



La Hardt Camouflage & Markings by Matt Baker

This is a continuation of a series of dev blogs that I've done to help share the large amount of research and effort that has gone into making each of our FH2 releases as accurate as possible. We've taken the time to re-texture some of our US vehicles to create new French vehicles with a set of camouflage and markings that are as accurate as possible to the real ones that partook in these battles. This is of course, all within the reasonable limits of the BF2 game engine (and within the limits of our own sanity, where we only have so much time to develop each asset).

These explanations of camouflage schemes and marking systems are fairly in-depth, but are nothing compared to the great information that you'll find in the various books and websites that I will list in our bibliography down below. In fact, some of the information below is taken verbatim from these sources.

In this, we'll discuss the map LaHardt, made by LaHire, that depicts the French 1re Division Blindée (Armored Division) and their encounter with Jagdpanthers of the schwere Panzerjäger Abteilung (heavy tank destroyer battalion) 654 in the winter of 1944.

Allies

French Vehicle Camouflage:

M4 Medium from 2e Division Blindée in "White Wash" winter camouflage.

French Vehicle Markings:

National Identity Markings:

Divisional Markings

2e Division Blindée Marking

Registration Numbers:

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Tactical Markings

Tactical Marking for the 2e Escadron of the 5e Régiment de Chasseurs d'Afrique of the 1re Division Blindée

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M5A1 Halftrack

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Rochefort

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Axis

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Works Cited

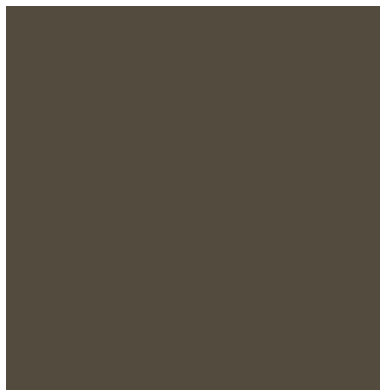
Allies

The Allied Forces represented on our La Hardt map all fall under the command of the 1re Armée Française (1st French Army) consisting of 2 (later 3) Armored Divisions, 5 Infantry Divisions, and other support units. Specifically fighting within our map's timeframe and location was the 5e Régiment de Chasseurs d'Afrique (African Hunter's Regiment abbreviated as RCA) under command of the 1re Division Blindée (Armored Division abbreviated as DB) and the Régiment Colonial de Chasseurs de Chars (Colonial Tank Hunter Regiment abbreviated as RCCC) under the direct command of the Army. These units were formed in French Northwest Africa in 1943 and would first see combat when the Army was deployed to Europe during Operation Dragoon in the summer of 1944.

Before diving into the specifics of each of the French vehicles on this map, it's important to discuss the basic tenets that would dictate the camouflage and markings for these vehicles during the battle.

French Vehicle Camouflage;

The French forces that would liberate mainland France were almost universally equipped with American-made vehicles and equipment. As such, these vehicles would arrive in the US standard camouflage at the time which was a single color of No. 9 "Olive Drab."



No. 9 "Olive Drab"

The French (and the Allies in general) in Northwestern Europe, did not typically apply additional camouflage on top of this basic paint color. There are a few photos of French vehicles in England and up until the liberation of Paris being painted in a disruptive camouflage of what is believed to be a lighter earth color on top of the Olive Drab. However, this practice was very rare and not found on any vehicles in the units represented here.

As an aside, the only other type of camouflage that French vehicles would have applied would be shortly after the battles around La Hardt; when the Alsatian snows began to fall, the French would begin to camouflage their vehicles in white bedsheets or cloths until they could be painted with a proper coat of white wash.



