

CONFIDENTIAL.

1928

C.S.

SHIVES/13 # 27

No.

C/11/28

Colonial Secretary.

SUBJECT.

1928.

23rd May.

LIEUT.-COMMANDER K. HORLEY, R.N., Navigating Officer, R.S.S. "William Scoresby" -

Previous Paper.

Question of termination of engagement.

MINUTES.

- 1-5. Despatch from S. of S. Lc. 10 of 7/1/28.
- 6-8. Letter from Comdr. A. de G. Lamotte. 5/5/28
- 9-11 " " " " " 10/5/28.
- 12-16. " " Lt-Comdr. Horley. 18/5/28
- 17-20. " " Comdr. A. de G. Lamotte. 22/5/28.
- 21. " to Lt. Comdr. Horley. 23/5/28.
- 22. Minute to Comdr. A. de G. Lamotte. 23/5/28.
- 23-24 Lr. from Comdr. Lamotte. 24th May 1928
- 25 Lr. to Lt. Comdr. Horley. 25th May 1928
- 26 Lr. to Comdr. Lamotte. 25th May 1928
- 27 Despatch to S. of S. Lc. 204 of 29th May. 1928

Subsequent Paper.

C O P Y.

Colonial Office,

29th December,

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3748.

Sir,

I am directed by the "Discovery" Committee to inform you that, on their recommendation, the Secretary of State for the Colonies has approved of your temporary appointment as a Marine Officer in the service of the Government of the Falkland Islands for employment on purposes connected with the "Discovery" Expedition, subject to the under-mentioned conditions.

2. You will be employed in the first instance as Second Officer of the Research Steamship "William Scoresby", but you will be liable for service in any ship that is now or may hereafter be employed for the purposes of the Expedition or on special service ashore, either in the Colony of the Falkland Islands and its Dependencies or elsewhere as occasion may require.

3. The pay of the appointment will be at the rate of 16/- a day, and will become payable to you from and including the 22nd December, 1927, the date on which you assumed duty. In addition navigating allowance will be payable to you whilst performing the duties of Navigating Officer.

Lieut. Kenneth Horley, R.N.,

R. S. S. "William Scoresby".

4. In accordance with your request, arrangements have been made for the whole of the pay due to you for the period 22nd - 31st December, 1927, and for £15 a month subsequently to be available to be drawn by you on board the "William Scoresby", and for the balance to be issued monthly as it falls due by the Crown Agents for the Colonies to your account with:-

Thomas Cook & Son, (Bankers),
Berkeley Street,
W.1.

--- A copy of the General Regulations applicable to the Expedition is enclosed for your information and guidance.

5. The appointment is not pensionable. Your employment will be for the period of the "William Scoresby's" present voyage in the first instance but will be liable to be determined at any time by the Master of the vessel in which you are serving, subject to the provisions of the Merchant Shipping Acts. You are also to understand that the Government or the Committee may at any time determine your engagement on giving you three months' notice in writing, or on paying you three months' salary and, in either case, if you are abroad at the time, furnishing you with a free passage to England, provided that you claim and avail yourself of such return passage not later than one month after the expiration of your engagement. You will not in either case be entitled to half

3.

salary on the voyage home unless specially granted by the Government.

6. In the event of your desiring to resign, you would be required to give sufficient notice, at least three months, to enable your successor to be selected. Such notice should be given through your superior officer for the time being, in writing or by telegraph. Such notice will run from the date on which the intimation of it reaches the Colonial Office.

7. If you should be compelled by reason of ill health to resign your office, or if at any time it shall be certified by a duly qualified Medical Officer selected by the Government or the Committee, that you are incapable, on physical grounds, of rendering further efficient service, you will receive salary up to the date of the certificate, and if you are abroad at the time you will be furnished with a free passage to England. A certificate signed by a duly qualified Medical Officer selected by the Government or the Committee shall be conclusive evidence on the question whether or not you were compelled to resign your office by reason of ill-health within the meaning of this paragraph.

8. If you should at any time neglect or refuse or from any cause (excepting ill health as provided in the preceding paragraph) become unable to perform any of your duties or to

① ② ③ ④ 4.

comply with any lawful instructions or if you should in any manner misconduct yourself, the Government or the Committee may dismiss you, and on such dismissal all rights and advantages reserved to you under the terms of this letter will cease.

