



SHOEBOURNESSE ARTILLERY RANGES.

For firing over Maplin and Foulness Sands
and neighbouring War Department Land
in the County of Essex.

BYE-LAWS

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

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BYE-LAWS.

GENERAL PROHIBITION.

1. During such time or times as the War Department property at SHOEBOURNESS, HAVENGORE ISLAND, NEW ENGLAND ISLAND and FOULNESS ISLAND and the foreshore and sea abutting thereon and adjacent thereto, within the limits set out in the Schedule hereto, are closed to the public, as hereinafter provided in Bye-law No. 3, all intrusion thereon and all obstruction of the use thereof is prohibited.

SUB-DIVISION OF LAND AND SEA AREAS.

2.—(a) The total area of land affected by these Bye-laws, divided into four areas hereinafter referred to as Land Area No. 1, Land Area No. 2, Land Area No. 3 and Land Area No. 4, is shown on the plan attached to these Bye-laws, and more particularly described in the Schedule hereto.

(b) The total area of foreshore and sea affected by these Bye-laws, also shown on the plan attached and set out in the Schedule hereto, comprises two areas :—

- (i) Inner sea area.
- (ii) Outer sea area.

TIMES OF CLOSING AREAS.

3. The areas referred to in Bye-laws No. 1 and No. 2 shall be closed at the following times :—

(a) *Land Area No. 1.*—This area, including all ways or roads thereon, shall be closed at all times without indication by signal. PROVIDED that the ways known as CUPID'S CHASEWAY (or any substituted way approved by the Rochford Rural District Council and the Essex County Council in lieu thereof and in use for the time being), together with the access way therefrom along the Sea Wall to WAKERING STAIRS and the LANDWICK-WAKERING STAIRS ROAD, shall be closed only during such time or times as all or any portion of the said CHASEWAY or substituted way or access way or road referred to above is in the danger area for any firing and notice that such firing is taking place is given by the hoisting of the signals as provided in Bye-law No. 5 (b) (i) and (ii).

PROVIDED also that the War Department Road from LANDWICK to FOULNESS, except when within the danger area for any firing (when look-out men will be posted at suitable points to suspend traffic temporarily from time to time) shall be kept open for pedestrians and vehicular traffic subject to regulations regarding the use thereof issued from time to time by the Superintendent of Experiments, SHOEBOURNESS.

(b) *Inner Sea Area.*—This area shall, without indication by signal, be closed at all times except as provided in Bye-law No. 9 (a) and (b) and (c) and except that the public roadway known as the BROOMWAY within the said Inner Sea Area (including all

access ways thereto) shall be closed only during such time or times as the said BROOMWAY is in the danger area for any firing, and notice that such firing is taking or is about to take place is given by the hoisting of the signals as provided in Bye-law No. 5 (c), or (in the case of night firing) by such notice as is provided by Bye-law No. 6 (b).

(c) *Outer Sea Area.*—Those portions of this sea area which are not included in the Inner Sea Area referred to in (b) above and which are, for the time being, uncovered by the sea, shall be closed at all times whilst so uncovered. Those portions of the Outer Sea Area which are, for the time being, covered by the sea shall, whilst so covered, be closed at night and for the purpose of day firing during such time as notice that day firing is taking place is given by the hoisting of signals as provided in Bye-law No. 5 (a).

(d) *Land Areas Nos. 2, 3 and 4.*—All or any of the said land areas including all roads and ways and access ways thereon shall be closed for the purpose of firing during such time or times that notice that firing is taking place is given by the hoisting of the signals as provided in Bye-law No. 5 (d), (e) and (f).

OFFENCES.

4. During such time as any of the said land areas or sea areas or said ways or CHASEWAY, or substituted way or access way or BROOMWAY (including all access ways thereto) or roads are closed as provided in Bye-law No. 3, then in respect of such land area or areas or sea area or areas or ways or CHASEWAY or substituted way or access way or BROOMWAY (including all access ways thereto) or roads affected :—

- (i) No person shall enter or remain on the land area or areas or sea area or areas or ways or roads nor bring, take, nor suffer to remain therein or thereon any vehicle, animal, vessel, aircraft or thing except as provided in Bye-law No. 9.
- (ii) No vessel shall be employed in fishing in the sea area or areas.
- (iii) No pleasure boat shall cruise in the sea area or areas.
- (iv) No vessel shall anchor or remain anchored in or ground on the sea area or areas.
- (v) No aircraft shall alight on, remain in or travel upon the sea area or areas.
- (vi) In the event of any vessel or aircraft being from any cause within the sea area or areas the Master or Pilot or other person in charge thereof shall use his utmost endeavours to pass out of the sea area or areas without loss of time.

SIGNALS.

5. Notice that the roads or ways or substituted way or access way on Land Area No. 1 (mentioned in Bye-law No. 3 (a) above) and/or notice that Land Areas Nos. 2 and/or 3 and/or 4 and/or

notice that the BROOMWAY including all access ways thereto (mentioned in Bye-law 3 (b) above) and/or notice that those portions of the Outer Sea Area which are for the time being covered by the sea, are temporarily closed for the purpose of firing in accordance with Bye-law No. 3 shall be given by the hoisting of the following signals:—

(a) *Outer Sea Area.*—

(i) A red flag at each of the following places:—

Signal No. 1.—Near the sea-wall at the extreme west end of War Department property adjoining SOUTH SHOEBURY COMMON.

