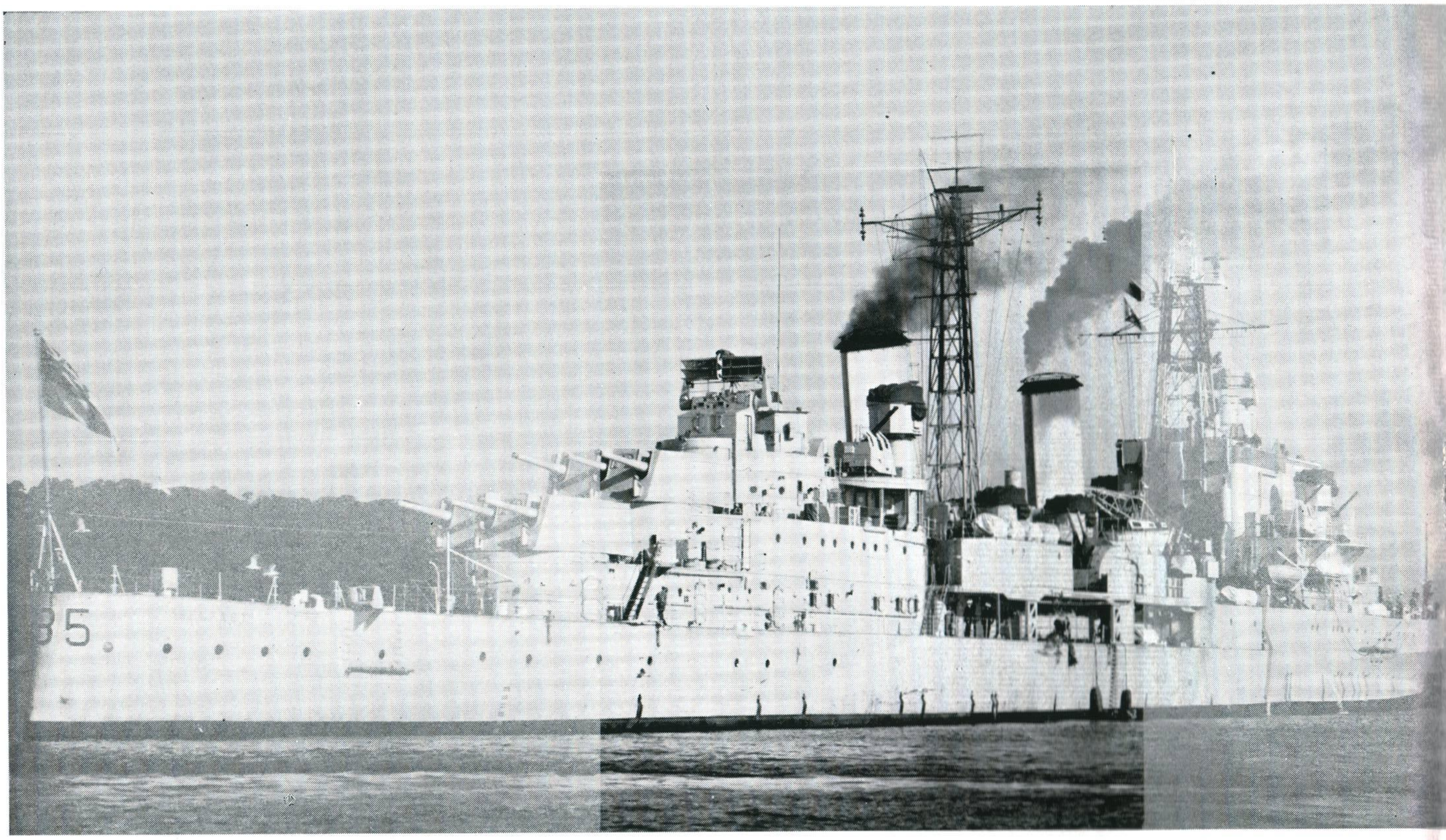
JOINT SERVICES

RECOGNITION *Journal*



Vol. 22 MAY 1967 No. 5



"Seeing the part within the whole"—a visual explanation of the use of "bits and pieces" for identification (see opposite)



MAY 1967 Vol. 22 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 Technology. 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*

IDENTITY TRAINING—PART ONE

Getting clued up — and how!

From time to time we receive complaints that this or that lesson in the *Journal* contains a picture "of no training value" and the writer usually explains "we never see a tank (ship or aeroplane) like that". The criticism is applied mainly to those lessons we make in which we select sections of a vehicle (or ship or aircraft) and use them as targets.

It is true that we may not see a part of a tank or aircraft just as we show it in some of the lessons, but we do not use these "bits or pieces" to be learned as such. Their function is to induce the reader to search the key—or other targets already known—so as to see the portion within the whole: it is the key view which does the training in this case. At the same time the trainee cannot help absorbing other characteristics, and over the whole lesson, a familiarity with the complete object is quickly achieved.

It is, however, one thing to be familiar with but quite another to be able to *identify* individual objects, so, as each target is identified the name must be written down as explained.

This technique aims, in short, to train to identify by acts of identifying and all the work is done by the pupil himself. He is challenged to solve a number of problems in identification by searching amongst clues. This is done by his own efforts, and learning is largely unconsciously done and usually gives great satisfaction. After a time keys and clues are used less and less and eventually not at all, and identification becomes automatic.

In this kind of training two main psychological principles are involved.

(*a*) Ability to identify visually can be aquired through visual experience. In everyday life we do not learn to recognise and identify people by memorising features or listening to talks about them. If visual experience is cleverly presented and related to acts of naming, most of the learning is subconscious.

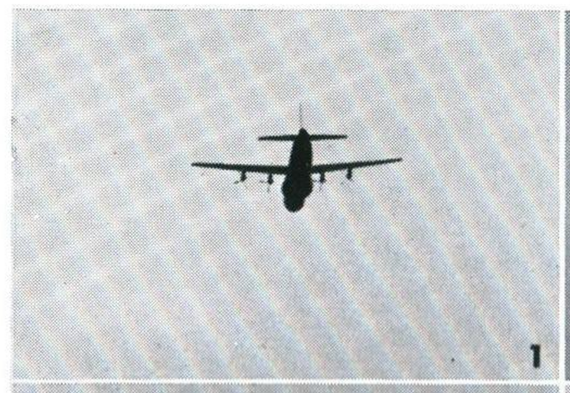
(*b*) In addition having something interesting to look at, pupils should be active—not just passive recipients of information. This is the weakness of films and illustrated magazines, excellent and informative though many of them are; they give the information but the pupils are passive. In the Sargeant System of Aircraft Identification Training as it is called, pupils also have something interesting to look at, but at the same time they are challenged to find the answer for themselves by using the key pictures and the clues which have been provided. Thus they learn without being aware that they are learning, and they have the satisfaction of accomplishment right from the start.

The system consists of a series of identification lessons which are issued monthly in this *Journal*. Each lesson usually covers one specific type of aircraft, ship or armoured fighting vehicle. There are two component parts to each lesson. The first part provides carefully selected pictures or silhouettes of a chosen subject (key information) showing its appearance, and a brief word sketch about the subject. The second part consists of a comparatively large number (30 to 50) unknown views of the subject or of small sections of it (target views) in which are interspersed "jokers", or views of different but similar subjects. The student is required to use the "key information" to decide which of the "target views" are of the chosen subject and which are the "jokers". In making his decision, he must refer back to the key information and to other known targets as often as possible and, in fact this cross-referring provides the essential element of his training. The process of cross-referring and naming continues until the student has successfully identified all the target views. For

concluded on page 117

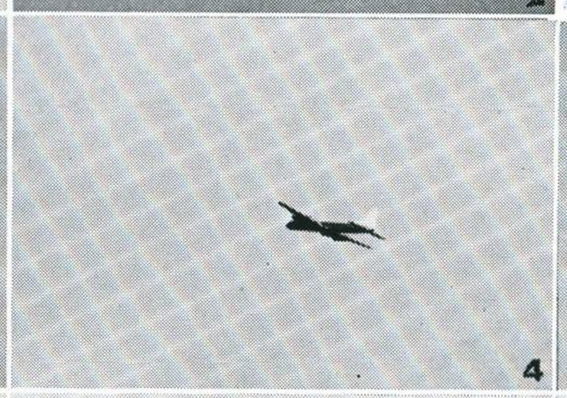
TESTING TIME

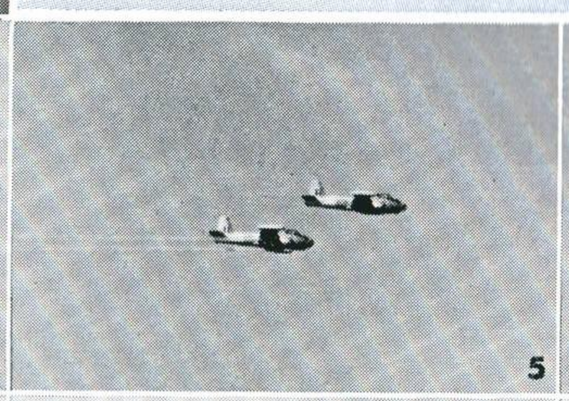
Solutions on the cover.

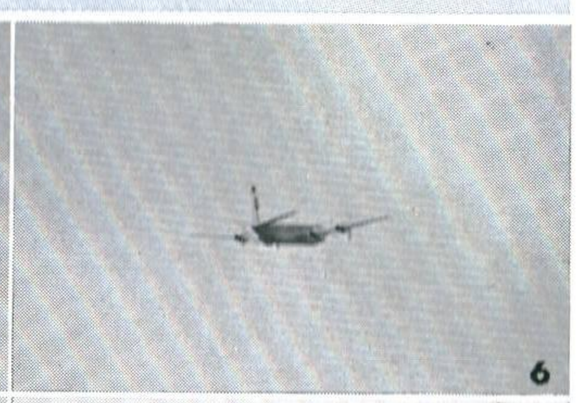

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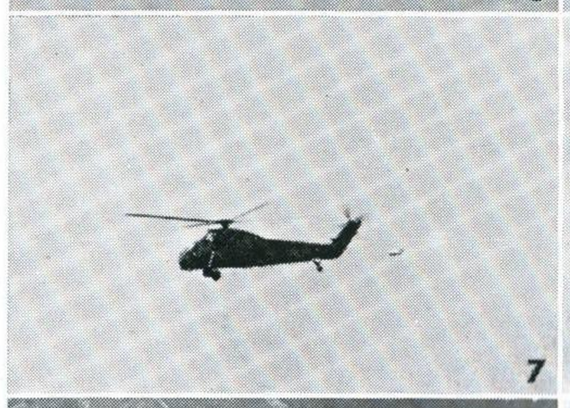

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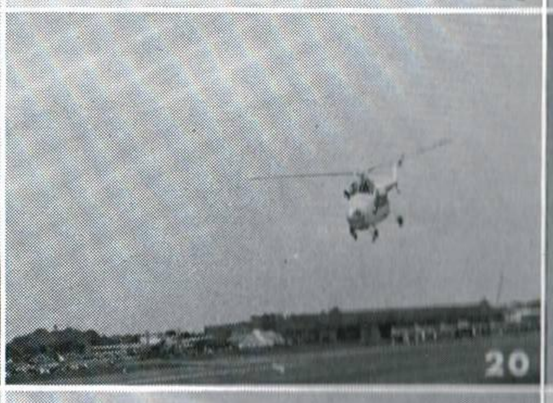

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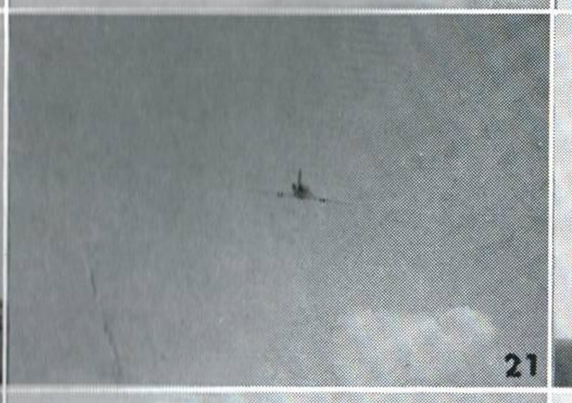

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The Nimrod Mk. I is the world's first four jet maritime reconnaissance aircraft and will replace the earlier marks of Shackletons in R.A.F. Coastal Command. The aircraft is equipped with specialised search and navigational equipment for its maritime duties. Every comfort and convenience, including galley and rest facilities, is provided for the crew of eleven. Nimrod Mk. I is based on the Comet 4C, but with a slight reduction in the fuselage length and increase in fuselage depth.

BOOK REVIEW

The Observer's Book of Aircraft : Published by Frederick Warne. 288 pp. Illustrated. 6/-.

Whichever way you look at it, *The Observer's Book of Aircraft* is well worth 6/-. It is accurate, well illustrated and as a pocket book could scarcely contain more information unless it has to include a note with each aircraft as to the countries and/or Services using it. The silhouettes are a bit too "lined" for all but the enthusiast, though it is the enthusiast for which it caters. There are many users particularly in the Services who find too many lines confusing, Still, these are minor things : there is value for money in the 1967 Edition of the Observer's Handbook. C. E. S

***Getting Clued Up*—continued from page 115**

most students, each lesson will take approximately 15–20 minutes. But if it takes longer, not to worry, the speed of working soon increases.

It will be appreciated that the function of the instructor in this kind of training is not a teaching one. The pupils virtually teach themselves though the instructor must be alert to their needs. He must supply them with further training material as the need arises, supervise and correct their efforts and be available to discuss difficult points and answer questions.

Lessons instructions in detail appear on page 117. They must be adhered to if there is a serious training intent.

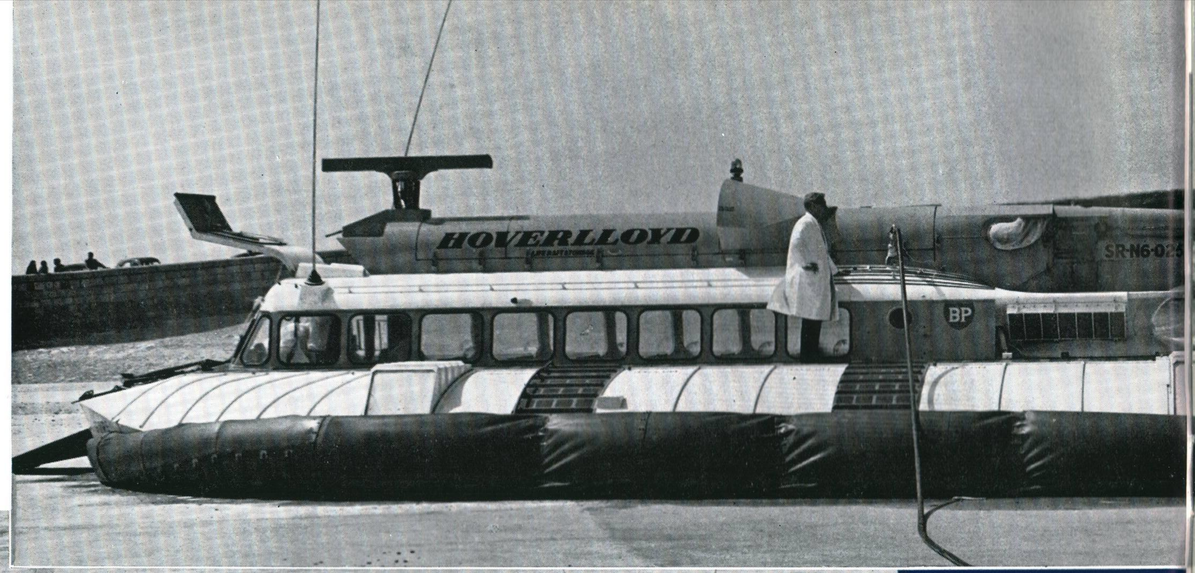
Lesson Instructions

Identity Training is a matter of "doing", not of gathering information. Submit to the instructions given below in every lesson and the ability to identify will become automatic.

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. The procedure will take care of that. Do not attempt to 'do' it without the key too soon, wait until it is self-evident.**

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.**

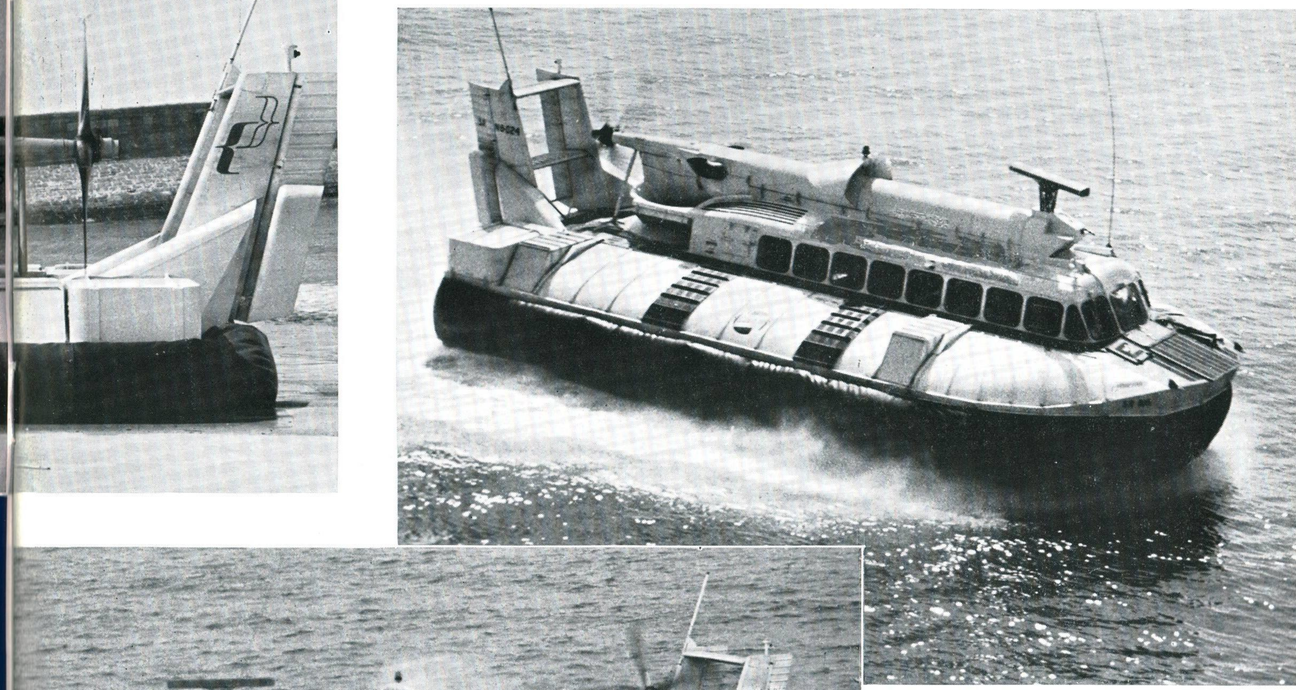




SRN6

Ordered by the M.O.D., the military SR.N6 incorporates all the proven systems and components used in the commercial SR.N6 and can maintain its performance in arctic conditions.

