

ALTERATIONS AND ADDITIONS BETWEEN COMPLETION AND MAJOR REFFITS OF 1944/45

King George V. Early 1940: pom-pom director platform between forward HACS directors replaced by Type 271 surface warning radar. December 1940: UP mountings removed, Type 271 radar replaced by Type 273 (Lantern on foremast starfish), five Type 282 radars fitted, 18 single 20mm Oerlikons fitted (5 on forecastle, 5 on quarterdeck, 2 on each side of No 1 platform, 4 on boat deck). Early 1942: Four Type 285 radars added. May 1943: Two 32ft cutters abreast forecastle removed, 20 single 20mm Oerlikons added (2 on each side mainmast, 4 on each side catapult deck, 4 abreast B turret and 4 on quarterdeck), upper bridge extended aft and Admiral's bridge forward.

Prince of Wales: July 1941: UP

mountings removed and two 8 barrel pom-pom mountings fitted (one on B and one on X turrets), Type 271 surface warning radar added between forward HACS directors as in *King George V*. December 1941: 7 single 20mm Oerlikons added (3 on quarterdeck, 4 on No 1 platform).

Duke of York: November 1941: radar Type 273 fitted on foremast starfish. January 1942: One 20mm Oerlikon fitted between hawsepipes at extreme forward end of forecastle (the position proved impractical due to the mounting's susceptibility to the weather and was removed after two or three months). April 1942: 8 single 20mm added (5 on forecastle, 3 on quarterdeck) sheet anchor on starboard side removed. March 1943: 24 single 20mm Oerlikons added (2 on after boiler room vents, 4 abreast B turret, 6 on No 1 platform, 4 on each side catapult deck, 2 on each side of deck forward of X turret) bridge

modified as in *King George V* and cutters abreast B turret removed. June 1944: Two twin 20mm Oerlikons added on No. 1 platform and 8 single 20mm removed from No 1 platform. *Anson*: June 1943: 17 single 20mm Oerlikons (4 on each side of catapult deck, 8 on forecastle around B turret). Cutters abreast B turret removed. *Howe*: June 1943: 22 single 20mm Oerlikons added (plus 2 transferred from abreast X turret= 24) (4 on each side catapult deck, 2 in wings of Admiral's bridge, 2 in place of 44in searchlights on after funnel, 2 on No 1 platform, 10 on forecastle deck around B turret).

TABLE 1. CONSTRUCTION

Names	Builders	Laid Down	Launched	Completed	Pennant No
KING GEORGE V	Vickers Armstrong (Walker)	01-01-37	21-02-39	01-10-40	41
PRINCE OF WALES	Cammell Laird (Birkenhead)	01-01-37	03-05-39	31-03-40	53
DUKE OF YORK (ex ANSON)	John Brown (Clydebank)	05-05-37	28-02-40	04-11-41	17
ANSON (ex JELICOE)	Swan Hunter and Wigham Richardson (Wallsend on Tyne)	20-07-37	24-02-40	22-06-42	79
HOWE (ex BEATTY)	Fairfield (Govan)	01-06-37	09-04-40	29-08-42	32