9. It will be a further condition of your appointment that you will not publish or otherwise dispose of any information bearing on the Expedition. It is to be understood that all scientific material and data obtained by the Expedition are the property of the Government and are not to be disposed of in any way except with the authority of the Government or the Committee. It is also a condition of your appointment that you will not give any lectures upon, nor publish any results of the Expedition without the consent of the Government.

10. I am to request you to acknowledge the receipt of this letter and to express Your acceptance of the appointment on the conditions mentioned.

I am, Sir,

Your obedient Servant,

(Sgd.) A. L. Ayton.

Confidential



R.S.S. WILLIAM SCORESBY,

C/O FOREIGN FLEET DIVISION,

G.P.O. LONDON.

5th May 1928

His Excellency

The Governor of the Falklands

Your Excellency,

I have the honour to submit the following report on the abilities and conduct of Lieut. Commander K. Horley serving as Navigating Officer and Second Officer of this ship.

His navigation has frequently been of a slovenly and therefore of a dangerous nature.

On one occasion he reported that he had definitely fixed the position by observation of the Sun. I knew that two sights had been taken and therefore approached the land in thick weather in a manner in which I should not have attempted if I had not been misled by this Officers report.

The true facts were reported to me by Lieut. Commander Shannon and where that although two sights had been taken only one had been worked out. The ships position was therefore not known with sufficient accuracy to approach the land in the manner in which I was lead to make the attempt until stopped by Lieut. Commander Shannon's report.

Lieut. Commander Horley had no explanation for his conduct on this occasion.

Lieut. Commander Horley has told me he does not know how to work out Star sights or to adjust compasses. These are subjects which all Naval Officers are taught and I cannot understand him not having had the usual instruction. In any case there is an Admiralty Manual of Navigation on board and under this Officers charge and there has been ample time since the ship commissioned for him to have studied these matters and to have become efficient in them.

The Chart House in this ship is below the Upper Deck and there is sometimes occasion for the Officer of the Watch to go below to consult the chart. These visits should naturally be few and only taken when conditions on deck permit this being done in perfect safety. I observed this Officer visiting the Chart House (out of which his cabin leads) much more frequently than there was any necessity for. Lieut. Commander Shannon also reported to me that he had heard that Lieut. Commander Horley was keeping his watch in the Wheelhouse when the conditions for keeping a look-out were unfavourable from this position. I therefore issued the following order which was signed by Lieut. Commander Horley.

" Officers of the Watch are not to leave the
 top bridge between Sunset ^{or the lower bridge} and Sunrise _{at}
 any time.

Necessary charts are to be on the bridge"

I find on enquiry that Lieut. Commander Horley has frequently disregarded this order.

This Officers consumption of spirits was excessive. I ordered him to restrict his consumption which order he disregarded. I then ordered him to cease incurring any bill for wines or spirits. He disregarded this order and forced me to give an order to the ~~XXXX~~ Steward not to supply him with any wine or spirit.

It is most undesirable that an Officer should remain in a ship after it has been necessary to give such an order concerning him to any rating.

I have twice informed Lieut. Commander Horley that I should take steps to have him relieved if his conduct did not improve.


I consider I have been more lenient with this Officer than the circumstances justified but have taken the following facts into consideration.

He has not been in very good health (probably due to his own faults) and he has been recently divorced by his wife which may have had some effect on him.

I have the honour to be,

Your Excellency's

Obedient Servant


Commanding Officer

I have read the above report on Lieut. Commander K. Horley and I concur.

R. L. V. Shannon. Lieut Comdr. R. N. (Ret).

R.S.S. William Scoresby

Port Stanley

May 15th 1928

The Colonial Secretary

Port Stanley

Sir,

I forward a further report in writing on Lieut. Commander Horley's conduct in amplification of my previous report.

I mentioned to you yesterday that due to conversation I had with Officers and Scientists since arrival in Stanley I was taking a more serious view of this Officers conduct than I did when I made out my previous report.

I had never to my knowledge seen Lieut. Commander Horley drunk, although I considered the amount he consumed excessive when I limited his wine bill.