hovercraft

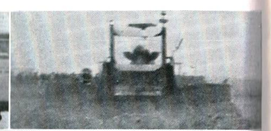


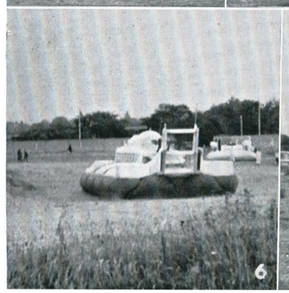


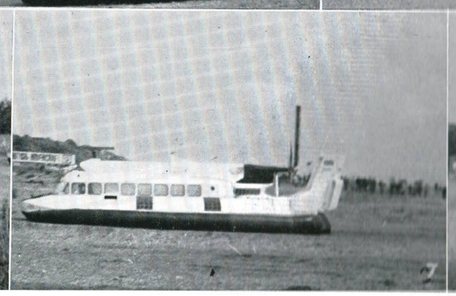










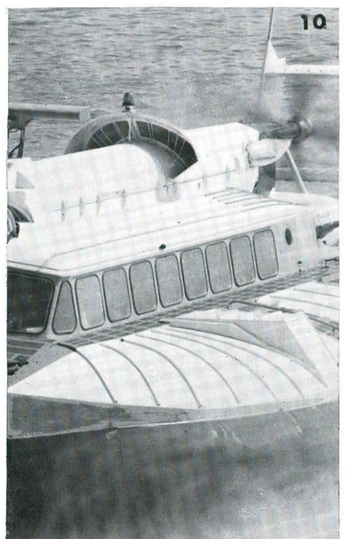




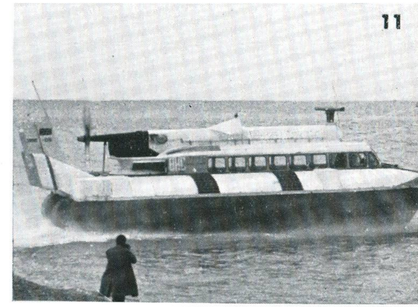


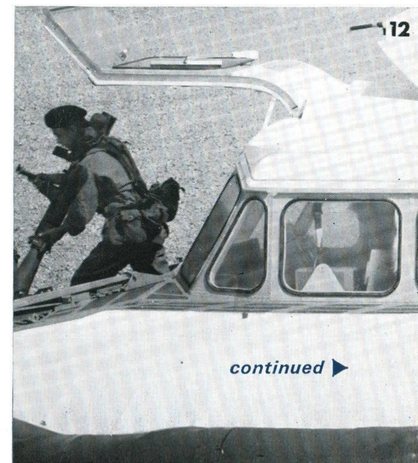






Lesson rules are on page 117





continued ▶

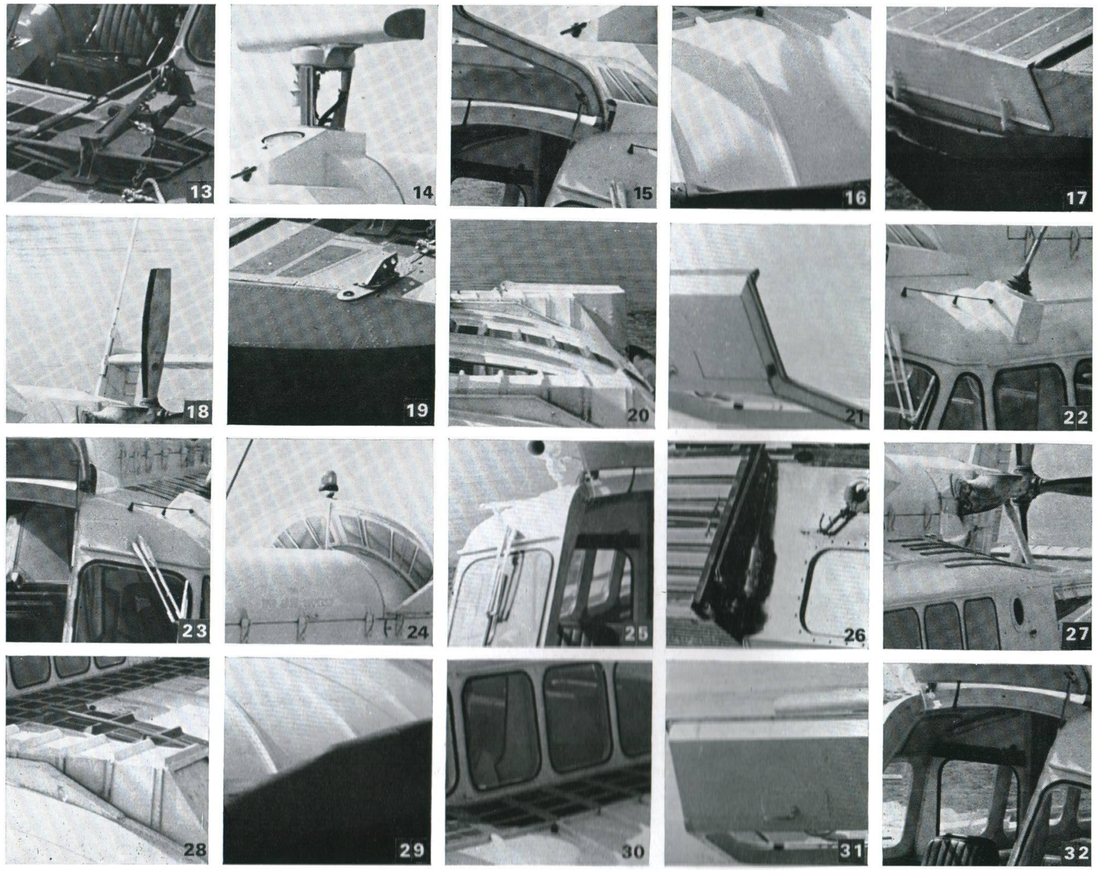


SRN 6 hovercraft

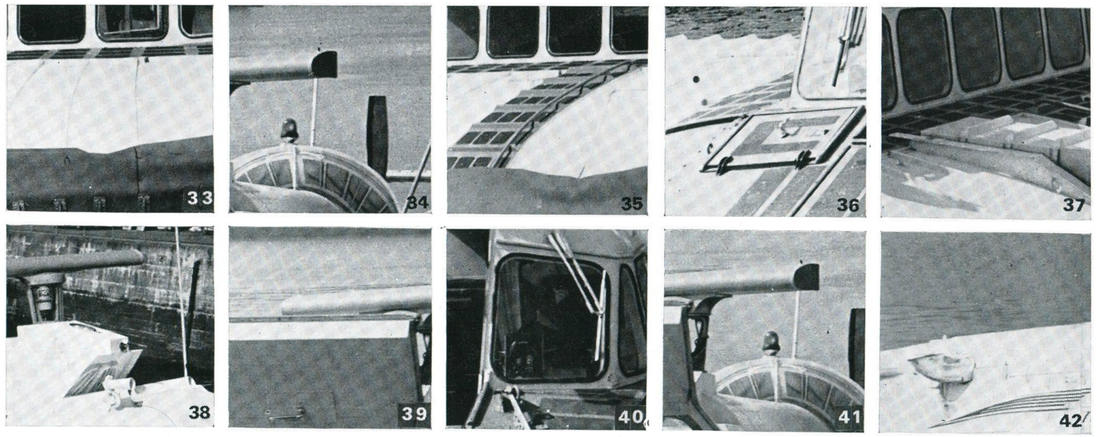




Work to lesson rules on page 117



Solutions on the cover





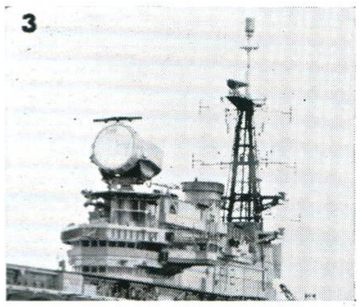
H M S HERMES *was laid down in 1944 as the name ship of a class which originally included "Centaur", "Albion" and "Bulwark" and a development of the "Colossus" and "Majestic" Classes with a higher speed to enable them to operate with a task force. Her design was so modified however, that upon completion in 1959 she was an entirely different ship. Amongst others she incorporated five post-war developments : the angled deck, steam catapults, mirror deck-landing sights, deck-edge lifts and 3-D Radar.*



H M AIRCRAFT CARRIER "HERMES"

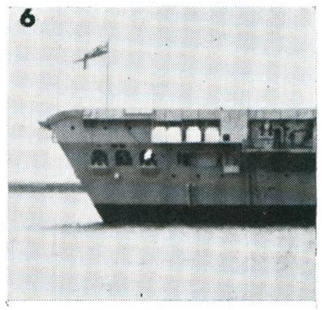


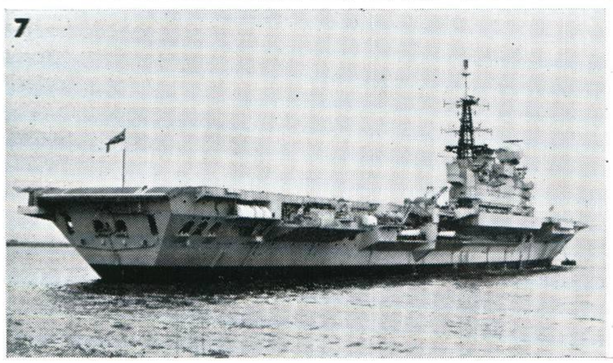














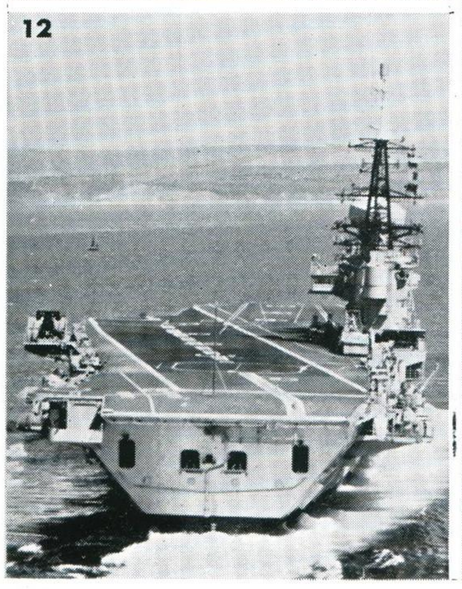


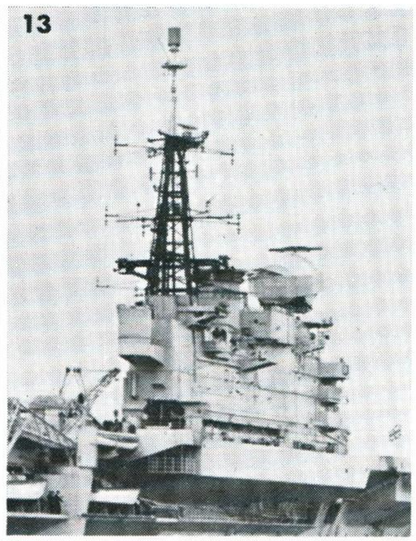
During 1964–1966 she underwent a £10,000,000 re-fit when living conditions were improved, her beam was extended and two "Seacat" guided missiles were installed. Built by Vickers-Armstrong at Barrow-in-Furness, her overall length is 745 feet, her extreme breadth 160 feet on a hull with 90 feet beam, and her draught, 28 feet. The full load displacement is 27,800 tons. Geared steam turbines developing 78,000 shaft horse-power on twin screws give a service speed of 28 knots. Her full complement is about 1,800 or 2,100 with air squadrons. At present she has accommodation for 22 aircraft and 8 helicopters.

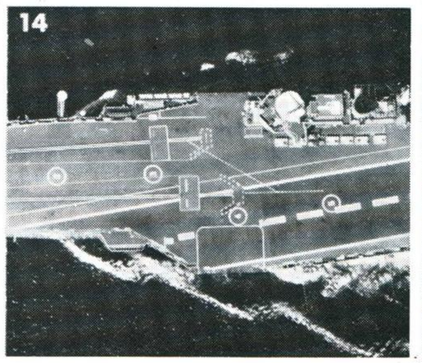
Principal point of recognition is her exceptionally small funnel set well aft on the superstructure with lattice mast aloft. Her Pendant number is R 12 and deck landing letter—H.

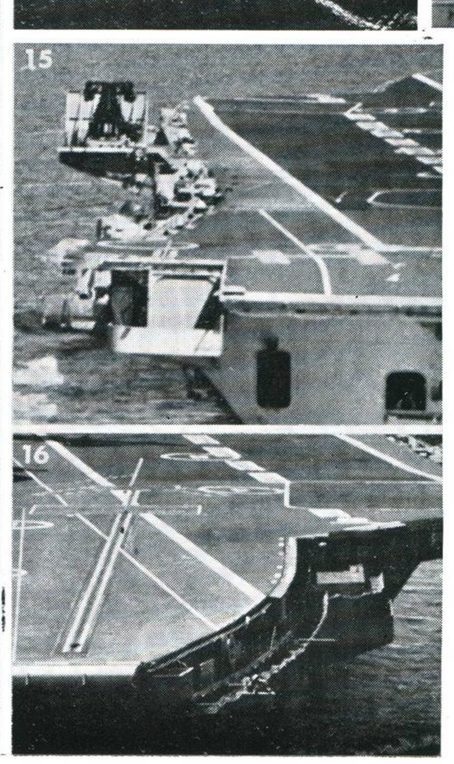






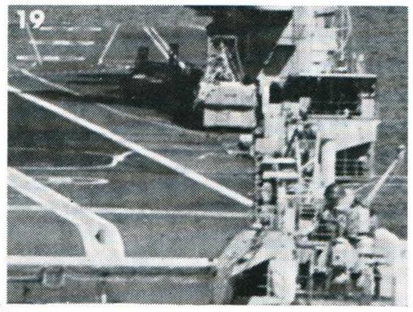




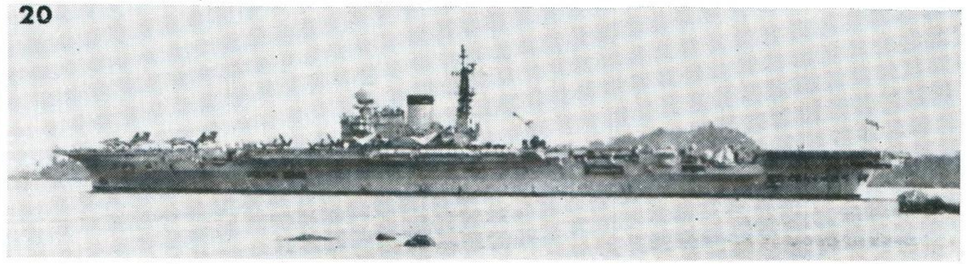


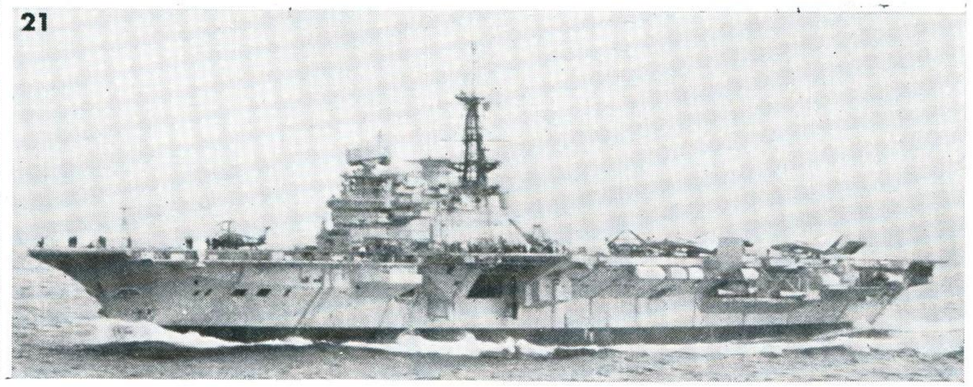


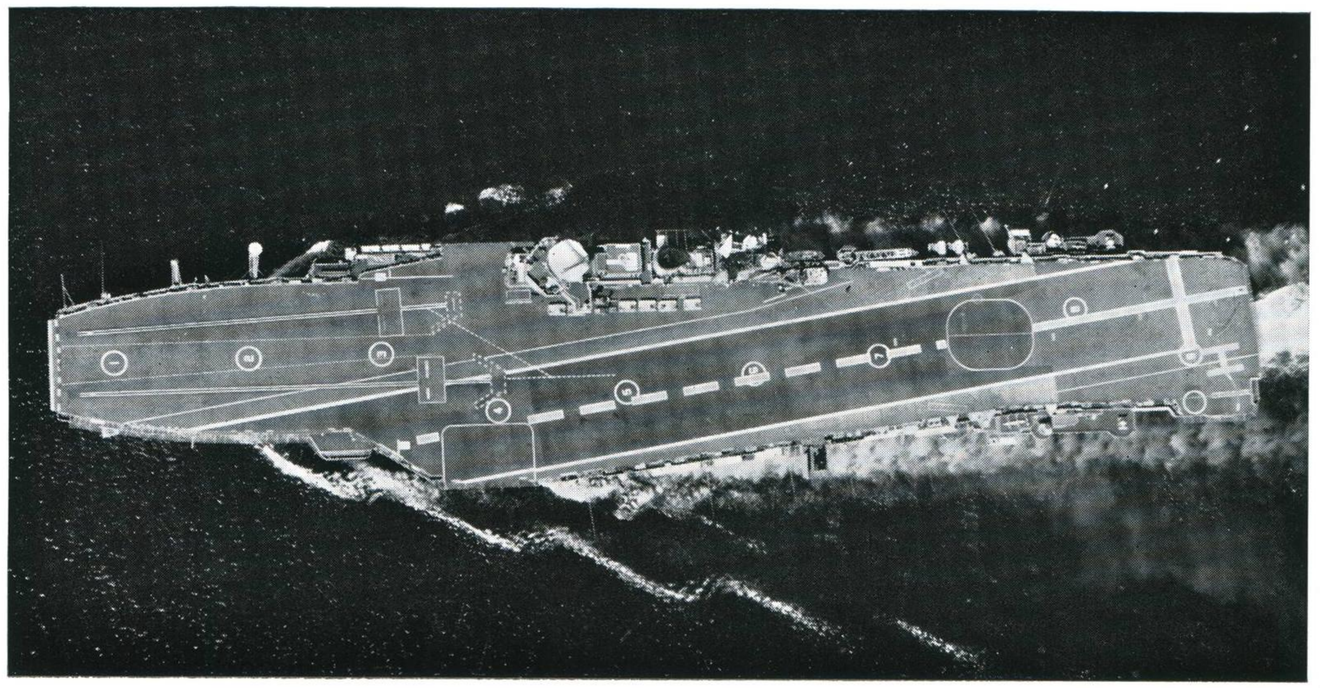




However, these will not always be visible as many of our targets show and yet she must be identified at a glance. To achieve this, the target views should be worked out by cross-referring to the keys (and other known targets) as mentioned in the instructions on page 117.



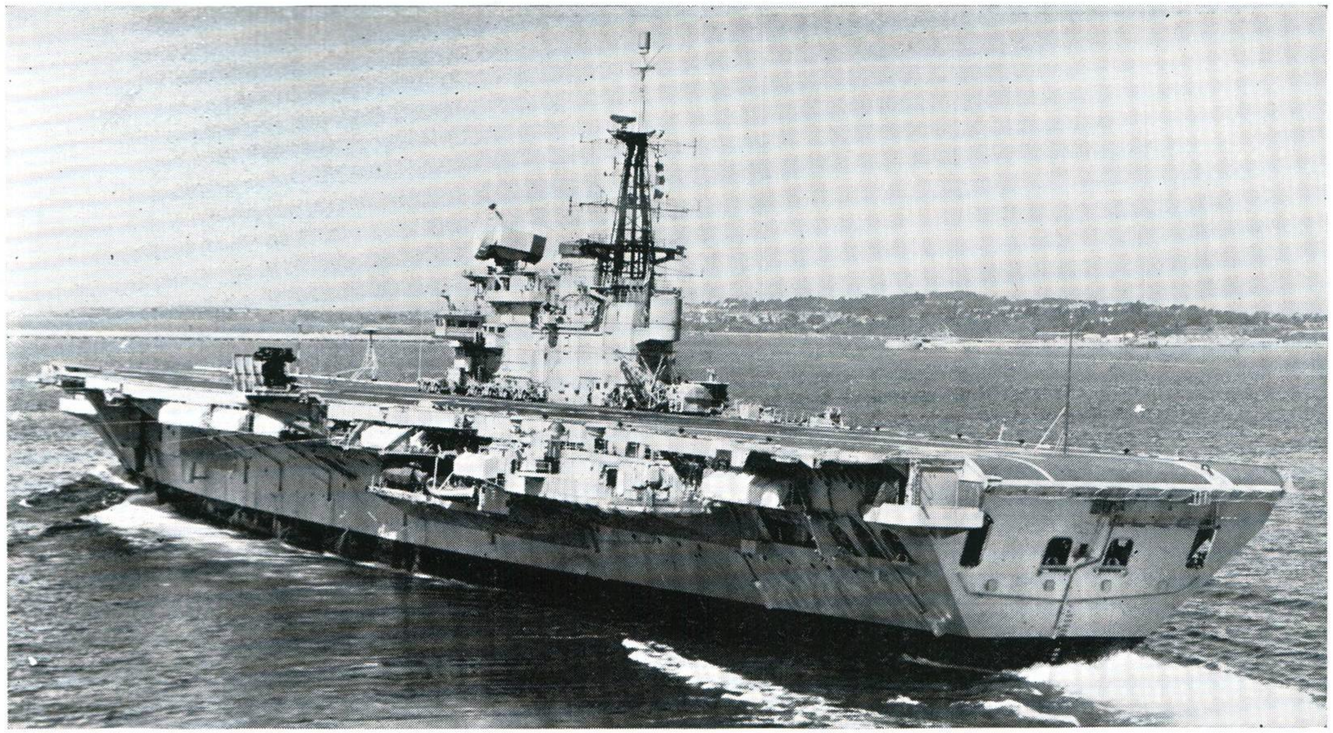




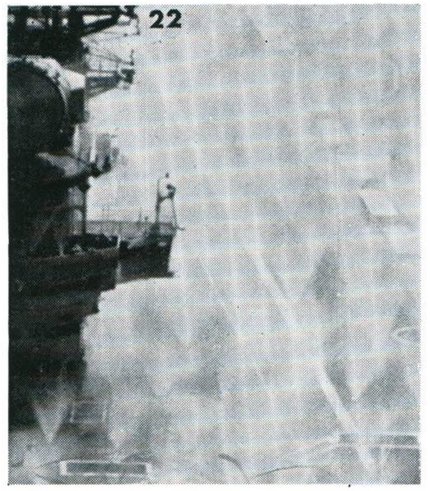
H M S HERMES

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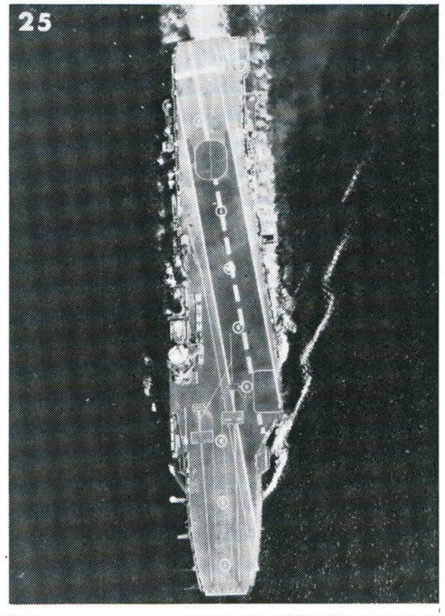
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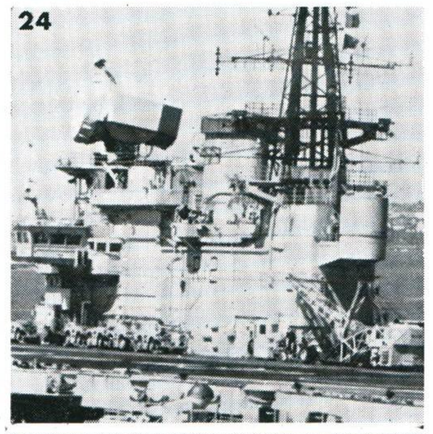


