

DRURIDGE BAY
(IN THE COUNTY OF NORTHUMBERLAND)

AIR GUNNERY AND BOMBING RANGE

BYE-LAWS

Made by the Secretary of State for Air under the provisions of the Military Lands Acts, 1892 and 1900, as applied by the Air Force (Application of Enactments) (No. 1) Order, 1918, and the Air Force (Application of Enactments) (No. 3) Order, 1923, and as amended by Regulation 52 of the Defence Regulations, 1939; and by virtue of that Regulation for regulating the use of the above-named Range.



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1939

BYE-LAWS

DESCRIPTION OF THE RANGE

1. The Druridge Bay Air Gunnery and Bombing Range, to which these Bye-laws apply (hereinafter called the "Range Area") is situated in the Parishes of Hauxley, Togston, Hadston, East Chevington, Widdrington and Cresswell, in the County of Northumberland, and consists of an area of Air Ministry land (hereinafter called the "Land Area") together with an area of foreshore and sea abutting thereon (hereinafter called the "Sea Area").

Comprised within and forming part of the Land Area are two smaller land areas (hereinafter called the "Northern Range Danger Area" and the "Southern Range Danger Area" respectively) which are defined for the purpose of air-to-ground firing practice against targets erected on the ground within the said Danger Areas and are marked by danger boards in addition to notice boards.

Comprised within and forming part of the Sea Area are two smaller sea areas (hereinafter called the "Fishing Rights Northern Area" and the "Fishing Rights Southern Area", respectively) defined and set apart for the purpose of enabling fishermen to carry on their occupation during such times as practice is taking place within the Range Area.

The respective limits of the Land Area and the Sea Area, the Northern Range Danger Area and the Southern Range Danger Area and the Fishing Rights Northern Area and the Fishing Rights Southern Area are set out and described in the Schedule hereto.

AREAS WHICH MAY BE CLOSED TO THE PUBLIC

2. There may be closed to the public as hereinafter provided in Bye-law No. 3:—

- (i) The Sea Area alone, or
- (ii) The Sea Area together with the Northern Range Danger Area, or
- (iii) The Sea Area together with the Southern Range Danger Area, or
- (iv) The Sea Area together with the Northern Range Danger Area and the Southern Range Danger Area.

GENERAL PROHIBITION

3. During such time as notice is given by the hoisting or displaying of signals in manner hereinafter provided in Bye-law No. 5 that practice is taking place within any or all of the areas specified in Bye-law No. 2, such Area or Areas, as indicated by the signals, will be closed to the public and subject to the provisions of Bye-law No. 4 all intrusion thereon and all obstruction of the use thereof are prohibited.

OFFENCES DURING PRACTICE

4. (A) During such time as notice is given by the hoisting or displaying of signals in manner hereinafter provided in Bye-law No. 5, that practice is taking place within any or all of the Areas specified in Bye-law No. 2 and such Area or Areas is or are closed to the public in accordance with the provisions of Bye-law No. 3 then in respect of the Area or Areas so closed to the public and subject to the exceptions and exemptions provided in (B) of this Bye-law and in Bye-law No. 9 :—

(i) No person shall enter or remain within any such Area, or bring, take or suffer to remain therein any vehicle, animal, vessel, aircraft or thing.

(ii) No vessel shall be employed in fishing in the Sea Area.

(iii) No pleasure boat shall cruise in the Sea Area.

(iv) No vessel shall anchor or remain anchored in or ground on the Sea Area.

(v) No aircraft shall alight on, remain in or travel upon any such Area.

(vi) In the event of any aircraft being from any cause within any such Area, the pilot or other person in charge thereof shall use his utmost endeavours to remove such aircraft out of such Area without loss of time.

(vii) In the event of any vessel being from any cause within the Sea Area, the master or other person in charge thereof shall use his utmost endeavours to pass out of the Sea Area without loss of time.

(B) Provided nevertheless that :—

(i) When air gunnery and bombing practice is taking place within the Sea Area, as indicated by the signals referred to in Bye-law No. 5, but air-to-ground firing practice is not taking place within either the Northern Range Danger Area or the Southern Range Danger Area, nothing in this Bye-law shall prohibit the public from having access to the whole of the foreshore comprised in the Sea Area.

