



720 Dispatch Summary

Seattle

08/28/2022 Shift 1

CONTAINER VESSEL ACTIVITY

| Vessels* | | | | | | | Gangs | | | |
|-------------|---------|---------|-----------|---------|------|--------------------|-------|------|-----|-------|
| No Manpower | Shorted | Working | To Finish | In Port | Idle | Anchor/ Backlog | New | Back | Cut | Total |
| 0 | 0 | 3 | 0 | 4 | 1 | 0 | 4 | 2 | 0 | 6 |

| Vessels | | | | | Gangs | | | | | |
|--------------------|---------------|-----------|---------------|------------------|----------|----------|----------|----------|-----------------|--------------|
| Company | Vessel | Type | Status** | ETA/ATA | New | Back | Cut | Total | Wrkd To Date | To Finish |
| SSAT | APL GWANGYANG | Container | Idle-Finished | 08/23/2022 04:38 | 0 | 0 | 0 | 0 | 13 | 0 |
| | APL SANTIAGO | Container | Wrkng | 08/27/2022 05:47 | 0 | 2 | 0 | 2 | 8 | 0 |
| | MSC JAPAN | Container | Wrkng | 08/27/2022 23:59 | 2 | 0 | 0 | 2 | 2 | 0 |
| | CAPE FARO | Container | Wrkng | 08/28/2022 01:00 | 2 | 0 | 0 | 2 | 2 | 0 |
| Total Gangs | | | | | 4 | 2 | 0 | 6 | 25 | 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 | 4 | 0 | 5 | 1 | 1 | 7 | 0 | 0 | 7 |

| Vessels | | | | | Gangs | | | | | |
|--------------------|--------------------|-----------|----------|------------------|----------|----------|----------|----------|-----------------|--------------|
| Company | Vessel | Type | Status** | ETA/ATA | New | Back | Cut | Total | Wrkd To Date | To Finish |
| L DREYFU | ALPHA WISDOM | Bulk Dry | En Route | 08/14/2022 12:50 | 0 | 0 | 0 | 0 | 0 | 0 |
| | MAMA SARA | Bulk Dry | Wrkng | 08/22/2022 22:29 | 0 | 0 | 0 | 0 | 0 | 0 |
| SSA811-WA | DISCOVERY PRINCESS | Passenger | Wrkng | 08/28/2022 01:20 | 2 | 0 | 0 | 2 | 2 | 0 |
| | WESTERDAM | Passenger | Wrkng | 08/28/2022 01:30 | 2 | 0 | 0 | 2 | 2 | 0 |
| | CELEBRITY SOLSTICE | Passenger | Idle | 09/02/2022 01:00 | 0 | 0 | 0 | 0 | 2 | 0 |
| WCTS | NORWEGIAN ENCORE | Passenger | Wrkng | 08/28/2022 01:30 | 3 | 0 | 0 | 3 | 3 | 0 |
| Total Gangs | | | | | 7 | 0 | 0 | 7 | 9 | 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 | |
|---------------------------------------|-------|
| Total No. of Clerk Jobs Filled | 0 |
| No. of L/S Jobs Filled | 250 |
| L/S Jobs Dispatch Completed | 07:27 |
| No. of Unfilled Skill Jobs | 0 |
| No. of Clerk Jobs Sent to Casual Hall | 0 |
| Total No. of WB/Foremen Filled by L/S | 7 |
| Unfilled Gangs | 0 |
| Casual Hall Dispatch | |
| No. of L/S Jobs Filled | 98 |
| L/S Dispatch Completed | 07:43 |
| No. of Unfilled Clerk Jobs | 0 |
| No. of Unfilled L/S Jobs | 0 |
| No. of Casuals Remaining | 42 |
| Casual Hall Cycled | N |

LABOR ORDER SUMMARY

| Category/Board | Type | New | Back | Steady | Cut | Total |
|-----------------|--------------|------------|-----------|----------|----------|------------|
| CY | Vessel | 12 | 6 | 0 | 0 | 18 |
| | Total | 12 | 6 | 0 | 0 | 18 |
| Crane | Vessel | 34 | 4 | 0 | 0 | 38 |
| | Total | 34 | 4 | 0 | 0 | 38 |
| Other Skill | Vessel | 59 | 8 | 0 | 0 | 67 |
| | Total | 59 | 8 | 0 | 0 | 67 |
| Semi-Tractor | Vessel | 28 | 14 | 0 | 0 | 42 |
| | Total | 28 | 14 | 0 | 0 | 42 |
| Total Longshore | Vessel | 320 | 48 | 0 | 0 | 368 |
| | Total | 320 | 48 | 0 | 0 | 368 |
| Unskilled | Vessel | 187 | 16 | 0 | 0 | 203 |
| | Total | 187 | 16 | 0 | 0 | 203 |

COMMENTS

Grain vessel working