

RESOLUTION NO. 2346

A RESOLUTION of the Port Commission of the Port of Seattle
modifying certain rates, rules, and regulations
in Seattle Container Tariff No. 1, F.M.C.-T
No. 4.

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:

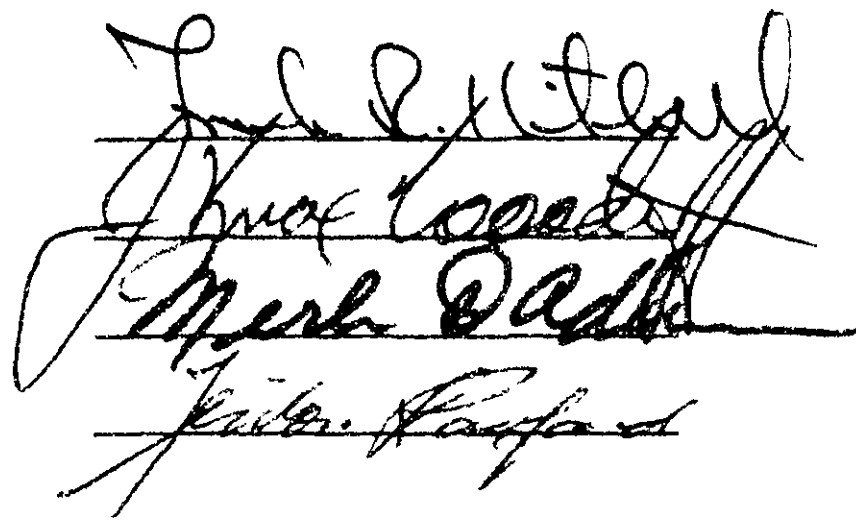
Seattle Container Tariff No. 1, F.M.C.-T No. 4
1st Revised Page No. 15, Item 300
1st Revised Page No. 16, Item 300,

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 Container Tariff No. 1,
F.M.C.-T No. 4, are hereby repealed.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 September, 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.



The image shows four handwritten signatures in cursive script, each written over a horizontal line. The signatures are: 1. Top signature, likely 'John P. ...'; 2. Second signature, likely 'James ...'; 3. Third signature, likely 'Merv ...'; 4. Bottom signature, likely 'John ...'.