(ii) When air-to-ground firing practice is taking place within the Northern Range Danger Area or the Southern Range Danger Area, or within both of those areas, as indicated by the signals referred to in Bye-law No. 5, nothing in this Bye-law shall prohibit the public from having access to those portions of the foreshore comprised in the Sea Area which do not abut on the said Danger Area or Areas within which air-to-ground firing practice is taking place.

(iii) Nothing in this Bye-law shall prohibit the local fishermen or fishermen normally occupied in fishing in the Sea Area from carrying on their occupation within the Fishing Rights Northern Area or the Fishing Rights Southern Area.

(iv) Nothing in this Bye-law shall prohibit Broomhill Collieries Limited, in accordance with the terms of a Lease dated the 23rd day of May 1938 and made between the said Broomhill Collieries Limited of the one part and the Secretary of State for Air of the other part, from (a) making use of their existing right of access over the property demised to the Secretary of State by the said Lease to other of their property in the vicinity of the property so demised (b) exercising the right for them and all persons authorised by them to preserve hunt and shoot game including wildfowl or (c) exercising the right to enter the property so demised or any part thereof for the purpose of removing therefrom sand stones and gravel.

SIGNALS

5. Notice that practice is taking place is given by the hoisting or displaying of the following signals :—

(1) When air gunnery and bombing practice is taking place within the Sea Area :—

(A) *By day* :—

(i) By a red flag hoisted on Flagstaff No. 1, erected on Quadrant Shelter No. 1, 593 yards south-east of Hauxley Lifeboat Station.

(ii) By a red flag hoisted on Flagstaff No. 5, erected on Quadrant Shelter No. 2, 390 yards north-east of Hadston Link House.

(iii) By a red flag hoisted on Flagstaff No. 9, erected on Quadrant Shelter No. 4, 353 yards due east of Druridge.

(iv) By a red flag hoisted on Flagstaff No. 10, erected on Quadrant Shelter No. 5, 20 yards north-east of Cresswell Lifeboat Station.

(B) *By night* :—

(i) By a fixed red light displayed on each of the flagstuffs mentioned in (i), (ii) and (iv) of (A) above.

(ii) By a red flashing light giving one flash of half-a-second's duration every five seconds situated on the sand dunes 920 yards due east of Low Coldriffe., Latitude $55^{\circ} 18' 08''$ N., Longitude $1^{\circ} 33' 34''$ W.

(iii) By a red flashing light giving one flash of half-a-second's duration every five seconds, situated on the sand dunes 353 yards due east of Druridge., Latitude $55^{\circ} 15' 25''$ N., Longitude $1^{\circ} 33' 44''$ W.

(2) When air-to-ground firing practice is taking place within the Northern Range Danger Area :—

(i) By a red flag hoisted on each of the flagstuffs mentioned in (i), (ii), (iii) and (iv) of (1) (A) above.

(ii) By a red flag hoisted on Flagstaff No. 2, situated at Danger Board No. 1, 880 yards due east of Low Coldriffe.

(iii) By a red flag hoisted on Flagstaff No. 3, situated 170 yards south-west of Low Coldriffe.

(iv) By a red flag hoisted on Flagstaff No. 4, situated at Notice Board No. 6, 815 yards south-east of Low Coldriffe.

(3) When air-to-ground firing practice is taking place within the Southern Range Danger Area :—

(i) By a red flag hoisted on each of the flagstuffs mentioned in (i), (ii), (iii) and (iv) of (1) (A) above.

(ii) By a red flag hoisted on Flagstaff No. 6, situated at Notice Board No. 11, 780 yards north-east of Low Chibburn.

(iii) By a red flag hoisted on Flagstaff No. 7, situated on the south of the road 220 yards south-east of Low Chibburn.

(iv) By a red flag hoisted on Flagstaff No. 8, situated at Notice Board No. 13, 240 yards north-west of Druridge.

DURATION OF SIGNALS

The signals referred to in this Bye-law will be hoisted or displayed half an hour before practice commences and will be hauled down or extinguished when practice has ceased.

RECOVERY OF PROJECTILES

6. No person shall trawl, dredge or search for, or otherwise interfere with any shot, shell, bomb or other projectile or portion thereof within the Range Area or take or retain, or be in possession of, any such shot, shell, bomb or other projectile, or any portion thereof, found within the Range Area.

Any person who, when trawling or dredging shall come into possession of any such shot, shell, bomb or other projectile or portion thereof, within the Sea Area, shall not retain it, but shall immediately return it in its then condition, and without tampering with it, into the water.

