



Caudae Spiculum Cave
(Beware the sting in the tail)



The 2nd MTB Flotilla on patrol in Tathong Channel, Hong Kong

British Power Boat Company [Hythe, Hampshire, UK]

Built: 1936-1939

Length: 60 feet 4 inches [18.39m] LOA

Width : 13 feet 10 inches [4.22m]

Drought: 2 feet 10 inches [0.86m]

Weight: 18 Tons [Standard]

Fuel: Petrol

Capacity: 960 Gallons [imperial]

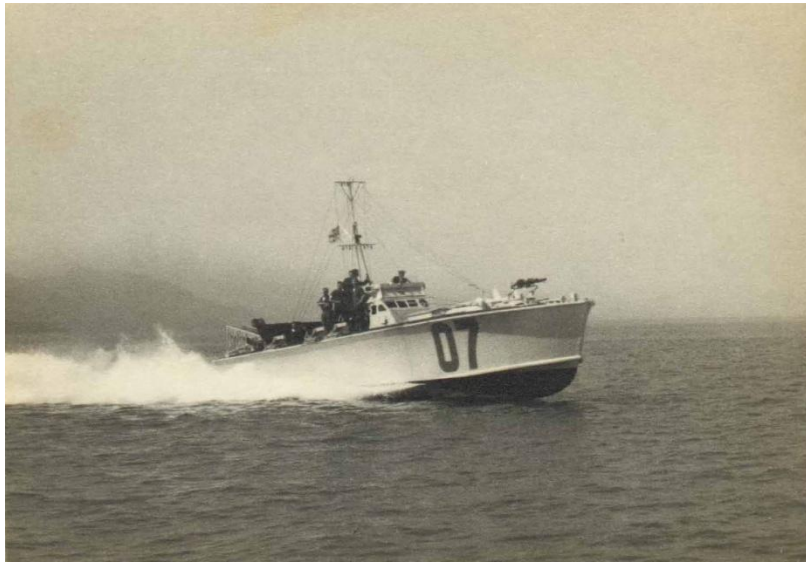
Engines: 3 V8-shaft Napier. 1650 BHP

Speed: Tested 35.3-38 Knots

BSA .303 Lewis Machine Guns: MTB's 01-12 = 1 pair fore, 1 pair aft mounted centre line

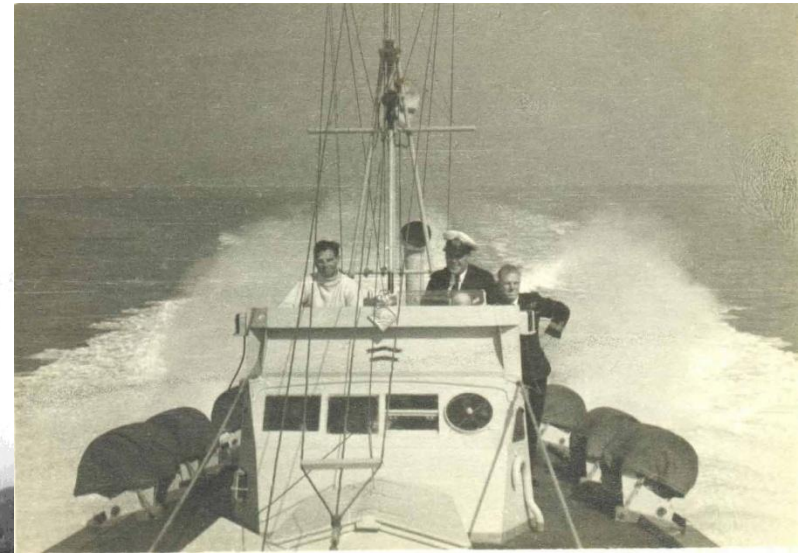
Torpedo Racks: 2 Stern 18 inch, 6 Depth Charge

Compliment: 9



MTB 07 showing her pace

MTB 07



[Lt Ron Ashby](#) & Sub-Lt Gee on the conning tower at speed with a full compliment of depth charges .