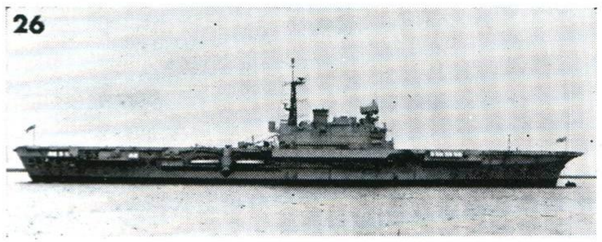




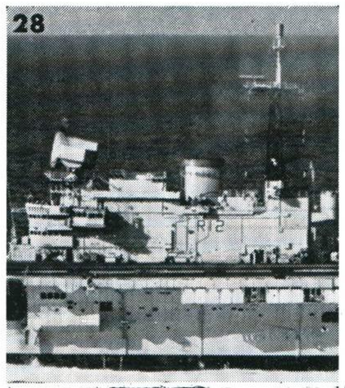




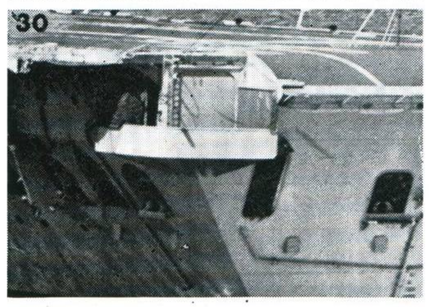


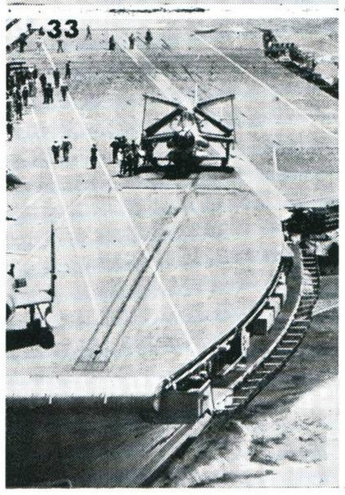


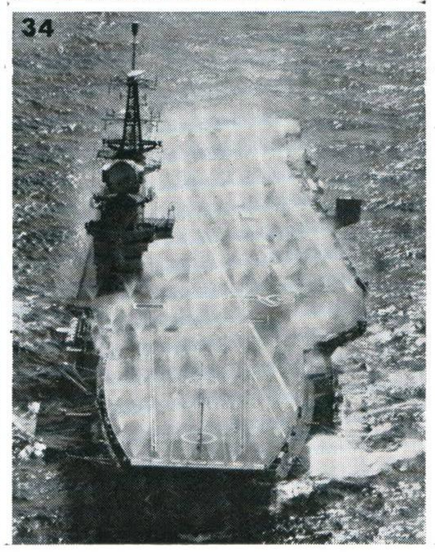








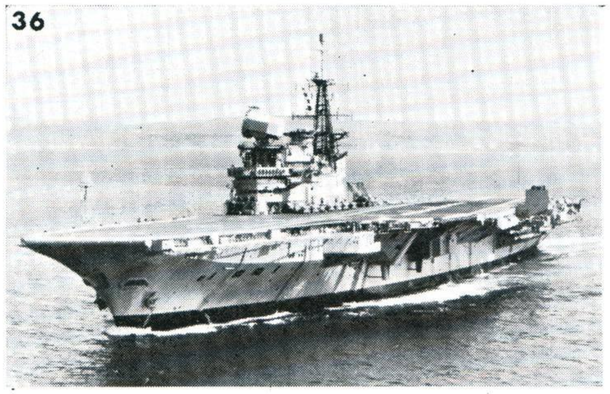


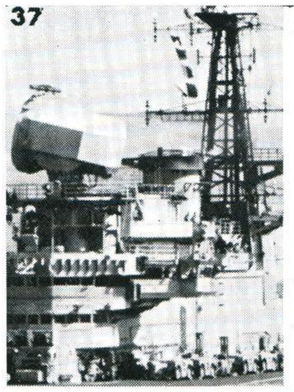


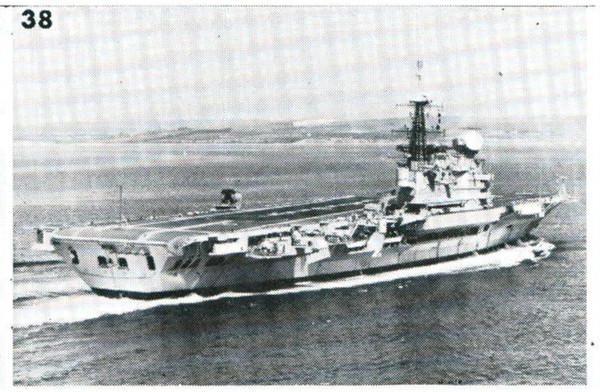


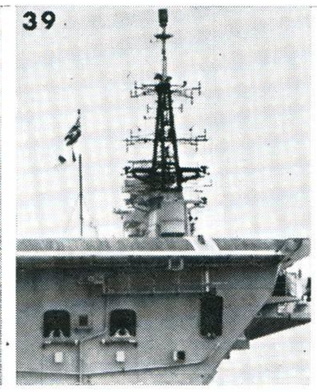


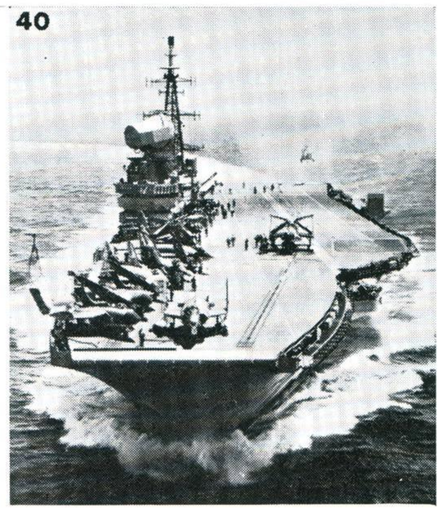


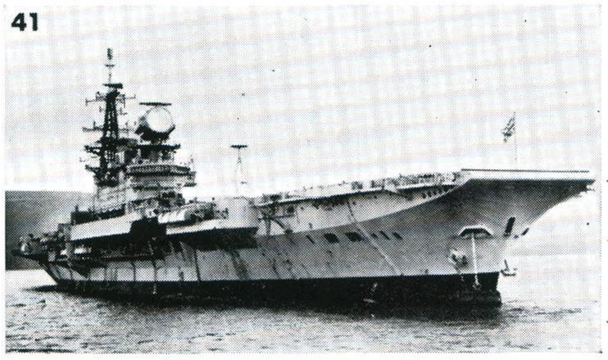

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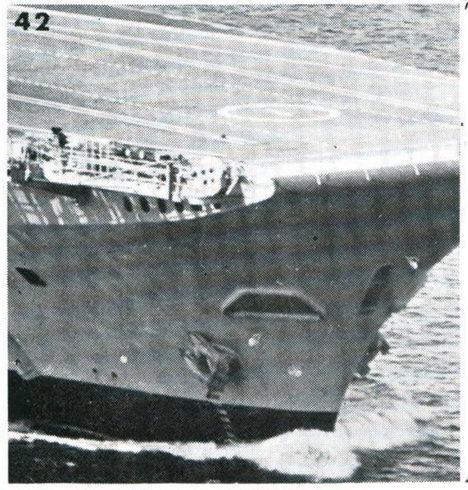

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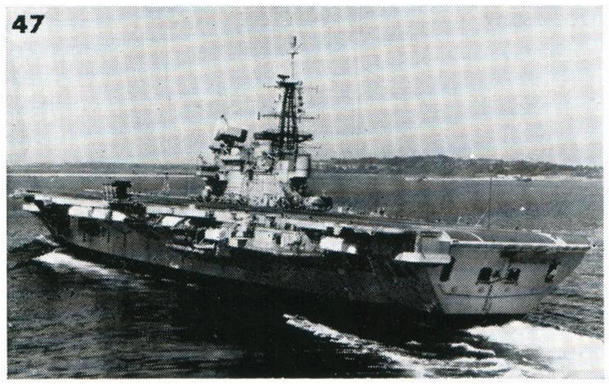

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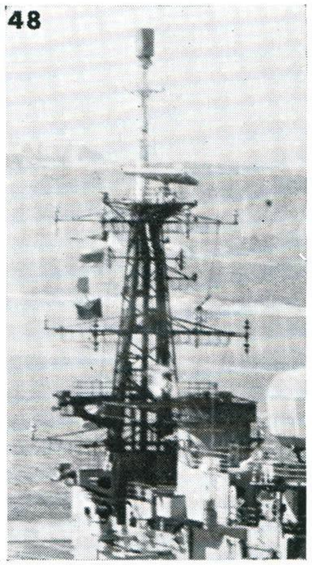

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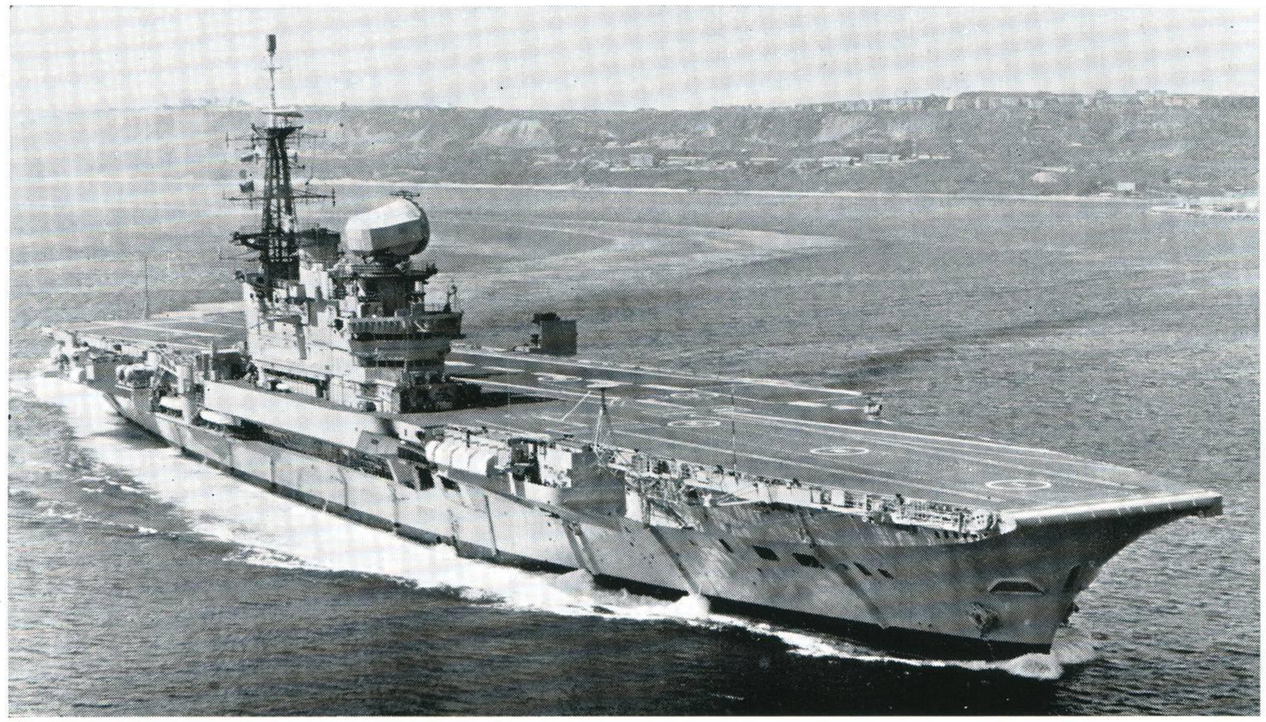

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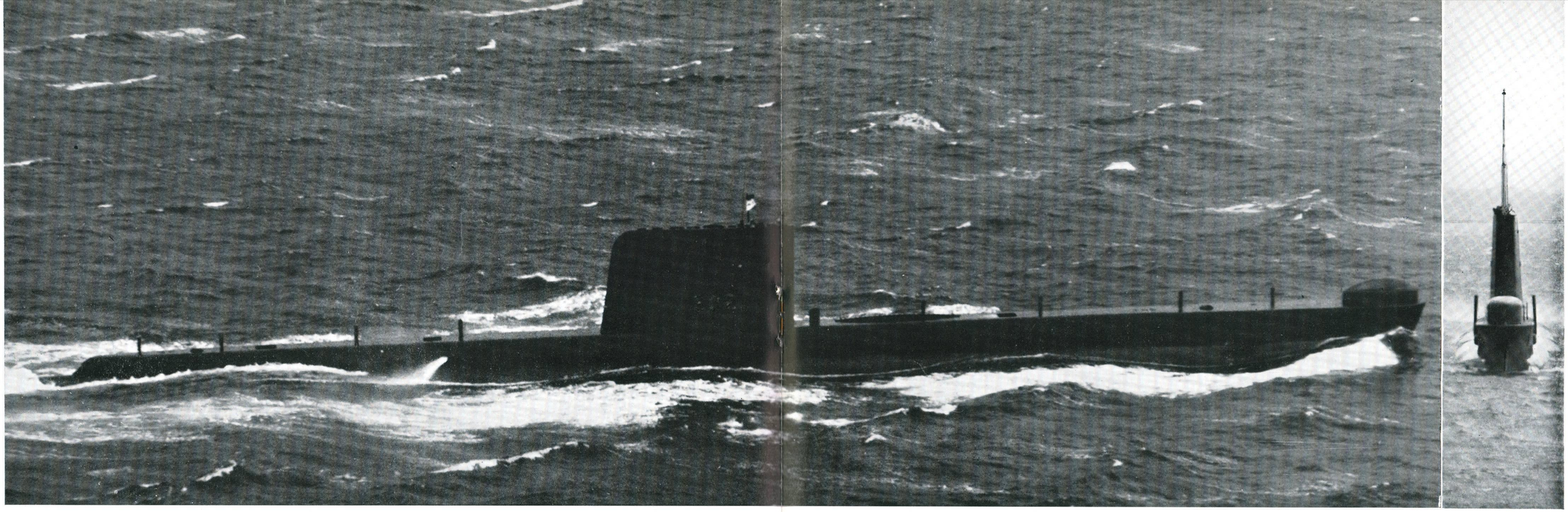

47


48





H M S HERMES



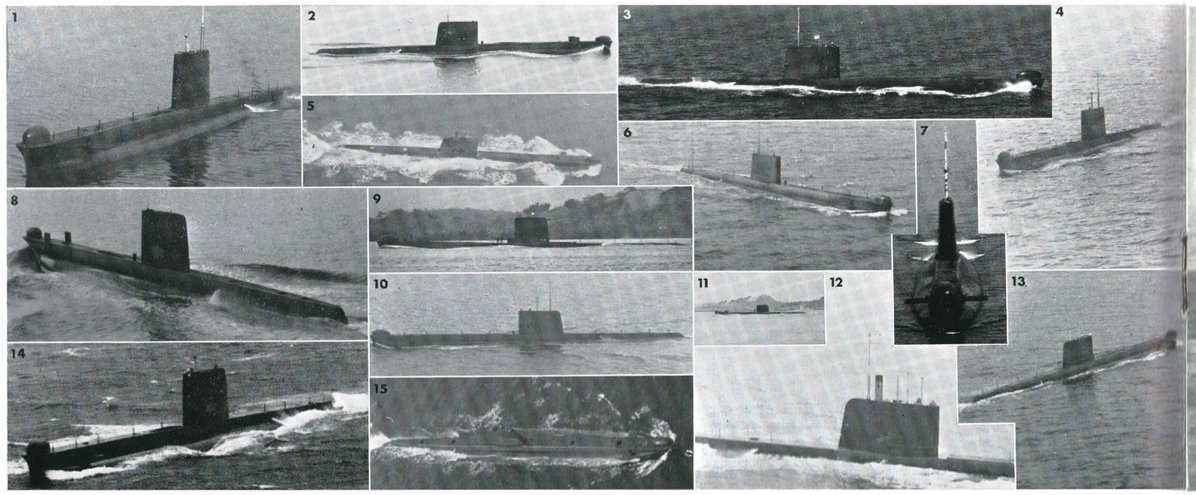
PORPOISE CLASS PATROL SUBMARINES

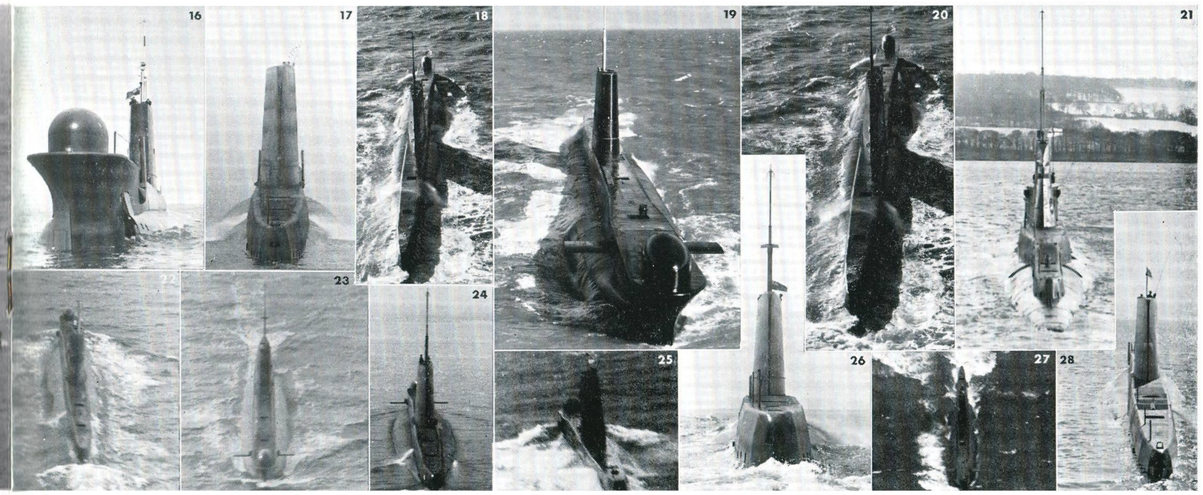
The name ship was the first operational submarine designed after the last war to go into service. The main performance details of this class (of 8 ships) are their high underwater speeds of 17 knots: against a surface speed of only 12, and the depth to which they can safely dive is also considerable.

The snort equipment is of an advanced type capable of functioning in heavy weather. Living conditions are of a high standard and Porpoise can remain dived for several days. They have a standard displacement tonnage of 1,605 and a submerged tonnage of about 2,400. Overall length is 295 feet and they can carry 30 torpedoes for 8×21-inch tubes. Complement is about 70 officers and ratings. In appearance they are difficult to distinguish from the "Oberon" class of 13 vessels which are improvements on the earlier class in several ways. Their "fins" are high but look broad.

