

THE KING GEORGE V CLASS PART 2

BY ROBERT DUMAS

The Duke of York leaving Portland in September 1948 for Home Fleet exercises. By this time her close range armament had been reduced to 64 2pdr pom poms (8 x 8) and 6 40mm Bofors (6 x 1)

CPL W/10/005



With the virtual elimination of German capital ship strength in European waters the emphasis of the naval war, with the exception of the anti-submarine campaign, shifted to the Pacific and Far East. During 1944-45 therefore, the four ships of the *King George V* class were extensively refitted in preparation for their transfer to the British Pacific Fleet. With air attack representing a much greater danger in this new area these refits were mainly concerned with providing

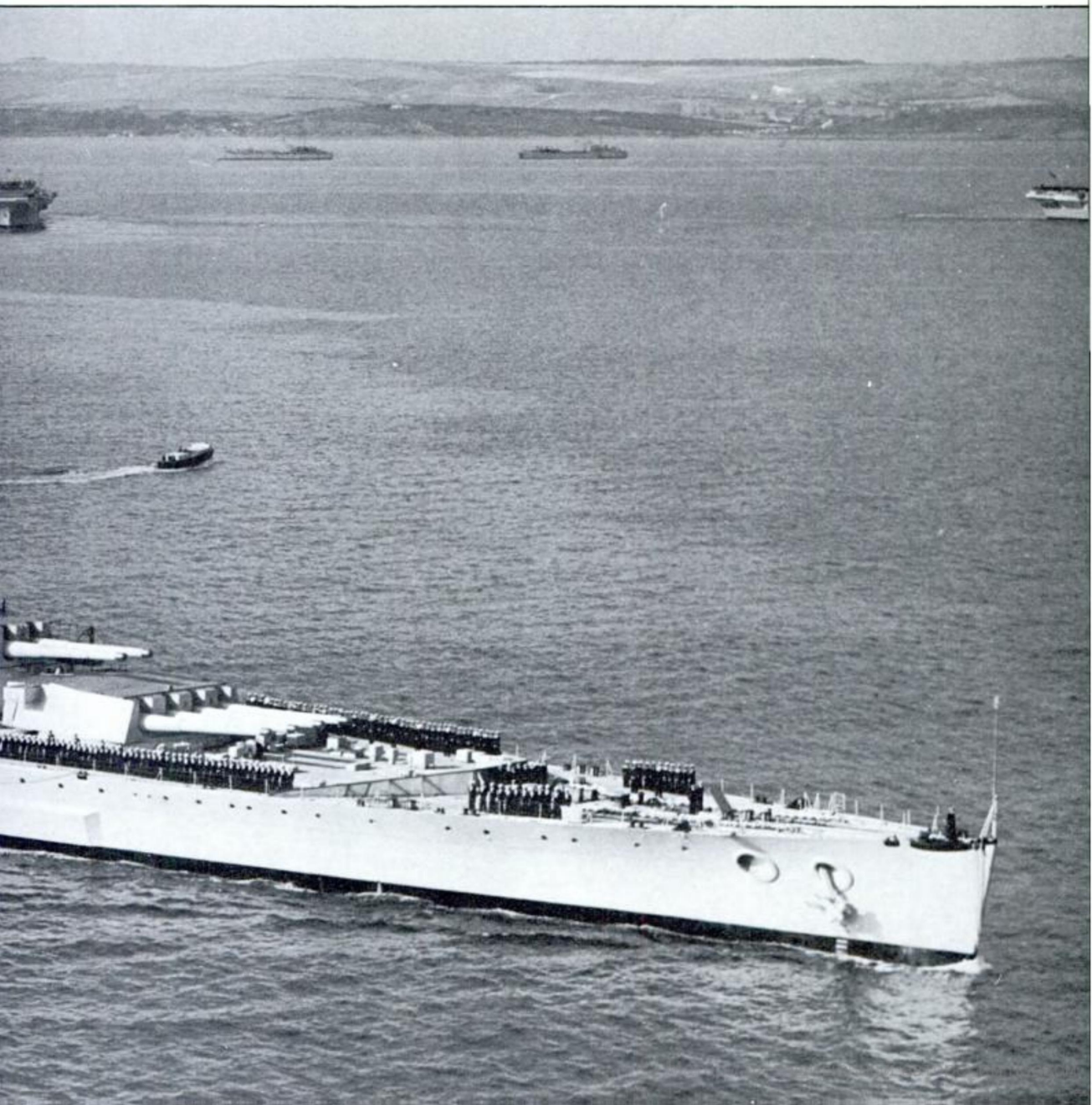
additional AA guns and radar equipment but other alterations, resulting from war experience, were also carried out.

