

RESOLUTION NO. 2610

A RESOLUTION of the Port Commission of the Port of Seattle
modifying certain rates, rules, and regulations
in Seattle Terminals Tariff No. 2-F, F.M.C.-T No. 3

BE IT RESOLVED by the Port Commission of the Port of Seattle, as
follows:

SECTION 1. The Port of Seattle does hereby establish and adopt
rules, regulations, and charges shown in:

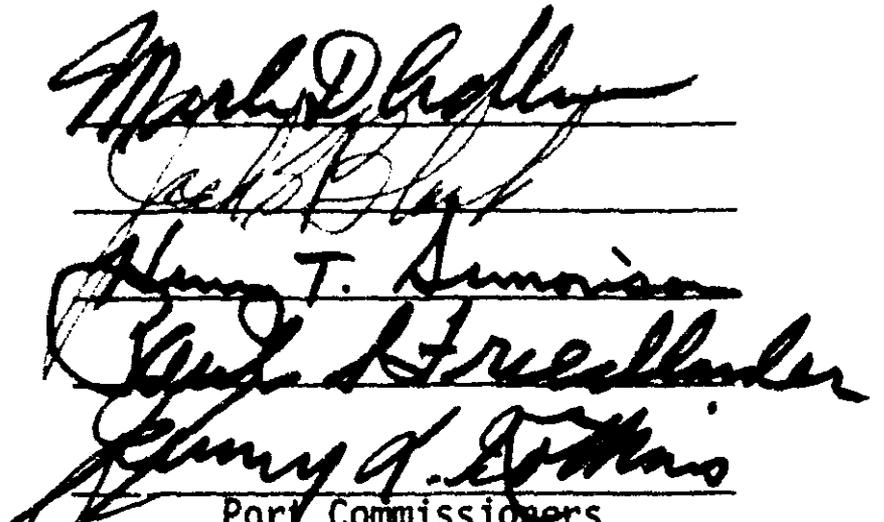
Seattle Terminals Tariff No. 2-F, F.M.C.-T No. 3
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copy of which is hereby annexed and made a part of this Resolution, said
rules, regulations, and charges to take effect on the date thereon.

SECTION 2. All rules, regulations, and charges conflicting with
the provisions of the above-listed pages in Seattle Terminals Tariff No. 2-F,
F.M.C.-T No. 3, are hereby repealed.

SECTION 3. That the Traffic Manager be and is hereby directed to
file said schedules with the Federal Maritime Commission.

ADOPTED by the Port Commission of the Port of Seattle this 25th
day of November, 1975, and duly authenticated in open session by
the signatures of the Commissioners voting in favor thereof and the Seal of
the Commission duly affixed.



Port Commissioners

SECTION 1

GENERAL APPLICATION OF TARIFF AND GENERAL DEFINITIONS

ITEM NO.

THE CHARGE MADE AGAINST VESSELS, THEIR OWNERS, AGENTS, OR OPERATORS FOR PHYSICALLY MOVING CARGO FROM END OF SHIP'S TACKLE TO POINT OF REST, (SEE ITEM 10060), OR FROM POINT OF REST TO WITHIN REACH OF END OF SHIP'S TACKLE. IT INCLUDES ORDINARY SORTING, BREAKING DOWN, AND STACKING.

ISSUED PURSUANT TO F.M.C. DOCKET 875, GENERAL ORDER NO. 15, BUT DIFFERS BY INCLUDING PHYSICAL MOVEMENT OF CARGO TO AND FROM END OF SHIP'S TACKLE AND ASSESSES CHARGE TO VESSELS, WHICH MAINTAINS HISTORIC PRACTICES AT NORTHWEST PORTS.

10035
HANDLING
DEFINED

APPLIES ONLY WHEN SPECIFIC REFERENCE IS MADE TO THIS ITEM IN CARLOADING AND UNLOADING RATE ITEMS.

PERFORMANCE OF CARLOADING OR UNLOADING IS TO BE ACCOMPLISHED BY STEAMSHIP CARRIER OR HIS STEVEDORING CONTRACTOR WHEN REQUIRED BY PORT OF SEATTLE.

10036
CAR WORK
EXCEPTION

WHEN FREIGHT CHARGES ARE COMPUTED BY THE VESSEL USING THE METRIC SYSTEM AND ARE SHOWN ON THE MANIFEST ON THE BASIS OF EITHER WEIGHT (METRIC TONS OF 2204.6 POUNDS) OR MEASUREMENT (CUBIC METERS OF 35.315 CUBIC FEET), THE METRIC TONS SHALL BE CONVERTED TO SHORT TONS OF 2,000 POUNDS AND THE CUBIC METERS SHALL BE CONVERTED TO MEASUREMENT TONS OF 40 CUBIC FEET USING THE CONVERSION FACTORS SHOWN BELOW:

METRIC CONVERSION TABLE

<u>TO FIND</u>	<u>GIVEN</u>	<u>MULTIPLY</u>
METRIC TONS	SHORT TONS	SHORT TONS BY 0.907
SHORT TONS	METRIC TONS	METRIC TONS BY 1.102
METRIC TONS	LONG TONS	LONG TONS BY 1.016
LONG TONS	METRIC TONS	METRIC TONS BY 0.984
KILOS	POUNDS	POUNDS BY 0.4536
POUNDS	KILOS	KILOS BY 2.2046
CUBIC METERS	MEASUREMENT TONS (40 CUBIC FEET)	MEASUREMENT TONS BY 1.133
MEASUREMENT TONS (40 CUBIC FEET)	CUBIC METERS	CUBIC METERS BY 0.883
CUBIC METERS	MFBMs (FT. B.M. IN THOUSANDS)	MFBMs BY 2.36
MFBMs (FT. B.M. IN THOUSANDS)	CUBIC METERS	CUBIC METERS BY 0.424

10037
METRIC
CONVERSION
TABLE

METRIC EQUIVALENTS

- 1 KILO - 2.2046 POUNDS
- 1 POUND - 0.4536 KILOS
- 1 CWT (US - 100 POUNDS) - 45.359 KILOS OR 0.04536 METRIC TONS
- 1 CWT (BRITISH - 112 POUNDS) - 50.802 KILOS OR 0.0508 METRIC TONS
- 1 BUSHEL GRAIN (US) - 60 POUNDS - 27.216 KILOS
- 1 CUBIC METER - 35.315 CUBIC FEET
- 1 CUBIC FOOT - 0.0283 CUBIC METERS
- 1,000 FT. B.M. - 83.33 CUBIC FEET
- 1 CUBIC METER - 423.792 FT. B. M.
- 1 BARREL (US - 42 GALLONS) - 158.987 LITERS

ISSUED: NOVEMBER 25, 1975

EFFECTIVE JANUARY 1, 1976

ISSUED BY DAVID C. HARRINGTON, AGENT, PORT OF SEATTLE, P.O. BOX 1209, SEATTLE, WASHINGTON 98111