Lesson rules on page 117

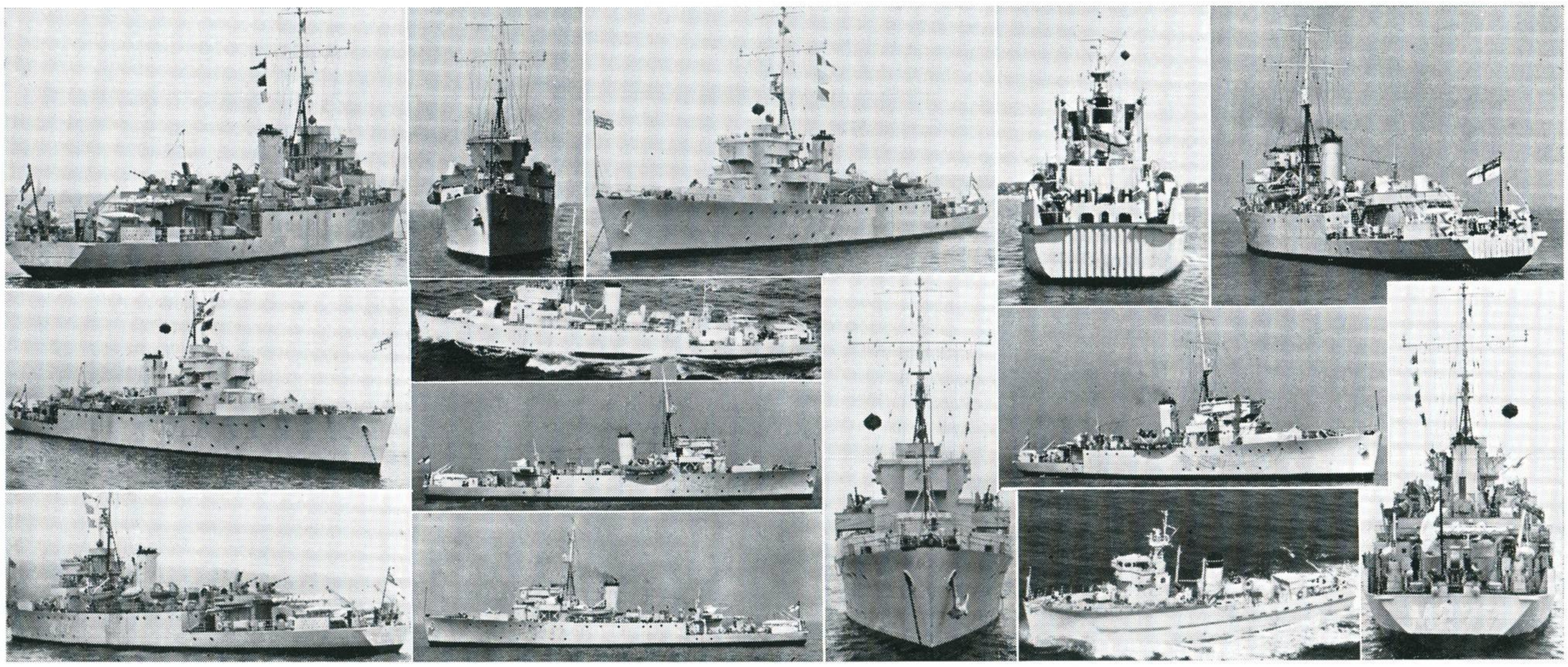
Solutions on cover



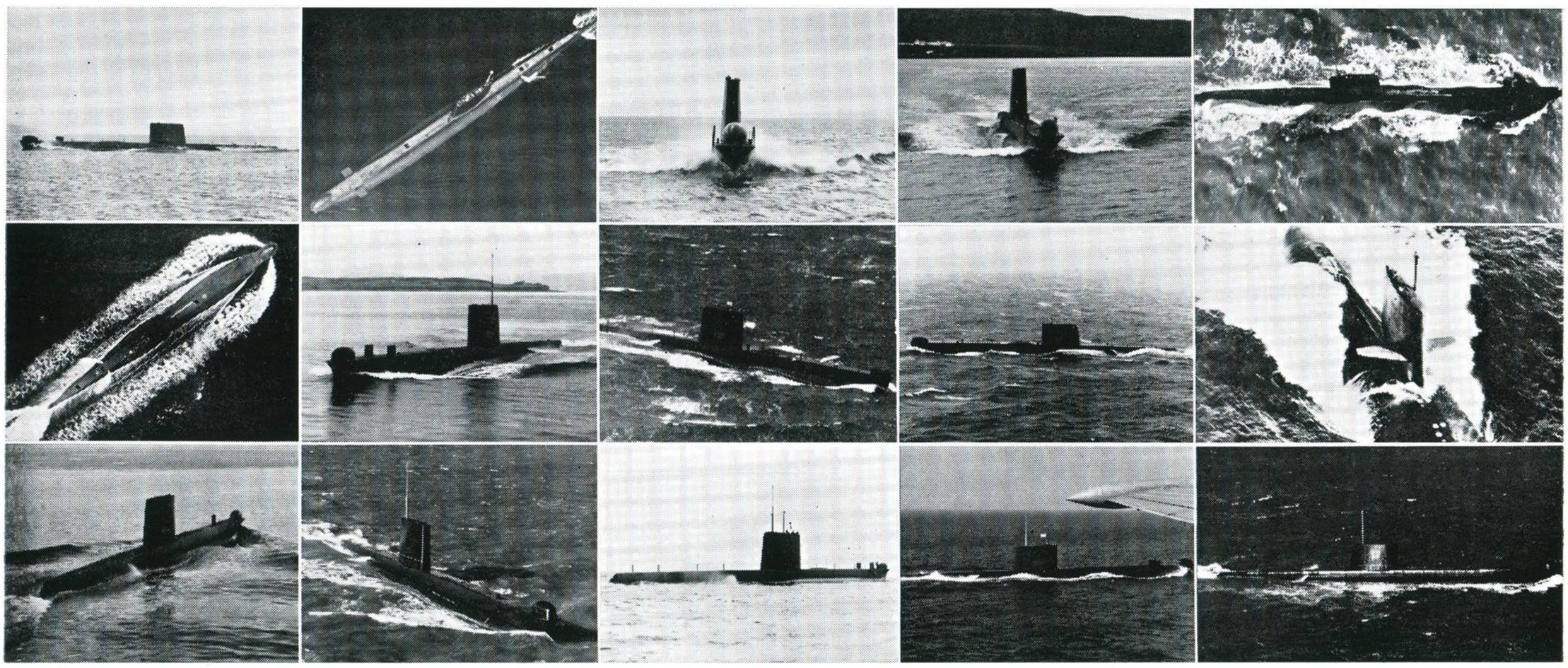


TEST PAPERS

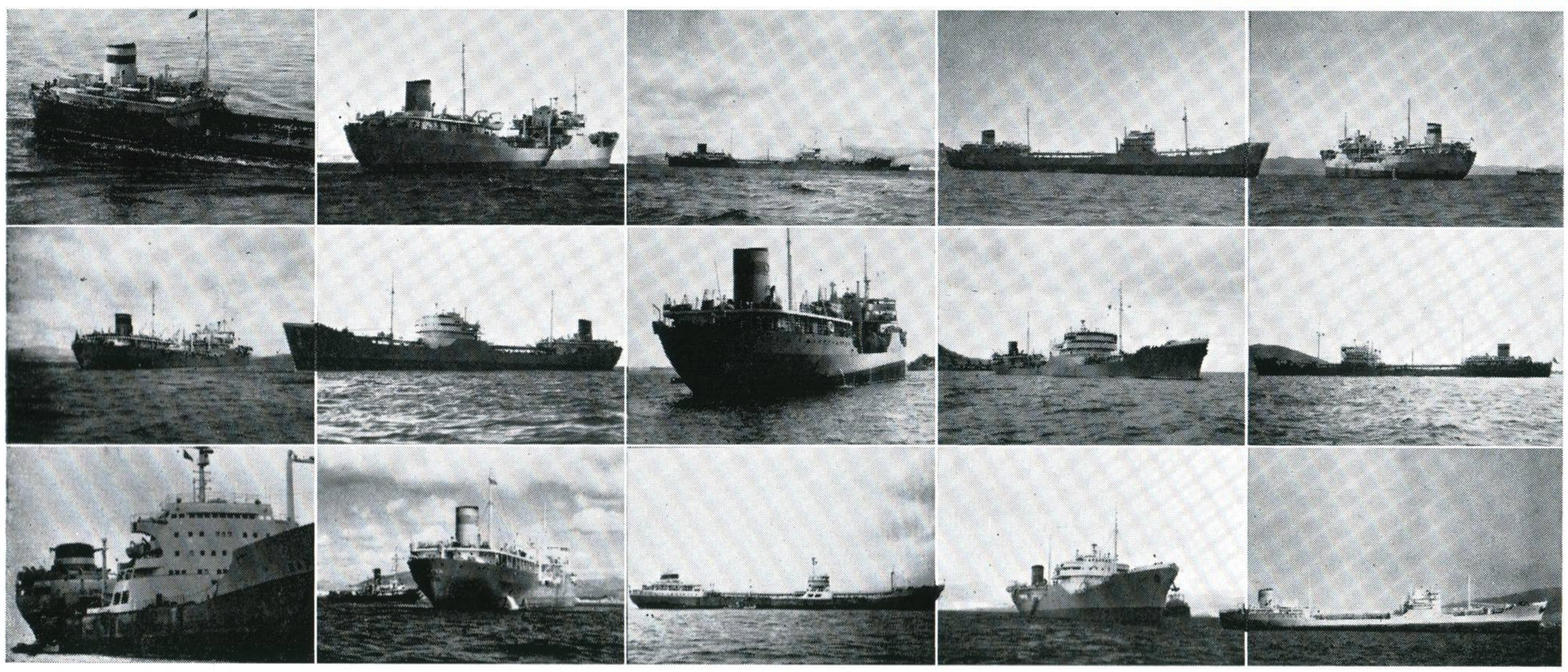
ALGERINE CLASS?



ROYAL NAVY PORPOISE CLASS SUBMARINES?

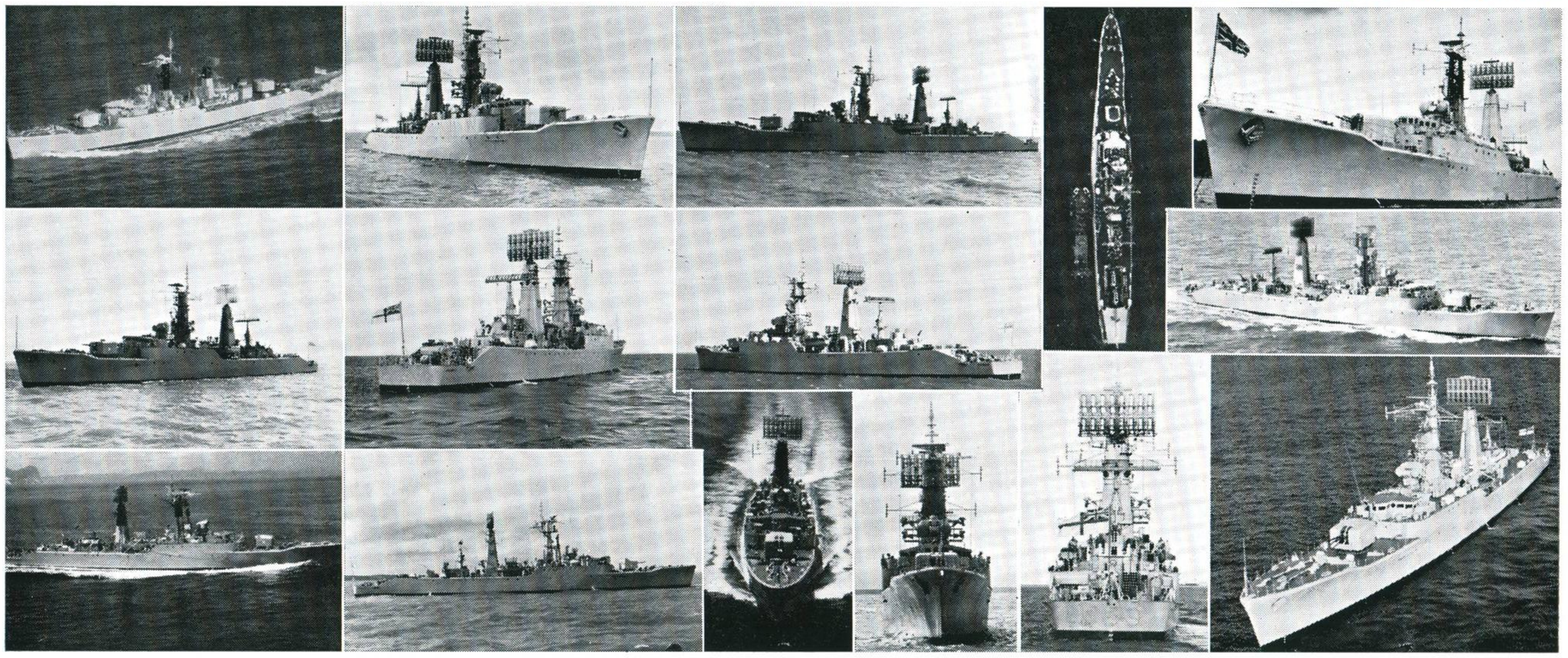


KAZBEK CLASS RUSSIAN?

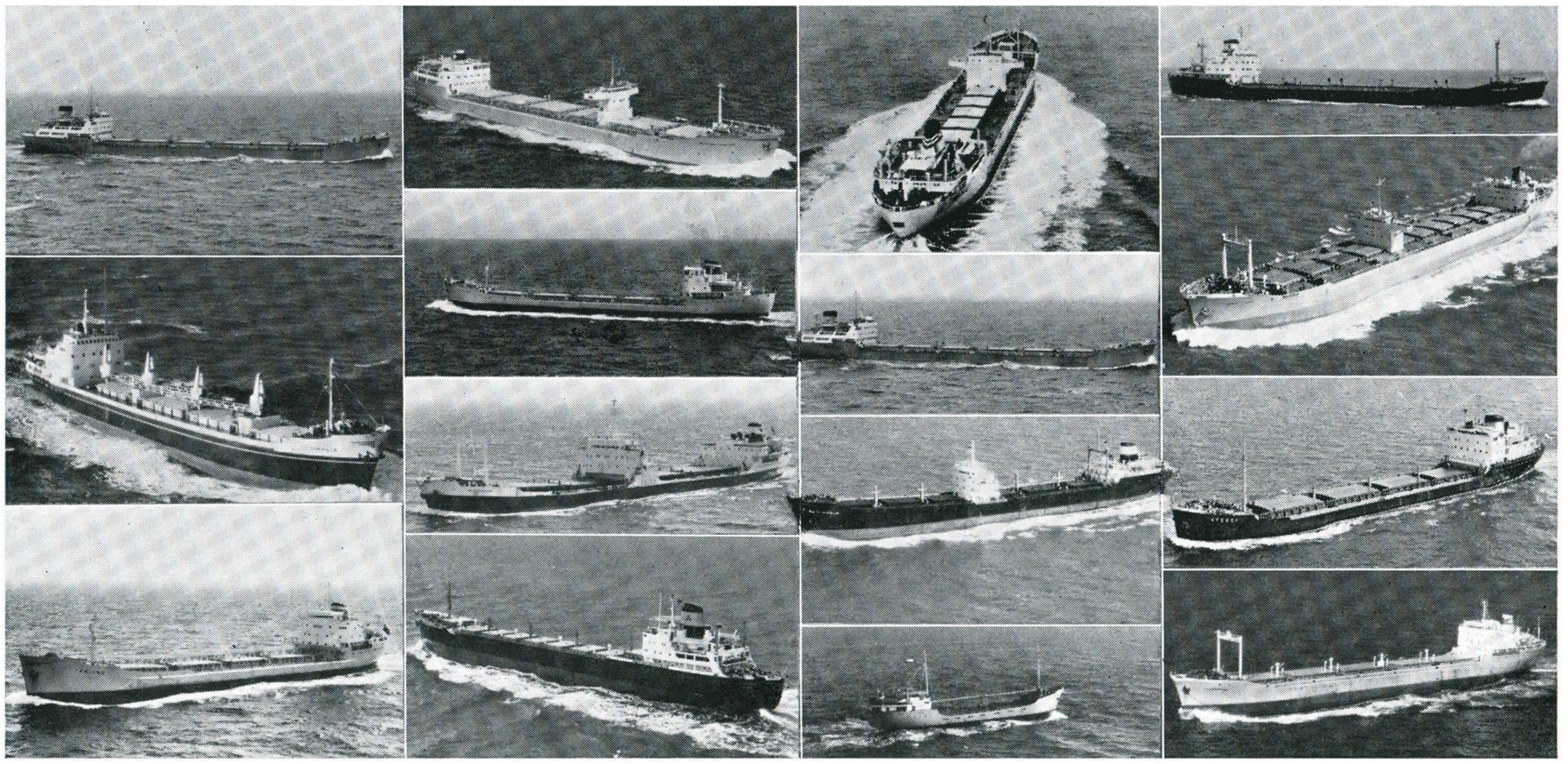


Fashion a grid to the pattern of a lesson and mark with a cross the position of any pictures that do not conform to the subject heading.

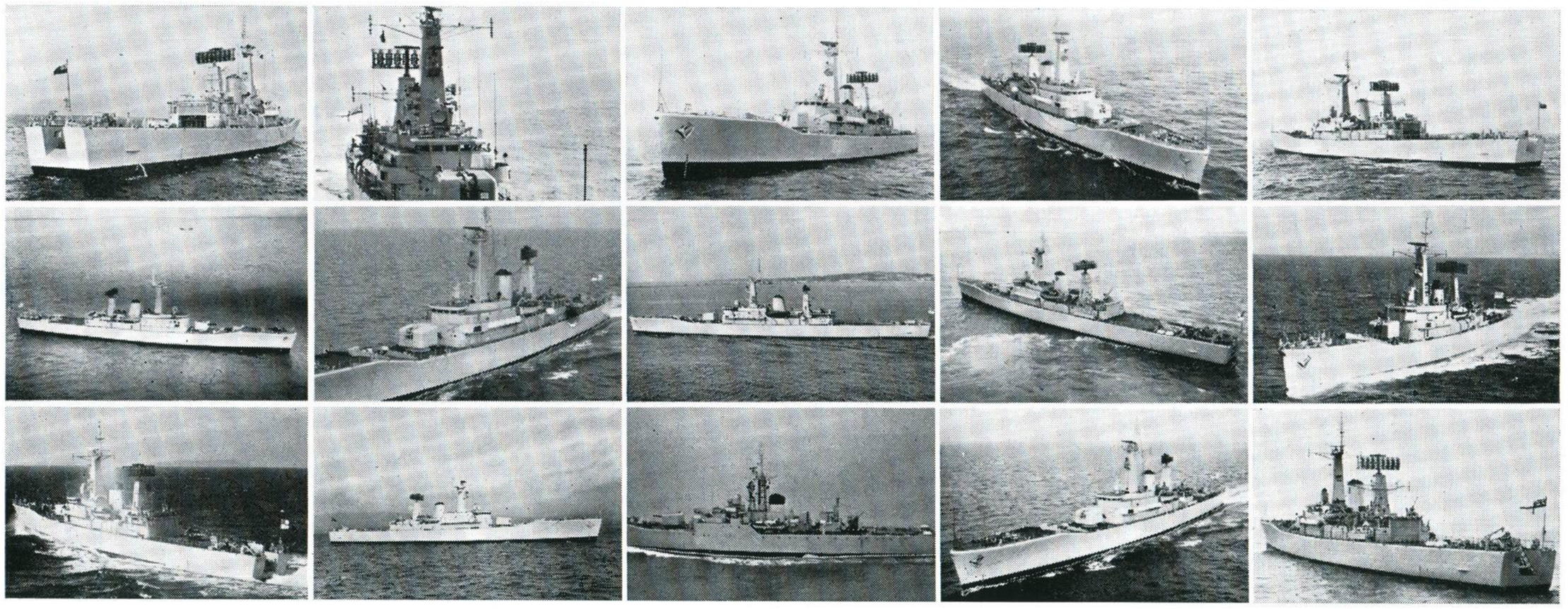
SALISBURY CLASS FRIGATES?



BULK CARRIERS?



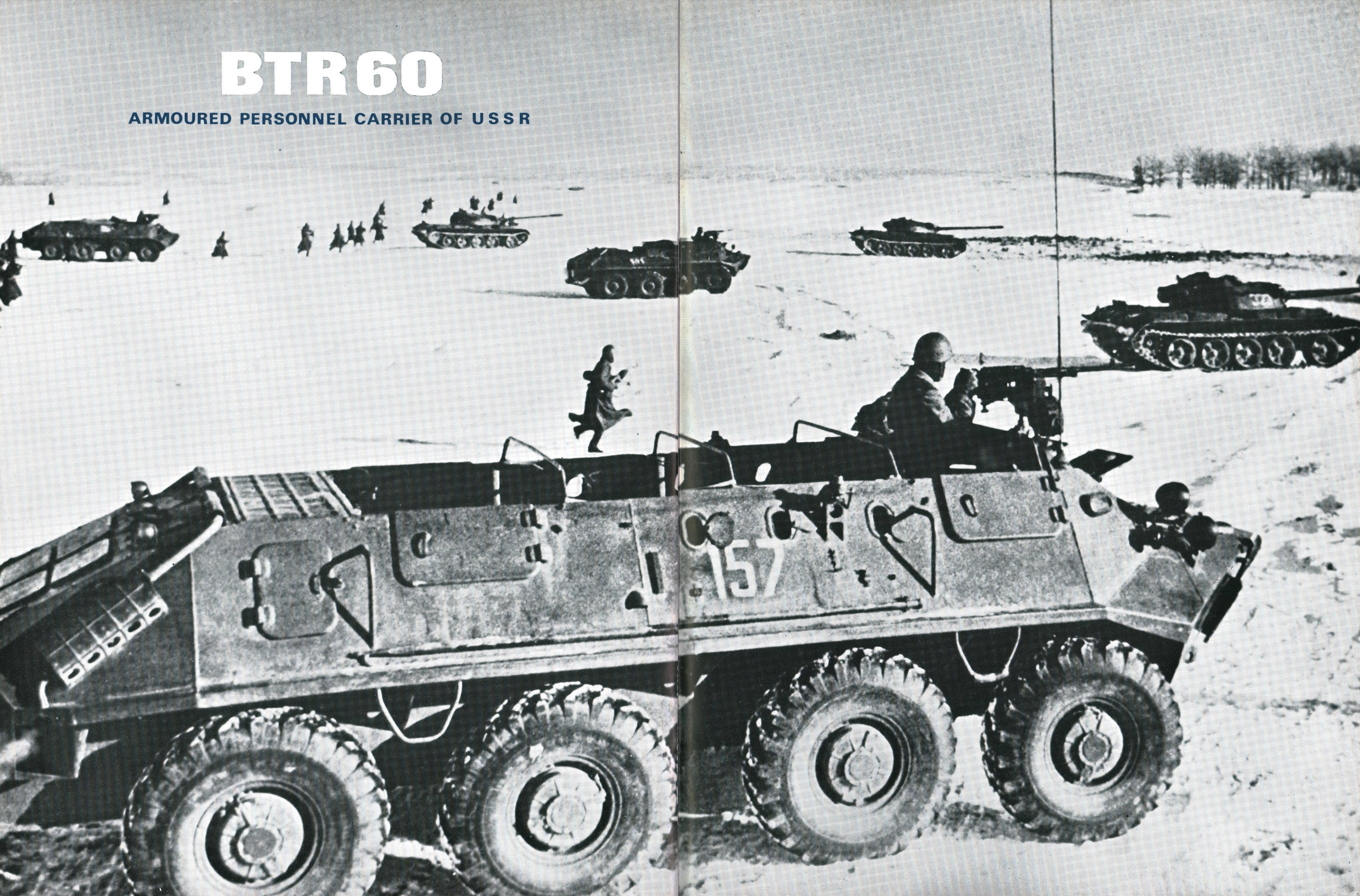
ROYAL NAVY LEANDER CLASS FRIGATES?