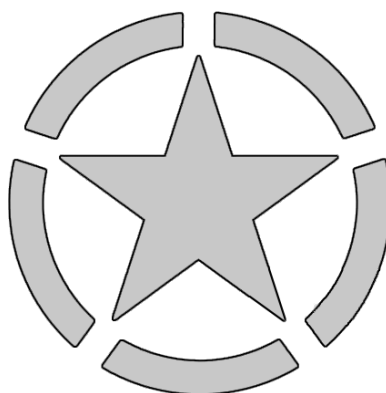
M 4 A2 ARCIS SUR AUBE 501e RCC 2e Compagnie coll G. Eve

M4 Medium from 2e Division Blindée in “White Wash” winter camouflage.

French Vehicle Markings;

National Identity Markings;

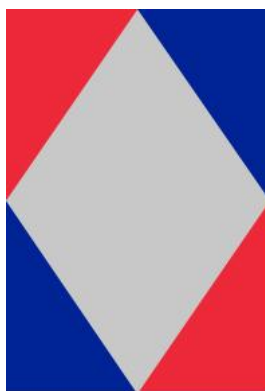
By June 1944, all Allied vehicles going into Northwest Europe were to have the five pointed Allied star painted on them as a form of general allied identification. This was painted in white with a stencil and sometimes had a circle, either broken or unbroken, painted around them as well. The stars were meant as a form of general allied identification and were carried on horizontally facing surfaces as well as vertically facing surfaces to be recognized easily by the air forces that would support the invasion. The French forces that landed during Operation Dragoon were no exception and these allied stars were carried by the French in much the same manner as other allied forces in Northwestern Europe.



Allied Star

On the 26th August of 1943, instructions were provided by a document labeled '2021/EMG/4' that described the process for applying certain markings. The specific French national identity marking was the "drapeau consulaire" or "drapeau 1804", of Napoleonic origins. It was carried in the form of a rectangle inscribed with a white diamond and framed by the colors of blue and red.

This national marking was carried almost universally by 1ère and 5ème DBs armored vehicles. It is thought that the marking was adopted as the symbol of the French First Army, and as such, was not placed on 2re DB vehicles, as that particular Armored Division was deployed earlier to France as part of a different Army. This marking was carried sometimes, but not always, outlined in white. The orientation was seen vertically or horizontally depending on the unit.



"drapeau consulaire" or "drapeau 1804"

In the 5ème DB, other slogans or insignia can be seen carried within the white diamond such as “French D’Abord” (France First) and towards the end of the war, a raised horse inspired by the Stuttgart coat of arms. From February of 1945, the Cross of Lorraine was carried within the diamond on many of the 1ère DB tanks.



Examples of “French D’Abord” (France First) & the Raised Horse

Divisional Markings

The only use of specific divisional markings was in the 2e DB that used the white map of France on a blue circle and/ or the Cross of Lorraine. The 1ère and 5ème DBs did not have any specific divisional markings.



2e Division Blindée Marking

Registration Numbers;

Being supplied by the United States, all of the French vehicles would be delivered with US registration numbers. In most cases, this registration number was painted out and replaced with a 'French-specific' matricule (registration number). However, there are occasions when replacement vehicles are seen still carrying the US registration numbers alongside French markings, especially as French losses began to be replaced by US supplied vehicles directly from depots.

445134

French Matricule (Registration Number)

The French matricules were again fixed by the 2021/EMG/4 document and typically consisted of a six-digit number in white often painted on a black background and preceded by a French tri-color. This follows a very similar pattern that the French used in 1940. The number ranges were varied and trailers used a different range. As a rule of thumb, the six-digit numbers began with a 4 for material received in North Africa. Tanks and M10 tank destroyers have been found in the 420xxx or 445xxx range. M7s in the 420xxx, 435xxx or 445xxx ranges and GMC trucks have typically been seen in the 415xxx and 417xxx ranges.

In August of 1944, registration numbers began appearing in five-digits starting with 95xxx. In October 96xxx began to appear and 97xxx in January of 1945. In addition to this, replacement vehicles would typically carry an 'L' prefix followed by numbers of 4-7 digits, typically L 101xxx.

