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A CONCISE BIOGRAPHY OF:

MAJOR GENERAL A. C. ST. CLAIR-MORFORD

A concise biography of Major General Albert Clarence St. CLAIR-MORFORD, an officer in the Royal Marines from 1912 until his death in 1945. He rose to become a brigade commander early in the Second World War, and following his retirement, he was re-employed as the Commandant of the Royal Marine School at Thurlestone in Devon. He was accidently killed at the school in May 1945. Copyright ©www.BritishMilitaryHistory.co.uk (2023)

A Concise Biography of Major General Albert Clarence St. CLAIR-MORFORD

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relatives of Major General St. CLAIR-MORFORD,
for kindly making available additional photographs,
and his Flying Log Book from the First World War.

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*Above – Portrait of St. CLAIR-MORFORD, displaying his pilot's wings, and probably taken while serving with the Royal Flying Corps.
Courtesy of: <https://www.militaryimages.net/media/albert-clarence-st-clair-morford-4.135514/>*

Major General Albert Clarence St. CLAIR-MORFORD, C.B.E., M.C., R.M.

Introduction

The Royal Marines are, and always have been, part of the Royal Navy. Until the end of the First World War, there were two elements of the Corps, the Royal Marine Light Infantry and the Royal Marine Artillery. These were combined by the start of the Second World War, but they give an indication of the two main roles of the Royal Marines in the Royal Navy, namely gunnery on ships and land, and to provide infantry for deployment with the Royal Navy.

The rank structure of the officers of the Royal Marines is similar to that of the Army, however, up to and including the Second World War, there were some differences. These are shown at Appendix 'A'. Major General St. CLAIR-MORFORD has the distinction of being the only Royal Marine who flew with the Royal Flying Corps during the First World War. In the Second World War, he was a brigade commander for two years, and then following his retirement, he returned to active service in the rank of Colonel as the Commandant of the Royal Marine School at Thurlestone in South Devon. He was accidentally killed during a live-firing exercise at the school in May 1945.

Family Background

Albert Clarence St. CLAIR-MORFORD was born on 27 June 1893 in Hanwell, Middlesex. He was the second son of Walter MORFORD, and his wife, Minnie Eliza Allison CLAYTON. They had three children, namely:

- Eric St. CLAIR-MORFORD (1892 – 1967)
- Albert Clarence St. CLAIR-MORFORD (1893 – 1945)
- Allison Ruby St. CLAIR-MORFORD (1901 – 1991)

Walter was born on 12 November 1865 at Dymchurch, on Romney Marsh in Kent, his father being a farmer and a butcher. Minnie was born on 22 November 1869 in Pimlico, London. They married on 24 August 1889 at St. Mary's Church, Putney, and their first son was born in January 1892 in Fulham. Albert Clarence was born a year later in Hanwell, but it was a further eight years before their daughter, Allison, was born in Ruislip. In the 1901 Census, the family were living at 'The Laurels', Ruislip, Middlesex. Walter and Allison divorced on 16 January 1905, and Walter remarried just three months later to Eva SPRY (1874 – 1964) in Westminster, London. They had one daughter together, Eva Leone MORFORD, who was born on 1 July 1906 in Ruislip. In the 1911 Census, forty-five-year-old Walter was living with thirty-five-year-old Eva at Nashleigh House, Chesham in Buckinghamshire, and his occupation is shown as being a director of seventy-five companies. The family had three servants living with them.

Walter ran a department store called Swan and Edgar, which was located on Piccadilly Circus, London. He died on 8 October 1915 at Amersham in Buckinghamshire.

Minnie was apparently responsible for adding the St. CLAIR element to create a double-barrelled surname. She was seen as a social climber, who came from a humble background, and so she added the affectation for social reasons, the name St. CLAIR having no relationship to either side of the family. Minnie enjoyed attending parties, and is reputed to have had many affairs, with this conduct leading to her divorce from Walter.

After her divorce, she went to live at St. Martins on the island of Guernsey in the Channel Islands, with Albert Clarence and Ruby living with her.¹ He was educated at Elizabeth College on the island of Guernsey. In the 1911 Census, the seventeen-year-old St. CLAIR-MORFORD was living with his mother and sister at 9 Naillina, Calais, in the Parish of St. Martin, Guernsey. Minnie died in March 1934 in Okehampton, Devon.

Initial Career

St. CLAIR-MORFORD joined the Royal Marines Light Infantry on 1 January 1912, in the rank of Probationary Second Lieutenant. He was on leave from 1 January until 7 January, when he attended the Royal Navy College at Greenwich. He left there on 28 June 1912, and for the next part of his training, he was sent to the Depot, Royal Marines at Deal in Kent, where he was in training from 29 June until 30 September 1912. On 1 October 1912, he was posted to the Royal Marines Artillery Division, probably learning about naval gunnery. He completed that element of his training on 16 June 1913.

As a Probationary Officer in the Royal Marines, St. CLAIR-MORFORD had to pass several courses before his probation would be completed. At the Royal Navy College, he was the best placed of the nine Royal Marines officers, scoring 842 marks out of 1,000. He passed his Infantry Musketry courses and was in third place on his course at H.M.S. Excellent, with a score of 633 out of 900. His next course was at H.M.S. Vernon, which he passed in first position with a score of 708 out of 750. St. CLAIR-MORFORD passed his Cruiser course, and his Headquarter course,

First World War

At the commencement of the Great War, as it then was, on 4 August 1914, Probationary Second Lieutenant St. CLAIR-MORFORD was stationed in the Plymouth Division of the Royal Marines. From 7 August until 21 August 1914, he was serving with the Special Battalion based at Gosport. He moved to the Special Battalion at Plymouth Headquarters from 22 August until 25 August 1914.

¹ The Census uses the name Clarence, so it may be that this was St. CLAIR-MORFORD's preferred name within the family. In later life, it appears that he was known by his first name of Albert. Allison was not living with them at this time.

On 3 September 1914, he was drafted to H.M.S. Caesar in the Home Fleet. He served on H.M.S. Caesar in the North Sea, Channel, and the Mediterranean. This included operations against the Riff Pirates in Alamanya Bay in May 1915. St. CLAIR-MORFORD transferred to H.M.S. Majestic which was stationed in the Eastern Mediterranean.² This warship was involved in the bombardment of the Dardanelles in the Gallipoli campaign, and it was sunk by a U-boat on 27 May 1915 with the loss of forty-nine out of over six-hundred and seventy crew.

With effect from 12 June 1915, Lieutenant St. CLAIR-MORFORD was drafted to the Plymouth Division. On 1 August 1915, he was posted to H.M.S. Victory in Portsmouth, but this was only a holding posting while he awaited transfer to the R.M. Brigade. He served with the Plymouth Battalion, and he landed at Gallipoli on 15 August 1915. He was promoted to the rank of Acting Captain on 28 October 1915, and he was present at the evacuation from Gallipoli overnight 8 and 9 January 1916. The battalion was sent to Stavros from February until April 1916, and it was then embarked on H.M.T. Briton. The battalion landed in France on 12 May 1916, with Captain St. CLAIR-MORFORD being wounded on 17 August 1916. He was admitted to the 20th General Hospital on 24 August, and then embarked on the Hospital Ship 'Newhaven, as he was invalided to England. On his arrival on 31 August 1916, St. CLAIR-MORFORD was admitted to the King Edward VII Hospital.

Captain St. CLAIR-MORFORD was awarded the Military Cross on 14 November 1915, while serving with the 2nd Battalion, Royal Marine Light Infantry, for carrying out a daring reconnaissance during which he received the wounds that led to him being hospitalised. His citation read:

For conspicuous gallantry. He carried out a difficult and dangerous patrol with great coolness and brought back useful information. On a later occasion he was seriously wounded on successfully carrying out another hazardous reconnaissance.