Provided, nevertheless, that the provisions of this Bye-law shall not apply in the case of persons who recover projectiles under written instructions from the local Naval, Military or Air Force Authorities.

AUTHORISED OFFICERS

7. Any person doing anything prohibited by or otherwise contravening any of the preceding Bye-laws Nos. 3, 4 or 6 shall be deemed to commit an offence against the Bye-law so contravened.

The persons hereby authorised to remove or to take into custody without warrant any person committing an offence against any of the preceding Bye-laws Nos. 3, 4 or 6, or to remove any vehicle, animal, vessel, aircraft or thing found in the Range Area in contravention of any of the said Bye-laws are :—

(1) The Officer Commanding, R.A.F. Station, Acklington, Northumberland.

(2) Any Officer, Warrant Officer, Non-Commissioned Officer, or any Service Policeman, for the time being under the command of the said Officer Commanding.

(3) Any person authorised in writing under the hand of the said Officer Commanding.

(4) Any constable.

WHEN VESSEL OR AIRCRAFT IN DANGER

8. When any vessel is within the Sea Area while closed to the public or any aircraft is within the Sea Area or the Northern Range Danger Area or the Southern Range Danger Area while closed to the public, all practice shall cease and a second red flag or second red flashing light giving one flash of half-a-second's duration every five seconds will be hoisted or displayed below each of the red flags or below each of the red flashing lights referred to in Bye-law No. 5 to notify the master or pilot or other person in charge of the vessel or aircraft that he is within the Sea Area or the Northern Range Danger Area or the Southern Range Danger Area as the case may be.

EXEMPTIONS

9. Save as provided in Bye-law No. 8, 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 belonging to the Corporation of Trinity House, London, whilst engaged on any Trinity House duty or service.

(e) H.M. ships of war, H.M. aircraft or any vessel or aircraft employed under Admiralty, War Department or Air Council authority.

(f) Any aircraft compelled to alight on or unable to quit the Range Area.

(g) Any foreign vessel when outside territorial waters.

RIGHTS OF WAY

10. Save as provided in Bye-laws Nos. 3 and 4 nothing in these Bye-laws shall interfere with any public right of way within the Land Area but subject as aforesaid the expression "Land Area" includes all roads and footpaths within the Land Area.

INTERPRETATION

11. In these Bye-laws:—

(a) The expressions "air gunnery and bombing practice" and "practice" include the firing of all kinds of ammunition from aircraft and the dropping of practice (not live) bombs from aircraft and any or all of such operations.

(b) The expression "vessel" includes ship, yacht, lighter, boat and craft of every kind, and whether navigated by steam, motor, sail, oars or otherwise.

(c) The expression "aircraft" includes all balloons, whether fixed or free, kites, gliders, airships, aeroplanes, seaplanes, flying boats and other flying machines.

DATE OF OPERATION OF BYE-LAWS

12. These Bye-laws shall come into force on the 24th day of November, One thousand, nine hundred and thirty-nine.

SCHEDULE

PART I.—DESCRIPTION OF THE LAND AREA

The area of land comprising the Land Area and affected by these Bye-laws is situated in the Parishes of Hauxley, Togston, Hadston, East Chevington, Widdrington and Cresswell in the County of Northumberland and is bounded as follows :—

ON THE NORTH.—By a line commencing at a point on High Water Mark, Latitude $55^{\circ} 18' 52''$ N., Longitude $1^{\circ} 32' 54''$ W., marked by Beacon No. 1, and thence proceeding in a westerly direction for a distance of about 120 yards until the seaward side of a footpath is reached marked by Notice Board No. 1, and thence :—