Bridge Class;

The bridge classification marking was common across all allied armies in Northwestern Europe. It consisted of a yellow circle 180mm in diameter with a black number 100mm tall. Sometimes, if the vehicle were towing a trailer, the lower number was the standard bridge class while the upper number denoted the higher bridge class with a trailer. This marking was used by supply and logistics troops to direct traffic and determine what sized bridge a vehicle could cross. During WW2 the lowest bridge class rating was 5, and although many lighter vehicles had a bridge class rating below this, (i.e. Jeeps) some vehicles would simply use the '5' class marking for brevity.



Bridging Disc for an M4 Medium (Bridge Class 30)

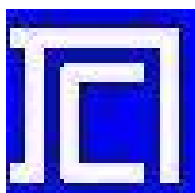
Speed Markings;

On many allied vehicles, especially later in the war, maximum speed markings were applied to the vehicle's rear. This marking is thought to be useful in convoys or when vehicles were driving through occupied territory with civilian traffic. Other markings in this manner take the form of; "Caution Left Hand Drive" or "No Signal." On French vehicles, the speed was carried in red on a white background with 51mm tall characters. On combat units, these markings were not always applied.

Tactical Markings

Almost all French vehicles carried a unique tactical marking to identify the vehicle down to the company (and sometimes platoon) level. This system consisted of a colored square with a letter and bars applied in a precise manner. The letters were A (artillery), B (infantry), C (tanks a.k.a cavalry), F (anti-aircraft artillery), G (engineers), K (ordnance), R (reconnaissance), S (medical), T (signal), X (various HQ and service units) and Y (special for certain units).

For the 1er DB the letter was white on a blue square. For the 2er DB, yellow on a blue square. And white on a red square for the 5eme DB. Bars were added around the letters to differentiate between battalions, and dashes were added to the bars to indicate companies. Sometimes, dots were placed in the empty angles of the square to further denote the platoon of the vehicle.



Tactical Marking for the 2e Escadron of the 5e Régiment de Chasseurs d'Afrique of the 1re Division Blindée

TQM Markings;

The TQM markings are a bit unique to the French vehicles. TQM stands for 'Transport QuarterMaster' and these types of markings are very similar to the POM-ETO markings found on American vehicles during amphibious landings in Europe. In fact, these markings on the French vehicles may have initially been used for the same purpose as the Americans, but expanded to become tactical markings in combat.

In the American system, the Preparation for Overseas Movement - European Theater of Operations (POM-ETO) markings consisted of a color-coded symbol used during transport. These were about 9in. wide and were generally painted on the front and rear of each vehicle. Each company received a five-digit unit serial number, and the top and bottom colored bars corresponded to the penultimate number while the center bar corresponded to the last number. The number color assignments were: 1 (buff); 2 (olive drab); 3 (yellow); 4 (green); 5 (grey); 6 (blue); 7 (maroon); 8 (red); 9 (white); 0 (brown). The British Army used a similar system, but the assigned colors/number pattern was different.

French vehicles used a variation of this system to identify vehicles of a certain company (Escadron). Again, these markings were placed on the front and rear of vehicles but the white rectangle was expanded to carry a letter alongside the 3 colored bars. The color of the letter would correspond to the middle bar, and was used as follows;

- 0 (brown) - HQ Escadron
- 1 (buff) - 1er Escadron
- 2 (olive drab) - 2ème Escadron
- 3 (yellow) - 3ème Escadron
- 4 (green) - 4ème Escadron

Corresponding to this, French vehicles also occasionally carried an 'MF' number comprising 5 digits with the letters 'MF' preceding it. These are believed to be used in the same manner as the POM-ETO numbers where the top and bottom colored bars corresponded to the penultimate number while the center bar corresponded to the last number.

This marking was seen being carried long after landing on the invasion beaches by French vehicles. Whereas the Americans seemed to allow these markings to fade and serve no purpose after overseas shipping.



