

July 1944-end 1945. Admiralty standard type B with a B20 panel placed approximately over the ships' vitals and the rest of the ship painted G45.

1946 onwards. Overall light grey.

PRINCE OF WALES

As completed. Overall medium grey.

August-December 1941. Admiralty first disruptive type, colours 507C, MS4, PB10, B20 (actually B5 as B20 was not introduced until 1943 – editor) MS3 and MS2. This type of camouflage was not very successful as the pattern was too complex and insufficiently bold to effectively break up the outline of the ship.

DUKE OF YORK

September-November 1941.

Experimental Admiralty disruptive type, colours 507C, MS3, 507A. Port and starboard patterns were identical.

November 1941-March 1943.

Overall medium grey.

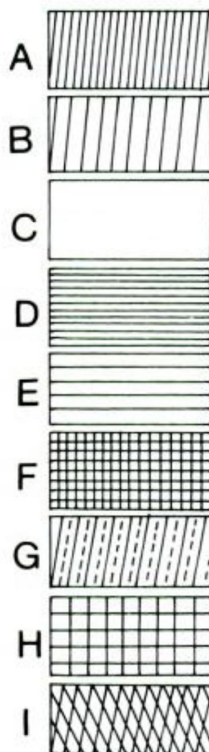
March 1943-September 1944. Hull G10, superstructure G45.

March 1945-late 1945/early 1946. Admiralty standard Type B as for *King George V*.

Early 1946 onwards. Overall light grey.

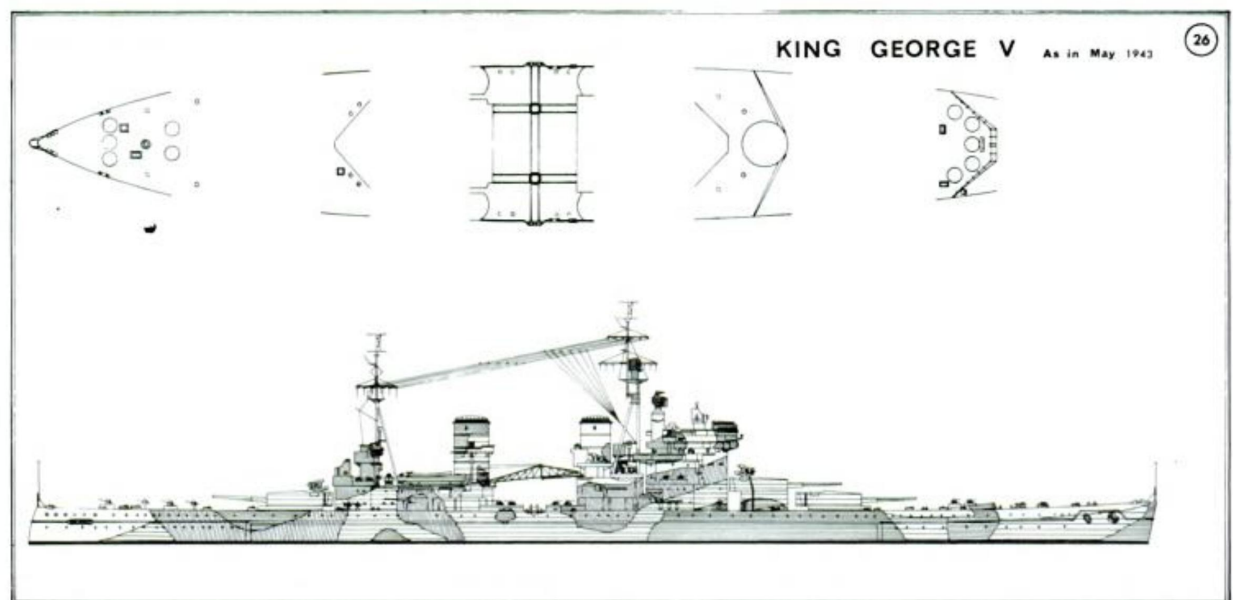
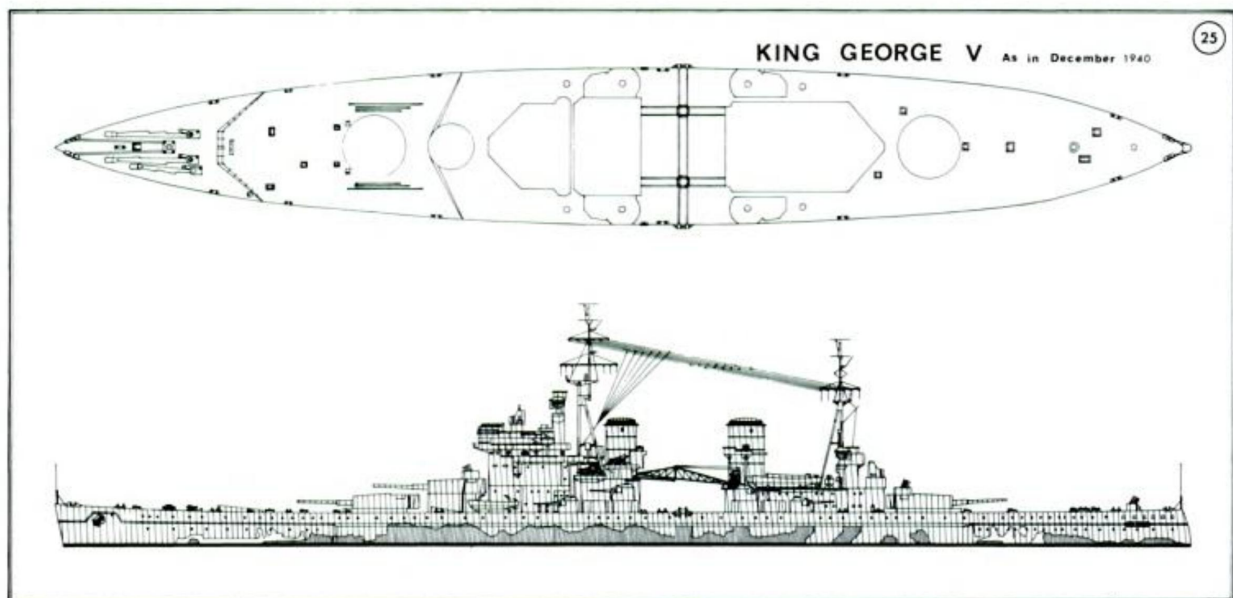
KEY TO CAMOUFLAGE COLOURS