Signal No. 2.—On the shore east of RAMPART STREET.

Signal No. 3.—On the Sea-wall at east end of BLACKGATE ROAD.

Signal No. 4.—On the Sea-wall approximately 500 feet South-West of MORRINS POINT.

Signal No. 5.—On the Shore near WAKERING STAIRS.

Signal No. 6.—On the Sea-wall at the War Department boundary, HAVENGORE BRIDGE.

(ii) Either one or two Black Signal Balls hoisted at the Yard Arm of the Observation Tower at FISHERMEN'S HEAD.

(NOTE.—When two balls are hoisted as aforesaid it is an indication that the Sea Area governed by the Bye-laws for the Yantlet (Grain Island) Artillery Range is also closed.)

The signals referred to in (a) above shall be hoisted not less than two hours before firing commences and shall remain hoisted until firing has ceased.

(b) *Land Area No. 1.*—

(i) CUPID'S CHASEWAY. A red flag near CUPID'S CORNER. (Signal No. 7.)

(ii) LANDWICK-WAKERING STAIRS ROAD. A red flag at SAMUEL'S CORNER. (Signal No. 8.)

The signals referred to in (b) above shall be hoisted not less than one hour before firing commences and shall remain hoisted until firing endangering the said CHASEWAY and/or road has ceased.

(c) *THE BROOMWAY (Inner Sea Area) and all access ways thereto.*—A red flag at SAMUEL'S CORNER (Signal No. 8), and at FISHERMEN'S HEAD (Signal No. 19).

The signals referred to in (c) above shall be hoisted not less than one hour before firing commences, and shall remain hoisted until firing endangering the said BROOMWAY has ceased.

(d) *Land Area No. 2.*—A red flag at each of the following places:—

Signal No. 9.—Where the War Department HAVENGORE—FOULNESS ROAD enters FOULNESS ISLAND.

Signal No. 10.—On the War Department HAVENGORE—FOULNESS ROAD at JERRYWOOD.

Signal No. 12.—On the War Department HAVENGORE—FOULNESS ROAD just south of PRIESTWOOD.

Signal No. 13.—On the sea wall of the RIVER ROACH near WHITEHOUSE FARM.

Signal No. 14.—Near the Sea-wall at the FERRY across the RIVER ROACH north of SMALLGAINS FARM.

(e) *Land Area No. 3.*—A red flag at each of the following places :—

Signal No. 10.—As in (d) above.

Signal No. 11.—On the sea wall at NEW BURWOOD HEAD.

Signal No. 12.—As in (d) above.

Signal No. 15.—On the sea wall near EAST WICK HEAD.

Signal No. 16.—At FOXES FARM.

(f) *Land Area No. 4.*—A red flag at each of the following places :—

Signal No. 15 as in (e) above.

Signal No. 16 as in (e) above.

Signal No. 17.—At COURTSEND.

Signal No. 18.—At EAST NEWLANDS FARM.

Signal No. 19.—On the sea-wall at FISHERMEN'S HEAD.

The signals referred to in (d) (e) and (f) above shall be hoisted not less than one hour before firing commences, and shall remain hoisted until firing endangering the said Areas No. 2 and/or No. 3 and/or No. 4 has ceased.

PROVIDED always that every signal flag hoisted in pursuance of any of the foregoing Bye-laws shall be lowered without delay after the firing in respect of which it was hoisted has ceased.

DAY firing shall, in all circumstances, cease not later than half an hour after sunset, save during the continuance of British Summer Time, when it shall cease not later than one hour after sunset. NIGHT firing, which will be confined to a period between not more than three hours before low water and not more than three hours after low water, may begin at any time, within this period, after the cessation of DAY firing. No signals that NIGHT firing is about to take place or is in progress will be displayed but notices of such firing will be issued in accordance with Bye-law No. 6 (b).

NOTIFICATION OF FIRING.

6. (a) No special notice other than the signals referred to in Bye-law No. 5 will be given in respect of firing by day which will be more or less continuous.

(b) Notice of night firing will be issued not later than 24 hours before firing takes place, to the following persons :—

Naval Commander-in-Chief at the Nore.

The Admiral Superintendent, Chatham.

The Admiral Superintendent, Sheerness.

The O.C., R.A.F., Armament and Gunnery School, Eastchurch.

The O.C. Troops, Shoeburyness.

The District Officer, H.M. Coast Guard, Walton-on-the-Naze.
 The District Officer, H.M. Coast Guard, Ramsgate.
 The Harbour Masters :—
 Gravesend, Rochester, Chatham and Sheerness.
 The Port of London Authority (Commdr. E. C. Shankland,
 R.N.R.)
 The Custom House, London.
 The Custom House, Burnham-on-Crouch.
 The District Superintendent, Trinity Wharf, Orchard
 Place, Blackwall, London, E.14.
 The Superintendent of Pilots, Dover.
 The Superintendent of Pilots, Harwich.
 The Superintendent of Pilots, Custom House, Rochester.
 The Ruler of Pilots, Gravesend.
 The Post Offices, Shoeburyness, Wakering, Churchend and
 Burnham.
 The Police—Shoeburyness, Wakering, Churchend, Burnham
 and War Department Constabulary, Shoeburyness.
 Pier Master, Southend-on-Sea.
 The Admiralty Station, Southend-on-Sea Pier.
 The Chief Fishery Officers for Kent and Essex (at
 present) :—
 Mr. E. E. Nicholls, 10, Fountain Street, Whitstable, Kent.
 Mr. N. Partridge, 94, Leigh Hill, Leigh-on-Sea, Essex.
 The Thames Estuary Fisherman's Protection Society,
 Southend-on-Sea.
 The Nore Yacht Club, Southend-on-Sea.
 The Alexandra Yacht Club, Southend-on-Sea.
 The Westcliff Yacht Club, Southend-on-Sea.
 The Essex Yacht Club, Leigh-on-Sea.
 The Leigh Sailing Club, Leigh-on-Sea.
 The Commodore, Leigh Cockling Fleet (Mr. Harvey, West-
 Leigh Avenue, Leigh-on-Sea.)
 The Clerk-in-Charge, Information Bureau, Pier Hill, Southend
 on-Sea.

