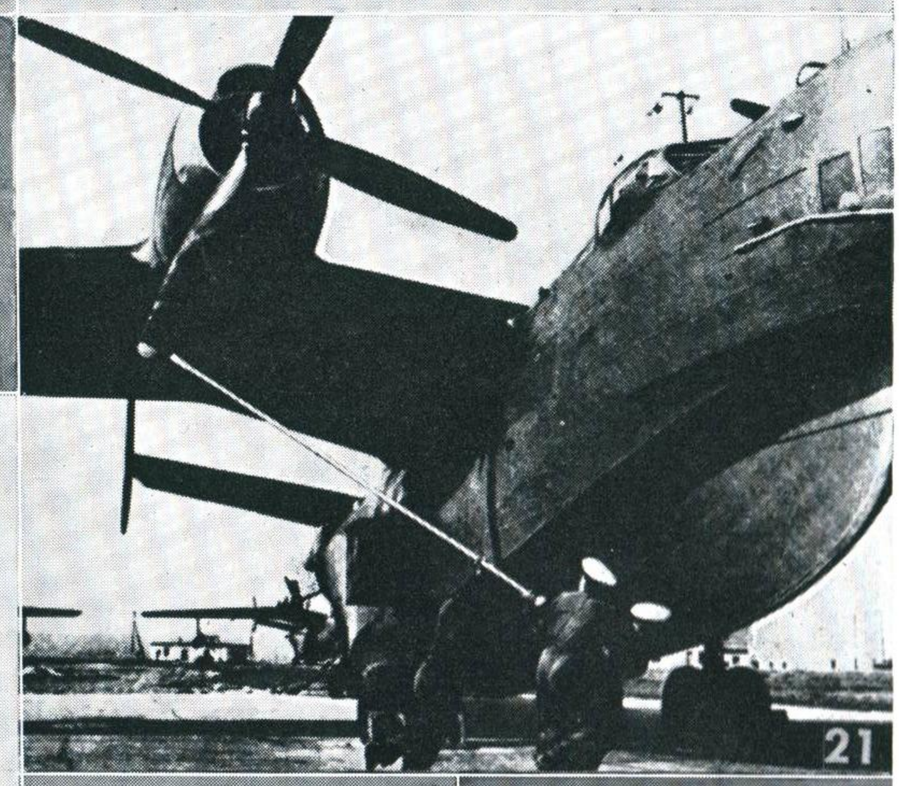

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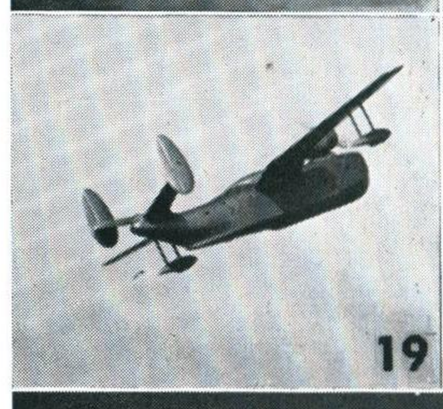

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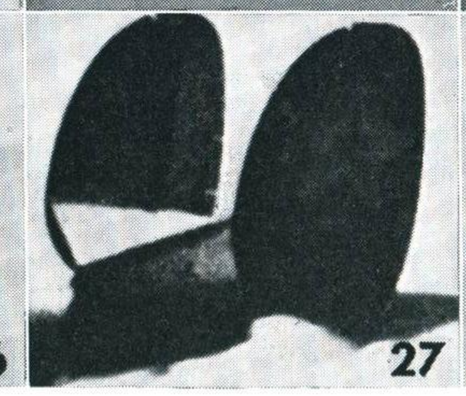

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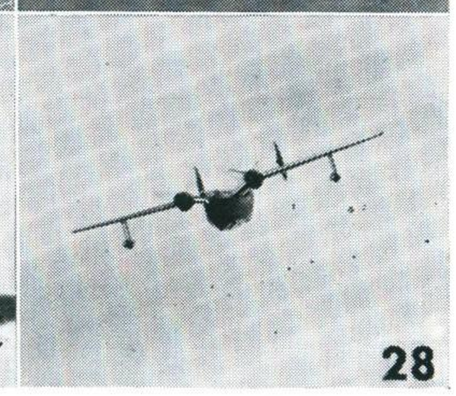

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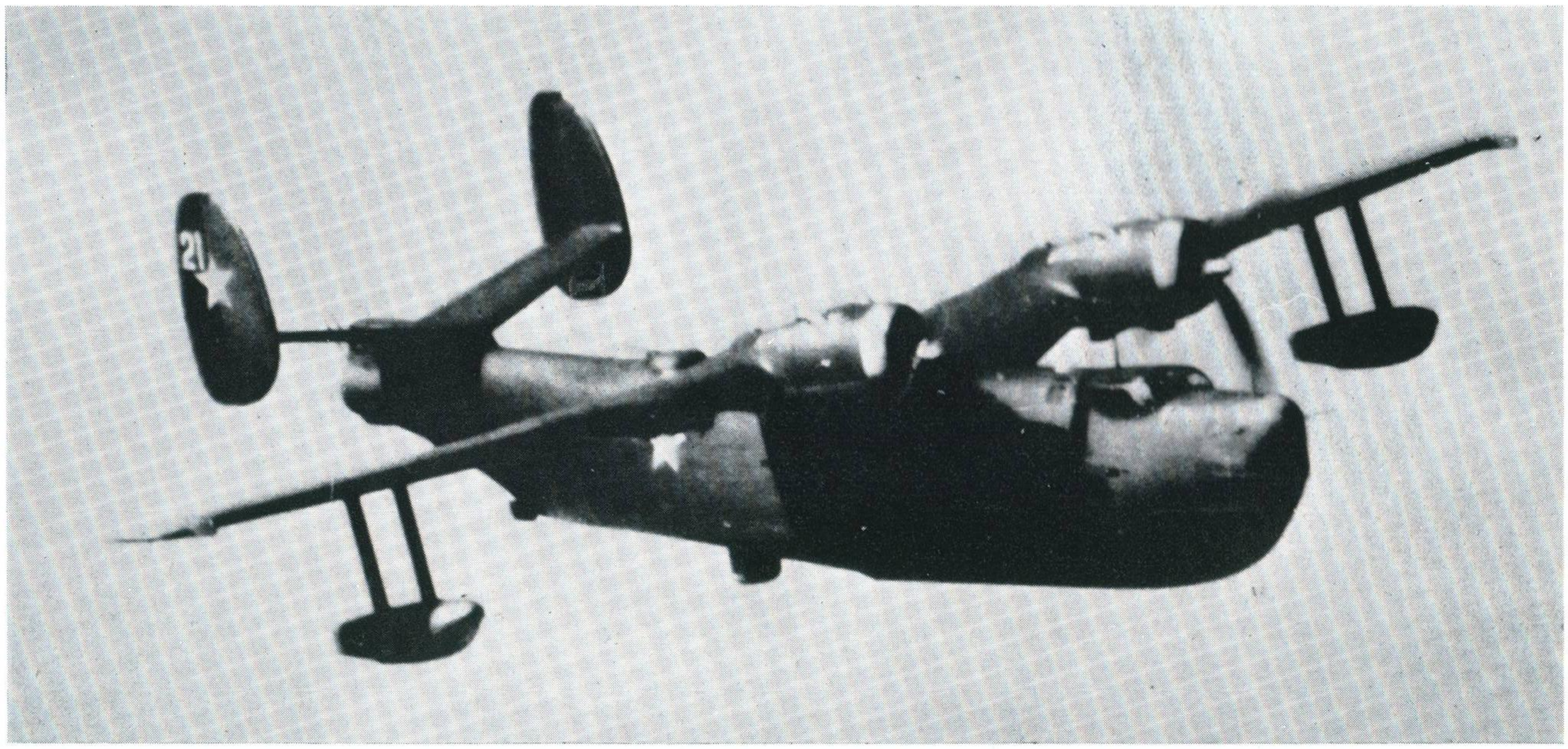

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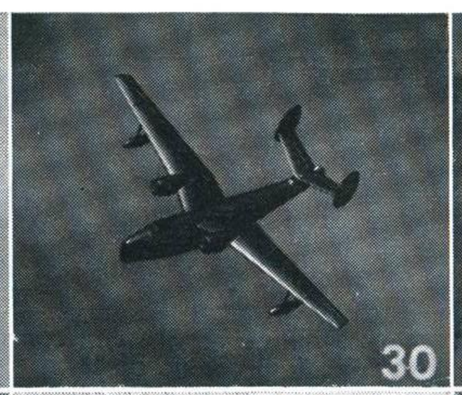

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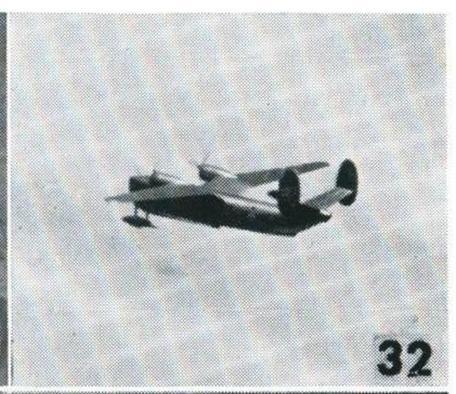


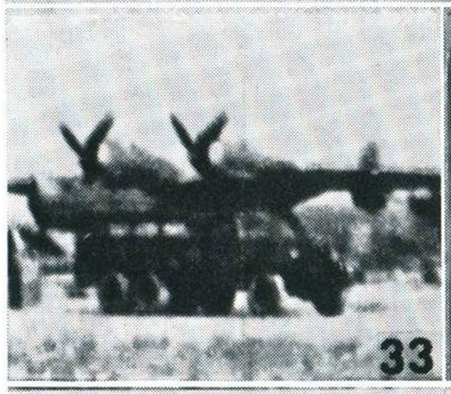
Madge continued

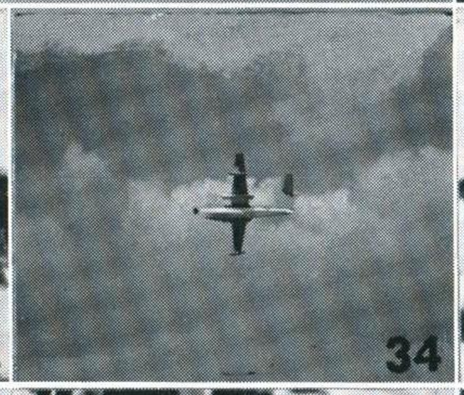


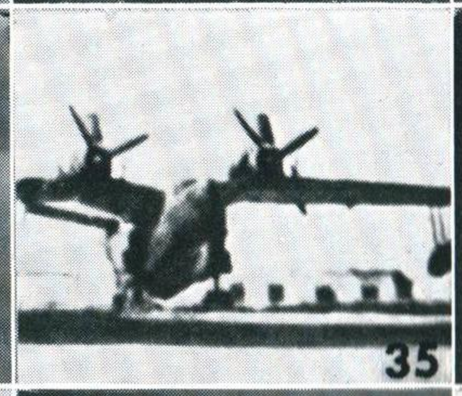














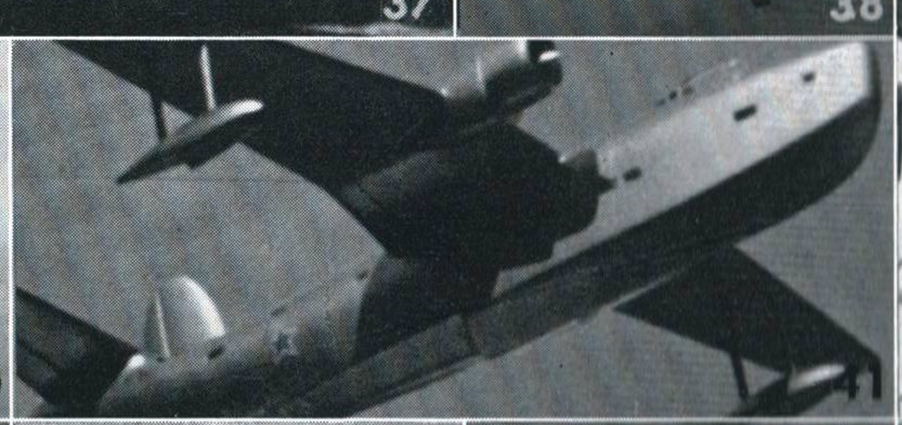


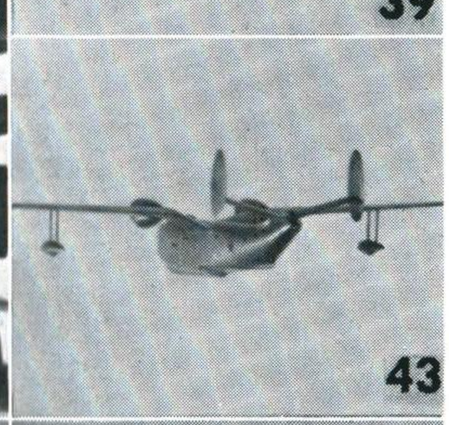


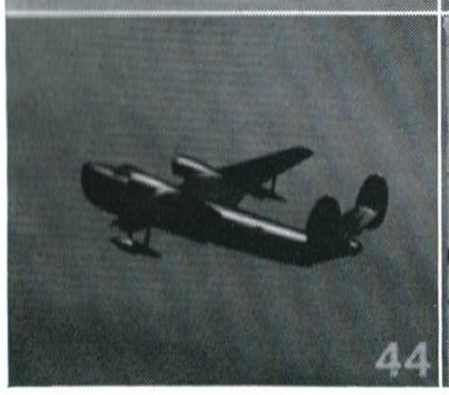




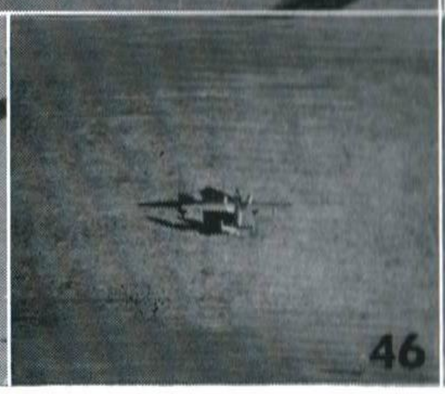




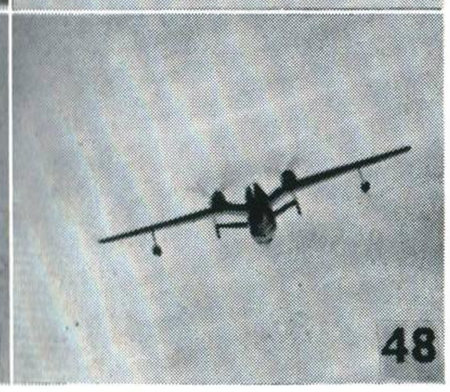




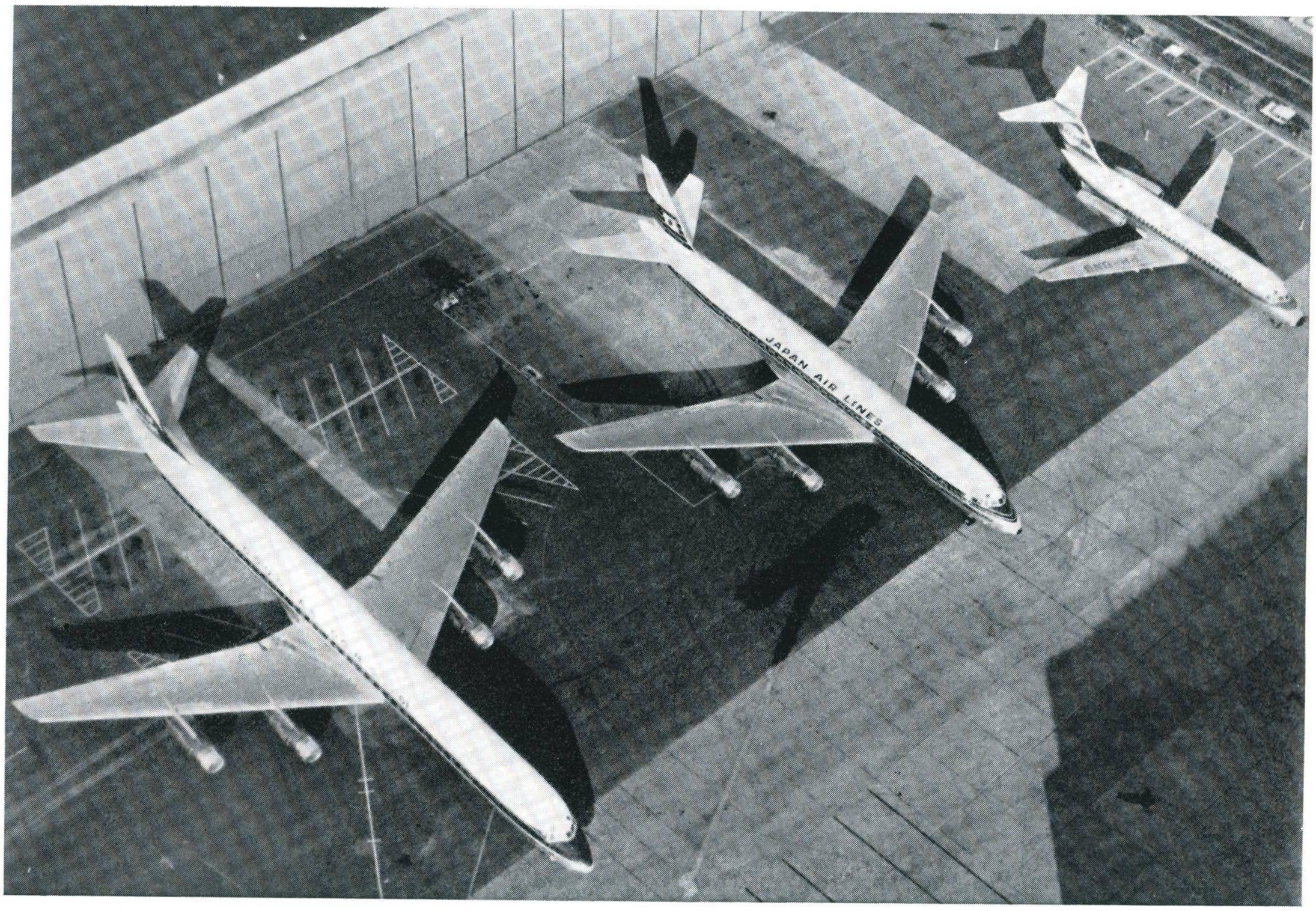








IN PASSING



The world's largest commercial jetliner is the new stretched version of the DC-8, the Super 61 which is 37 feet longer than the standard DC-8. It will carry up to 251 passengers and jet trader, freight-carrying versions are already planned. Some six airlines have placed orders for the new aircraft which is shown here in comparison with a standard model and the new rear-jet DC-9 that is concurrently in production.