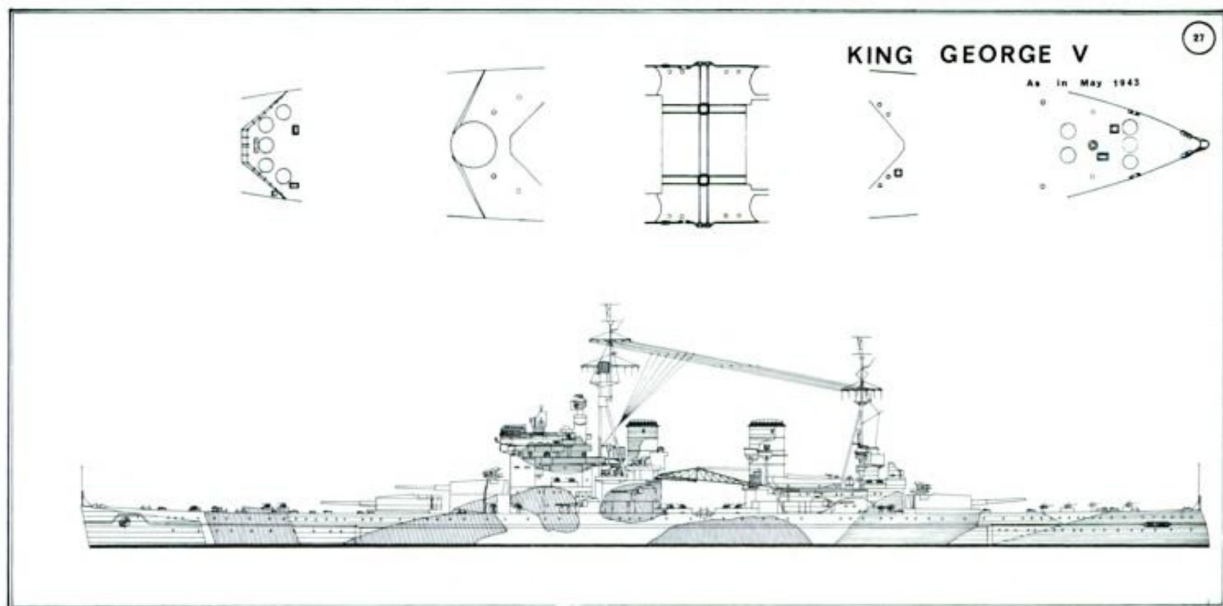
- A. 507A/G10 (dark grey)
- B. 507B/MS3 (medium grey/medium grey green)
- C. 507C/G45 (light grey)
- D. B5 (medium blue)
- E. B6 (light blue)
- F. MS4 (light grey/green)
- G. PB10 (dark ultramarine blue)
- H. MS2 (dark grey green)
- I. B20 (medium blue)