Notices will also be exhibited on the day previous to the firing at Signals Nos. 6, 7, 8, 9 and 19 for firing from the New Ranges and at Signals Nos. 1 and 2 and at the Northern and Western entrances to Shoeburyness Barracks for firing from the Old Ranges.

In addition notices will be posted at convenient points when any road becomes closed under the provisions of the foregoing Bye-laws.

RECOVERY OF SHELL, &c.

7. No person shall trawl, dredge or search for or otherwise interfere with any shot, shell, bomb or other projectile or portions thereof within any of the land areas or sea areas at any time, or take or retain or be in possession of any such shot, shell, bomb or other projectile or portions thereof found within any of the said land areas or sea areas.

Any person who, when trawling, dredging or in any manner whatsoever, shall come into possession of any such shot, shell, bomb or other projectile or portions thereof within the sea areas shall not retain them, but shall immediately return them in their then condition, and without tampering with them, into the water.

Provided nevertheless that this Bye-law shall not apply in the case of persons who recover projectiles under written instructions from the Commandant, SHOEBURYNES, or the Superintendent of Experiments, SHOEBURYNES.

AUTHORISED OFFICERS.

8. Subject as hereinbefore mentioned, any person doing anything prohibited by or otherwise contravening Bye-laws Nos. 1, 4 or 7 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 Bye-laws Nos. 1, 4 or 7, or to remove any vehicle, animal, vessel, aircraft or thing found on any of the land areas or either of the sea areas, or on any of the roads or ways referred to, in contravention of the said Bye-laws are :—

- (i) The Commandant, SHOEBURYNES.
- (ii) The Superintendent of Experiments, SHOEBURYNES.
- (iii) The Officer Commanding Royal Air Force Detachment at FOULNESS.
- (iv) Any Officer, Warrant Officer, Non-Commissioned Officer, Military Policeman, R.A.F. Policeman, Military Look-out Man or R.A.F. Look-out Man for the time being under the orders of the said Commandant, Superintendent of Experiments or Royal Air Force Officer.
- (v) Any person authorised in writing, under the hand of the said Commandant, Superintendent of Experiments, or Royal Air Force Officer.
- (vi) Any Constable.

EXEMPTIONS.

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

(a) Any vessel at any time within that portion of the Inner Sea Area known as the SHOEBURYNES ANCHORAGE and described in Part 3 (c) of the Schedule hereto or any vessel wishing to obtain access to or from the said Anchorage during such time or times as the whole of the Outer Sea Area is not closed in accordance with Bye-law No. 3 (c) provided that all movement is restricted to daylight hours, and that such vessels take the shortest possible course from or to the southern boundary of the Inner Sea Area.

(b) Any vessel wishing to enter HAVENGORE CREEK during such time or times as the whole of the Outer Sea Area is not closed in accordance with Bye-law No. 3 (c), provided that

such vessels enter the Inner Sea Area not later than half an hour before high water, and proceed by the shortest possible course to the Creek.

(c) Any vessel wishing to leave HAVENGORE CREEK during such time or times as the whole of the Outer Sea Area is not closed in accordance with Bye-law No. 3 (c) provided that movement is restricted to the period from half-an-hour before High Water until half-an-hour after High Water and provided that a Red Flag, intimating that vessels cannot leave the Creek owing to firing, is not hoisted on the superstructure of HAVENGORE BRIDGE.

(d) Any vessel entering or passing through the sea areas (other than that part of the sea areas which is described as the Inner Sea Area subject, however, to (a), (b) and (c) above) in the ordinary course of navigation (but subject to the provisions of Bye-law No. 4 (iii)).

(e) Any vessel compelled to enter or unable to quit the sea area or areas by reason of the exigencies of navigation. The onus of proof of such exigency shall be with the Master of the vessel.

(f) Any vessel employed in placing or replacing any of the channel mark buoys or other aids to navigation within the sea area or areas, in respect of which due notice of the intention to enter the sea area or areas has been given to the Commandant, SHOEBURYNESS, and to the Superintendent of Experiments, SHOEBURYNESS.

(g) Any vessel belonging to or employed by the Port of London Authority or their contractors requiring access to the Pilot Mark off HAVENGORE ISLAND or whilst employed on any other duty connected with the Port, provided due notice has been given to the Commandant, SHOEBURYNESS, and to the Superintendent of Experiments, SHOEBURYNESS.

(h) Any vessel belonging to the Corporation of Trinity House whilst employed on duty connected with the Corporation provided due notice has been given to the Commandant, SHOEBURYNESS, and to the Superintendent of Experiments, SHOEBURYNESS.