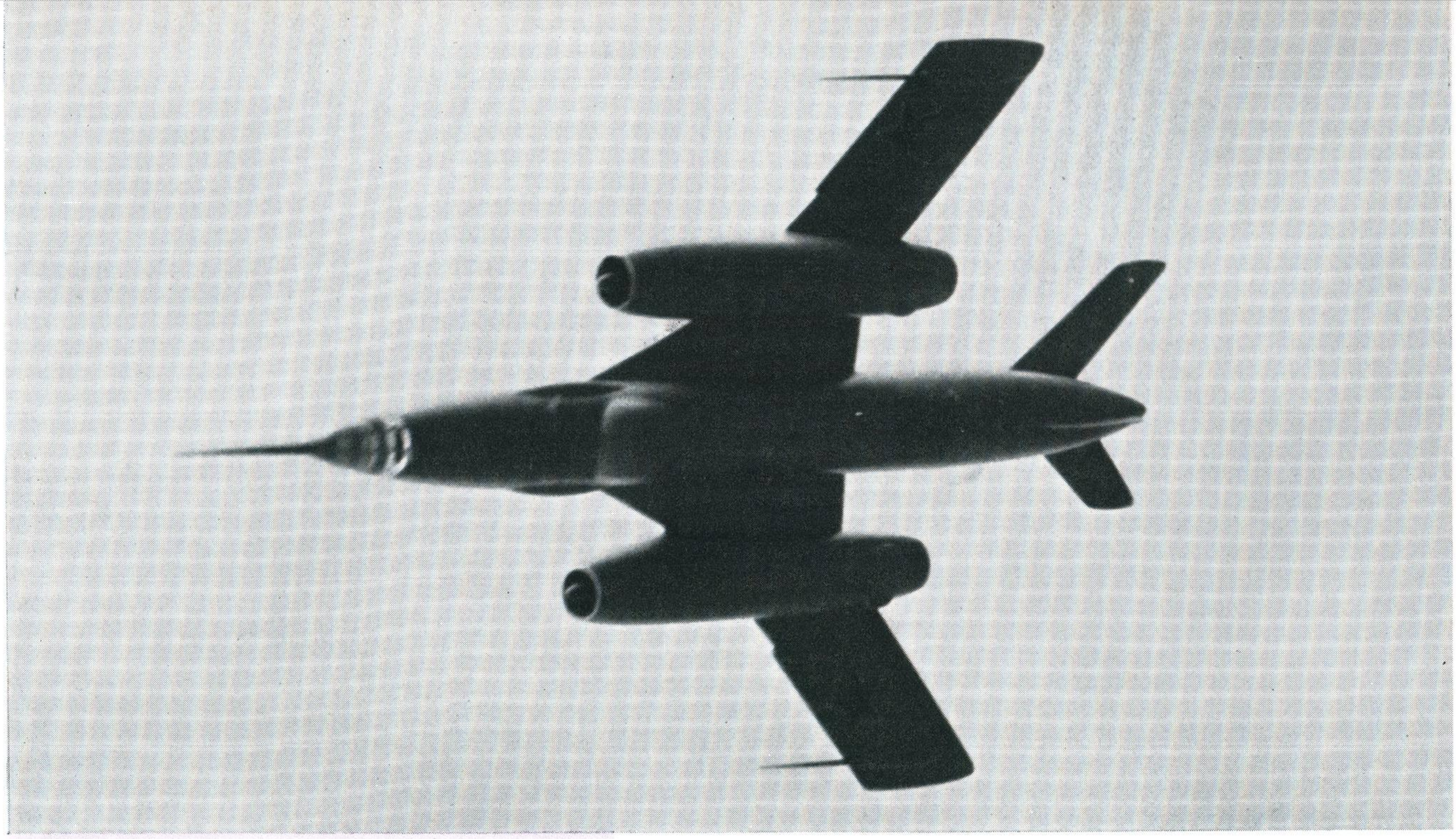
Lesson Instructions

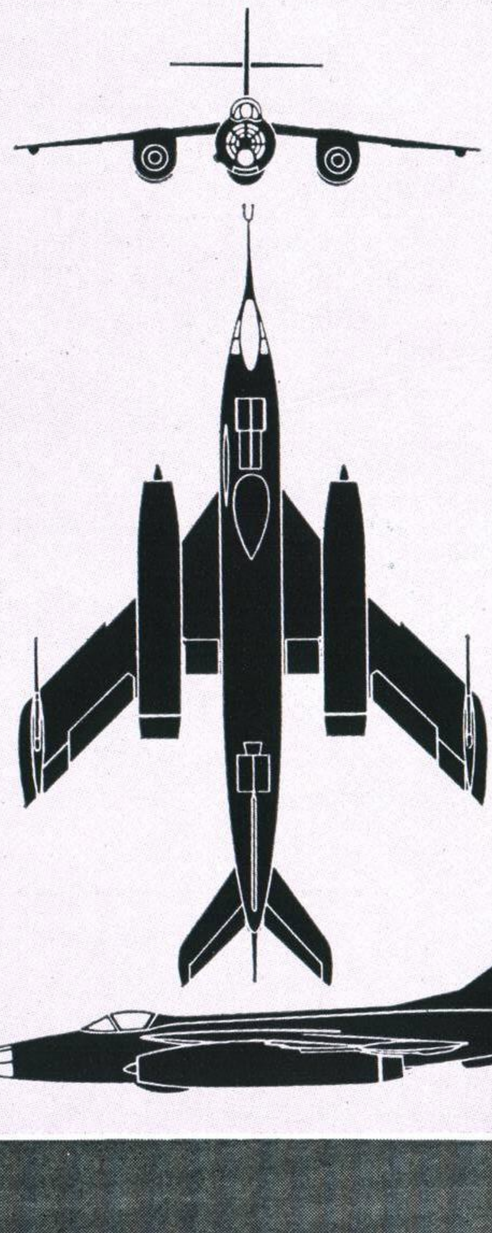
To obtain the maximum benefit from the training devices published in this *Journal*, the following procedure should be adopted.

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.**





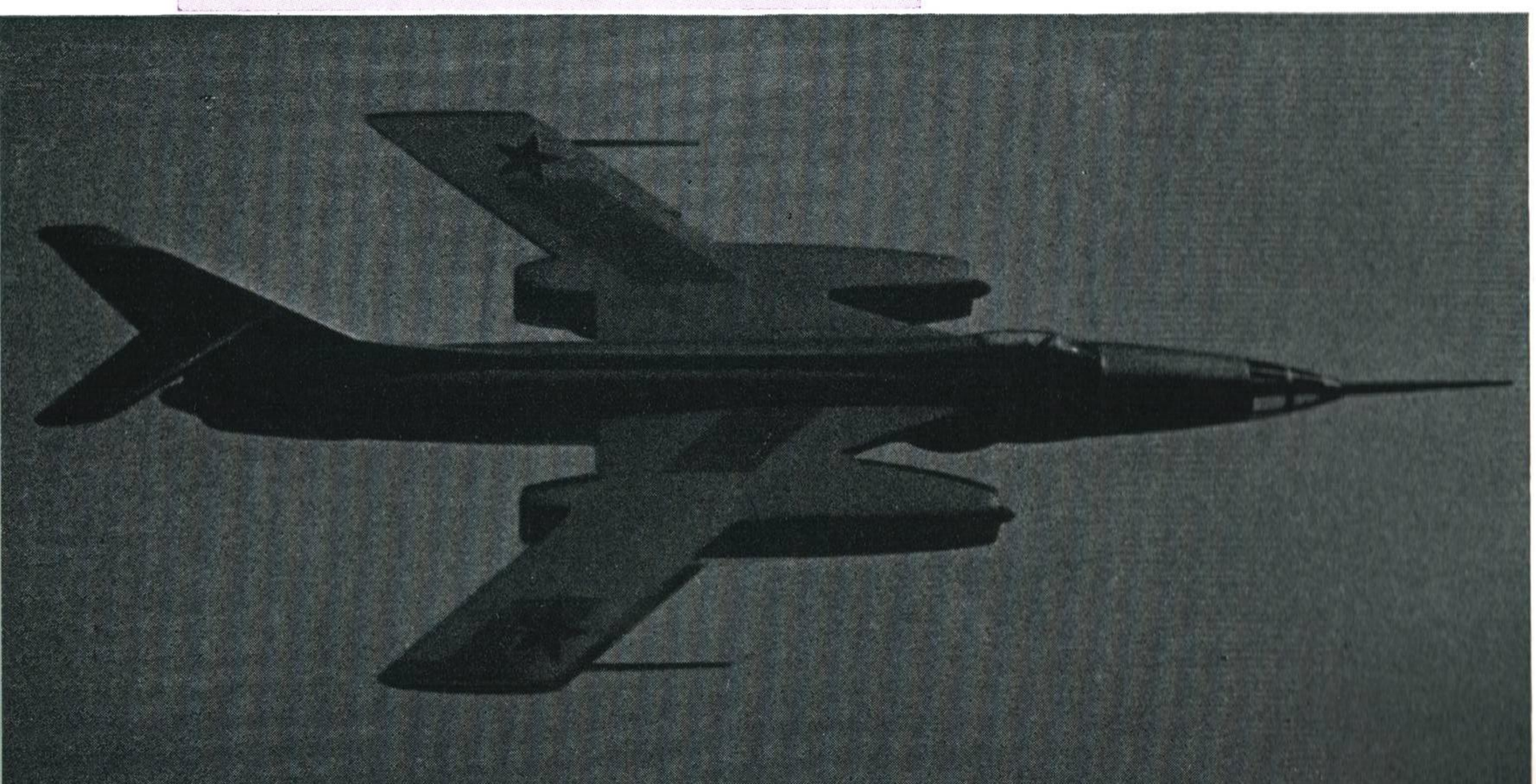
BREWER

There are three versions of the Russian shoulder-wing monoplane as follows :

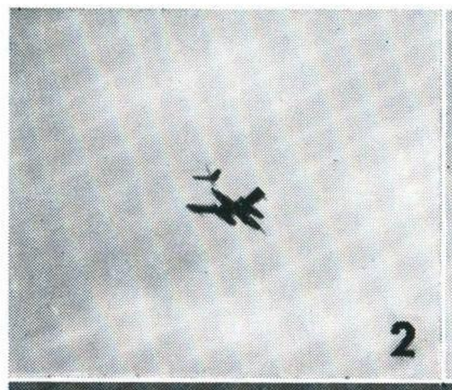
Firebar	An all-weather fighter with radome nose
Brewer	Multi-rule version, attack aircraft with glazed nose as shown and previously known as Firebar B
Maestro	Trainer version with various modifications.

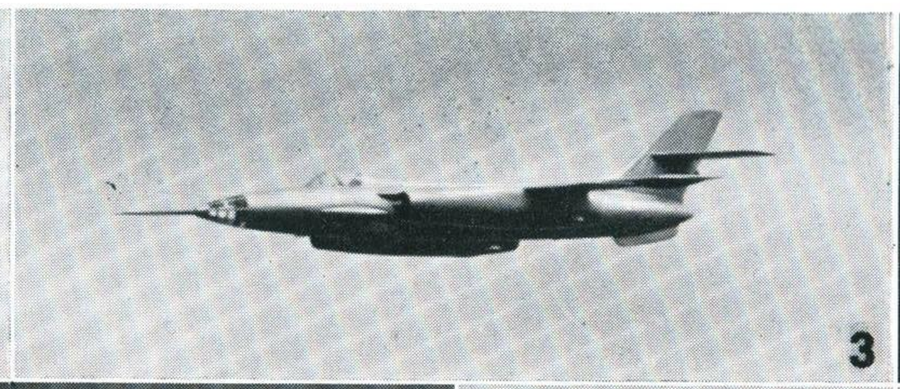
This lesson, to be carried out in accordance with instructions on page 121, concerns Brewer only and supersedes the earlier lesson (August 1963) where it was presented under its earlier name of Firebar.

Solutions on the cover

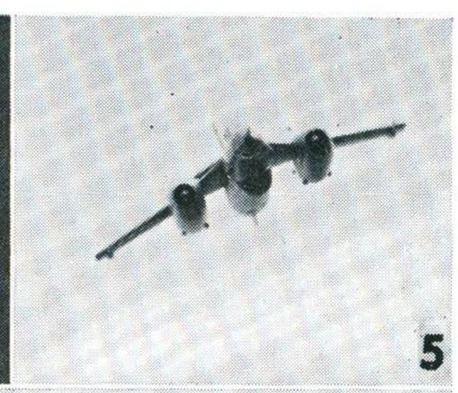


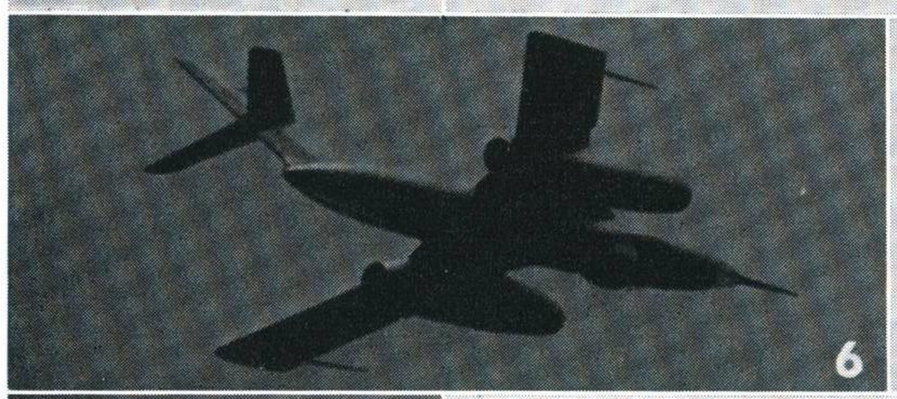


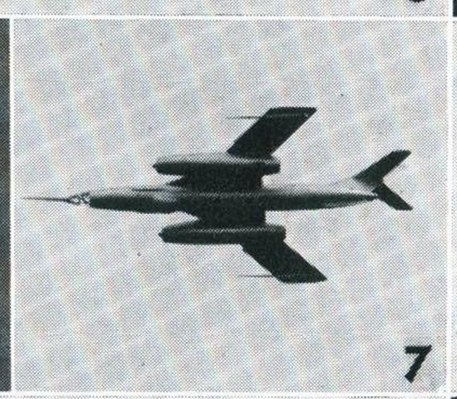

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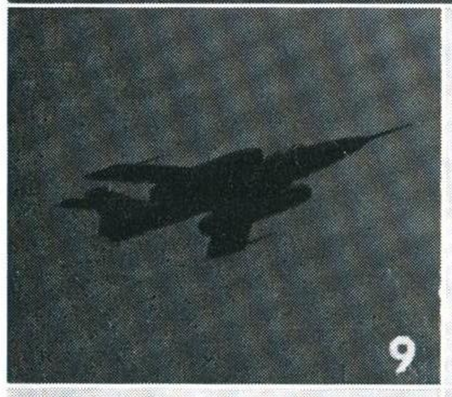

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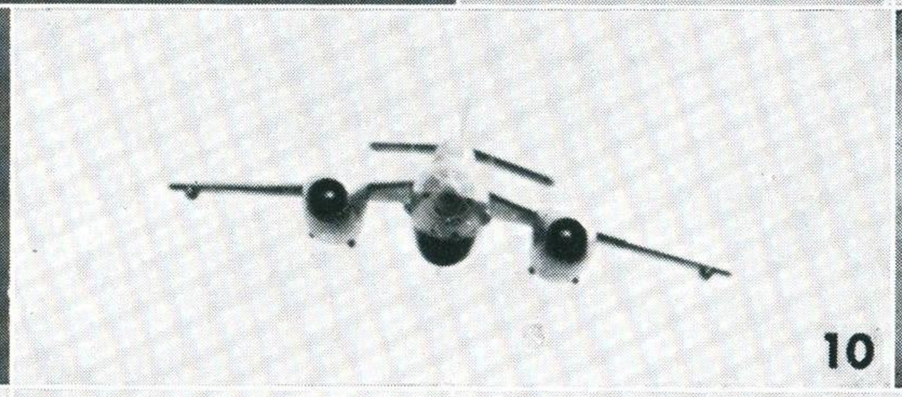

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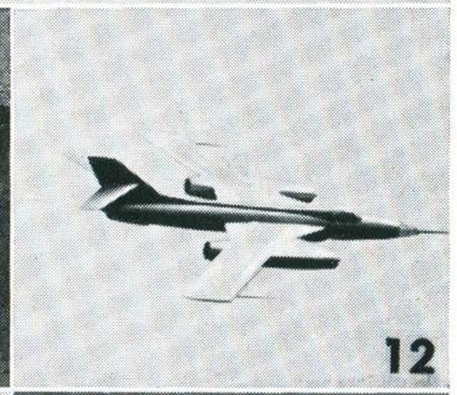

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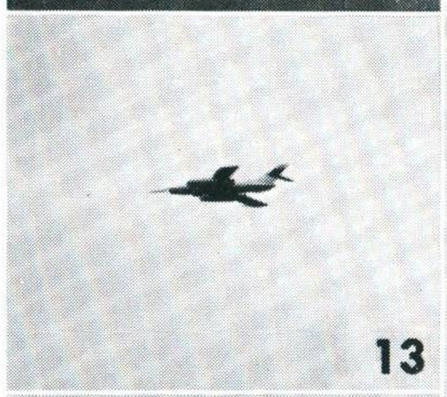

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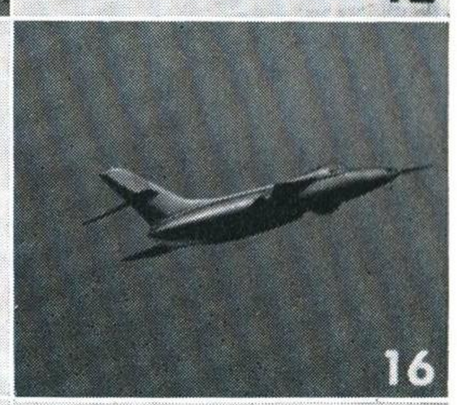

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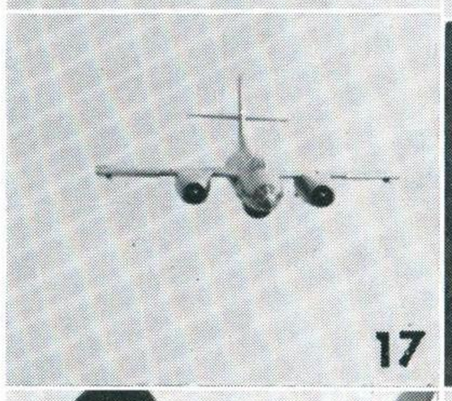

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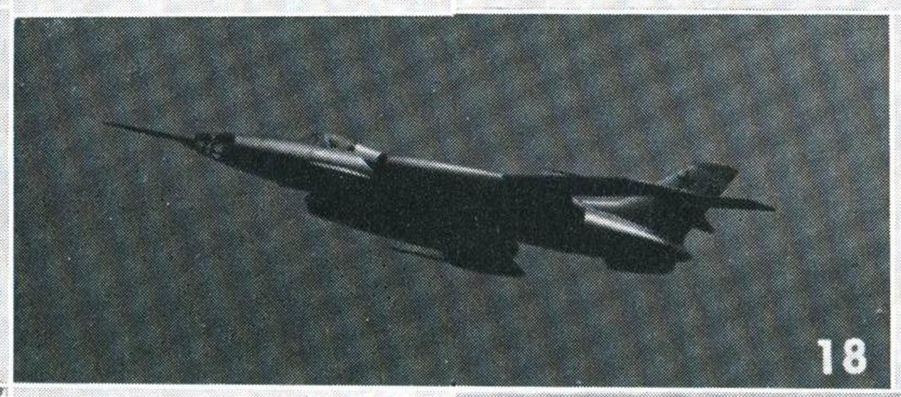

