



720 Dispatch Summary

www.pmanet.org

Tacoma
01/18/2023 Shift 1

CONTAINER VESSEL ACTIVITY

| Vessels* | | | | | | | Gangs | | | |
|-------------|---------|---------|-----------|---------|------|--------------------|-------|------|-----|-------|
| No Manpower | Shorted | Working | To Finish | In Port | Idle | Anchor/ Backlog | New | Back | Cut | Total |
| 0 | 0 | 4 | 0 | 4 | 0 | 0 | 8 | 3 | 0 | 11 |

| Vessels | | | | | Gangs | | | | | |
|-------------|------------------|-----------|----------|------------------|-------|------|-----|-------|-----------------|--------------|
| Company | Vessel | Type | Status** | ETA/ATA | New | Back | Cut | Total | Wrkd To Date | To Finish |
| EVERPORT | EVER SUMMIT | Container | Wrkng | 01/17/2023 00:00 | 4 | 0 | 0 | 4 | 4 | 0 |
| SSAT | MATSON ANCHORAGE | Container | Wrkng | 01/17/2023 16:05 | 3 | 0 | 0 | 3 | 5 | 0 |
| WUT | HYUNDAI BRAVE | Container | Wrkng | 01/15/2023 15:25 | 1 | 0 | 0 | 1 | 8 | 0 |
| | ONE THESEUS | Container | Wrkng | 01/17/2023 05:43 | 0 | 3 | 0 | 3 | 10 | 0 |
| Total Gangs | | | | | 8 | 3 | 0 | 11 | 27 | 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 | 6 | 3 | 3 | 1 | 0 | 0 | 1 |

| Vessels | | | | | Gangs | | | | | |
|-------------|----------------|------------|----------|------------------|-------|------|-----|-------|-----------------|--------------|
| Company | Vessel | Type | Status** | ETA/ATA | New | Back | Cut | Total | Wrkd To Date | To Finish |
| APS STEV | MORNING CLARA | RORO Cargo | Idle | 01/16/2023 22:33 | 0 | 0 | 0 | 0 | 3 | 0 |
| | RCC ANTWERP | RORO Cargo | Idle | 01/17/2023 02:17 | 0 | 0 | 0 | 0 | 2 | 0 |
| CHS INC | PAN UNITY | Bulk Dry | Wrkng | 01/08/2023 15:47 | 0 | 0 | 0 | 0 | 0 | 0 |
| JONES-WA | OCEANUS LEADER | RORO Cargo | Idle | 01/11/2023 18:48 | 0 | 0 | 0 | 0 | 1 | 0 |
| | CAPE HENRY | RORO Cargo | Wrkng | 01/17/2023 22:00 | 1 | 0 | 0 | 1 | 1 | 0 |
| SCHNITZ | TAIKOO TRADER | Bulk Dry | Wrkng | 01/15/2023 21:10 | 0 | 0 | 0 | 0 | 0 | 0 |
| No Orders | INNOVATION | Bulk Dry | En Route | 01/10/2023 12:28 | 0 | 0 | 0 | 0 | 0 | 0 |
| | BALOS | Bulk Dry | En Route | 01/12/2023 01:39 | 0 | 0 | 0 | 0 | 0 | 0 |
| | SAMOS WARRIOR | Bulk Dry | En Route | 01/16/2023 22:55 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Gangs | | | | | 1 | 0 | 0 | 1 | 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 | 138 |
| L/S Jobs Dispatch Completed | 7:30 |
| No. of Unfilled Skill Jobs | 6 |
| 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 L/S Jobs Filled | 20 |
| L/S Dispatch Completed | 7:37 |
| No. of Unfilled Clerk Jobs | 0 |
| No. of Unfilled L/S Jobs | 0 |
| No. of Casuals Remaining | 48 |
| Casual Hall Cycled | N |

LABOR ORDER SUMMARY

| Category/Board | Type | New | Back | Steady | Cut | Total |
|--------------------|--------------|------------|-----------|----------|----------|------------|
| CY | Vessel | 12 | 0 | 0 | 0 | 12 |
| | Dock | 0 | 16 | 0 | 0 | 16 |
| | Rail | 0 | 2 | 0 | 0 | 2 |
| | Total | 12 | 18 | 0 | 0 | 30 |
| Crane | Vessel | 17 | 6 | 0 | 0 | 23 |
| | Dock | 0 | 4 | 0 | 0 | 4 |
| | Total | 17 | 10 | 0 | 0 | 27 |
| Other Skill | Vessel | 22 | 12 | 0 | 0 | 34 |
| | Dock | 0 | 4 | 0 | 0 | 4 |
| | Rail | 0 | 7 | 0 | 0 | 7 |
| | Total | 22 | 23 | 0 | 0 | 45 |
| Semi-Tractor | Vessel | 22 | 21 | 0 | 0 | 43 |
| | Dock | 0 | 3 | 0 | 0 | 3 |
| | Total | 22 | 24 | 0 | 0 | 46 |
| Total Clerk | Dock | 0 | 7 | 9 | 0 | 16 |
| | Total | 0 | 7 | 9 | 0 | 16 |
| Total Longshore | Vessel | 110 | 54 | 0 | 0 | 164 |
| | Dock | 0 | 30 | 0 | 0 | 30 |
| | Rail | 0 | 10 | 0 | 0 | 10 |
| | Total | 110 | 94 | 0 | 0 | 204 |
| Total Walking Boss | Vessel | 6 | 0 | 0 | 0 | 6 |
| | Dock | 0 | 0 | 2 | 0 | 2 |
| | Total | 6 | 0 | 2 | 0 | 8 |
| Unskilled | Vessel | 37 | 15 | 0 | 0 | 52 |
| | Dock | 0 | 3 | 0 | 0 | 3 |
| | Rail | 0 | 1 | 0 | 0 | 1 |
| | Total | 37 | 19 | 0 | 0 | 56 |

COMMENTS

Grain & Scrap vessels working