Port Commissioners

SEATTLE CONTAINER TARIFF NO. 1

SCHEDULE OF RATES	ITEM NO.
<p>THE PROVISIONS OF THIS ITEM APPLY TO:</p> <p>A. VESSELS AND CONTAINERS MOVING IN TRANSPACIFIC TRADE ROUTE BETWEEN SEATTLE AND POINTS WEST OF 170TH MERIDIAN OF WEST LONGITUDE AND EAST OF 140TH MERIDIAN OF EAST LONGITUDE, AND</p> <p>B. ① EXCEPT AS PROVIDED HEREIN, FULL CONTAINERSHIP VESSELS OF CELLULAR TYPE AND CONFIGURATION TO PERMIT MECHANIZED OPERATIONS WITH STRAIGHT LINE HIGH SPEED CRANE, STRADDLE CARRIERS AND BASIC LONGSHORE GANGS, AND</p> <p>C. ① EXCEPT AS PROVIDED HEREIN, VESSELS OFFERING NOT LESS THAN 300 CONTAINER UNIT TURNS BETWEEN CY AND STOWAGE PER VESSEL AND VOYAGE, AND</p> <p>D. VESSELS PROVIDING SUFFICIENT CHASSIS TO PERMIT EFFICIENT TRANSIT OF CY AND EXCHANGE OF CONTAINERS WITH INLAND CARRIER.</p> <p>THE RATES NAMED HEREIN APPLY AS FOLLOWS.</p> <p style="text-align: right;">PER UNIT</p> <p>1. <u>THROUGHPUT, AS DEFINED IN ITEM 188</u></p> <p>A. VESSEL STEVEDORING, DEFINED IN ITEM 193. (1) DAY, NIGHT AND HOLIDAY SHIFTS, EXCEPT THIRD SHIFT ① \$12.50 (2) THIRD SHIFT ① \$18.50</p> <p>B. VESSEL RE-HANDLING, DEFINED IN ITEM 192. ① \$15.00</p> <p>C. STANDBY CHARGE, DEFINED IN ITEM 175. PER EACH FIFTEEN (15) MINUTE PERIOD OR FRACTION OF PERIOD ① \$34.00</p> <p>D. TERMINAL STEVEDORING, DEFINED IN ITEM 195. STRAIGHT TIME DAYS, DEFINED IN ITEM 180 \$12.50</p> <p>E. RE-HANDLING, DEFINED IN ITEM 160. \$ 4.25</p> <p>2. <u>ANCILLARY SERVICES</u></p> <p>A. ROADABILITY CHECK, DEFINED IN ITEM 165, RANDOM REQUESTS \$ 2.50 WHEN VESSEL REQUEST COVERS ALL CONTAINERS WORKED UNDER "TERMINAL STEVEDORING", THE CHARGE WILL BE \$2.25 PER UNIT, PLUS TERMINAL STEVEDORING.</p> <p>B. INVENTORY AND STATUS CHANGE:</p> <p>WHEN THE VESSEL REQUESTS AN INVENTORY REPORT OF EQUIPMENT RECEIVED AND DELIVERED IN THE PERFORMANCE OF TERMINAL STEVEDORING AND/OR EXTRAS IN AND EXTRAS OUT FOR CONTAINER HOLDING, WITH BALANCE ON HAND, SUCH REPORT WILL BE RENDERED THE VESSEL COVERING EMPTY AND LOADED CONTAINERS AND CHASSIS BY EQUIPMENT FLEET NUMBER FOR EACH MOVEMENT</p> <p style="text-align: center;">(CONTINUED ON PAGE 16)</p>	<p>300</p> <p style="text-align: right;">(CONTINUED ON PAGE No. 16)</p>
(CONTINUED ON PAGE 16)	
<p>ISSUED BY HOLLIS FAIWELL, AGENT, PORT OF SEATTLE, P.O. BOX 1209, SEATTLE, WASHINGTON 98111</p>	

RECOMMENDED TARIFF REVISION

SCHEDULE OF RATES	ITEM NO.
<p>THE PROVISIONS OF THIS TARIFF APPLY TO:</p> <p>A. VESSELS AND CONTAINERS MOVING IN TRANSPACIFIC TRADE ROUTE BETWEEN SEATTLE AND POINTS WEST OF 170TH MERIDIAN OF WEST LONGITUDE AND EAST OF 40TH MERIDIAN OF EAST LONGITUDE, AND</p> <p>B. FULL CONTAINERSHIP VESSELS OF CELLULAR TYPE AND CONFIGURATION TO PERMIT MECHANIZED OPERATIONS WITH STRAIGHT LINE HIGH SPEED CRANE, STRADDLE CARRIERS AND BASIC LONGSHORE GANGS, AND</p> <p>C. VESSELS OFFERING NOT LESS THAN 300 CONTAINER UNIT TURNS BETWEEN CY AND STOWAGE PER VESSEL AND VOYAGE, AND</p> <p>D. VESSELS PROVIDING SUFFICIENT CHASSIS TO PERMIT EFFICIENT TRANSIT OF CY AND EXCHANGE OF CONTAINERS WITH INLAND CARRIER.</p> <p>THE RATES NAMED HEREIN APPLY AS FOLLOWS</p> <p style="text-align: right;"><u>PER UNIT</u></p> <p>1. <u>THROUGHPUT, AS DEFINED IN ITEM 188</u></p> <p>A. VESSEL STEVEDORING, DEFINED IN ITEM 193. (1) DAY, NIGHT AND HOLIDAY SHIFTS, EXCEPT THIRD SHIFT \$12.50 (2) THIRD SHIFT \$18.50</p> <p>B. VESSEL RE-HANDLING, DEFINED IN ITEM 192. \$15.00</p> <p>C. STANDBY CHARGE, DEFINED IN ITEM 175. PER EACH FIFTEEN (15) MINUTE PERIOD OR FRACTION OF PERIOD \$34.00</p> <p>D. TERMINAL STEVEDORING, DEFINED IN ITEM 195. STRAIGHT TIME DAYS, DEFINED IN ITEM 180 \$12.50</p> <p>F. RE-HANDLING, DEFINED IN ITEM 160. \$ 4.25</p> <p>2. <u>ANCILLARY SERVICES</u></p> <p>A. ROADABILITY CHECK, DEFINED IN ITEM 165, RANDOM REQUESTS \$ 2.50 WHEN VESSEL REQUEST COVERS ALL CONTAINERS WORKED UNDER "TERMINAL STEVEDORING", THE CHARGE WILL BE \$2.25 PER UNIT, PLUS TERMINAL STEVEDORING.</p> <p>B. INVENTORY AND STATUS CHANGE</p> <p>WHEN THE VESSEL REQUESTS AN INVENTORY REPORT OF EQUIPMENT RECEIVED AND DELIVERED IN THE PERFORMANCE OF TERMINAL STEVEDORING AND/OR EXTRAS IN AND EXTRAS OUT FOR CONTAINER HOLDING, WITH BALANCE ON HAND, SUCH REPORT WILL BE RENDERED THE VESSEL COVERING EMPTY AND LOADED CONTAINERS AND CHASSIS BY EQUIPMENT FLEET NUMBER FOR EACH MOVEMENT</p> <p style="text-align: center;">(CONTINUED ON PAGE 16)</p>	<p>300</p> <p style="text-align: right;">(CONTINUED ON PAGE NO. 16)</p>
ISSUED JULY 16, 1970	EFFECTIVE JULY 20, 1970
PRESENT TARIFF PAGE	

