

RESOLUTION NO. 2358

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:

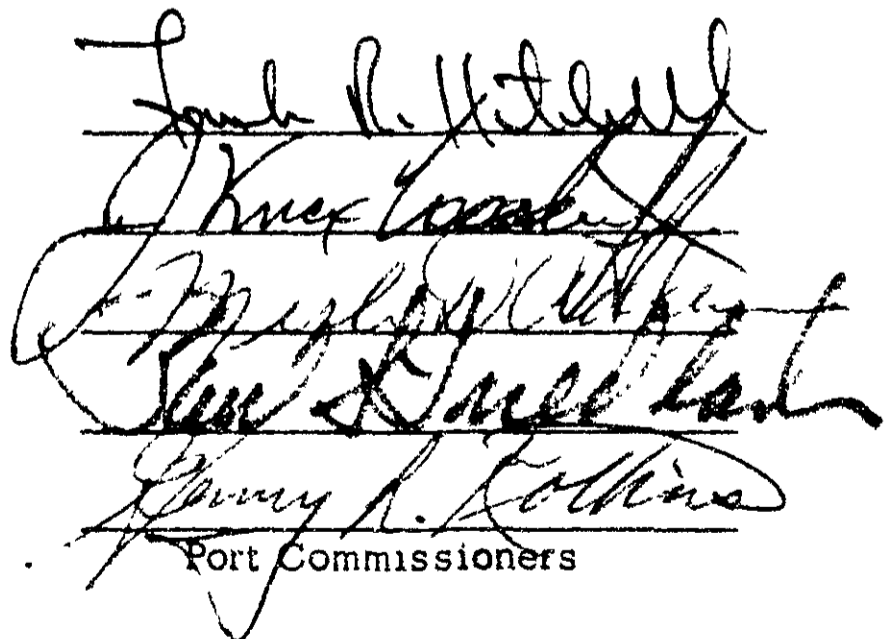
Seattle Terminals Tariff No. 2-F, F.M.C.-T No. 3
2nd Revised Page No. 14, Item 20135, Pier 86
Equipment Clean Air Standards and Charge
2nd Revised Page No. 46, Item 70030, Dockage
Rates and Charges,

copies of which are hereby annexed and made a part of this Resolution,
said rules, regulations, and charges to take effect on the dates 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F.M.C.-T No. 3, are hereby repealed.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 10th
day of December, 1970, 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

