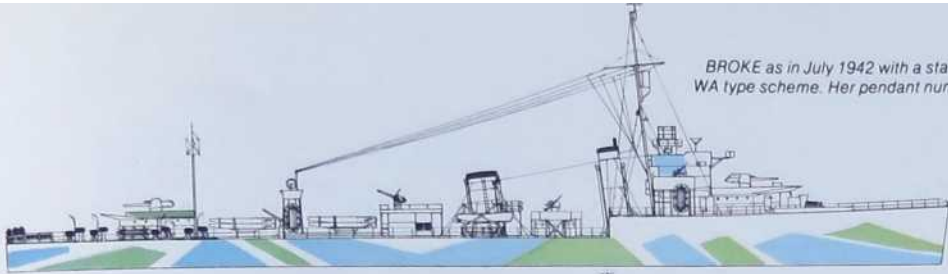
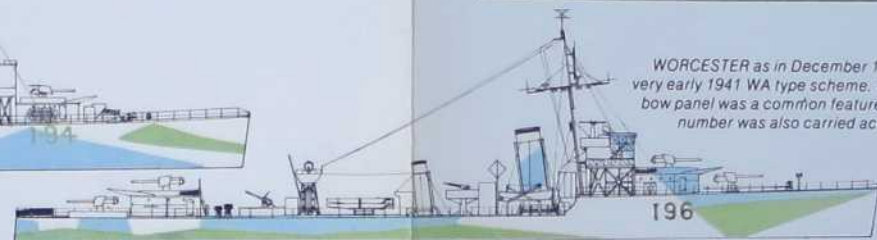
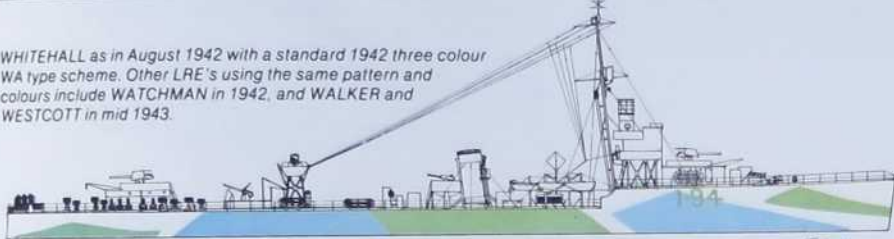


*BROKE as in July 1942 with a standard 1942 three colour WA type scheme. Her pendant number was carried across the stern.*

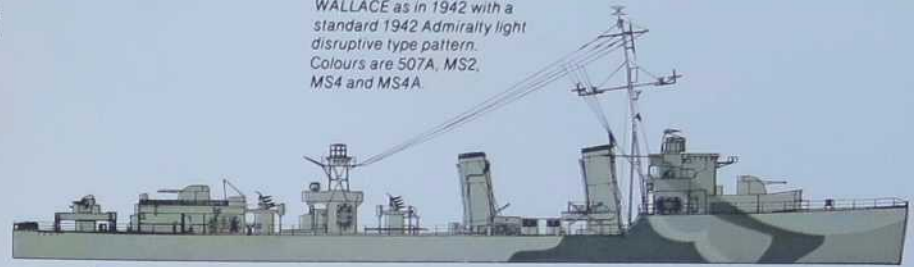


*WHITEHALL as in August 1942 with a standard 1942 three colour WA type scheme. Other LRE's using the same pattern and colours include WATCHMAN in 1942, and WALKER and WESTCOTT in mid 1943.*

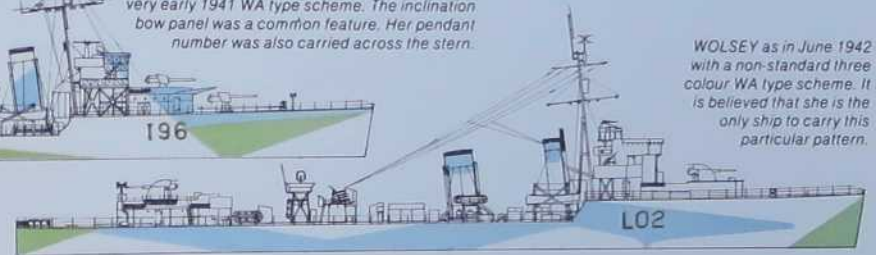


*WORCESTER as in December 1942 wearing a very early 1941 WA type scheme. The inclination bow panel was a common feature. Her pendant number was also carried across the stern.*