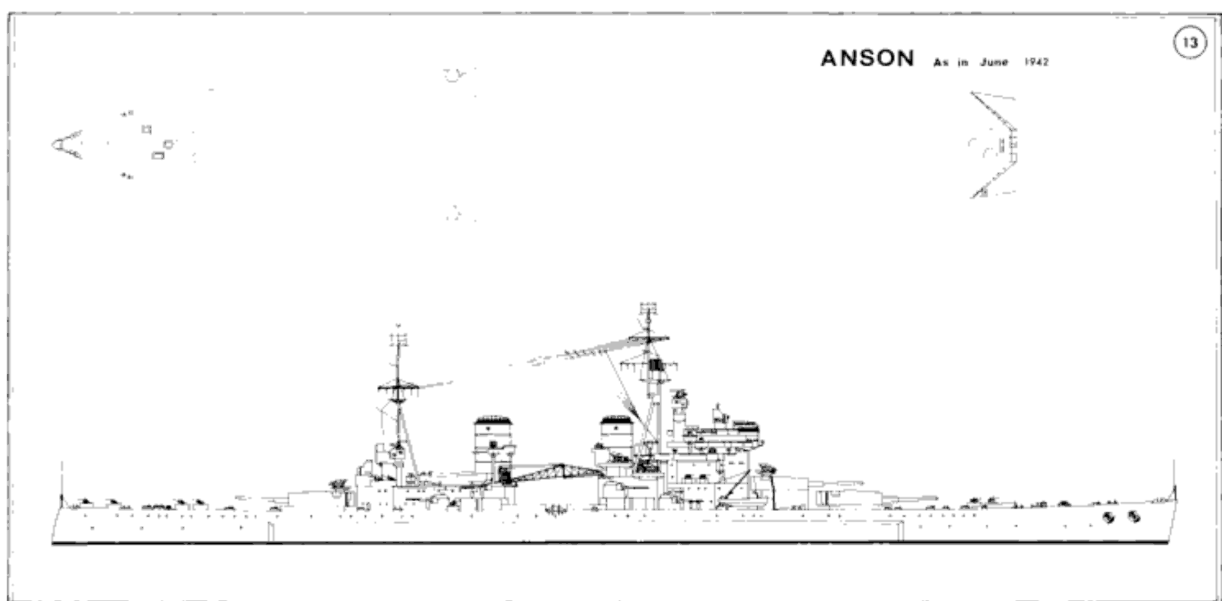
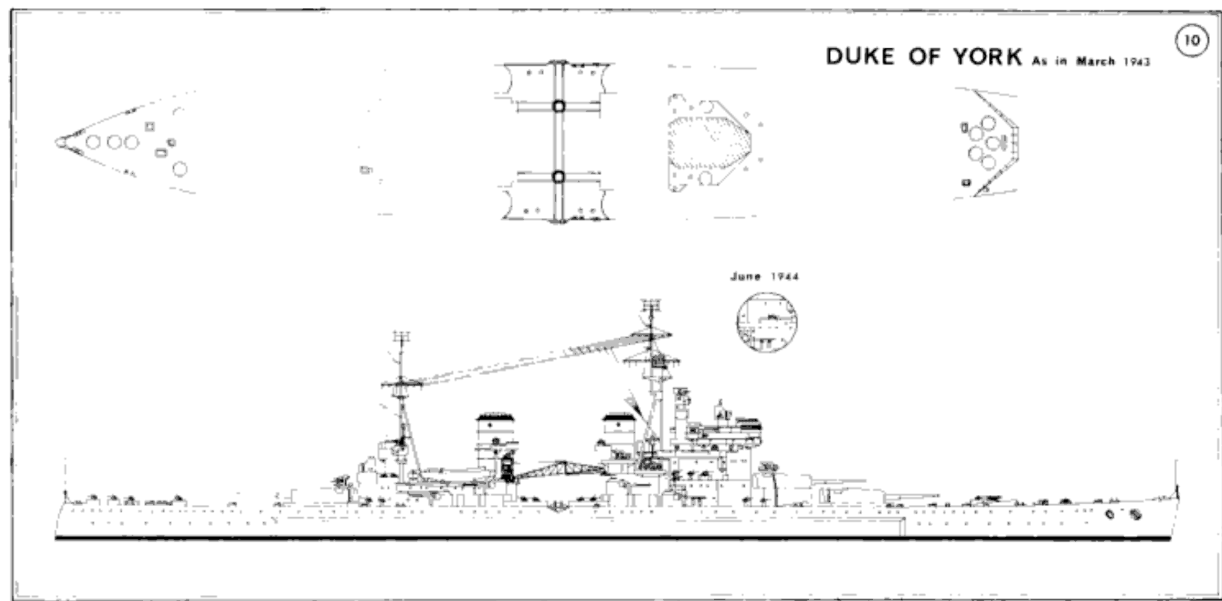
TABLE 2. DISPLACEMENT