ALTERATIONS CARRIED OUT DURING LARGE REFFITS OF 1944-45

Howe. Refit at Devonport January-May 1944.

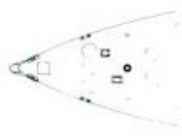
REMOVED: 6 single 20mm Oerlikons, radars Type 281, 284 and 273 and the aircraft, their equipment and catapult. A large

number of scuttles were plated over. **ADDED:** (a) armament: 2-8 barrel pompoms, 2 US quad Bofors and 4 twin 20mm Oerlikon mountings on the former boat deck, 2 pompom directors and 2 US-pattern 40mm directors on the after superstructure; (b) gunnery radar: Type 274, with aerial on forward main director, Type 285, with aerial on after main director, 2 Type 282 with aerials on new pompom directors each side of after funnel; (c) boats: main boat stowage shifted



KING GEORGE V

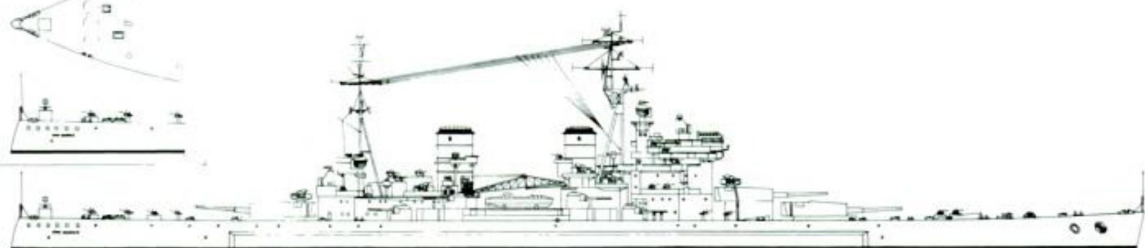
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As in December 1945



As in July 1944

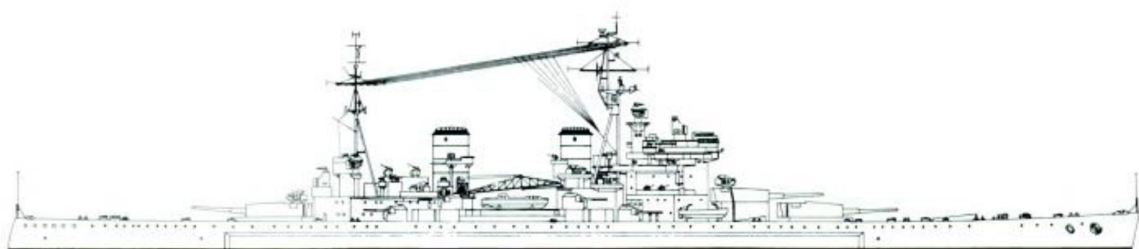


KING GEORGE V

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As in March 1946

As in December 1949



from after superstructure to new structure built over former catapult deck amidships; (d) detection and communication equipment: combined air/surface warning radar Type 277 with aerial at top of foremast, combined air/surface target indication radar Type 293 with aerial on foremast, air warning Type 281B with aerial on the mainmast, two IFF Type 242, for use in conjunction with Type 281B, with aerials on the mainmast, 'Headache' with aerial on foremast, TBS types 86 and 87 with aerials on yard arms, D/F hut and aerial on

quarterdeck; (e) other modifications: platform on after funnel fitted with roof, after HACS director platform modified, hangars converted for use as cinemas and new crew space provided on catapult deck. Note: the main yard on the foremast of *Howe* was lower than in the other ships of the class which is particularly useful in differentiating her from *King George V* in bow views. On completion of her refit the displacement of *Howe* had risen to 39 520 tons (standard), 44 510 tons (full load).