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

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

INTERPRETATION.

10.—(a) “FIRING” in these Bye-laws shall be deemed to include “firing and/or exploding of all kinds of ammunition and stores whether from land or air or sea, and to include the dropping of live or other bombs from the air.”

(b) “NIGHT” (as distinct from “DAY”) in these Bye-laws is the period between half-an-hour after sunset and half-an-hour before sunrise save during the continuance of British Summer Time when the period is that between one hour after sunset and one hour before sunrise.

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

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

(e) "HIGH-WATER MARK" in these Bye-laws is the line of High Water of Ordinary Tides as indicated on the plan attached hereto.

(f) "FORESHORE" in these Bye-laws refers to the area between High and Low-Water Marks of Ordinary Tides.

DATE OF OPERATION OF BYE-LAWS.

11. These Bye-laws shall come into force at the date hereof on and after which date the Bye-laws in respect of the SHOE-BURNESS ARTILLERY RANGES dated the 27th November, 1924, shall be revoked.

SCHEDULE.

DESCRIPTION OF LAND AREAS AND SEA AREAS AND ROADS AND WAYS AFFECTED BY THE BYE-LAWS.

1.—LAND AREAS.

(a) *Land Area No. 1.*—This area of land (coloured pink on the plan attached hereto) consists of and includes (i) all War Department property, including salttings, sea-walls and beach down to High Water Mark on the mainland, from Signal No. 1 (Bye-law 5 (a)) as far as the War Department boundary at HAVENGORE BRIDGE, together with (ii) the whole of HAVENGORE ISLAND, its salttings and beach down to High Water Mark, together with (iii) all NEW ENGLAND CREEK situated between the two dams, together with (iv) NEW ENGLAND ISLAND and its salttings, sea-wall and beach down to High Water Mark, together with (v) that portion of SHELFORD CREEK, below High Water Mark on NEW ENGLAND and FOULNESS ISLANDS, as shown on the plan referred to in Notice No. 4 hereof, bounded on the NORTH by a line between Post No. 1 situated on the sea-wall of NEW ENGLAND ISLAND, and Post No. 2 situated on the salttings of FOULNESS ISLAND near SMALLPORTS POINT, as shown on the plan referred to in Notice No. 4 hereof, and on the SOUTH by a line between Post No. 3 and Post No. 4, situated on the sea-walls of NEW ENGLAND and FOULNESS ISLANDS respectively, approximately 2,550 feet South of the point where the War Department Road enters FOULNESS ISLAND, together with (vi) all that portion of FOULNESS ISLAND, its salttings, sea-wall and beach down to High Water Mark, to the East of the War Department HAVENGORE-FOULNESS Road (but excluding the road), which is bounded by a line commencing at Signal No. 9, where the War Department HAVENGORE-FOULNESS Road enters FOULNESS ISLAND, thence drawn along the East side of the road to Signal No. 10 at JERRYWOOD, thence along the track from JERRYWOOD to NEW BURWOOD FARM (but excluding

the track) to NEW BURWOOD FARM (excluding the farm buildings and farmyard), thence by the track from NEW BURWOOD FARM to NEW BURWOOD HEAD (excluding the track) to Signal No. 11, at NEW BURWOOD HEAD, thence by the line of High Water of FOULNESS ISLAND to Signal No. 9.

(b) *Land Area No. 2.*—This area of land (coloured yellow on the plan attached hereto) consists of and includes that portion of FOULNESS ISLAND including its salttings, sea-wall and beach down to High Water Mark, which is bounded by a line commencing at Signal No. 12 on the War Department Road just South of PRIESTWOOD, thence along the field boundaries and footpath, as shown on the plan referred to in Notice No. 4 hereof, to Signal No. 13, situated on the sea-wall on the RIVER ROACH approximately 225 feet North-West of WHITEHOUSE FARM (excluding the farm buildings and farm yard), thence by the line of High Water of FOULNESS ISLAND to Signal No. 14 at the sea-wall approximately 750 feet West of the Landing Stage at SMALL-GAINS POINT, thence in a Westerly and Southerly direction by the line of High Water of FOULNESS ISLAND to Signal No. 9, where the War Department HAVENGORE-FOULNESS Road enters FOULNESS ISLAND, thence along the East side of the road (including the road) to Signal No. 12 at PRIESTWOOD.

(c) *Land Area No. 3.*—This area of land (coloured green on the plan attached hereto) consists of and includes that portion of FOULNESS ISLAND, including its salttings, sea-wall and beach down to High Water Mark, bounded by a line commencing at Signal No. 15 near EASTWICK HEAD, thence drawn along the field boundaries, as shown on the plan referred to in Notice No. 4 hereof, to Signal No. 16 at FOXES FARM (but excluding the farm buildings and farm yard), thence along the field boundaries, as shown on the plan referred to in Notice No. 4 hereof, to Signal No. 12 at PRIESTWOOD, thence along the East side of the War Department HAVENGORE-FOULNESS Road (excluding the road) to Signal No. 10 at JERRYWOOD, thence along the track from JERRYWOOD to NEW BURWOOD FARM and including the track to NEW BURWOOD FARM (excluding the farm buildings and farm yard), thence by the track from NEW BURWOOD FARM to NEW BURWOOD HEAD (including the track) to Signal No. 11 at NEW BURWOOD HEAD, thence by the line of High Water to Signal No. 15 near EASTWICK HEAD.

