720 Dispatch Summary Seattle 05/05/2022 Shift 1



CONTAINER VESSEL ACTIVITY

| Vessels* | | | | | | | | G | angs | |
|-------------|---------|---------|-----------|---------|------|--------------------|-----|------|------|-------|
| No Manpower | Shorted | Working | To Finish | In Port | ldle | Anchor/ Backlog | New | Back | Cut | Total |
| 0 | 0 | 3 | 0 | 5 | 2 | 0 | 5 | 3 | 0 | 8 |

| Vessels | | | | | | Gangs | | | | | |
|---------|--------------|-----------|---------------|------------------|-----|-------|-----|-------|-----------------|--------------|--|
| Company | Vessel | Туре | Status** | ETA/ATA | New | Back | Cut | Total | Wrkd To Date | To Finish | |
| SSAT | MSC RENEE | Container | Idle | 04/29/2022 07:21 | 0 | 0 | 0 | 0 | 22 | 0 | |
| | MSC LUCIANA | Container | Wrkng | 05/01/2022 11:00 | 3 | 0 | 0 | 3 | 3 | 0 | |
| | SEATTLE C | Container | Wrkng | 05/02/2022 15:22 | 0 | 1 | 0 | 1 | 9 | 0 | |
| | MSC FLAVIA | Container | Idle-Finished | 05/02/2022 23:59 | 0 | 0 | 0 | 0 | 12 | 0 | |
| | APL SANTIAGO | Container | Wrkng | 05/03/2022 07:38 | 2 | 2 | 0 | 4 | 15 | 0 | |
| | | | | Total Gangs | 5 | 3 | 0 | 8 | 61 | 0 | |

*Vessel summary fields are calculated as follows:

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

"Working" includes "Shorted".
"In Port" = "Working" + "No Manpower" + "Idle".

3. ""Anchor" is not included "In Port".

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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 | 2 | 2 | 0 | 4 | |
| | | | | | | | | | | | |

| | Vessels | | | | | | Gangs | | | | | | |
|-----------|--------------------|-----------------|-------------|------------------|-----|------|-------|-------|-----------------|--------------|--|--|--|
| Company | Vessel | Туре | Status** | ETA/ATA | New | Back | Cut | Total | Wrkd To Date | To Finish | | | |
| L DREYFU | FRANCESCO CORRADO | Bulk Dry | Wrkng | 04/26/2022 01:24 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| SSA811-WA | CROWN PRINCESS | Passenger | Wrkng | 05/03/2022 17:40 | 1 | 0 | 0 | 1 | 1 | 0 | | | |
| | CELEBRITY SOLSTICE | Passenger | Wrkng | 05/04/2022 00:00 | 1 | 1 | 0 | 2 | 3 | 0 | | | |
| SSAT | BARGE 1 | Non Statistical | Idle-St/Fin | 05/02/2022 00:00 | 0 | 0 | 0 | 0 | 2 | 0 | | | |
| WCTS | NORWEGIAN SUN | Passenger | Wrkng | 05/01/2022 19:23 | 0 | 1 | 0 | 1 | 3 | 0 | | | |
| No Orders | CUI PING FENG | Bulk Dry | En Route | 05/03/2022 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | L | 1 | 1 | Total Gangs | 2 | 2 | 0 | 4 | 9 | 0 | | | |

*Vessel summary fields are calculated as follows:

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

1. "Working" includes "Shorted".

2. "In Port" = "Working" + "No Manpower" + "Idle".

3. ""Anchor" is not included "In Port".

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DISPATCH ACTUALS

LABOR ORDER SUMMARY

| Longshore Hall Dispatch | |
|---------------------------------------|------|
| No. of Flex Clerk Jobs Filled | 22 |
| Flex Clerk Dispatch Completed | 6:50 |
| No. of Regular Clerk Jobs Filled | 12 |
| Regular Clerk Jobs Dispatch Completed | 7:10 |
| Total No. of Clerk Jobs Filled | 34 |
| No. of L/S Jobs Filled | 149 |
| L/S Jobs Dispatch Completed | 7:40 |
| No. of Unfilled Skill Jobs | 2 |
| No. of Clerk Jobs Sent to Casual Hall | 0 |
| Total No. of WB/Foremen Filled by L/S | 11 |
| Unfilled Gangs | 0 |
| Casual Hall Dispatch | |
| No. of L/S Jobs Filled | 81 |
| L/S Dispatch Completed | 8:00 |
| No. of Unfilled Clerk Jobs | 0 |
| No. of Unfilled L/S Jobs | 0 |
| No. of Casuals Remaining | 19 |
| Casual Hall Cycled | N |

| Category/Board | Туре | New | Back | Steady | Cut | Total | | | |
|-------------------------------|--------|-----|------|--------|-----|-------|--|--|--|
| CY | Vessel | 15 | 9 | 0 | 0 | 24 | | | |
| | Rail | 0 | 2 | 0 | 0 | 2 | | | |
| | Total | 15 | 11 | 0 | 0 | 26 | | | |
| Crane | Vessel | 16 | 10 | 0 | 0 | 26 | | | |
| | Total | 16 | 10 | 0 | 0 | 26 | | | |
| Other Skill | Vessel | 25 | 18 | 0 | 0 | 43 | | | |
| | Rail | 0 | 2 | 0 | 0 | 2 | | | |
| | Total | 25 | 20 | 0 | 0 | 45 | | | |
| Semi-Tractor | Vessel | 35 | 21 | 0 | 0 | 56 | | | |
| | Rail | 1 | 5 | 0 | 0 | 6 | | | |
| | Total | 36 | 26 | 0 | 0 | 62 | | | |
| Total Longshore | Vessel | 137 | 86 | 0 | 0 | 223 | | | |
| | Rail | 1 | 9 | 0 | 0 | 10 | | | |
| | Total | 138 | 95 | 0 | 0 | 233 | | | |
| Unskilled | Vessel | 46 | 28 | 0 | 0 | 74 | | | |
| | Total | 46 | 28 | 0 | 0 | 74 | | | |
| COMMENTS Grain vessel working | | | | | | | | | |