



720 Dispatch Summary

Oakland
09/12/2022 Shift 1

CONTAINER VESSEL ACTIVITY

| Vessels* | | | | | | | Gangs | | | |
|-------------|---------|---------|-----------|---------|------|--------------------|-------|------|-----|-------|
| No Manpower | Shorted | Working | To Finish | In Port | Idle | Anchor/ Backlog | New | Back | Cut | Total |
| 0 | 0 | 3 | 0 | 6 | 3 | 10 | 9 | 0 | 0 | 9 |

| Vessels | | | | | Gangs | | | | | |
|--------------------|------------------|-----------|----------|------------------|----------|----------|----------|----------|-----------------|--------------|
| Company | Vessel | Type | Status** | ETA/ATA | New | Back | Cut | Total | Wrkd To Date | To Finish |
| EVERPORT | EVER LOTUS | Container | Wrkng | 09/10/2022 05:13 | 3 | 0 | 0 | 3 | 12 | 0 |
| SSAT | MSC SHREYA B | Container | Idle/Cn | 08/13/2022 15:30 | 0 | 0 | 0 | 0 | 24 | 0 |
| | CMA CGM GEMINI | Container | Wrkng | 08/18/2022 09:00 | 4 | 0 | 0 | 4 | 12 | 0 |
| | MSC VEGA | Container | En Route | 08/20/2022 06:18 | 0 | 0 | 0 | 0 | 0 | 0 |
| | SEATTLE EXPRESS | Container | En Route | 09/05/2022 03:36 | 0 | 0 | 0 | 0 | 0 | 0 |
| | MAERSK AVON | Container | Idle/Cn | 09/08/2022 00:47 | 0 | 0 | 0 | 0 | 2 | 0 |
| | CAPE ALTIUS | Container | Idle/Cn | 09/08/2022 16:24 | 0 | 0 | 0 | 0 | 4 | 0 |
| TRA | NYK DELPHINUS | Container | Wrkng | 08/28/2022 15:05 | 2 | 0 | 0 | 2 | 5 | 0 |
| | YM UPSURGENCE | Container | En Route | 09/05/2022 03:29 | 0 | 0 | 0 | 0 | 0 | 0 |
| No Orders | MAERSK ALGOL | Container | En Route | 08/20/2022 04:57 | 0 | 0 | 0 | 0 | 0 | 0 |
| | MSC NITYA B | Container | En Route | 08/27/2022 22:48 | 0 | 0 | 0 | 0 | 0 | 0 |
| | APL SANTIAGO | Container | En Route | 09/02/2022 09:05 | 0 | 0 | 0 | 0 | 0 | 0 |
| | CMA CGM VIRGINIA | Container | En Route | 09/05/2022 09:43 | 0 | 0 | 0 | 0 | 0 | 0 |
| | WAN HAI 276 | Container | En Route | 09/10/2022 16:21 | 0 | 0 | 0 | 0 | 0 | 0 |
| | SYNERGY KEELUNG | Container | En Route | 09/10/2022 18:54 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EVER FINE | Container | En Route | 09/11/2022 22:49 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Gangs | | | | | 9 | 0 | 0 | 9 | 59 | 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 | 4 | 0 | 4 | 0 | 8 | 1 | 0 | 0 | 1 |