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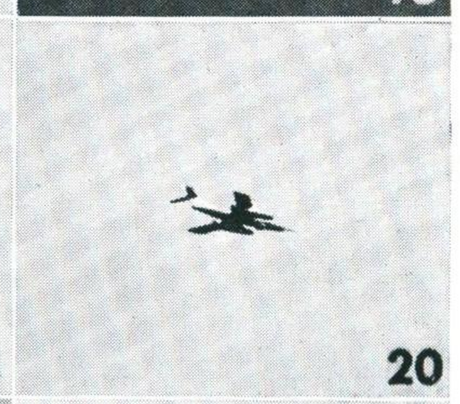

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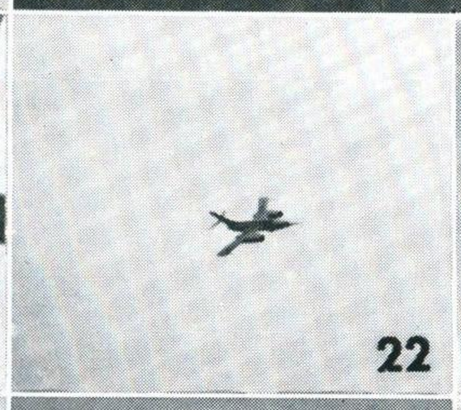

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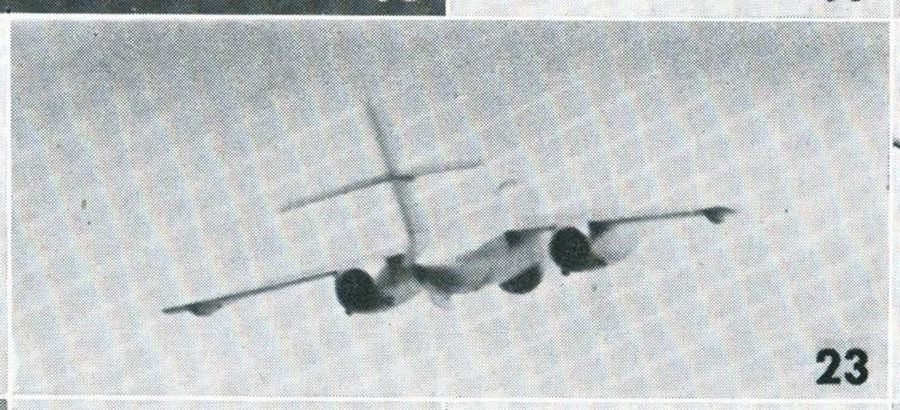

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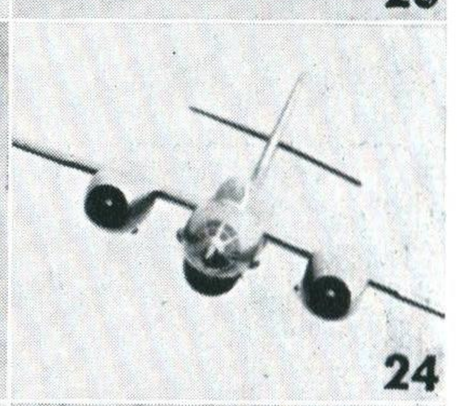

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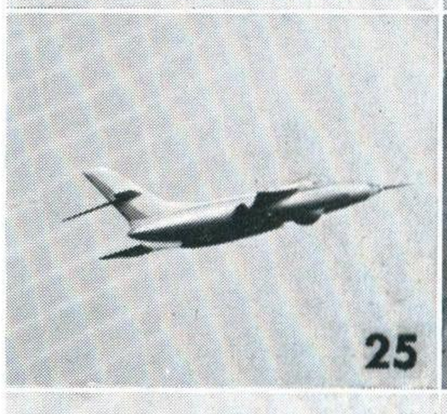

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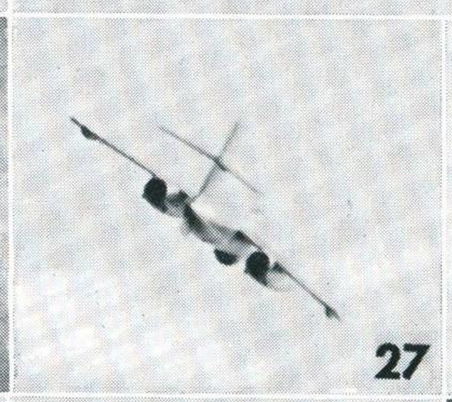

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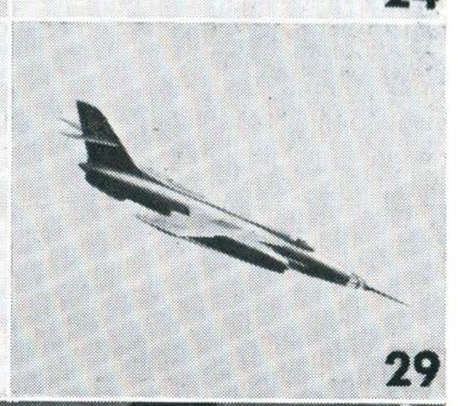

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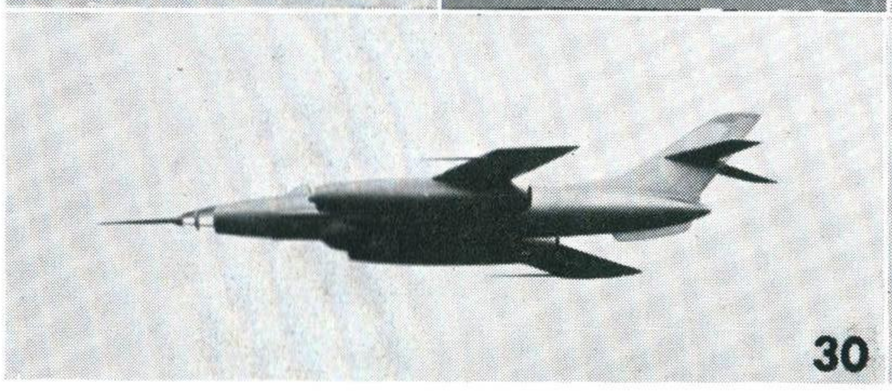

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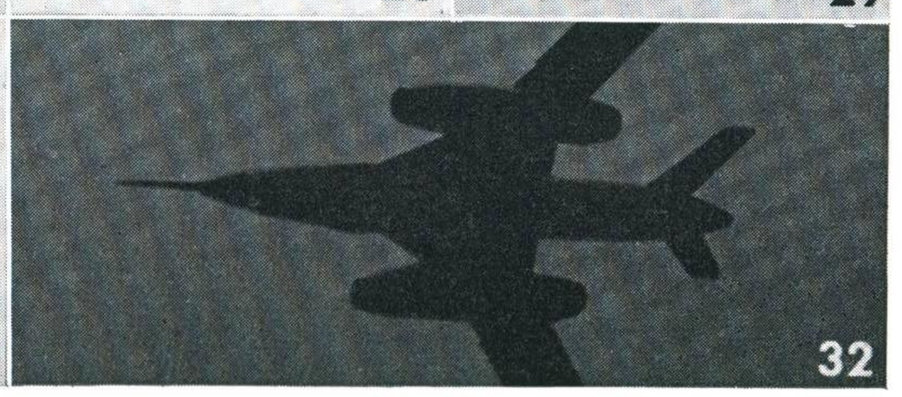

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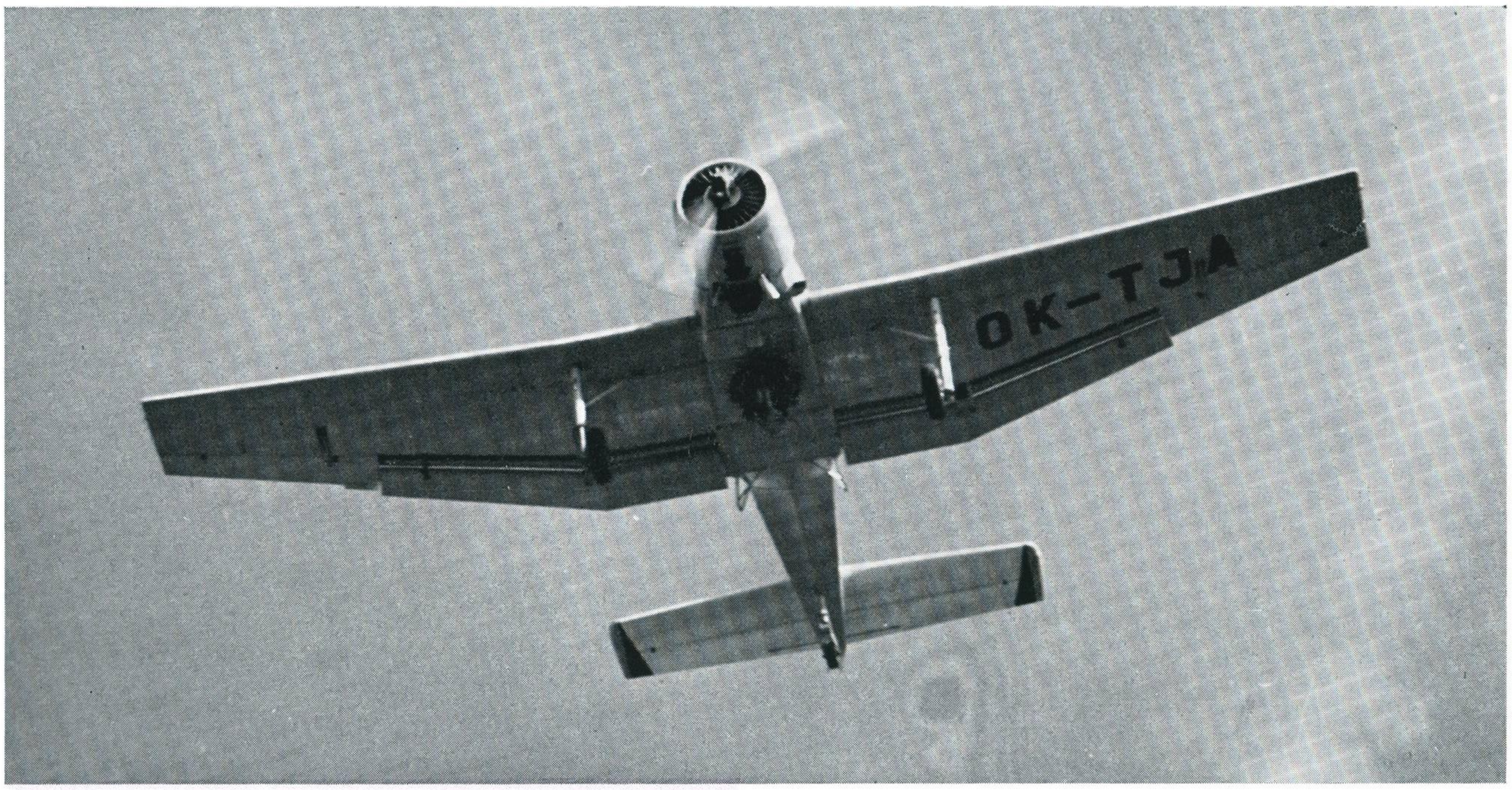

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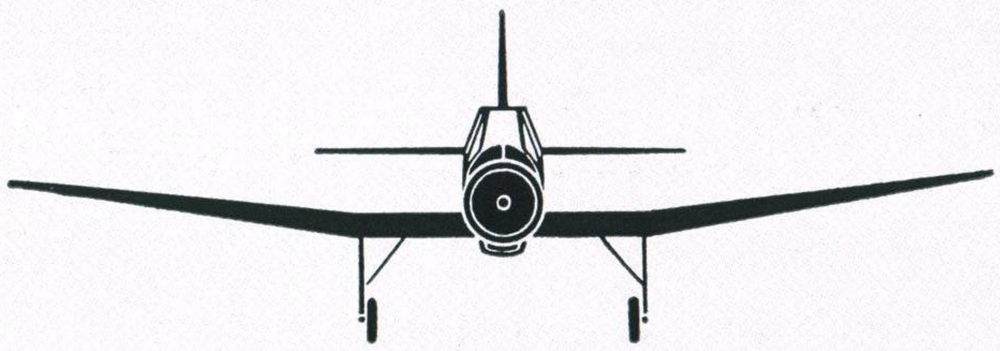

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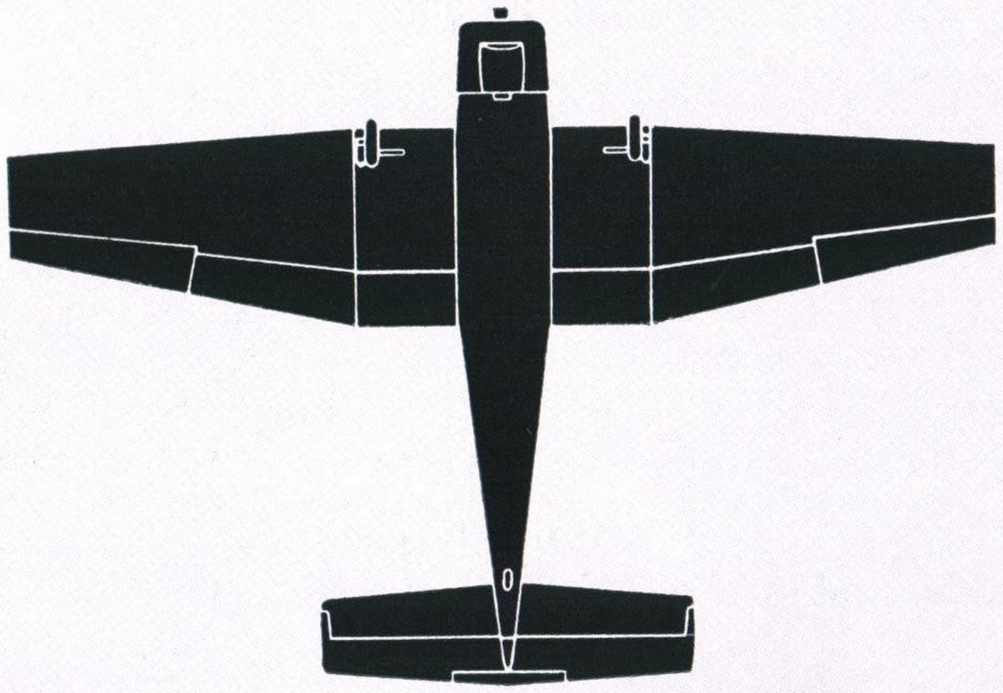

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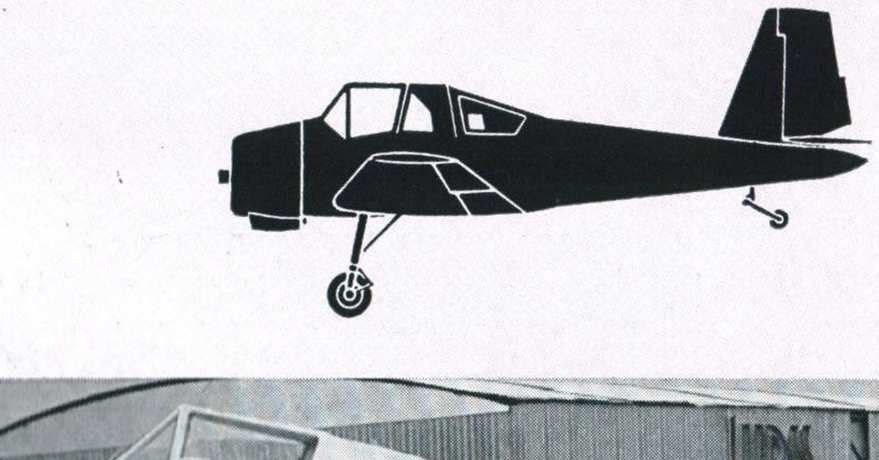

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CMELAK

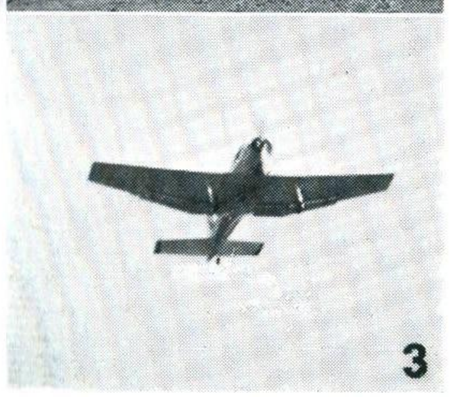
Cmelak, pronounced Chmelark and meaning Humble Bee, is the appropriate name for the Czechoslovakian National Aircraft Factory design Z-37 which is primarily an agricultural aircraft, with alternative roles of light transport or mailplane—particularly in the winter season.

Various rigs may be fitted under the wings or fuselage including tanks for additional fuel or chemical spray. Carrying its normal crew of two, pilot and hopper operator, it has a top speed of 124 m.p.h. and a range of 370 miles. Lesson instructions are on page 121 and the solutions are on the cover.