CONDITIONS AND CHARGES FOR MISCELLANEOUS SERVICES	ITEM NO.
<p><u>SPECIALIZED CONTAINER HANDLING EQUIPMENT</u> <u>RATE PER HOUR</u></p> <p>TRUCKS, LIFT, FULLY AUTOMATED WITH TOP LIFT BEAM CAPACITY 33,200 LBS. 20' BEAM \$20.00</p> <p>STRADDLE CARRIERS, FULLY AUTOMATED WITH TOP LIFT BEAM 44,800 LBS. CAPACITY. 20' BEAM \$20.00 50,000 LBS. CAPACITY. 20' AND 24' BEAMS \$30.00 67,200 LBS. CAPACITY. 20', 24' AND 40' BEAMS \$30.00</p> <p>CRANES, FULLY AUTOMATED WITH TOP LIFT BEAMS CANTY TYPE, OVER 80,000 LBS. CAPACITY. 20' BEAM \$30.00 BRIDGE TYPE, 67,200 LBS. CAPACITY. 20'-24'-35'-&110' BEAMS \$90.00</p>	<p>(CONT. FROM PAGE NO. 13)</p> <p>20100</p> <p>EQUIPMENT</p> <p>RENTAL</p>
<p>CARGO BOARDS, WHEN AVAILABLE AND REQUESTED, WILL BE FURNISHED AND CHARGES ASSESSED TO COMPANIES PERFORMING STEVEDORING OPERATIONS BETWEEN SHIP'S TACKLE AND PLACE OF REST AT TERMINALS OPERATED BY THE PORT OF SEATTLE AS FOLLOWS:</p> <p>CARGO BOARDS, PER EACH 2,000 LBS. OF CARGO \$ 0.25 MINIMUM BILLING \$ 5.00</p>	<p>20110</p> <p>CARGO BOARDS RENTAL</p>
<p>WHEN AVAILABLE, STEVEDORE TYPE CARGO BOARDS MAY BE RELEASED TO INLAND CARRIERS AT TERMINALS OPERATED BY PORT OF SEATTLE, FOR DELIVERY OF BOARDED CARGO OR AS EMPTIES FOR PICKUP OF CARGO FOR SHIPMENT. THE RELEASE OF BOARDS IS SUBJECT TO SIGNATURE, RESPONSIBILITY FOR RETURN AND AGREEMENT OF INLAND CARRIER AS FOLLOWS:</p> <p>(A) TO RETURN OF CARGO BOARDS TO THE TERMINAL IN GOOD ORDER AND CONDITION WITHIN TEN CALENDAR DAYS FROM DATE OF RECEIPT.</p> <p>(B) TO PAY THE PORT OF SEATTLE \$15.00 PER CARGO BOARD FOR ANY BOARDS NOT RETURNED AT THE END OF THE TEN DAY PERIOD.</p>	<p>20120</p> <p>RELEASE OF CARGO BOARDS FOR CARGO</p>
<p>WHEN CRANES ARE RIGGED FOR ELECTRIC MAGNET OR CLAMSHELL LOADING OR UNLOADING THE COST OF SUCH RIGGING WILL BE ASSESSED TO STEVEDORE OR VESSEL AT MAN-HOUR AND EQUIPMENT RENTAL RATES, ITEM 20160, IN ADDITION TO RENTAL TIME REQUIRED TO PERFORM THE RIGGING.</p>	<p>20130</p> <p>RIGGING MAGNET OR CLAMSHELL</p>
<p>1. ***</p> <p>2. IT IS REQUIRED THAT THE LOADING OF GRAIN DOES NOT VIOLATE REGULATION 1 OF PUGET SOUND AIR POLLUTION CONTROL ADMINISTRATION AND THAT LOADING BE CARRIED OUT IN A MANNER THAT WILL DEVELOP THE COMPLETE EFFICIENCY OF THE TERMINAL SUBJECT TO THE CIRCUMSTANCES THEN PREVAILING. THE PORT OF SEATTLE WILL CHECK LOADING OPERATIONS OF VESSELS AND WILL APPROVE, ADVISE OR DIRECT MODIFICATION OF ELEVATOR AND/OR STEVEDORE CONTRACTOR PRACTICES AND EQUIPMENT AS MAY BE REQUIRED TO ASSURE CONFORMANCE WITH THE SUBSTANCE OF THIS ITEM. THE CHARGE FOR SUCH SERVICE AND EQUIPMENT WILL BE ASSESSED TO THE VESSEL'S STEVEDORE CONTRACTOR AT \$0.03 PER 2,240 LBS. OF GRAIN LOADED, EFFECTIVE ▲ MARCH 1, 1971.</p>	<p>20130</p> <p>ⓧ ▲</p> <p>PIER 86</p> <p>EQUIPMENT</p> <p>CLEAN AIR STANDARDS AND CHARGE</p>
<p>ISSUED BY HOLLIS FARWELL, AGENT, PORT OF SEATTLE, P.O. BOX 1209, SEATTLE, WASHINGTON 98111</p>	

