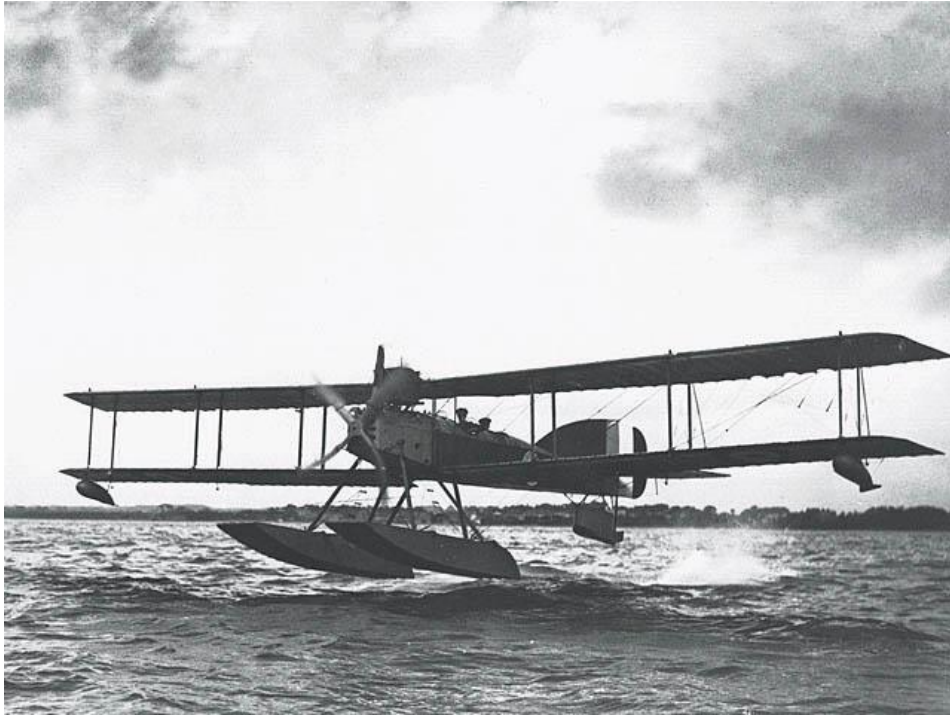


The Information re SHORT type 184 / 320 were operated out of Bembridge.



Short 184



Short 320

Resources:

https://en.wikipedia.org/wiki/Short_Type_184

<https://www.youtube.com/watch?v=6idZCxiDSTA>

https://en.wikipedia.org/wiki/Short_Type_320

1916 saw the development of a seaplane base operated by the Royal Flying Corps (RFC) on the coastal side of Bembridge Point. Four Short 184 aircraft were used for the newly formed 412 and 413 flights. The Short Type 184 was a British two-seat reconnaissance, bombing and torpedo carrying folder seaplane, designed by Short Brothers.

By 1918, aircraft numbers had grown to twelve - having absorbed various seaplanes from the 253 (Niazm of Hyderabad's) Squadron, such as the Hamble Babies and Campanians, to make up the ranks.

Bembridge

Bembridge, on the Isle of Wight, was a base for anti-submarine duties over the English Channel and Southampton Water. The area of which No 253 squadron flew was divided into squares, each of 25 sq. miles in area and given a letter of the alphabet. This enabled aircraft to give the location of enemy submarines and also report in the event of a crash landing in the sea. Lt Poulter's first sortie was on 15th June, when, with an observer, he spent 3 hr at 1000 ft in a Short 2383 being shown the squadron's area of responsibility. On 17th June he flew solo on an air test and on the 21st escorted two ships bound for Le Havre. On 23rd June, a burst oil pipe led to a landing in a very heavy sea in a Short 1755. He and his observer were picked up by a destroyer and only the aircraft engine was salvaged. Further forced landing in the sea were made on 25th June, 4th July and 18th July. On 27th July, he attempted to land in Bembridge Harbour, but the landing was too fast and he flew onto the beach and the Short ended up on its nose.



The Short 184, serial number N2971, which Lt Poulter crashed into Bembridge inner harbour.