(d) *Land Area No. 4.*—This area of land (coloured violet on the plan attached hereto) consists of and includes that portion of FOULNESS ISLAND bounded by a line drawn from Signal No. 16 at FOXES FARM (excluding the farm buildings and farm yard), along the footpath, but exclusive of it, and field boundaries, as shown on the plan referred to in Notice No. 4 hereof, to Signal No. 17, situated approximately 150 feet South-East of COURSEND on the footpath to FISHERMEN'S HEAD, thence in a straight line to Signal No. 18, situated approximately

150 feet East of EAST NEWLANDS FARM, and continuing in the same straight line as shown on the plan referred to in Notice No. 4 hereof, to the High Water Mark of the RIVER CROUCH, thence by the line of High Water round the Island in an easterly and south-easterly direction to FOULNESS POINT, and from FOULNESS POINT to Signal No. 19 at FISHERMEN'S HEAD and Signal No. 15 near EASTWICK HEAD, and thence by a line along the field boundaries, as shown on the plan referred to in Notice No. 4 hereof, from Signal No. 15 to Signal No. 16 at FOXES FARM.

2. ROADS AND WAYS.

(a) CUPID'S CHASEWAY *together with* ACCESS WAY *to* WAKERING STAIRS.—The way known as CUPID'S CHASEWAY (or any substituted way approved by the Rochford Rural District Council and the Essex County Council in lieu thereof and in use for the time being), commencing at a point about 450 feet East of CUPID'S CORNER and continuing thence in a south-easterly direction to the sea-wall at Signal No. 4, and thence along the sea-wall to WAKERING STAIRS.

(b) LANDWICK—WAKERING STAIRS ROAD.—The part of this road commencing at its junction with the War Department road to FOULNESS and continuing thence to the sea-wall at WAKERING STAIRS.

(c) THE BROOMWAY.—The way known as the BROOMWAY commencing at the sea-wall at WAKERING STAIRS and continuing thence in a north-easterly direction over the sands to FISHERMEN'S HEAD including access to the said BROOMWAY from HAVENGORE HEAD, SHARPNESS HEAD, SHELFORD HEAD, NEW BURWOOD HEAD, ASPLIN'S HEAD, RUGWOOD HEAD and EASTWICK HEAD.

3. SEA AREAS.

(a) OUTER SEA AREA.—This sea area which includes the Inner Sea Area described in (b) below is shown coloured blue on the plan attached hereto and is bounded as follows :—

On the North.—By a line starting from a point on High Water Mark at WARE CORNER on the RIVER CROUCH and drawn in a direction 62° True (N. $73^\circ 50'$ E. Mag.), for a distance of about 11,000 yards, to the present charted position of the RIDGE BUOY (WHITAKER CHANNEL); and thence by a line drawn in a direction 91° True (S. $77^\circ 10'$ E. Mag.) for a distance of about 5,500 yards, to the present charted position of the SOUTH WHITAKER BUOY; and thence :—

On the East and South-East.—By a line drawn in a direction $211^\circ 30'$ True (S. $43^\circ 20'$ W. Mag.) for a distance of about 13,800 yards, to the present charted position of the MAPLIN BUOY; thence by a line drawn in a direction 233° True (S. $64^\circ 50'$ W. Mag.) for a distance of about 7,500 yards, to the present charted position of the BLACKTAIL SPIT BUOY; and thence :—

On the South and South-West.—By a line drawn in a direction 251° True (S. $82^\circ 50'$ W. Mag.) for a distance of about 7,300 yards,

to the present charted position of the SOUTH SHOEBOURY BUOY ; and thence by a line drawn in a direction 269° True (N. 79° 10' W. Mag.) for a distance of about 6,900 yards, to the present charted position of the WEST SHOEBOURY BUOY from which Signal No. 1 on the shore at the extreme West end of War Department Property adjoining SOUTH SHOEBOURY COMMON bears 24° True (N. 35° 50' E. Mag.) ; and thence :—

On the West.—By a line drawn to Signal No. 1 at High Water Mark ; and thence :—

On the North-West.—By the line of High Water to the War Department boundary at HAVENGORE BRIDGE (near Signal No. 6) ; and thence crossing the Creek to a point at High Water Mark on HAVENGORE ISLAND opposite Signal No. 6 ; and thence in a South-Easterly and Easterly direction along the line of High Water on HAVENGORE ISLAND to HAVENGORE HEAD and thence to the southern dam across NEW ENGLAND CREEK ; and thence following this dam to High Water Mark on NEW ENGLAND ISLAND ; and thence by the said line of High Water to the Southern end of SHELFORD CREEK, crossing the said Creek by the line between Post No. 3 and Post No. 4, as shown on the plan referred to in notice No. 4 hereof, to High Water Mark on FOULNESS ISLAND ; and thence following the line of High Water round the South and East end of FOULNESS ISLAND to the starting point.

