

CHAPTER 10: SCHEMATIC OF A HATCH (OR BAY):

NAVIS SPARCS 3.6.0.160

Sequence Plan: HJMA0167W

Garden City Terminal

SHIP DISCHARGE SHEET

HANJIN MARSEILLES

21 (22) Deck

	12	10	08	06	04	02	00	01	03	05	07	09	11
90													
88	26	25	24	23	8	7	6	5	4	3	2	1	22
86	32	31	30	29	15	14	13	12	11	10	9	28	27
84	39	38	37	36	35	21	20	19	18	17	16	34	33
82	48	47	52	51	50	46	49	45	44	43	42	41	40

Sequence 1 to 34

Seq	Equip Id	Line	412	Yard	!!!	Type	Note	POD
1	TEMU8037193	COS	40F1	Ground		45HC		SAV
2	HJCU9030098	HAN	46E7	Ground		45HC		SAV

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Garden City Terminal

SHIP DISCHARGE SHEET

HANJIN MARSEILLES

21 (22) Below

	10	08	06	04	02	01	03	05	07	09
16	60			41	35	27	19		7	1
14	61	56	49	42	36	28	20	12	8	2
12	62	57	50	43	37	29	21	13	9	3
10	63	58	51	44	38	30	22	14	10	4
08	64	59	52	45	39	31	23	15	11	5
06	76	72	53	46	40	32	24	16	65	6
04		74	54	47	68	33	25	17	66	
02			55	48	70	34	26	18		

23 Below

	10	08	06	04	02	01	03	05	07	09
16	+			+	+	+	+		+	+
14	+	+	+	+	+	+	+	+	+	+
12	+	+	+	+	+	+	+	+	+	+
10	+	+	+	+	+	+	+	+	+	+
08	+	+	+	+	+	+	+	+	+	+
06	77	73	+	+	+	+	+	+	+	+
04	81	75	+	+	69	+	+	+	67	78
02			80	+	+	71	+	+	+	79

Sequence 1 to 32

Seq	Equip Id	Line	412	Yard	!!!	Type	Note	POD
1	HJCU7671467	HAN	36c1	Ground		40DR		SAV
2	HJCU4300760	HAN	36c2	Ground		40DR		SAV
3	KKFU1466624	KLN		Ground		40DR		SAV
4	HJCU4338431	HAN	36c3	Ground		40DR		AST

The SCHEMATIC is on the first page of each bay on the Discharge and Load sequence sheet.

This is how Bay 22 Deck and Hold (Below) containers would look standing behind or AFT of them. The boxes are numbered as the stow guy sequenced them to be discharged and they are the same "SEQ" numbers as on your work sequence sheets as shown.

It is usually set up to discharge from INSHORE to OFFSHORE; the Deck *across* by height (88,86,etc.) and the Hold *vertically* by cell (16,14,12 etc.)

The sequence #12 box in the 22 hold (below) is defined as 220514 for example.

The stow guy started with the 0988 deck cell because it was the first of several 45' boxes on the top and he sequenced all the 45' before the 40' boxes (seq. 1-21 are 45' as noted on the sequence sheet). However, the dockman will remove the 40' boxes in the 11 cell first so the crane will not have to lift over these 4 high. So one field clerk will receive 40' #'s 22,27,33 and 40. The other field clerk is set up to receive the 45' boxes at the end bays of the field stack. As the 45's are discharged he may also send seq. 28 out of order and then seq. 34 (both 40') as he works across so the angle down is quicker to the trucks. I say this for when you get a box "out of order", find that # on the schematic and you can figure out the next out of order box. Circle these on the schematic as you get them for a quick find.

Note in the hold (below) the 09 inshore cell is discharged first, seq. 1-6. If it is loading back into this cell, one of you will send from the load sequence sheet as the other vacates each cell. This is called **CYCLING** and greatly increases production (see **WORKING THE FIELD** chapter). Remember, you are working 7 trucks so one will be sent to you in the load stack first off since the discharge cell is only 6 deep. The rest will leave the discharge stack and come to you with an empty flatbed for a load back.

Note in 23 below are sequence #'s by themselves. These are 20' boxes. Two 20' boxes can be placed FWD and AFT in a 40" slot and are usually picked up together by the crane and discharged (also see TWIN PICK in LOAD SEQUENCE chapter). This is why you see one sequence # on the Fwd end (bay21) and the consecutive # on the Aft (bay 23); 66-67,68-69, etc. On your Discharge sequence sheet you will see a bracket (]) by each pair. Note that sequence #'s 78,79,80 and 81 do not have a corresponding # on the fwd end (21); these are only 20' cells due to the curvature of the ship toward the BOW, or front and will be single picked.