RECOMMENDED TARIFF REVISION

CONDITIONS AND CHARGES FOR MISCELLANEOUS SERVICES	ITEM NO.
<p><u>SPECIALIZED CONTAINER HANDLING EQUIPMENT</u> <u>RATE PER HOUR</u></p> <p>TRUCKS, LIFT, FULLY AUTOMATED WITH TOP LIFT BEAM CAPACITY 33,200 LBS. 20' BEAM \$20.00</p> <p>STRADDLE CARRIERS, FULLY AUTOMATED WITH TOP LIFT BEAM 44,800 LBS. CAPACITY. 20' BEAM \$20.00 50,000 LBS. CAPACITY. 20' AND 24' BEAMS \$30.00 67,200 LBS. CAPACITY. 20', 24' AND 40' BEAMS \$30.00</p> <p>CRANES, FULLY AUTOMATED WITH TOP LIFT BEAMS GANTRY TYPE, OVER 80,000 LBS. CAPACITY. 20' BEAM \$30.00 BRIDGE TYPE, 67,200 LBS. CAPACITY. 20', 24', 35' & 40' BEAMS \$90.00</p>	<p>(CONT. FROM PAGE No. 13)</p> <p>20100</p> <p>EQUIPMENT RENTAL</p>
<p>CARGO BOARDS, WHEN AVAILABLE AND REQUESTED, WILL BE FURNISHED AND CHARGES ASSESSED TO COMPANIES PERFORMING STEVEDORING OPERATIONS BETWEEN SHIP'S TACKLE AND PLACE OF REST AT TERMINALS OPERATED BY THE PORT OF SEATTLE AS FOLLOWS</p> <p>CARGO BOARDS, PER EACH 2,000 LBS. OF CARGO \$ 0.25 MINIMUM BILLING \$ 5.00</p>	<p>20110</p> <p>CARGO BOARDS RENTAL</p>
<p>WHEN AVAILABLE, STEVEDORE TYPE CARGO BOARDS MAY BE RELEASED TO INLAND CARRIERS AT TERMINALS OPERATED BY PORT OF SEATTLE, FOR DELIVERY OF BOARDED CARGO OR AS EMPTIES FOR PICKUP OF CARGO FOR SHIPMENT. THE RELEASE OF BOARDS IS SUBJECT TO SIGNATURE, RESPONSIBILITY FOR RETURN AND AGREEMENT OF INLAND CARRIER AS FOLLOWS</p> <p>(A) TO RETURN OF CARGO BOARDS TO THE TERMINAL IN GOOD ORDER AND CONDITION WITHIN TEN CALENDAR DAYS FROM DATE OF RECEIPT.</p> <p>(B) TO PAY THE PORT OF SEATTLE \$15.00 PER CARGO BOARD FOR ANY BOARDS NOT RETURNED AT THE END OF THE TEN DAY PERIOD.</p>	<p>20120</p> <p>RELEASE OF CARGO BOARDS FOR CARGO</p>
<p>WHEN CRANES ARE RIGGED FOR ELECTRIC MAGNET OR CLAMSHELL LOADING OR UNLOADING THE COST OF SUCH RIGGING WILL BE ASSESSED TO STEVEDORE OR VESSEL AT MAN-HOUR AND EQUIPMENT RENTAL RATES, ITEM 20160, IN ADDITION TO RENTAL TIME REQUIRED TO PERFORM THE RIGGING.</p>	<p>20130</p> <p>RIGGING MAGNET OR CLAMSHELL</p>
<p>1. FOR RENTAL OF SPECIAL GRAIN LOADING EQUIPMENT REFER TO CARGILL GRAIN TARIFF NO. 1) AND SUPPLEMENTS THERETO.</p> <p>2. IT IS REQUIRED THAT THE LOADING OF GRAIN DOES NOT VIOLATE REGULATION 1 OF PUGET SOUND AIR POLLUTION CONTROL ADMINISTRATION AND THAT LOADING BE CARRIED OUT IN A MANNER THAT WILL DEVELOP THE COMPLETE EFFICIENCY OF THE TERMINAL SUBJECT TO THE CIRCUMSTANCES THEN PREVAILING. THE PORT OF SEATTLE WILL CHECK LOADING OPERATIONS OF VESSELS AND WILL APPROVE, ADVISE OR DIRECT MODIFICATION OF ELEVATOR AND/OR STEVEDORE CONTRACTOR PRACTICES AS MAY BE REQUIRED TO ASSURE CONFORMANCE WITH THE SUBSTANCE OF THIS ITEM. THE CHARGE FOR SUCH SERVICE WILL BE ASSESSED TO THE VESSEL'S STEVEDORE CONTRACTOR AT \$0.03 PER 2,240 LBS. OF GRAIN LOADED, EFFECTIVE JANUARY 1, 1971.</p>	<p>20135</p> <p>EQUIPMENT CLEAN AIR STANDARDS AND CHARGE</p>
<p>ISSUED SEPTEMBER 25, 1970</p>	<p>EFFECTIVE OCTOBER 1, 1970</p>
<p>ISSUED BY H. L. LAWELL, AGENT, PORT OF SEATTLE, P.O. BOX 1100, SEATTLE, WASHINGTON. 98111</p>	

