

Full dockage rate is two (2) cents per ton per day of twenty-four hours, or part thereof, for the first 200 net registered tonnage, or underdeck tonnage measurement and three-fourths of a cent for each additional ton.

Full rates are charged to vessels in coastwise or inland waterway trade other than lighters:

1. With cargo on board docking at wharf while discharging cargo.
2. With cargo on board docking at wharf while discharging or taking on passengers and baggage.
3. With cargo on board docking at wharf taking on stores, supplies or fuel for such vessel.
4. With cargo on board docking at wharf while lying idle.
5. With no cargo on board docking at wharf while discharging passengers and baggage.
6. That are engaged in towing.
7. That are not engaged in carrying freight and passengers.

TOLL CHARGES.—The tolls charged on goods moving over the wharves of San Francisco vary with the particular item in question, but these charges are based according to a regularly-published tariff of the Board of State Harbor Commissioners. The comprehensiveness makes it impracticable to present herein the complete schedule, but specific information regarding toll charges on any or all commodities may be had and copy of tariff secured by addressing the Traffic Manager, Board of State Harbor Commissioners, San Francisco, California.

RENTAL CHARGES.—Free rental is accorded vessels engaged in foreign or offshore trade for temporary assignment.

Vessels engaged in foreign or offshore trade desiring permanent assignment may obtain the same for \$0.006 per square foot per month or part thereof.

Vessels engaged in coastwise or inland waterway trade may obtain permanent assignment upon the payment of a rental of \$0.012 per square foot per month on wharves.

DEMURRAGE CHARGES.—In the regular dispatch in the loading or unloading of a vessel at San Francisco demurrage charges need hardly be considered, for the demurrage is assessed as a penalty for the use of wharf space for storage purposes.

Vessels engaged in foreign and offshore trade are allowed ten days' free time, exclusive of Sundays and legal holidays, for assembling cargo upon space assigned.

Vessels engaged in coastwise and inland waterway trade are allowed five days' free time exclusive of Sundays and legal holidays for the assembling of cargo upon space assigned.

Exclusive of Sundays and legal holidays, coastwise and inland-waterway cargo remaining on space assigned longer than five days and foreign and offshore cargo remaining on space assigned longer than ten days after complete discharge of vessel delivering same, shall thereafter (Sundays and holidays not excepted) be assessed a wharf demurrage charge of 25 cents per ton weight or measurement for the first five days or part thereof and 50 cents per ton for each succeeding five days or part thereof. Lumber may be charged per 1,000 feet board measure.

Exception. Grain, flour, millstuffs, onions, potatoes, beans and seeds may, when necessary, remain in Piers Nos. 27 and 25 until 5 o'clock p. m. on the third day after discharge free of demurrage charge; for the next seven days or any part thereof, Sundays and holidays excepted, there shall be a demurrage charge of 5 cents per ton; for each additional day of twenty-four hours, or fraction thereof, thereafter, the demurrage charge shall be 5 cents per ton; provided, that where any owner or consignee fails or refuses to pay, on demand, bills rendered for demurrage or refuses to comply with other rules and regulations of the Board of State Harbor Commissioners, the provisions in the preceding paragraph of this item shall apply and become immediately effective as to such owner or consignee; provided, further, that in the event of congestion, the Chief Wharfinger is empowered at any time to cause the removal of any cargo or portion thereof, at the expense of the owner or consignee, irrespective of the free period.

The term "grain" is intended to and does include wheat, barley, and rye; the term "flour" includes only bran, middlings, shorts and ground feed.

STEVEDORING.—Stevedoring in the Port of San Francisco is contracted for by private individuals or firms. However, many steamship companies maintain their own organizations.

Competition in stevedoring is keen and rates are subject to change without notice; therefore, no figures are quoted herein.

It is the custom in the Port of San Francisco for the ship or steamship company to pay the cost of stevedoring or handling from the hold of the ship to the pile on the wharf (interior of the shed) and for the railway company to pay the stevedoring charges from the pile on the wharf to the car or vice versa on line hauls. On less than line hauls, and on local business, the consignee pays only the cost of unloading or loading cars or draying charges.