TQM Marking for the 2e Escadron of the 5e Régiment de Chasseurs d'Afrique of the 1re Division Blindée

Tactical Numbers;

Occasionally, tactical numbers were applied on the hull or turret sides of the tanks and usually showed up in the form of 2 digits. Depending on the unit, the numbers could range sequentially through the battalion, or use the 1st number to correspond to the platoon with the second number being the individual vehicle. The color was mostly white, but yellow is also known to have been used.

Names

Vehicle names were in widespread use but were not universal. Oftentimes these were painted on the hull sides aft of the national marking in white and occasionally in yellow.

Night Visibility Markings

Oftentimes, night visibility markings were painted on vehicles in the form of white paint on the corners of bumpers or armor plates. This was typically carried on soft skinned vehicles but also seen on some armored vehicles as well. The idea was that these bumpers would be easy for the leading and trailing vehicles to follow when traveling in convoys during low light situations

Truck ¼ Ton (Willys MB)



This vehicle belongs to the Escadron d'état Major of the 5e Régiment de Chasseurs d'Afrique of the 1re Division Blindée. The markings are completed using the standards of practice at the time.

Being supplied by the Americans, the jeep is painted in a base color of No. 9 "Olive Drab," the standard color for all American Vehicles at this point in the war.

The hood is painted with the 5 point allied star inscribed in a circle for general (and especially aerial) identification. It also has the stars painted on the sides and the rear of the vehicle. As was often the case for jeeps and other soft-skinned vehicles, the French tricolor is painted on the sides above the rear wheels and outlined in white.

The US registration number has been overpainted, and the vehicle sports a new French matricule '432790' on both the front and rear bumpers. The front matricule is preceded by the French tricolor as well. This would place this vehicle as being delivered before the invasion of France in August of '44.

The Tactical Marking of a white letter 'C' on a blue square is placed on the front hood and right rear quarter panel. The 5e RCA had 3 white bars in a 'horse-shoe' shape above the letter to denote its regiment.

The TQM marking has 3 horizontal bars to the left of a letter 'C' for 'Calvary' (tank unit). The top and bottom bars were in yellow, while the middle bar matched the letter with a brown color to signify the HQ Squadron. This is placed on the right front fender of the vehicle.

This vehicle also carries a set of night visibility markings to help convoys stay together in low light situations. Many soft skinned vehicles doing logistical work painted the edges of the bumpers in white to allow the other members of the convoy to see the extent of their vehicle and help them follow along.

Truck 2 ½ Ton (GMC CCKW)



This truck belongs to a unit of the 1re Armée Française.

The truck is painted in an overall color of No. 9 “Olive Drab” with the canvas cover over the rear of the vehicle left unpainted in its khaki color.

The 5 point allied star is painted on the hood of the vehicle where it can be easily identified by friendly units. The French have also painted the tricolor on the side doors of the vehicle as was often done.

The US registration number has been painted over on this vehicle and replaced with a French matricule of ‘95327’ and preceded by the tricolor. This would mean that the vehicle was likely a replacement after the August of 1944 invasion.

This GMC truck carries a yellow metal disc with the bridging numbers painted in black. The 2 numbers signify the bridge class that the vehicle would be able to cross with and without a trailer being towed. Without a trailer, this vehicle would be able to cross bridges of class 7 or higher.

Like many other soft skinned vehicles, this truck has a set of night visibility markings with the edges of its bumpers painted in white.

On the rear of the vehicle is also a maximum speed marking of 30 miles per hour. This was stenciled onto the truck to let others know the maximum speed of the vehicle when it finds itself with other civilian traffic. This was most often seen on logistics type vehicles that would be in those situations.



M5A1 Halftrack



This halftrack belongs to the Escadron d'état Major of the 5e Régiment de Chasseurs d'Afrique of the 1re Division Blindée. The markings are completed using a real photo of the vehicle and photos of other halftracks within the 1 DB.

The Free French forces were supplied with the lend lease version of the US Halftrack, the M5A1. These halftracks were still coated in a single color of US No. 9 "Olive Drab" paint.

