



720 Dispatch Summary

Oakland
03/04/2022 Shift 2

CONTAINER VESSEL ACTIVITY

| Vessels* | | | | | | | Gangs | | | |
|-------------|---------|---------|-----------|---------|------|--------------------|-------|------|-----|-------|
| No Manpower | Shorted | Working | To Finish | In Port | Idle | Anchor/ Backlog | New | Back | Cut | Total |
| 0 | 0 | 3 | 0 | 9 | 6 | 26 | 5 | 0 | 0 | 5 |

| Vessels | | | | | Gangs | | | | | |
|-----------|-------------------|-----------|------------------|------------------|-------|------|-----|-------|-----------------|--------------|
| Company | Vessel | Type | Status** | ETA/ATA | New | Back | Cut | Total | Wrkd To Date | To Finish |
| EVERPORT | EVER EXCEL | Container | Idle | 02/26/2022 20:00 | 0 | 0 | 0 | 0 | 6 | 0 |
| SSAT | YM EFFICIENCY | Container | Idle/Cn | 02/05/2022 05:12 | 0 | 0 | 0 | 0 | 12 | 0 |
| | SEALAND GUAYAQUIL | Container | Idle/Cn | 02/10/2022 21:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| | LONDON EXPRESS | Container | Wrkng | 02/11/2022 19:09 | 2 | 0 | 0 | 2 | 5 | 0 |
| | BOX ENDEAVOUR | Container | Idle/Cn | 02/13/2022 16:18 | 0 | 0 | 0 | 0 | 3 | 0 |
| | MSC SIYA B | Container | Wrkng | 02/14/2022 04:50 | 2 | 0 | 0 | 2 | 23 | 0 |
| | MATE | Container | Idle/Cn | 02/15/2022 15:04 | 0 | 0 | 0 | 0 | 1 | 0 |
| | MATSONIA | Container | En Route | 03/03/2022 11:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| | MOKIHANA | Container | Idle | 03/03/2022 12:15 | 0 | 0 | 0 | 0 | 2 | 0 |
| TRA | SEASPAN ADONIS | Container | Wrkng | 02/17/2022 04:40 | 1 | 0 | 0 | 1 | 10 | 0 |
| No Orders | MSC AURIGA | Container | En Route | 02/07/2022 04:42 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NYK ROMULUS | Container | En Route | 02/11/2022 13:54 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NYK NEBULA | Container | En Route | 02/16/2022 16:50 | 0 | 0 | 0 | 0 | 0 | 0 |
| | FOS EXPRESS | Container | En Route | 02/17/2022 16:07 | 0 | 0 | 0 | 0 | 0 | 0 |
| | CAPE FARO | Container | En Route | 02/18/2022 03:48 | 0 | 0 | 0 | 0 | 0 | 0 |
| | CMA CGM LOIRE | Container | En Route | 02/18/2022 11:48 | 0 | 0 | 0 | 0 | 0 | 0 |
| | DALLAS EXPRESS | Container | En Route | 02/20/2022 01:18 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NORTHERN VOLITION | Container | En Route | 02/23/2022 08:21 | 0 | 0 | 0 | 0 | 0 | 0 |
| | MSC TRIESTE | Container | En Route | 02/23/2022 13:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| | MSC VEGA | Container | En Route | 02/23/2022 18:06 | 0 | 0 | 0 | 0 | 0 | 0 |
| | SEATTLE EXPRESS | Container | En Route | 02/24/2022 17:06 | 0 | 0 | 0 | 0 | 0 | 0 |
| | ONE HUMBER | Container | En Route | 02/27/2022 12:18 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EVER FUTURE | Container | En Route | 02/28/2022 04:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| | ONE TRITON | Container | En Route | 03/01/2022 02:06 | 0 | 0 | 0 | 0 | 0 | 0 |
| | SUNRISE DRAGON | Container | En Route | 03/01/2022 08:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| | CMA CGM GEMINI | Container | En Route | 03/02/2022 01:48 | 0 | 0 | 0 | 0 | 0 | 0 |
| | MSC SONIA | Container | En Route | 03/02/2022 04:17 | 0 | 0 | 0 | 0 | 0 | 0 |
| | CAPE SOUNIO | Container | En Route | 03/02/2022 08:02 | 0 | 0 | 0 | 0 | 0 | 0 |
| BAL PEACE | Container | En Route | 03/03/2022 03:06 | 0 | 0 | 0 | 0 | 0 | 0 | |