Solutions on cover

BTR 60

ARMOURED PERSONNEL CARRIER OF U S S R



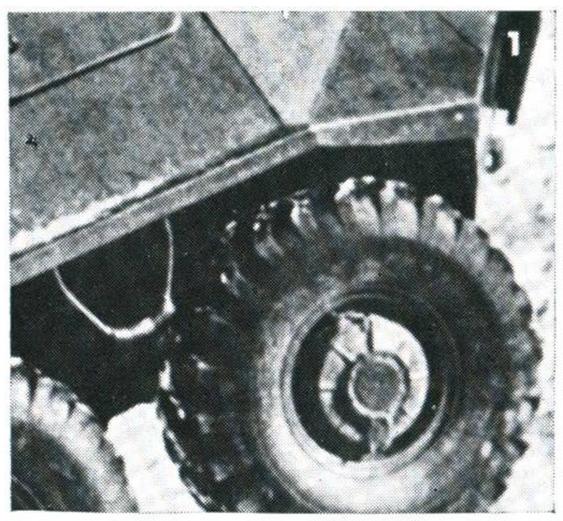
BTR60

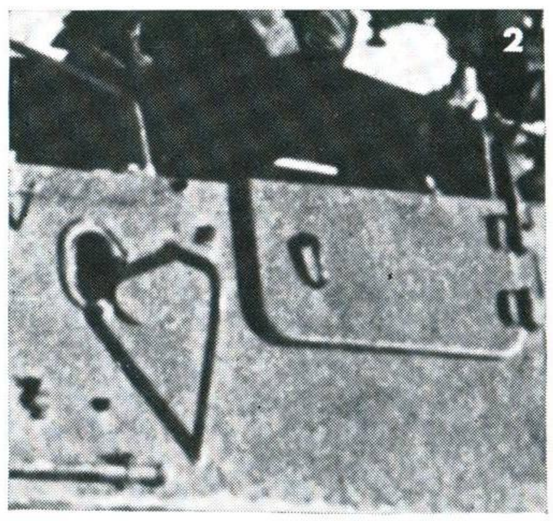
BTR60P

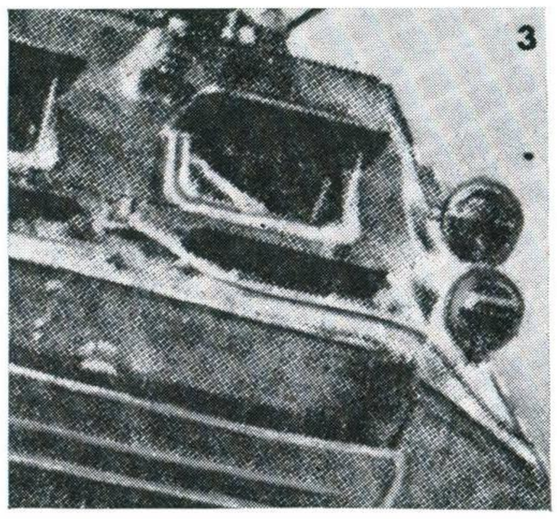
ARMOURED PERSONNEL CARRIER OF USSR

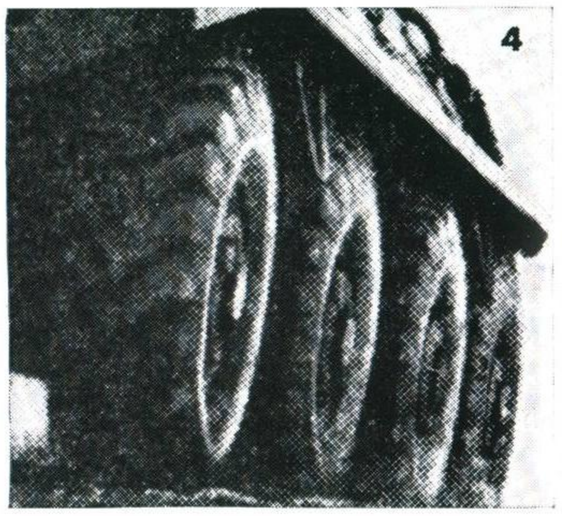
Since its introduction six years ago the BTR-60 P has become one of the most widely used Soviet armoured vehicles.

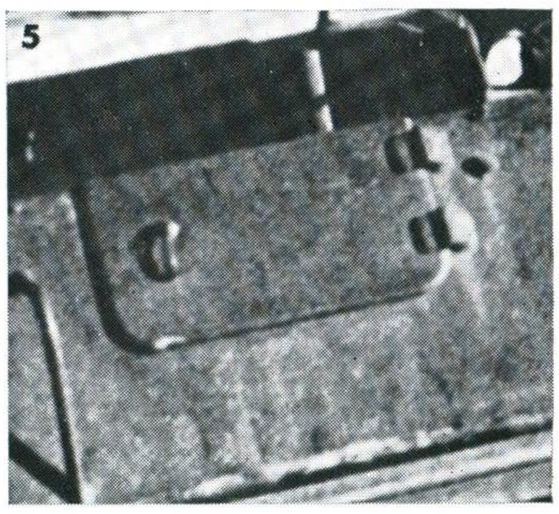
Its wide use shows that the Soviet Army continues to favour wheeled armoured vehicles for carrying personnel but it represents a considerable advance on earlier Soviet wheeled armoured vehicles and in particular on its six-wheeled predecessor, the BTR-152. Unlike the BTR-152, which is little more than an armoured truck, the BTR-60 P has been properly designed as a wheeled armoured vehicle. As a result, it has eight, evenly spaced, large diameter wheels all of which are driven and independently sprung and its off-the-road performance is greatly superior to that of the BTR-152. Moreover, unlike the BTR-152, it can float, and propels itself in water by means of a single water jet propulsion unit, the outlet of which is at the rear of the engine compartment. In consequence, the BTR-60 P

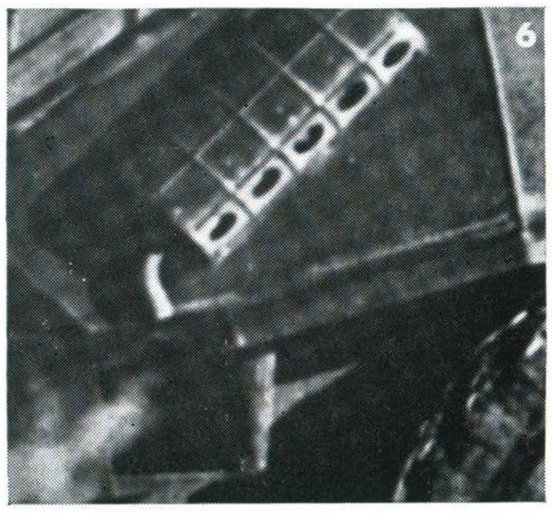

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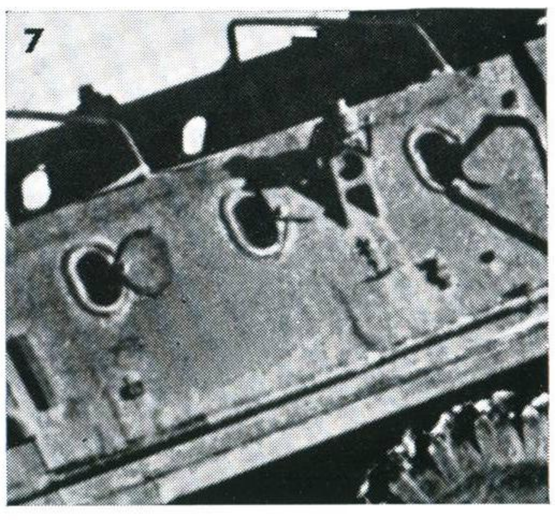

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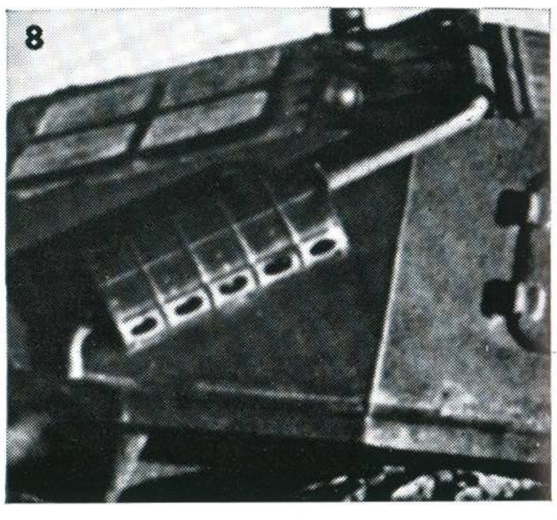

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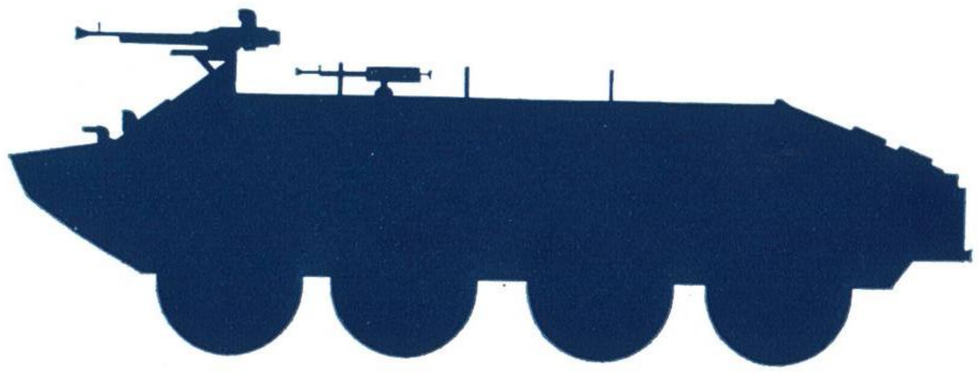

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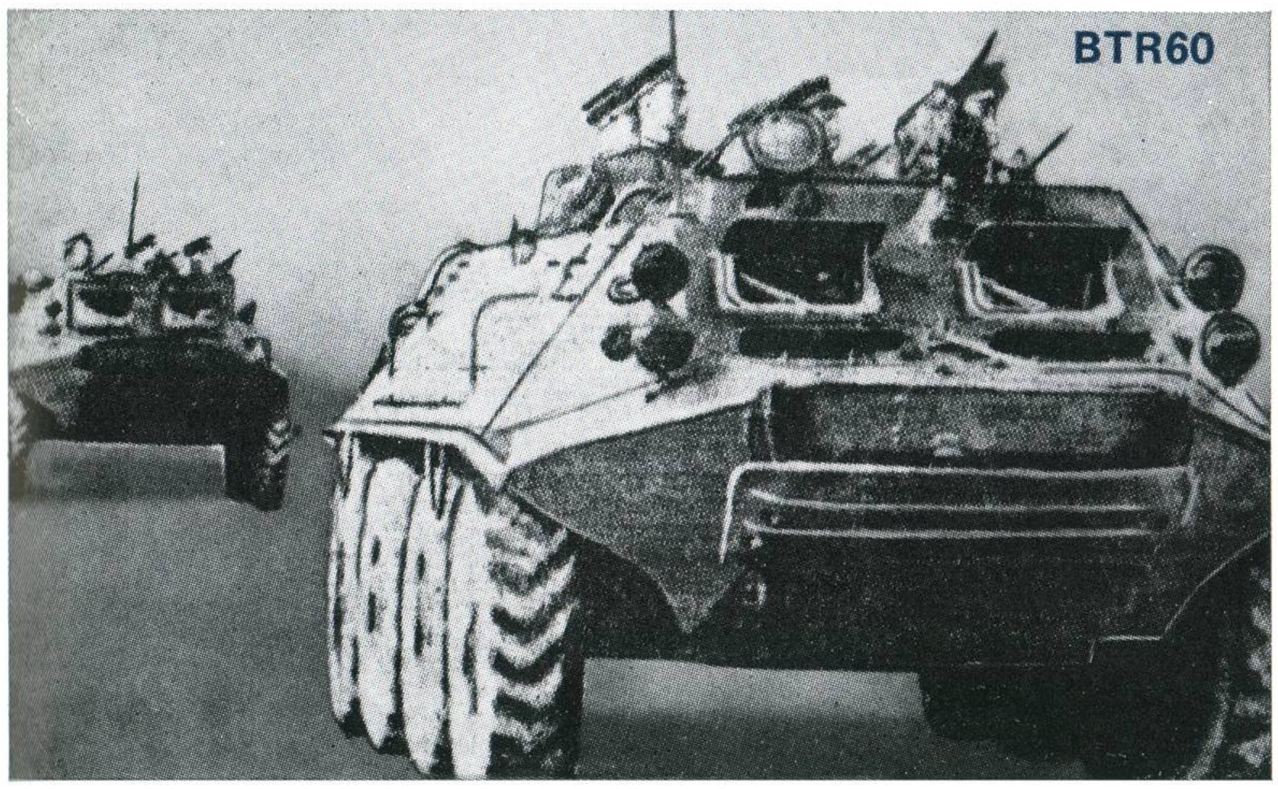


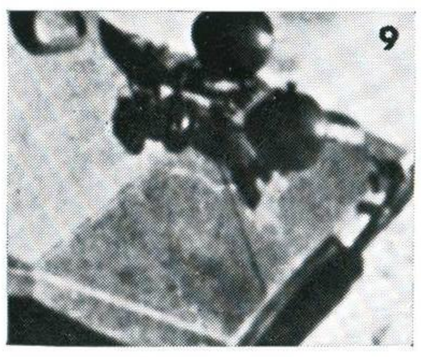
can cross even fairly fast-flowing rivers and its amphibious characteristics are sufficiently good for it to be used not only by the Soviet Army but also by the Soviet Marines.

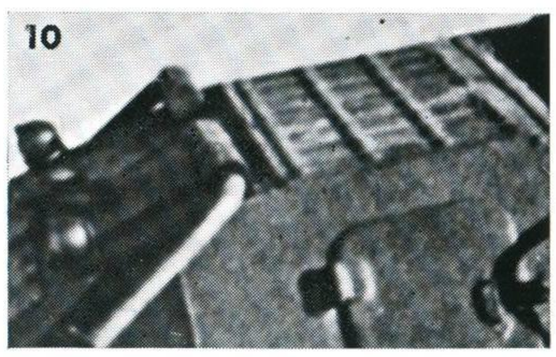
On the debit side, the BTR-60 P lacks overhead protection and, because its engine is located at the rear, it does not have rear doors so that its crew have to jump over the side to dismount. Its machine gunners also have to expose themselves to fire its externally-mounted guns but other crew members can fire automatic rifles through firing ports in the sides of the superstructure.