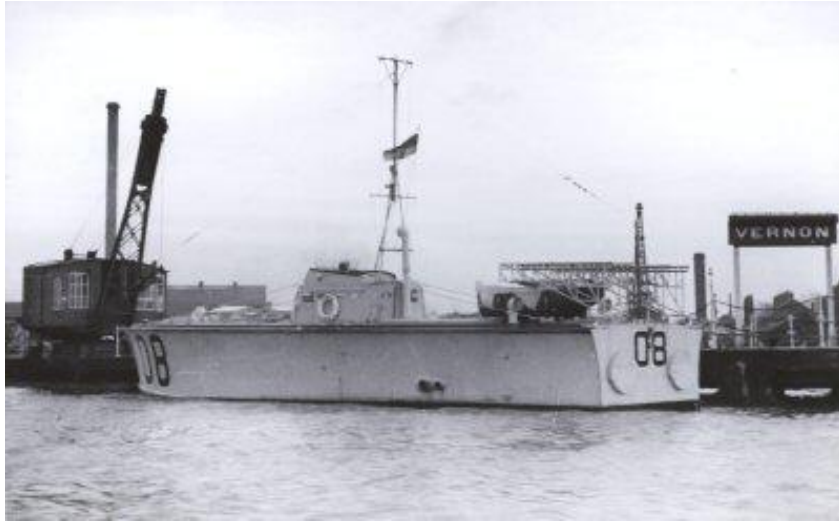
[Lt R. R. W. Ashby](#) & crew on patrol



The forward Lewis Guns in Mirs Bay



MTBs 07 & 09 sheltering from Japanese bombers in Telegraph Bay on Christmas Day 1941 prior to the escape that evening still carrying a full compliment of Depth Charges. The White Ensign is still flying from the mast.



MTB 08

The torpedo ports can be seen clearly on the stern
Along with the flip over launch transoms above deck.



[Lt Laurence .D. Kilbee H.K.R.N.V.R.](#) was one of the 12 original HKRNVR's along with Ashby formed in 1933. He was C/O of MTB 27 before commanding MTB 08 until it blew up on the slip at Aberdeen when hit by a bomb splinter. Lt Kilbee was then Base MTB Officer until 21st December. He was then appointed 1st Lt of MTB 10. He was ordered off on the 25th December just prior to the escape due to increased numbers of the escape party and was taken P.O.W.



MTB 08 on high speed trials over the measured mile
in East Lamma Channel in 1941



MTB 09

MTB 09 on patrol in Hong Kong Waters in the Spring of 1940
Commanded by Lt Alexander Kennedy R.N.V.R.



[Alexander Kennedy](#) R.N.V.R. Arrived in Hong Kong on 6th October 1939 as Acting Sub-Lt. He was allocated as 1st Officer to Lt -Cdr D. G. (Nobby) Clark RN [MTB 10] who was the Flotilla's Senior Officer since its formation in 1938 .

Lt Kennedy took command of MTB 09 early in 1940. He kept a diary and in 1946 wrote it up as "[Hong Kong Full Circle 1939-1945](#)" but could not get it published. In 1969 he had 500 copies privately printed.

Right: MTB 09 alongside 07 sheltering from Japanese bombers in Telegraph Bay on Christmas Day 1941 prior to the escape that evening. 07 is still carrying a full compliment of Depth Charges and the White Ensign is still flying from the mast.





