



720 Dispatch Summary

Oakland
05/08/2022 Shift 2

CONTAINER VESSEL ACTIVITY

| Vessels* | | | | | | | Gangs | | | |
|-------------|---------|---------|-----------|---------|------|--------------------|-------|------|-----|-------|
| No Manpower | Shorted | Working | To Finish | In Port | Idle | Anchor/ Backlog | New | Back | Cut | Total |
| 0 | 0 | 5 | 0 | 6 | 1 | 9 | 10 | 0 | 0 | 10 |

| Vessels | | | | | Gangs | | | | | |
|--------------------|-----------------|-----------|------------------|------------------|-----------|----------|----------|-----------|-----------------|--------------|
| Company | Vessel | Type | Status** | ETA/ATA | New | Back | Cut | Total | Wrkd To Date | To Finish |
| EVERPORT | EVER FAR | Container | Wrkng | 05/07/2022 22:34 | 2 | 0 | 0 | 2 | 5 | 0 |
| SSAT | MSC BEATRICE | Container | Wrkng | 03/10/2022 18:17 | 2 | 0 | 0 | 2 | 5 | 0 |
| | MSC BIANCA | Container | Wrkng | 04/01/2022 14:00 | 2 | 0 | 0 | 2 | 16 | 0 |
| | APL COLUMBUS | Container | Idle/Cn | 04/14/2022 06:29 | 0 | 0 | 0 | 0 | 9 | 0 |
| | SUNRISE DRAGON | Container | Wrkng | 05/03/2022 23:09 | 2 | 0 | 0 | 2 | 4 | 0 |
| TRA | ONE HAMMERSMITH | Container | Wrkng | 05/04/2022 03:03 | 2 | 0 | 0 | 2 | 18 | 0 |
| No Orders | MSC AVNI | Container | En Route | 04/08/2022 05:11 | 0 | 0 | 0 | 0 | 0 | 0 |
| | MSC SHREYA B | Container | En Route | 04/19/2022 04:33 | 0 | 0 | 0 | 0 | 0 | 0 |
| | CAP SAN JUAN | Container | En Route | 04/23/2022 03:23 | 0 | 0 | 0 | 0 | 0 | 0 |
| | CMA CGM MEDEA | Container | En Route | 04/26/2022 12:25 | 0 | 0 | 0 | 0 | 0 | 0 |
| | MSC NITYA B | Container | En Route | 04/29/2022 13:33 | 0 | 0 | 0 | 0 | 0 | 0 |
| | GH FOEHN | Container | En Route | 05/03/2022 20:47 | 0 | 0 | 0 | 0 | 0 | 0 |
| | CAP JERVIS | Container | En Route | 05/04/2022 12:12 | 0 | 0 | 0 | 0 | 0 | 0 |
| | ONE CONTINUITY | Container | En Route | 05/06/2022 03:12 | 0 | 0 | 0 | 0 | 0 | 0 |
| CAPE FRANKLIN | Container | En Route | 05/06/2022 08:18 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total Gangs | | | | | 10 | 0 | 0 | 10 | 57 | 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 | 151 |
| No. of Skilled Jobs | 85 |
| No. of Unskilled Jobs | 66 |
| No. of Steady Replacements | 1 |
| Flex Dispatch Started | 16:00 |
| Flex Dispatch Completed | 16:10 |
| Regular Skilled Dispatch Started | 16:30 |
| Regular Skilled Dispatch Completed | 17:30 |
| Regular Unskilled Dispatch Started | 17:05 |
| Regular Unskilled Dispatch Completed | 17:26 |
| Class A Dispatched | Y |
| Class B Dispatched | Y |
| ID Casuals Dispatched | Y |
| UNID Casuals Dispatched | N |
| Others Dispatched | N |
| Extra Clerk Jobs | |
| L10 Total Clerk Jobs Dispatched | 10 |
| L10 No. of Supervisor Clerk Jobs | 9 |
| L10 No. of Basic Clerk Jobs | 1 |
| L10 Clerk Jobs Available | 15:30 |
| L10 Pick-Up | 15:45 |
| L10 Clerk Dispatch Started | 16:03 |
| L10 Clerk Dispatch Completed | 16:10 |
| L34 Clerk Dispatch Started | 16:07 |
| L34 Clerk Dispatch Completed | 16:17 |
| Casual Jobs | |
| Casuals Dispatched to L/S Work | 56 |
| Casuals Dispatched to Clerk Work | 3 |

LABOR ORDER SUMMARY

| Category/Board | Type | New | Back | Steady | Cut | Total |
|--------------------|--------------|------------|----------|-----------|----------|------------|
| CY | Vessel | 6 | 0 | 23 | 0 | 29 |
| | Dock | 1 | 0 | 7 | 0 | 8 |
| | Total | 7 | 0 | 30 | 0 | 37 |
| Crane | Vessel | 0 | 0 | 20 | 0 | 20 |
| | Total | 0 | 0 | 20 | 0 | 20 |
| Semi-Tractor | Vessel | 77 | 0 | 0 | 0 | 77 |
| | Total | 77 | 0 | 0 | 0 | 77 |
| Total Clerk | Vessel | 20 | 0 | 2 | 0 | 22 |
| | Total | 20 | 0 | 2 | 0 | 22 |
| Total Longshore | Vessel | 149 | 0 | 43 | 0 | 192 |
| | Dock | 1 | 0 | 7 | 0 | 8 |
| | Total | 150 | 0 | 50 | 0 | 200 |
| Total Walking Boss | Vessel | 15 | 0 | 5 | 0 | 20 |
| | Total | 15 | 0 | 5 | 0 | 20 |

COMMENTS

There were approximately 30 identified casuals that remained in