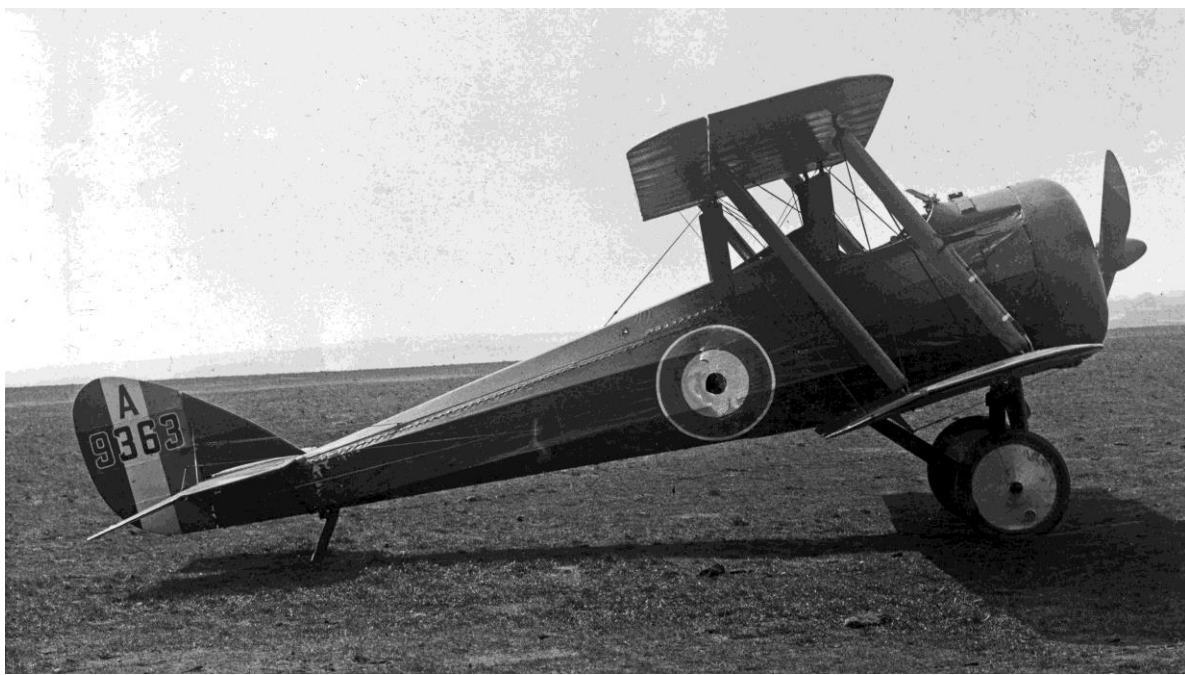
St. CLAIR-MORFORD returned to light duty on 27 March 1917, being drafted to the 1st (Reserve) Battalion, Royal Marines. On 15 April 1917, he was lent to the Army for duty with the Royal Flying Corps (R.F.C.), and he was posted to Reading. He made his first flight on 2 May 1917 in a Graham-White aircraft at the Graham-White School at Hendon. He gained his Royal Aero Club Aviator's Certificate on a Graham-White Biplane on 19 May 1917. When granted his certificate, his home address his mother's at Montinde Hunt, Catel, Guernsey, Channel Islands.

St. CLAIR-MORFORD's first posting was to No. 50 Reserve Squadron at Narborough in Leicestershire. He had flown two hours solo, and seven hours, fifty-eight minutes solo and dual.³ Most of his flights were around one hour's duration, and the aircraft varied including an Avro 100 monoplane and Sopwith Pup biplane.

² According to his personal file, St. CLAIR-MORFORD was unable to give the exact date of his transfer to H.M.S. Majestic.

³ St. CLAIR-MORFORD's Flying Log Book has been made available by his relative, Andy MARTIN, and it is reproduced with his kind permission at Appendix 'A'.

By On 7 July 1917, he was seconded for service with the Army, more specifically, the Royal Flying Corps (R.F.C.). As such, he became the only member of Royal Marines to serve with the R.F.C. during the Great War. As a qualified pilot, Captain St. CLAIR-MORFORD was seconded for service to the Royal Flying Corps, and he was attached to the No. 64 Squadron, which had been formed at Sedgeford in Norfolk on 1 August 1916. Initially equipped with a variety of aircraft for training purposes, in June 1917 it commenced re-equipping with the Airco DH.5 fighter, and to work up for operations in France.⁴



Above – An Airco DH 5 fighter.

Courtesy of: <https://www.baesystems.com/en/heritage/airco-dh5>

The DH.5 had a poor performance in terms of altitude, and so the squadron practised low-level flying prior to its move to France. St. CLAIR-MORFORD's personal file states that he arrived in France on 7 August 1917, although he did not fly out to France until 14 October 1917. On that date, he flew from Lympe in Kent across the English Channel to Calais. He flew his first operational patrol in France on 27 October 1917. On 20 November 1917, the British Army launched the Battle of Cambrai, an offensive using tanks and infantry, supported by artillery and aircraft of the R.F.C.. No. 64 Squadron flew many patrols, generally low-level ground attack sorties. St. CLAIR-MORFORD flew a patrol on 20 November to Bourlon Wood, dropping a bomb on an enemy artillery battery. He did not fly on 21 November, but the next day he undertook a special reconnaissance, and he crashed on executing a forced landing near Ribecourt. On 23 November, he dropped three bombs, and then fired on enemy infantry. He returned to base to clear a stoppage on his guns, and then took off again and dropped four bombs on the enemy.

⁴ For more information on the DH.5, please see: <https://www.baesystems.com/en/heritage/airco-dh5>

St. CLAIR-MORFORD flew a sortie of thirty minutes to a railway embankment, when he made a direct hit on enemy troops with his bombs. He received a bullet through his leg however, and so he flew back to base, where he made a good landing. He was carried away on a stretcher for treatment. He had been in France for just about three months. He received a special mention in the squadron's report for his good work.

Captain St. CLAIR-MORFORD returned to duty with No. 63 Training Squadron, Home Defence, based at Dartford, Kent, with effect from 1 February 1918. He transferred to No. 85 Squadron, based at Hounslow in Middlesex, in late February 1918. He flew his first sortie on 6 March 1918, and on 13 March, he flew a Sopwith Camel for the first time. These flights were generally area patrols over south-east England, or training flights. On 12 April, a wheel fell off his Avro, but he managed to land on the skids and no damage was caused. St. CLAIR-MORFORD transferred on 7 May 1918, and two days later, he was part of a formation of six aircraft that flew to Calais, and onwards to Boulogne. He was attached to No. 23 Squadron based at St. Omer. He was again severely wounded on 8 August 1918, which effectively saw the end of his direct involvement in the war. St. CLAIR-MORFORD was shot and badly wounded on a sortie over enemy lines, but he managed to land his aircraft one mile east of Beaumont. It took him three hours to reach British lines, where he had medical treatment.

Between the Wars

Captain St. CLAIR-MORFORD returned from the Seconded List to the Plymouth Division on 7 January 1919, and then on 13 March 1919, he was drafted to H.M.S. Egremont, which was serving in the Mediterranean Sea, based on the island of Malta. Here he was a General Staff Officer 3rd Grade on the Staff of the Commander-in-Chief Mediterranean. He relinquished this post on 3 August 1920, and on 14 August, he returned to the Plymouth Division and just over one month later, he was posted to join the 8th R.M. Battalion which was serving in Ireland. He arrived with the battalion on 25 September 1920, as the island of Ireland was fighting for independence from the U.K. He was the Adjutant of the battalion between 29 September 1920 and 31 February 1922. Captain St. CLAIR-MORFORD left Ireland on 21 February 1922, and he returned to the Plymouth Division.

On 31 March 1922, Captain St. CLAIR-MORFORD was seconded for service with the Egyptian Army, which lasted until 23 January 1923. This included a period serving in the Sudan. He returned to the Portsmouth Division, and on 19 February 1923, he was drafted to the R.M. Depot, Deal. From 20 December 1923, he was an Assistant Military Instructor (Temporary) at Deal, becoming an Assistant Military Instructor on 11 May 1924.

Captain St. CLAIR-MORFORD relinquished his role as an instructor and he left Deal on 10 May 1927, and he returned to the Plymouth Division. He was then drafted to H.M.S. Berwick, where he was promoted to the rank of Major with effect from 11 August 1929.



Above – Captain St. CLAIR-MORFORD photographed while serving in Egypt and Sudan.

Courtesy of: Andy MARTIN

On 22 October 1929, Major St. CLAIR-MORFORD returned to the Plymouth Division, two days later, becoming the Instructor of Small Arms at Plymouth. On 10 October 1932, he was posted to H.M.S. President in London for a period of four months, returning to the Plymouth Division on 18 February 1933. On 1 April 1933, St. CLAIR-MORFORD was drafted to the cruiser H.M.S. Hawkins, where it is likely he was in command of the Royal Marines detachment on the warship. On 30 January 1935, he transferred to another cruiser, H.M.S. Emerald, on which he served until 5 June 1935.

Major St. CLAIR-MORFORD was posted to the Plymouth Division after leaving H.M.S. Emerald. He was drafted to H.M.S. President IV on 1 February 1936, being promoted to the rank of Lieutenant Colonel with effect from 1 June 1936. On 13 June 1936, the now Lieutenant Colonel St. CLAIR-MORFORD was posted to the Portsmouth Division. His next appointment came on 25 August 1938, when he was posted to the Recruiting Staff in London. He was promoted to the rank of Temporary Colonel on 19 April 1939.

The Second World War

On 1 September 1938, Temporary Colonel St. CLAIR-MORFORD was appointed the Director of Naval Recruiting at the Admiralty, and it was in this role that he saw the declaration of war between the U.K. and France, and Germany. He was promoted to the rank of Colonel Second Commandant on 30 September 1939. He left this role on 28 November 1939, being posted to R.M. Deal, supernumerary. St. CLAIR-MORFORD was promoted to the rank of Temporary Colonel Commandant, and Temporary Brigadier, on 1 December 1939. He was based at Deal for a few months, after which he was posted to the position as Brigade Commander of the 101st Royal Marines Brigade on 1 March 1940.

Proposals had been considered in 1924 for the raising of a brigade of Royal Marines, to be available on-shore as a 'striking force', and one able to be deployed for amphibious operations. These proposals were shelved due to budget constraints. In September 1939, it was decided to raise a brigade of three light battalions to fulfil this role, with the expectation that it would be deployed to the Mediterranean if Italy entered the war. The first recruits did not reach the battalions until April 1940, and in the following month, it was decided to expand the brigade into two brigades, each with two battalions. The 1st Royal Marine Battalion and the newly raised 5th Royal Marine Battalion formed the 101st Royal Marine Brigade, with the 2nd and 3rd R.M. Battalions forming the 102nd R.M. Brigade. Each brigade also had a medium machine gun company, a reconnaissance company equipped with motor-cycles, and a light howitzer battery as support troops.

