



720 Dispatch Summary

www.pmanet.org

Seattle

08/26/2023 Shift 1

CONTAINER VESSEL ACTIVITY

| Vessels* | | | | | | | Gangs | | | |
|-------------|---------|---------|-----------|---------|------|--------------------|-------|------|-----|-------|
| No Manpower | Shorted | Working | To Finish | In Port | Idle | Anchor/ Backlog | New | Back | Cut | Total |
| 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 3 | 0 | 4 |

| Vessels | | | | | Gangs | | | | | |
|-------------|------------------|-----------|----------|------------------|-------|------|-----|-------|-----------------|--------------|
| Company | Vessel | Type | Status** | ETA/ATA | New | Back | Cut | Total | Wrkd To Date | To Finish |
| SSAT | CMA CGM THALASSA | Container | Wrkng | 08/24/2023 06:00 | 1 | 3 | 0 | 4 | 22 | 0 |
| Total Gangs | | | | | 1 | 3 | 0 | 4 | 22 | 0 |

*Vessel summary fields are calculated as follows:

1. "Working" includes "Shorted".
2. "In Port" = "Working" + "No Manpower" + "Idle".
3. "Anchor" is not included "In Port".

** "NMP" indicates No Manpower; "Idle/Cn" indicates vessel not working due to cancelled order.



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NON-CONTAINER VESSEL ACTIVITY

| Vessels* | | | | | | | Gangs | | | |
|-------------|---------|---------|-----------|---------|------|--------------------|-------|------|-----|-------|
| No Manpower | Shorted | Working | To Finish | In Port | Idle | Anchor/ Backlog | New | Back | Cut | Total |
| 0 | 0 | 3 | 0 | 3 | 0 | 0 | 7 | 0 | 0 | 7 |

| Vessels | | | | | Gangs | | | | | |
|-------------|-----------------|-----------|----------|------------------|-------|------|-----|-------|-----------------|--------------|
| Company | Vessel | Type | Status** | ETA/ATA | New | Back | Cut | Total | Wrkd To Date | To Finish |
| SSA811-WA | EURODAM | Passenger | Wrkng | 08/26/2023 01:30 | 2 | 0 | 0 | 2 | 2 | 0 |
| | ROYAL PRINCESS | Passenger | Wrkng | 08/26/2023 01:30 | 2 | 0 | 0 | 2 | 2 | 0 |
| WCTS | NORWEGIAN BLISS | Passenger | Wrkng | 08/26/2023 01:30 | 3 | 0 | 0 | 3 | 3 | 0 |
| Total Gangs | | | | | 7 | 0 | 0 | 7 | 7 | 0 |

*Vessel summary fields are calculated as follows:

1. "Working" includes "Shorted".
2. "In Port" = "Working" + "No Manpower" + "Idle".
3. ""Anchor" is not included "In Port".

** "NMP" indicates No Manpower; "Idle/Cn" indicates vessel not working due to cancelled order.



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DISPATCH ACTUALS

| Longshore Hall Dispatch | |
|---------------------------------------|-------|
| No. of L/S Jobs Filled | 254 |
| L/S Jobs Dispatch Completed | 07:35 |
| No. of Unfilled Skill Jobs | 0 |
| No. of Clerk Jobs Sent to Casual Hall | 0 |
| Total No. of WB/Foremen Filled by L/S | 0 |
| Unfilled Gangs | 0 |
| Casual Hall Dispatch | |
| No. of Unfilled Clerk Jobs | 0 |
| No. of Unfilled L/S Jobs | 0 |
| No. of Casuals Remaining | 20 |
| Casual Hall Cycled | N |

LABOR ORDER SUMMARY

| Category/Board | Type | New | Back | Steady | Cut | Total |
|-----------------|--------------|------------|-----------|----------|----------|------------|
| CY | Vessel | 3 | 9 | 0 | 0 | 12 |
| | Rail | 3 | 0 | 0 | 0 | 3 |
| | Total | 6 | 9 | 0 | 0 | 15 |
| Crane | Vessel | 26 | 6 | 0 | 0 | 32 |
| | Rail | 2 | 0 | 0 | 0 | 2 |
| | Total | 28 | 6 | 0 | 0 | 34 |
| Other Skill | Vessel | 53 | 6 | 0 | 0 | 59 |
| | Rail | 4 | 0 | 0 | 0 | 4 |
| | Total | 57 | 6 | 0 | 0 | 63 |
| Semi-Tractor | Vessel | 7 | 21 | 0 | 0 | 28 |
| | Rail | 6 | 0 | 0 | 0 | 6 |
| | Total | 13 | 21 | 0 | 0 | 34 |
| Total Longshore | Vessel | 261 | 63 | 0 | 0 | 324 |
| | Rail | 15 | 0 | 0 | 0 | 15 |
| | Total | 276 | 63 | 0 | 0 | 339 |
| Unskilled | Vessel | 172 | 21 | 0 | 0 | 193 |
| | Total | 172 | 21 | 0 | 0 | 193 |