Span 40 feet

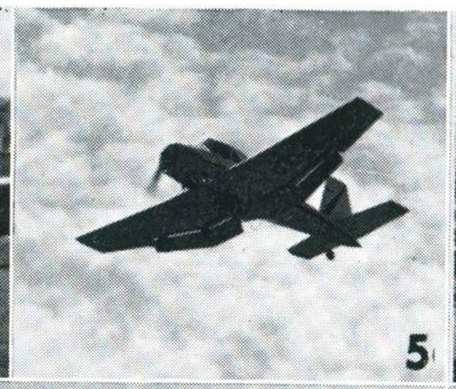

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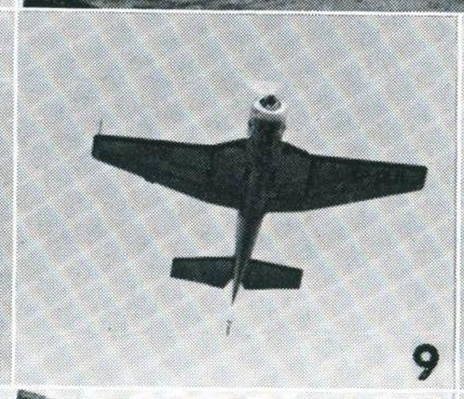

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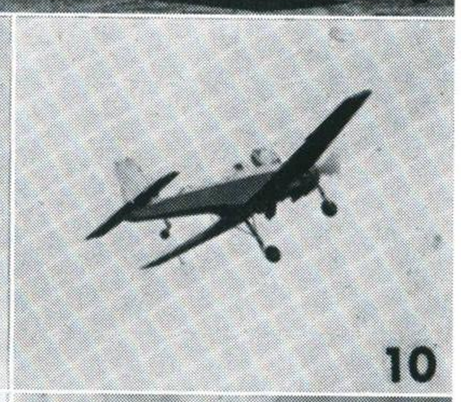

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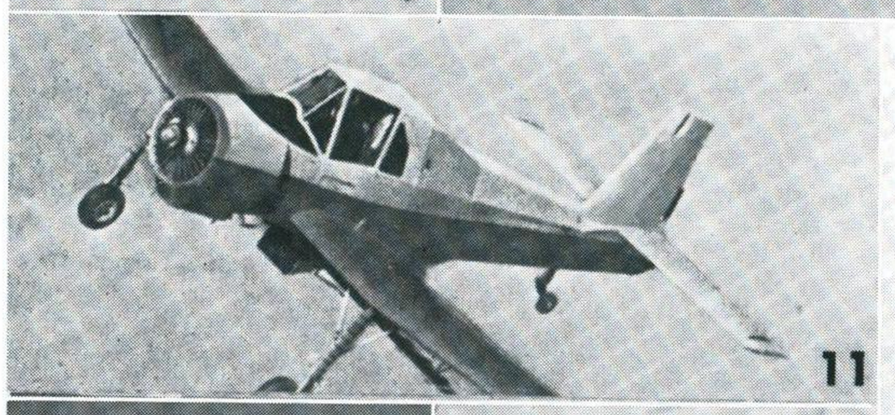

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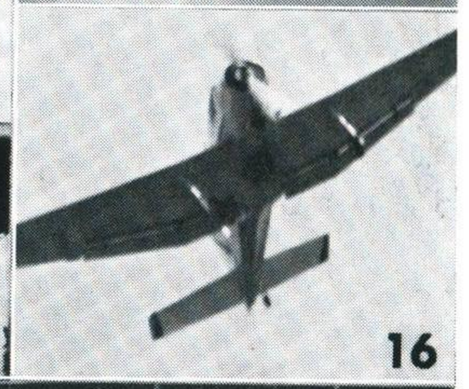

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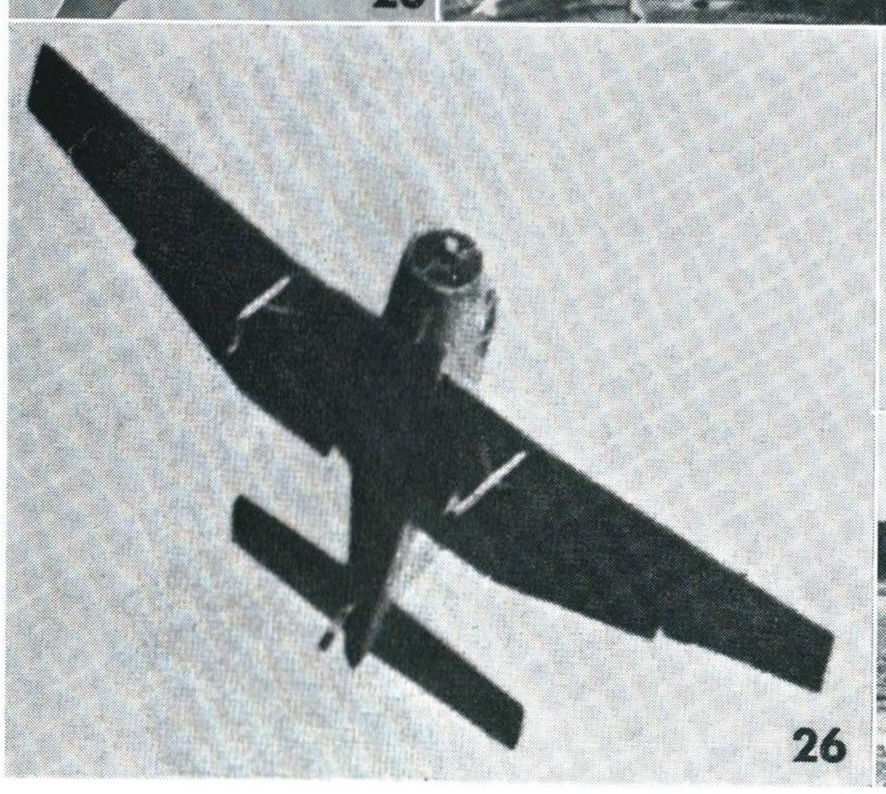

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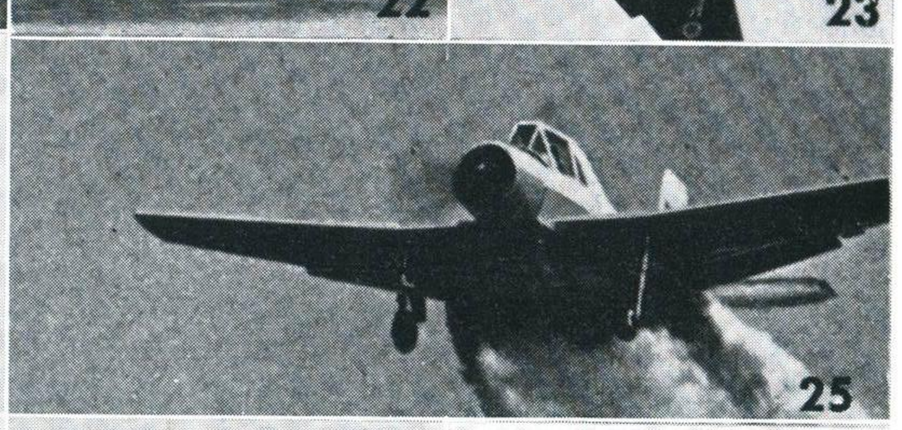

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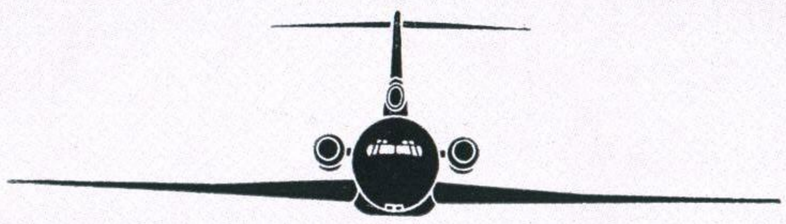

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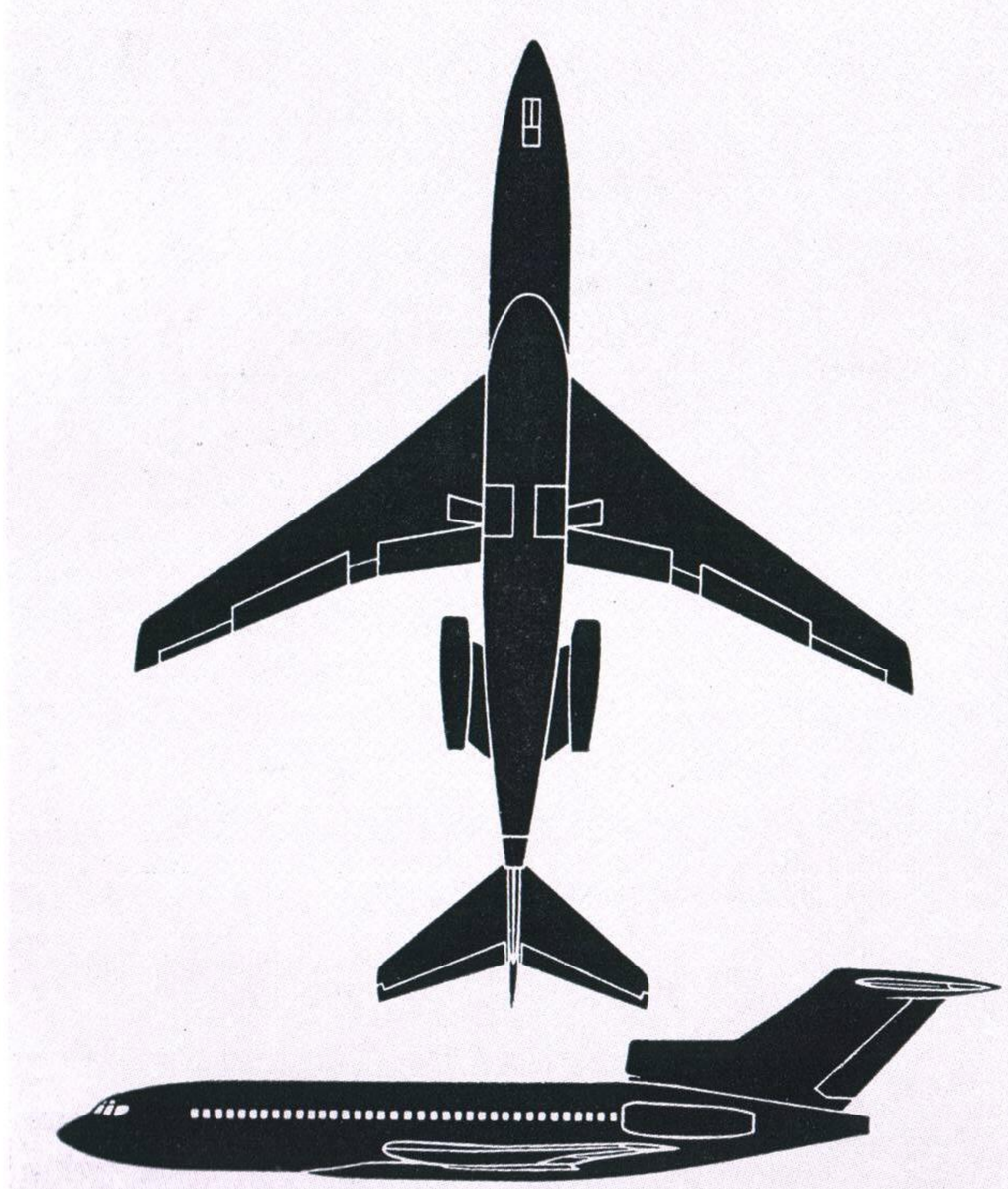

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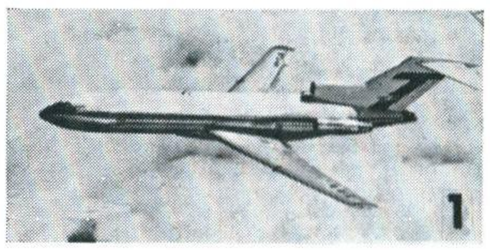


BOEING 727

From the famous Fortress of wartime to the 707 of today, Boeing aircraft have been four-engined until recently when, concurrent with their 707 long-range airliners, they produced their three-engined, medium range 727 series of airliners.

With the basic configuration of our Trident and retaining the forward fuselage of the 707, the 727 needs to be learnt properly in the way given on page 121.

Span 108 feet

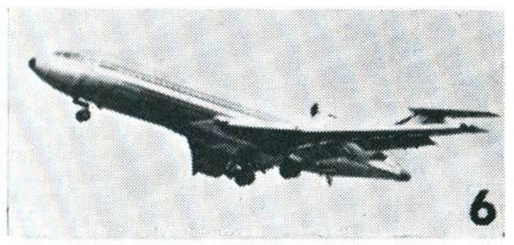

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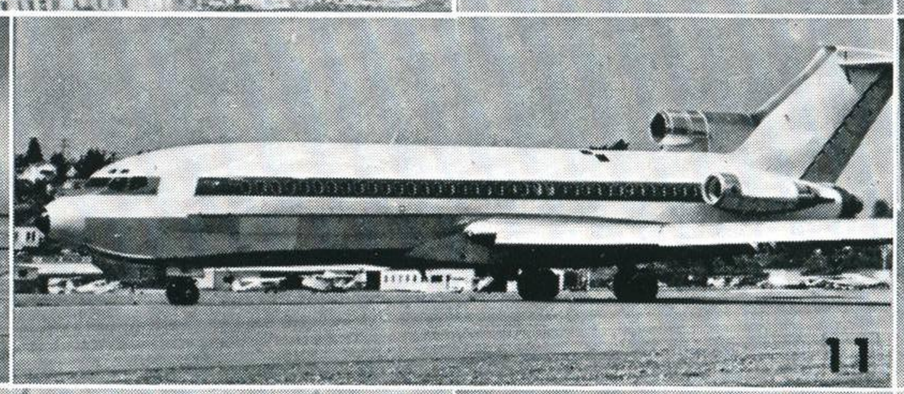

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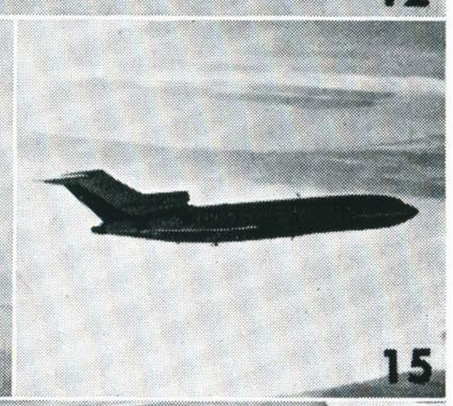

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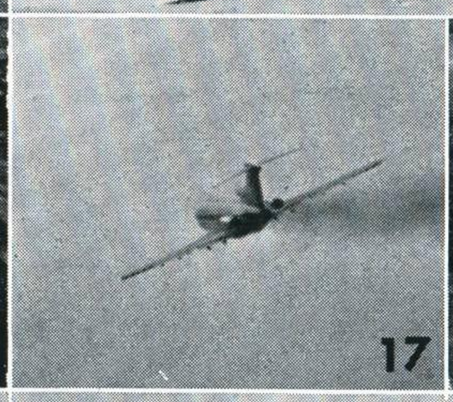
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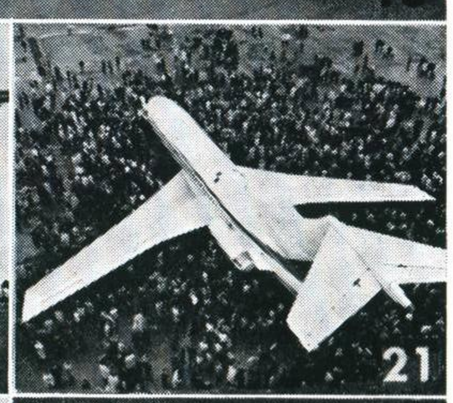
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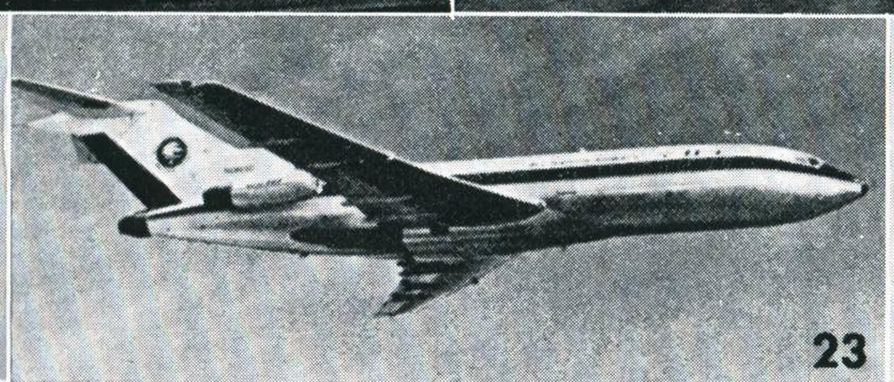
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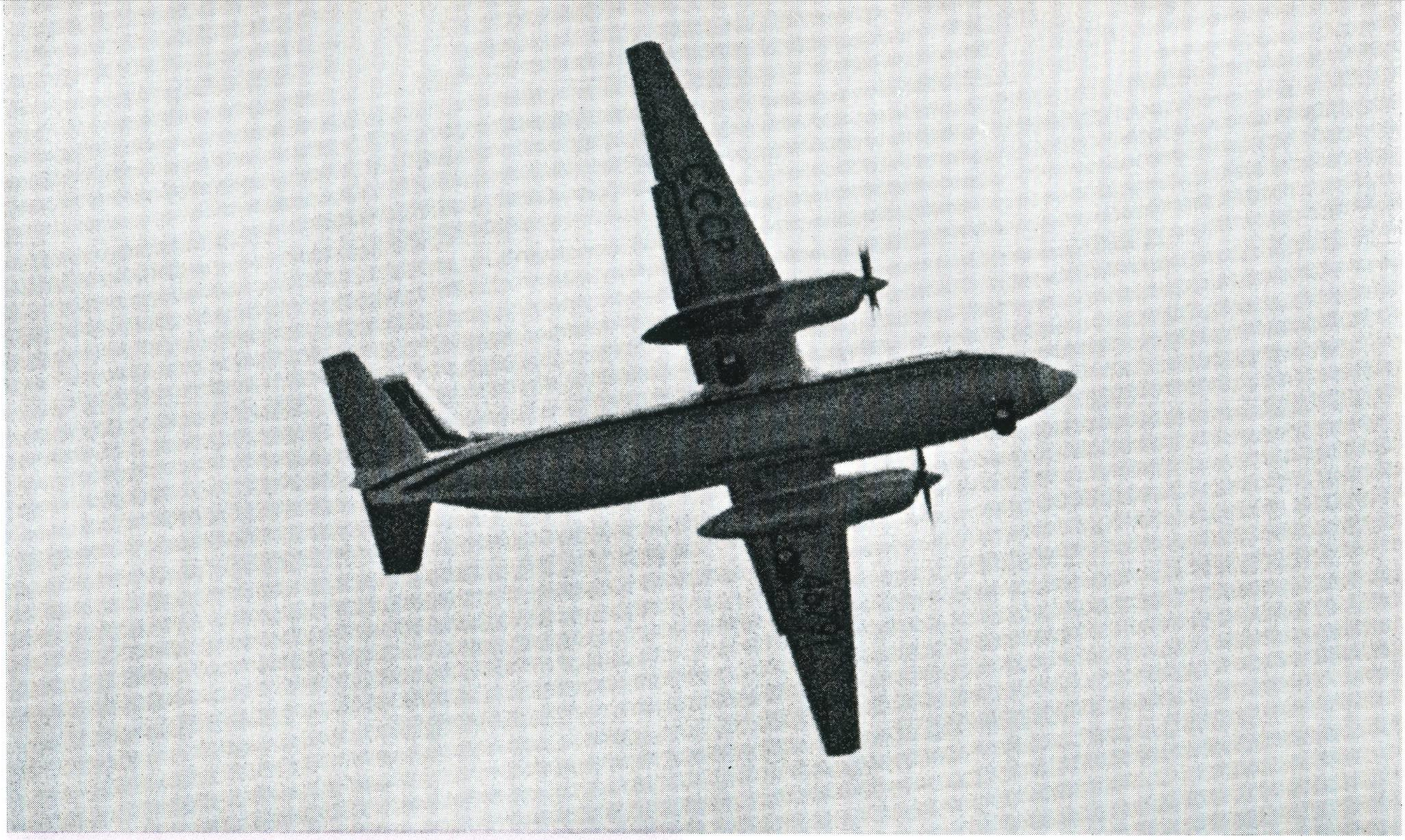

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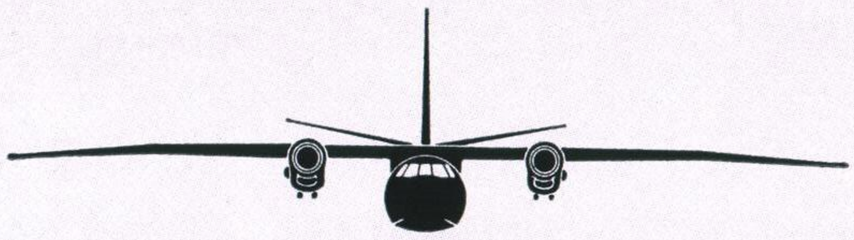