DOCKAGE
RATES AND CHARGES

ITEM NO.

70030

(X)

DOCKAGE CHARGES ARE ASSESSED UPON LENGTH-OVER-ALL (LOA) OF THE VESSEL. LENGTH-OVER-ALL IS DEFINED AS THE LINEAR DISTANCE, IN FEET, FROM THE MOST FORWARD POINT AT THE STEM TO THE AFTMOST PART OF THE STERN OF THE VESSEL, MEASURED PARALLEL TO THE BASE LINE OF THE VESSEL.

LENGTH-OVER-ALL OF THE VESSEL AS PUBLISHED IN "LLOYD'S REGISTER OF SHIPPING" WILL BE USED AND WHEN NOT PUBLISHED, THE PORT RESERVES THE RIGHT TO: (A) OBTAIN THE LENGTH-OVER-ALL FROM THE VESSEL'S REGISTER, OR (B) MEASURE THE VESSEL.

IN COMPUTING DOCKAGE, HALVES OF DAYS ONLY, IN ALL CASES, SHALL BE CONSIDERED AND ASSESSED AS FOLLOWS:

- (A) 12 HOURS OR LESS SHALL BE CHARGED 1/2 OF ONE FULL DAY'S DOCKAGE
- (B) OVER 12 HOURS AND NOT MORE THAN 24 HOURS SHALL BE CHARGED ONE FULL DAY'S DOCKAGE
- (C) THE MINIMUM DOCKAGE CHARGE SHALL BE NOT LESS THAN \$35.00

RATES IN CENTS PER FOOT LENGTH-OVER-ALL PER 24 HOUR PERIOD

LENGTH-OVER-ALL				LENGTH-OVER-ALL			
OVER	BUT NOT OVER	REFER NOTE		OVER	BUT NOT OVER	REFER NOTE	
		A	B			A	B
---	350	20	50	600	625	37	93
350	375	21	53	625	650	41	103
375	400	22	55	650	675	46	115
400	425	23	58	675	700	50	125
425	450	24	60	700	725	56	140
450	475	25	63	725	750	62	155
475	500	26	65	750	775	68	170
500	525	28	70	775	800	74	185
525	550	30	75	800	850	80	200
550	575	32	80	850	900	86	215
575	600	34	85	900	---	93	233

DOCKAGE
RATES

NOTE COLUMN A APPLIES TO ALL TERMINALS AND APPLICATION TO PIER 86 EXPIRES
▲ FEBRUARY 1, 1971.
COLUMN B APPLIES TO PIER 86 GRAIN TERMINAL, EFFECTIVE ▲ MARCH 1, 1971.
SEE ALSO ITEM 20135.

PIER 86 GRAIN TERMINAL

VESSEL LOADING RATE MAXIMUM 3500 TONS PER HOUR ELEVATOR CAPACITY. 4.2 MILLION BUSHELS PER HOUR

BERTH 1000 FEET WATER DEPTH 73 FEET M.L. L.W.

INLAND CARRIERS BURLINGTON NORTHERN, INC., MILWAUKEE ROAD, UNION PACIFIC RAILROAD, AND ALL TRUCKING SERVICES.

