



| Vessels* | | | | | | | | | G | angs | | | |
|-----------|---------------------|---------|-----------|-----------|---------|------------------|--------------------|------|-----|-------|-----------------|--------------|-------|
| No Ma | Inpower | Shorted | Working | To Finish | In Port | Idle | Anchor/ Backlog | | New | Back | | Cut | Total |
| | 0 | 0 | 4 | 0 | 10 | 6 | 1 | | 6 | 0 | | 0 | 6 |
| | | | | Vessels | | | | | | G | angs | | |
| Company | any Vessel Typ | | Туре | Status** | ET | ETA/ATA | | Back | Cut | Total | Wrkd To Date | To Finish | |
| EVERPORT | EVER L | ASTING | | Container | Wrkng | 08/3 | 08/30/2023 03:45 | | (| 0 0 | 1 | 3 | 0 |
| SSAT | GERD MAERSK | | Container | Idle/Cn | 08/2 | 08/28/2023 08:39 | | (| 0 0 | 0 | 12 | 0 | |
| | YM WELCOME | | Container | Idle/Cn | 08/2 | 8/2023 23:35 | 0 | (| 0 0 | 0 | 7 | 0 | |
| | MSC JULIE | | | Container | Idle/Cn | 08/2 | 9/2023 18:09 | 0 | (| 0 0 | 0 | 0 | 0 |
| | CSCL EAST CHINA SEA | | | Container | Wrkng | 08/2 | 9/2023 20:28 | 2 | (| 0 0 | 2 | 2 | 0 |
| | MSC JEONGMIN | | | Container | Idle/Cn | 08/2 | 9/2023 23:15 | 0 | (| 0 0 | 0 | 4 | 0 |
| | MAERSK NEWCASTLE | | | Container | Idle/Cn | 08/3 | 0/2023 12:43 | 0 | (| 0 0 | 0 | 1 | 0 |
| | MOUNT CAMERON | | | Container | Wrkng | 08/3 | 0/2023 19:04 | 2 | (| 0 0 | 2 | 2 | 0 |
| | CMA CGM ADONIS | | | Container | Idle/Cn | 08/3 | 1/2023 22:13 | 0 | C | 0 0 | 0 | 0 | 0 |
| TRA | YM UNI | FORMITY | | Container | Wrkng | 08/3 | 08/30/2023 06:35 | | (| 0 0 | 1 | 5 | 0 |
| No Orders | R. J. PF | EIFFER | | Container | Anchor | 08/1 | 9/2023 13:57 | 0 | (| 0 0 | 0 | 0 | 0 |
| | 1 | | | | 1 | I | Total Gangs | 6 | C |) 0 | 6 | 36 | 0 |

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

*Vessel summary fields are calculated as follows:

"Working" includes "Shorted".
 "In Port" = "Working" + "No Manpower" + "Idle".
 "Anchor" is not included "In Port".







| Vessels* | | | | | | | | | Ga | angs | | | | |
|-----------|----------------|--------------------|---------|------------|-------------|-------|--------------------|---|------|------|-------|-----------------|--------------|--|
| No Ma | anpower | Shorted | Working | To Finish | In Port | ldle | Anchor/ Backlog | | New | Back | | Cut | Total | |
| 0 | | 0 | 2 | 0 | 2 | 0 | 6 | 1 | | 1 0 | | 0 | 1 | |
| | | | | Vessels | | | | | | Ga | ings | | | |
| Company | Vessel | | | Туре | Status** | ET | ETA/ATA | | Back | Cut | Total | Wrkd To Date | To Finish | |
| BENIC | VANTA | GE DREAM | | Bulk Dry | Wrkng | 08/1 | 08/19/2023 14:16 | | 0 | 0 | 1 | 4 | 0 | |
| MTC NC | ANANY | A NAREE | | Bulk Dry | Wrkng | 07/3 | 1/2023 22:42 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | ISLAND | EXPLORER | | Barge | En Route | 08/2 | 08/27/2023 15:00 | | 0 | 0 | 0 | 0 | 0 | |
| No Orders | ATLAN | FIC HORIZON | | Bulk Dry | En Route | 07/1 | 3/2023 16:01 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | MORNING CLOUD | | | Bulk Dry | En Route | 08/03 | 3/2023 19:11 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | GENUI | NE ACE | | RORO Cargo | En Route 08 | | 9/2023 00:00 | 0 | 0 | 0 | 0 | 0 | 0 | |
| No Orders | LAVAU | VAUX | | Bulk Dry | Anchor | 08/1 | 4/2023 21:31 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | YANGTZE KEEPER | | | Bulk Dry | Anchor | 08/3 | 0/2023 05:13 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | | I | | | | Total Gangs | 1 | 0 | 0 | 1 | 4 | 0 | |

