

2. To incorporate the Commissioners as a body corporate, with perpetual succession, and with power to sue and be sued, and to take, hold, and dispose of lands and other property, and to provide for the conduct and management of the business of the Commissioners, and their meetings, committees, quorums, and voting; and to empower the Commissioners to appoint clerks, treasurers, collectors, surveyors, and all other officers and servants, or to continue such officers, and to make provision as to the accounts of the Commissioners and the accountability of officers, and confer all other powers necessary or convenient for carrying into effect the objects and purposes of the Bill.

3. To transfer to and vest in the Commissioners for the purposes of the Bill, by purchase, sale, lease, or otherwise, and to consolidate under their management, on such terms and conditions as may be agreed on, or as may be provided by the Bill, the several Harbours and Ports and Piers after mentioned, that is to say:

- (1) The Harbour of the Burgh of Kirkwall, and
- (2) The Pier and Harbour of Scapa, in the united Parishes of Kirkwall and Saint Ola;
- (3) The Pier and Harbour of Holm, in the Parish of Holm;
- (4) The Pier at Gill, in the Bay of Pierowall, and Island and Parish of Westray;
- (5) The Pier and Harbour at Whitehall, in the Island and Parish of Stronsay; and
- (6) The Pier at Kettletoft, in the Parish of Cross and Burness, in the Island of Sanday; all in the County of Orkney;

Together with all docks, piers, quays, jetties, wharves, warehouses, roads, and other works within, or in connection with, these harbours and undertakings, and all lands, houses, buildings, debts, moneys, property, estate, and effects, rights, interests, and privileges possessed by the Trustees of the Harbour of the Burgh of Kirkwall, under the Kirkwall Harbour Act, 1859, in respect of that Harbour,—by the Commissioners for Piers and Harbours, in the County of Orkney, under the Orkney Piers and Harbours Act, 1872, or other persons in respect of the Pier and Harbour of Scapa, and of the Pier at Holm constructed or constituted under the authority of the said last mentioned Act,—by Colonel David Balfour of Trenabie, and his successors in title, in respect of the Pier at Gill and of the Pier and Harbour at Whitehall (Stronsay), and by the Orkney Steam Navigation Company Limited, in respect of the Pier at Kettletoft, the said last mentioned parties being the undertakers of the Piers and Works at Gill, Whitehall (Stronsay), and Kettletoft, for carrying into execution the following Provisional Orders made by the Board of Trade, and duly confirmed by Parliament, viz., 'The Gill Pier Order, 1872,' 'The Whitehall (Stronsay) Pier and Harbour Order, 1879,' and 'The Kettletoft Pier Order, 1882;' and to enable the Commissioners on the one hand, and the Trustees of the Harbour of Kirkwall, the Commissioners for Piers and Harbours in the County of Orkney, and the undertakers before named of the said Provisional Orders relating to Gill, Whitehall (Stronsay), and Kettletoft Piers, and all other necessary parties, on the other hand, respectively to enter into, make, and execute all contracts, agreements, deeds, and writings, and do all such acts, matters, and things as may be necessary and convenient

for effectually completing such transfer to, and the vesting of their said several Harbour undertakings and property in, the Commissioners, subject to such conditions, reservations, and privileges as may be agreed upon, and for effecting the dissolution and winding up of the existing Harbour Commissions or Trusts and undertakings intended to be taken over by the Commissioners and consolidated under their management under the Bill, and if, and where necessary, to confirm such contracts, agreements, and other documents and transactions by the Bill.

4. To provide for the dissolution of the existing Harbour Commissions and Trusts or undertakings in Orkney, intended by the Bill to be transferred to the Commissioners as aforesaid and constitute the Commissioners as the Harbour authority and proper pilotage authority of the several Harbours, Ports, and Piers within the limits thereof, as authorised by the Kirkwall Harbour Act, 1859, and the before mentioned Provisional Orders respectively, and as such limits are or have been fixed by the Board of Trade, with respect to the Piers erected and Harbours constituted within the County of Orkney, by virtue of the powers to that effect conferred on that Board by the Orkney Piers and Harbours Act, 1872, or as such limits may be extended with respect to the said several Harbours, Ports, and Piers, or any of them, under the powers to that effect contained in the last mentioned Act, or as may be provided in the Bill; and to enable the Commissioners to license pilots and to appoint harbour masters, meters and weighers, and confer on the Commissioners all necessary powers for the improvement and maintenance of the existing Harbours and works within and at the said several Harbours, Ports, and Piers, and for the regulation, management, control, and administration thereof, and of passengers, animals, and goods resorting to and using the same, and for the anchoring, passage, navigation, pilotage, and shipping, and to make by-laws thereanent and for the other purposes of the Bill; to provide for the procedure to be followed in the trial and punishment of offenders, and to confer on the Commissioners all the powers and privileges authorized by 'The Merchant Shipping Acts, 1854 to 1880,' or some of such last mentioned Acts as may be proper and expedient and as may be provided in the Bill.

5. The limits of the several Harbours, Ports, and Piers in Orkney intended to be vested in and consolidated under the management of the Commissioners by the Bill, are as follows:—

- (1.) *As to the Harbour of the Burgh of Kirkwall,—*

The jurisdiction over the sea and the limits of the Harbour with respect to conservancy, are bounded on the north by a line drawn from a point at Cromwell's Fort on the east side of the Bay of Kirkwall to a point on the opposite or western shore situated 400 yards to the north of the Oyce mouth; and the limits of the said Harbour with respect to rates, extends along the shore of Kirkwall Bay between the two points on the eastern and western sides thereof before specified, and extends to and includes the space within the limits of deviation for new works defined on the plans deposited with reference to the Kirkwall Harbour Act, 1859, together with the opening called the Oyce Mouth and Bridge then lately erected over the same, and the whole