The halftrack, like many others, sports the 5 point allied star within a circle on the hood of the vehicle. The drapeau consulaire for the 1st French Army is placed on both of the hull sides as well as the upper right rear of the vehicle. The one on the rear of the vehicle is outlined in white as was done on many 1re DB vehicles.

The US registration number that would typically be found on the sides above the front wheels has been painted out. Instead, the French matricule of '406141' is painted on the right side bumper and rear door. The rearmost is preceded by the French tricolor.

On the left front fender is the bridging class markings showing a black '9' on a yellow disc. This would mean that the vehicle was able to cross bridges of class 9 or greater.

Photos of the halftracks don't typically show any tactical markings, and they are absent on this vehicle as well. However, the TQM marking of the HQ Squadron is carried on the left front bumper and left rear of the vehicle. The TQM marking was 3 horizontal bars to the left of a letter 'B' for 'Infantry'. The top and bottom bars are in yellow, while the middle bar and letter are brown for the HQ Squadron. These markings also serve as a form of night visibility markings for the vehicle.

On the rear of the vehicle is a maximum speed marking of 50 miles per hour as seen on other halftracks.



406-141 5e RCA photo ECPA 1078-L05



M4A2 Medium Tank "Sherman" Vendome



This vehicle belongs to the 3ème Peloton, 2e Escadron of the 5e Régiment de Chasseurs d'Afrique of the 1re Division Blindée. The markings are completed from real photos of the tank during the 1944-45 Alcasian Campaign.

Being supplied by the Americans, the tank is painted in a base color of No. 9 "Olive Drab," the standard color for all American Vehicles at this point in the war.

The drapeau consulaire for the 1st French Army is placed on both of the hull sides towards the front. Most 5e RCA vehicles tended to have this marking oriented vertically as it is on this tank. These markings were sometimes outlined in white, and indeed there was a period of time when this tank sported the white outline. However, they're most often seen without the white border during the campaign in the winter of 44-45.

Photos of the tank don't show any recognizable US registration number, as it was likely overpainted at some point in the tank's life. However, the Char Francais website and some oblique photos show the French matricule as '445134' placed on the upper portion of the transmission housing. Other photos of tanks in this squadron have the number backed in black as is done here. This number is also carried on the left rear of the tank as seen on other tanks in the Squadron. This would place the tank as being supplied to the French sometime before August of 1944 in North Africa before being shipped across the Mediterranean for Operation Dragoon. And indeed this M4A2 has many of the hallmarks of an earlier production vehicle such as the direct vision hatches and the M34 gun mount.