On several occasions I have sent for Lieut. Commander Horley early in the morning and have discovered him in an absolutely unfit condition for duty, at the time I thought him ill and have allowed him to go to his cabin. I now believe that his state on these occasions was due to the after effects of drink, drugs would in my opinion equally account for his state.

Breach of Discipline

My previous report on this Officer I had no intention of keeping from him and should have shown it to him after it had been accepted by you.

I found on return that he had already read a copy of it and inquired how he had seen the same.

He had gone to the Ships Writer and given him an order as coming from Lieut. Commander Shannon to let him see a copy of this letter.

Lieut. Commander Shannon had given no such order. Mr. Roy, Chief Engineer, reports that he went to the

Engine Room during a morning watch and made the following remarks to the Engineer of the Watch.

"That the engines were built for 120 revolutions and it was neglect and incompetence on the Engine Room staff, that the engines were not constantly being driven at 120 revolutions.

Cadet Pease reports that he was called by Lieut. Commander Horley during a middle watch to come on the bridge to the "Echo" sounding machine. Lieut Commander Horley left the bridge as soon as Cadet Pease arrived and remained in the Mess drinking for the remainder of the watch. Cadet Pease reported to him twice that he got shallow soundings but even then he did not come on the bridge.

He had to be called by his relief Mr. Davies (Bos'n) and it took some time before he could be got on the bridge to turn over his watch. He showed signs of having been drinking.

It was very bad weather at the time, as the Officer of the morning watch had me called as he considered the conditions required my presence on the bridge.

On account of the conditions I found, I remained on the bridge for several hours. I believe that this is one of the occasions when I had Lieut. Commander Horley called some two or three hours later and let him go to his cabin because he complained of being ill.

Cadet Pease whose cabin is forward reports that on several occasions he has been awakened by Lieut Commander Horley, when this Officer was on watch, coming into the Chart House. He has observed him drinking there during his watches.

Mr. Davies (Bos'n) reports that the Seaman have told him that Lieut. Commander Horley invariably keeps his watch in the Wheelhouse (writing limericks etc.) whenever Lieut. Commander Shannon or myself are out of the way. The Wheelhouse is not a fit place for an Officer of the Watch and it is a direct disobedience of my order for an Officer

of the Watch to go there at all during dark hours or thick weather .

That he has on frequent occasions come to the Petty Officers Mess and Seamans Mess Deck to criticise myself and other Officers of the ship. He has repeated conversations which have taken place between Officers, which had no right to be repeated by an Officer to a member of the Ships Compnay, owing to there confidential nature.

This Officers general ungentlemanly conduct in the Mess makes it most unpleasant for every one of the Mess to associate with him.

I am Sir,

Your obedient Servant



Commanding Officer

R.S.S. William Scoresby

Port Stanley

May 18th 1928

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The Colonial Secretary

Port Stanley

Sir,

I have the honour to submit, in my own defence, with reference to letters of the 5th and 15th inst, reporting on my conduct on board, the following statements as a certificated Officer (Master's) to the charges levelled:-

(Letter of 5/5/28)

Para. 2. That I joined the ship on the 22nd Dec. 1927 and she sailed on 24th Dec. I had no time to check all my charts- most of which were for South Africa, Indian Ocean and Australia. I had no chart whatsoever of the South Atlantic, whence we were bound. I obtained the latter through the kindness of an old Naval shipmate serving as first Lieutenant in a Portsmouth destroyer, just before sailing. This chart was dated about 1890, and owing to the amount of water taken on board this ship, during the voyage out, the chart rapidly disintegrated, and I arrived at Port Stanley with my chart completely ruined by salt water- although East Falkland was sighted dead ahead. No lines have ever been laid 55

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or even checked on the chart by either the Captain or the other Officers of the Watches, and although I have complained to the First Lieutenant about the Officer of the Watch being responsible for marking the ship's dead reckoning position on the chart at the end of his watch, I have merely received the reply " You are paid a 1/- a day extra to do that" No Officer excepting myself has taken and worked out a sight on board this vessel. This does not, in my estimation, induce towards good navigation, ^{and also} ~~as~~, almost invariably the log has not been written up, and I have no information as to the ship's movements during the time allowed me for rest.

