



720 Dispatch Summary

www.pmanet.org

Tacoma

11/02/2024 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 | 9 | 5 | 0 | 5 | 8 | 0 | 13 |

| Vessels | | | | | Gangs | | | | | |
|-------------|-------------------|-----------|----------|------------------|-------|------|-----|-------|-----------------|--------------|
| Company | Vessel | Type | Status** | ETA/ATA | New | Back | Cut | Total | Wrkd To Date | To Finish |
| EVERPORT | EVER STEADY | Container | Idle | 10/29/2024 16:25 | 0 | 0 | 0 | 0 | 15 | 0 |
| | EVER FAST | Container | Wrkng | 10/31/2024 02:24 | 0 | 4 | 0 | 4 | 13 | 0 |
| HUSKY TER | SEASPAN BENEFACOR | Container | Idle | 10/25/2024 21:40 | 0 | 0 | 0 | 0 | 32 | 0 |
| | YM TRIUMPH | Container | Wrkng | 10/31/2024 20:42 | 0 | 2 | 0 | 2 | 7 | 0 |
| SSAT | MATSON ANCHORAGE | Container | Idle | 10/29/2024 17:40 | 0 | 0 | 0 | 0 | 8 | 0 |
| | MATSON TACOMA | Container | Idle | 10/31/2024 18:15 | 0 | 0 | 0 | 0 | 6 | 0 |
| | MAHIMAHI | Container | Wrkng | 11/01/2024 16:30 | 4 | 0 | 0 | 4 | 8 | 0 |
| WUT | CORNEILLE | Container | Idle | 10/29/2024 05:45 | 0 | 0 | 0 | 0 | 19 | 0 |
| | YM PLUM | Container | Wrkng | 11/01/2024 02:00 | 1 | 2 | 0 | 3 | 7 | 0 |
| Total Gangs | | | | | 5 | 8 | 0 | 13 | 115 | 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 | 4 | 1 | 3 | 2 | 0 | 0 | 2 |

| Vessels | | | | | Gangs | | | | | |
|-------------|--------------|------------|----------|------------------|-------|------|-----|-------|-----------------|--------------|
| Company | Vessel | Type | Status** | ETA/ATA | New | Back | Cut | Total | Wrkd To Date | To Finish |
| CHS INC | SANTA CRUZ | Bulk Dry | En Route | 10/23/2024 14:10 | 0 | 0 | 0 | 0 | 0 | 0 |
| | KRINI | Bulk Dry | En Route | 10/26/2024 00:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| | AQUARUBY | Bulk Dry | Wrkng | 10/30/2024 09:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTC WA | MORNING LYNN | RORO Cargo | Wrkng | 11/02/2024 00:30 | 2 | 0 | 0 | 2 | 2 | 0 |
| SCHNITZ | DARYA KOSHI | Bulk Dry | Wrkng | 11/01/2024 01:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| SEA STAR | NORTH STAR | RORO Cargo | Idle | 11/01/2024 10:30 | 0 | 0 | 0 | 0 | 3 | 3 |
| No Orders | GRAND COSMO | RORO Cargo | En Route | 11/01/2024 07:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Gangs | | | | | 2 | 0 | 0 | 2 | 5 | 3 |

*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 | 79 |
| L/S Jobs Dispatch Completed | 7:27 |
| No. of Unfilled Skill Jobs | 0 |
| No. of Clerk Jobs Sent to Casual Hall | 0 |
| Unfilled Gangs | 0 |
| Casual Hall Dispatch | |
| No. of L/S Jobs Filled | 16 |
| L/S Dispatch Completed | 7:33 |
| No. of Unfilled Clerk Jobs | 0 |
| No. of Unfilled L/S Jobs | 0 |

LABOR ORDER SUMMARY

| Category/Board | Type | New | Back | Steady | Cut | Total |
|--------------------|--------------|-----------|------------|-----------|----------|------------|
| CY | Vessel | 0 | 16 | 0 | 0 | 16 |
| | Total | 0 | 16 | 0 | 0 | 16 |
| Crane | Vessel | 14 | 16 | 0 | 0 | 30 |
| | Total | 14 | 16 | 0 | 0 | 30 |
| Other Skill | Vessel | 18 | 10 | 2 | 0 | 30 |
| | Total | 18 | 10 | 2 | 0 | 30 |
| Semi-Tractor | Vessel | 29 | 22 | 0 | 0 | 51 |
| | Total | 29 | 22 | 0 | 0 | 51 |
| Total Clerk | Vessel | 0 | 8 | 1 | 0 | 9 |
| | Total | 0 | 8 | 1 | 0 | 9 |
| Total Longshore | Vessel | 76 | 105 | 11 | 0 | 192 |
| | Total | 76 | 105 | 11 | 0 | 192 |
| Total Walking Boss | Vessel | 0 | 0 | 4 | 0 | 4 |
| | Total | 0 | 0 | 4 | 0 | 4 |
| Unskilled | Vessel | 15 | 41 | 9 | 0 | 65 |
| | Total | 15 | 41 | 9 | 0 | 65 |

COMMENTS

Grain and scrap working