SCHEDULE OF RATES	ITEM NO.
<p>(CONTINUED FROM PAGE NO. 15)</p> <p style="text-align: right;">PER UNIT</p> <p>IN OR OUT OF THE CY, WITH DIFFERENCE IN RATE DEPENDING UPON THE PERIOD AND FREQUENCY AS FOLLOWS:</p> <p>(1) WEEKLY PERIOD, REPORT ONCE WEEKLY \$ 0.30 (2) DAILY PERIOD, REPORT ONCE DAILY \$ 0.50 (3) TWICE DAILY PERIOD, REPORT TWICE DAILY \$ 0.75</p> <p>C. EXTRAS IN FOR CONTAINER HOLDING, DEFINED IN ITEM 135 \$11.75</p> <p>D. EXTRAS OUT FOR CONTAINER HOLDING, DEFINED IN ITEM 135 \$11.75</p> <p>E. WHEN AT VESSEL REQUEST, THE CY IS KEPT OPEN BEYOND THE STRAIGHT TIME DAY SHIFT, REQUIRING THE PAYMENT OF PREMIUM WAGES, OR OPENED DURING SHIFTS WHEN PREMIUM WAGES APPLY, TO PERFORM ANY PART OF OR ALL OF THE CUSTOMARY SERVICES OF TERMINAL STEVEDORING OR ANCILLARY SERVICES, THE CHARGE TO THE VESSEL WILL BE AS FOLLOWS:</p> <p>ACTUAL COSTS THAT ARE PAID TO LABOR AT PREMIUM WAGES (REFER TO ITEM 155) FOR ALL OF THE HOURS AND LABOR INVOLVED, PLUS 20 PERCENT, INCREASED BY THE APPLICATION OF DEAD TIME (REFER TO ITEM 120), IF ANY, AND THE TOTAL OF THE CHARGES WILL BE REDUCED, AS CREDIT AGAINST SUCH CHARGES, BY ANY UNIT RATES BILLED TO THE VESSEL FOR TERMINAL STEVEDORING, RE-HANDLING AND ANCILLARY SERVICES AS NAMED HEREIN AND/OR AT MAN-HOUR RATES AS NAMED IN ITEM 305.</p> <p>F. DEAD TIME. REFER TO ITEM 120.</p> <p>G. MAN-HOUR RATES FOR SERVICES NOT SPECIFIED. REFER TO ITEM 305.</p> <p>① EXCEPTION VESSELS THAT DO NOT CONFORM TO PROVISIONS "B" AND "C" MAY BERTH AND WORK AT CONTAINER TERMINAL 18 WHEN, IN THE JUDGMENT OF THE PORT OF SEATTLE, SUCH OPERATIONS WILL NOT INTERFERE WITH FULL CONTAINERSHIP OPERATION; HOWEVER, UNIT RATES SUBJECT TO THIS EXCEPTION WILL NOT APPLY. VESSEL STEVEDORING, VESSEL RE-HANDLING AND FULL COSTS OF ANY STANDBY TIME WILL BE PERFORMED AT FIXED FEE UNIT RATE OF \$4.75 FOR EACH CONTAINER LOADED OR DISCHARGED PLUS STRAIGHT TIME BARE LABOR COSTS, PLUS INSURANCE, TAXES AND PACIFIC MARITIME ASSOCIATION (PMA) MAN-HOUR AND PAYROLL ASSESSMENTS. IN ADDITION, THE DIFFERENCE BETWEEN STRAIGHT TIME AND OVERTIME WILL BE CHARGED AT COSTS, PLUS INSURANCE, TAXES AND PMA PAYROLL ASSESSMENT FOR WORK PERFORMED DURING ANY HOURS WHEN OVERTIME WAGES OF LABOR APPLIES.</p> <p>NOTE TO EXCEPTION. REFER TO ITEM 193-B. PLANNING STOWAGE AND STABILITY CALCULATIONS NOT INCLUDED; HOWEVER, INFORMATION WILL BE FURNISHED VESSEL FOR SUCH PLANNING AND CALCULATIONS. REFER ALSO TO ITEM 260 REGARDING CRANES AND EQUIPMENT.</p>	<p>(CONTINUED FROM PAGE NO. 15)</p> <p style="text-align: center;">300</p>
<p>ISSUED BY HOLLIS FARWELL, AGENT, PORT OF SEATTLE, P.O. BOX 1209, SEATTLE, WASHINGTON 98111</p>	