Para. 3. That Lieut. Commander Shannon who has concurred to this letter has, on being challenged, stated ^{that} /on this occasion the ship was working in on the N.W. line from Bird Island. At this time Lieut. Commander Shannon was in his bunk sick and the Captain keeping his watch for him. On this occasion the 7th March 1928 land was sighted by me at three a.m. the ship towing horizontal nets steaming 1½ knots. The actual occasion of the two sights was between Rio de Janeiro and Port Stanley on the 29th Jan. 1928, when after obtaining ~~xxx~~ a Noon sight which worked out position line nil, I worked out a sight taken by Cadet Pease in the forenoon watch, which was to me at the time, having an intercept of 120 miles quite unreliable, and from further ~~re~~ results next day it proved to be so.

Para. 4. I have never stated that I do not know how to work out Star

sights. I have merely stated that ⁱⁿ my own opinion it is impracticable to work out the same in heavy weather- observing that I find it necessary to use a ~~XXXX~~ "Star" telescope to take my Sun sights, except in very calm weather. Lieut Commander Shannon has made efforts to take Star sights but has obtained no result. I was never taught practically to correct compasses and remarked "I know enough about them to leave them well alone"

Para. 5. My watch is the 12 to 4 day and night. It has been stated that I have been observed by the Captain visiting the chart house much more frequently than has been necessary. As, excepting for occasions such as entering harbour or commencing a Plankton station, the Captain has never been on the bridge (with perhaps two or three exceptions) during my watch, it seems exceptionable that he has observed this matter. I often in bad weather in daylight keep my watch in the wheelhouse, where I had a clear view, and was in the habit of relieving there from Cadet Pease-taking Lieut Commander Shannon's watch. On the charge of the Captains orders re charts I had very frequent occasions to visit the wheelhouse to consult my chart and also try and arrange some order out of the chaos due to previous O.O.Ws. not writing up their log, a matter which I also on two occasions complained to the Captain about.

Para. 6. My consumption of alcohol was commensurate with that allowed me ⁱⁿ H.M.S. Royal Oak in 1920-1922 whilst serving as Signal and W/T Officer as a Lieutenant R.N. The charges of disobedience of orders on this subject are emphatically denied.

Para. 7. 8. With these I concur.

Para. 9. Whilst agreeing I have done my best.

With reference to the letter of the 15th inst, anent Paragraphs 1, 2, and 3 I concur.

Para. 4. This is entirely incorrect. I have on several occasions been sent for by the Captain during the forenoon watch. Each time we were approaching land during the night and I remained up on the completion of my own watch until I was satisfied all was correct. I then turned in and was probably slack in turning out when sent for, owing to tiredness. The allegation that I was suffering from drink I refute, and I have never taken drugs in my life.

Para. 5. I was informed by Lieut. Commander Shannon at 8 p.m. that my resignation was to be put in next day or a Report against me would be preferred to His Excellency the Governor. I naturally desired to see the Report.

Para. 6. That the remark, although not remembered, was probably made in jest to the 2nd Engineer. I had finished my watch and it was therefore a remark made without authority or with any intent to offend, there being no disagreements between the 2nd Engineer and myself either professionally or personally.

Para. 7. That Cadet Pease was turned over to me on the ship sailing from Portsmouth on 24th Dec. 1927 for instruction in navigational duties, and that after 48 hours experience of his inaccuracies I requested the First Lieut. to remove

him from my staff and to use him himself as no reliance could be placed upon him. I consider therefore that his accusations against me cannot be taken seriously. They are anyhow refuted. He is entirely under the sway of the First Lieut. and Senior Scientist and will say what he is told to. Cadet Pease has never been called by me to attend the "Echo" sounding machine. I have called him on two occasions in the Middle watch as extra lookout. Mr. Dinning - the W/T Officer - has been called by me when I have found it inconvenient to keep a lookout and use the machine myself or when I have been in doubt. At the time mentioned the ship was "Hove to" for the night also any alcohol I take is kept always in my cabin and not aft in the Wardroom.

Para. 8. That Cadet Pease shared my cabin. He invariably slept with his bunk curtains drawn, and the curtain of our cabin door was also drawn to exclude the chart house light. It seems unlikely that he saw through both.