(b) INNER SEA AREA.—This area is included within the Outer Sea Area described in (a) above and is shown by a broken line on the plan attached hereto, and is bounded as follows :—

On the North-East.—By a line commencing at a point on High Water Mark at FISHERMEN'S HEAD on FOULNESS ISLAND and drawn in a direction 125° True (S. 43° 10' E. Mag.) for a distance of about 7,900 yards, to the present charted position of the MAPLIN BUOY ; thence :—

On the South-East.—By a line drawn in a direction 242° True (S. 73° 50' W. Mag.) for a distance of about 12,200 yards, to the Southern Beacon at the Western end of the ADMIRALTY MEASURED MILE ; thence :—

On the South.—By a line drawn in a direction 276° True (N. 72° 10' W. Mag.) for a distance of about 7,400 yards, to High Water Mark at SHOEBOURNESS ; and thence :—

On the North West.—By the line of High Water following the North Western boundary of the Outer Sea Area, described in Section 3 (a) above, to High Water Mark on FOULNESS ISLAND ; thence following the line of High Water to the starting point at FISHERMEN'S HEAD.

(c) SHOEBOURNESS ANCHORAGE.—This area lies to the east of SHOEBOURNESS, is shown hatched on the plan attached and is bounded as follows :—

On the North-East.—By a line about 310 yards in length from Signal No. 3 to War Department Buoy No. 3 ; thence :—

On the South-East.—By a line about 675 yards in length from War Department Buoy No. 3 to War Department Buoy No. 2 ; thence :—

On the South.—By a line about 385 yards in length from War Department Buoy No. 2 to War Department Buoy No. 1; and thence :—

On the West.—By a line about 120 yards in length from War Department Buoy No. 1 to Signal No. 2.

Dated this twenty-second day of January One thousand nine hundred and thirty-six.

(Sgd.) DUFF COOPER,
*His Majesty's Principal Secretary
of State for the War Department.*

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

(Sgd.) WALTER RUNCIMAN,
President of the Board of Trade.

The ESSEX County Council hereby signify their consent to the foregoing Bye-laws.

The Common Seal of the County Council of the Administrative County of Essex was hereunto affixed in pursuance of a Resolution of the Council adopted on the Seventh day of April One thousand nine hundred and thirty-six in the presence of :—

(Sgd.) ARTHUR PORTER,
Keeper of the Key of the Seal.

(Sgd.) E. S. HOLCROFT,
Clerk of the Council.

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

As witness their Common Seal this Fifth day of May One thousand nine hundred and thirty-six.

(Sgd.) HAROLD RANKIN, *Chairman.*
(Sgd.) S. C. HARRIS, *Clerk.*

NOTICES.

PENALTY FOR OFFENCES.

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

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 AREAS.

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

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.

PROCEDURE FOR CLEARING SEA AREA.

(3) (a) Vessels entering or remaining within the sea areas in contravention of any of the preceding Bye-laws may, under Section 17 (2) of the Military Lands Act, 1892 (*see* (1) above), be removed from the areas. In such cases, any vessel acting under the orders of the local military authorities will, when necessary, tow the offending vessel out of the areas or alternatively the Military Authorities will remove all personnel from such vessel in order that firing may proceed.

(b) Masters of vessels entering or remaining within the sea areas by reason of the exigencies of navigation and exempt from the operation of the Bye-laws under Bye-law No. 9 (e) are requested to assist the carrying out of firing by consenting to be towed out of the areas, if necessary, by any vessel acting under the orders of the local military authorities, or alternatively by consenting to the removal of all personnel from such vessels.

INSPECTION OF BYE-LAWS AND PLAN.

(4) Copies of these Bye-laws can be obtained or inspected free of charge at the Office of the Commanding Royal Engineer, SHOEBURYNESS.

A plan showing the land and sea areas is attached hereto and a large scale plan can be inspected free of charge at the Office of the Commanding Royal Engineer, SHOEBURYNESS.

FACILITIES TO FISHERMEN.

(5) The Commandant, SHOEBURYNESS, and Superintendent of Experiments, SHOEBURYNESS, will afford to fishermen in pursuit of their occupation over the sea areas every facility consistent with the carrying out of the firing connected with the ranges.