Work to lesson rules on page 117

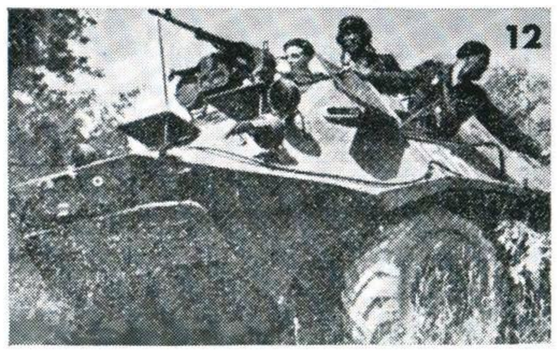


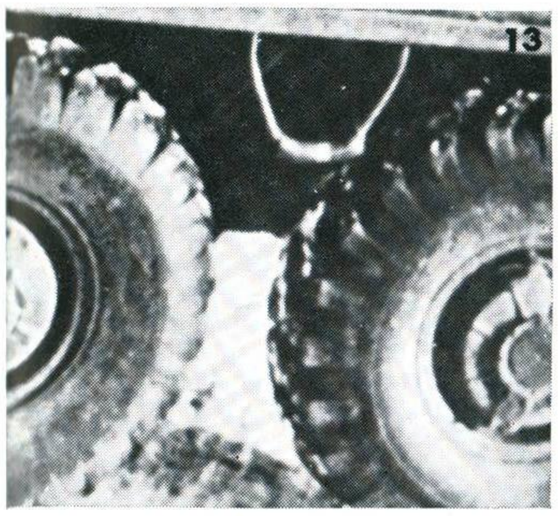


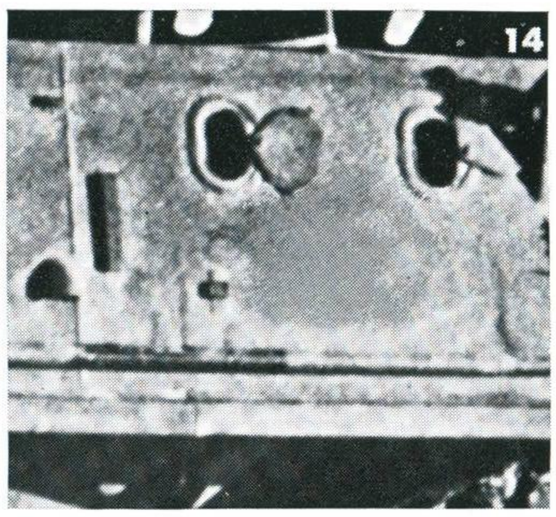


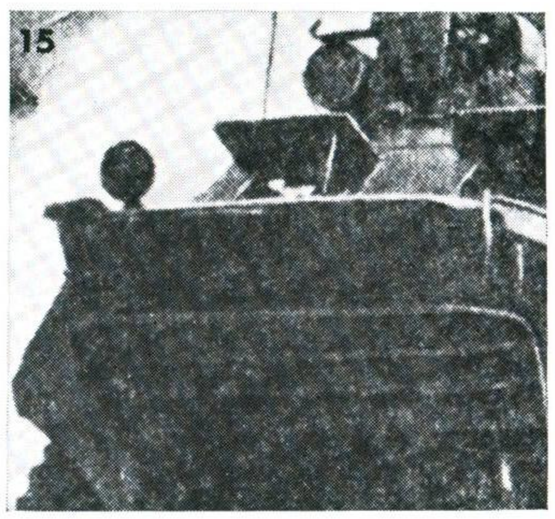


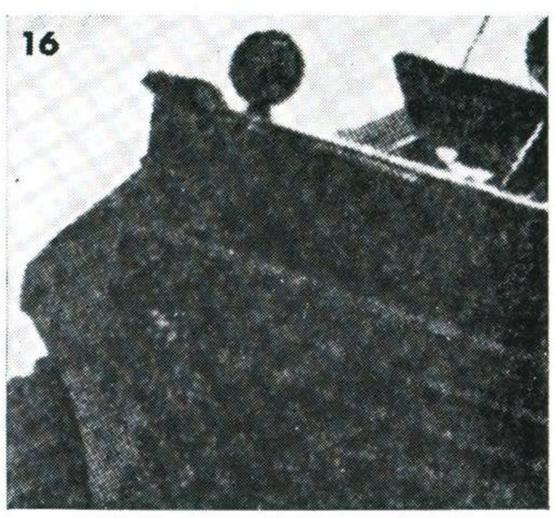


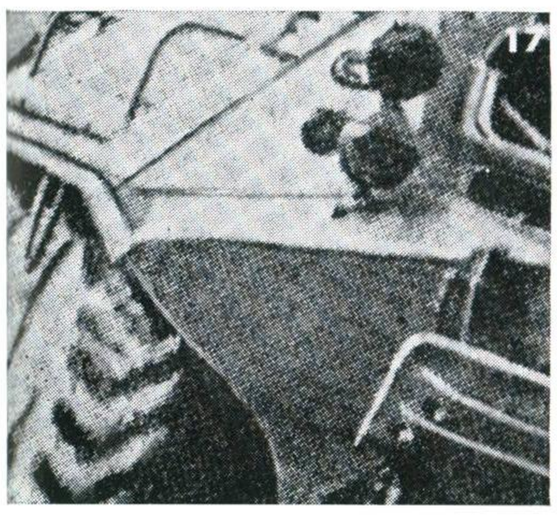


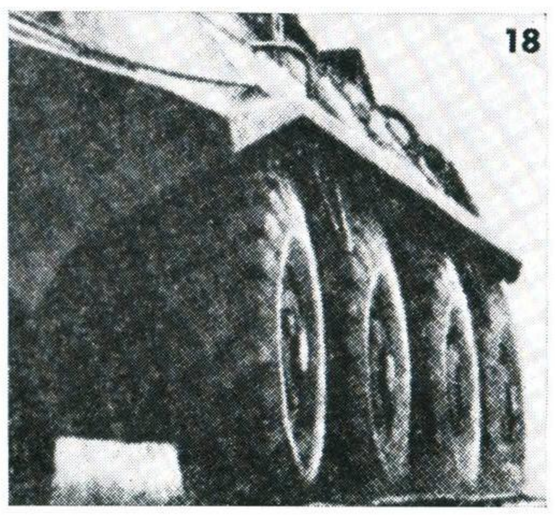


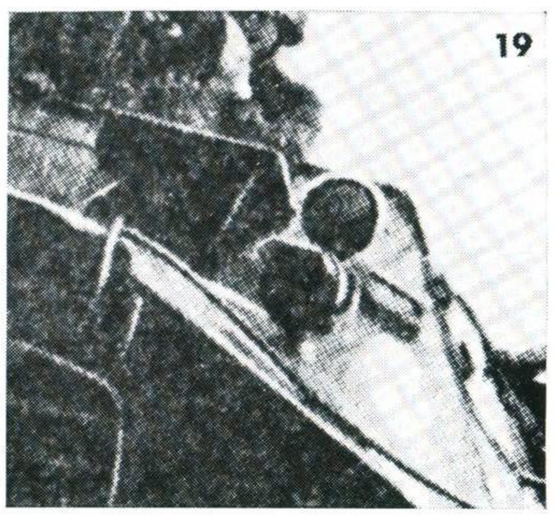


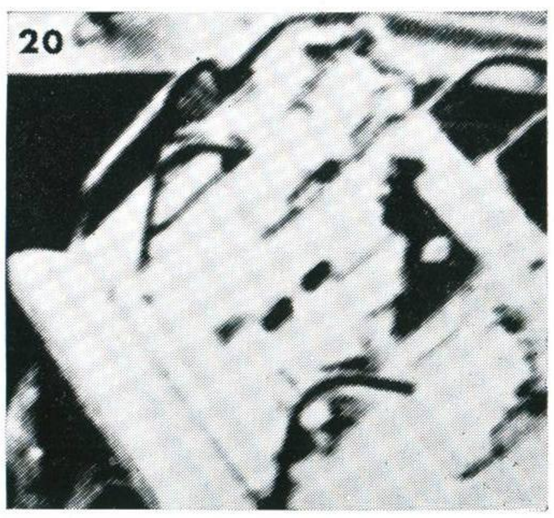




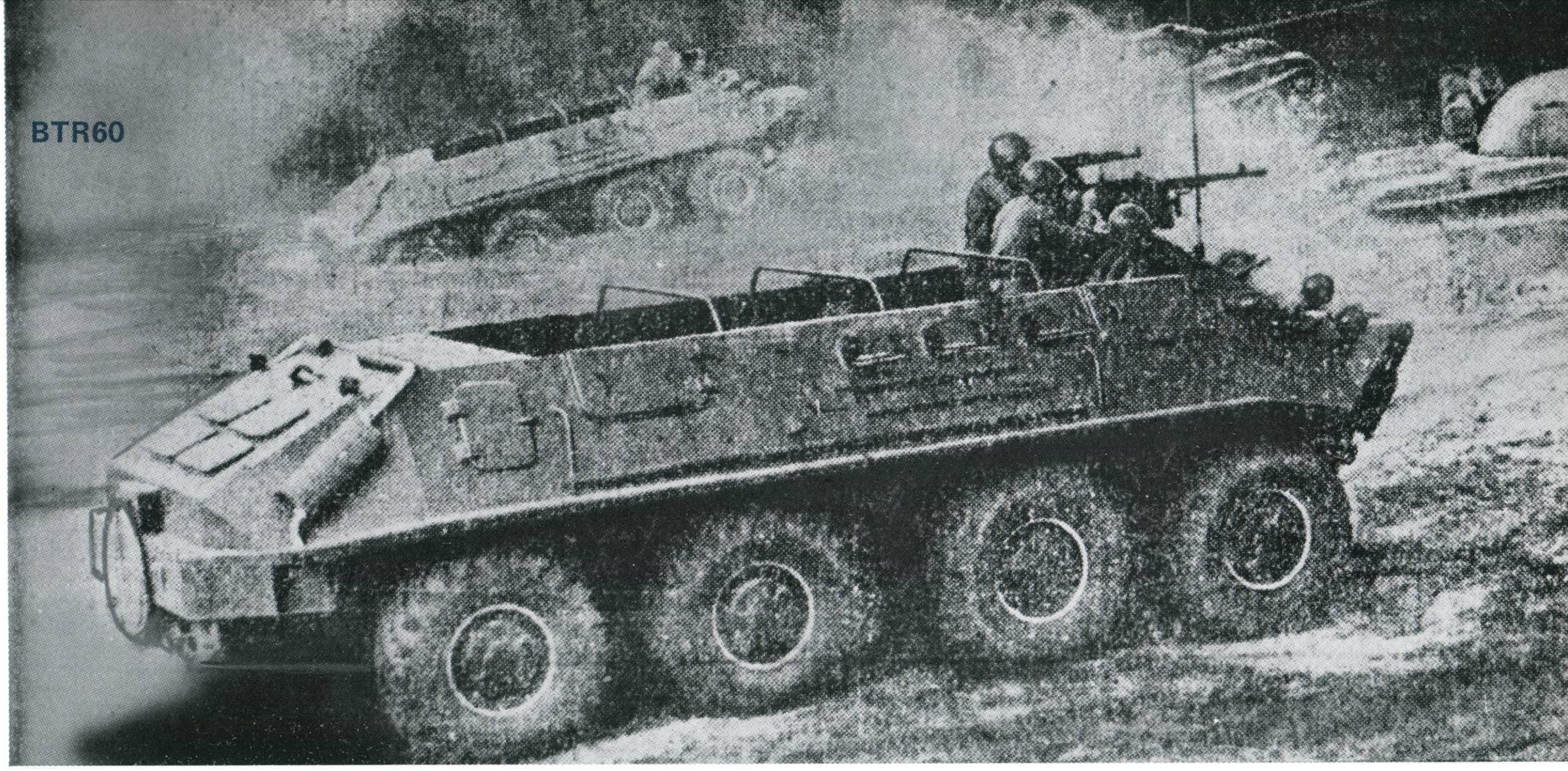








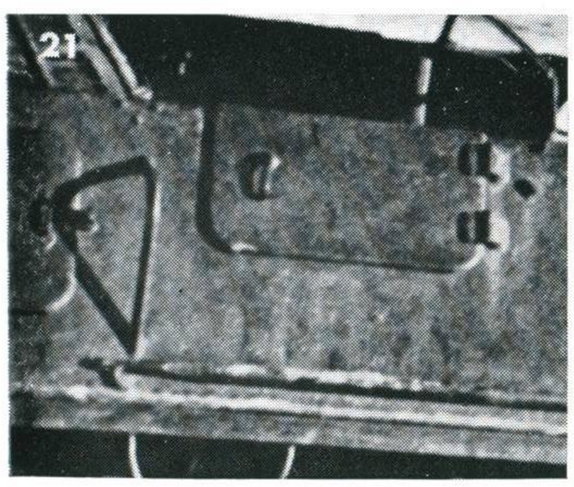
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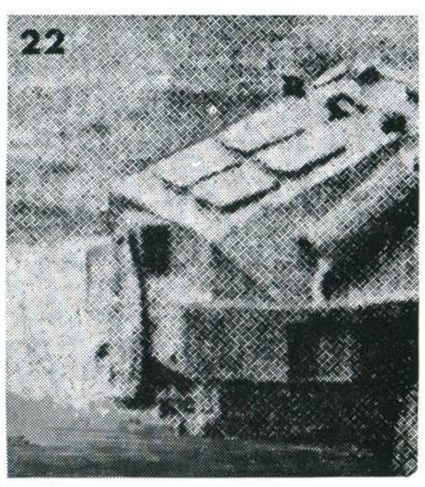


BTR 60

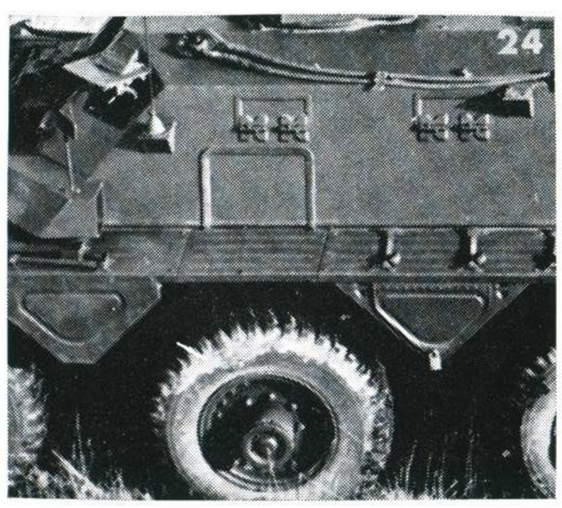
ARMOURED PERSONNEL CARRIER OF U S S R

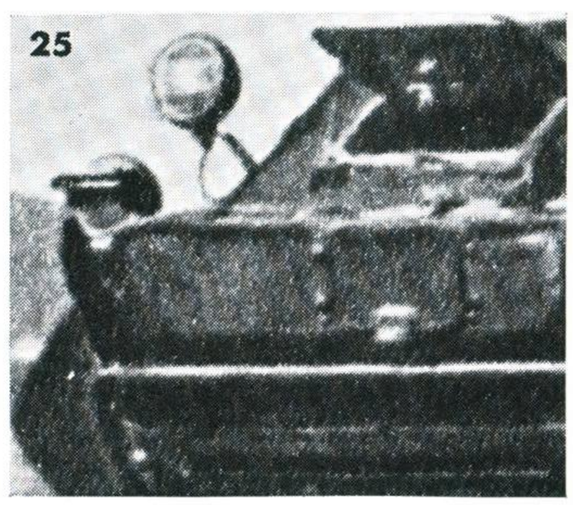


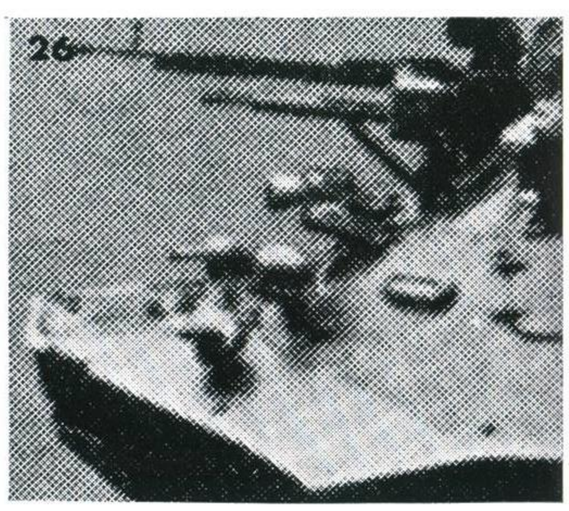




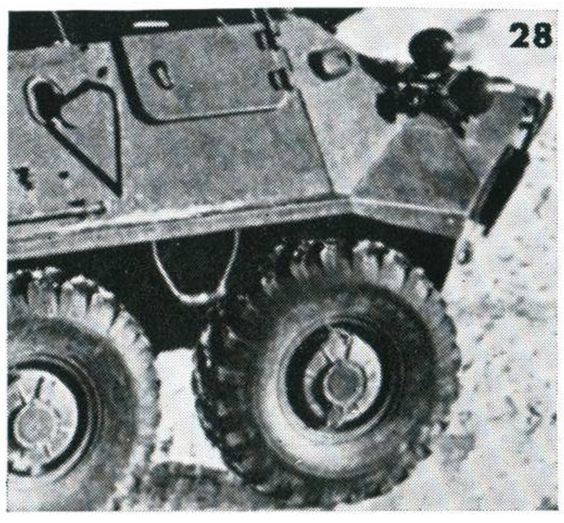


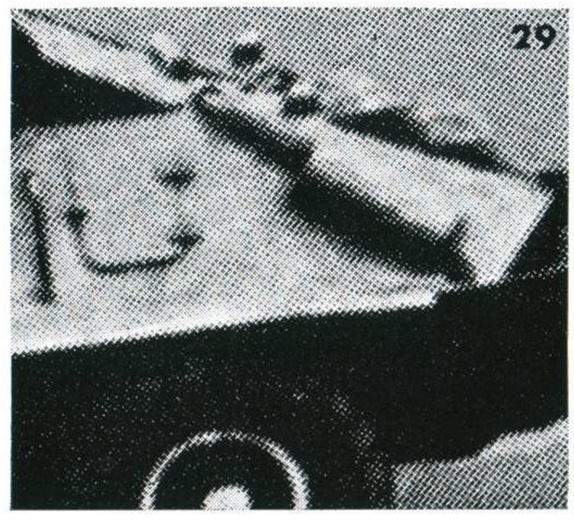


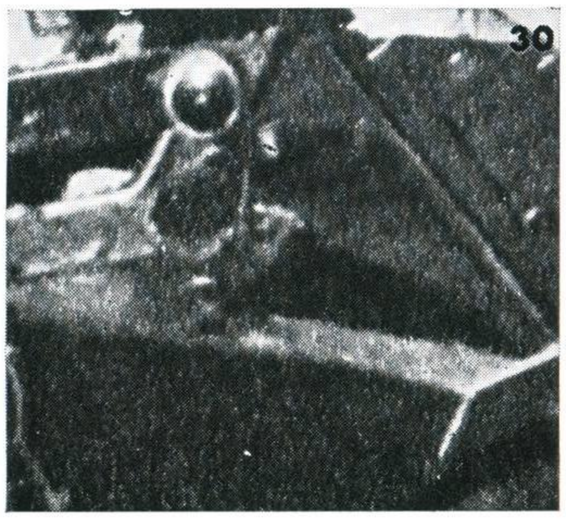


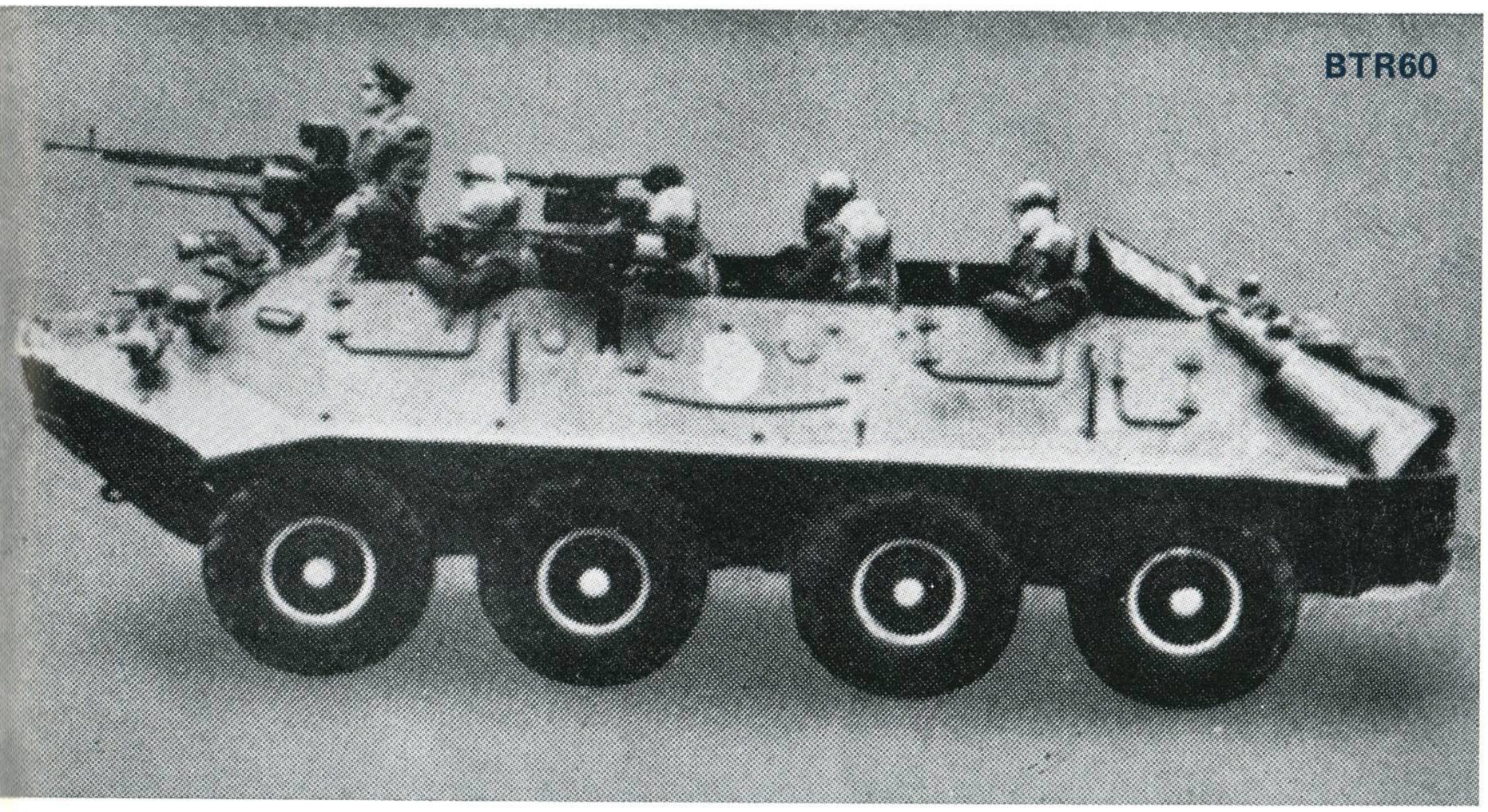






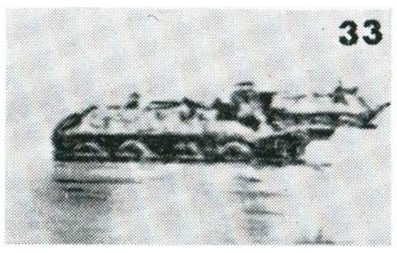




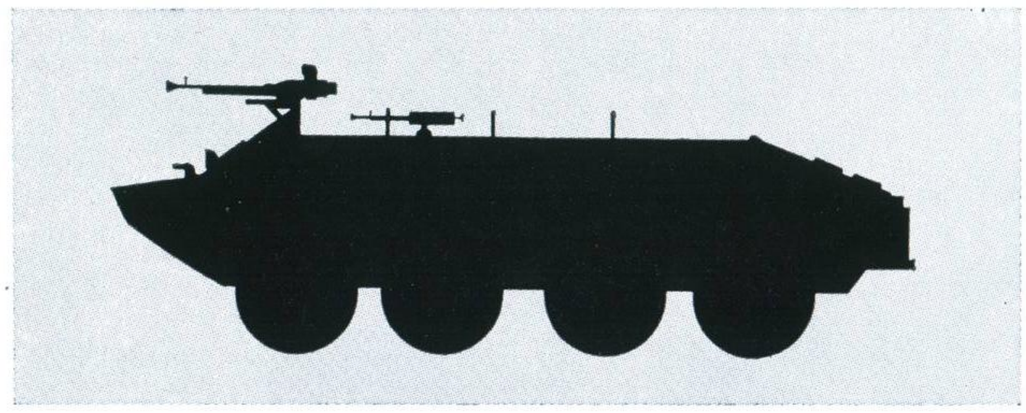

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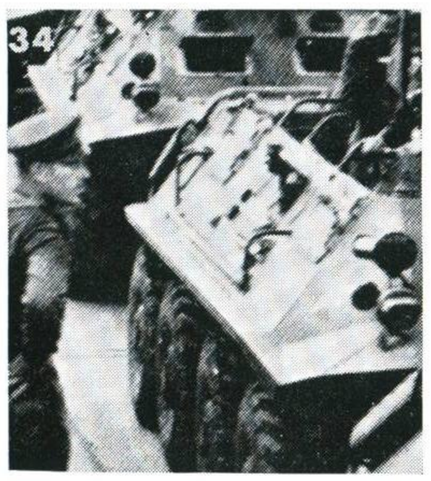

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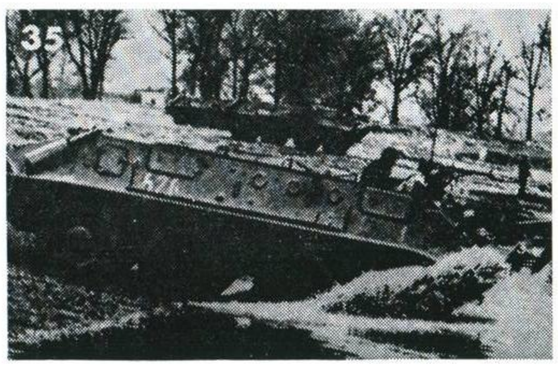

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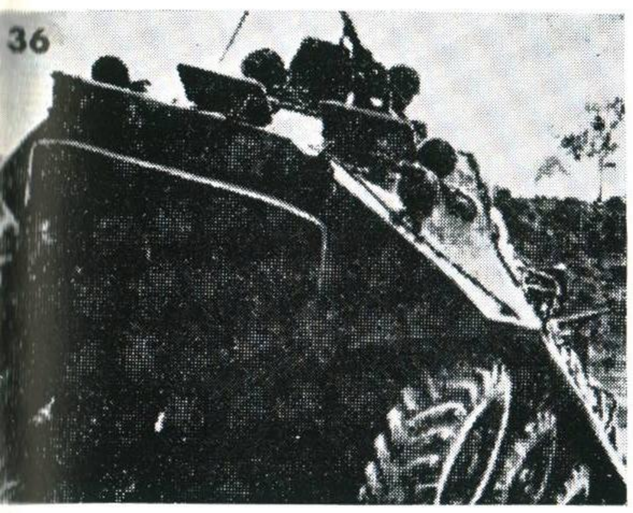

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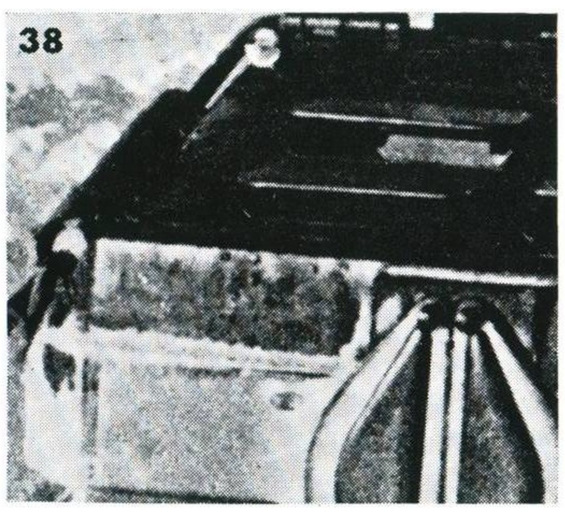

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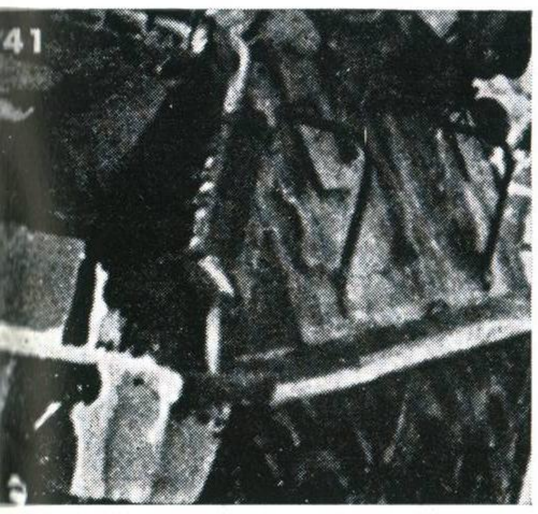

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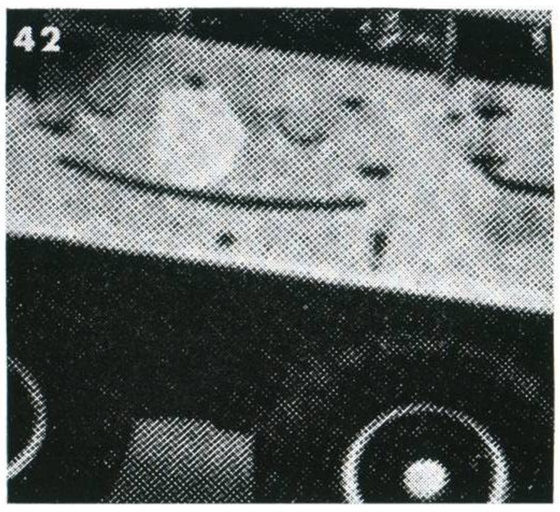

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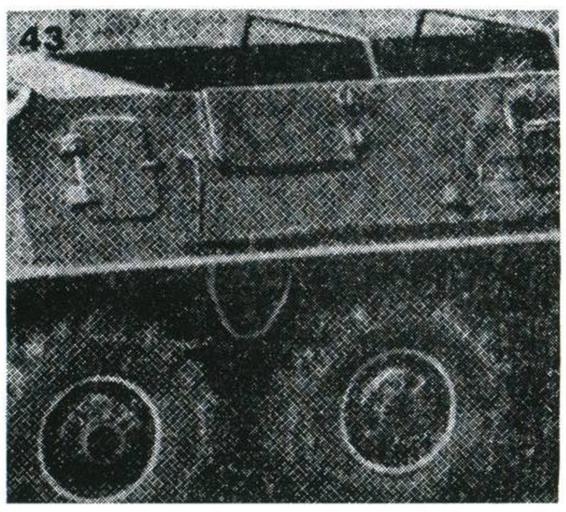