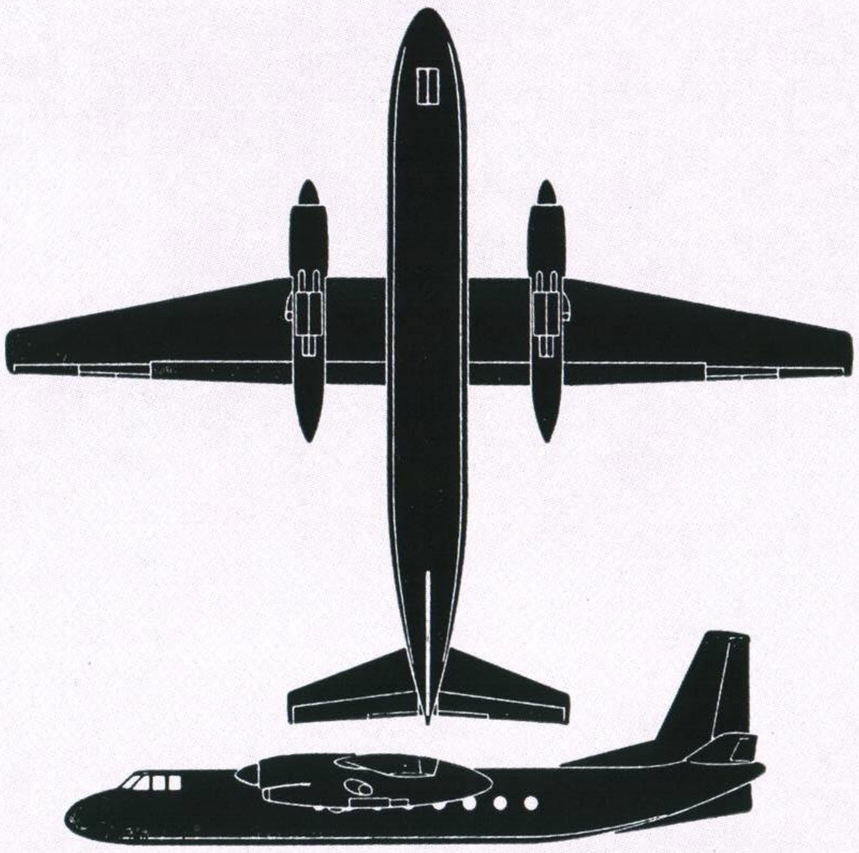
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COKE

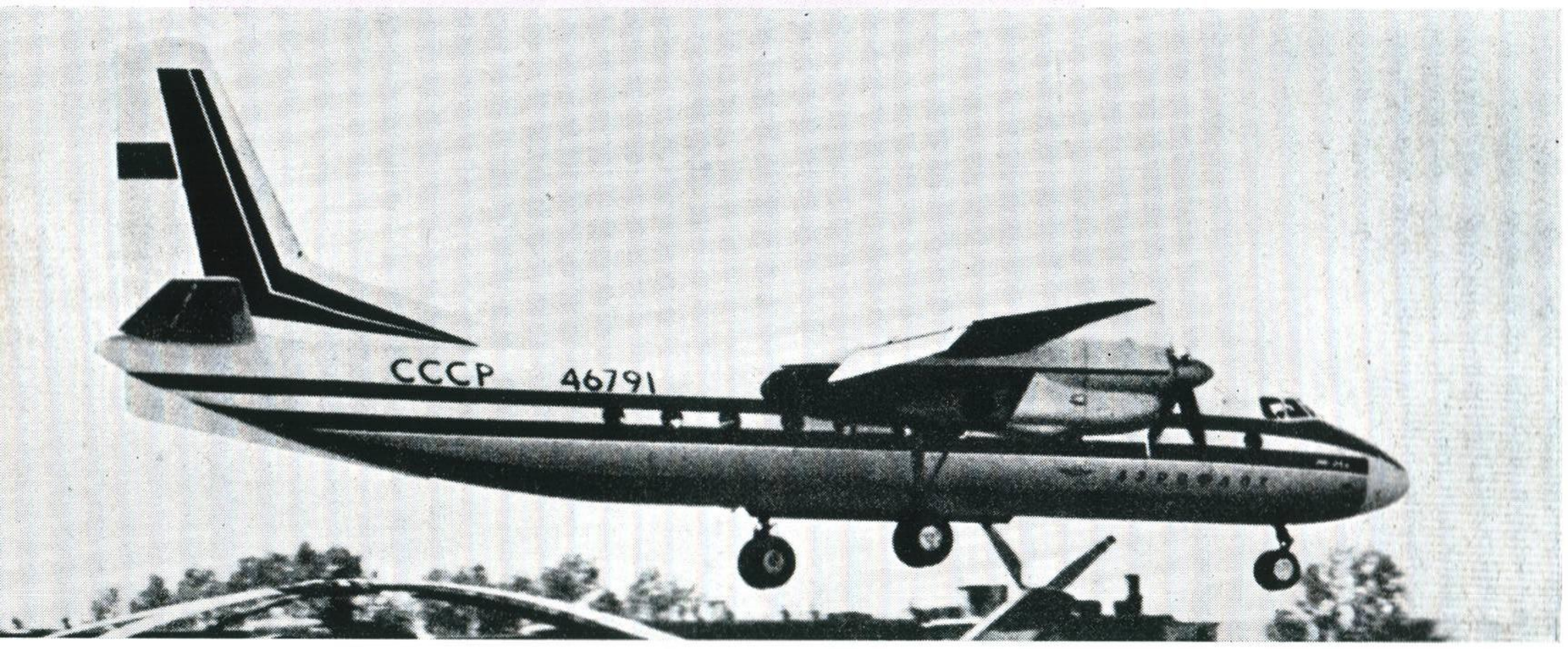
The An-24 Coke was designed as a turboprop replacement for the piston-engined Il-14 Crates used by Aeroflot on their internal routes throughout the Soviet Union.

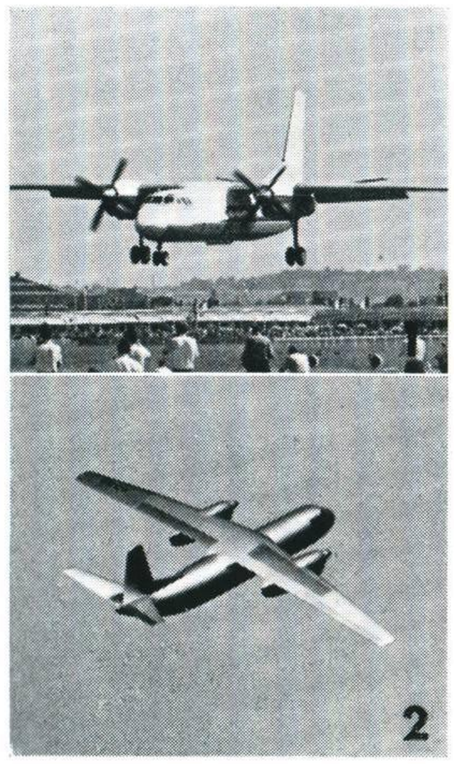
Early models did not have a ventral tail fin and Target No. 19 shows comparative profiles with and without this surface.

Among the countries outside the Soviet Union which have placed orders for these feeder-liners are Egypt, Poland, Rumania and East Germany.

Use the lesson instructions on page 121. Solutions on the cover.

Span 96 feet

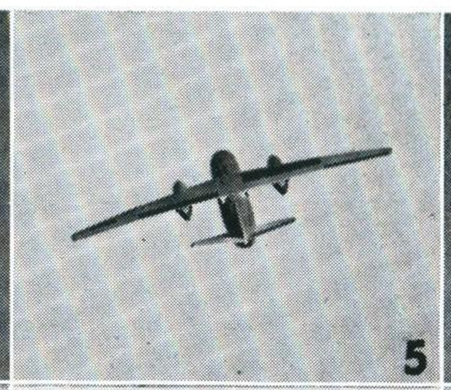




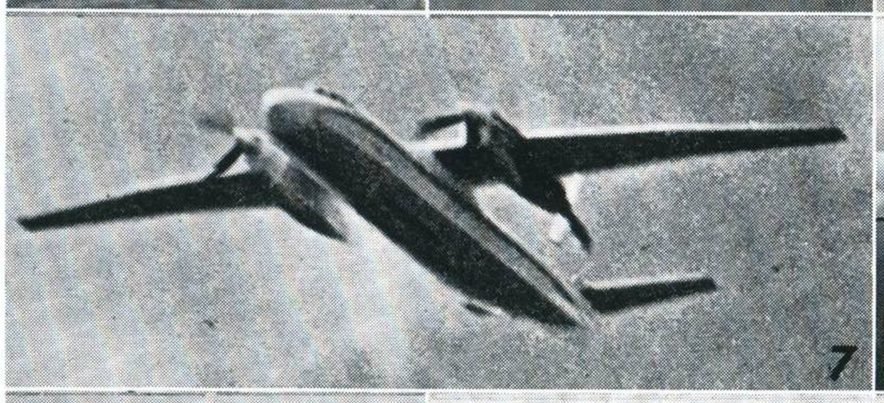
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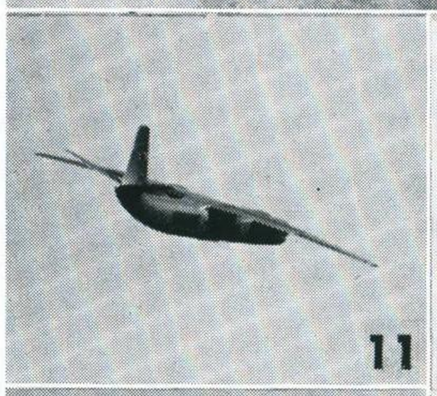

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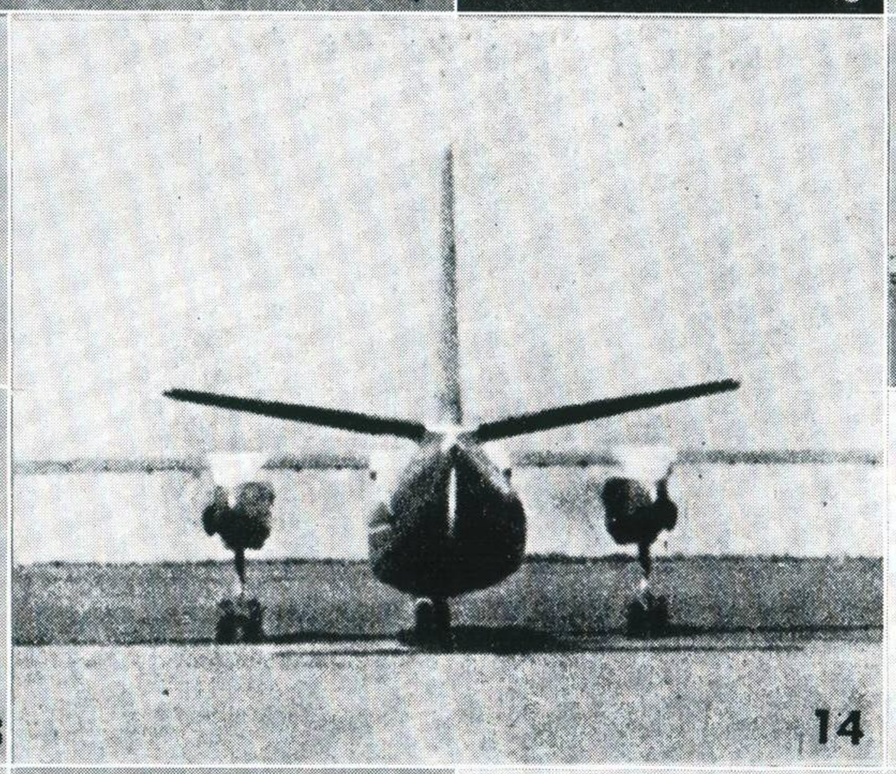

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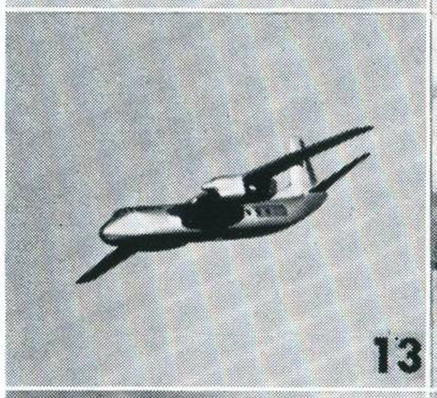

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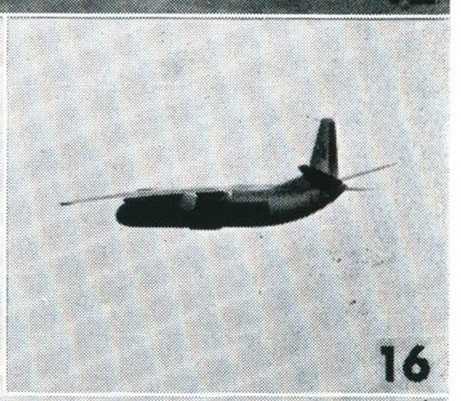

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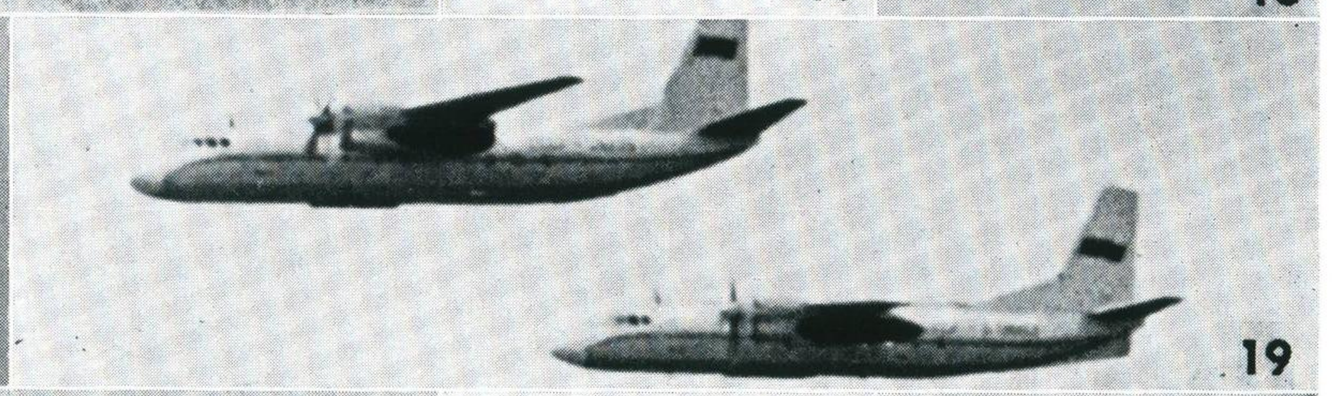

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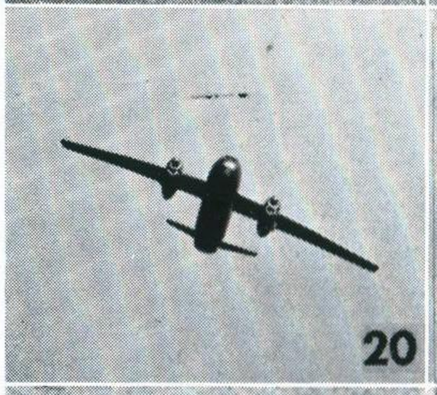

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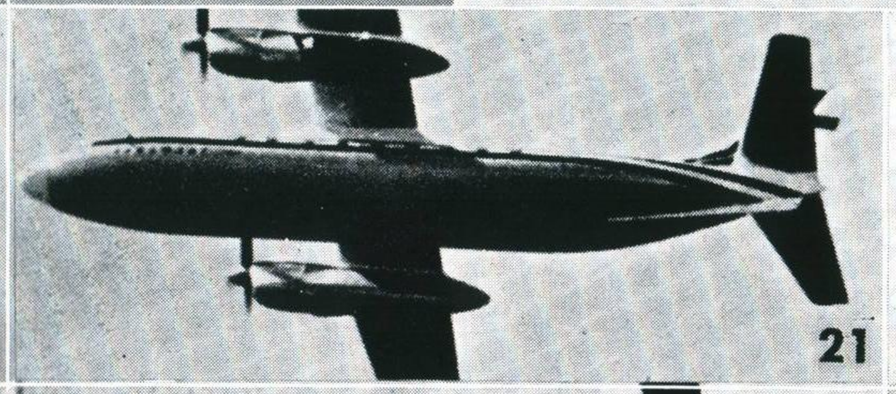

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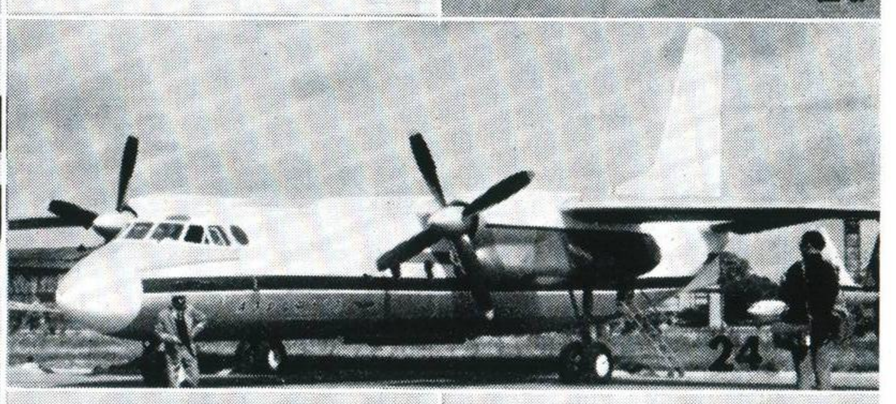

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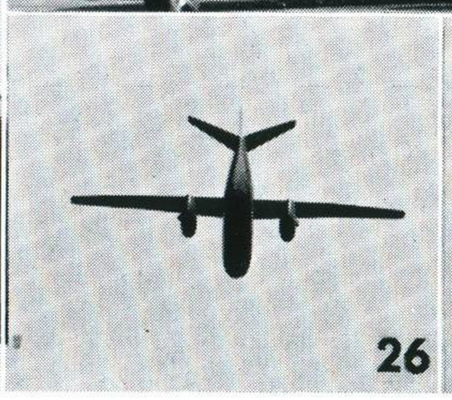

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TESTING TIME

A test of your ability to identify military and civil aircraft of the World.

Solutions on the cover.