RECOMMENDED TARIFF REVISION

SCHEDULE OF RATES	ITEM NO.
<p>(CONTINUED FROM PAGE NO. 15)</p> <p style="text-align: right;"><u>PER UNIT</u></p> <p>IN OR OUT OF THE CY, WITH DIFFERENCE IN RATE DEPENDING UPON THE PERIOD AND FREQUENCY AS FOLLOWS</p> <p>(1) WEEKLY PERIOD, REPORT ONCE WEEKLY \$ 0.30 (2) DAILY PERIOD, REPORT ONCE DAILY \$ 0.50 (3) TWICE DAILY PERIOD, REPORT TWICE DAILY \$ 0.15</p> <p>C. EXTRAS IN FOR CONTAINER HOLDING, DEFINED IN ITEM 135 \$11.75</p> <p>D. EXTRAS OUT FOR CONTAINER HOLDING, DEFINED IN ITEM 135 \$11.75</p> <p>E. WHEN, AT VESSEL REQUEST, THE CY IS KEPT OPEN BEYOND THE STRAIGHT TIME DAY SHIFT REQUIRING THE PAYMENT OF PREMIUM WAGES, OR OPENED DURING SHIFTS WHEN PREMIUM WAGES APPLY, TO PERFORM ANY PART OF OR ALL OF THE CUSTOMARY SERVICES OF TERMINAL STEVEDORING OR ANCILLARY SERVICES, THE CHARGE TO THE VESSEL WILL BE AS FOLLOWS</p> <p>ACTUAL COSTS THAT ARE PAID TO LABOR AT PREMIUM WAGES (REFER TO ITEM 155) FOR ALL OF THE HOURS AND LABOR INVOLVED, PLUS 20 PERCENT, INCREASED BY THE APPLICATION OF DEAD TIME (REFER TO ITEM 120), IF ANY, AND THE TOTAL OF THE CHARGES WILL BE REDUCED, AS CREDIT AGAINST SUCH CHARGES, BY ANY UNIT RATES BILLED TO THE VESSEL FOR TERMINAL STEVEDORING, RE-HANDLING AND ANCILLARY SERVICES AS NAMED HEREIN AND/OR AT MAN-HOUR RATES AS NAMED IN ITEM 305.</p> <p>F. DEAD TIME. REFER TO ITEM 120.</p> <p>G. MAN-HOUR RATES FOR SERVICES NOT SPECIFIED. REFER TO ITEM 305.</p>	<p>(CONTINUED FROM PAGE NO. 15)</p> <p>300</p>
<p>ISSUED BY THE BOARD, 1970</p>	<p>EFFECTIVE JULY 10, 1970</p>

PRESENT TARIFF PAGE