Made by His Excellency the Governor in Executive Council on the recommendation of the Company.

Citation
1. These by-laws may be cited as the Iron Ore (Robe River) Cape Lambert Ore and Service Wharves Amendment By-Laws 1995.

Commencement
2. These by-laws come into operation on 1 April 1995.

Principal by-laws
3. In these by-laws the Iron Ore (Robe River) Cape Lambert Ore and Service Wharves By-laws 1995 are referred to as the principal by-laws.

[* Published in Gazette of 23 December 1994 at pp.7023-66. ]

By-laws 96A to 96E inserted
4. After by-law 96 of the principal by-laws the following by-laws are inserted —

Pilotage charges

96A. (1) The charge set out in item 1 of Part 4A to Schedule 1 that is appropriate to the tonnage of the vessel shall be paid in respect of pilotage services obtained at the port.

(2) For the purposes of sub-bylaw (1) pilotage services are obtained —

(a) in circumstances in which the services of a pilot are required to be obtained under regulation 9 or 14 of the Ports and Harbours Regulations, whether or not the services of a pilot were actually obtained; and

(b) where, although the vessel could not conveniently be boarded by a pilot, it was led into the port by a vessel on which a pilot was on board for the purpose of guiding the first mentioned vessel into the port.

Charges for pilotage to or from boarding ground

96B. If the master of a vessel, other than a vessel referred to in regulation 15 (1) of the Ports and Harbours Regulations, requires that vessel to be piloted —

(a) from a point at sea to the pilot boarding ground of the port; or

(b) from the pilot boarding ground of the port to a point at sea,

the charge payable shall be as set out in item 2 of Part 4A to Schedule 1.
Detained pilot

96C. In the event of a pilot being detained at a vessel, or the vessel not arriving at the boarding ground at the time given, as referred to in regulation 15A of the Ports and Harbours Regulations, a charge per hour (or part thereof) shall be paid as set out in item 3 of Part 4A to Schedule 1.

Second pilot

96D. Where a second pilot is engaged to assist a first pilot under regulation 14 (3) of the Ports and Harbours Regulations at the port, an additional charge equal to half the amount payable for the first pilot is payable, to a maximum amount as set out in item 4 of Part 4A to Schedule 1 in respect of each occasion on which the vessel is piloted by 2 pilots.

Pilot on moored or berthed vessel

96E. Where a pilot at the port is required to remain on board or at a vessel which is moored or at a berth, for any reason, there shall be a charge per hour and a maximum and minimum charge for any period of 24 hours as set out in item 5 of Part 4A to Schedule 1.

Schedule 1 amended

5. Schedule 1 to the principal by-laws is amended by inserting after Part 4 the following Part —

"PART 4A — PILOTAGE CHARGES

[By-laws 96A-96E]

1. Charge under by-law 96A Gross registered tonnage of vessel Charges for inward or outward pilotage

| Up to 1 499 | 1 516 | 1 516 |
| 1 500 — 3 000 | 2 030 | 2 030 |
| 3 001 — 5 000 | 2 752 | 2 752 |
| 5 001 — 10 000 | 3 561 | 3 561 |
| 10 001 — 20 000 | 4 062 | 4 062 |
| 20 001 — 30 000 | 4 812 | 4 812 |
| 30 001 — 40 000 | 5 625 | 5 625 |
| 40 001 — 50 000 | 6 077 | 6 077 |
| 50 001 — 60 000 | 6 578 | 6 578 |
| 60 001 — 70 000 | 7 077 | 7 077 |
| 70 001 — 80 000 | 7 489 | 7 489 |
| 80 001 — 90 000 | 7 857 | 7 857 |
| 90 001 — 100 000 | 8 375 | 8 375 |
| 100 001 — 115 000 | 8 755 | 8 755 |
| 115 000 — 130 000 | 9 137 | 9 137 |
| exceeding 130 000 | 9 639 | 9 639 |

2. Charge under by-law 96B

$499

3. Charge under by-law 96C

$497 per hour (or part thereof)

4. Charge under by-law 96D

$3 030 is the maximum charge

5. Charge under by-law 96E

$74 per hour

$4 99 is the minimum charge

and $1295 is the maximum charge in any 24 hour period

By His Excellency's Command,

M. C. WAUCHOPE, Clerk of the Council.