ON THE WEST.—By a line commencing at the last-mentioned point and following the seaward side of a footpath in a general southerly direction for a distance of about 605 yards until a point is reached near a farm known as Bondicarr and marked by Notice Board No. 2, and thence following the seaward side of the said footpath in a general southerly direction for a distance of about 450 yards until a point is reached marked by Notice Board No. 3, and thence following the said footpath in the same direction for a distance of about 800 yards until a point is reached marked by Danger Board No. 1, and thence crossing the footpath in a westerly direction and continuing along the southern fence of field Ordnance No. 41 for a distance of about 270 yards in a westerly direction until a point is reached marked by Danger Board No. 2, and thence continuing in a westerly direction for a distance of about 1,040 yards passing Danger Boards Nos. 3 and 4 until a point is reached on the eastern side of a road marked by Notice Board No. 4, and thence following the road in a general south-easterly direction for a distance of about 400 yards and thence in an easterly direction for a distance of about 50 yards until a point is reached marked by Danger Board No. 6, and thence in a southerly direction for a distance of about 35 yards crossing a track or road, and thence in a westerly direction for a distance of about 50 yards until the eastern side of a roadway is reached marked by Danger Board No. 7, and thence following the eastern side of the road in a general south-easterly direction for a distance of about 1,007 yards passing Danger Board No. 8, Notice Board No. 5, and Danger Boards Nos. 9, 10, 11 and 12 until a point is reached on the western side of a footpath leading to a house known as Hadston Link House marked by Notice

Board No. 6 and Flagstaff No. 4, and thence crossing the said footpath and continuing along the eastern side of the footpath in a southerly direction for a distance of about 340 yards until a point is reached marked by Notice Board No. 7, and thence in a southerly direction for a distance of about 350 yards crossing a roadway leading to Hadston Link House until a point is reached marked by Notice Board No. 8 situated on the eastern side of a footpath, and thence following the said footpath in a general southerly direction for a distance of about 1,180 yards until a point is reached marked by Notice Board No. 9, and thence following the said footpath in a general southerly direction for a distance of about 480 yards until a point on the Burn is reached marked by Notice Board No. 10 and continuing along the seaward side of the said footpath for a distance of about 1,030 yards until a point is reached marked by Notice Board No. 11 and Flagstaff No. 6, and thence crossing the said footpath in a south-westerly direction and continuing for a distance of about 200 yards until a point is reached on the southern side of a path or road leading to the original Low Chibburn, marked by Danger Board No. 16, and thence continuing in a westerly direction along the said path or road for a distance of 730 yards passing Danger Boards Nos. 17 and 18 until a point is reached marked by Notice Board No. 12, and thence proceeding in a southerly direction for a distance of about 250 yards until a point is reached marked by Danger Board No. 19, and thence continuing in a southerly direction for a distance of about 550 yards until a point is reached marked by Danger Board No. 20, and thence in a south-easterly direction for a distance of about 150 yards until a point on a roadway is reached marked by Danger Board No. 21, and thence following the said road in an easterly direction for a distance of about 150 yards until a point is reached marked by Notice Board No. 13 and Flagstaff No. 8, and thence proceeding in a general easterly direction for a distance of about 400 yards passing Danger Board No. 22 until a point is reached marked by Danger Board No. 23, and thence in a southerly direction for a distance of 230 yards until a point is reached on a footpath marked by Notice Board No. 14, and thence following the seaward side of the said footpath in a general southerly direction for a distance of about 1,150 yards until a point is reached marked by Notice Board No. 15, and thence following the seaward side of the said footpath in a general southerly direction for a distance of about 1,450 yards passing Notice Boards Nos. 16 and 17, until a point is reached marked by Notice Board No. 18, and thence :—

ON THE SOUTH-EAST.—By a line commencing at the last mentioned point and continuing in a north-easterly direction for a distance of about 160 yards to a point on Blakemore Links marked by Notice Board No. 19, and thence in a north-easterly direction for a distance of about 150 yards to a point on High Water Mark marked by Beacon No. 4, and thence :—

ON THE EAST.—By a line commencing at the last-mentioned point and following the line of High Water in a general northerly direction passing Beacons Nos. 3 and 2 until the starting point is reached marked by Beacon No. 1.

DESCRIPTION OF THE NORTHERN RANGE DANGER AREA

ON THE NORTH-WEST.—By a line commencing at a point on High Water Mark, Latitude $55^{\circ} 18' 07''$ N., Longitude $1^{\circ} 33' 33''$ W., marked by Beacon No. 2, and thence proceeding in a westerly direction for a distance of about 60 yards until a point is reached marked by Danger Board No. 1, and thence crossing a footpath in a westerly direction and proceeding in a west-north-westerly direction for a distance of about 1,310 yards passing Danger Boards Nos. 2, 3 and 4 until a point is reached on the eastern side of a road marked by Notice Board No. 4, and thence :—