MTB 11

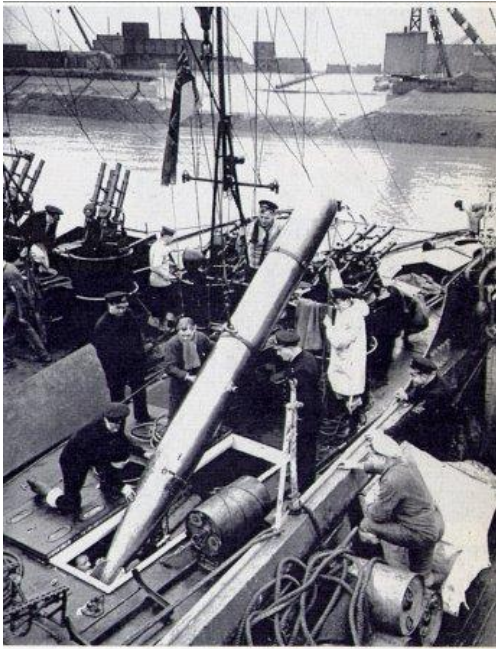
MTB 11 caught in a Typhoon

MTB 12



On the 19th December 1941 MTB 12 received a direct hit on the conning tower, killing Lt Colls H.K.R.N.V.R., and Sub - Lt G. McGill H.K.R.N.V.R. MTB 12 was last seen crashing into the sea wall on the Kowloon side. Only one known survivor, P.O.Tel Alf Hunt G3CHU blown off the conning tower and woke up on the shore tied up with barbed wire. He later survived the [sinking of the Lisbon Maru.](#)





Loading a torpedo into a Scott-Paine 60' MTB

The 60 foot Scott-Paine boats carried two 18 inch aircraft torpedo's stored in the engine room on overhead rails, with two hinged lattice transoms stowed on deck which swung over the stern to form a continuation of the engine room overhead rails. The torpedo's fired forward from astern of the boat, and it took great skill in aiming the boat at the target, firing, then turning sharply away to avoid the torpedo. .



MTB 01 during sea trials in 1937

British Power Boat Company, Hampshire, UK]

MTB 01-12, 14-19 [launched 1936-39

Built: 1936-1939

Length: 60 feet 4 inches [18.39m] LOA x 13 feet 10 inches [4.22m] x 2 feet 10 inches [0.86m]

Weight: 18 Tons [Standard]

Fuel: Petrol . Capacity: 960 Gallons [imperial]

Engines: 3 V8-shaft Napier. Petrol engines, 1650 BHP = 35.3-38 Kts trials

BSA .303 Lewis Machine Guns: MTB's 01-12 = 1 pair fore, 1 pair aft mounted centre line

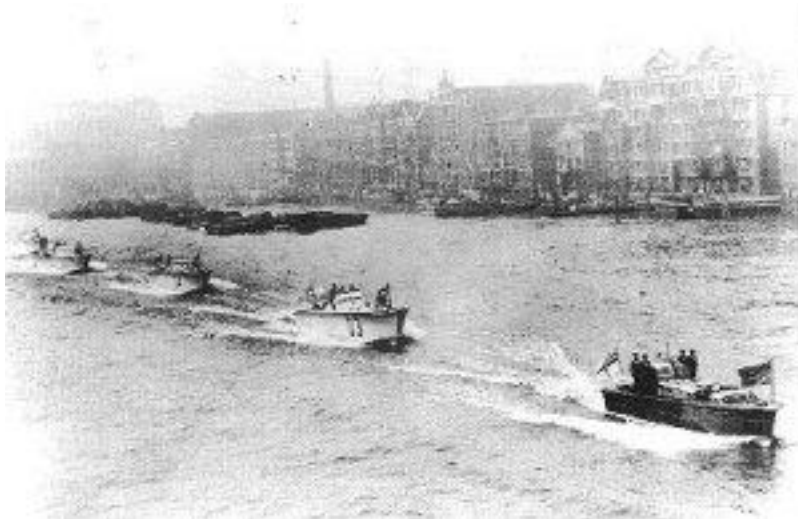
Torpedo Racks: 2 Stern 18 inch, 6 Depth Charge

Compliment: 9

MTB 01 was ex 07, 7 was ex 13 and 19 was ex 01

The first R.N. MTBs since the First World War. 10 were lost 1939-41 and the others became motor attendant craft or target service boats.