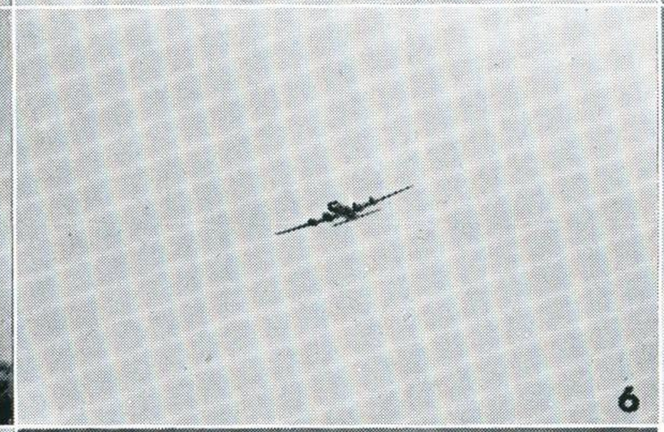

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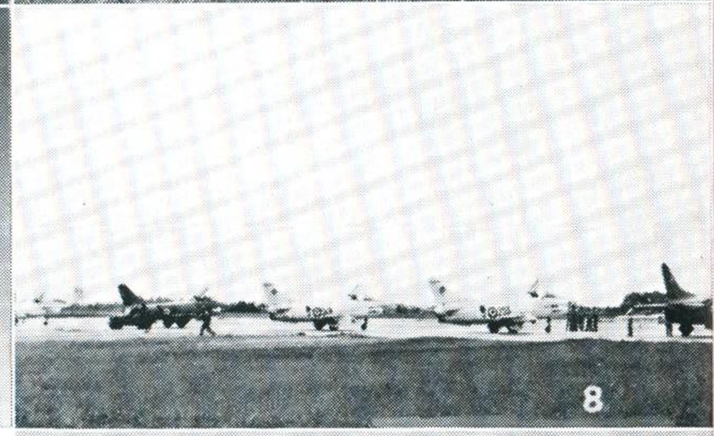

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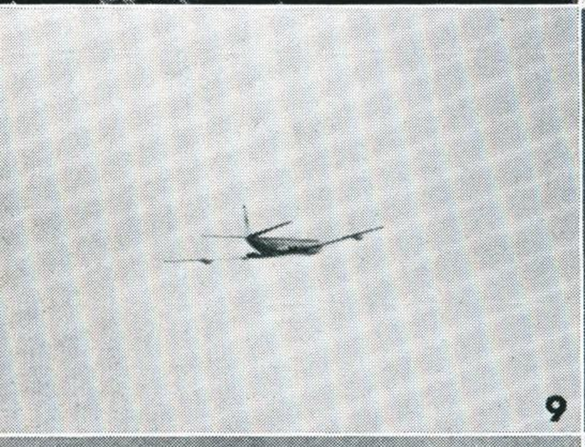

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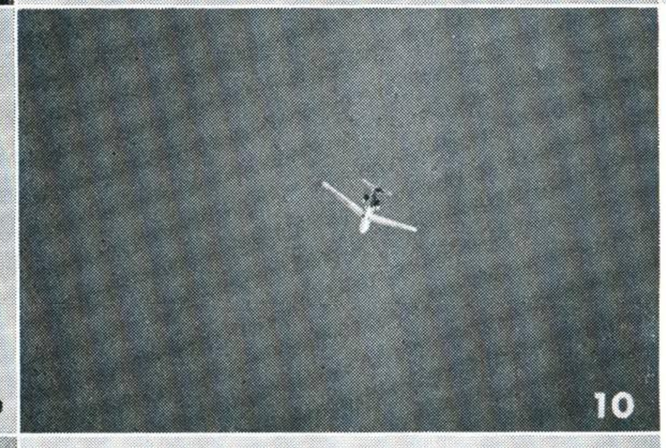

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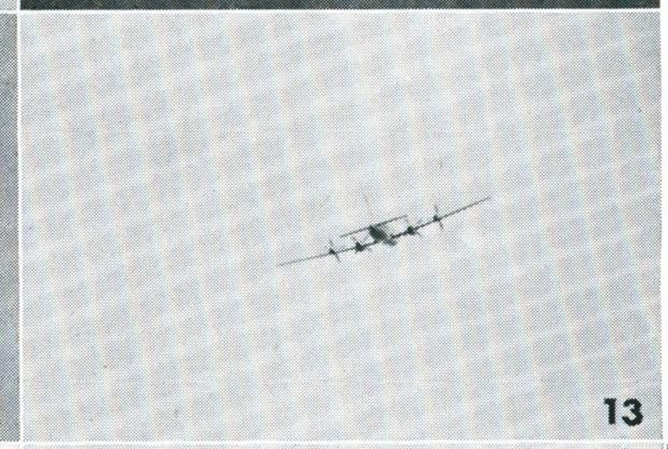

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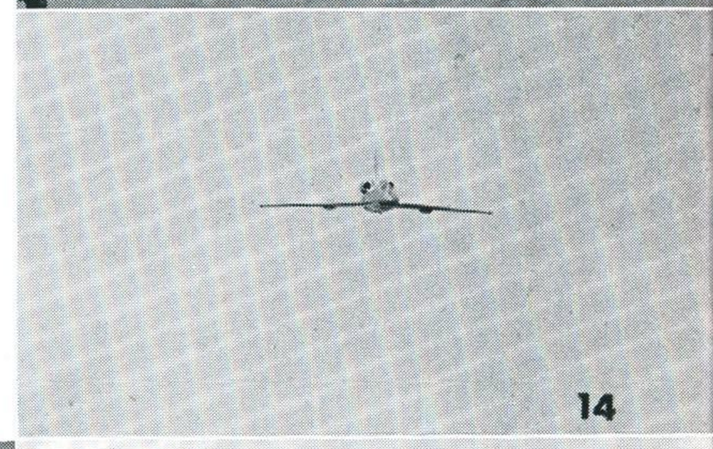

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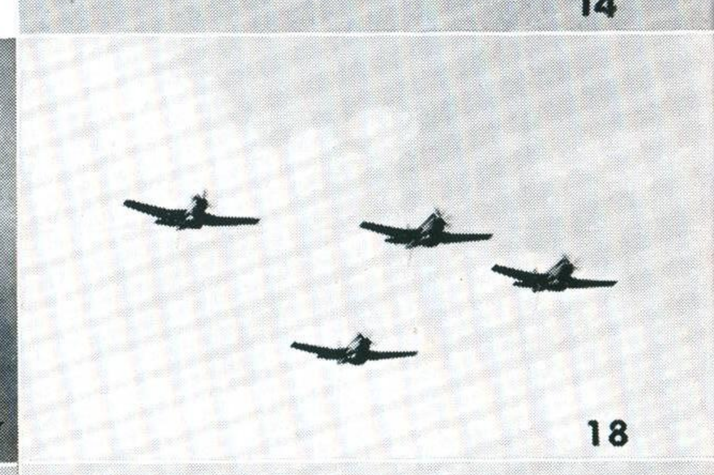

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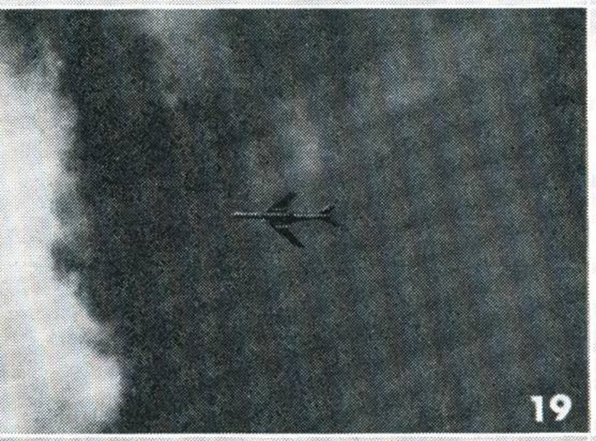

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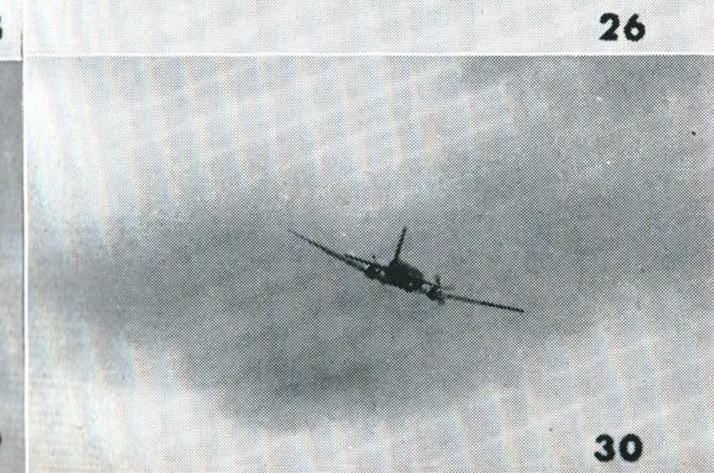

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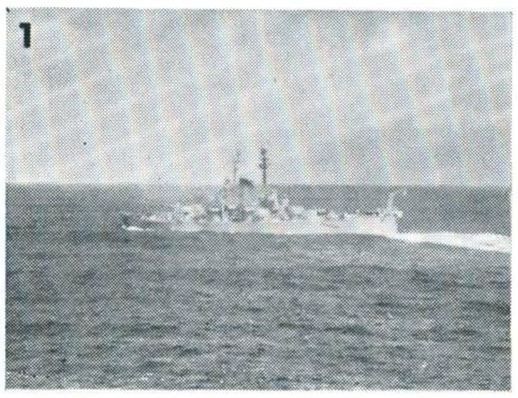

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WARSHIP IDENTIFICATION
Test No 10

British, American, Russian and Canadian warships for identification by Class, Type and Nationality.

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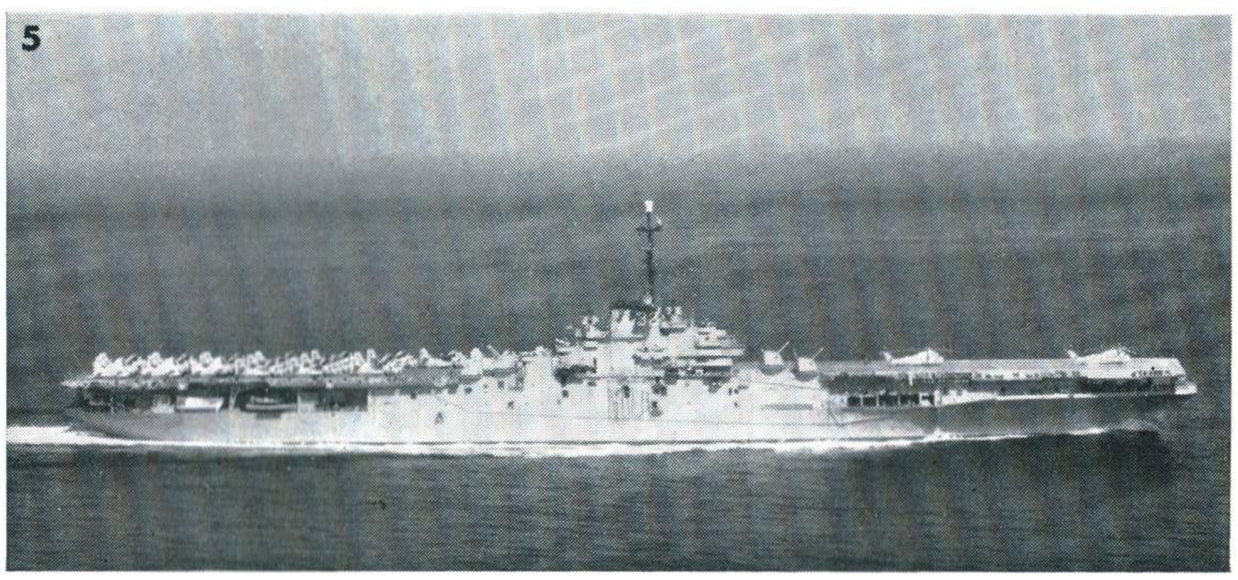
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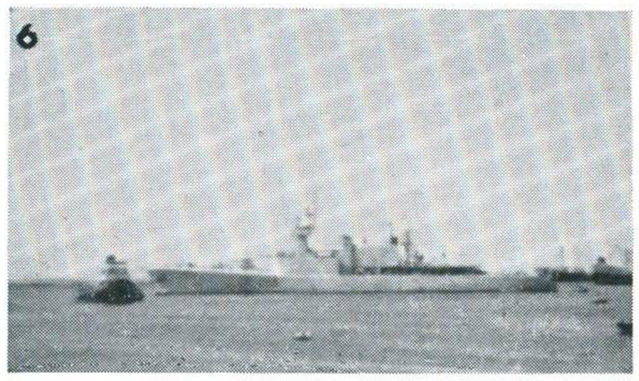
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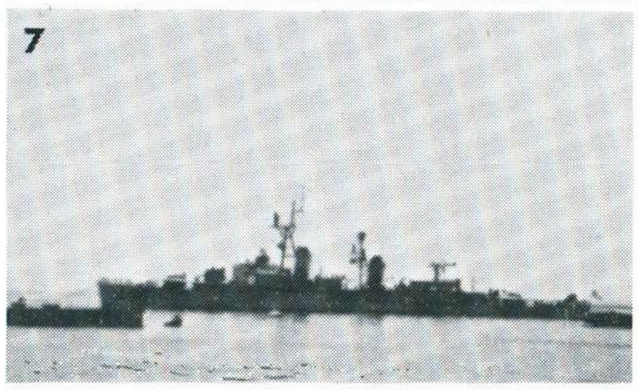
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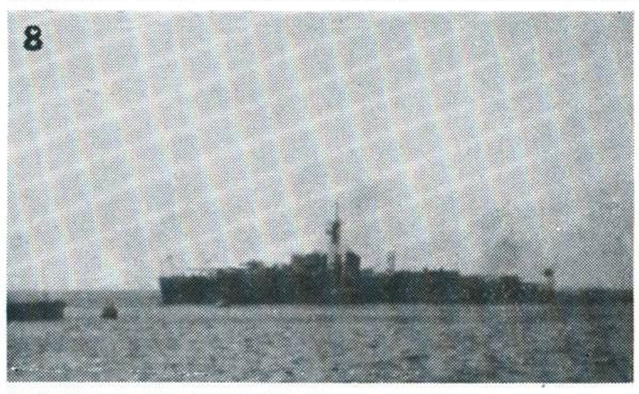
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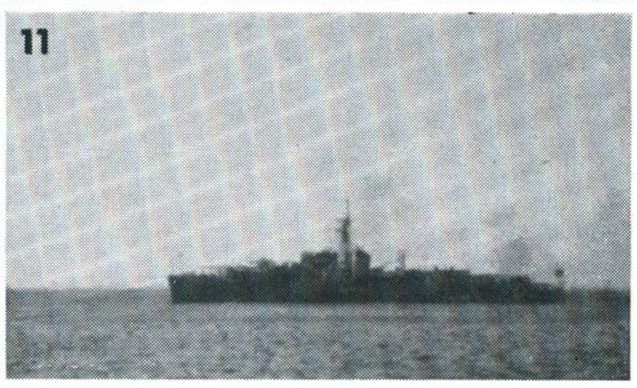
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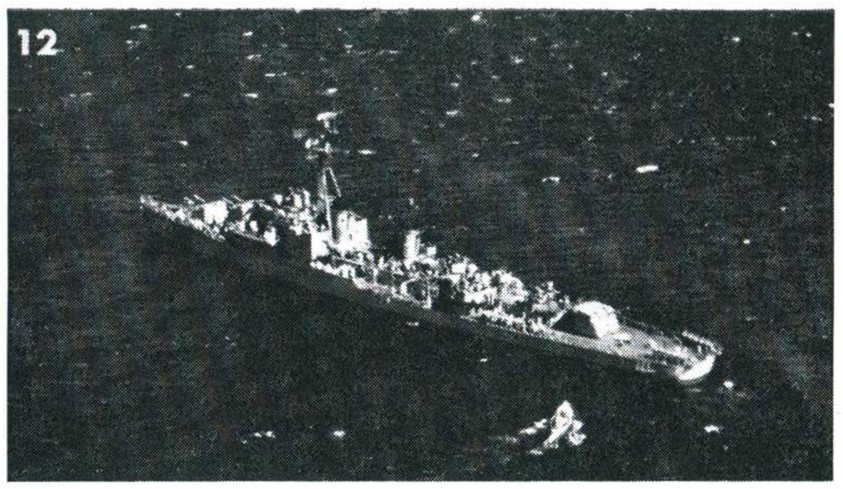
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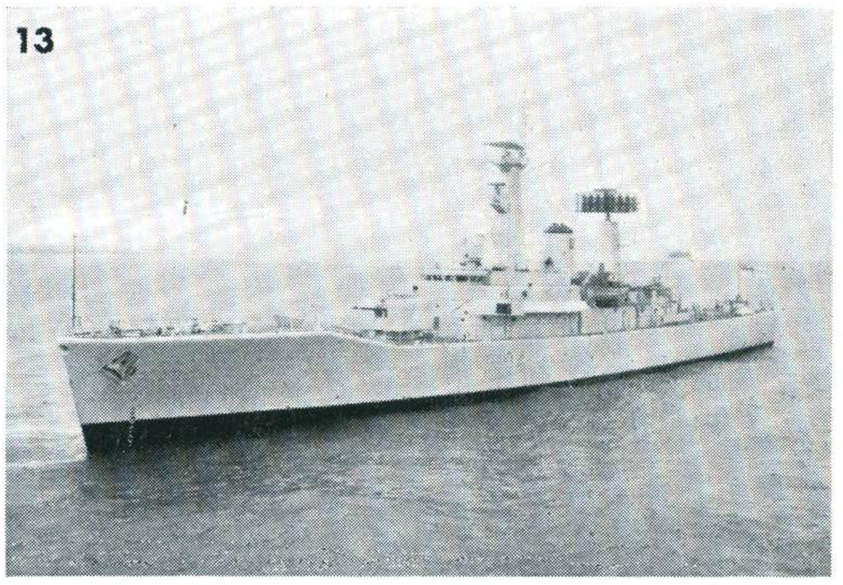
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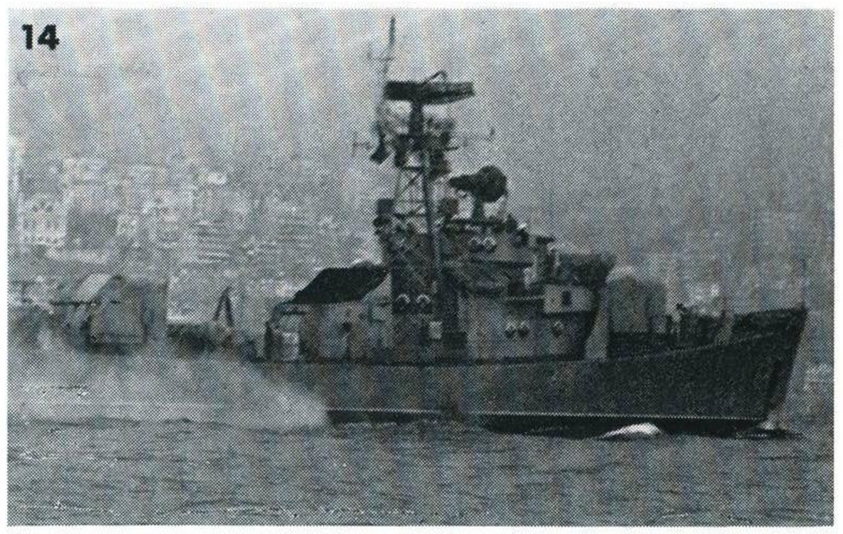
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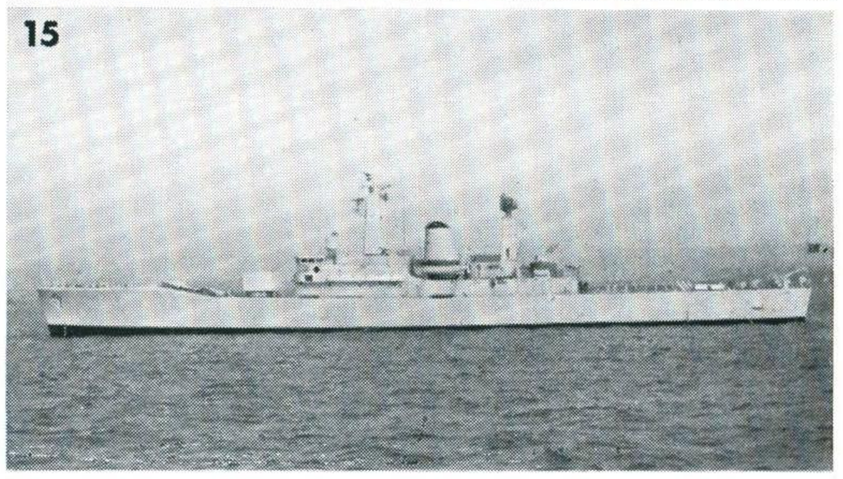
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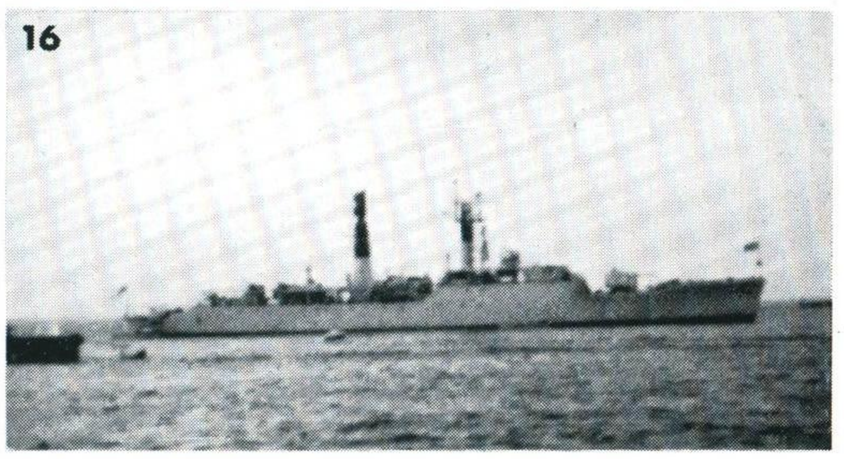
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Solutions with individual names where known on cover.