1 2







1 The *Prince of Wales* off Northern Scotland on
6 October 1941
NMM

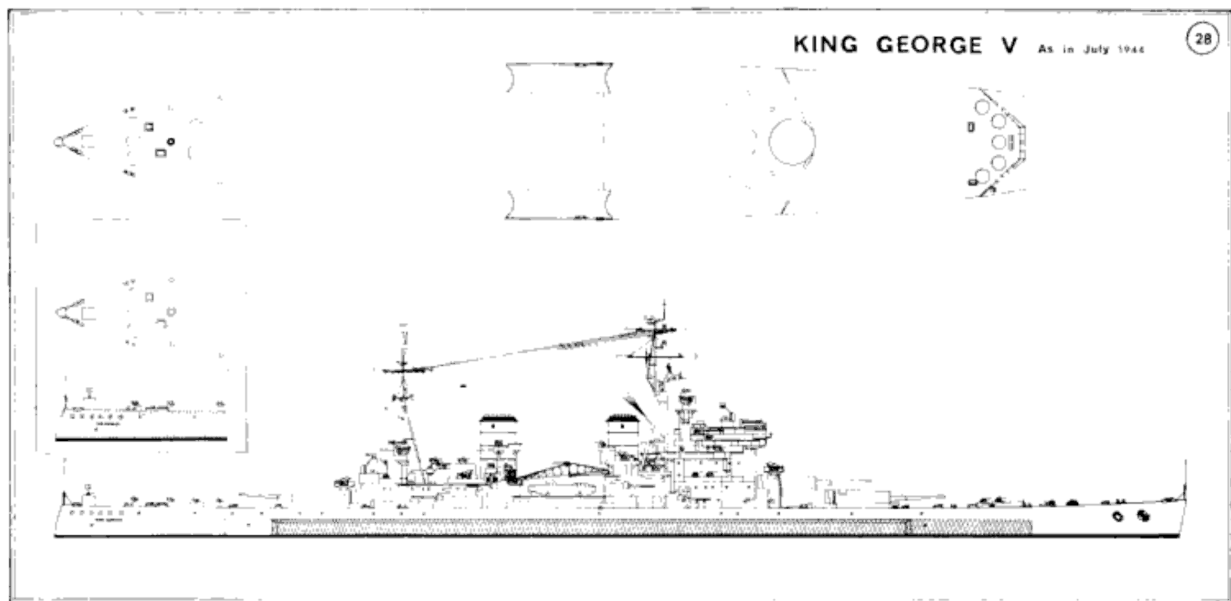
2 The *King George V* on 15 April 1943
NMM