Resource: <https://www.badseysociety.uk/world-war-one/leslie-poulter-wickhamford-his-wwi-experiences>

242 THE BIRTH OF THE ROYAL AIR FORCE

were taken on. By September 1918 the work on the hangars was complete and then, in November, the squadron's Camels were replaced by SE5as. Then, with the Armistice, came the run down following the disbandment of the squadron in 1919 and the airfield was relinquished in 1920.

BEMBRIDGE – ISLE OF WIGHT (MARINE) 3½ MILES SE OF RYDE

The Solent Defence Scheme had its HQ at Calshot and the role was to combat the U-boat menace in the English Channel and there was a requirement for a substation at Bembridge so that Calshot-based seaplanes could move forward to Bembridge Point. The facilities were Spartan when the slipway came into use in 1915, the seaplanes being moored in the harbour. In November 1916 four Short 184 floatplanes were stationed at Bembridge so that they could reach sixty miles out into the English Channel from the island and these seaplanes became part of the reorganized Portsmouth Group on 1 January 1917, operating on the orders of the Naval C-in-C. Accommodation was provided for the officers in the Spithead Hotel with the ratings in an adapted coastguard station. On the hardstanding were two seaplane sheds and a number of huts. From the harbour the floatplanes had to taxi out into open water to the north-west of St Helen's Fort to take off. Hunting U-boats often involved hours of fruitless searching of the sea below for any tell-tale sign of a submarines such as one executing a crash-dive on seeing the approach of the 184, but patience paid off on 18 October 1917 when there was an unconfirmed kill of a U-boat by Flight Commander McLaurin and his observer. On 1 April 1918 the RAF was formed and the Portsmouth Command became No.10 Group at Warsash. The personnel all became RAF officers and men, although outwardly there was little to show any change. The Bembridge unit therefore became No.253 Squadron composed of Nos.412 and 413 Flights. The squadron was disbanded in May 1919 and the site disposed of in 1920.



Short 184.

Resource:

<https://books.google.co.uk/books?id=ZuA7BAAQBAJ&pg=PA242&lpg=PA242&dq=short+184+seaplane+bembridge&source=bl&ots=yMfFsCl17T&sig=6g6Y5fKPF0Eu9mc8BEu-h36CWYs&hl=en&sa=X&ved=0ahUKewjmjfX1k5nZAhWELMAKHUWCysQ6AEIUjAK#v=onepage&q=short%20184%20seaplane%20bembridge&f=false>

County: Isle of Wight
UTM/Grid: OS map 196-SZ642887
Lat/Long: N50°41.7 W001°05.5
Nearest Town: Ryde 3 miles to north-west

HISTORY

Although the present airfield at Bembridge has no military background, there was a World War One seaplane station at Bembridge Point. This was established in 1915 as a sub-unit for Calshot and initially comprised little more than a slipway at Bembridge Harbour (then known as Brading Harbour), with an adjacent hard stand. By November 1916, the station was home to a detached flight of four Short 184 RNAS floatplanes and facilities had been improved to include two seaplane sheds and a number of huts, although accommodation was a local hotel (the Spithead Hotel) for officers, whilst naval ratings lived in the nearby coastguard station. The number of aircraft increased in order to cover the patrol areas from the Isle of Wight; the RAF took over in April 1918 and, in May, No.412 (Seaplane) Flight formed, becoming part of 253 Squadron in August. The following month it was joined by No.413 Flight, again part of 253 Squadron. These Flights operated the Short 184, but with some use of the Campania and Hamble Baby. Patrols continued to the end of the war and Bembridge remained in use to May 1919, when the Squadron disbanded. The seaplane station was not finally disposed of until some time in 1920.



Resource:

https://books.google.co.uk/books?id=MqR8AwAAQBAJ&pg=PT447&lpg=PT447&dq=short+184+seaplane+bembridge&source=bl&ots=4dVtYjiM_7&sig=fIMBpEXQxLO8XqcGRCbahkihsNs&hl=en&sa=X&ved=0ahUKEwjmfX1k5nZAhWELMAKHUWCysQ6AEIVTAL#v=onepage&q=short%20184%20seaplane%20bembridge&f=false



Short 320