ON THE SOUTH-WEST.—By a line commencing at the last-mentioned point and following the said road in a general south-easterly direction for a distance of about 400 yards, and thence proceeding in an easterly direction for a distance of about 50 yards until a point is reached marked by Danger Board No. 6, and thence in a southerly direction for a distance of about 35 yards crossing a track or road, and thence in a westerly direction for a distance of about 50 yards until the eastern side of the said road first above referred to is reached marked by Danger Board No. 7, and thence following the eastern side of the road in a south-south-easterly direction for a distance of about 567 yards passing Danger Board No. 8, Notice Board No. 5, and Danger Board No. 9, until a point is reached marked by Danger Board No. 10, and thence :—

ON THE SOUTH.—By a line commencing at the last-mentioned point and continuing along the said road in a south-easterly direction for a distance of about 440 yards passing Danger Boards Nos. 11 and 12 until a point is reached on the western side of a footpath leading to Hadston Link House marked by Notice Board No. 6 and

Flagstaff No. 4, and thence crossing the said footpath and continuing in a south-south-easterly direction for a distance of about 200 yards passing Danger Boards Nos. 13 and 14 until a point on the line of High Water is reached, and thence :—

ON THE EAST.—By the line of High Water in a general north-easterly direction until the starting point is reached.

DESCRIPTION OF THE SOUTHERN RANGE DANGER AREA

ON THE NORTH-WEST.—By a line commencing at a point on High Water Mark about 800 yards south of the mouth of Chesington Burn, and proceeding in a south-westerly direction for a distance of about 200 yards passing Danger Board No. 15 until a point is reached marked by Notice Board No. 11, and thence crossing a footpath in a south-westerly direction and continuing for a distance of about 930 yards along the south-eastern side of a path or road passing Danger Boards Nos. 16, 17 and 18, until a point is reached marked by Notice Board No. 12, and thence :—

ON THE SOUTH-WEST.—By a line commencing at the last-mentioned point and proceeding in a south-easterly direction for a distance of about 250 yards until a point is reached marked by Danger Board No. 19, and thence in a south-south-easterly direction for a distance of about 550 yards until a point is reached marked by Danger Board No. 20, and thence in a south-easterly direction for a distance of about 150 yards until a point is reached on the north side of a road marked by Danger Board No. 21, and thence :—

ON THE SOUTH.—By a line commencing at the last-mentioned point and following the said road in an easterly direction for a distance of about 150 yards until a point is reached marked by Notice Board No. 13, and thence proceeding in a general easterly direction for a distance of about 400 yards passing Danger Board No. 22 until a point is reached marked by Danger Board No. 23, and thence in a south-easterly direction for a distance of 400 yards passing Danger Boards Nos. 24 and 25 until a point is reached on the line of High Water, Latitude $55^{\circ} 15' 30''$ N., Longitude $1^{\circ} 33' 39''$ W., marked by Beacon No. 3, and thence :—

ON THE EAST.—By a line commencing at the last-mentioned point and proceeding by the line of High Water in a northerly direction until the starting point is reached.

PART II.—DESCRIPTION OF THE SEA AREA

The area of foreshore and sea comprising the Sea Area and affected by these Bye-laws lies off the coast of Northumberland midway between Alnmouth on the north and Newbiggin on the south and is marked on the landward side by four Beacons Nos. 1 to 4 which consist of piles each painted black and white and surmounted by a red triangle and on the seaward side by five Buoys Nos. 1 to 5 each painted white and having a blue cross cutting the vertical axis and extending to the water line and with the Letters D and A painted in red in alternate quadrants. Buoys Nos. 1 and 5 are lighted.

The area is bounded as follows :—

ON THE NORTH.—By a line commencing at a point on High Water Mark 550 yards south-east of Hauxley Lifeboat Station, Latitude $55^{\circ}18'52''$ N., Longitude $1^{\circ}32'54''$ W., marked by Beacon No. 1 and drawn in a direction $63\frac{1}{2}^{\circ}$ true for a distance of 3.12 sea miles to a point Latitude $55^{\circ}20'15''$ N., Longitude $1^{\circ}28'00''$ W., marked by Buoy No. 1, and thence :—

ON THE EAST.—By a line commencing at the last-mentioned point and drawn in a direction $174\frac{1}{2}^{\circ}$ true passing through Buoys Nos. 2, 3 and 4 anchored at intervals of 1.74 sea miles and continuing for a total distance of 6.96 sea miles to a point Latitude $55^{\circ}13'22''$ N., Longitude $1^{\circ}26'52''$ W., marked by Buoy No. 5, and thence :—

ON THE SOUTH.—By a line commencing at the last-mentioned point and drawn in a direction $287\frac{1}{2}^{\circ}$ true for a distance of 3.55 sea miles to a point on High Water Mark 510 yards north-east of Blakemoor House, Latitude $55^{\circ}14'27''$ N., Longitude $1^{\circ}32'46''$ W., marked by Beacon No. 4, and thence :—

ON THE WEST.—By the line of High Water passing through Beacon No. 3 at a distance of 2,380 yards and through Beacon No. 2 at a distance of 7,930 yards and continuing for a total distance of 9,730 yards to the starting point at Beacon No. 1.

