

RESOLUTION NO. 2380

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:

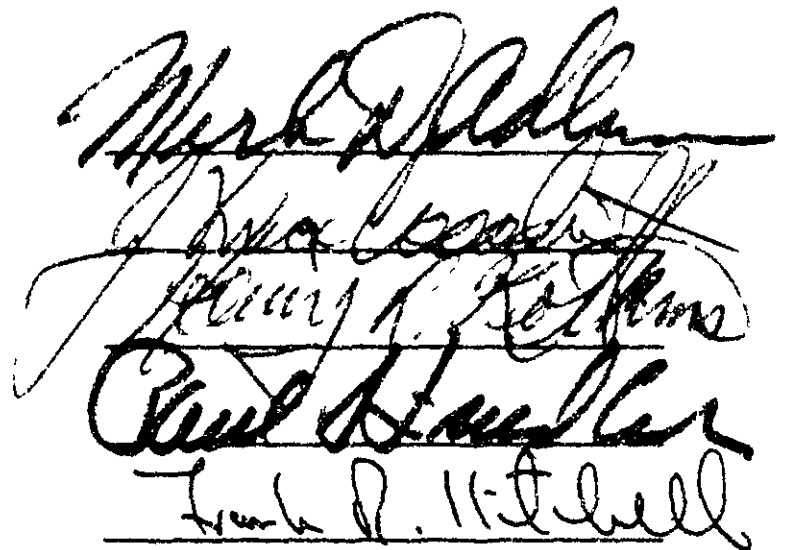
Seattle Container Tariff No. 1, F.M.C.-T No. 4
1st Revised Page No. 8, Item 193
1st Revised Page No. 9, Item 195
3rd Revised Page No. 15, Item 300,

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F.M.C.-T No. 4, are hereby repealed.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 8th
day of June, 1971, 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

SEATTLE CONTAINER TARIFF NO. 1

RULES AND REGULATIONS - GENERAL DEFINITIONS	ITEM NO.
<p><u>VESSEL RE-HANDLING</u></p> <p>THE SINGLE MOVEMENT OR SINGLE CRANE LIFT OF A CONTAINER FROM A VESSEL SLOT OR CELL TO ANOTHER POSITION IN STOWAGE OR FROM VESSEL STOWAGE TO DECK OR DOCK OR FROM DECK OR DOCK TO VESSEL STOWAGE. VESSEL RE-HANDLING IS SEPARATE AND ADDITIONAL TO VESSEL STEVEDORING AS DEFINED HEREIN AND APPLIES TO CONTAINERS THAT DO NOT TRANSIT THE CY AND ARE NOT SUBJECT TO THROUGHPUT.</p>	192
<p><u>VESSEL STEVEDORING</u></p> <p>THE SINGLE MOVEMENT OF A CONTAINER FROM VESSEL STOWAGE TO PLACEMENT WITHIN REACH OF CONTAINER CRANE AND/OR FROM PLACEMENT WITHIN REACH OF CONTAINER CRANE TO VESSEL STOWAGE, INCLUDING:</p> <p>A. OPENING AND CLOSING HATCHES WITHIN CAPACITY OF CONTAINER CRANE.</p> <p>B. PLANNING STOWAGE OF CONTAINERS ON BOARD VESSEL INCLUDING STABILITY CALCULATIONS.</p> <p>C. LASHING, UNLASHING IN STOWAGE.</p> <p>D. ORDINARY STEVEDORING DOCUMENTATION.</p> <p>(1) WESTBOUND ONLY - DANGEROUS CARGO LIST, REEFER CONTAINER LIST, FINAL STOWAGE PLAN, EXCEPTIONS LIST</p> <p>(2) EASTBOUND ONLY - OUT-TURN LIST</p> <p>() RE-HANDLING REPORT</p>	193 (X)
<p>SEATTLE CONTAINER TARIFF NO. 1</p> <p>EFFECTIVE JULY 1, 1971</p>	
<p>SEATTLE CONTAINER TARIFF NO. 1</p>	
<p>SEATTLE CONTAINER TARIFF NO. 1</p>	