The 1st MTB Flotilla escorting King George VI from Westminster to Greenwich



MTB's 03-06 of the 1st MTB Flotilla escorting King George VI with a young Princess Elizabeth from Westminster to Greenwich to open the National Maritime Museum on 27 April 1937. This was the first public appearance of the post WW1 Scott-Pain MTB's . All boats including the Royal Barge were Scott-Pain.

The National Maritime Museum at Greenwich was the former home of the [Royal Hospital School](#) which re-located to a 200 acre site at Holbrook near Ipswich in Suffolk in 1933.

MTBs 26 & 27 were 55 feet Vosper's purchased from the Chinese Navy in 1939. They did not have any sleeping quarters onboard, the crews berthed onboard HMS Robin. MTB 27 was known as the silent boat.

The Flotilla escaped from Hong Kong on Christmas Day 1941 carrying Admiral Chan Chak and his party along with senior military officers and civilian personnel and was scuttled off Nan'ao in Mirs Bay, China 26th December 1941. The crews then marched 2880 miles across Southern China to Rangoon in Burma

Summery of the pre war 1938 Scott Pain Boats

From those operations of old type 1938 Scott Pain boats the following points of weakness emerge for rectification.

- 1) The engines are too noisy. The silent auxiliary engine for slow spec work is essential.
- 2) Guns, if possible, should be centrally situated and near to the control officer.
- 3) Boats should have efficient smoke producing apparatus.(C.S. apparatus).
- 4) The 18" mark VIII torpedoes dive to an initial depth of 40 ft. before taking up depth setting. 40 ft. is much too great an initial dive.
- 5) Depth charges for use by fast MTB's should be fitted with shallow water pistols. The mark VII depth charges in use would not explode under 45 ft. which was too great a depth for certain work.
- 6) The use of MTB's for troop or ammunition carrying is possible but not desirable as MTB's are too lightly built, nor is their power of manoeuvre sufficient.
- 7) W/T Communications in plain language is very desirable when speed is more important than secrecy. The radio telephone in these MTB's is never satisfactory if engines are running.
- 8) MTB's should not be concentrated in one spot when bombed in harbour.

G H Gandy
Lt-Comdr. R.N. Retd.,
Commanding Officer 2nd MTB Flotilla
Rangoon. 8th March 1942



Back: Christiansen M.N, A/B Pawley, A/P.O.Hide R.N, Ross B.M.I, P.O. Dyer, W.O. Wright R.N.V.R, Cox-Walker M.N, P.O. Stonell R.N, C.P.O.Thums R.N, P.O. Tel Meadows, Brazel, Gurd, Arnold, Hempenstall, McQueen, Foster, Quixell
3rd: Halliday M.N, Marchant M.N, Skinner M.N, Holmes, Whatley, Brogden, A/P.O. Priestley R.N, Kelly, Downey, Holt, Evans, Purchase, Rutter, Penny, P.O. Moore R.N, Thorpe, Barker, Schillemore, Carr, Hill, Charleson, Burrows, Raun, Deatin, Gavaghan?, Pony Moore.
2nd: Capt Macmillan R.A, Supt Robinson I.P, Sq-Ldr Oxford R.A.F, Lt Pittendrigh R.N.R, Lt Ashby R.N.V.R, Lt Collingwood R.N, Lt-Cmdr Gandy R.N, Cmdr Montague R.N, Adm Chan-Chak, Lt-Gen Wong, Lt-Gen Chen, Lt-Cmdr Yorath R.N, Maj Goring H.Q. Staff, Capt Guest 1st Mdlx, Lt Parsons R.N.V.R, Lt Kennedy R.N.V.R.
1st: Sub-Lt Gee, Maj-Gen Fu, Mr Ow Young, Coxswain Yeung Chuen, Lt-Cdr Hsu Heng, Maj-Gen Tung, Sub-Lt Legge R.N.V.R, Sub-Lt Brewer R.N.V.R.