2



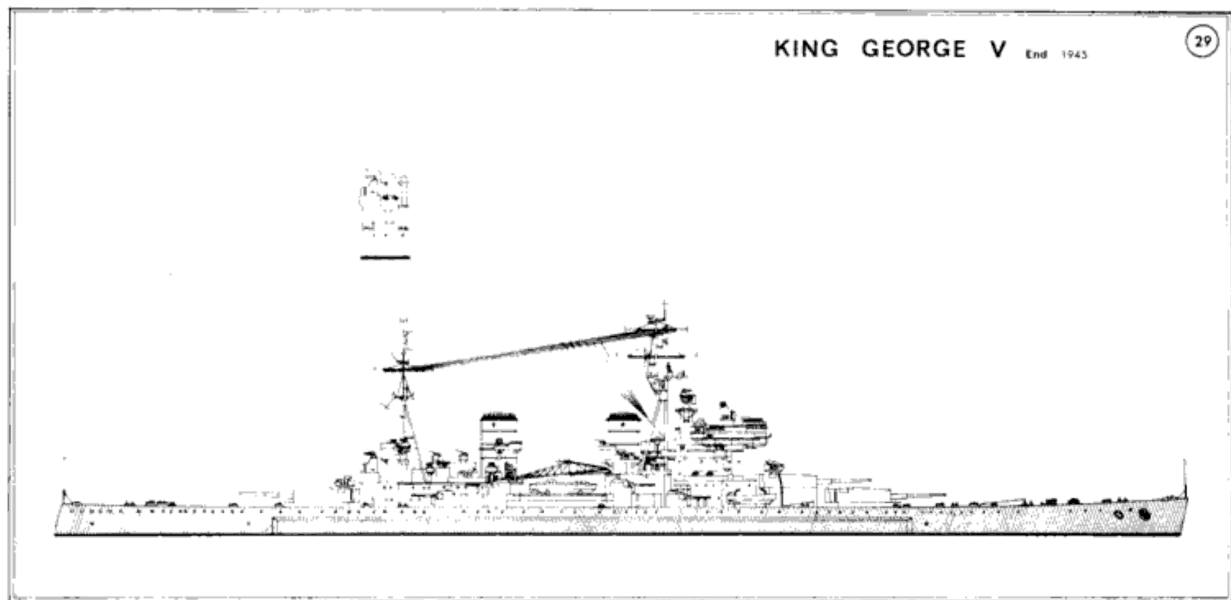
KING GEORGE V As in July 1944

28



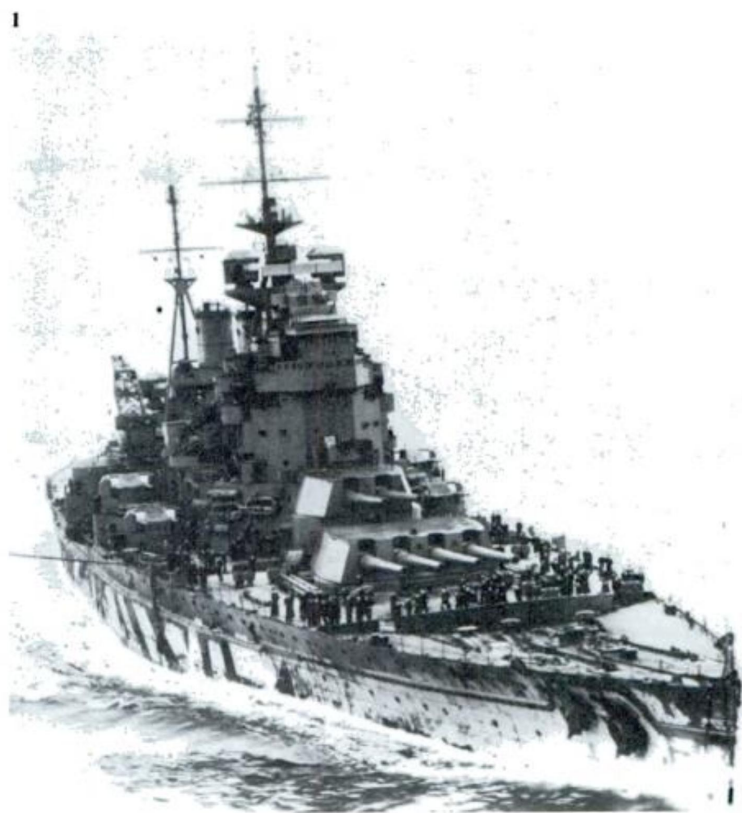
KING GEORGE V End 1945

29



1 The *King George V* in late 1940 or early 1941 with her dazzle camouflage pattern heavily eroded
CPL

2 The *King George V* on 10 July 1942 wearing her newly acquired intermediate disruptive type camouflage
NMM



1 The *Duke of York* post war in overall light grey
Ralston

2 Damage to the port strut of *Duke of York's*
tripod foremast caused by an 11 in shell from
the *Scharnhorst* during the Battle of North
Cape in December 1943
NMM



2

