

**PORT OF LONGVIEW**  
**LINES SERVICE**  
Effective July 1, 2021

The master and crew of each vessel shall, at all times, ensure that their vessel is secured to the dock utilizing mooring lines in sufficient number, positioning, strength, and condition. The crew shall tend to their vessel's mooring lines for the duration of the vessel's dockage as needed in order to accommodate for changes due to cargo operations, tide and weather conditions, and passing vessels.

All line handling requests need to be ordered and confirmed by Port Operations Staff or Port Security at least 3 hours prior to the start of any line handling services. This includes tie-ups, let-goes, line hauls, and gangway moves. Vessel crews are not allowed to move a line once it is secured to the Port's bollards.

Any lines job cancelled after the line handling personnel have been ordered, will be charged to the ordering party for the lines crew, as per the Port Tariff.

Port of Longview is neither responsible nor liable for certification or the condition of a vessel's lines. Any damage caused by broken, frayed or un-certified vessel lines will be for the sole liability of vessel and/or its owners.

All vessels must comply with line placement and vessel position on the dock as directed by Port Staff or Security. At Berths 1, 2, 3, 5, 6, 7 and 8, where the bollards are rated at 30-tons, the Port of Longview only allows a maximum two lines per bollard. At Berths 4 and 9, where the bollards are rated at 50-tons, the Port will allow more than two lines per bollard. If a vessel requests more than two lines per bollard on a 30-ton bollard, it will require approval from Port Staff.

MoorGuard Rope Fuses or equivalent may be used at the Port of Longview linesmen on a vessel's spring lines while a vessel is line hauling under the following conditions. Rope fuses are to only be used on spring lines when a vessel is hauling up and down the dock face. Rope fuses are not to be used on bow or stern lines. Any damage caused to rope fuses due to vessel negligence will be charged a replacement fee at actual cost.

All lines handling activities on the shore are performed by International Longshore and Warehouse Union (ILWU) 21 personnel. ILWU 21 personnel will not handle any unsafe vessel lines, or engage any vessel crew, in the event of unsafe mooring conditions created by vessel.

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<b>TIE UP AND HAULING:</b>	1st & 2nd Shift		
	1st Shift	2nd Shift	Overtime
<b>Vessels up to 600' in Length</b> (6 men-min. call 2 hrs each)	1636.32	1941.60	2094.36
<b>Vessel 600' to 700' in Length</b> (8 men-min. call 2 hrs each)	2181.76	2588.80	2792.48
<b>Vessels 700' and over</b>	open	open	open
<b>Coastwise Schooners 300' and under</b> (2 men-min. call 2 hrs each)	545.44	647.20	698.12
<b>Offshore and Coastal Barges</b> (2 men-min. call 2 hrs each)	545.44	647.20	698.12
<b>LETTING GO LINES</b>			
<b>Vessels - All Vessels</b> (4 men-min. call 2 hrs each)	1090.88	1294.40	1396.24
<b>Coastwise Schooners 300' and under</b> (2 men-min. call 2 hrs each)	545.44	647.20	698.12
<b>Offshore and Coastal Barges</b> (2 men-min. call 2 hrs each)	545.44	647.20	698.12

**STANDBY TO TIE UP OR LET GO**

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**Actual Time Involved**

each man	136.36	161.80	174.53
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**Additional Men Necessary or Requested**

each man	136.36	161.80	174.53
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**After Hours Calls**

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**Dispatcher call-out**

(1 man, 2-hours min.)	no charge	343.94	371.94
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