Elements of the 2nd R.M. Battalion were used to occupy Iceland in May 1940, despite being woefully equipped and not trained for operations. The two brigades moved to Pembrokeshire to counter any German invasion from Ireland in June 1940, but by July, it was concentrating in the Plymouth area in case of the need to occupy the Portuguese Azores islands. In August, the two R.M. Brigades came under command of the R.M. Division, under Major General STURGES, although the divisional headquarters was not formed until February 1941. He organised the division as two brigade groups, each with their own artillery and engineer support. In August 1940, however, before the division was properly established, the two R.M. brigades were embarked on the River Clyde bound for Freetown in Sierra Leone. This was part of Operation 'Manacle', the intention of which was to seize the French port of Dakar. The operation failed without the R.M. troops being landed, with both brigades sent back to Freetown. The 101st R.M. Brigade, under Brigadier St. CLAIR-MORFORD, was sent back to the Clyde in October 1940, although the other brigade remained at Freetown.

The 101st R.M. Brigade was stationed in West Scotland, and now reunited, the R.M. Division continued training for possible amphibious operations. They were never used as such, not even in Operation 'Ironclad, the invasion of French Madagascar, and the division ended up being disbanded in August 1943, the brigades becoming the 3rd and 4th Special Service Brigades. Brigadier St. CLAIR-MORFORD remained in command of this brigade for two years, relinquishing the appointment on 23 March 1942. During his tenure, he was promoted to the rank of Colonel Commandant (Temporary Brigadier) with effect from 3 October 1941. On 1 July 1941, in the King's Birthday Honours List, Colonel Second Commandant St. CLAIR-MORFORD was appointed a Commander of the Most Excellent Order of the British Empire (C.B.E.).

On 24 May 1942, St. CLAIR-MORFORD was posted to H.M.S. President, which was the holding 'ship' for Royal Navy and Royal Marines officers working in London. He was seconded to the India Office between 31 May 1942 and 1 March 1943. On 5 August 1942, Colonel Commandant St. CLAIR-MORFORD was appointed an Aide-de-Camp (A.D.C.) to the King. He held this appointment until he was promoted to the rank of Major General. On the conclusion of this posting, he returned to Corps Duty in Plymouth for one day, being promoted to the rank of Major General on 2 March 1943, replacing Major General STURGES on the Navy List, and on 4 March 1943, he was posted to the General Staff (additional), until 24 March of that year. On 29 March 1943, Major General St. CLAIR-MORFORD was appointed as the Commander of the Royal Marine Training Groups. This meant that he was responsible for overseeing all the training bases within the Royal Marines.

Major General St. CLAIR-MORFORD officially retired from the Royal Marines on 24 January 1944, on vacating his appointment as Commander of the Royal Marine Training Groups, but he was immediately recalled for service in the rank of Colonel Commandant (Temporary Brigadier). He was posted as the Royal Marines officer on the staff of the Admiral Commanding Cross-Channel Forces, in preparation for the forthcoming Allied invasion of France (H.M.S. Odyssey). On 9 February 1944, he was transferred to the staff of the Naval Commander, Eastern Task Force, as the Brigadier, Royal Marines, and as such, he was involved in the D-Day landings in France, and he saw service in France with the Allied forces following the invasion.

On 7 July 1944, with the invasion completed successfully, Colonel Commandant (Temporary Brigadier) St. CLAIR-MORFORD was posted to the Chatham Division, but he was not to join that appointment, meaning that he was able to take leave on his return from France. On 15 August 1944, St. CLAIR-MORFORD was appointed to the Plymouth Division, in the rank of Colonel (retired), as the Officer Commanding the Royal Marine Military School, based in Thurlestone in south Devon. This school had been established in January 1941, when the hotel was requisitioned by the Admiralty. The first personnel to arrive with the aim of setting up the new school found some determined residents still in occupation, with parts of the school in use by an evacuated girl's school. An agreement was reached, allowing the Royal Marines to take control of the hotel.

The Military School had a Headquarters, and three Wings. The Cadet Wing had about three-hundred officer cadets under training at any one time. The course lasted for twelve weeks, after which the successful cadets would be posted to land-based units, such as the Landing Craft squadrons or the Commando units within the Corps.

The Officers' Wing had a different function. The Royal Marines still took their officers direct from civilian life, as opposed to being promoted from within the ranks. Those who were engaged on 'Hostilities only' terms, were posted to units on completion of their twelve weeks course. Those who were joining as a regular, or career officer, remained at Thurlestone for five months, after which, they could be drafted to either land or sea-based duties. The third wing was for non-commissioned officers, and its purpose was to take Marines and train them to become Corporals. This wing moved from Thurlestone in October 1942.

St. CLAIR-MORFORD was the commanding officer of the Royal Marine Military School, in the active rank of Colonel, even though he held the retired rank of Major General. On his staff he had an Adjutant, in the rank of Captain, and two Quarter-Masters, one held the rank of Captain, the other was a Lieutenant. The Military Instructors Wing was headed by Acting Lieutenant Colonel C. F. JERRAM, C.M.G., D.S.O., with Acting Major J. LAMPEN as an additional instructor. The Officer in-charge of the Cadets Wing was Acting Major P. F. KNIGHT, with Acting Temporary Captain J. W. e. BRADLEY, M.C., as his assistant. There were four medical officers based at the school, with attached officers numbering one Lieutenant Colonel, four Captains, five Lieutenants, and one Instructor Lieutenant who held a B.Eng. degree.



The hotel had been stripped of all luxury, with the cadets sleeping on iron bedsteads, with bare boards on the floor and basic tables and chairs. There was a small parade ground at the school. The regular R.M. cadets were taught all the relevant military skills at the school, with an emphasis on map-reading and night-time exercises. They were also expected to ride a horse, in order to appropriate one when on operations to use for a reconnaissance. The golf course became a grenade range, with surrounding fields used for fitness and sport. An exercise was run which started at Bantham, and it ended on what is now the 13th Green. With so many cadets in the village, Thurlestone became a magnet for London uniform tailors to set up shop, many of which were established in garages. There were about fifty Wrens based at the school at any one time, with about three-hundred and fifty cadets present under training. Entertainment for the cadets was limited, with the village inn being out of bounds to them, although it was heavily used by the instructors and staff. The cadets were temporary members of the Golf Club, and they were able to socialise and drink there, and the Links and Downs Hotels hosted functions for the cadets. The Royal Marine Military School closed in the spring of 1946.

Fifty-one-year-old Colonel Albert Clarence St. CLAIR-MORFORD, C.B.E., M.C., Royal Marines, died on 4 May 1945. The circumstances of his tragic death were witnessed by many trainees, and it was related in the *Globe and Laurel* in September/October 1995. Colonel J. D. F. H. CANTRELL was one of forty-six members of Hostilities Only 33 Officer Cadet Course, who were approaching the end of their training at Thurlestone. A live-firing exercise was arranged for 4 May 1945, and Colonel St. CLAIR-MORFORD had elected to travel in a Bren carrier to observe the exercise. This Bren carrier was to be a moving target for the company fire exercise. Mortars laid down smoke on the target area, which was on top of a ridge. In the smoke, the driver of the carrier lost his bearings, and he came down the forward slope of the ridge, exposing the open top of the carrier to the company's fire. Although firing was checked almost immediately, Colonel St. CLAIR-MORFORD had already been hit and critically wounded.

Colonel St. CLAIR-MORFORD was taken to the Royal Naval Hospital at Stonehouse, Plymouth, where life was pronounced extinct. He is buried in All Saints Churchyard, Thurlestone, Devon, in a grave south-west of the tower. The inscription on his headstone reads: *HE KNEW WHAT HE FOUGHT FOR, AND HE LOVED WHAT HE KNEW*, and the headstone displays his retired rank of Major General. His probate record shows his address as 'Does Mead', Kemishford, Woking, Surrey, and his estate passed to his widow.

A Court of Inquiry was held, and the cadets were given a very stern warning not to broadcast the events of that fateful day. Fifty years later, members of 33 Officer Cadet Course, together with some of their families, gathered at the restored hotel at Thurlestone. They held a service at the Parish Church, after which they laid a wreath on his grave.

St. CLAIR-MORFORD married Victoria Alexandrina Mary KIRKPATRICK, who was born in 1895. She served in the Queen Mary's Army Auxiliary Corps, and she died on 21 July 1920 on the island of Malta. She lies in the Addolorata Cemetery on Malta. He remarried Violet Mary St. CLAIR-MORFORD (1905 – 1983), of Woking, Surrey, on 13 April 1925. They had three children together:

- Joan Margaret St. CLAIR-MORFORD (1926 – 2015)
- Penelope Ann St. CLAIR-MORFORD (1927 – 2017), later Mrs HARWOOD
- Peter St. CLAIR-MORFORD (1930 – 1952)

Peter joined the Army, and he was commissioned in the King's Shropshire Light Infantry in the rank of Second Lieutenant. Twenty-one-year-old Second Lieutenant St. CLAIR-MORFORD was killed in action on 7 February 1952 in Korea.

It is reputed that the former Royal Marine turned author Evelyn WAUGH used St. CLAIR-MORFORD as the basis of his character Brigadier Ritchie HOOK, in his Sword of Honour books, as St. CLAIR-MORFORD was WAUGH's first Brigadier. It is, however, suggested that the recklessly courageous HOOK is also based on Lieutenant General CARTON de WIART, a British Army officer in the same period, who had been awarded the Victoria Cross in the First World War.