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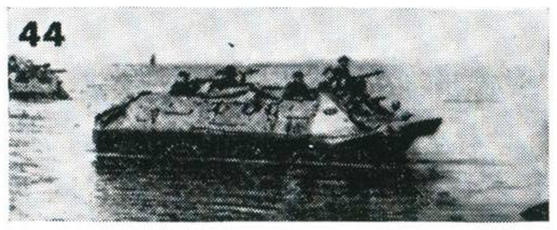

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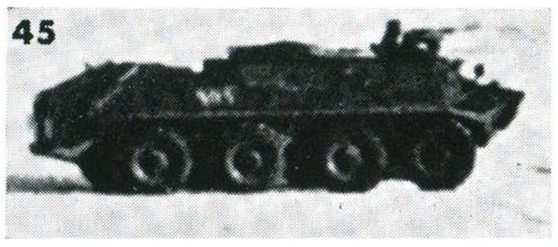

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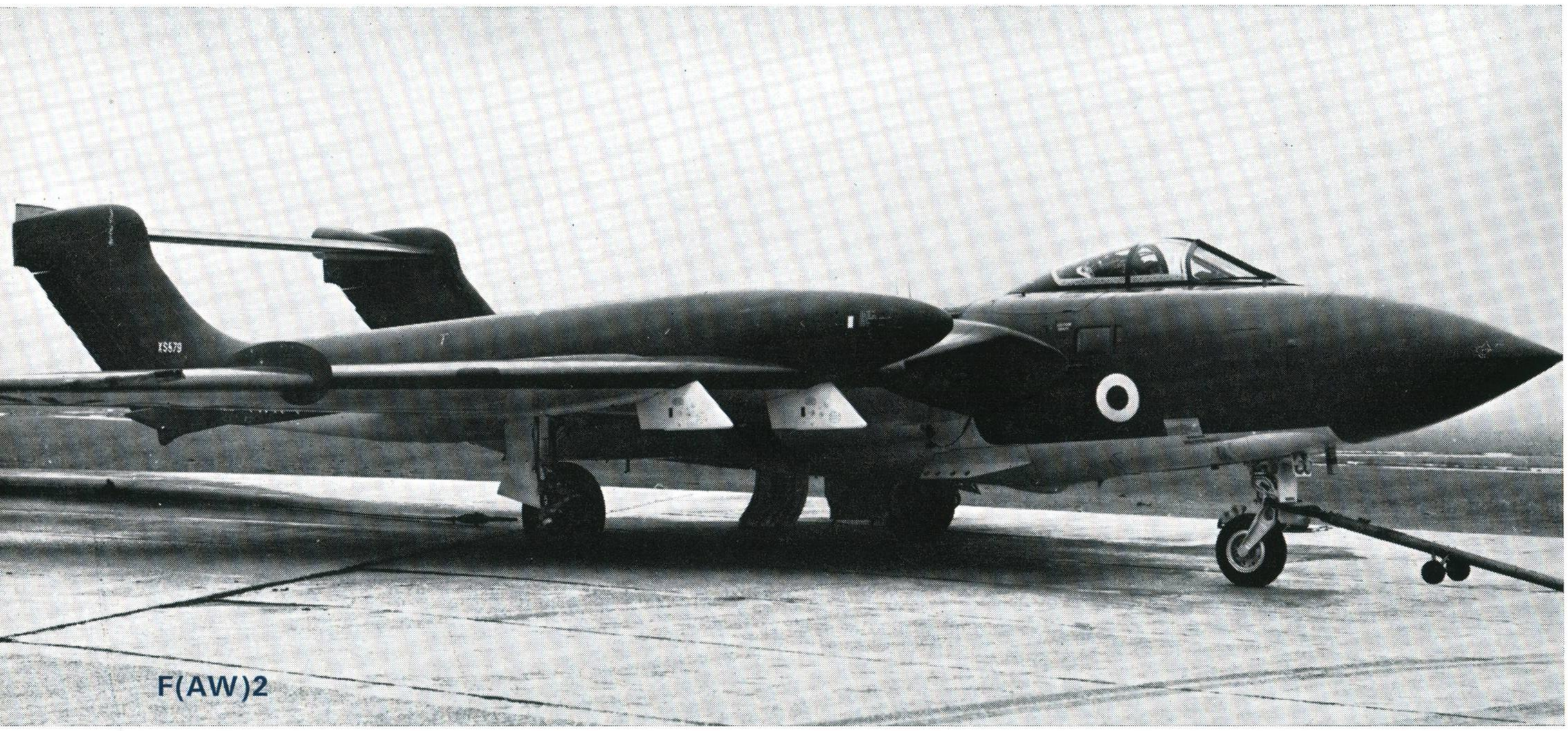

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F(AW)2

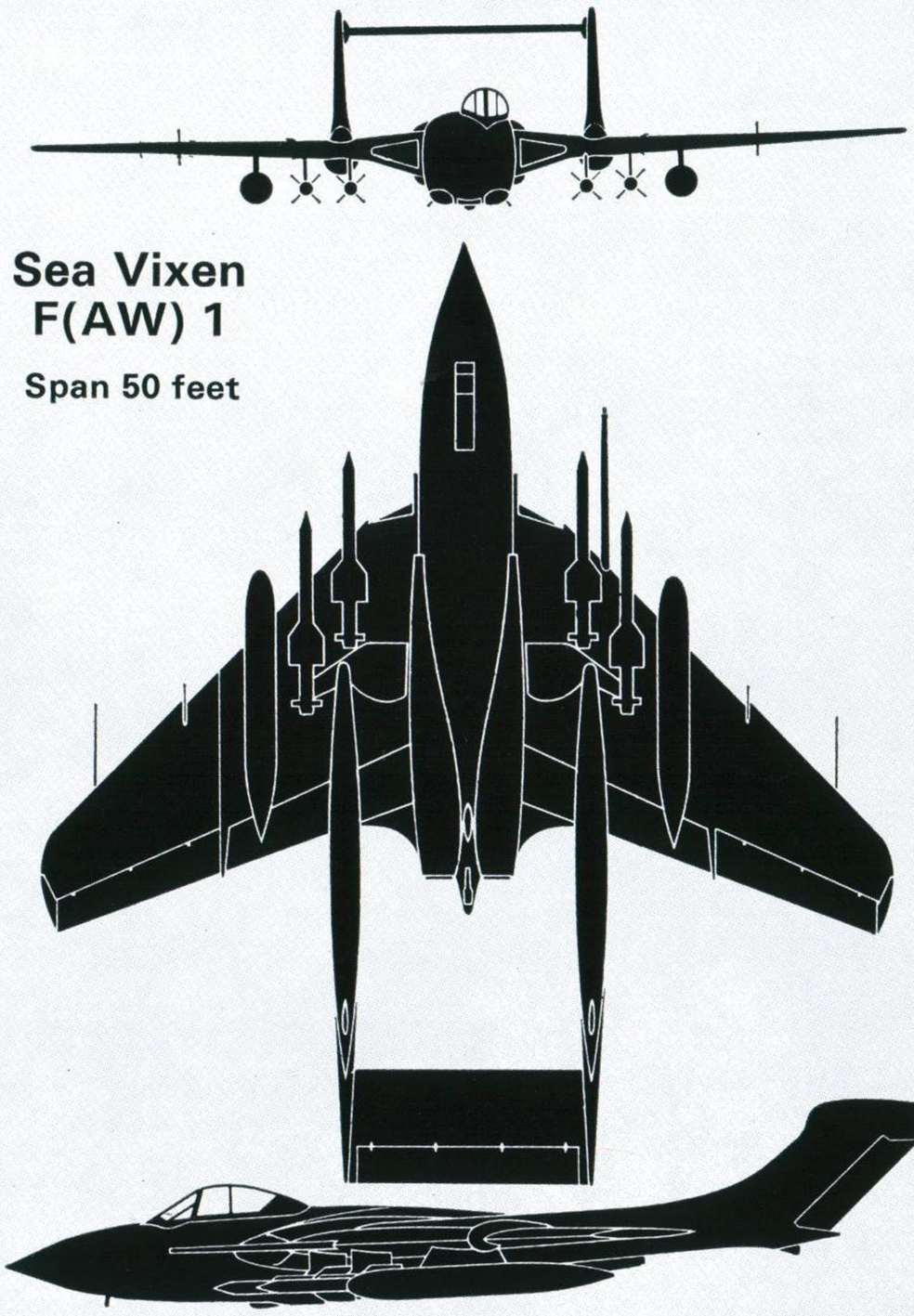
SEA VIXEN

Currently the Royal Navy's shipboard all weather fighter—but destined to be gradually replaced, from 1968, by the F-4K Phantom—the Sea Vixen recently made news when it took part in the air strikes against the abandoned oil tanker *Torrey Canyon*.

Standard Service model is the F(AW)2 which, as the key views show, differs from the F(AW)1 version in having deepened tail booms extended forward of the wings. It also has provision for carrying Red Top missiles instead of the F(AW)1's Firestreaks, additional to the various stores carried by the F(AW)1. Both versions carry a crew of two, can achieve sonic speed in a shallow dive, and have nuclear capability. The Sea Vixen is exclusive to the Royal Navy and late production F(AW)1's have been modified to Mk. 2 standard to supplement the limited new production of this version.

Work out the targets with aid of the instructions on page 117 reporting targets as Sea Vixens—or otherwise if "jokers"—and qualify where possible as F(AW)1 or F(AW)2.

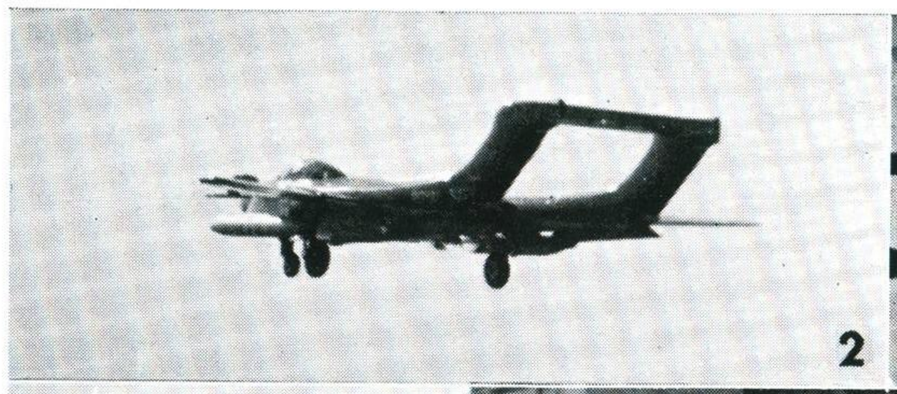
Solutions on the cover





F(AW)1





2



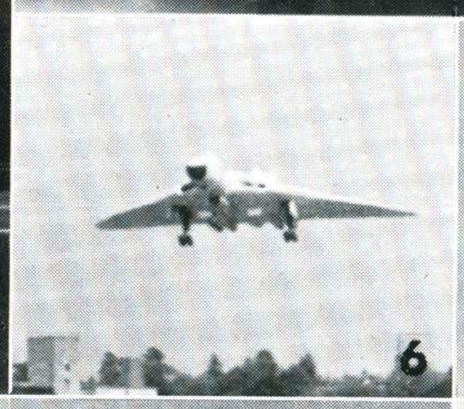
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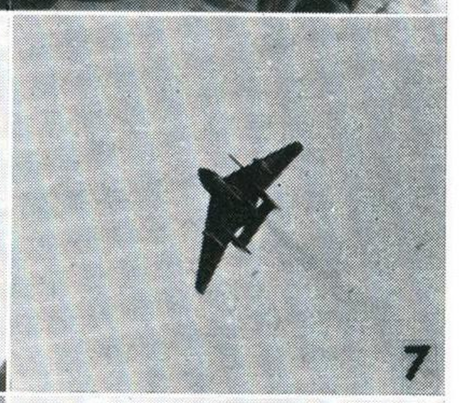
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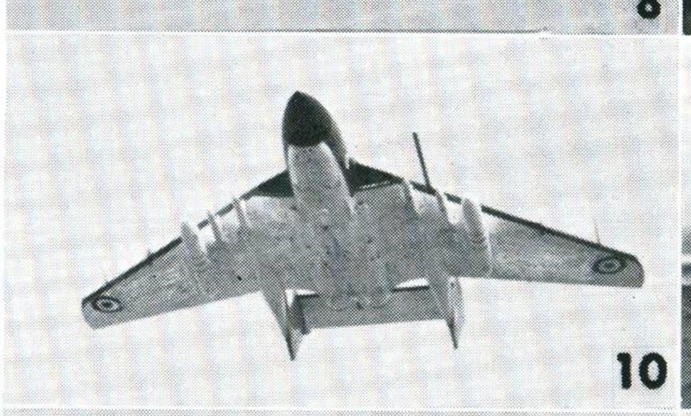
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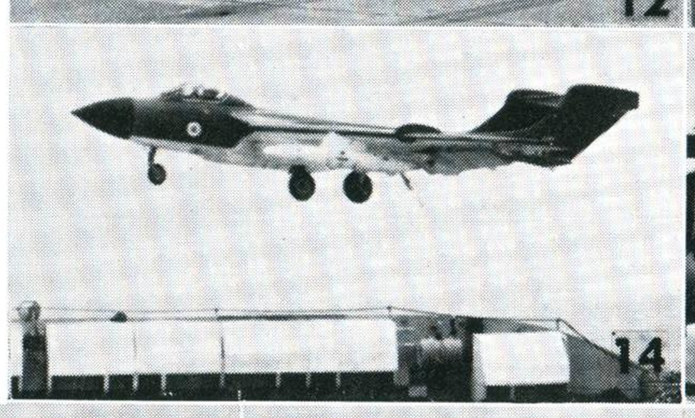


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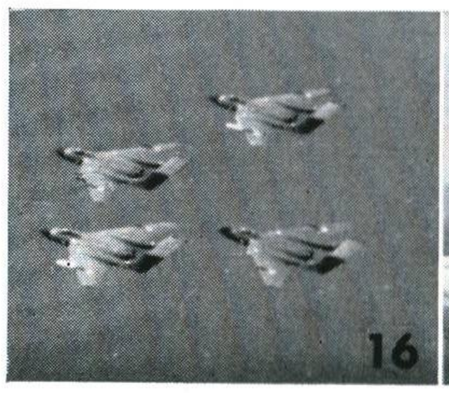




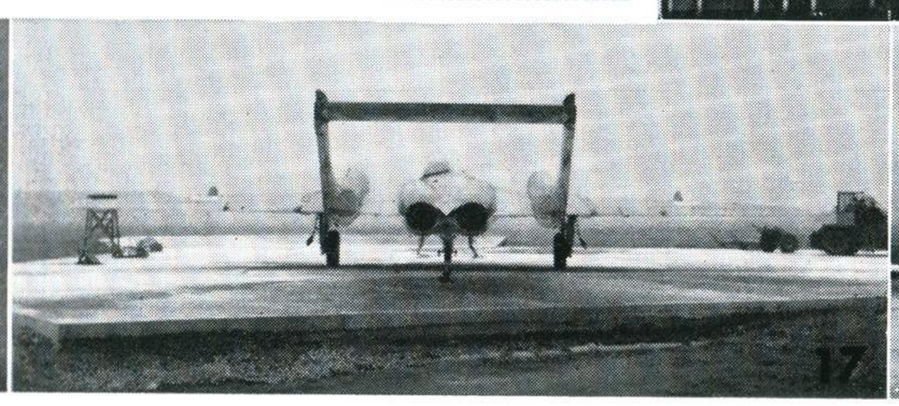
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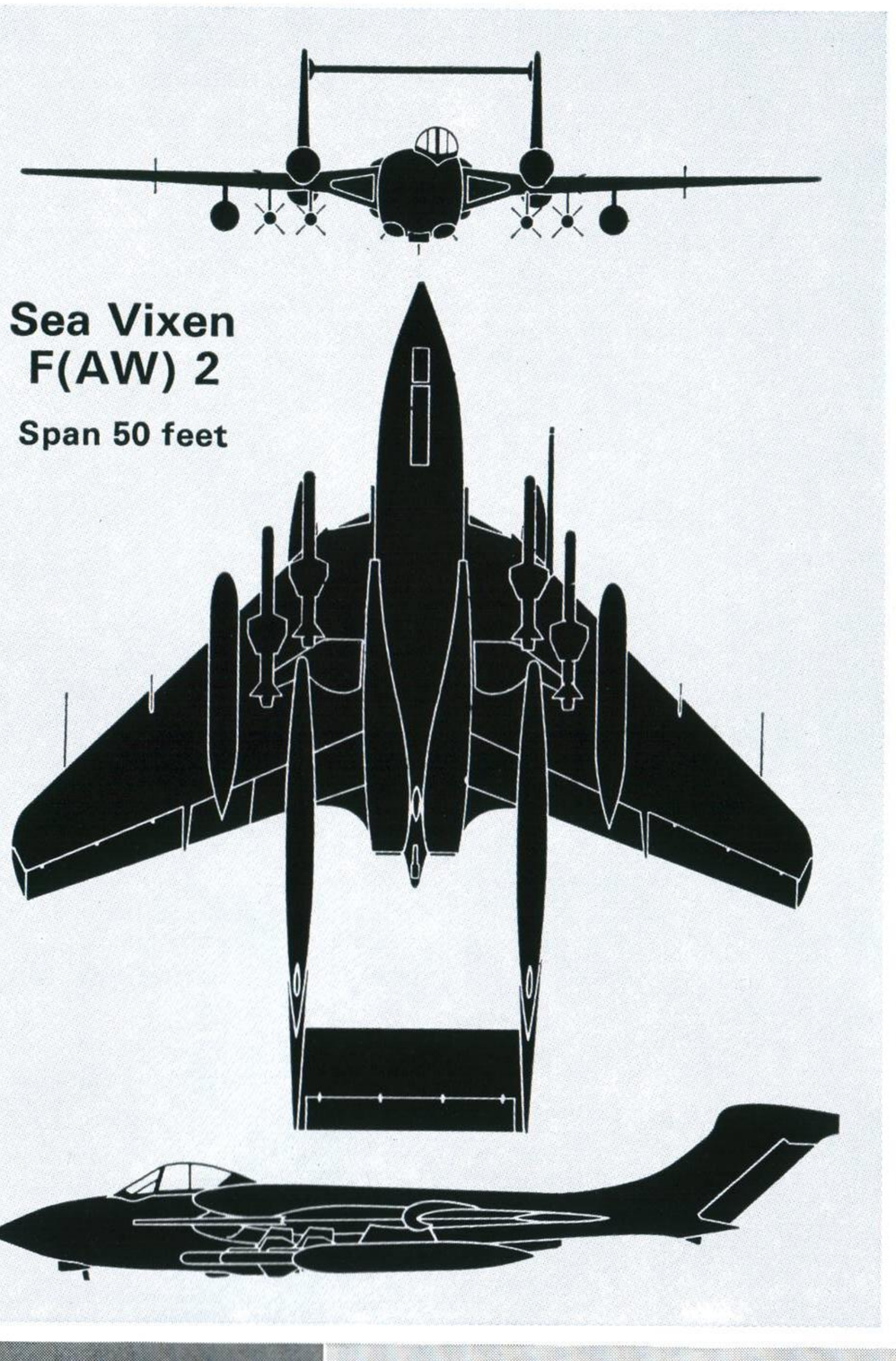
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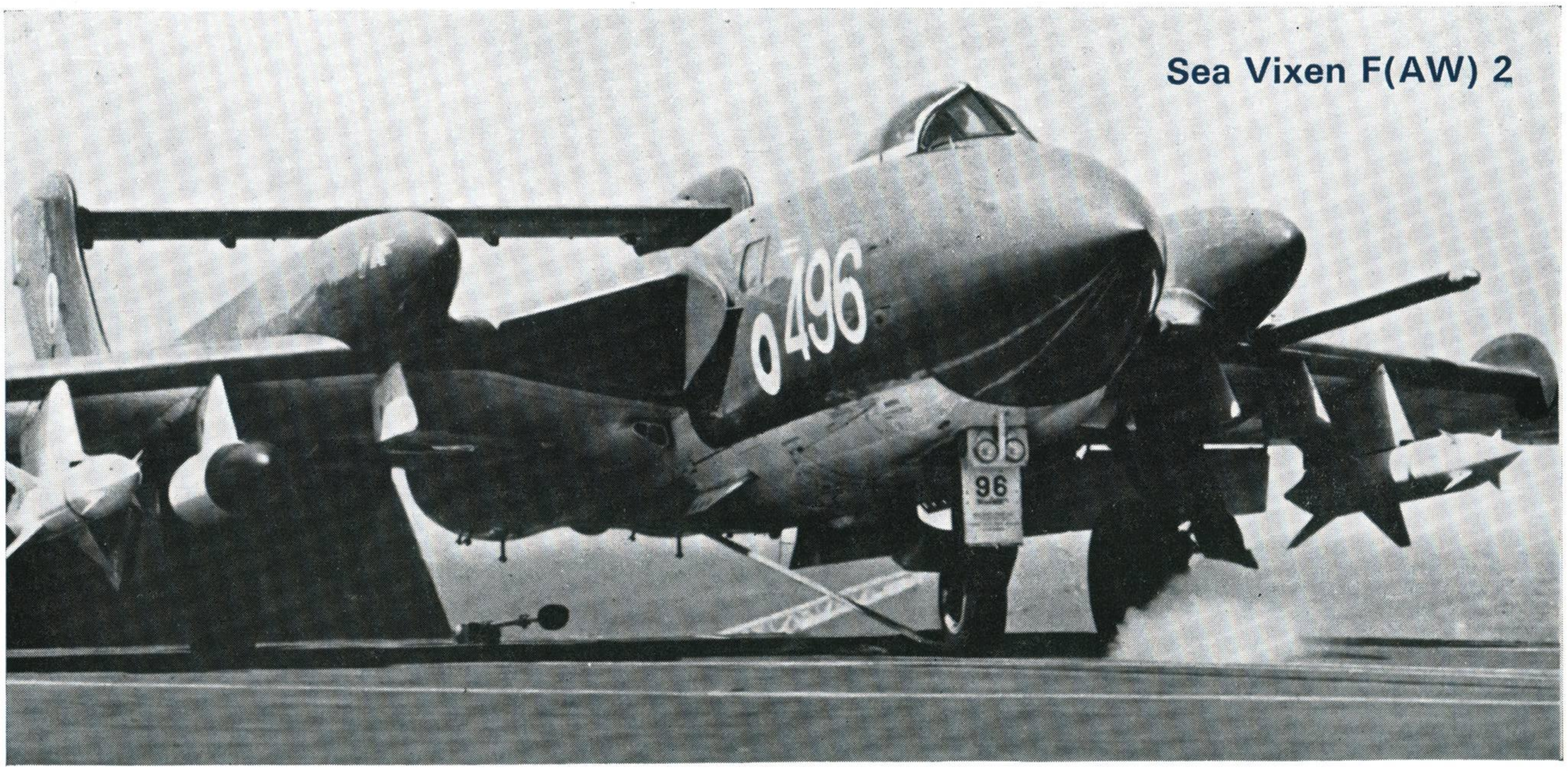
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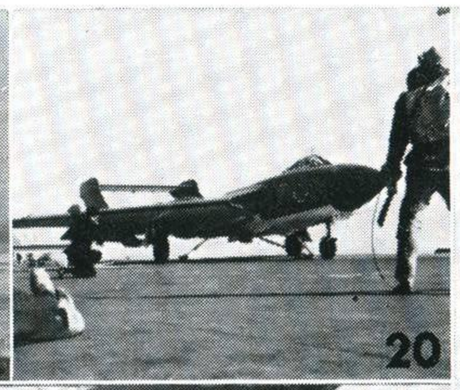
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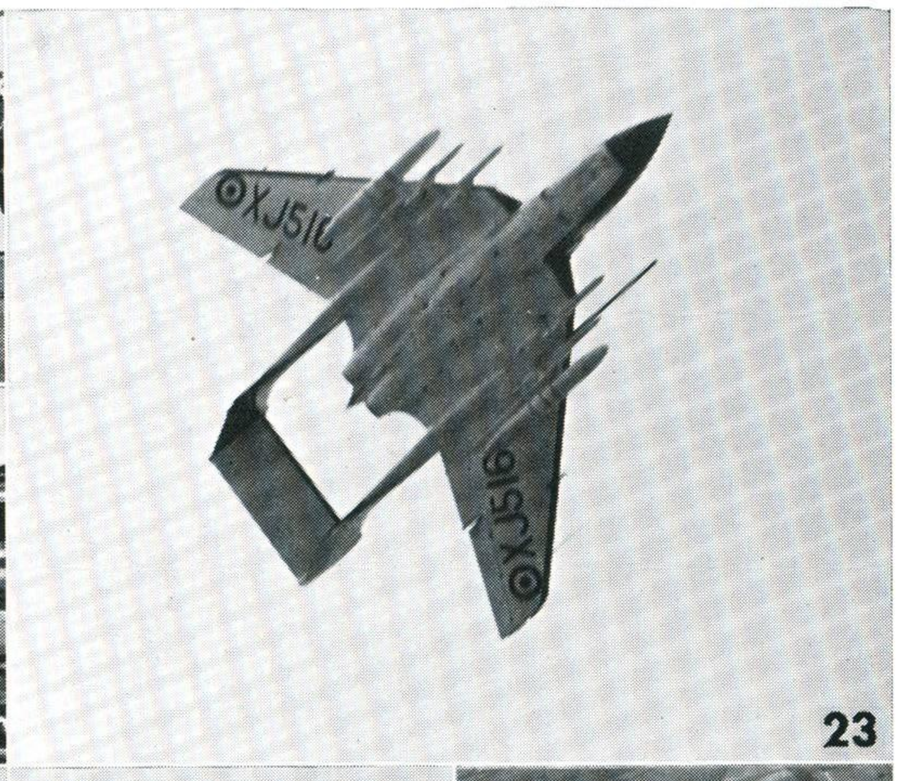