| Vessels | | | | | Gangs | | | | | |
|--------------------|-----------------|---------------|----------|------------------|----------|----------|----------|----------|-----------------|--------------|
| Company | Vessel | Type | Status** | ETA/ATA | New | Back | Cut | Total | Wrkd To Date | To Finish |
| BENIC | GLOBAL ECHO | Bulk Dry | Wrkng | 09/04/2022 17:33 | 1 | 0 | 0 | 1 | 4 | 0 |
| METRO | UNION TAYLOR | Bulk Dry | Wrkng | 08/30/2022 20:56 | 0 | 0 | 0 | 0 | 0 | 0 |
| | REGATTA | Passenger | Wrkng | 09/11/2022 20:19 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTC NC | LADY SARE | Bulk Dry | Wrkng | 08/10/2022 02:41 | 0 | 0 | 0 | 0 | 0 | 0 |
| | OCEAN GLORY | General Cargo | En Route | 08/12/2022 13:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| | WESTERN 7 | Barge | En Route | 09/06/2022 05:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| No Orders | MORNING CLOUD | Bulk Dry | En Route | 08/25/2022 22:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NORDSEINE | Bulk Dry | En Route | 09/06/2022 06:33 | 0 | 0 | 0 | 0 | 0 | 0 |
| | VERITY | Bulk Dry | En Route | 09/08/2022 08:17 | 0 | 0 | 0 | 0 | 0 | 0 |
| | LILA CASABLANCA | Bulk Dry | En Route | 09/11/2022 08:09 | 0 | 0 | 0 | 0 | 0 | 0 |
| No Orders | YM ENDEAVOUR | Bulk Dry | Anchor | 08/04/2022 21:58 | 0 | 0 | 0 | 0 | 0 | 0 |
| | ASAHI OCEAN | Bulk Dry | Anchor | 08/28/2022 09:35 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Gangs | | | | | 1 | 0 | 0 | 1 | 4 | 0 |

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

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DISPATCH ACTUALS

| Longshore Hall Jobs | |
|--------------------------------------|------|
| All Jobs Filled | Y |
| Total L/S Jobs Dispatched | 240 |
| No. of Skilled Jobs | 179 |
| No. of Unskilled Jobs | 61 |
| Flex Dispatch Started | 6:00 |
| Flex Dispatch Completed | 6:30 |
| Regular Skilled Dispatch Started | 6:30 |
| Regular Skilled Dispatch Completed | 7:00 |
| Regular Unskilled Dispatch Started | 6:55 |
| Regular Unskilled Dispatch Completed | 7:27 |
| 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 | 35 |
| L10 No. of Supervisor Clerk Jobs | 34 |
| L10 No. of Basic Clerk Jobs | 1 |
| L10 Clerk Jobs Available | 6:57 |
| L10 Pick-Up | 7:00 |
| L10 Clerk Dispatch Started | 7:05 |
| L10 Clerk Dispatch Completed | 7:28 |
| L34 Clerk Dispatch Started | 7:08 |
| L34 Clerk Dispatch Completed | 7:35 |
| Casual Jobs | |
| Casuals Dispatched to L/S Work | 1 |

LABOR ORDER SUMMARY

| Category/Board | Type | New | Back | Steady | Cut | Total |
|--------------------|--------------|------------|----------|-----------|----------|------------|
| CY | Vessel | 6 | 0 | 22 | 0 | 28 |
| | Dock | 69 | 0 | 40 | 0 | 109 |
| | Total | 75 | 0 | 62 | 0 | 137 |
| Crane | Vessel | 17 | 0 | 19 | 0 | 36 |
| | Dock | 2 | 0 | 0 | 0 | 2 |
| | Total | 19 | 0 | 19 | 0 | 38 |
| Semi-Tractor | Vessel | 67 | 0 | 0 | 0 | 67 |
| | Dock | 18 | 0 | 0 | 0 | 18 |
| | Total | 85 | 0 | 0 | 0 | 85 |
| Total Clerk | Vessel | 15 | 0 | 8 | 0 | 23 |
| | Dock | 31 | 0 | 45 | 0 | 76 |
| | Total | 46 | 0 | 53 | 0 | 99 |
| Total Longshore | Vessel | 147 | 0 | 42 | 0 | 189 |
| | Dock | 93 | 0 | 44 | 0 | 137 |
| | Total | 240 | 0 | 86 | 0 | 326 |
| Total Walking Boss | Vessel | 11 | 0 | 9 | 0 | 20 |
| | Dock | 1 | 0 | 5 | 0 | 6 |
| | Total | 12 | 0 | 14 | 0 | 26 |

COMMENTS

There were approximately 30 individuals that remained in the ha