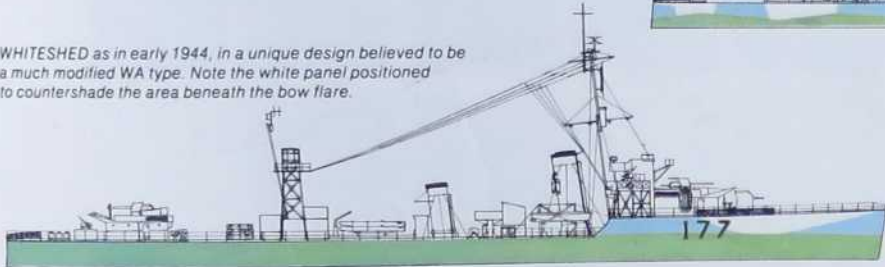
*WALLACE as in 1942 with a standard 1942 Admiralty light disruptive type pattern. Colours are 507A, MS2, MS4 and MS4A.*



*WOLSEY as in June 1942 with a non-standard three colour WA type scheme. It is believed that she is the only ship to carry this particular pattern.*



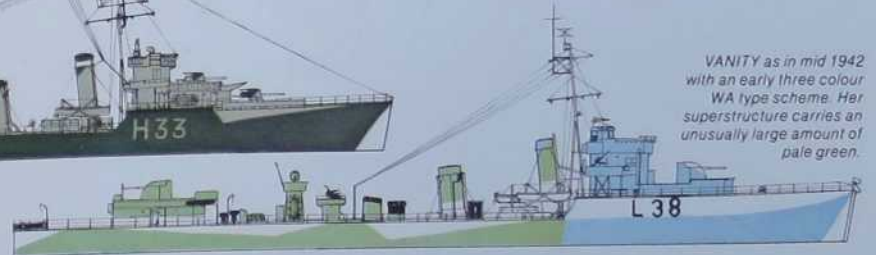
*WHITESHED as in early 1944, in a unique design believed to be a much modified WA type. Note the white panel positioned to countershade the area beneath the bow flare.*



*VANOC as in mid 1941 with an unofficial scheme using 507A, 507C and white. Note the white inclination bow panel.*



*VANITY as in mid 1942 with an early three colour WA type scheme. Her superstructure carries an unusually large amount of pale green.*



*VERITY as in November 1943 carrying a 1942 Admiralty light disruptive pattern. Colours are 507A, MS4 and 507C. Her pendant number was carried across the stern in 507A.*



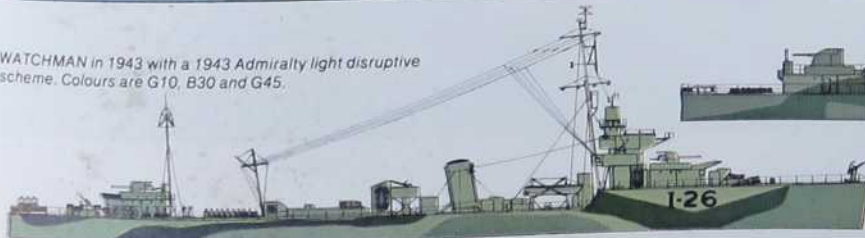
*VERDUN as in mid 1942 with a 1942 Admiralty light disruptive scheme—also carried by WINCHESTER at this period. Colours are MS2, MS4 and MS4A.*



*VIDETTE as in late 1942 carrying a 1942 Admiralty light disruptive type scheme. Colours are MS2, MS4 and 507C.*



*WATCHMAN in 1943 with a 1943 Admiralty light disruptive scheme. Colours are G10, B30 and G45.*



# CAMOUFLAGE

As expected with a large class of ship that served throughout the war period the V & Ws sported a great variety of styles and patterns of camouflage. However, as with many other vessels, the photo coverage that helps one to determine which ships carried which schemes has many gaps—most notably in the years 1939 thru 1941. The authors have no knowledge of any ship with a patterned camouflage in 1939 or 1940, but this is not to say that camouflage was not carried. In fact the odds are very high that several ships did wear some sort of pattern even though it would have been of unofficial origin. Of the very few photos taken in 1940 the only attempt at deception on any scale for which photographic evidence exists is the simple style of dark (507A) hull with light (507C) upperworks. Several of the V & W were believed to be this way at the time of Dunkirk. Other schemes carried at this time would be overall dark grey (507A), or medium grey (507B). The only exception for which proof exists is that of *Valentine* as shown in this book. Unfortunately only part of the vessel can be seen, but what there is reveals a design which bears no relation to any other camouflage worn by ships in the 1940 period. The chances are that the colours are a mix of greys using 507A and 507C as a base; this is only guess work of course and further information, when and if it arrives, might well uncover the use of greens and browns. Only time, and communication with ex-seaman will tell. If any reader has any further information on this particular ship, or in fact on any other of the class in the 1940 period, the authors would like to hear from him.