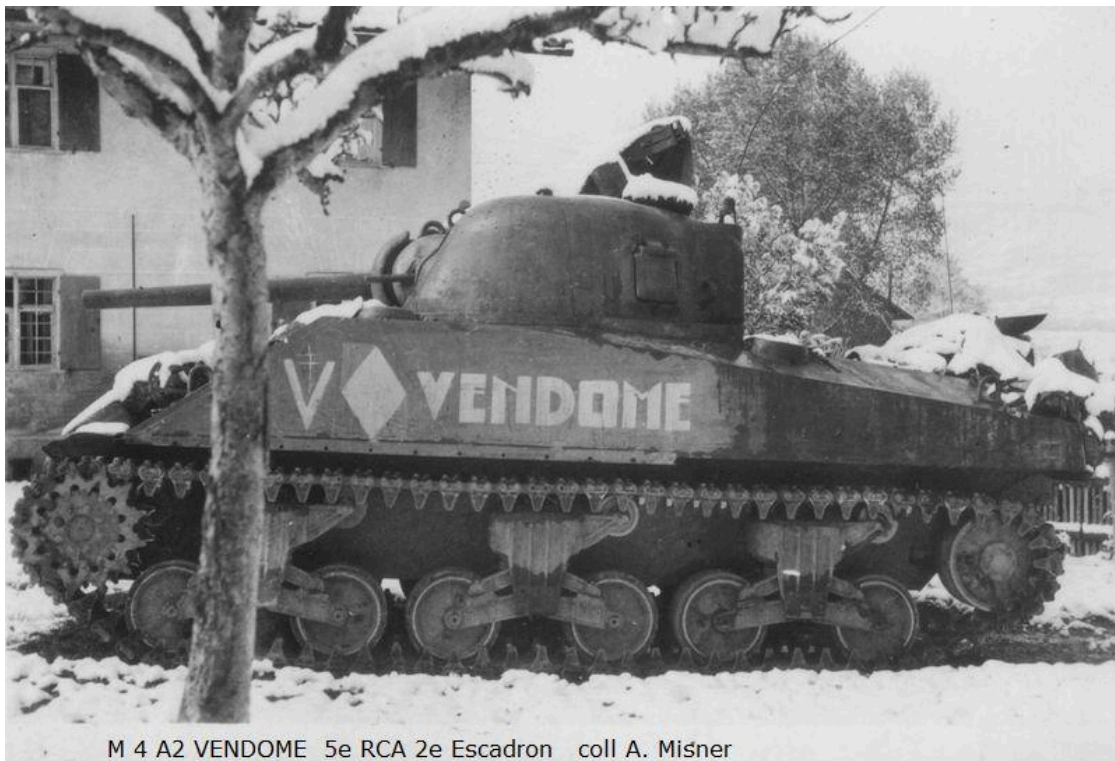
Also placed on the transmission housing is the bridge class marking of a black number '30' inside a yellow circle. The many variants of Shermans (and their derived vehicles) had a few different bridge class numbers depending on their configuration, but many other French M4A2s show the bridge class of '30' for their M4A2s.

The Tactical Marking of a white letter 'C' (for 'Cavalry') is placed inside a blue square and seen on both hull sides towards the rear as was typical. For the 5e RCA the 'C' had 3 white bars in a 'horse-shoe' shape above the letter and the 2 'tick marks' on the left bar indicate the 2e Escadron.

The existing photos of the tank don't show any recognizable TQM markings aside from a faint outline of one being carried on the upper hull front as was sometimes done. The TQM markings for the 5e RCA were yellow with the letter and second bar colored a darker 'green' or 'olive drab' for the second squadron. Photos of the 2nd Squadron's leader "Paris" show the TQM markings carried on the right rear glacis plate, where we've also placed it on this tank.

The name of this particular tank is "Vendome," after a commune in France. All of the other tanks in the 3rd Platoon were named starting with the letter 'V,' including Verdun, Vesoul, Vouziers & Versailles. The tanks of the 2nd Platoon had names starting with 'S' and 1st Platoon starting with 'R' (platoons seemed to be labeled sequentially in the alphabet while skipping a few letters). The Squadron HQ had names starting with 'P' including "Paris." Indeed all names of this Squadron seem to be done after towns or communes. Another unique idiosyncrasy of this Squadron was that all tanks had the first letter of their name painted large in front of the drapeau consulaire on the hull sides. As seen on many photos, including one of Vendome, the tanks of this Squadron also painted their names on one of the sides of the turret, especially seen during the Alcasian campaign.

One of the more interesting markings on this tank is the 'Cross of Lorraine' painted or chalked by hand above the 'V' on the left hull side. This symbol of French patriotism would become synonymous with the Free French forces throughout World War 2 and was eventually also carried within the drapeau consulaire on many French tanks later in the campaign.



M 4 A2 VENDOME 5e RCA 2e Escadron coll A. Mišner

Saumur



This vehicle belongs to the 2ème Peloton, 2e Escadron of the 5e Régiment de Chasseurs d'Afrique of the 1re Division Blindée. The markings are completed from real photos of the tank during the 1944-45 Alcasian Campaign.

Being supplied by the Americans, the tank is painted in a base color of No. 9 "Olive Drab."

The drapeau consulaire for the 1st French Army is placed on both of the hull sides towards the front and is oriented vertically as seen on most 5e RCA vehicles.