OPERATOR CARGILL, INCORPORATED ELEVATOR TARIFF: CARGILL GRAIN TARIFF No. 19

ISSUED BY HOLLIS FARWELL, AGENT, PORT OF SEATTLE, P.O. BOX 1209, SEATTLE, WASHINGTON 98111

RECOMMENDED TARIFF REVISION

DOCKAGE RATES AND CHARGES								ITEM NO.
<p>DOCKAGE CHARGES ARE ASSESSED UPON LENGTH-OVER-ALL (LOA) OF THE VESSEL. LENGTH-OVER-ALL IS DEFINED AS THE LINEAR DISTANCE, IN FEET, FROM THE MOST FORWARD POINT AT THE STEM TO THE AFTERMOST PART OF THE STERN OF THE VESSEL, MEASURED PARALLEL TO THE BASE LINE OF THE VESSEL.</p> <p>LENGTH-OVER-ALL OF THE VESSEL AS PUBLISHED IN "LLOYD'S REGISTER OF SHIPPING" WILL BE USED AND WHEN NOT PUBLISHED, THE PORT RESERVES THE RIGHT TO: (A) OBTAIN THE LENGTH-OVER-ALL FROM THE VESSEL'S REGISTER, OR (B) MEASURE THE VESSEL.</p> <p>IN COMPUTING DOCKAGE, HALVES OF DAYS ONLY, IN ALL CASES, SHALL BE CONSIDERED AND ASSESSED AS FOLLOWS</p> <p>(A) 12 HOURS OR LESS SHALL BE CHARGED 1/2 OF ONE FULL DAY'S DOCKAGE</p> <p>(B) OVER 12 HOURS AND NOT MORE THAN 24 HOURS SHALL BE CHARGED ONE FULL DAY'S DOCKAGE</p> <p>(C) THE MINIMUM DOCKAGE CHARGE SHALL BE NOT LESS THAN \$35.00</p>								<p>70030</p> <p>(X)</p>
RATES IN CENTS PER FOOT LENGTH-OVER-ALL PER 24 HOUR PERIOD								
LENGTH-OVER-ALL				LENGTH-OVER-ALL				DOCKAGE RATES
BUT NOT OVER		REFER NOTE		BUT NOT OVER		REFER NOTE		
OVER	OVER	A	B	OVER	OVER	A	B	
---	350	20	50	600	625	37	93	
350	375	21	53	625	650	41	103	
375	400	22	55	650	675	46	115	
400	425	23	58	675	700	50	125	
425	450	24	60	700	725	56	140	
450	475	25	63	725	750	62	155	
475	500	26	65	750	775	68	170	
500	525	28	70	775	800	74	185	
525	550	30	75	800	850	80	200	
550	575	32	80	850	900	86	215	
575	600	34	85	900	---	93	233	
<p>NOTE COLUMN A APPLIES TO ALL TERMINALS AND APPLICATION TO PIER 86 EXPIRES DECEMBER 31, 1970.</p> <p>COLUMN B APPLIES TO PIER 86 GRAIN TERMINAL, EFFECTIVE JANUARY 1, 1971. SEE ALSO ITEM 20135.</p> <p style="text-align: center;"><u>PIER 8 GRAIN TERMINAL</u></p> <p>VESSEL LOADING RATE MAXIMUM 3,000 TONS ELEVATOR CAPACITY 4.2 MILLION BUSHELS PER HOUR</p> <p>BERTH 1000 FEET WATER DEPTH 73 FEET M.L.L.W.</p> <p>INLAND CARRIERS DUBLINGTON NORTHERN, INC., MILWAUKEE ROAD, UNION PACIFIC RAILROAD, ALL TRUCKING SERVICES.</p> <p>OPERATOR F.W. WELLS, INCORPORATED ELEVATOR TARIFF CARGILL GRAIN TARIFF NO. 15</p>								
ISSUED SEPTEMBER 8, 1970				EFFECTIVE NOVEMBER 1, 1970				
ISSUED BY HOLMES & WELLS, AGENCY, 1000 4TH AVENUE SEATTLE, WASHINGTON 98101								

PREVIOUS TARIFF PAGE