



## 720 Dispatch Summary

Seattle

09/03/2023 Shift 1

www.pmanet.org

### CONTAINER VESSEL ACTIVITY

| Vessels*    |         |         |           |         |      |                    | Gangs |      |     |       |
|-------------|---------|---------|-----------|---------|------|--------------------|-------|------|-----|-------|
| No Manpower | Shorted | Working | To Finish | In Port | Idle | Anchor/<br>Backlog | New   | Back | Cut | Total |
| 0           | 0       | 3       | 0         | 4       | 1    | 1                  | 6     | 2    | 0   | 8     |

| Vessels     |                     |           |               |                  | Gangs |      |     |       |                 |              |
|-------------|---------------------|-----------|---------------|------------------|-------|------|-----|-------|-----------------|--------------|
| Company     | Vessel              | Type      | Status**      | ETA/ATA          | New   | Back | Cut | Total | Wrkd<br>To Date | To<br>Finish |
| SSAT        | MAERSK COLOMBO      | Container | Idle-Finished | 08/31/2023 15:21 | 0     | 0    | 0   | 0     | 13              | 0            |
|             | CMA CGM WHITE SHARK | Container | Wrkng         | 09/01/2023 04:31 | 0     | 2    | 0   | 2     | 11              | 0            |
|             | ZIM PUSAN           | Container | Wrkng         | 09/01/2023 13:48 | 3     | 0    | 0   | 3     | 5               | 0            |
|             | NORTHERN JAVELIN    | Container | Wrkng         | 09/02/2023 19:10 | 3     | 0    | 0   | 3     | 3               | 0            |
| No Orders   | KOTA LUKIS          | Container | En Route      | 09/02/2023 00:00 | 0     | 0    | 0   | 0     | 0               | 0            |
| Total Gangs |                     |           |               |                  | 6     | 2    | 0   | 8     | 32              | 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/<br>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<br>To Date | To<br>Finish |
| SSA811-WA   | DISCOVERY PRINCESS | Passenger | Wrkng    | 09/03/2023 06:00 | 2     | 0    | 0   | 2     | 2               | 0            |
|             | WESTERDAM          | Passenger | Wrkng    | 09/03/2023 06:00 | 2     | 0    | 0   | 2     | 2               | 0            |
| WCTS        | NORWEGIAN ENCORE   | Passenger | Wrkng    | 09/03/2023 06:00 | 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 Regular Clerk Jobs Filled      | 6     |
| Regular Clerk Jobs Dispatch Completed | 07:05 |
| Total No. of Clerk Jobs Filled        | 6     |
| No. of L/S Jobs Filled                | 337   |
| L/S Jobs Dispatch Completed           | 07:50 |
| No. of Unfilled Skill Jobs            | 0     |
| No. of Clerk Jobs Sent to Casual Hall | 0     |
| Total No. of WB/Foremen Filled by L/S | 20    |
| Unfilled Gangs                        | 0     |
| Casual Hall Dispatch                  |       |
| No. of L/S Jobs Filled                | 49    |
| L/S Dispatch Completed                | 08:30 |
| No. of Unfilled Clerk Jobs            | 0     |
| No. of Unfilled L/S Jobs              | 0     |
| No. of Casuals Remaining              | 21    |
| Casual Hall Cycled                    | N     |

### LABOR ORDER SUMMARY

| Category/Board  | Type         | New        | Back      | Steady   | Cut      | Total      |
|-----------------|--------------|------------|-----------|----------|----------|------------|
| CY              | Vessel       | 18         | 6         | 0        | 0        | 24         |
|                 | <b>Total</b> | <b>18</b>  | <b>6</b>  | <b>0</b> | <b>0</b> | <b>24</b>  |
| Crane           | Vessel       | 38         | 4         | 0        | 0        | 42         |
|                 | <b>Total</b> | <b>38</b>  | <b>4</b>  | <b>0</b> | <b>0</b> | <b>42</b>  |
| Other Skill     | Vessel       | 63         | 4         | 0        | 0        | 67         |
|                 | <b>Total</b> | <b>63</b>  | <b>4</b>  | <b>0</b> | <b>0</b> | <b>67</b>  |
| Semi-Tractor    | Vessel       | 42         | 14        | 0        | 0        | 56         |
|                 | <b>Total</b> | <b>42</b>  | <b>14</b> | <b>0</b> | <b>0</b> | <b>56</b>  |
| Total Longshore | Vessel       | 368        | 42        | 0        | 0        | 410        |
|                 | <b>Total</b> | <b>368</b> | <b>42</b> | <b>0</b> | <b>0</b> | <b>410</b> |
| Unskilled       | Vessel       | 207        | 14        | 0        | 0        | 221        |
|                 | <b>Total</b> | <b>207</b> | <b>14</b> | <b>0</b> | <b>0</b> | <b>221</b> |