DESCRIPTION OF THE FISHING RIGHTS AREAS

The Fishing Rights Northern Area applies to all that part of the sea and foreshore within the Sea Area extending seawards for a distance of 710 yards parallel to the coast line between Beacon No. 1 and Beacon No. 2 and limited on the south by a line drawn from Beacon No. 2 in a direction 94° true passing through the centre of Hadston Carrs and continuing to a point due south of Flagstaff No. 1 from which Beacon No. 2 bears 274° true.

The Fishing Rights Southern Area applies to all that part of the sea and foreshore within the Sea Area extending seawards for a distance of 710 yards parallel to the coast line between Beacon No. 3 and Beacon No. 4 and limited on the north by a line drawn in a direction 104° true from Beacon No. 3 and continuing to a point from which Flagstaff No. 9 bears $274^{\circ} 30'$ true and Flagstaff No. 10 bears 162° true.

Dated this 1st day of November One thousand nine hundred and thirty-nine.

(Signed) KINGSLEY WOOD

Secretary of State for Air.

NOTICES

PENALTY FOR OFFENCES

1. By Section 17 (2) of the Military Lands Act, 1892, it is provided:—

“ If any person commits an offence against any Bye-law under this Act he shall be liable on conviction before a Court of Summary Jurisdiction to a fine not exceeding FIVE POUNDS and may be removed by any Constable or Officer authorised in manner provided by the Bye-law from the area, whether land or water, to which the Bye-law applies and taken into custody without warrant and brought before a Court of Summary Jurisdiction to be dealt with according to law, and any vehicle, animal, vessel or thing found in the area in contravention of any Bye-law may be removed by any Constable or such Officer as aforesaid and on due proof of such contravention be declared by a Court of Summary Jurisdiction to be forfeited to His Majesty ”.

APPLICATION TO SEA AREA

2. By Section 2 (2) of the Military Lands Act, 1900, it is provided:—

“ Where any land, the use of which can be regulated by Bye-laws under the Military Lands Act, 1892, or this Act, abuts on any sea or tidal water or where rifle or artillery practice is or can be carried on over any sea, tidal water or shore from any such land, Bye-laws may be made in relation to any such sea, tidal water or shore as if they were part of the land.”

PROGRAMME OF PRACTICE

3. Air gunnery and bombing practice may take place on the Range at any time of the day or night throughout the year. Air-to-ground firing practice against targets on the ground will be carried out only during the hours of daylight.

FACILITIES FOR FISHERMEN

4. The local Air Force authorities will afford to fishermen in pursuit of their occupation every facility consistent with the carrying out of essential firing and bombing practice on the range.

WHERE COPIES OF BYE-LAWS CAN BE OBTAINED AND INSPECTED

5. Copies of these Bye-laws can be obtained free of charge from the Under Secretary of State, (S.4 (a)), Air Ministry, Kingsway, W.C.2, and can be seen at the following places:—

The Office of the Officer Commanding, Royal Air Force Station, Acklington, Northumberland.

The Office of the Clerk of the Northumberland County Council, County Hall, Newcastle-upon-Tyne.

The Office of the Clerk to the Amble Urban District Council, Council Offices, Amble.

The Office of the Clerk to the Newbiggin-by-the-Sea Urban District Council, Council Offices, Newbiggin-by-the-Sea.

The Office of the Clerk to the Alnwick Rural District Council, Council Offices, Alnwick.

The Office of the Clerk to the Morpeth Rural District Council, Council Offices, Morpeth.

The Office of the Clerk to the River Coquet Fishery Board, Bondgate Within, Alnwick.

H.M. Coastguard Station, Blyth.

PLAN OF THE RANGE AREA

6. A plan of the Range Area to which these Bye-laws apply is annexed hereto.