King George V. Refit at Liverpool February-July 1944.

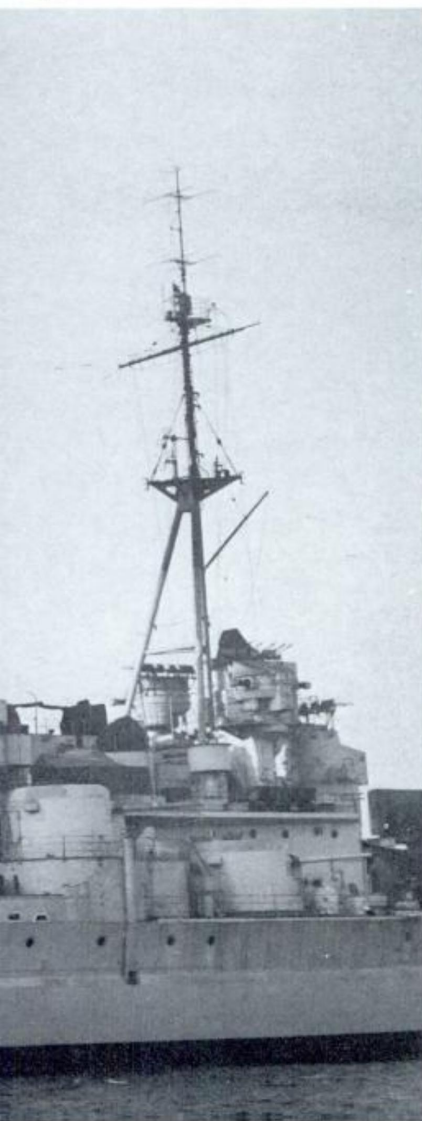
Alterations and additions as for *Howe* except as follows:

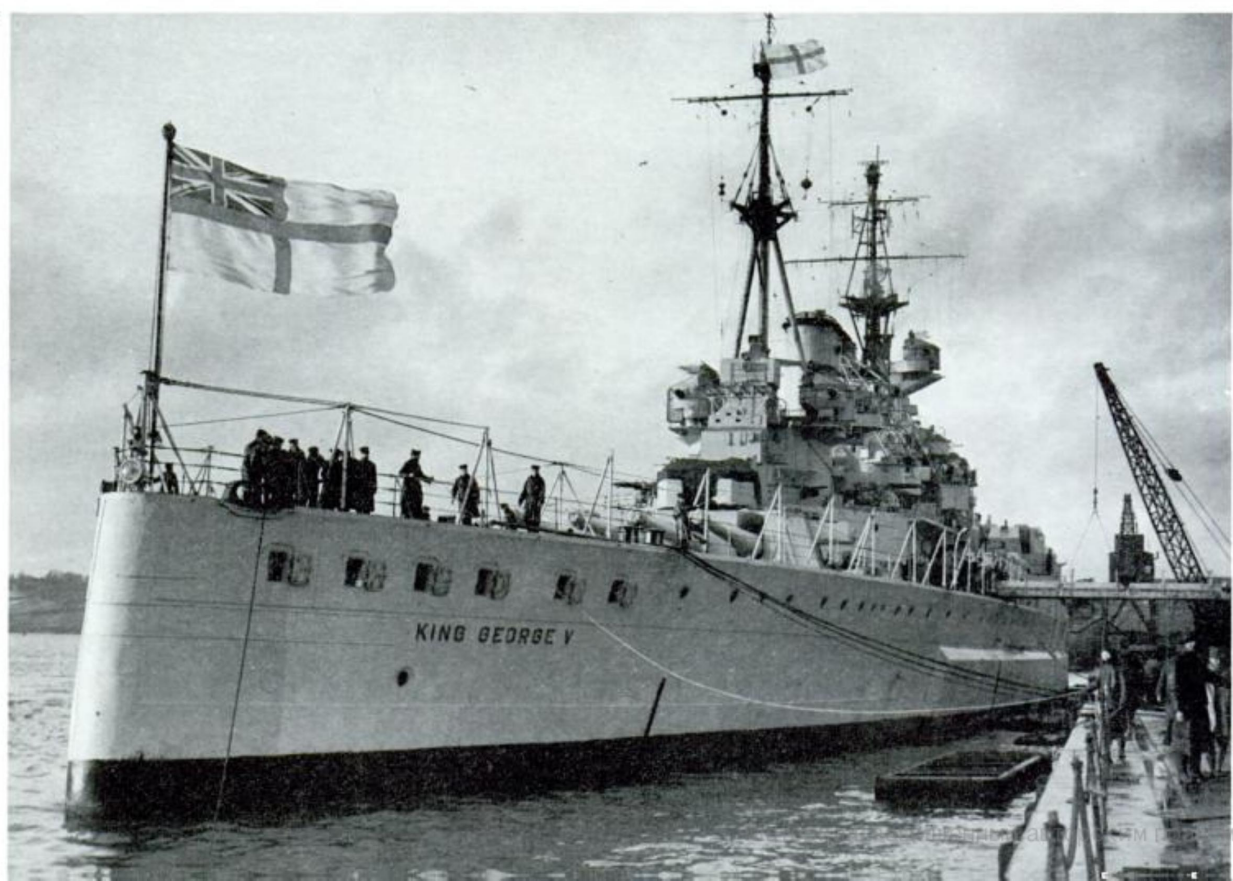
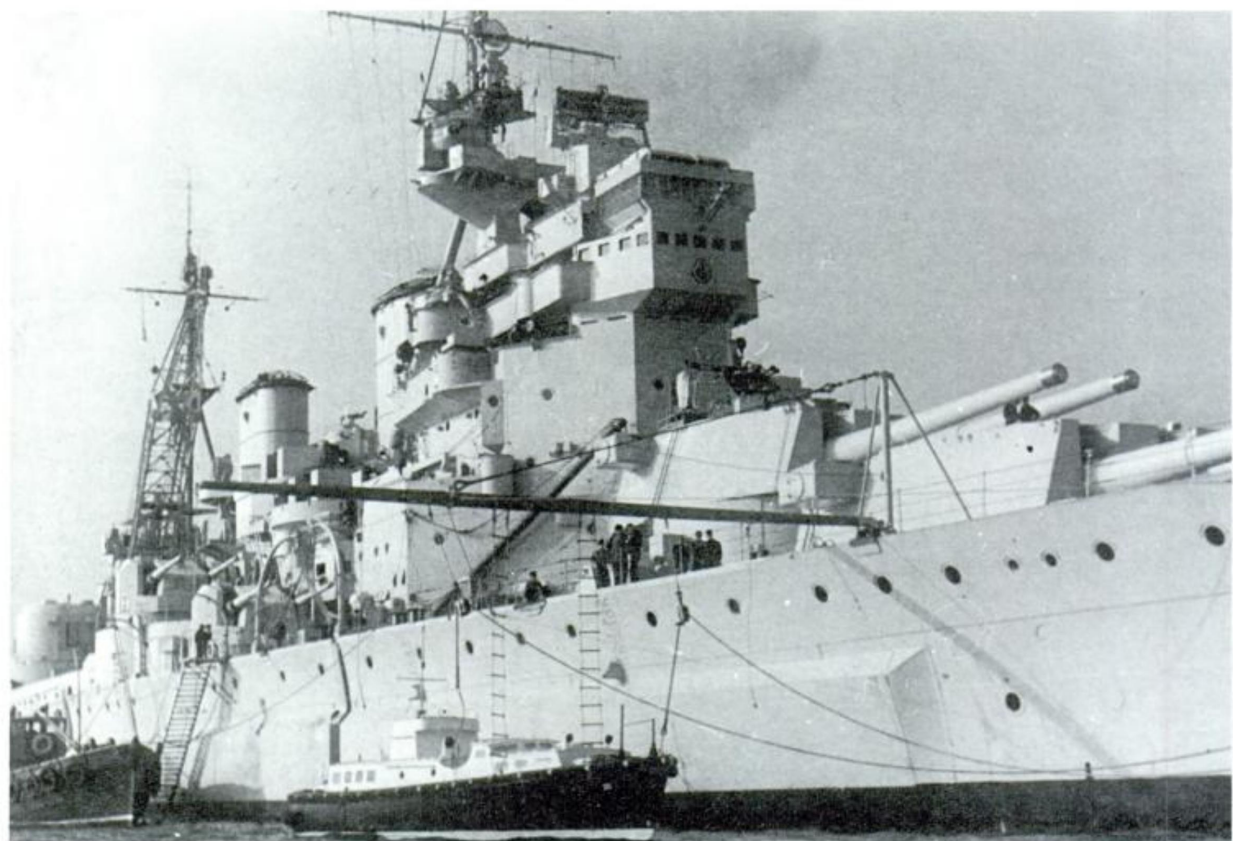
REMOVED: 8 single 20mm Oerlikons, quad pompom on 'Y' turret, 2 searchlights on forward funnel and 2 on signal deck, external degaussing coil, radar Type 279.