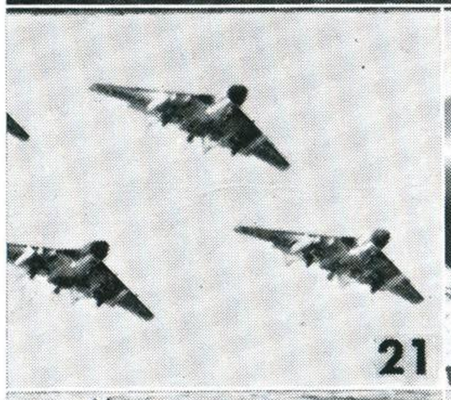
continued overleaf


Sea Vixen F(AW) 2
496
96

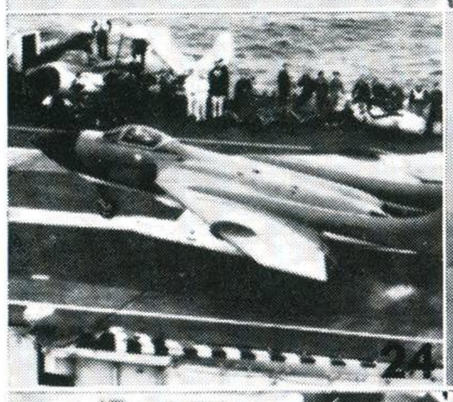

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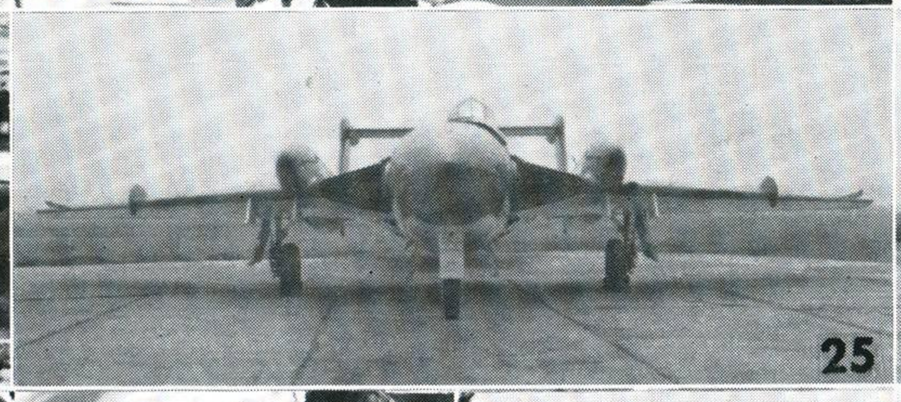

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XJ516
XJ516
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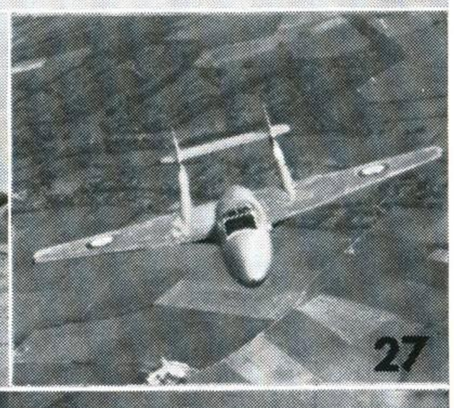

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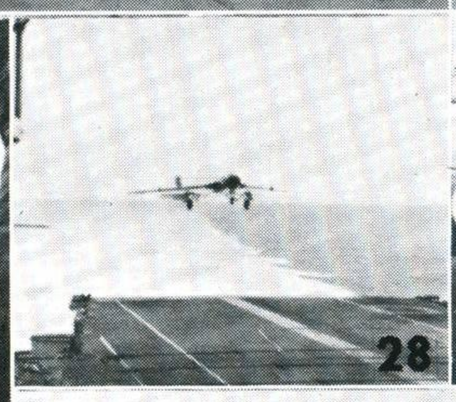

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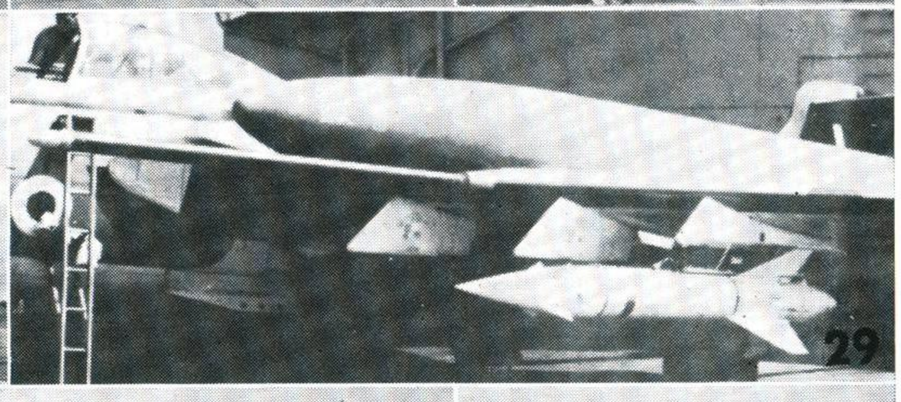

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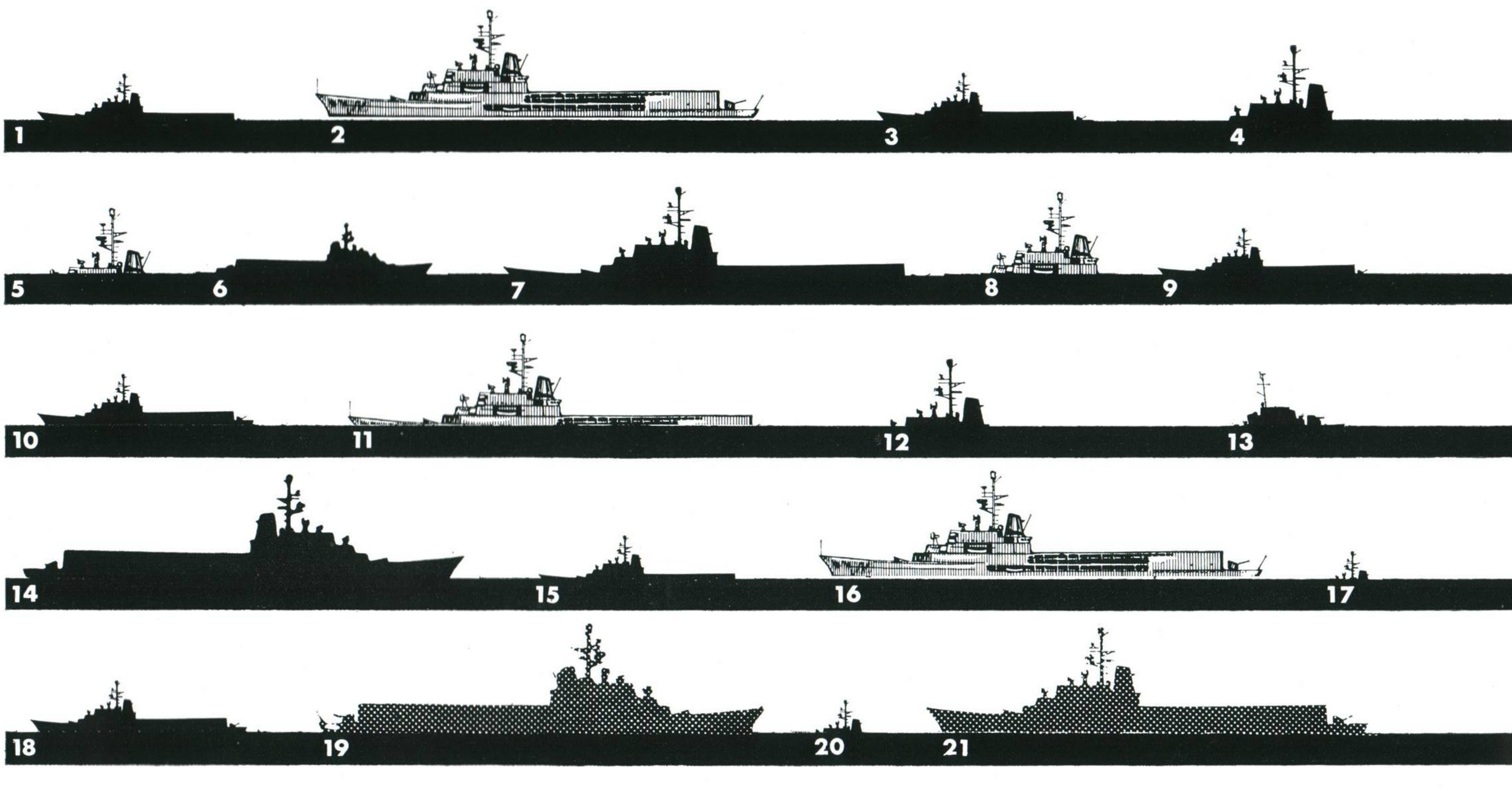

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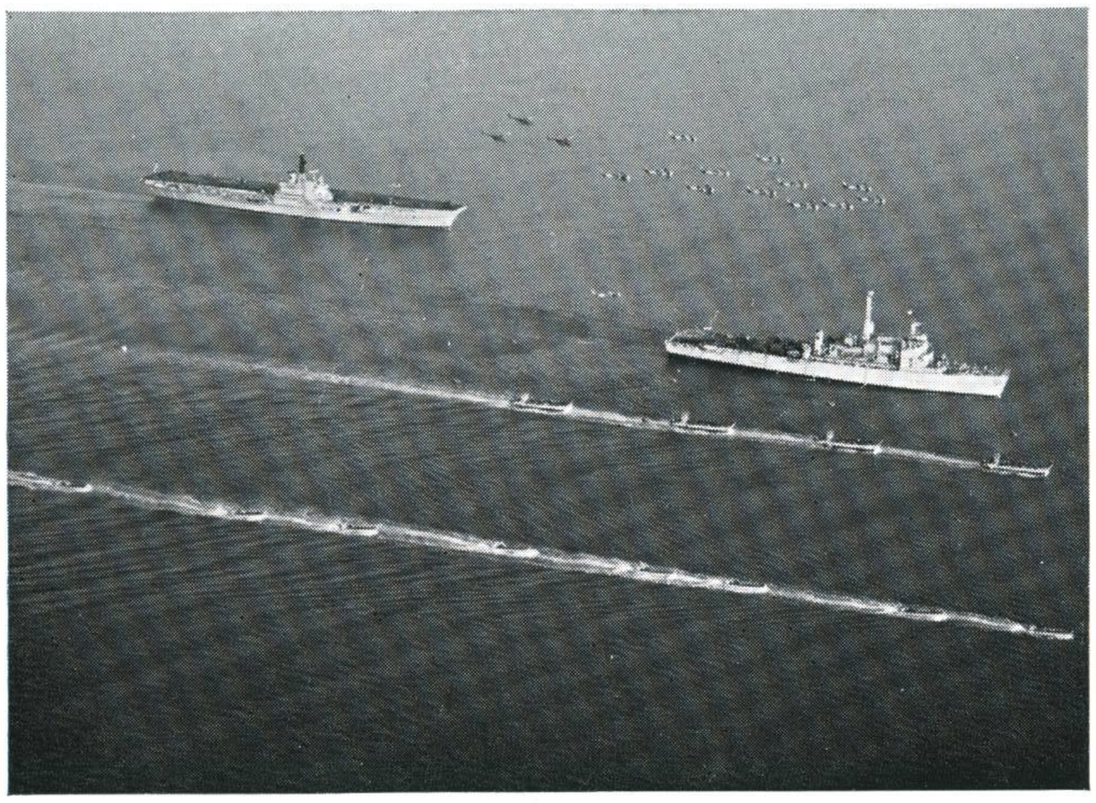

31


32

HELICOPTER CARRIER *JEANNE D'ARC*

This unique vessel completed in 1964 combines the functions of a training ship for officer cadets in peace-time in place of the old ship of the same name, with that of a commando ship, helicopter carrier. Of 10,000 tons standard displacement, with a length of 590 feet she has a speed of 26½ knots. In appearance she is distinctive by reason of large superstructure placed rather forward, small conical funnel and very tall, heavy mast.







BRITAIN'S AMPHIBIOUS GROUP—FIRST PICTURES

Left: The Amphibious Group showing **H.M.S. Bulwark** (left) and **H.M.S. Fearless** with, overflying, a flight of three R.A.F. **Whirlwinds** and three flights of Navy **Wessex V** helicopters (seen above **H.M.S. Fearless**). The two lines of minor landing craft are, in foreground, landing craft vehicle/personnel from both ships, and landing craft mechanised from **H.M.S. Fearless** (crewed by Royal Marines). Hardly visible, but overflying the landing craft, are some of the **Sioux** helicopters of the Commandos. On the decks of both ships can be seen vehicles and guns of No. 3 Commando Brigade Royal Marines embarked.

Right: (Cover picture) Another aerial shot of the Amphibious Group showing from right in background, **H.M.S. Bulwark, H.M.S. Fearless** with the minor landing craft on the left. The Navy **Wessex** helicopters in foreground.

SOLUTIONS TO TESTS AND EXERCISES

Page 116

TESTING TIME

1 Belfast	11 Vulcans	21 Blinder
2 Beverley	12 Argosy	22 Sea Vixens
3 One-Eleven	13 Fidler	23 One-Eleven
4 Britannia	14 DC 8	24 Gnat
5 Jet Provosts	15 Canberras	25 Fidler
6 Vanguard	16 Phantom	26 Herons
7 Wessex	17 Classic	27 Vanguard
8 HS 748/Andover	18 Lightning	28 HS 748/Andover
9 Whirlwind	19 Shackleton M.R.2	29 Argosy
10 Buccaneers	20 Whirlwind	30 Trident

Page 118

SR.N6

All targets are **SR.N6s** except Nos. 26 and 46 which are sections of **A.F.Vs.**

Page 122

H.M.S. HERMES

All targets are of **H.M.S. Hermes** except for No. 20 which is **H.M.S. Victorious** and No. 27 which is **H.M.S. Eagle.**

Page 126

PORPOISE CLASS

All targets are of **H.M.S. Porpoise** Class except Nos. 9 and 21.

Page 130

BTR 60

All targets are of **BTR 60** except No. 24 which is a **Saracen.**

Page 136

SEA VIXEN

1 Sea Vixen F(AW)2	12 Sea Vixen F(AW)2	23 Sea Vixen F(AW)1
2 Sea Vixen F(AW)1	13 Sea Vixen F(AW)1	24 Sea Vixen F(AW)1
3 Sea Vixen F(AW)1	14 Sea Vixen F(AW)1	25 Sea Vixen F(AW)2
4 Sea Vixen F(AW)2	15 Sea Vixen F(AW)2	26 Sea Vixen F(AW)2
5 Sea Vixen F(AW)2	16 Sea Vixen F(AW)1s	27 Vampire T.11
6 Vulcan	17 Sea Vixen F(AW)2	28 Sea Vixen F(AW)1
7 Sea Vixen F(AW)1	18 Sea Vixen F(AW)2	29 Sea Vixen F(AW)2
8 Sea Vixen F(AW)1	19 Sea Vixen F(AW)2	30 Sea Vixen F(AW)2
9 Sea Vixen F(AW)1	20 Sea Vixen F(AW)1	31 Sea Vixen F(AW)1
10 Sea Vixen F(AW)1	21 Sea Vixen F(AW)1s	32 Sea Vixen F(AW)1
11 Sea Vixen F(AW)2	22 Sea Vixen F(AW)1	(Sea Venoms in background)

Page 139

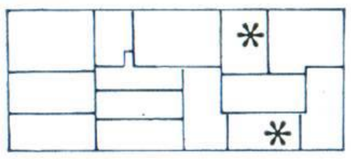
JEAN D'ARC

All targets are of **Jeanne d'Arc** except No. 13

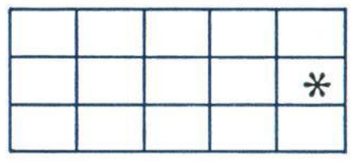
Page 128

TEST PAPERS

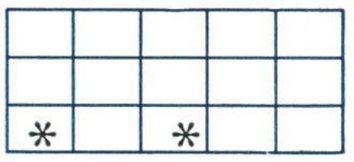
ALGERINE ?



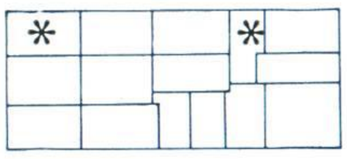
PORPOISE ?



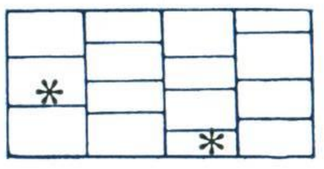
KAZBEK ?



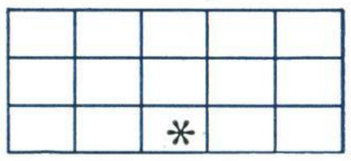
SALISBURY ?



BULK CARRIERS ?



LEANDER ?



* Jokers

TO THOSE ABOUT TO WRITE—*DON'T!*

In the June 1965 and in the January 1967 editions we misquoted the wing span of the Atlantic: it is of course 119 feet. In the February 1967 edition we cross-named a number of Commando Ship targets—the solutions should be corrected as follows—No. 1 H.M.S. *Albion*, No. 13 H.M.S. *Bulwark*, No. 29 H.M.S. *Albion*, No. 32 H.M.S. *Bulwark*, No. 38 H.M.S. *Bulwark* and No. 39 H.M.S. *Bulwark*. This was an Editorial Office failure to action the proof corrections of our ship expert Lt. Cdr. E. C. Talbot-Booth. Also in February 1967 "Far Eastern Miscellany" named a Valetta as a Varsity in the background of target No. 14. For the Dominie Test Paper there should have been another joker in the 4th square from the left, top line. In the March 1967 edition we omitted a joker in the Alouette II test—the bottom right-hand corner aircraft is a Sioux. In the April 1967 edition we misquoted the name given by the Indian Army to the Vickers 37-ton Battle Tank; we understand the correct name to be VIJAYANTA and not as we quoted. Incidentally this vehicle is not a joint Anglo-Indian venture as suggested but is a Vickers' product entirely and is being built in India under licence. We must express our regrets for the errors.

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