SEATTLE CONTAINER TARIFF No. 1

RULES AND REGULATIONS - GENERAL DEFINITIONS	ITEM NO.
<p><u>TERMINAL STEVEDORING</u></p> <p>RECEIVING, DELIVERY AND THE SINGLE MOVEMENT OF A CONTAINER BETWEEN POINT WITHIN REACH OF CONTAINER CRANE AND INLAND CARRIER VEHICLE INCLUDING STACKING OR UNSTACKING AND LOADING OR UNLOADING OF CHASSIS OR INLAND CARRIER AS MAY BE REQUIRED, INCLUDING</p> <p>A. ORDINARY SECURING BY BOTTOM CORNER LOCKING DEVICES ON COMPATIBLE CHASSIS AND RAILWAY CARS.</p> <p>B. A SINGLE SEQUENCE OF SORTING AND STACKING EMPTY AND LOADED CONTAINERS AS MAY BE SPECIFIED BY THE VESSEL.</p> <p>C. VISUAL INSPECTION OF EMPTY AND LOADED CONTAINERS AND REPORTING PROMPTLY BY APPROPRIATE DOCUMENTS TO VESSEL AS TO ANY VISUAL DAMAGE OR DEFECT.</p> <p>D. PLANING LAYOUT OF CONTAINERS AND CHASSIS IN CY, AND INCIDENTAL SORTING OF CONTAINERS IN THE CY.</p> <p>E. PLUGGING, UNPLUGGING AND PRE-COOLING REEFER CONTAINERS AT THE CY AND PERIODIC TEMPERATURE READINGS. SEE NOTE 1.</p> <p>F. PROVIDING GUARDS AND PROTECTIVE SECURITY. SEE NOTE 2.</p> <p>G. COORDINATION WITH VESSEL TO EXPEDITE AND TRACE CONTAINERS AND CHASSIS LOCATED IN THE CY AND SPECIAL HOLDING AREA.</p> <p>H. LIAISON WITH U. S. CUSTOMS, OTHER OFFICIALS, EMPLOYEES, AGENTS, REPRESENTATIVES AND CUSTOMS' BROKER FOR THE VESSEL TO OBTAIN ALL REQUIRED PERMITS FOR RECEIPT, DELIVERY, STOWAGE AND MOVEMENT OF CONTAINERS. SEE NOTE 1.</p> <p>I. WEIGHING CONTAINERS AS MAY BE REQUIRED ON SCALES AT CY AND PROMPTLY SUPPLYING VESSEL WITH A RECORD OF SUCH WEIGHTS.</p> <p>J. ORDERING RAILWAY CARS AND LIAISON WITH RAILROAD, INLAND CARRIER AND TRUCKING COMPANIES.</p> <p>K. ALL NECESSARY MAINTENANCE, SANITARY, JANITORIAL AND CLEANUP SERVICES ON THE WHARF AND AT THE CY. REMOVAL OF ICE AND SNOW FROM WHARF, ROADWAYS AND PAVED AREAS. MAINTENANCE OF THE TERMINAL IN A SAFE AND SANITARY CONDITION. SEE NOTE 1.</p> <p>L. BERTHING AND SPOTTING OF VESSELS (NO LINES HANDLING OR PILOTAGE). SEE NOTE 1.</p> <p>M. ORDINARY RECEIVING AND DELIVERY DOCUMENTATION WHICH SHALL INCLUDE THE FOLLOWING DOCUMENT USING VESSEL FORM</p> <p>(1) EQUIPMENT INTERCHANGE RECEIPT.</p> <p>(2) DAILY REPORT OF CY DAMAGE TO CONTAINERS AND DAMAGED CONTAINERS RECEIVED.</p> <p>NOTE 1 SERVICES E, H & L ARE PROVIDED AT ALL TIMES WHEN SUCH SERVICES ARE PERFORMED INCIDENTAL TO CY ATTENDING VESSEL STEVEDORING AS DEFINED HEREIN.</p> <p>NOTE SERVICES F & K ARE PROVIDED AT ALL TIMES AT DISCRETION OF THE PORT OF SEATTLE.</p>	<p>195</p> <p>(X)</p>
<p>1ST REVISION, 1971</p>	<p>EFFECTIVE JULY 1, 1971</p>
<p>REVISION</p>	

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 40TH 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>300</p> <p>ⓧ</p>
<p>1. <u>THROUGHPUT, AS DEFINED IN ITEM 188</u> <u>PER UNIT</u></p> <p>A. VESSEL STEVEDORING, DEFINED IN ITEM 193. (1) DAY, NIGHT AND HOLIDAY SHIFTS, EXCEPT THIRD SHIFT ① \$11.10 ◆ (2) THIRD SHIFT ① \$13.00 ◆</p> <p>B. VESSEL RE-HANDLING, DEFINED IN ITEM 192. ① \$15.60</p> <p>C. STANDBY CHARGE, DEFINED IN ITEM 175. PER EACH FIFTEEN (15) MINUTE PERIOD OR FRACTION OF PERIOD ① \$36.00</p> <p>D. TERMINAL STEVEDORING, DEFINED IN ITEM 195. (1) STRAIGHT TIME DAYS, DEFINED IN ITEM 180 \$15.15 ◆ (2) THIRD SHIFT DIFFERENTIAL (VESSEL WORK ONLY) \$ 3.50 ■</p> <p>E. RE-HANDLING, DEFINED IN ITEM 160. \$ 4.60</p> <p>2. <u>AUXILIARY 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 NO. 16)</p>	<p>(CONTINUED ON PAGE NO. 16)</p>

ISSUED JUNE 3, 1971

EFFECTIVE JULY 1, 1971