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# **GREAT COATES (GRIMSBY) RIFLE RANGE**

**In the County of Lincs.**

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## **BYE-LAWS**

**Made by His Majesty's Principal Secretary of State for the War Department with the consent of the Grimsby Rural District Council and of the Board of Trade, under the provisions of the Military Lands Acts, 1892 to 1903, for regulating the use of the above-named Range.**

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# BYE-LAWS

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1. The land (hereinafter called the "land area") situate in the Parish of Great Coates and the foreshore and sea abutting thereon (hereinafter called the "sea area"), within the limits hereinafter mentioned and described, which together constitute the danger zone of the Range, shall be closed to all persons to allow of firing from the Range while the warning signals are hoisted in accordance with Bye-law 5.

2. The land area lies on the South Bank of the River Humber, between Stallingborough Haven and Grimsby, and is about 2 miles North-West of Grimsby. It is triangular in shape, with its seaward base (about 558 yards long) on the line of High Water Mark, and its apex about 1,100 yards inland. Each side of the land area is marked by two poles, the front or seaward poles with a triangle on the top, the apex of the triangle pointing upwards, the rear poles, about 100 yards further inland, with a triangle at the top, the apex of the triangle pointing downwards, and surmounted by a red flag when the Range is in use. The triangles and poles are painted black and white to make them as conspicuous as possible.

3. The sea area, which extends into the River for about 2,500 yards from High Water Mark, is a prolongation of the land area, the land and sea areas together making one large triangle.

The position of the Eastern unflagged pole (seaward base) is as follows:—

Woad Farm Buildings, near Great Coates, bearing  $185^{\circ}$  true (S.  $19^{\circ} 22'$  W. Mag.), distant about 505 yards.

The bearings and distances of the other poles from it (the Eastern unflagged pole) are:—

Eastern flagged pole (inland)  $247^{\circ}$  true (S.  $81^{\circ} 22'$  W. Mag.), distant about 100 yards.

North-Western unflagged pole (seaward base)  $315^{\circ} 30'$  true (N.  $30^{\circ} 8'$  W. Mag.), distant about 553 yards.

North-Western flagged pole (inland)  $305^{\circ}$  true (N.  $40^{\circ} 38'$  W. Mag.), distant about 555 yards.

NOTE.—An observer at sea will be aware that he is within the sea area if both the inland flagged poles are seen anywhere between the two unflagged poles, and he is at the same time within 2,500 yards of High Water Mark.

## NOTICES.

4. Firing on this Range will generally be confined to Saturdays and Sundays, and seventy-two hours' previous notice of the intention to carry out firing on the Range will be given to The Humber Conservancy Board, Hull, the Portmaster, London & North-Eastern Railway Dock Offices, Grimsby, the Custom Houses at Hull and Grimsby, and to the Mercantile Marine Office, Grimsby.

## SIGNALS.

5. The signals that the land and sea areas are closed will be given by hoisting red flags on the inland poles marking the sides of the land area, viz. :—the rear poles referred to in Bye-law 2.

The flags will be hoisted half an hour before firing begins, and will remain hoisted until firing has ceased.

Look-out men will also be posted at each point on the footpath along the Humber Bank where it enters the danger area, and firing will be suspended at intervals to allow pedestrians to pass through the area.

## OFFENCES.

6. During the time the land and sea areas are closed as aforesaid all footpaths within the land area will be stopped up and no person shall enter or remain within either area, nor bring, take, nor suffer to remain therein any vehicle, animal, vessel, aircraft, or thing.

7. No vessel shall be employed in fishing in any part of the sea area while closed.

8. No pleasure boat shall cruise in any part of the sea area while closed.

9. No vessel shall anchor or remain anchored in or ground on any part of the sea area while closed.

10. No aircraft shall alight on, remain in, or travel upon the sea area while closed.

11. In the event of any vessel or aircraft being from any cause within the sea area while closed, the Master or Pilot or other person in charge thereof shall use his utmost endeavours to pass out of the said area without loss of time.

12. The following persons, viz. :—

- (1) The General Officer Commanding-in-Chief, Northern Command ;
- (2) The Officer in Charge of the Range ;
- (3) Any Officer, Warrant Officer, Non-Commissioned Officer, or any Military Policeman for the time being under the Command of the said Officer in Charge ;

(4) Any person authorised in writing under the hand of the said Officer in Charge ; or

(5) Any Constable ;

shall have power and are hereby authorised :—

(1) To remove from the land area or the sea area and take into custody, without Warrant, and bring before a Court of Summary Jurisdiction, as provided by the Military Lands Acts, 1892 to 1903, to be dealt with according to law, any person contravening any of these Bye-laws.

(2) To remove from the land area or the sea area any vehicle, animal, vessel, aircraft or thing found therein in contravention of any of these Bye-laws, and any such vehicle, animal, vessel, aircraft or thing shall be liable to forfeiture as mentioned in the aforesaid Acts.

13. Any person doing anything prohibited by or otherwise contravening any of the preceding Bye-laws, numbered 6, 7, 8, 9, 10, and 11 respectively, shall be deemed to commit an offence against the same, and is, under the said Acts, liable on conviction to a fine not exceeding **Five Pounds**.

#### GENERAL.

14. While any vessel or aircraft is within the sea area all firing will cease, and a second red flag will be hoisted below the first flag on the inland poles to notify the Master or Pilot or other person in charge of the vessel or aircraft that he is within the Danger area.

15. These Bye-laws shall not apply to :—

(a) Any vessel entering or passing through the sea area in the ordinary course of navigation.

(b) Any vessel compelled to enter or unable to quit the sea area by reason of the exigencies of navigation.

(c) Any vessel employed in tending, placing, or replacing any of the Channel mark buoys or other aids to navigation within the sea area.

(d) Any vessel employed in the transport of materials for the repair of the Humber Bank.

(e) H.M. Ships of War, H.M. Aircraft, or any vessel or aircraft employed under Admiralty or Air Council authority.

(f) Any aircraft compelled to alight on or unable to quit the sea area.

16. "Vessel" in these Bye-laws includes ship, yacht, lighter, boat, and craft of every kind, and whether navigated by steam, motor, sail, oars, or otherwise.

17. "Aircraft" in these Bye-laws includes all balloons, whether fixed or free, kites, airships, aeroplanes, seaplanes, flying boats, and other flying machines.

18. These Bye-laws shall come into force on the date hereof, after which date the Bye-laws dated 26th April, 1916, shall be revoked.

*Dated this first day of October, One thousand nine hundred and twenty-five.*

(Signed) L. WORTHINGTON EVANS,

*His Majesty's Principal Secretary  
of State for the War Department.*

The Board of Trade hereby signify their consent to the foregoing Bye-laws.

(Signed) P. CUNLIFFE-LISTER,

*President of the Board of Trade.*

The Grimsby Rural District Council hereby signify their consent to the foregoing Bye-laws.

(Signed) C. W. DIXON,

*Chairman.*

(Signed) T. J. HARRISON,

*Clerk.*

NOTE.—A plan showing the boundaries of the danger areas, the footpaths affected, and the position of the poles referred to, can be inspected at, and copies of these Bye-laws can be obtained at the Headquarters, 5th Bn. Lincolnshire Regiment, Grimsby.