Para. 9. That the only times that I have remained for more than a minute or two in the wheelhouse at night has been when the ship was stopped or "Hove to".

Para. 10. This is denied.

Para. 11. I very seldom use the Mess except for meals, as I am invariably treated there by my Commanding Officer, in front of the Stewards, as a menial.

I have the honour to be Sir,

Your obedient Servant

Skenneth Stanley
Navigating Officer.



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R.S.S. WILLIAM SCORESBY,

C/O FOREIGN FLEET DIVISION,

G.P.O. LONDON.

22nd May 1928.

The Colonial Secretary
Port Stanley
Falkland Islands.

(JAN)

Sir

In accordance with your verbal request of this morning, I submit herewith my comments on the letter addressed to you by Lt. Comdr. Horley date 18th May 1928.

This letter apparently divides itself into two parts, (1) Statement of facts - mostly incorrect, (2) ⁱⁿferences. I will deal with the statement of facts first. It is true that the ship left England hurriedly & that Lt. Comdr. Horley had only a short time in which to take over his charts and other instruments before sailing.

That no lines have ever been laid off by the Captain or other officers as stated in Lt. Comdr. Horley's letter - is a misstatement.

R.S.S. WILLIAM SCORESBY,

C/O FOREIGN FLEET DIVISION,

G.P.O. LONDON.



Also the statement that no officer excepting myself has worked out or taken a sight.

I have checked and I am assured by both Lt Comdr Shannon and Cadet Pease who are at present in my cabin that they have invariably checked all courses during their watches and that they have taken sights.

Paragraph marked (iii) in Lt Comdr Horley's report this officer is under a misapprehension as to the incident referred to - This incident occurred 1st March and is ^{as} reported in my letter of 5th May. The statement by Lt Comdr Horley that "I have here stated that I do not know how to work out a star sight", is inaccurate. He has stated so to me & in the presence of Lt Comdr Shannon and Cadet Pease.

Paragraph (vi) of Lt Comdr Horley's letter - The consumption of alcohol by Lt Comdr Horley in the "Royal Oak" and the "William Scoresby" is not germane.

R.S.S. WILLIAM SCORESBY,

C/O FOREIGN FLEET DIVISION,

G.P.O. LONDON.



In the "William Scoresby" his consumption was excessive and orders were given to him as stated in my letter of the 5th May.

In support of this statement, after I had stopped Lt Comdr Horley's wine bill, he consulted Dr Sphero^{At Gnyfoster}droff. This doctor informed me that Lt Comdr Horley's state of health was largely due to excessive drinking. This I think has contradicted ~~all~~ ^{most} definite misstatements in Lt Comdr Horley's letter.

I will now deal with the innuendoes -
Such statements as, "the evidence of Badet Pease cannot be taken seriously because I had requested Lt Comdr Shannon to remove him from my staff" is a reflection on Badet Pease's honour which I desire not to pass over.

"That he is entirely under the sway of the 1st Lieut. & Senior Scientist and will say what he is told to," is considered by these Officers as a reflection on their characters and a



R.S.S. WILLIAM SCORESBY,

C/O FOREIGN FLEET DIVISION,

G.P.O. LONDON.

gratuitous insult. Knowing these officers I entirely
concur.

The last paragraph of Lt Comdr Horley's letter.
I have on several occasions reprimanded Lt
Comdr Horley for his conduct in the mess. On
more than one occasion I had to reprimand
him in the mess for ungentlemanly conduct.
This is the only fact ^{on which} that he can base
his statement that he is ^{treated as} a menial

I am, Sir

Your obedient Servant.

Alex Lamotte.

C/10/28.

CONFIDENTIAL.

23rd May,

28

Sir,

Reas 17-20

I am directed by the Governor to forward to you the attached letter relative to the charges made against you and to request that you will furnish me in writing with any observations thereon which you may have to make at your earliest convenience.

I am,

Sir,

Your obedient servant,

W.S.

Colonial Secretary

LIEUT.-COMMANDER K. HORLEY, R.N., (Retd.)
R.S.S. "WILLIAM SCORESBY",
STANLEY.

No. C/10/28.

(It is requested that in any reference to this minute, the above Number and the date may be quoted).

MINUTE.

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CONFIDENTIAL.

23rd May, 19 28.