Design standard displacement: 35 000 tons
Estimated displacements in 1941 (tons)

Names	Standard Displacement	Full Load Displacement
KING GEORGE V	36 730	41 815
PRINCE OF WALES	36 750	41 850
DUKE OF YORK	36 820	41 930
ANSON	36 970	42 080
HOWE	36 950	42 050

TABLE 3. BREAKDOWN OF WEIGHTS OF KING GEORGE V (tons)

	AS DESIGNED		AS COMPLETED	
	Standard	Full load	Standard	Full load
Hull and fittings	13 500	13 500	13 830	13 830
Machinery	2 700	2 700	2 770	2 770
Protection	12 500	12 500	12 410	12 410
Armament	6 050	6 765	6 570	7 400
Equipment	1 150	1 465	1 150	1 620
TOTAL	35 900	36 930	36 730	38 030
Oil fuel		3 700		3 730
Lubricating oil & petrol		60		60
Reserve feed water		300		255
TOTAL		40 990		42 075

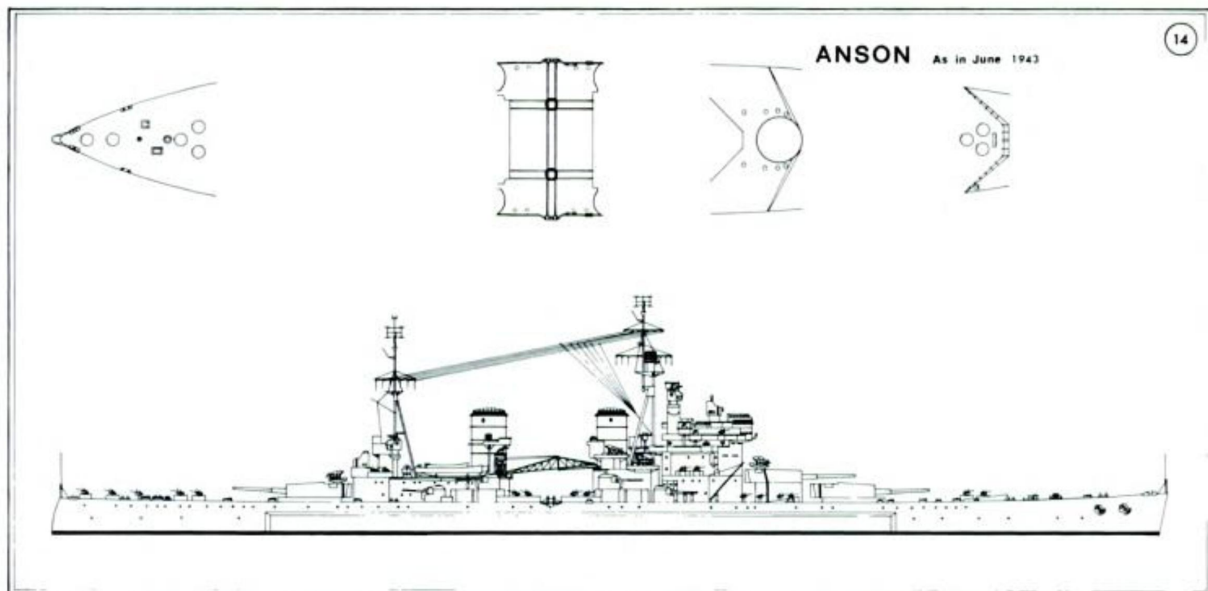


1 *Prince of Wales* in the Pentland Firth on 6 October 1941. She now has multiple pom-poms on B and X turrets, in place of the UP mountings originally carried, and is equipped with a full radar outfit (Types 279, 271, 284, 285 and 282)
NMM

