720 Dispatch Summary Oakland



12/18/2022 Shift 2

CONTAINER VESSEL ACTIVITY

| Vessels* | | | | | | | | G | angs | |
|-------------|---------|---------|-----------|---------|------|--------------------|-----|------|------|-------|
| No Manpower | Shorted | Working | To Finish | In Port | ldle | Anchor/ Backlog | New | Back | Cut | Total |
| 0 | 0 | 3 | 0 | 7 | 4 | 4 | 6 | 0 | 0 | 6 |

| Vessels | | | | | | Gangs | | | | | | |
|-----------|---------------------|-----------|----------|------------------|-----|-------|-----|-------|-----------------|--------------|--|--|
| Company | Vessel | Туре | Status** | ETA/ATA | New | Back | Cut | Total | Wrkd To Date | To Finish | | |
| 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 | | |
| | WAN HAI 511 | Container | Wrkng | 12/16/2022 16:20 | 1 | 0 | 0 | 1 | 3 | 0 | | |
| | CMA CGM WHITE SHARK | Container | Idle/Cn | 12/16/2022 18:45 | 0 | 0 | 0 | 0 | 6 | 0 | | |
| | MSC NITYA B | Container | Wrkng | 12/16/2022 20:43 | 2 | 0 | 0 | 2 | 6 | 0 | | |
| | CAPE ALTIUS | Container | Idle/Cn | 12/18/2022 14:53 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| TRA | ONE CONTINUITY | Container | Wrkng | 12/04/2022 18:57 | 3 | 0 | 0 | 3 | 5 | 0 | | |
| No Orders | YM UPWARD | Container | En Route | 12/07/2022 18:28 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | YM UBIQUITY | Container | En Route | 12/13/2022 18:57 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | MSC GAYANE | Container | En Route | 12/16/2022 04:58 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | CMA CGM LYRA | Container | En Route | 12/17/2022 02:50 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | • | | | Total Gangs | 6 | 0 | 0 | 6 | 24 | 0 | | |

^{*}Vessel summary fields are calculated as follows:

^{1. &}quot;Working" includes "Shorted".
2. "In Port" = "Working" + "No Manpower" + "Idle".
3. ""Anchor" is not included "In Port".

^{** &}quot;NMP" indicates No Manpower; "Idle/Cn" indicates vessel not working due to cancelled order.

720 Dispatch Summary



Oakland 12/18/2022 Shift 2

DISPATCH ACTUALS

| Longshore Hall Jobs | |
|--------------------------------------|-------|
| All Jobs Filled | Y |
| Total L/S Jobs Dispatched | 92 |
| No. of Skilled Jobs | 50 |
| No. of Unskilled Jobs | 42 |
| Flex Dispatch Started | 16:00 |
| Flex Dispatch Completed | 16:15 |
| Regular Skilled Dispatch Started | 16:30 |
| Regular Skilled Dispatch Completed | 16:47 |
| Regular Unskilled Dispatch Started | 16:47 |
| Regular Unskilled Dispatch Completed | 17:05 |
| Class A Dispatched | Y |
| Class B Dispatched | Y |
| ID Casuals Dispatched | N |
| UNID Casuals Dispatched | N |
| Others Dispatched | N |

LABOR ORDER SUMMARY

| Category/Board | Туре | New | Back | Steady | Cut | Total |
|--------------------|--------|-----|------|--------|-----|-------|
| CY | Vessel | 3 | 0 | 9 | 0 | 12 |
| | Dock | 5 | 0 | 0 | 0 | 5 |
| | Total | 8 | 0 | 9 | 0 | 17 |
| Crane | Vessel | 0 | 0 | 12 | 0 | 12 |
| | Total | 0 | 0 | 12 | 0 | 12 |
| Semi-Tractor | Vessel | 42 | 0 | 0 | 0 | 42 |
| | Total | 42 | 0 | 0 | 0 | 42 |
| Total Clerk | Vessel | 11 | 0 | 3 | 0 | 14 |
| | Total | 11 | 0 | 3 | 0 | 14 |
| Total Longshore | Vessel | 87 | 0 | 21 | 0 | 108 |
| | Dock | 5 | 0 | 0 | 0 | 5 |
| | Total | 92 | 0 | 21 | 0 | 113 |
| Total Walking Boss | Vessel | 3 | 0 | 7 | 0 | 10 |
| | Total | 3 | 0 | 7 | 0 | 10 |

COMMENTS

There were approximately 10 individuals that remained in the ha