By early 1941 many of the class were still being employed in their unconverted state in the Western Approaches, and their colouring during this period was usually overall 507A or dark hull and light upperworks. There were, however, some exceptions and we find for example that the *Whitehall* was painted overall light grey; this was probably due to the reported success of the then newly-introduced Peter Scott scheme, later known as the Western Approaches type. The first ship to wear the Scott type was the destroyer *Broke* in 1940, and indeed the on-board photo of her in 1940 on page 38 shows her in very light tones. As the directions for the Peter Scott camouflage were imprecise, they not surprisingly led to some unusual variations, with *Whitehall* appearing to be one of them. The period before the Scott camouflage was taken up officially and turned into the Western Approaches type (complete with precise instructions as to its use and colour range), lasted approximately from mid 1940 to the end of 1941. This is the period when photo coverage is most lacking, and there were very probably several ships, other than *Whitehall*, that took advantage of this camouflage as an anti 'U' Boat measure.

Early 1941 saw the introduction of the first camouflage of an official nature. The first patterns were drafted for individual vessels of a size larger than destroyers, but by mid 1941 this had been rectified and the first V & W to sport an official pattern was the *Winchester*—a complicated four-

colour pattern as the photos show. These individual ship patterns, as opposed to class patterns, were almost always different port to starboard, and unfortunately photos of *Winchester* appear to exist only for the starboard side. Other ships with individual patterns in the 1941/42 period include *Veiox* and *Vesper* and there were almost certainly more than these two but evidence is sadly lacking. 1941 saw service by a handful of V & Ws in the Mediterranean, though at the time of writing virtually nothing is known of the paint schemes that may have been worn by them. Several warships of destroyer size and upwards were painted during this period in the Med with a variety of unofficial schemes that made use of large blotches of medium and dark grey on a pale grey field, and some of the V & Ws may well have followed suit.

In mid 1942, at least two of the class—*Woolston* and *Walker*, were painted in Mountbatten Pink; others of the class may also have been so, but again information is lacking.

By early 1942 many ships were serving as Long Range Escorts in the North Atlantic, and as expected, took advantage of the class instructions for the Western Approaches camouflage. The result found most of the LREs wearing the delicate tones of pale blue, pale green and white, and a selection of these are depicted in the colour section. The artwork and photos illustrate the almost infinite variety of patterns employed in Western Approaches camouflage. Although outstandingly successful as a concealment measure for 'U' Boat operations in the overcast conditions of the North Atlantic, it was not universally accepted when it first appeared in 1941. Among those Commanding Officers who were not enamoured of it was the Captain of the *Vanessa*—then in her unconverted form as a Short Range Escort. After being painted up in tones of pale blue and white she formed part of the escort to an East Coast convoy, and was unfortunate enough to sustain several night bombing attacks by German aircraft. The Captain, being convinced it was the large areas of white that made the vessel stand out to the enemy, had the ship painted back to dark grey overall after only a few days of being in Western Approaches camou-

flage. This episode amply illustrates how the use of camouflage was at the whim of the individual Commanding Officer and not subject to the official instructions prevailing at the time.

By mid 1942 the bulk of the vessels, serving as escorts in home waters, were wearing one of the Light Admiralty disruptive class patterns. This was especially true of the Wairs, which worked almost exclusively on East Coast Convoys. 1943 saw many of the V & Ws, mainly those employed on short range escort work, change to somewhat simpler Admiralty class patterns.

Not unexpectedly the Long Range Escort ships retained the Western Approaches type—its longevity in use serving to underline its success as a concealment camouflage in the North Atlantic. In 1944, the introduction of the Admiralty

Standard schemes swept aside very nearly all the old types and patterns, and by the end of that year all vessels left in active service were so painted. But... as with earlier schemes unofficial variations could be found. The author has heard of V & Ws in 1945 with the long rectangular panel using the colour B30, with the remainder of the vessel painted in white! Obviously this was an attempt to retain the Western Approaches style, but unfortunately to date no names have been attached to the variation.

*The swatches illustrated below represent the eleven paint colours used in the sample camouflage profiles which we show in the book as applied to V & W class destroyers.*

*We have keyed each one to aid in the identification of these colours. Please keep in mind that there could be slight colour variations, due to printing, although this is kept to a minimum.*