TON CLASS

Coastal Minesweepers

153 feet overall length

360 tons displacement

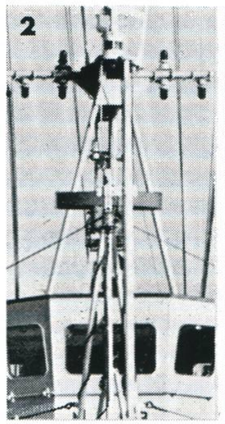


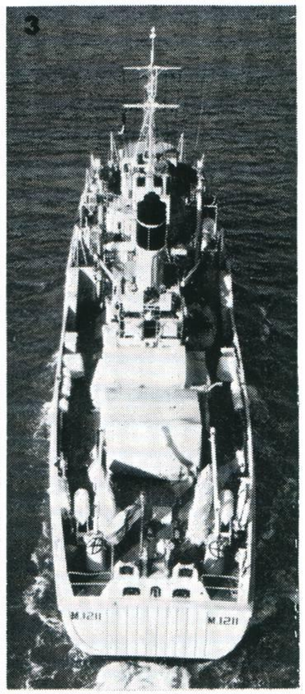


Sometimes called the Coniston Class after the first of the class completed in 1953 these coastal minesweepers, of which over 90 are in service with the Royal Navy, have come to be called Ton Class as most of their individual names end in "ton".

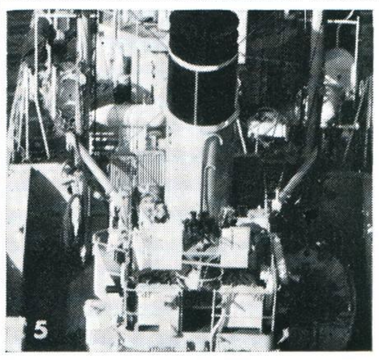
There are variations in funnel caps and masts as the keys views here and overleaf show and equipment varies according to their function of mine sweeping or hunting. Light anti-aircraft armament is fitted.





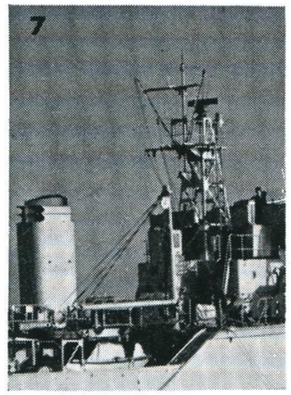


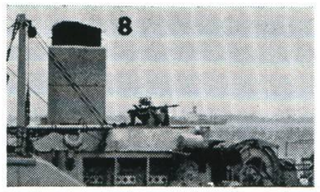


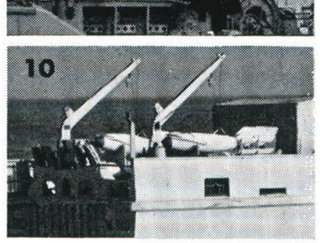




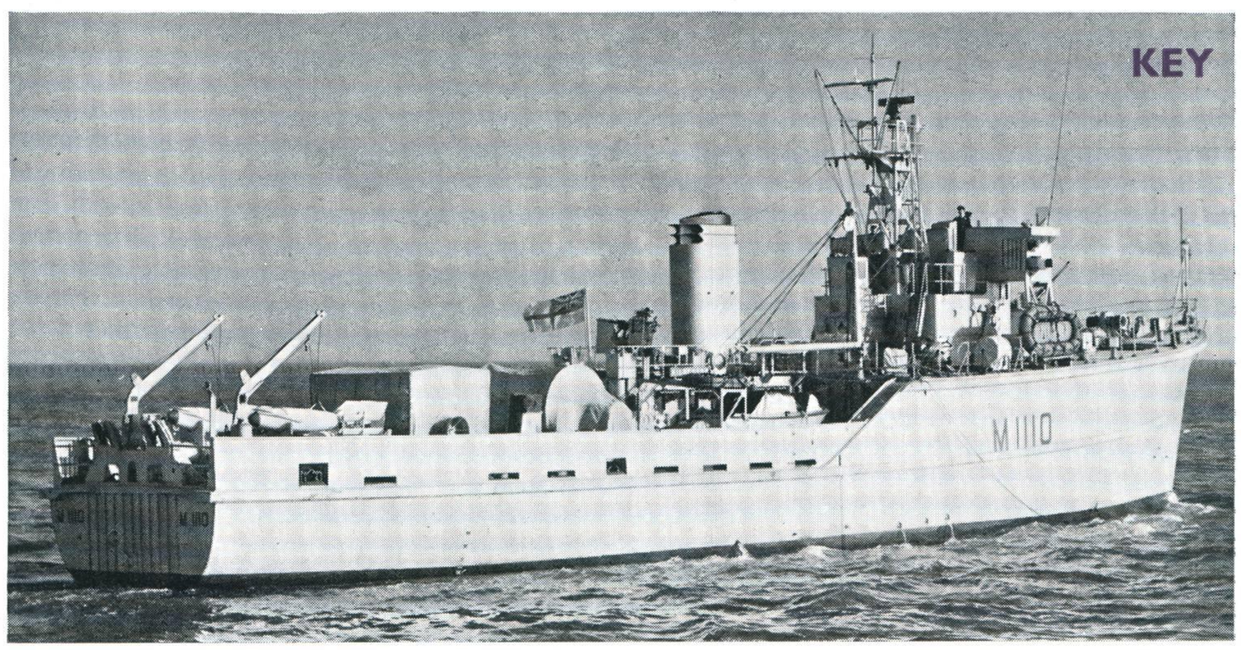




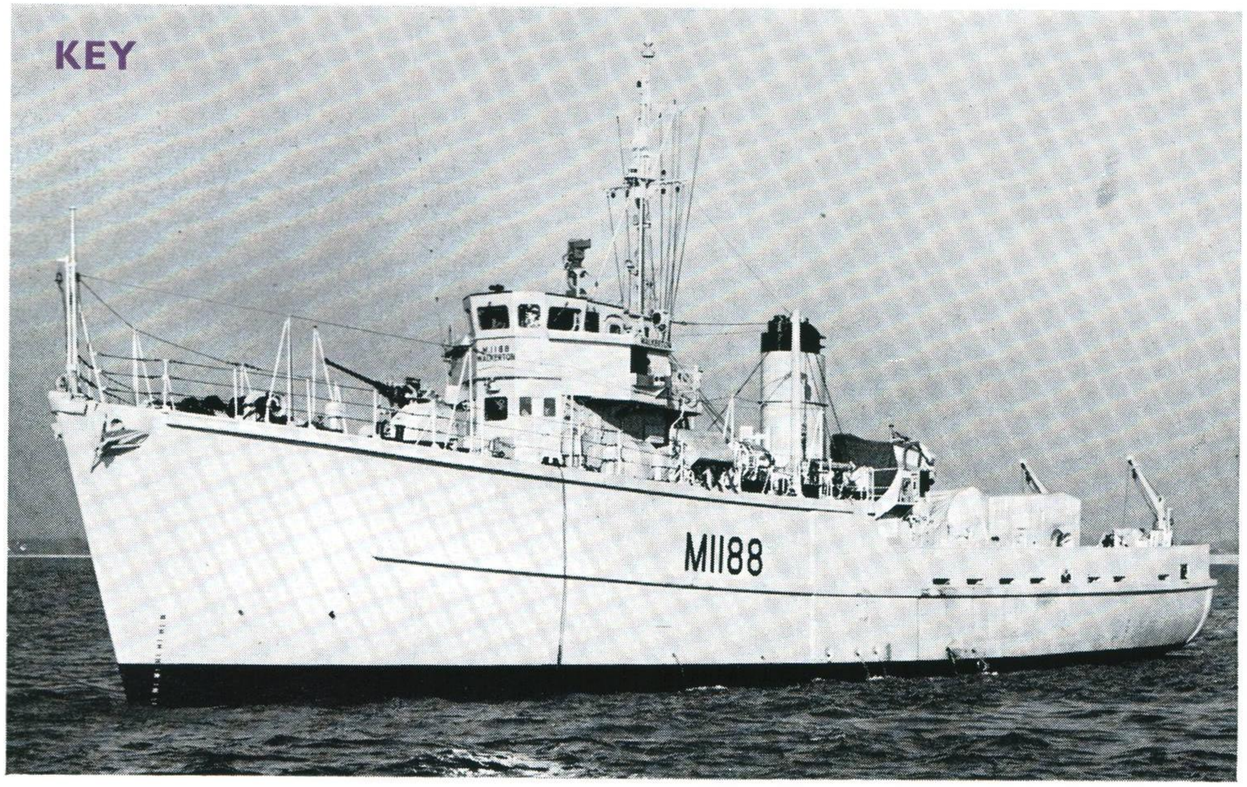








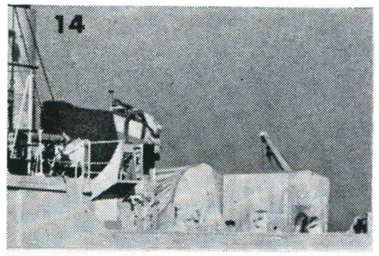
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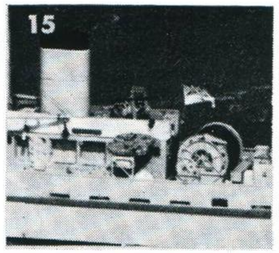


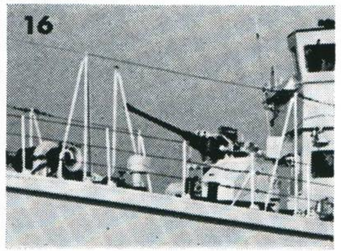

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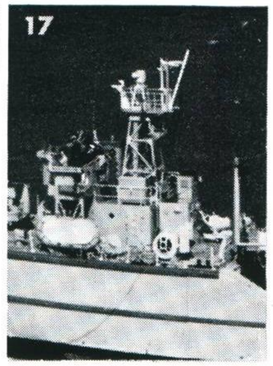

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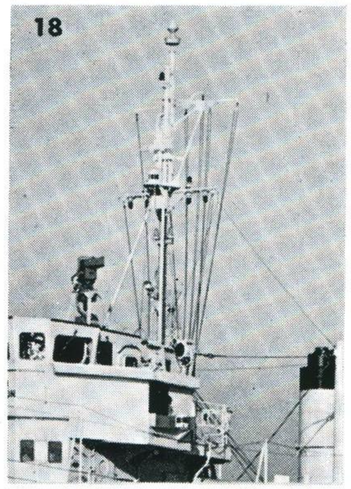

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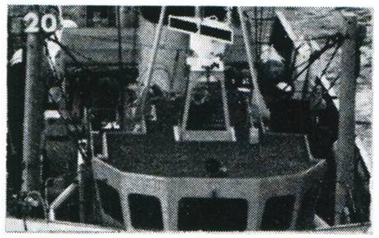

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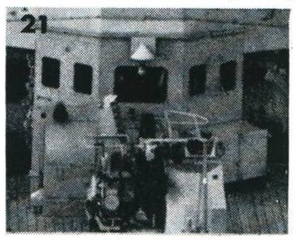

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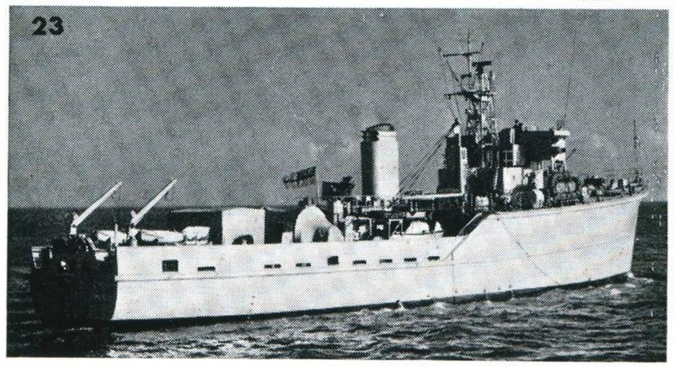

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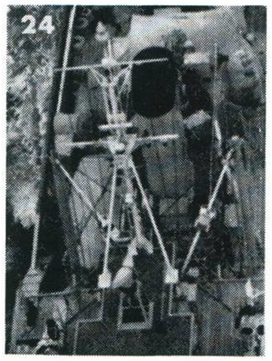

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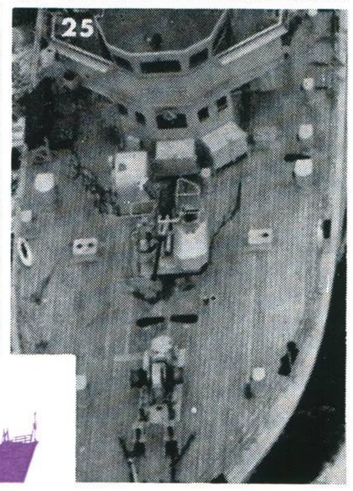

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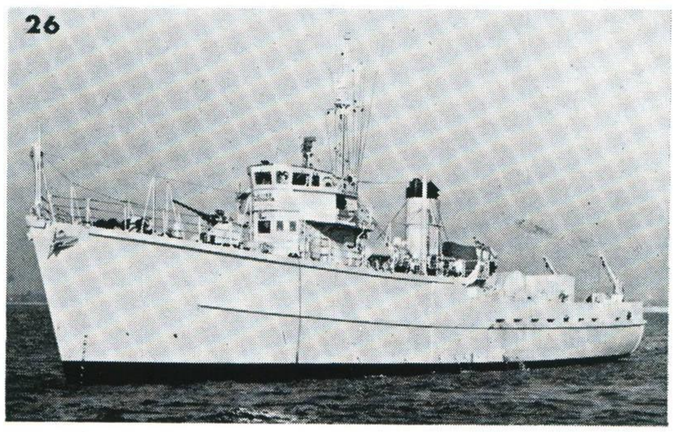

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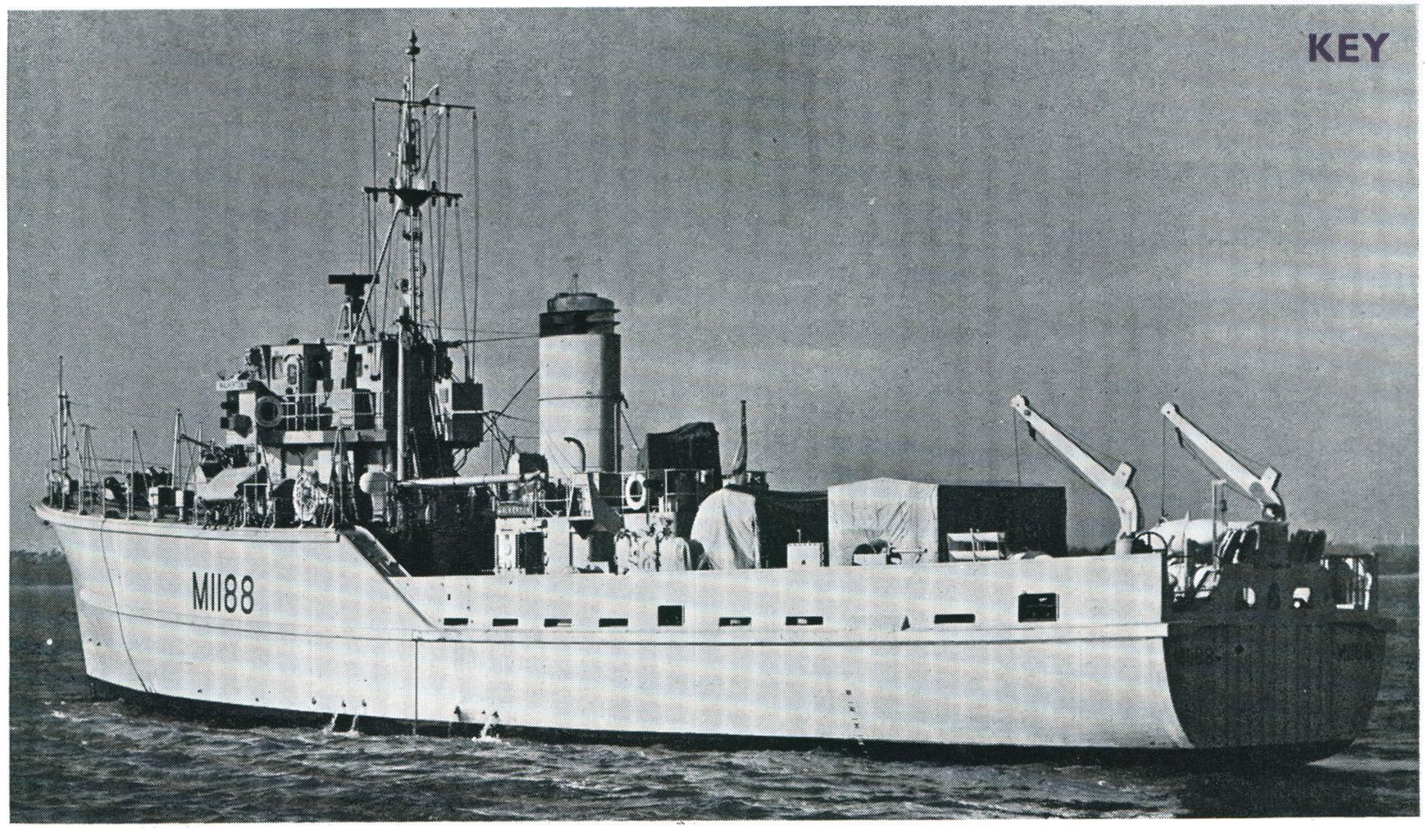