ADDED: 6 twin 20mm Oerlikon mountings, air warning radar Type 279B with aerial on mainmast, 8 barrel pompom on 'Y' turret, former searchlight platform on forefunnel modified to accommodate single Oerlikons, internal degaussing coil. On completion of her refit the displacement of *King George V* had risen to 39 460 tons (standard), 44 460 tons (full load)

A close up of the superstructure of *King George V* in December 1948. After the loss of *Prince of Wales* she was the only ship of the class fitted with Mk IV HA/LA directors. Her quadruple 40mm Bofors on the after superstructure have been removed and the remaining AA mountings together with their directors and the searchlights are covered with canvas except for the single 20mm mounting (with barrel unshipped) fitted abaft the fore funnel. The aerial on the fore topmast head is for Type 293 air and surface warning radar, the 'H' aerials below it are for the 242 IFF and Interrogator and the dish aerial on the starfish platform is for the Type 277 height finding radar. The aerial at the main topmast head is for Type 279 air warning radar, the small aerial above it being for the associate Type 243 IFF

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1 The forward superstructure of *King George V*

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2 The *King George V* arriving at Devonport Dockyard for refit on 21 November 1946

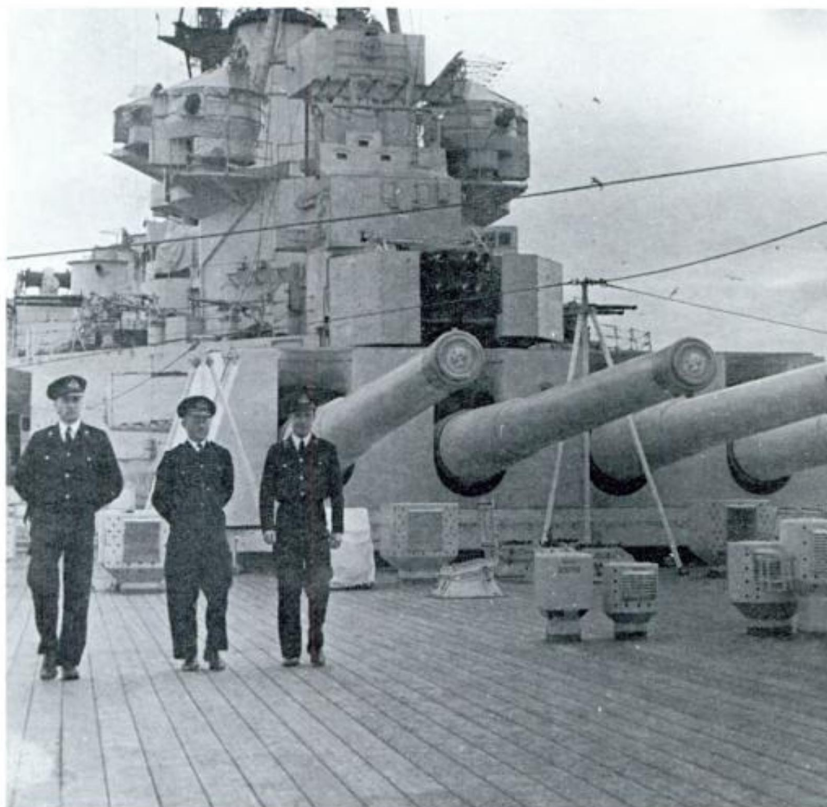
CPL W/10/007

3 The after quad 14inch turret of *King George V* taken during Home Fleet exercises on 4 November 1946. Note the aerials for Type 285 gunnery radar on both the Mk IV HA/LA directors and the after main armament director and the 3pdr saluting guns and US pattern quadruple 40mm Bofors mountings on the after shelter deck

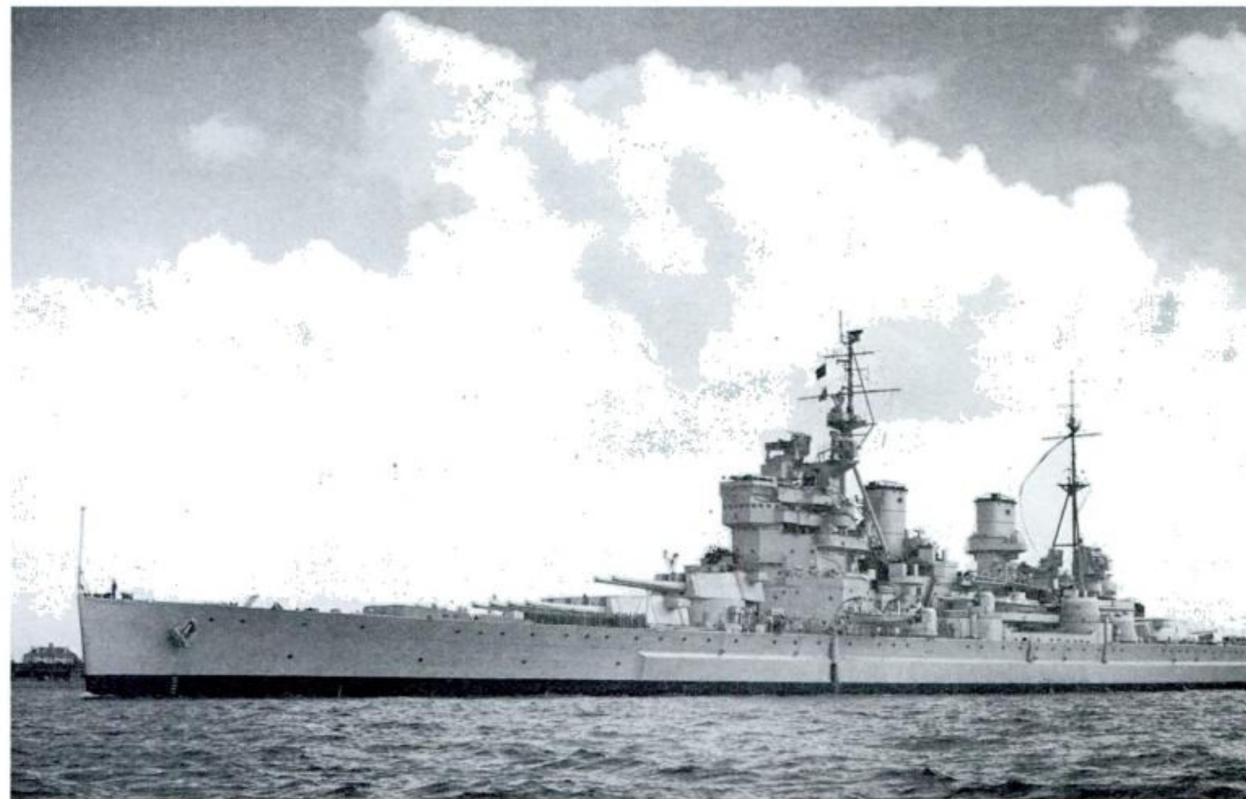
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4 The *King George V* in September 1949 arriving at Portsmouth to pay off prior to being placed in reserve

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DUKE OF YORK As in March 1945

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