Above – Colonel St. CLAIR-MORFORD making a speech, it is believed at Thurlestone. Note, his pilot's wings are clearly visible on his tunic.

Below – Colonel St. CLAIR-MORFORD (centre seated) and his staff at Thurlestone.

Both courtesy of: Andy MARTIN

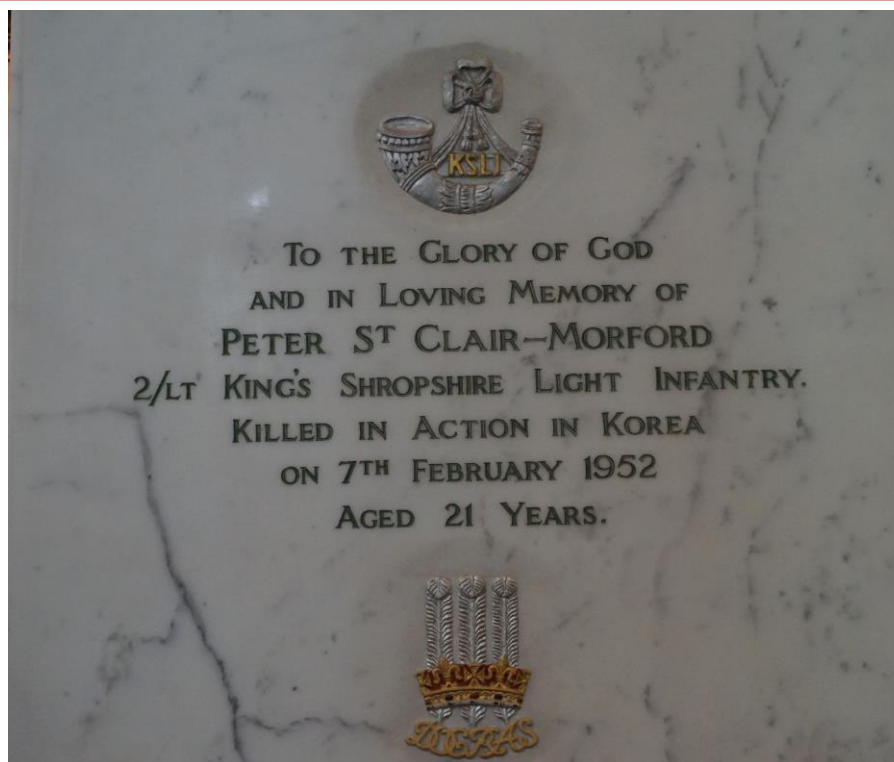




Above – The medals awarded the Major General St. CLAIR-MORFORD. From left to right, the Commander of the Most Excellent Order of the British Empire (C.B.E.), the Military Cross, the 1914 Star, the British War Medal 1914 – 1920, and the 1935 Silver Jubilee Medal. These are held by the Royal Marines Museum.

Below – The memorial plaque to Peter St. CLAIR-MORFORD in the Royal Military Academy, Sandhurst.

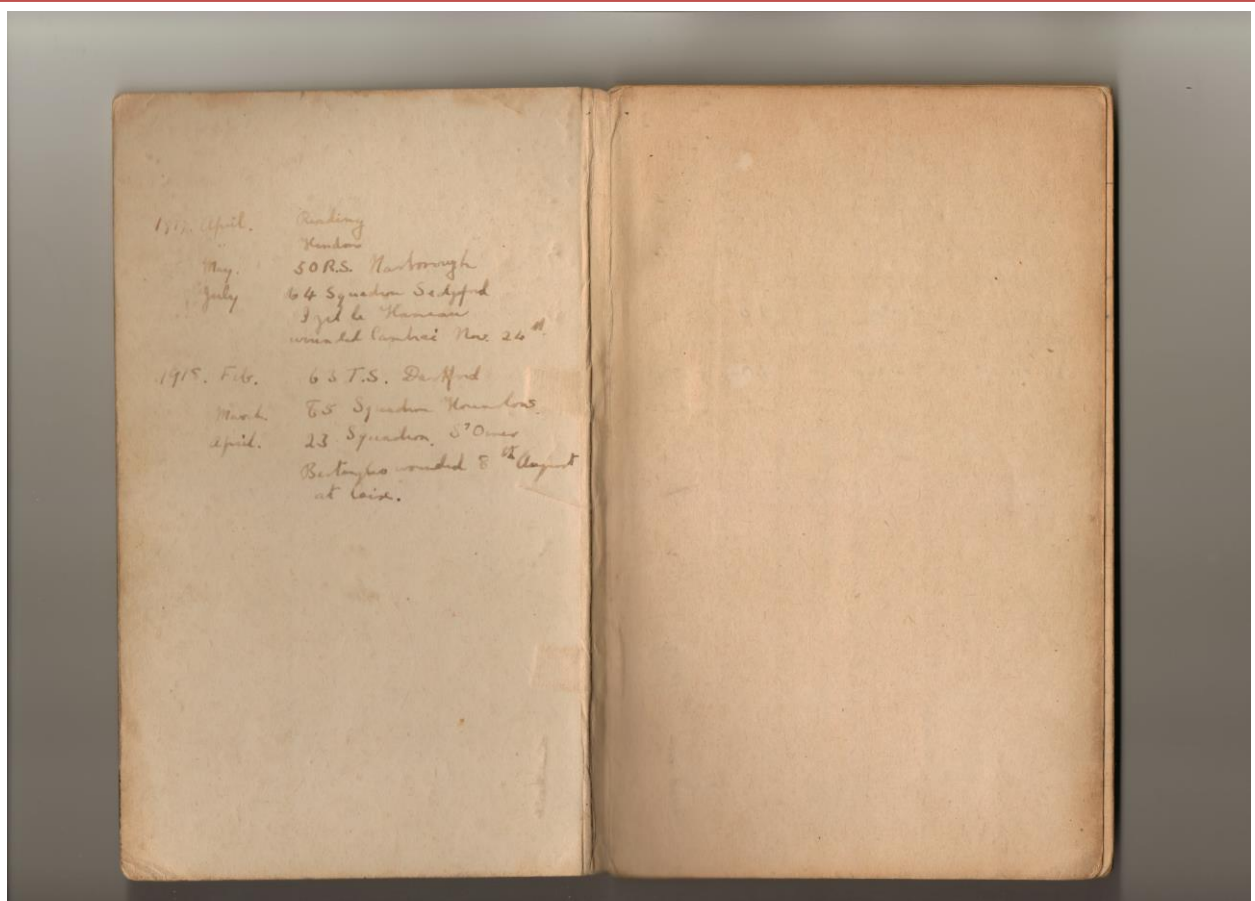
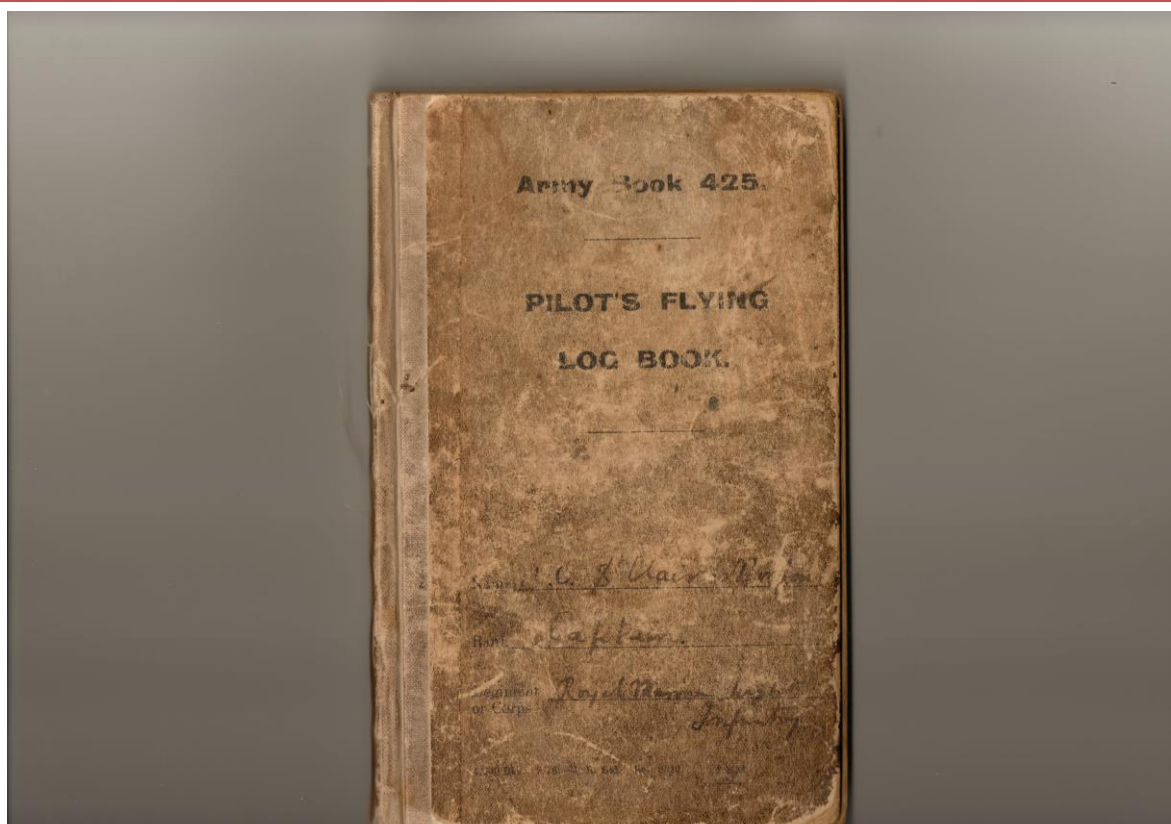
Courtesy of: Andy MARTIN