From

THE COLONIAL SECRETARY,

STANLEY, FALKLAND ISLANDS.

To COMMANDER H. de G. LAMOTTE,
D.S.O., R.N., (Retd.)
R.S.S. "WILLIAM SCORESBY",
STANLEY.

I have the honour to request that you will deliver
the attached communication to Lieut.-Commander K. Horley,
R.N., (Retd.) of R.S.S. "William Scoresby".

ll

Colonial Secretary.

R.S.S. William Scoresby

Port Stanley

May 24th 1920

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The Commanding Officer

R.S.S. William Scoresby

Sir,

I have the honour to submit with reference to the letter of 2nd inst. from Colonial Secretary that I do not wish to make any further observations excepting to state that I regret that Lieut. Commander Shannon and Mr. John are offended at my remarks.

It was never my intention to cast any doubt as to the character or integrity of either of these gentlemen, and the alleged "gratuitous insult" was due to faulty phrasing on my part and was not meant to be taken in the manner in which it was read.

I have the honour to be

Sir,

Your obedient Servant

Kenneth Horley.

2nd Officer.

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R.S.S. William Scoresby

Port Stanley

May 24th 1920

The Colonial Secretary

Port Stanley

Sir,

I forward herewith letter submitted to me by Lieut.
Commander Morley.

I am Sir,

Your obedient Servant



Commanding Officer

C/11/28.

25th May,

28.

Sir,

I am directed by the Governor to inform you that His Excellency has been pleased to give directions for the determination of your engagement as a Marine Officer in the service of this Government in accordance with the conditions contained in paragraph 5 of the letter to you from the Colonial Office No. 3748 of the 29th of December, 1927, and with effect from the 27th of May, 1928.

2. I am to state that you will receive three months' salary in lieu of notice and that you will be furnished with a free first^{class} passage to England.

3. I am to add that you should arrange to leave Stanley by the s.s. "Fleurus" on the 28th inst. for Monte Video from which port arrangements will be made for your voyage to England by the s.s. "Andes."

I am,

Sir,

Your obedient servant,

G. R. L. Brown,

for Colonial Secretary.

Lieut.-Commandr. K. Morley, R.N. (Retd.)
R.S.S. "William Scoresby,"
Stanley.

C/11/28.

25th May,

28

Sir,

With reference to previous correspondence I am directed by the Governor to inform you that His Excellency has been pleased to give directions for the determination of Lieut.-Commander Horley's engagement as Second Officer of the R.S.S. "William Scoresby" with effect from the 27th of May, 1928, and to attach herewith, for your information, a copy of a letter addressed to Lieut.-Commander Horley in this connection.

I am,

Sir,

Your obedient servant,

G. R. L. Brown,

for Colonial Secretary.

Commander H. de G. Lamotte, D.S.O., R.N., (Retd.)
R.S.S. "William Scoresby."
Stanley.

GOVERNMENT

STANLEY

29th May, 1928.

FALKLAND ISLANDS.

No. 204.

Sir,

With reference to the previous telegraphic correspondence terminating with my telegram of the 23rd of May, on the subject of the ability and conduct of Lieutenant-Commander K. Horley, R.N., (Retd.), Second Officer of the R.S.S. "William Scoresby", I have the honour to inform you that, with the concurrence of Commander H. de G. Lamotte, D.S.O., R.N., (Retd.), I have given directions for the determination of this officer's engagement, with effect from the 27th of May, 1928, in accordance with the conditions contained in paragraph 5 of the letter addressed to him from the Colonial Office, No. 3748 of the 29th of December, 1927, a copy of which was enclosed in your despatch No. 10 of the 7th of January, 1928.

2. I annex a full copy of the correspondence which has passed in this connection between the Colonial Secretary on the one part and Commander Lamotte and Lieutenant-Commander Horley on the other part. I submit that in the circumstances thereby disclosed no other course was open to me but to determine Lieutenant-Commander Horley's engagement in the manner stated.

I have the honour to be,

Sir,

Your most obedient,

humble servant,

THE RIGHT HONOURABLE

L. C. M. S. AMERY, P.C., M.P.,

SECRETARY OF STATE FOR THE COLONIES.

ARNOLD HC

In duplicate.