2 The *Anson* turning to starboard on 5 August 1942.
NMM

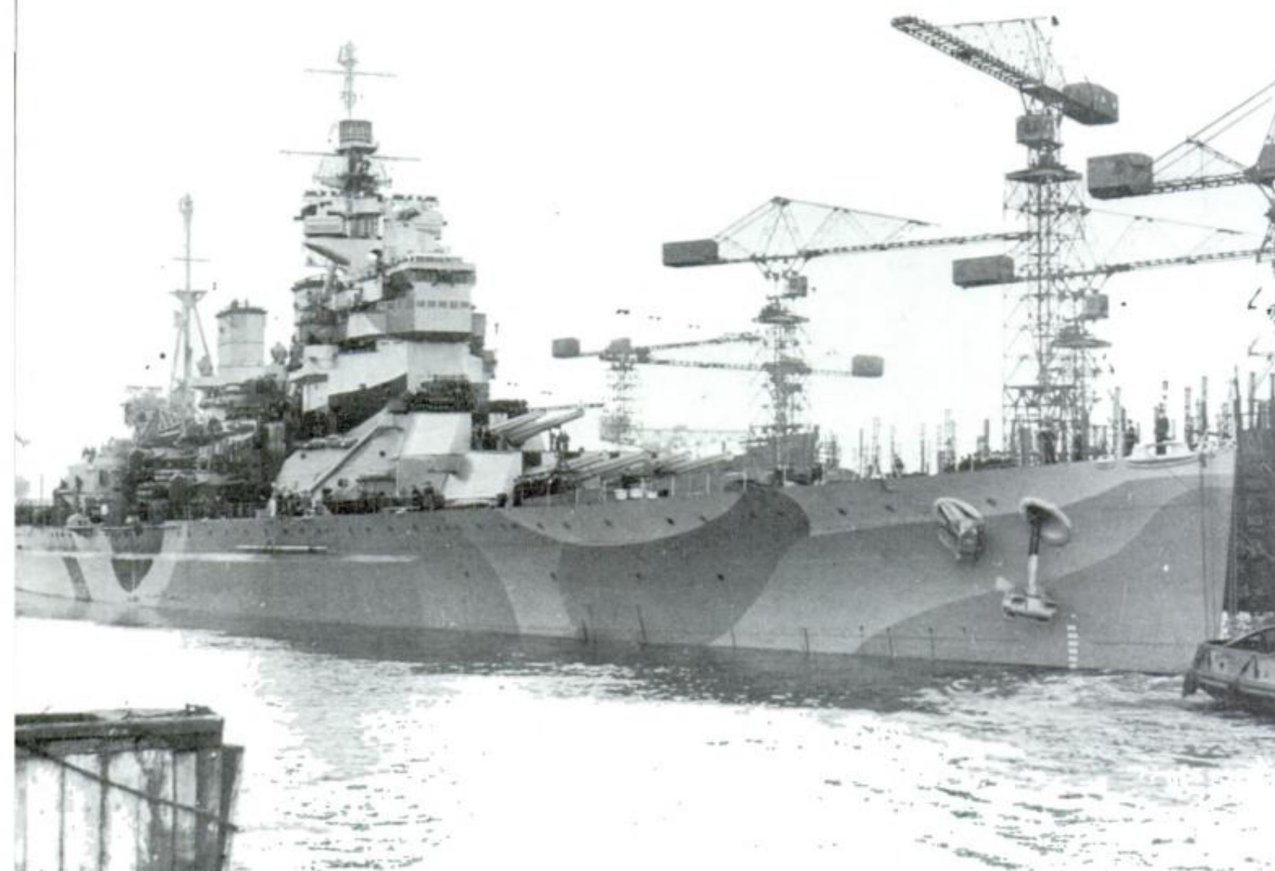
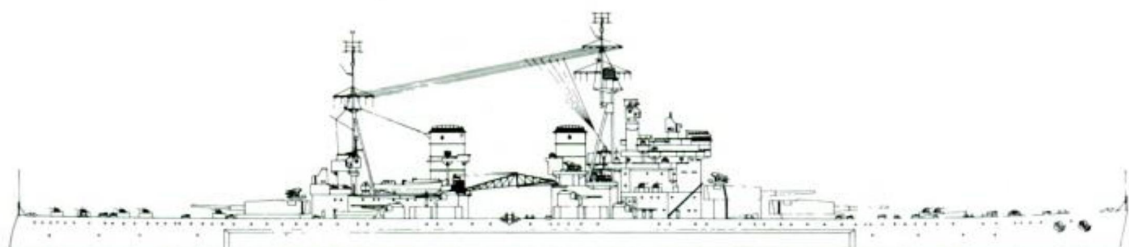
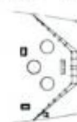
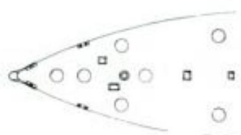