Above – The grave of Major General Ct. CLAIR-MORFORD at Thurlestone churchyard.
Courtesy of: <https://rmhistorical.com/DAPShowGraveFile.php?id=3585>

Appendix 'A'- St. CLAIR-MORFORD's Flying Log Book



Date and Hour	Wind Direction and Velocity	Machine Type and No.	Passenger	Time	Height	Course	Remarks
1 AM 2/5/17	5 mph NE	Caschero 106	nil	20m	nil	Rolling	
7h.m 2/5/17	25 mph E	"	nil	10m	nil	"	
8.45h 2/5/17	10 mph E	GW302		10m	300 ft	dual as passenger	Smashed chassis owing to wind surging tail
7am 4/5/17	15 mph E	GW302		10m	400 ft	" " "	
8.30pm 4/5/17	7 mph E	GW302	dual	11m	1000 ft	dual control	1st lesson
6.0 AM 8/5/17	5 mph E	GW309	"	40m	1500 ft	dual	
6/5/17				No		Flying	
8.30pm 7/5/17	10 mph E	GW302	dual	16	1000 ft	dual	Over banking for turns
Week ending 8/5/17							
Time for week							
- dual							1 h 7 m
" " " - solo							0 0
Total							1 7
Total time in air dual							1 7
" " " " solo							0 0
Grand Total							1 h. 7 m

Date and Hour	Wind Direction and Velocity	Machine Type and No.	Passenger	Time	Height	Course	Remarks
6.30 AM 9/5/17	ESN	GW302	dual	15m	1500	Circuits	Some height in turning.
6.15 AM 10/5/17	E	GW302	"	28m	2000	"	Turning R. Good.
6.20 pm	12 mph E	GW302	"	12m	200	landings	Ready ready for solo.
5.40 am 11/5/17	nil	GW306	"	52m	150	"	
7.15 pm	8 mph E	GW306	"	20m		"	
7.35 pm	8 mph E	GW306	Solo	6m	300	Solo circuits	landing rather heavy.
12/5/17							
13/5/17							
14/5/17							
7am 15/5/17	W. 5 mph E	GW309	Solo	15m	400	Circuits + landings	
Week ending 15th May 1917.							
Time for week dual							2 7
" " " solo							21
Total							2 28
Total time in air dual							3 14
" " " " solo							21
Grand Total							3 35

Date and Hour	Wind Direction and Velocity	Machine Type and No.	Passenger	Time	Height	Course	Remarks
29/5/17		1510 RAE		65m		dual landings.	hint for Rural Institute
9p.m.		AW 90.		30m	6000ft	1st solo on AW	
30/5/17		1472 AW 90 RAE		40m		4 landings.	
8.30a.m.		1510.				9 landings.	
6.30p.m.		AW 90 RAE		60m		6 landings.	
31/5/17		1458.		50m		circuits + landings	
8.45a.m.		AW 90 RAE		40m	2000	circuits 3 landings	
1/6/17		1509.		50m	2000	height. test.	at 3000.
8.25p.m.		AW 90 RAE		95m	9200ft	Formation Flying.	Clouds at 2500 ft. Stalls
2/6/17	9.00a.m.	1458.		60m	3000ft		
3/6/17	11.35a.m.	AW 90 RAE		10m	12.	Formation Flying.	Drift over lake.
6.0p.m.	8.5h.m.	1509.		55m	2600.	4 landings.	
8.15p.m.	String	AW 90 RAE		85m	3500.	3 landings.	
4/6/17	6.10a.m.	AW 90 RAE		60m	1000.		
6.55p.m.							
Total time dual under instruction						for week ending 4/6/17.	1 hr 5 m.
" " solo						" " " 4/6/17	10 35 m.
" " in air						" " " 4/6/17	11 hrs. 40 m.
Total time						12 hrs 35 min	
Types flown. G.W. 80 Gnome						since joining, solo.	13 hrs. 40 m.
						" " " + dual	19 hrs. 38 m.
						A.W. 90 RAE	P.S. 50 Reserve Squad WADL 60 Reserve Squad Royal Flying Corps

Date and Hour	Wind Direction and Velocity	Machine Type and No.	Passenger	Time	Height	Course	Remarks
3/6/17	9.25.	1472 AW 90 RAE	✓	16m	200		aerobome.
10.15.		1472.	✓	1hr 30m	5000	Photography.	Engine trouble just got back to
6/6/17	3.30p.m.	1493.	✓	55m	4500.	"	Camera went wrong after 1st exposure
7/6/17	8.30p.m.	1509.	✓	10m	1500.		Very heavy overcast.
8/6/17	8.50a.m.	1509.	✓	25m	2000.		
11.10a.m.		AW 90 RAE	✓	25m	4000.		Tried twice to spin once spun but
3.30p.m.		AW 90 RAE	✓	20m	3500.	Dual	1st time then came out. Good steep spiral.
4/6/17	6.10a.m.	1472 AW 90 RAE	✓	45m	5500		25pinning New Dine.
7.10a.m.		1472	✓	35m	5000ft.		2d two spins + two steep spirals.
10/6/17	5.40p.m.	AW 90 RAE	✓	45m	5000ft.		2 loops + a spin, steep spirals.
6.35p.m.		"	✓	15m	4000ft.		2 loops, spirals etc. could not get a decent spin.
11/6/17						Flight.	1 loop, mostly open but came into a spiral.
Transferred to B							
Total time dual under						instruction for week ending 11/6/17.	2 m.
" " solo						" " " "	20.
Total time in air						" " " "	5 55.
Total time						6 15.	
Types flown. G.W. 80 Gnome						since joining solo	18 hr. 30 m.
						" " " + dual.	25 hrs. 53 m.
						A.W. 90 RAE	P.S. 50 Reserve Squad WADL 60 Reserve Squad Royal Flying Corps

Date and Hour	Wind Direction and Velocity	Machine Type and No.	Passenger	Time	Height	Course	Remarks
11/4/17. 6:15 p.m.		1713. AW 160 B.	4.	15.	3000		Capt. Hudson m.c. pilot.
14/4/17. 10:30 a.m.		AW 90 RAE 6111.		10.	1000	Going up for Puffs	Engine failure.
14/4/17. 9:45 a.m.		AW 160 B. 2713.	5.4.	35.	3500.		Lat. Minors pilot.
15/4/17 7 a.m.		AW 160 B.	"	30.	1500.		" 6 landings hick Spar. m.c. pilot
9:45 a.m.			"	1h 55.	11000.		{ Scheme of defence against F.E. formations. Battle of BEIE? BEIE, REE, AW 160 B., AW 90 RAE, + AW 90 RAE. defended. acted as runner to hick Spar.
6 p.m.		6190. AW 90 RAE 219.		1h.	3000	Puffs, Good & safe. Puffs	Rain made observation difficult.
8:40 p.m.		AW 160 B. 222.		25 m.	1200.		hick Spar. Pilot.
9:30 p.m.		AW 160 B.		15 m.	3000		1 st Sch on 16000 ft. Am.
Total time dual				for work ending 15/6/17.			Nil.
" " solo.				" " "			1h 25
" " in air				" " "			" as pilot. 1h 25
Total time since				joining solo.			19 h. 55 m.
" " "				" " dual			27 48
Types flown. G.W. 809 am				AW 90 RAE.			Good
A.W. 160				Beadmore.			Captain. WADJL 50 Reserve Squadron. Royal Flying Corps. NARBOROUGH.

Date and Hour	Wind Direction and Velocity	Machine Type and No.	Passenger	Time	Height	Course	Remarks
5:35 p.m. 19/6/17	S.	1190. AW 90 RAE A 2713.		40 m.			Act. Obs. result very good.
7:15 a.m. 20/6/17		AW 160 B. A 2713		1 h.	5000.	Kings Lynn, Sedgeford.	2 landings
8:40 p.m. 21/6/17		AW 160 B. A 1713		1 h. 5 m.	4000	Huntington, Suffolk.	2 "
5:45 a.m. 22/6/17	N.W. very strong	AW 160 B. A 1713		40 m.	3500.		Clouds at 4000. very bumpy.
5:55 p.m.	W. 1/2 N.	AW 160 B. B 222.		1 h. 30 m.	4000	Kings Lynn, Whilton Sedgeford.	lost in storm for about 15 minutes.
9:50 a.m. 23/6/17	W.	AW 160 B. B 222.		1 h.	6000.	Lynn, Huntingdon, Cammer.	Ship of finks & short turns.
6:55 p.m.	Strong & heavy W. 1/2 N.	B 222. AW 160 B. 219.		1 h. 10 m.	5000 ft.	Norwich, Lynn, Causton Marsh.	" " "
9:45 a.m. 25/6/17		AW 160 B. B 211.		15 m.	800 ft.	Cranh. shift the he found landing in air.	
5:15 p.m.		AW 160 B.		1 h. 10.	4000 ft.	Norwich, Sedgeford.	Very bumpy. Clouds 5000 ft.
Time solo for work				ending 25/6/17.			h. m. 8 30
Total time since				joining solo.			28. 25.
" " "				" " dual.			36 18
Types				flown.			Good
G.W. 809 am				AW 90 RAE.			Captain. WADJL 50 Reserve Squadron. Royal Flying Corps. NARBOROUGH.
A.W.				160. Beadmore.			