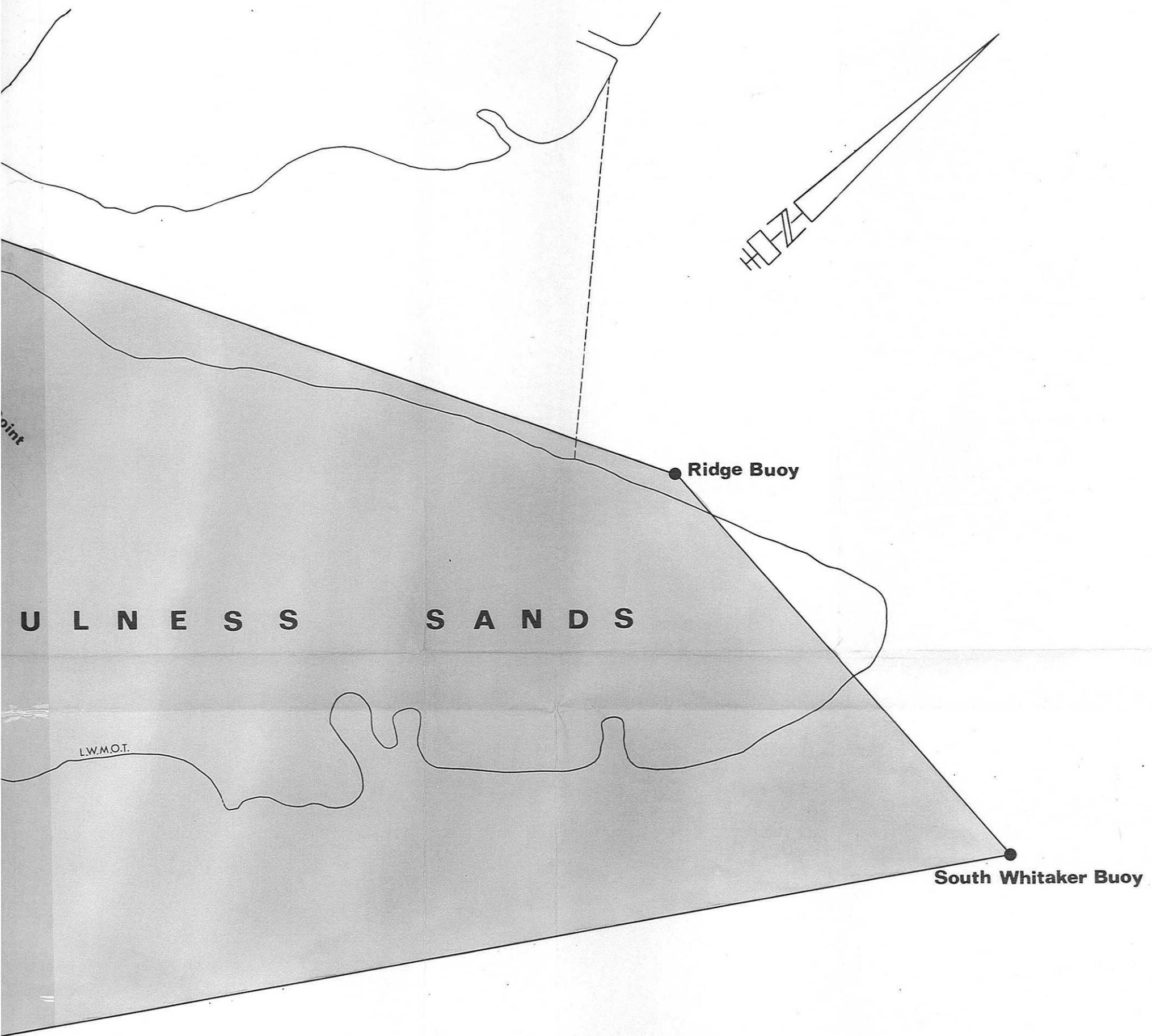
FACILITIES FOR ACCESS TO FOULNESS ISLAND.

(6) During such time as the BROOMWAY is closed under the provisions of these Bye-laws every facility consistent with essential military requirements shall be given for access to and from FOULNESS ISLAND in cases of civil urgency.

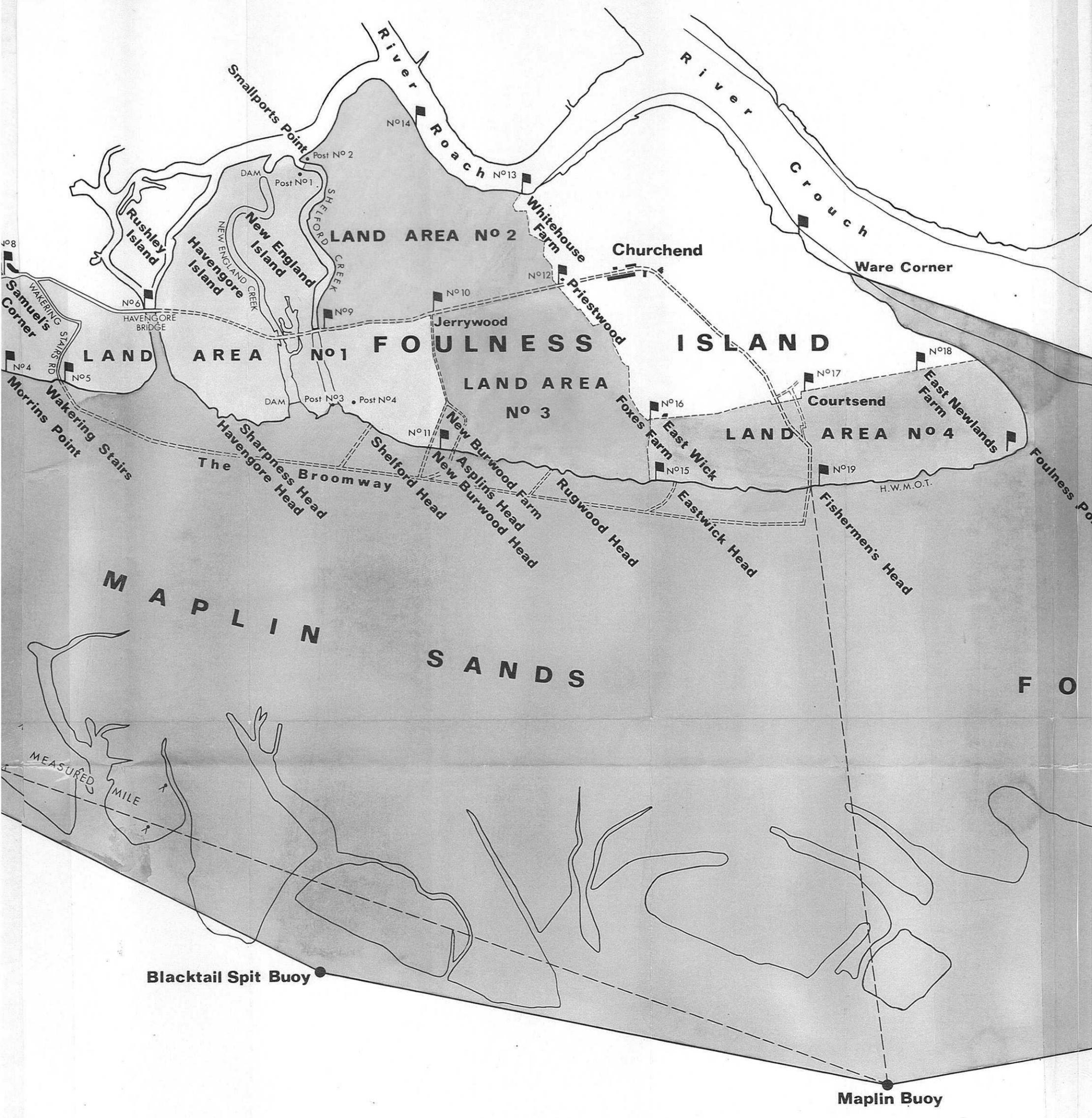
AIRCRAFT WARNING.

