

HAWSKER RIFLE RANGE,

IN THE COUNTY OF YORKS.

BYE-LAWS

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



LONDON:

PRINTED FOR HIS MAJESTY'S STATIONERY OFFICE
BY HARRISON AND SONS, LTD., 44-47, ST. MARTIN'S LANE.
PRINTERS IN ORDINARY TO HIS MAJESTY.

1923.

BYE-LAWS

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

1. The land (hereinafter called the "land area") situated in the area of the Whitby R.D.C., 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 is situated on land the property of the Marquis of Zetland, and lies to the South-East of Hawsker Bottoms, between the sea and the Scarborough and Whitby branch of the North-Eastern Railway. Approximately triangular in shape, it extends from a point about 60 yards North of the railway at a point on the latter about $1\frac{1}{2}$ miles due North of Fyling Thorpe, and opens out to the line of High Water Mark forming the West boundary of the sea area described in Bye-law 3 below.

3. The sea area, which extends Eastwards out to sea for about one mile and a half from High Water Mark, is bounded as follows:—

On the North:—By a line commencing at a point on High Water Mark, which is about 250 yards South-East of a Flagstaff erected on the cliff and marked (A) on the plan referred to in the footnote to these Bye-laws, and running in a direction 83° true (S. $82^{\circ} 10'$ E. Mag.) until a point is reached (about one mile and half out), from which the Whitby High-Light Lighthouse, Ling Hill, bears 300° true (N. $45^{\circ} 10'$ W. Mag.) thence:—

On the East:—By a line drawn in a direction 181° true (S. $15^{\circ} 50'$ W. Mag.) until a point is reached from which Robin Hood's Bay Lifeboat Station bears 225° true (S. $59^{\circ} 50'$ W. Mag.) thence:—

On the South:—By a line drawn in a direction 282° true (N. $63^{\circ} 10'$ W. Mag.) to a point on High Water Mark about 100 yards North-East of a Flagstaff erected on the cliff, and marked (B) on the plan referred to in the footnote to these Bye-laws, and thence:—

On the West:—By the line of High Water Mark to the starting point.

NOTICES.

4. The Chief Coastguard at Whitby and Robin Hood's Bay will be given 24 hours' notice when firing is intended to take place.

SIGNALS.

5. Signals that the land and sea areas are closed to the public will be given by hoisting red flags on the flagstaffs mentioned in Bye-law 3, erected on the top of the cliffs visible by land and sea, and marked (A) and (B) on the plan referred to in the footnote to these Bye-laws.

When persons are passing on lawful business on the footpath along the cliff, the look-out men will lower the red flags and hoist them up again when they have passed. Such persons shall proceed as quickly as possible, without loitering and shall not pass until the flags are lowered.

OFFENCES.

6. During the time the land and sea areas are closed as aforesaid no person shall enter or remain within either area (except as provided in Bye-law 5), 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 Officer in Charge of the Range.
- (2) Any Officer, Warrant Officer, Non-commissioned Officer or any Military Policeman for the time being under the command of the said Officer in Charge.
- (3) Any person authorised in writing under the hand of the said Officer in Charge, or
- (4) Any Constable,

shall have power and are hereby authorised :—

- (i) To remove from the land area or the sea area and take into custody without a 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.
- (ii) 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 £5.

GENERAL.

14. When any vessel or aircraft is within danger in the sea area all firing shall cease and the red flags will be lowered by the look-out men, and cones will be hoisted on the danger flagstaffs mentioned in the Bye-laws 3 and 5, and marked (A) and (B) on the plan referred to in the footnote to these Bye-laws, to notify the Master or Pilot or other person in charge 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 engaged in racing, provided due notice has been given of the racing fixture not less than 48 hours previously to the Coastguards at Whitby and Robin Hood's Bay, who will communicate the same to the Officer in Charge of the Range.
- (d) Any vessel employed in tending, placing or replacing any of the channel mark buoys or other aids to navigation within the sea area.
- (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.

NOTE.—A plan of the Range can be inspected, and copies of these Bye-laws can be obtained at the Headquarters, 5th Batt., Green Howards, Drill Hall, North Street, Scarborough.

Dated this 22nd day of August, One thousand nine hundred and twenty-three.

(Signed)

DERBY.

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

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

Dated this 15th day of October, One thousand nine hundred and twenty-three.

(Signed)

P. LLOYD-GREAME,

President of the Board of Trade.

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

Dated this 1st day of September, One thousand nine hundred and twenty-three.

(Signed)

T. K. SMITH, *Chairman.*

(Signed)

R. W. WHITE, *Clerk.*