



720 Dispatch Summary

Oakland
12/12/2022 Shift 2

CONTAINER VESSEL ACTIVITY

| Vessels* | | | | | | | Gangs | | | |
|-------------|---------|---------|-----------|---------|------|--------------------|-------|------|-----|-------|
| No Manpower | Shorted | Working | To Finish | In Port | Idle | Anchor/ Backlog | New | Back | Cut | Total |
| 0 | 0 | 4 | 0 | 6 | 2 | 5 | 7 | 0 | 0 | 7 |

| Vessels | | | | | Gangs | | | | | |
|--------------------|----------------|-----------|----------|------------------|----------|----------|----------|----------|-----------------|--------------|
| Company | Vessel | Type | Status** | ETA/ATA | New | Back | Cut | Total | Wrkd To Date | To Finish |
| EVERPORT | EVER LASTING | Container | Wrkng | 12/11/2022 04:20 | 1 | 0 | 0 | 1 | 10 | 0 |
| SSAT | MOKIHANA | Container | Idle | 09/30/2022 18:59 | 0 | 0 | 0 | 0 | 3 | 0 |
| | MAHIMAHI | Container | Idle | 11/09/2022 00:21 | 0 | 0 | 0 | 0 | 1 | 0 |
| | MSC SHREYA B | Container | Wrkng | 12/09/2022 19:18 | 2 | 0 | 0 | 2 | 14 | 0 |
| | MANOA | Container | Wrkng | 12/11/2022 23:52 | 2 | 0 | 0 | 2 | 4 | 0 |
| TRA | ONE ARCADIA | Container | Wrkng | 11/25/2022 03:37 | 2 | 0 | 0 | 2 | 16 | 0 |
| No Orders | ONE CONTINUITY | Container | En Route | 12/04/2022 18:57 | 0 | 0 | 0 | 0 | 0 | 0 |
| | ARGUS | Container | En Route | 12/05/2022 16:24 | 0 | 0 | 0 | 0 | 0 | 0 |
| | YM UPWARD | Container | En Route | 12/07/2022 18:28 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NYK RUMINA | Container | En Route | 12/08/2022 02:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| No Orders | ONE TRITON | Container | Anchor | 11/18/2022 17:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Gangs | | | | | 7 | 0 | 0 | 7 | 48 | 0 |

- *Vessel summary fields are calculated as follows:
- "Working" includes "Shorted".
 - "In Port" = "Working" + "No Manpower" + "Idle".
 - "Anchor" is not included "In Port".

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



720 Dispatch Summary

Oakland

12/12/2022 Shift 2

DISPATCH ACTUALS

| Longshore Hall Jobs | |
|--------------------------------------|-------|
| All Jobs Filled | Y |
| Total L/S Jobs Dispatched | 163 |
| No. of Skilled Jobs | 104 |
| No. of Unskilled Jobs | 59 |
| No. of Steady Replacements | 9 |
| Flex Dispatch Started | 16:00 |
| Flex Dispatch Completed | 16:30 |
| Regular Skilled Dispatch Started | 16:30 |
| Regular Skilled Dispatch Completed | 17:00 |
| Regular Unskilled Dispatch Started | 17:01 |
| Regular Unskilled Dispatch Completed | 17:18 |
| 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 | 6 |
| L10 No. of Supervisor Clerk Jobs | 6 |
| L10 Clerk Jobs Available | 15:38 |
| L10 Pick-Up | 15:53 |
| L10 Clerk Dispatch Started | 16:00 |
| L10 Clerk Dispatch Completed | 16:05 |
| L34 Clerk Dispatch Started | 16:03 |
| L34 Clerk Dispatch Completed | 16:12 |

LABOR ORDER SUMMARY

| Category/Board | Type | New | Back | Steady | Cut | Total |
|--------------------|--------------|------------|----------|-----------|----------|------------|
| CY | Vessel | 2 | 0 | 10 | 0 | 12 |
| | Dock | 20 | 0 | 36 | 0 | 56 |
| | Total | 22 | 0 | 46 | 0 | 68 |
| Crane | Vessel | 6 | 0 | 10 | 0 | 16 |
| | Dock | 2 | 0 | 0 | 0 | 2 |
| | Total | 8 | 0 | 10 | 0 | 18 |
| Semi-Tractor | Vessel | 50 | 0 | 0 | 0 | 50 |
| | Dock | 15 | 0 | 0 | 0 | 15 |
| | Total | 65 | 0 | 0 | 0 | 65 |
| Total Clerk | Vessel | 11 | 0 | 2 | 0 | 13 |
| | Dock | 15 | 0 | 7 | 0 | 22 |
| | Total | 26 | 0 | 9 | 0 | 35 |
| Total Longshore | Vessel | 114 | 0 | 20 | 0 | 134 |
| | Dock | 40 | 0 | 37 | 0 | 77 |
| | Total | 154 | 0 | 57 | 0 | 211 |
| Total Walking Boss | Vessel | 6 | 0 | 6 | 0 | 12 |
| | Dock | 1 | 0 | 3 | 0 | 4 |
| | Total | 7 | 0 | 9 | 0 | 16 |

COMMENTS

There were approximately 30 individuals that remained in the ha