Photos of the tank don't show any recognizable US registration number, as it was likely overpainted at some point. The Char Français website lists the French matricule as '445132.' This was possibly placed on the left hull side underneath the name backed in a lighter color. This would also place the tank as being supplied to the French sometime before August of 1944.

No photos show the bridge class marking on this tank, but it is assumed to be placed on the transmission housing, again a black number '30' inside a yellow circle.

The many photos of Saumur don't show a Tactical Marking of a white letter 'C' (for 'Cavalry') placed inside a blue square and it's possible that not all tanks carried the marking.

The existing photos of the tank don't show any recognizable TQM markings, but there are no good views of the front and rear glacis where these markings were typically kept. One oblique photo shows the possibility of a TQM marking on the front left hull near the top.

The name of this particular tank is "Saumur," after a town in France. All of the other tanks in the 2nd Platoon were named starting with the letter 'S,' including Soissons, Strasbourg, Saint Cyr & St Malo. Again, this tank

carries the first letter of their name painted large in front of the drapeau consulaire on the hull sides. It is also painted on the rear turret bustle as seen in photos. Again, as seen in photos, the tanks of this Squadron painted their names on the right side of the turret.

One of the more interesting markings on this tank is the number 4 painted on the rear turret bustle. This could have been a further tactical marking signifying the tank as the 4th tank (out of 5) in the platoon. However, this is not known for certain.



Rochefort



This vehicle belongs to the 1re Peloton, 2e Escadron of the 5e Régiment de Chasseurs d'Afrique of the 1re Division Blindée. Again, the markings are completed as best as possible from real photos of the tank.

As with other tanks, this one is also painted in a base color of No. 9 “Olive Drab” and carries the drapeau consulaire on the hull sides. The orientation is done as best as possible from photos.

Photos of this tank are slightly more rare than the other two and no US registration number or bridge class markings are shown.

The Char Francais website lists the French matricule as ‘445131’ as the tank was supplied in North Africa. This is placed on the hull front and rear as was typically carried.

The photos of the tank show it possibly carrying a TQM marking on the front left hull as was typical on other tanks in this unit. We’ve also placed one on the hull rear per regulations.

The name of this particular tank is “Rochefort,” after a town in France and all of the other tanks in the 1st Platoon were named starting with the letter ‘R;’ including Reims, Rennes, Rocroi & Rouen. Like the others, this tank carries the first letter of the name painted large in front of the drapeau consulaire on the hull sides and the full name on the turret right.

M4A2 ROCHEFORT 5e RCA 2e Escadron
coll J-C Servan-Schreiber



M4A2 ROCHEFORT 5e RCA 2e Escadron
Port sur Saône 16-17 septembre 1944

M10 Tank Destroyer



This tank destroyer belongs to the 2e Peloton, 2e Escadron of the Régiment Colonial de Chasseurs de Chars. It was made off of a real photo of the vehicle along with other photos of typical M10s during the campaign.

Again, this tank destroyer is painted in an overall color of No. 9 “Olive Drab.”

Per regulations, all Allied vehicles were to have a white 5-pointed star painted on the vehicle as a form of general allied identification for the invasion of France (both Overlord and Dragoon) and throughout Northwestern Europe. Occasionally, French tanks are seen to carry these markings as is seen on this one above the transmission housing. It's inscribed in a circle as was often done, and has not been repainted in some time, probably since the invasion. This tank destroyer also carries the marking on both hull sides towards the rear and on the left rear glacis plate.

The tank destroyer units typically didn't display very prominent national markings like some of the other French vehicles. The national tri-color was usually found relatively small on the hull sides and in front of the matricule. As such, the French registration number on this vehicle '445923' is preceded by the French flag on the transmission housing.

The colors for the TQM codes for the RCCC are not certain. However, these markings definitely carried a 'C' for 'Cavalry' and were typically carried in the standard areas of the front and rear glacis. This one is shown with the top and bottom bars as yellow and middle bar colored a darker 'green' or 'olive drab' for the second squadron. This is carried on the right rear glacis plate since none are seen on the front from the photo. It is hand painted in a less formal fashion without the white backing as has been seen in photos of other tank destroyers from this unit.