Date and Hour	Wind Direction and Velocity	Machine Type and No.	Passenger	Time	Height	Course	Remarks
26/6/17	217.	11 Monney		10m.	2000 ft.		
	AW 160 B.	5542		20m.	4000 ft.		Spinning under 100 ft.
27/6/17	AW 160 B.	11 Monney		10m.			
Time solo for unhanding						1 st July/17	40m.
" " since joining						29h	5m
" dual solo						36h	58m
13/7/17	5.55h.	6190		10min.		Aerodrome	Testing engine.
14/7/17	9.5am.	AW 160 B.		20m.		by Sedgeford.	" "
	10.50am.	AW 160 B.	24m Friso.	45m		Aerodrome.	7 landings - B.A.P. -
	6.0pm.	AW 160 B.	1st Tuttle.	1h 10m		Thetford Naval.	Formation flight. Under 5000 - 5000 ft.
16/7/17	9.50am.	AW 160 B.	1st Luke.	1h 35m			
Time solo for unhanding						16 th July. 17.	4 0
" " since joining						4th. " " "	33. 5
" " dual " "						" " " "	40. 58
						<i>H. St. Clair-Morford</i> Captain, A/Adj. 50 Training Squadron, Royal Flying Corps.	

Date and Hour	Wind Direction and Velocity	Machine Type and No.	Passenger	Time	Height	Course	Remarks
17/7/17	11.50am.	9950		15			Engine Testing
	11.35	AW 160 B.		15			" " overhauled locally.
19/7/17	8.55pm.	AW 160 B.		20			Testing rigging very busy low.
	9.10pm.	"		20			" " still.
20/7/17	7.50am.	"	1st Gibson	25			" " still a little low.
	7.55am.	"	1st Gibson	25			Testing. Rigging perfect. 1 stop, 1 spin.
	11.45	AW 160 B.		15			Perfectly rigged. Flap hands off.
	3.25pm.	AW 160 B.		30m.			Testing rigging OK. 2 laps. 1 machine.
	4.40pm.	AW 160 B.	1st Slure	1h 10m			Giving instruction. quite good.
	7.0pm.	AW 160 B.	1st Burn	55m			8 landings for instruction.
21/7/17	6.0am.	AW 160 B.	1st Slure	20m			
	5.20pm.	AW 160 B.	1st Slure	2h 15m	4000 ft.		Newcastle, York, Grimsby, Newark, fishing over machine.
23/7/17	10.10am.	AW 160 B.	1st Burn	2h 5m	5000 ft.		Sedgeford, by Sedgeford. Formation Flight.
	5.15.	AW 160 B.	1st Slure	15	1600		looking for a friend landing.
	5.45	AW 160 B.	1st Slure	20	2000		Testing engine
	6.45.	AW 160 B.	1st Slure	20			3 landings
	7.15.	AW 160 B.	1st Slure	1hr.	3500		7 "
Time solo for unhanding						23/7/17.	11 25
" " since joining						" "	44 30
" " dual						" "	52 32
						<i>H. St. Clair-Morford</i> Captain, A/Adj. 50 Training Squadron, Royal Flying Corps.	

Date and Hour	Wind Direction and Velocity	Machine Type and No.	Passenger	Time	Height	Course	Remarks
4/6/17. 5:55 p.m.		8587. AVRO 100M	Dual	30m	4500	Airborne.	Slipping outboard on line.
5/6/17. 5:30 a.m.		"	"	20m	2000	"	Two landings in Airborne.
5:55 a.m.		"	Solo.	1435m	7000.	Narrows, Munster.	Non-plate horse found landing.
5/8/17. 7 p.m.		983. AVRO 100M	"	18m			
6/6/17. 12:45 a.m.		426.	"	10m			
4 p.m.		AVRO 100M	"	20m			2 laps 1 man down etc.
6:30 p.m.		809. 1786. Squab R.P.P.	"	25m	2200		1 loop? 1 yrd loop.
5:30.		929. AVRO 100. R.	"	25m	4000		5 turns.
		Total time solo work				ending 7/8/17.	32 035
		"	"	dead		"	50m.
		"	"	in air		"	30 450m.
		"	"	Solo since		commencement.	47h.30m.
						R. J. Christie Capt for.	
7/7/17. 10 a.m.		809. 1786. Squab R.P.P.	Solo.	10m.			Burst tyre & burst axle landing.
2:30 p.m.		"	"	1hr.	2500.		Very bumpy. Good landing.

Date and Hour	Wind Direction and Velocity	Machine Type and No.	Passenger	Time	Height	Course	Remarks
12/5/17. 200m		8587. AVRO 100M		40m	5000 ft	Airborne.	Knights bumpy.
530/8/17. 11:50 a.m.		8587.	"	25m	3000 ft	"	
3:40 p.m.		804. 1786.	"	35m	4000 ft.		Fighting Buffs in R.P.P.
6:0 p.m.		809. 1786. S.O.P.W.I.T.H. P.P.P.	"	25m	3500 ft.		Spun out giddy.
6:30/5/17. 11:40.		809. 1786. S.O.P.W.I.T.H. P.P.P.	"	35	5000 ft		Burst Tyre landing.
12:25.		8587. AVRO 100M	1st time	20	4000 ft.	Narrows.	
2:30		"	2nd time	30	4500 ft.	Narrows - Saddleford	
3:40.		804. 1786. AVRO 100M	1st time	45	5500 ft.		Quite good. 1st push R. turns.
5:45.		"	1st time	35	2000 ft.		Gain complete control. Bad landing.
6:15.		804. 1786. D.H.S.	"	30	4000 ft.		1st Flight on D.H.S. very nice.
8/7/17. 11:10.		804. 1786. AVRO 100M	1st time	1hr.	6500 ft.		Very strong wind.
3:10 p.m.		804. 1786. D.H.S. 110 LAMINE	"	50m	5000 ft.		Placed with a 20.
6:0 p.m.		804. 1786. D.H.S.	"	1hr	5000 ft.	Formation with DUFFES.	Bad landing.
3/9/17. 11:30 a.m.		804. 1786. D.H.S. 110 L.E. R.	"	20m	3000 ft.		Avoid Gunwary. Premature unhook.
3:10 p.m.		"	"	40m	4500 ft.		landed Narrows. cylinder missing.
6:15 p.m.		AVRO 100M. 1786. L.E. R.	"	40m	6000 ft.		Giving. Dual instruction. Torment milder.
6:50 p.m.		"	ANOTHER	20m	4500 ft.		Joy ride.
4/9/17. 10:45.		804. 1786. D.H.S. 110 L.E. R.	"	1h 25	5000 ft.	Home Narrows, Boston.	Formation with Angus.
3:0 p.m.		804. 1786. D.H.S. 110 L.E. R.	"	10m	2000 ft.		Premature fuel blocked.
6:10.		AVRO 100M. 1786. L.E. R.	"	45	7000 ft.		Spine loose.

Date and Hour	Wind Direction and Velocity	Machine Type and No.	Passenger	Time	Height	Course	Remarks
Time solo for week				ending 4/9/17	12h. 30m		
" " since commencement				commencement	63 hrs. 50m		
Types flown		G.W. 80 Gnome					
		A.W. 90 R.F.					
		A.W. 60 B. and W.					
		A.V. 80 Gnome					
		" 100 Gnome					
		S. 80 Gnome					
		D.H.S. 110 G. RHONE					
5/4/17. 11am	9446	D.H.S. 110 G. RHONE		40m	4500		
6pm	"	"		28m	2500		
7pm	8587	AVRO 100 MONO		10m	2500		
7.45pm	8587	AVRO 100 MONO	1st Pilot	20m	2500		
9/9/17. 6am	8587	AVRO 100 MONO	1st Pilot	25m	2000 ft.		
Time Solo for week				ending 4/9/17	12h. 30m		
Total time Solo				commencement	63 hrs. 50m		
Types flown		G.W. 80 Gnome					
		A.W. 90 R.F.					
		A.W. 60 B. and W.					
		A.V. 80 Gnome					
		" 100 Gnome					
		S. 80 Gnome					
		D.H.S. 110 G. RHONE					
5/4/17. 11am	9446	D.H.S. 110 G. RHONE		40m	4500		
6pm	"	"		28m	2500		
7pm	8587	AVRO 100 MONO		10m	2500		
7.45pm	8587	AVRO 100 MONO	1st Pilot	20m	2500		
9/9/17. 6am	8587	AVRO 100 MONO	1st Pilot	25m	2000 ft.		
Time Solo for week				ending 4/9/17	12h. 30m		
Total time Solo				commencement	63 hrs. 50m		