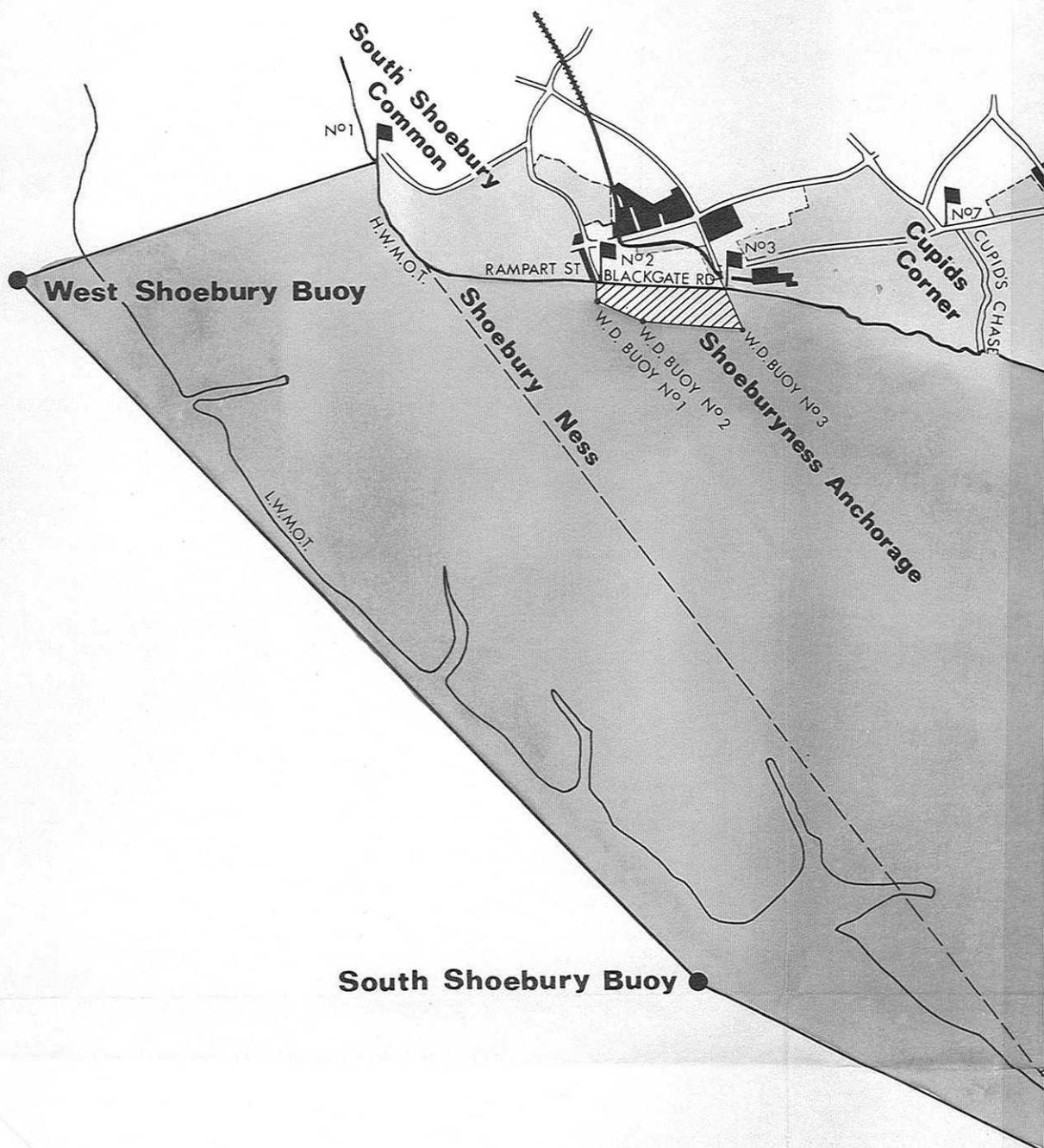
(7) Aircraft are warned not to fly in the vicinity of the SHOEBURYNESS ARTILLERY RANGES while firing is in progress, and no liability for accidents to aircraft arising from the use of the ranges can be admitted.

Plan of SHOEBURYNESSE Ranges



Scale Approx. 1·5 Inches : 1 Mile





*Notwithstanding any fine limit mentioned in the above byelaws
the current maximum fine as at 01/09/2008 is the sum of £500
being the maximum on level 2 of the standard scale.*