This tank destroyer's name is "Fort Largeau" and all tank destroyers in the 2nd Platoon of the 2nd Squadron were named after Forts including Fort Trinquet & Fort Crampel. It's carried on the hull sides as was often done.

This tank destroyer also sports a hand painted 'Cross of Lorraine' on the front transmission housing as many of the Free French tanks did during this timeframe, especially in this unit.



Axis

The Axis Forces during the La Hardt battles fell under the overall command of the German LXIII. Armee-Korps. This corps formed the southern flank of Germany's western border and was an eclectic mix of units that were scrambled to the front line to help stop the advance of the allied armies through the Alsace region. Under the command of the Corps Headquarters was the schwere Panzerjäger Abteilung (heavy tank destroyer battalion) 654. This unit would provide the heavy armored vehicles that would go up against the French.

Jagdpanther Ausf. G



This Jagdpanther belongs to the 5th Panzer in the 3.Zuege, 2.Kompanie, schwere Heeres Panzerjäger Abteilung 654.

s.Pz.Jg.Abt 654 was the first unit to receive the new Jagdpanther tank destroyer. As early as August of 1943, they turned over their Ferdinand tank destroyers to await training on the new Jagdpanthers and were engaged in combat starting from July of 1944. After heavy fighting throughout France, they were sent back to Bavaria in September to rest and refit. Throughout October and November the 654th was re-stocked with 22 new Jagdpanthers to bring them to the complete authorized strength of 45 vehicles. They were urgently sent back into action in mid November to help shore up the Western defenses.

We haven't re-textured this vehicle for this map, but instead used one of Toddell's original textures with a set of camouflage & markings that most closely match the ones used in this battle. This vehicle is one of the newer tank destroyers, specifically one of the last 6 that were allocated to the unit on the 9th of November 1944 and received on the 15th. As such, this tank does not have the factory applied zimmerit coating, as it was discontinued 2 months earlier in September.

German AFVs after 1943 were typically painted in a base coat of dark yellow (dunkelgelb) and then sent to the troops for painting in the field. However, towards the end of the summer and into the fall, that order was

superseded when paint saving measures pushed the painting onto the assembly firms. As such, many tanks of this later period began to have camouflage patterns that were a bit easier to distinguish from one factory to another.

This Jagdpanther shows a pattern that was typical of tanks assembled at the firm Maschinenfabrik Niedersachsen Hannover (MNH); long generally parallel stripes across the entirety of the tank alternating between green, yellow, red are very common in Panther & Jagdpanther tanks assembled at MNH in later October/ November of 1944.

A more debatable note is that on the 31st of October, 1944 MNH (who was scheduled to complete 20 Jagdpanthers in November of 1944) received supplementary instructions from the local Waffenamt inspector;

In an effort to save paint, the panzers were no longer to be painted on the inside and the rest of the hull and components were to be delivered to the assembly firms in their red oxide primer. The outside of the Panthers and Jagdpanthers were to be sparingly painted with Rotbraun, Olivgruen and Dunkelgelb. (Dunkelgrau could be used in an extreme emergency).

As such, some of the red areas on this tank could be construed as the red oxide primer, left unpainted at the factory, with the remaining colors used for the camouflage.

As for markings, this tank carries the German national insignia, the Balkenkreuz, on the superstructure sides, above the numbers.

Like most other German tanks at this point in the war, a typical 3-digit number system was used to identify the tank within the unit. The first number indicating the Kompanie, the second number indicating the Zug and the 3rd the individual tank within the Zug. These numbers were painted in red and outlined in white for this unit.

Although a typical schwere Panzerjäger Zug only had 4 tanks allocated. This unit was issued 1 extra Jagdpanther & Panther tank each when the last ones arrived in November of 1944. This could explain the curious numbering and colors found here.



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