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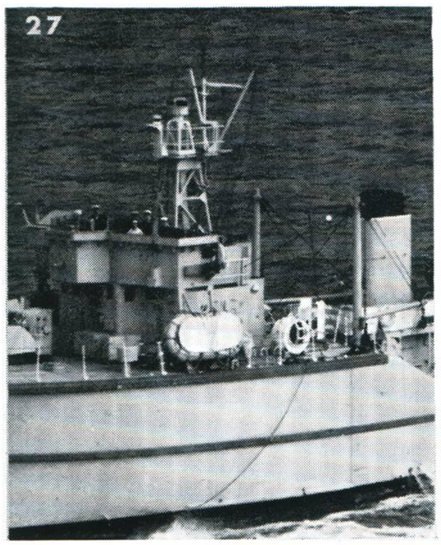


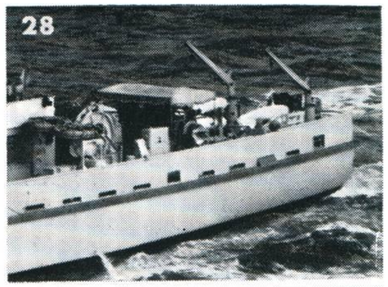
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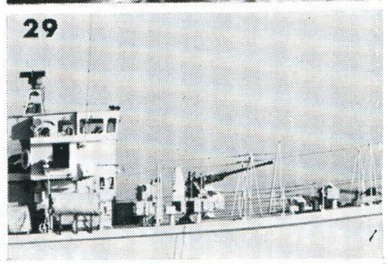
TON CLASS continued





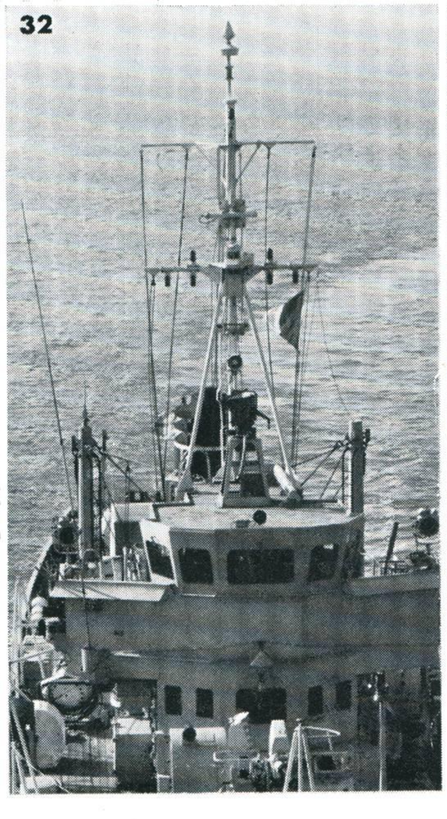


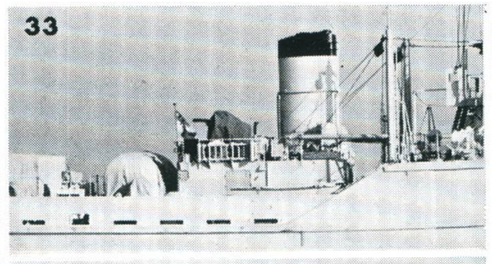
















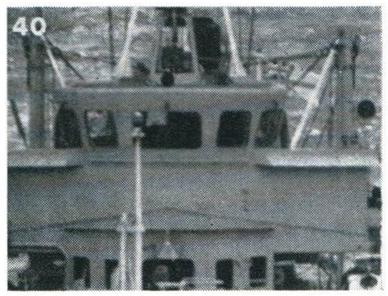



M1115


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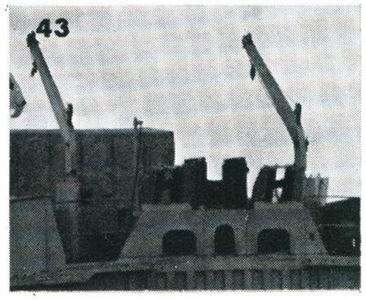

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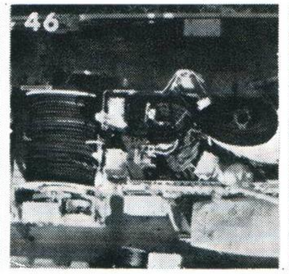

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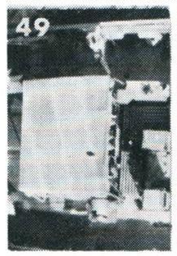

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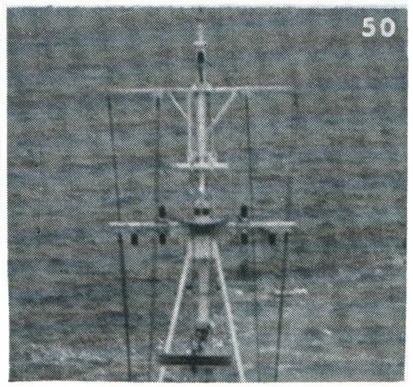

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KEY
M1130







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.

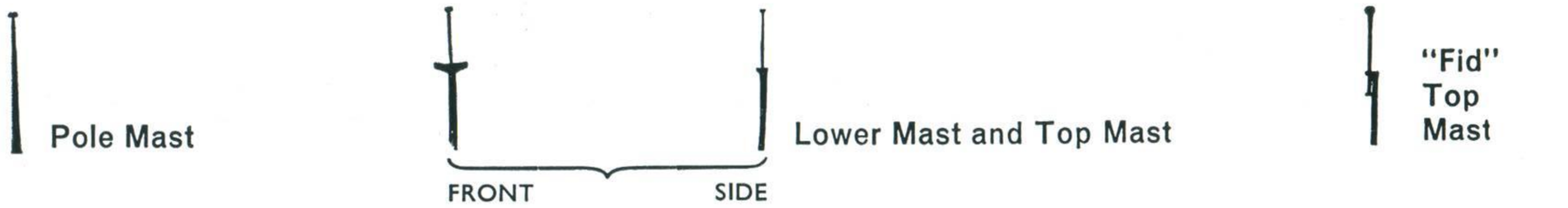
Reporting must be systematically and carefully carried out —as with recognition training procedure in other fields.

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

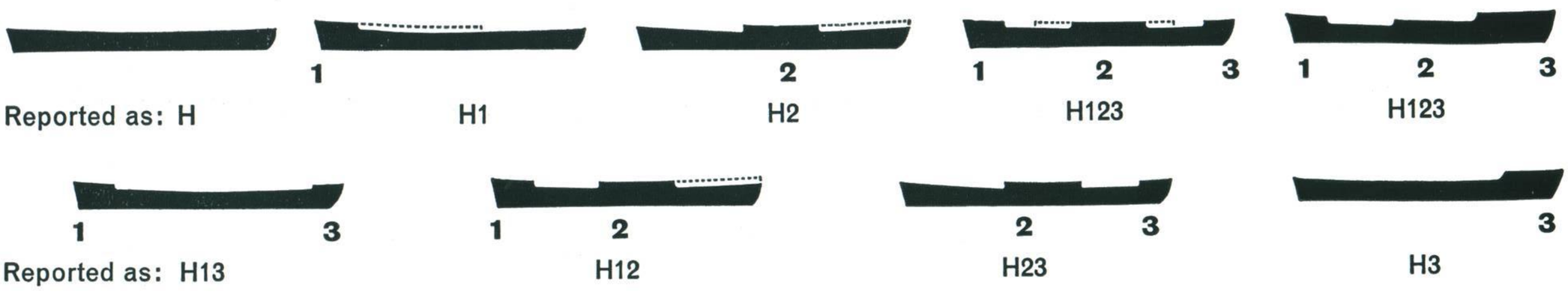


TYPES OF KINGPOSTS (Derricks stowed vertically) To be reported simply by the letter K



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

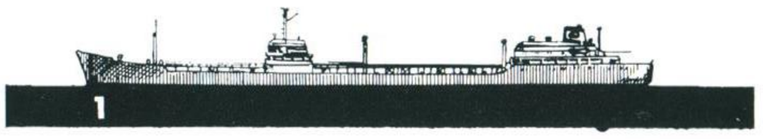


STERNS

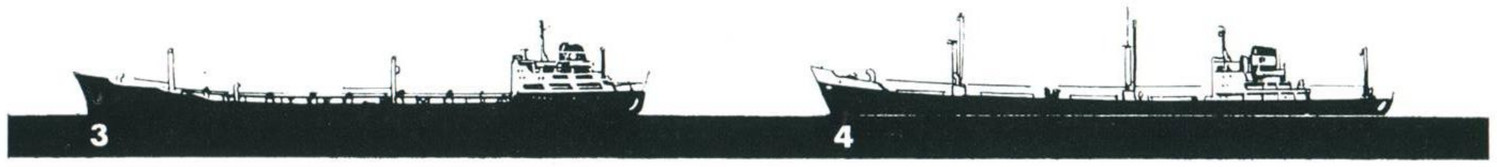


Classifying and Sizing of Merchantmen

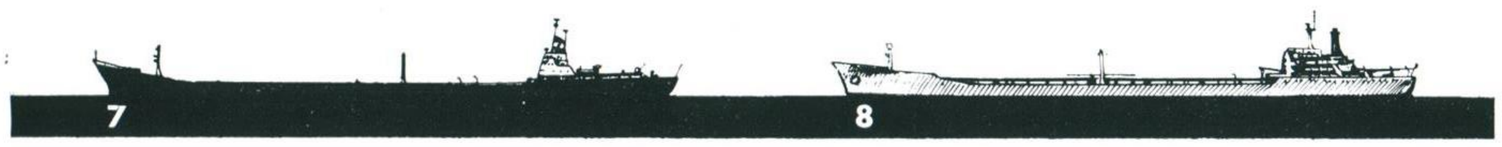
Using the Merchant Ship Initial Training System explained in full in previous editions and which is presented in abbreviated form opposite, report these ships in the following order: Sequence of Kingposts, Masts, Deck Cranes and Funnels; Hull Form, Profiles, Stem and Stern. Additionally, estimate the 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 35 targets presented.









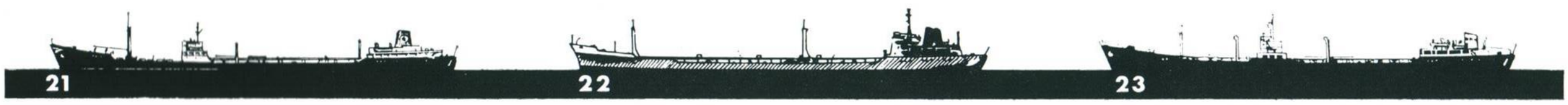








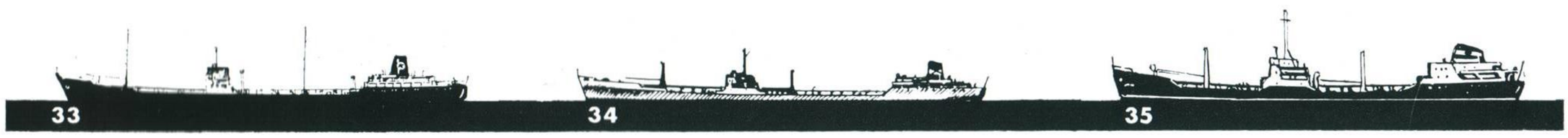














Cover Photo: The Royal Netherlands Navy's *Karel Doorman* ex-H.M.S. *Venerable* of the Colossus Class purchased from Britain in 1948 has been modernised by the fitting of an angled deck, the installation of a steam catapult and the adoption of mirror sight landing system and a modified funnel of unusual design. The normal aircraft complement consists of eight Trackers (of which two can be seen in this view) and six Wessex type helicopters.

SOLUTION AMENDMENTS

February 1966. **Junak** lesson. Target No. 8.
For **"Junak 2'** read **"Zlin Trener"** (joker)

April 1966. **Harke** lesson.
Add "and Target No. 35 which is a **Hook**"

CRUSTY

Page 116

All targets are of **Crusty** airliners except No. 23 which is a **Trident.**

MADGE

Page 118

All targets are of **Madge** flying boats except for Nos. 13, 23 and 34 which are **P-5 Marlins.**

BREWER

Page 122

All targets are of **Brewers** except for No. 14 which is a **Vautour.**

CMELAK

Page 124

All targets are of **Cmelaks** except for No. 9 which is a **Bies.**

BOEING 727

Page 126

All targets are of **Boeing 727s** except for No. 24 which is a **Trident.**

COKE

Page 128

All targets are of **Cokes** except for No. 8 which is a **Friendship.**

SOLUTIONS TO TESTS AND EXERCISES

TESTING TIME

Page 130

1 Javelin	11 Vanguard	21 Mirage III
2 Britannia C.1s	12 Trident	22 Hunter
3 C-133 Cargomaster	13 Coot	23 Beverley
4 Cleat	14 Blinder	24 Viscount
5 DC-7	15 C-133 Cargomaster	25 Canberra
6 Yukon	16 Fiat G91s	26 Buccaneer S.1
7 Shackleton M.R.3	17 Boeing 707	27 Noratlas
8 Fiat G91s	18 Gannet A.E.W.3s	28 F-8 Crusader
9 Comet 4	19 Camel	29 Draken
10 Caravelle	20 Scimitar	30 Andover (HS748)

WARSHIP IDENTIFICATION TEST No. 10

Page 131

No.	Class	Name (where known)	Type	Nationality
1	Oregon City	—	Heavy Cruiser	American
2	Typhoon	R.F.A. Typhoon	Ocean Tug	British
3	Rothesay	H.M.S. Plymouth	Anti-submarine Frigate	British
4	Battle	H.M.S. Agincourt	Destroyer	British
5	Essex	U.S.S. Leyte	Auxiliary Aircraft Transport	American
6	St. Laurent	—	Anti-submarine Frigate	Canadian
7	Frank Knox	U.S.S. Turner	Destroyer	American
8	Loch	—	Anti-submarine Frigate	British
9	Skory	—	Destroyer	Russian
10	River	H.M.S. Meon	Landing Ship Headquarters	British
11	Loch	—	Anti-submarine Frigate	British
12	Allen M. Sumner	U.S.S. Haynsworth	Destroyer	American
13	Leander	H.M.S. Dido	General Purpose Frigate	British
14	Petya	—	Frigate	Russian
15	Leander	H.M.S. Leander	General Purpose Frigate	British
16	Salisbury	—	Aircraft Direction Frigate	British
17	Restigouche	H.M.C.S. Chaudiere	Anti-submarine Frigate	Canadian

TON CLASS COASTAL MINESWEEPERS

Page 132

All targets are of **Ton Class Vessels** except No. 45 which is a Soviet **T43 Class Fleet Minesweeper.**

A.F.V. IDENTITY TEST

Page 138

1	Saracen	Armoured Personnel Carrier	British
2	T10	Battle Tank	Russian
3	ZSU 57	Self-propelled Anti-aircraft Gun	Russian
4	M41	Light Tank	American
5	M47	Medium Tank	American
6	BTR 152	Armoured Personnel Carrier	Russian
7	Panhard EBR	Armoured Car	French
8	M48	Medium Tank	American
9	SU 60	Armoured Personnel Carrier	Japanese
10	AMX 13	Light Tank	French
11	Panhard EBR	Armoured Car	French
12	M48	Medium Tank	American
13	Panhard EBR	Armoured Car	French
14	M48	Medium Tank	American
15	BTR 152	Armoured Personnel Carrier	Russian
16	BTR 50 P	Armoured Personnel Carrier	Russian
17	M48	Medium Tank	American
18	M46	Medium Tank	American
19	Panhard EBR	Armoured Car	French

CLASSIFYING AND SIZING OF MERCHANTMEN

Page 137

No.	Sequence	Hull	Profile	Stem	Stern	G.R. Tons	Overall Length	Type	Name
1	KMKKFK	H123	P3	B2	S2	31,700	742	Tanker	Esso Bremen
2	KMKF	H123	P3	B2	S2	13,300	560	Tanker	Queda
3	KKMFK	H13	P4	B2	S2	11,400	538	Tanker	Spervik
4	KMMFK	H1	P2	B1	S3	7,900	460	Cargo	Avisfaith
5	KMKFK	H123	P3	B2	S2	20,500	662	Tanker	Atlantic Unity
6	KMKF	H13	P3	B2	S3	35,800	818	Tanker	Agrigentum
7	KKMF	H12	P4	B2	S3	30,100	760	Tanker	Sinclair Venezuela
8	KKMF	H13	P4	B2	S2	33,600	746	Tanker	Armagnac
9	MMKF	H13	P3	B2	S2	22,000	665	Tanker	Shell Arimare
10	KMKF	H13	P3	B2	S3	21,300	665	Tanker	Pekin
11	KMKF	H13	P3	B2	S2	31,300	750	Tanker	Ondina
12	KMKF	H13	P3	B2	S2	42,100	818	Tanker	Sepia
13	KKKMFK	H13	P4	B2	S2	31,200	737	Tanker	Altair
14	KMKFK	H12	P3	B2	S2	33,700	786	Tanker	Reza Pahlavi
15	KMKF	H123	P3	B2	S2	13,000	559	Tanker	Maloja
16	KMKFK	H13	P3	B2	S2	37,900	844	Tanker	Olympic Challenger
17	MMKKF	H123	P3	B2	S2	12,800	549	Tanker	Mobil Acme
18	KKMKF	H123	P3	B2	S2	12,100	547	Tanker	El Lobo
19	MKMF	H13	P4	B2	S3	20,400	699	Tanker	Stanvac Horizon
20	KKMF	H13	P4	B2	S2	24,300	690	Tanker	Malwa
21	MKKF	H123	P3	B2	S2	14,400	575	Tanker	Texaco London
22	KKMFK	H13	P4	B2	S3	20,900	685	Tanker	Barendrecht
23	KKMKF	H123	P3	B2	S3	12,400	565	Tanker	Brezza
24	KMKFK	H123	P3	B2	S2	24,500	696	Tanker	Caroline Maersk
25	KMKF	H1	P3	B2	S2	65,700	940	Tanker	Manhattan
26	KMKF	H123	P3	B2	S3	20,700	666	Tanker	Giuseppe Garibaldi
27	KMKF	H123	P3	B2	S2	20,700	666	Tanker	Aretusa
28	KKF	H13	P4	B2	S2	31,300	748	Tanker	Onoba
29	KMKF	H123	P3	B2	S2	20,200	666	Tanker	Agios Vlasios V
30	KMKF	H13	P3	B2	S2	12,900	580	Tanker	Bauska
31	MMKKF	H123	P3	B2	S2	23,700	690	Tanker	Esso Liverpool
32	KMKKF	H123	P3	B1	S2	26,300	745	Tanker	Pennsylvania Sun
33	MKMKF	H123	P3	B2	S2	11,900	545	Tanker	Caltex Liege
34	KMKF	H123	P3	B2	S2	14,200	581	Tanker	Orlando
35	KMKF	H123	P3	B2	S2	3,800	359	Tanker	Campoalegre

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