Date and Hour	Wind Direction and Velocity	Machine Type and No.	Passenger	Time	Height	Course	Remarks
13-9-17. 11.30	8.32/6	AVRO 100 MONO	2. LIEUT. PARKER.	50m	5000 ft.		Shunting
14-9-17. 11.10	AVRO 100 MONO	30 LE RHONE	2. LIEUT. MCNEIL	10m	3000 ft.		Landings
15-9-17. 9.15	30.00/14	P.P.P.	2. LIEUT. BUSH.	15.5m	12,500 ft.		Crash landing, Chichester, Hampshire. (Ferryport). (Crash landing, Chichester, Hampshire. (Ferryport).)
16-9-17. 11.15	9446	D.H.S. 110 G. RHONE		15.25m	3000 ft.		Naval, Ditcher, Brackley, Sydney.
17-9-17. 2.30	9446	D.H.S. 110 G. RHONE		45m	3000 ft.		Naval, Ditcher, Brackley, Sydney.
18-9-17. 11.30	9446	D.H.S. 110 G. RHONE		30m	1000 ft.		Naval, Ditcher, Brackley, Sydney.
Time Solo for week ending				18-9-17.	7 hrs. 30m.		
" " since commencement:					73 hrs. 20m.		
19-9-17. 2.15	9446	D.H.S. 110 G. RHONE		10m			
20-9-17. 9.45	9446	D.H.S. 110 G. RHONE		10m			
21-9-17. 11.0	9446	D.H.S. 110 G. RHONE		11.10			
Time Solo for week ending				18-9-17.	7 hrs. 30m.		
" " since commencement:					73 hrs. 20m.		
19-9-17. 2.15	9446	D.H.S. 110 G. RHONE		10m			
20-9-17. 9.45	9446	D.H.S. 110 G. RHONE		10m			
21-9-17. 11.0	9446	D.H.S. 110 G. RHONE		11.10			
Time Solo for week ending				18-9-17.	7 hrs. 30m.		
" " since commencement:					73 hrs. 20m.		

Date and Hour	Wind Direction and Velocity	Machine Type and No.	Passenger	Time	Height	Course	Remarks
24-9-17, 9.35.	4450	D.H. 5. 110 L. RHONE		10	1000 ft.	Testing	O.K.
11.50.	4450	D.H. 5. 110 L. RHONE		25	2500 ft.		
Time for work ending 26-9-17						2 hrs. 35 m.	
Total time solo						7 hrs. 55 m.	
26-9-17, 11.55.	4450	D.H. 5. 110 L. RHONE		1 hr 50	1200 ft.	Gunther Bortin Soloed	Formation of 40.
27-9-17, 9.10.	4450	D.H. 5. 110 L. RHONE		1 hr 40	3500 ft.	E. DERHART, FAKENHART	Fitting machine. Patch of bomb-drops.
3.55	4450	D.H. 5. 110 L. RHONE		20	100 ft.		
5.35	4450	D.H. 5. 110 L. RHONE		25	150 ft.		
29-9-17, 9.45	4450	D.H. 5. 110 L. RHONE		1 hr.	3500 ft.	"Hendon Litchfield Report	region filled at 150 ft. 100 ft. N of
5-10-17, 9.45	4450	D.H. 5. 110 L. RHONE		40	3500 ft.	Formation with Auguste McCua.	RUPTURE CRASHED WROTE OFF
5-10-17, 10.30	4450	D.H. 5. 110 L. RHONE		38	1500 ft.	Firing out Pool on shore.	CLIPPING
4.15	4450	D.H. 5. 110 L. RHONE		1 hr 10	2500	Formation at firing + target on ground.	
6-10-17, 9.45	4450	D.H. 5. 110 L. RHONE		50	2500 ft.	Canadian region little that appears formation with Auguste.	
10.40	4450	D.H. 5. 110 L. RHONE		20		Gunning + Kelly's tapping.	
3.30	4450	D.H. 5. 110 L. RHONE		25		" "	
5.15	4450	D.H. 5. 110 L. RHONE		30		" + Formation with Tempert.	
5-10-17, 9.45	4450	D.H. 5. 110 L. RHONE		50		Formation with Tempert. M. C. C. + Firing.	
Total Solo						9 hrs 55 m.	
						30.	
						50 m.	
						Time on D.H. 5.	27 hrs.

[illegible]

Date and Hour	Wind Direction and Velocity	Machine Type and No.	Passenger	Time on D.H.S. 37 hrs. 40 m.		Course	Remarks
				Time	Height		
29-11-17. 17.15	9237	Doxy.		2 hrs. 30 m.	14000 ft.		divided time between some
31-10-17. 6.15	"	"		35 m.	4000 ft.		hired lost above clouds at 5 miles away, started W. after
4-10-17. 1.15	"	"		1 h. 55 m.	13500 ft.		Amos & Anstrome. Stood by for formation & shooting
5-11-17. 2.40	"	"		25 m.	3000 ft.		reached above home straight.
5-11-17. 10.20	"	"		15 m.			C.O.P. Order am. lube. 100 lbs. cut out & two partially
1-11-17. 1.55	"	"		5 m.			Testing new engine absolutely dead. Two landings.
2-11-17. 2.10	"	"		10 m.			Changed engine. Small lot of goods.
3-11-17. 2.45	"	"		15 m.			Forced landing outside aerodrome (Hulluck).
7-11-17. 2.30	"	"		20 m.	3000 ft.		Engine better.
8-11-17. 6.20	"	"		2 h. 5 m.	10000 ft.		Flying at Target.
9-11-17. 2.4	"	"		15 m.			Guernsey. Everything O.K.
2-35.	"	"		10 m.			C.O.P. Transport down at 8.15. Exploded.
9-11-17. 15.15	19	C.C.S.					Donk shipping.
17-11-17. 11.5	9237	B.4.		10 m.			
1-30.	"	"		10 m.			Testing, bank shipping. No. 1. Amos working.
2-35.	"	"		50 m.			Testing 112 bank all at. Running low. No. 2 heavy.
18-11-17. 11.30	"	"		1 h.			Patrol to A.H.G. 2 miles E. BAPAUZE
2-45.	"	"		1 h. 35 m.	2500 ft.		A.H.G. BAPAUZE & SCARPE. Various. Roping out. Engine 1st.
19-11-17. 1.45	"	"		10 m.	10000 ft.		C.O.P. Scarpe Valley. Attack on below. Smoke cloud & gas
				114 hrs. 5 m.			Testing ground. Progressing.

Date and Hour	Wind Direction and Velocity	Machine Type and No.	Passenger	Time		Course	Remarks
				Time	Height		
20-11-17		A9237	114	1.25	Down low	Canha's Scarpe. BOURLEON WOOD	Drifted on bomb in battery direct hit and burst on barge in canal. Took also company of troops in bank road.
22-11-17		A9237		1.30	do	do	On to Scarpe Front Mine. Spent 10 min.
23-11-17		A9520		.15	1000	Do A.H.G.	Special recon. Drifted on forced landing near RIBECOURT. engine set off. Riv. body damaged. Pumped & engine hot.
do		A9520		.30	Down low	BOURLEON WOOD	Drifted 3 bombs and first at Infantry. Released for C.O.P. to check. Drifted. Went out again and drifted four bombs in enemy troops in railway cutting. All direct hits. Also fired all ammunition at this target. 1st shot hit & damaged.
23-11-17		A9520		.30	do	do	Drifted - copy of report taken while being carried away on "Recher" (172 lbs. in machine).
				118 hrs. 45 m.			"New to some railway embankment and made three direct hits with bombs. Received bullet through leg and after firing about 150 rounds, had to return, making a good landing."
							R. Garner Recording Officer, No. 64 Squadron R.F.C. In the field 24-11-17 Special mention also made in Squadron report for good work done. R. Garner, flight

Date and Hour	Wind Direction and Velocity	Machine Type and No.	Passenger	Time on D.H.S. 37 hrs. 40 m.		Course	Remarks
				Time	Height		
29-11-17. 17.15	9237	Dokey.		2 hrs.	14000 ft.		divided time then more some
31-10-17. 6.15	"	"		35 m.	4000 ft.		hired patrol lost above clouds about 5 miles away, returned W. after
4-10-17. 1.15	"	"		1 h. 55 m.	13,500 ft.		Amos & Anstrome. Stood by for formation & shooting. reached above home at night.
5-11-17. 2.40	"	"		25 m.	3000 ft.		C.O.P. Parker and Luke. 1000 ft. cut out & two partially
5-11-17. 10.20	"	"		15 m.			Testing new engine absolutely dead. Two landings.
1-15	"	"		5 m.			Changed engine. Small lot of goods.
2-15	"	"		10 m.			Failed landing. out of wind (flung back)
3-15	"	"		15 m.			Engine better.
7-11-17. 2.30	"	"		20 m.	3000 ft.		Being at Target.
8-11-17. 6.20	"	"		2 h. 5 m.	10000 ft.		Guernsey. long then O.K.
9-11-17. 2.1	"	"		15 m.			C.O.P. Tenfoot down at 8.15. E. flower.
2-35	"	"		10 m.			} Dark shipping.
9-15	"	19 C.C.S.					
17-11-17. 11.5	9237	B.4.		10 m.			
1-30	"	"		10 m.			Testing, dark shipping. No. 1. Amos working.
2-35	"	"		50 m.			Testing 112 km all at. Running low. No. 1. heavy.
18-11-17. 11.30	"	"		1 h.			Patrol 5. A.H.G. 2 miles E. BAPAUZE
2-45	"	"		1 h. 35 m.	2500 ft.		A.H.G. BAPAUZE & SCARPE. rarer. Raging at Engine.
19-11-17. 1.45	"	"		10 m.	10000 ft.		C.O.P. Scarpe Valley. Attack on below. Smoke and engine
				114 hrs 5 m.			Testing ground. Progress made.