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

*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".



720 Dispatch Summary Oakland 09/01/2023 Shift 1

PMA

DISPATCH ACTUALS

LABOR ORDER SUMMARY

| Longshore Hall Jobs | |
|--------------------------------------|------|
| All Jobs Filled | Y |
| Total L/S Jobs Dispatched | 224 |
| No. of Skilled Jobs | 147 |
| No. of Unskilled Jobs | 77 |
| No. of Steady Replacements | 9 |
| Flex Dispatch Started | 6:00 |
| Flex Dispatch Completed | 6:20 |
| Regular Skilled Dispatch Started | 6:30 |
| Regular Skilled Dispatch Completed | 7:01 |
| Regular Unskilled Dispatch Started | 6:45 |
| Regular Unskilled Dispatch Completed | 7:05 |
| Class A Dispatched | Y |
| Class B Dispatched | Y |
| ID Casuals Dispatched | Ν |
| UNID Casuals Dispatched | Ν |
| Others Dispatched | Ν |
| Extra Clerk Jobs | |
| L10 Total Clerk Jobs Dispatched | 19 |
| L10 No. of Supervisor Clerk Jobs | 19 |
| L10 Clerk Jobs Available | 6:52 |
| L10 Pick-Up | 6:55 |
| L10 Clerk Dispatch Started | 6:56 |
| L10 Clerk Dispatch Completed | 7:05 |
| L34 Clerk Dispatch Started | 7:07 |
| L34 Clerk Dispatch Completed | 7:25 |

| Category/Board | Туре | New | Back | Steady | Cut | Total |
|--------------------|--------|-----|------|--------|-----|-------|
| CY | Vessel | 14 | 0 | 8 | 0 | 22 |
| | Dock | 43 | 0 | 27 | 0 | 70 |
| | Total | 57 | 0 | 35 | 0 | 92 |
| Crane | Vessel | 19 | 0 | 7 | 0 | 26 |
| | Dock | 1 | 0 | 0 | 0 | 1 |
| | Total | 20 | 0 | 7 | 0 | 27 |
| Semi-Tractor | Vessel | 43 | 0 | 0 | 0 | 43 |
| | Dock | 18 | 0 | 0 | 0 | 18 |
| | Total | 61 | 0 | 0 | 0 | 61 |
| Total Clerk | Vessel | 9 | 0 | 8 | 0 | 17 |
| | Dock | 14 | 0 | 23 | 0 | 37 |
| | Total | 23 | 0 | 31 | 0 | 54 |
| Total Longshore | Vessel | 143 | 0 | 15 | 0 | 158 |
| | Dock | 72 | 0 | 32 | 0 | 104 |
| | Total | 215 | 0 | 47 | 0 | 262 |
| Total Walking Boss | Vessel | 12 | 0 | 7 | 0 | 19 |
| | Dock | 1 | 0 | 3 | 0 | 4 |
| | Total | 13 | 0 | 10 | 0 | 23 |

COMMENTS There were approximately 20 individuals that remained in the ha