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| Vessels | | | | | Gangs | | | | | |
|--------------------|-------------------|-----------|----------|------------------|----------|----------|----------|----------|--------------|-----------|
| Company | Vessel | Type | Status** | ETA/ATA | New | Back | Cut | Total | Wrkd To Date | To Finish |
| No Orders | ZHONG GU FU JIAN | Container | En Route | 03/03/2022 11:17 | 0 | 0 | 0 | 0 | 0 | 0 |
| No Orders | MSC LUCIANA | Container | Anchor | 02/13/2022 19:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| | CMA CGM CENTAURUS | Container | Anchor | 02/15/2022 02:01 | 0 | 0 | 0 | 0 | 0 | 0 |
| | MSC YASHI B | Container | Anchor | 02/21/2022 03:24 | 0 | 0 | 0 | 0 | 0 | 0 |
| | MAERSK ALTAIR | Container | Anchor | 02/21/2022 17:16 | 0 | 0 | 0 | 0 | 0 | 0 |
| | KYOTO TOWER | Container | Anchor | 02/26/2022 09:08 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Gangs | | | | | 5 | 0 | 0 | 5 | 62 | 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 Jobs | |
|--------------------------------------|-------|
| All Jobs Filled | Y |
| Total L/S Jobs Dispatched | 150 |
| No. of Skilled Jobs | 111 |
| No. of Unskilled Jobs | 39 |
| No. of Steady Replacements | 4 |
| Flex Dispatch Started | 16:00 |
| Flex Dispatch Completed | 16:20 |
| Regular Skilled Dispatch Started | 16:30 |
| Regular Skilled Dispatch Completed | 16:50 |
| Regular Unskilled Dispatch Started | 16:50 |
| Regular Unskilled Dispatch Completed | 16:58 |
| Class A Dispatched | Y |
| Class B Dispatched | Y |
| ID Casuals Dispatched | N |
| UNID Casuals Dispatched | N |
| Others Dispatched | N |
| Extra Clerk Jobs | |
| L10 Total Clerk Jobs Dispatched | 4 |
| L10 No. of Supervisor Clerk Jobs | 4 |
| L10 Clerk Jobs Available | 15:30 |
| L10 Pick-Up | 15:45 |
| L10 Clerk Dispatch Started | 16:00 |
| L10 Clerk Dispatch Completed | 16:53 |
| L34 Clerk Dispatch Started | 16:06 |
| L34 Clerk Dispatch Completed | 17:00 |

LABOR ORDER SUMMARY

| Category/Board | Type | New | Back | Steady | Cut | Total |
|--------------------|--------------|------------|----------|-----------|----------|------------|
| CY | Vessel | 12 | 0 | 6 | 0 | 18 |
| | Dock | 21 | 0 | 18 | 0 | 39 |
| | Total | 33 | 0 | 24 | 0 | 57 |
| Crane | Vessel | 3 | 0 | 10 | 0 | 13 |
| | Total | 3 | 0 | 10 | 0 | 13 |
| Semi-Tractor | Vessel | 47 | 0 | 0 | 0 | 47 |
| | Dock | 24 | 0 | 0 | 0 | 24 |
| | Total | 71 | 0 | 0 | 0 | 71 |
| Total Clerk | Vessel | 10 | 0 | 1 | 0 | 11 |
| | Dock | 13 | 0 | 7 | 0 | 20 |
| | Total | 23 | 0 | 8 | 0 | 31 |
| Total Longshore | Vessel | 100 | 0 | 16 | 0 | 116 |
| | Dock | 46 | 0 | 19 | 0 | 65 |
| | Total | 146 | 0 | 35 | 0 | 181 |
| Total Walking Boss | Vessel | 6 | 0 | 3 | 0 | 9 |
| | Dock | 0 | 0 | 3 | 0 | 3 |
| | Total | 6 | 0 | 6 | 0 | 12 |

COMMENTS

There were approximately 25 individuals that remained in the ha