Date and Hour	Wind Direction and Velocity	Machine Type and No.	Passenger	Time on D.H.S. 37 hrs. 40 m.		Course	Remarks
				Time	Height		
22-3-18. 2 h.	AVRO 100 M.	K.P.		20 m.	5000 ft.	Ground.	hop. Spin. Stalls etc.
23-3-18. 11 a.m.	Camel. Clough.			20 m.	4000 ft.		
2 h.	"	"		15 m.	2000 ft.		very misty.
25-3-18. 11 a.m.	"	"		15 m.	2000 ft.		Testing
11-30	"	"		5 m.			Testing
3 p.m.	"	"		10 m.			engine.
27-3-18. 5.30	AVRO 100 M.	B.4.		40 m.	3000 ft.	Apr. Green. Chilton	Centenary Dead Dancer
19-3-18. 10.30	"	"		2 hrs.		Bar	Apr. Green. Blowing hard
				Total Time	130 hrs 40 m.		
1-4-18. 3.30 p.m.	DOLPHIN 200 H.S.			15 m.			
2-4-18. 10.30 a.m.	"	"		45 m.			
3-4-18. 10.30 a.m.	"	"		15 m.			
2-30 p.m.	"	"		30 m.			
6-15 h.	"	"		20 m.			
5-4-18. 3 h.m.	AVRO 100 M.			40 m.			
4 h.m.	"	"		1 h. 30 m.			
6-4-18. 6 p.m.	Dolphin 200 H.S.			50 m.			
				135 hrs 45 m.			

St. Clair-Morford Capt.
Major.

Commanding Officer Training Squadron R.F.C.

W. Holt, Skinner. 2nd vice. Heavy on weather. 2 landings & one attempted one.

Furnham, S.A.R.D. Rolls could not lift at top full.
Fantom. S. the Pops. landed 3 lbs. Cont.

Date and Hour	Wind Direction and Velocity	Machine Type and No.	Passenger	Time	Height	Course	Remarks
7-4-18	7:30 a.m.	DOLPHIN 200 H.S.	15	3000			Testing engine O.K.
	9:30 a.m.	"	20	3000			Testing " O.K.
7-4-18	11 a.m.	S.E.S. 200 H.S.	30	3000 ft.			Bad landing.
	12:30 p.m.	DOLPHIN " "	30	4500 ft.			
	4:30 p.m.	"	20	3000 ft.			
	5 p.m.	AVRO. 100 H.S.	15	400 ft.			Testing engine dead.
	7 p.m.	DOLPHIN 200 H.S.	20	3000 ft.			" " engine. revs. 1650.
12-4-18	12:45 p.m.	"	15				engine very dead this forced landings.
	2:30 p.m.	AVRO. 1st Warner	35				wheel came off. landed on skid no damage.
	6 p.m.	"	15				Testing no good with quantity fuel badly out.
13-4-18	2:30 p.m.	SOLR. AVRO. FLS. PARS.	30				Smoothed in oil from weather.
	3 p.m.	DOLPHIN.	20				
	4 p.m.		140 km	50 m			
7-5-18	6 p.m.	(C3874) DOLPHIN 200 H.S.	35				
8-5-18		E. (C3874) " "	E 25				
"	5:25 p.m.	"	"	1 hr			Oil pressure too low.
"	3:30 p.m.	"	"	10 m			Testing Oil pressure.

Date and Hour	Wind Direction and Velocity	Machine Type and No.	Passenger	Time	Height	Course	Remarks
7-5-18	5:30 p.m.	E. (C3874) DOLPHIN 200 H.S.	10	6000 ft.		Calais Boulogne	Formation 6 machines.
11-5-18	4 p.m.	"	15	8000 ft.		Riv. Brette, 2 the Blanche	Not in fog landed. Extra Blanche.
14-5-18	11 a.m.	"	15			Riv.	Oil pressure dead.
16-5-18	11 a.m.	"	45	4000 ft.		Over Bony S. P. de Boulogne	
17-5-18	9:20	A (C4151)	25	2000			Firing.
	12 a.m.	"	16	55	16,000	Amiens Canal Albert	No EA. seen.
17-5-18	11:40	"	15	2000		"	Gun Test.
	1:45	D (C3872)	20	2000		"	line pulled = AS. No EA seen.
	6:35	A (C4151)	50	14,000 ft.		"	Test.
19-5-18	11:25	A (C4151)	20	14,000 ft.		"	May bomb. sub. See. pipe line.
20-5-18	9:15	"	15	8000 ft.		Whitby. All.	Engine chattering. 7 Triflours.
22-5-18	5:42 p.m.	D	5			"	May trouble.
	6:5	N	20	6000 ft.		"	Boiling.
	6:15	(C) C8003	20	3000 ft.		Testing	Machines - Guns O.K.
24-5-18	8:30 p.m.	A (C4151)	10	1200 ft.		"	O.K.
25-5-18	11:30	A	5			"	O.K.
26-5-18	3:7	A	10			"	Clouds 50 ft.
27	4:40 a.m.	A	10			"	primary
	6:42	A	10			"	Test.
	7:22		156.0				

Date and Hour	Wind Direction and Velocity	Machine Type and No.	Passenger	Time	Height	Course	Remarks
28.5.17. 1022 a.m.		A. 8003		45.		COP	Forward handed S. AMIENS Berling
2.20 p.m.		A. 3774		1.35.		COP	handle N. AMIENS 1 hls.
22. 7.10 a.m.		4151		1.35. 12000		COP	
30 9.15 a.m.		8003		2.5 14000		Patrol.	2 miles shot down E.S. sailing
7.30 p.m.				1.30 13000		"	7 other E.A. seen
31. 6.47 a.m.		A		3.0 14000		"	2 REA + 7 FEA seen latter engaged
2.57 p.m.		A		1.15. 12000			
1.2.18. 2.53 p.m.		A. 8003		2.0. 14000		Munichian-Mentelidien	Southern patrol 1 REA.
2.6.18. 10.25 a.m.		C.O.		2.10 9000 ft.		"	3 REA. seen.
7.15 p.m.		" "		2.5 5000			
2.6.18. 4.18 p.m.		" "		2.5 1070-8000		Nottingham D.P.	Shake on N. ALBERT. 1 REA
5.6.18. 1.30 p.m.		C.		45. 5000 ft.		Albert.	Shake on N. ALBERT. 1 REA
7.6.18. 9 a.m.		C		1.30 15,500		Mentelidien	Shake on N. ALBERT. 1 REA
6.10 p.m.				15. 1000 ft.			Shake on N. ALBERT. 1 REA
8.6.18. 11 a.m.		Chaly Merc 130		20.			Shake on N. ALBERT. 1 REA
55 C.S.S.		F 8111					Shake on N. ALBERT. 1 REA
22.7.18. 11 A.M.		Delfin 400 HS.		2.25			Shake on N. ALBERT. 1 REA
2 p.m.		"		2.5			Shake on N. ALBERT. 1 REA
23.7.18. 0800 a.m.		"		2.10			Shake on N. ALBERT. 1 REA
25.7.18. 9 a.m.		"		2.5			Shake on N. ALBERT. 1 REA
				185	6 m.		

[illegible]

Appendix 'B' – Royal Marine Officer's Ranks.

The ranks of Royal Marine officers during the Second World War were similar to those of the Army, but being part of the Royal Navy, there were some differences. The Royal Navy, including the Royal Marines, continued to recruit regular members of the service during the war, as well as personnel to serve only for the period of the war, whereas the Army only recruited officers for the duration of the hostilities. The Royal Navy and Royal Marines distinguished the hostilities-only officers by the prefix of Temporary in front of the rank. If a hostilities-only officer then held a rank higher than his substantive rank for a period, he would be known as an Acting Temporary officer, which appears a duplication of terms.

All regular Royal Marine officers commenced as Probationary Second Lieutenants, another difference with the Army. The ranks of Colonel Commandant and Colonel Second Commandant in the Royal Marines date back to 1755, when fifty companies of marines were formed, grouped into three divisions. Each division was commanded by a Colonel Commandant, and each had a Colonel Second Commandant. A Colonel Second Commandant was equivalent to a Captain the Royal Navy, or a Colonel in the British Army. A Colonel Commandant was equivalent to a Commodore in the Royal Navy, or a Brigadier-General in the British Army, and their rank insignia was the same. The Royal Marines adopted the appointment of Brigadier-General in 1913 for its five Colonel Commandants, but they dispensed with the appointment in 1921. Also in 1921, the British Army abolished the appointment of Brigadier-General and restored the rank of Colonel Commandant for those with field appointments, and Colonel on the Staff for those holding staff roles.

In 1928, the British Army re-introduced the appointment of Brigadier (Temporary), and they abolished the rank of Colonel Commandant and Colonel on the Staff. The Royal Marines introduced the appointment of Temporary Brigadier, but they retained the ranks of Colonel Commandant and Colonel Second Commandant. This position was maintained through the Second World War, but in 1948, the British Army introduced the rank of Brigadier for the first time. By 1957, the Royal Marines had followed suit.



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