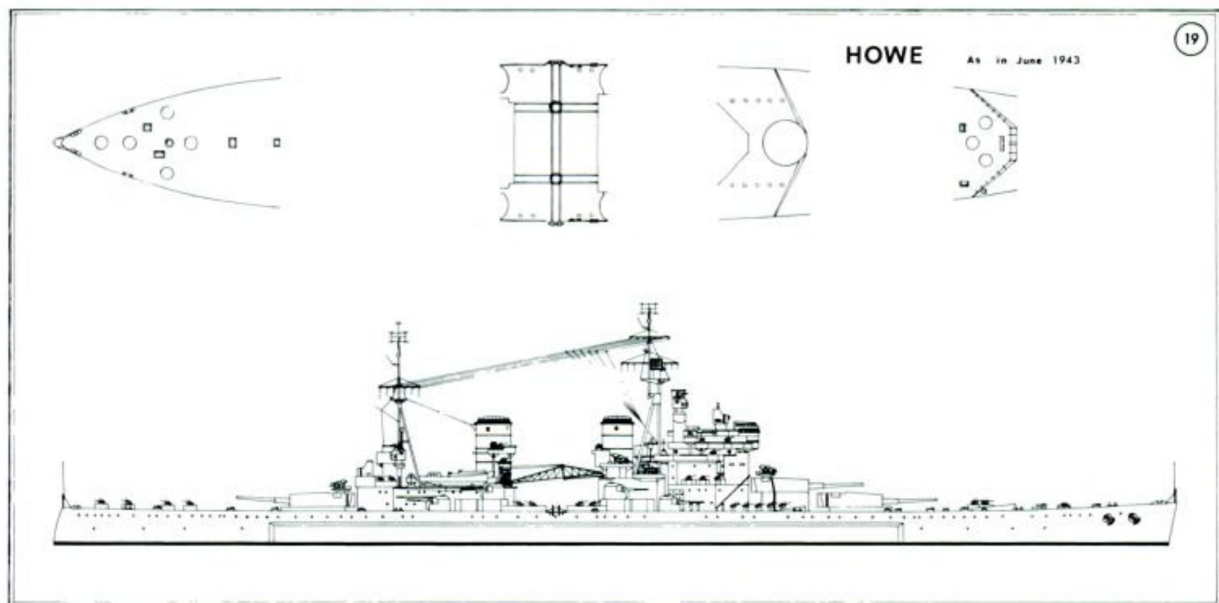
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HOWE As in August 1942

18





2



1 *Howe* leaving Fairfield's yard on completion in 1942.
Authors collection

2 *Howe* turns to port at speed, March 1943.
CPL W/9/001

1 *Prince of Wales* arriving at Argientia Bay, Newfoundland, in August 1941.
IWM

3 *Duke of York* in dock at Rosyth at the end of her December 1942-March 1943 refit.
IWM

2 *Duke of York* leaving drydock at Rosyth, March 1943.
IWM

