

CONTAINER VESSEL ACTIVITY

| | Vessels* | | | | | | | | Gangs | | | | | |
|-----------|-----------------|------------|---------|-----------|----------|-------|--------------------|-----|-------|------|-------|-----------------|--------------|--|
| No Ma | npower | Shorted | Working | To Finish | In Port | ldle | Anchor/ Backlog | | New | Back | | Cut | Total | |
| 0 | | 0 0 | | 0 | 6 | 1 | 3 | | 11 | 0 | | 0 | 11 | |
| | | | | Vessels | | | | | | Ga | angs | | | |
| Company | Vessel | | | Туре | Status** | ET | A/ATA | New | Back | Cut | Total | Wrkd To Date | To Finish | |
| EVERPORT | EVER M | IAX | | Container | Wrkng | 09/1 | 09/15/2024 12:30 | | 0 | 0 | 2 | 2 | 0 | |
| SSAT | MAERSK ALFIRK | | | Container | Wrkng | 09/12 | 2/2024 09:59 | 3 | 0 | 0 | 3 | 10 | 0 | |
| | MSC GISELLE | | | Container | Idle/Cn | 09/1: | 3/2024 14:45 | 0 | 0 | 0 | 0 | 4 | 0 | |
| | NPDL CALIFORNIA | | | Container | Wrkng | 09/14 | 1/2024 01:20 | 2 | 0 | 0 | 2 | 2 | 0 | |
| | MANULANI | | | Container | Wrkng | 09/1 | 5/2024 15:44 | 2 | 0 | 0 | 2 | 2 | 0 | |
| TRA | DELPHI | NUS C | | Container | Wrkng | 09/14 | 1/2024 06:35 | 2 | 0 | 0 | 2 | 6 | 0 | |
| No Orders | ONE MANHATTAN | | | Container | En Route | 09/14 | 1/2024 12:54 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | CMA CG | GM DUTCH H | ARBOR | Container | En Route | 09/1 | 5/2024 05:46 | 0 | 0 | 0 | 0 | 0 | 0 | |
| No Orders | CMA CG | SM RIGOLET | ГО | Container | Anchor | 09/12 | 2/2024 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 1 | | | | | 1 | Total Gangs | 11 | 0 | 0 | 11 | 26 | 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".







NON-CONTAINER VESSEL ACTIVITY

| Vessels* | | | | | | | | Gangs | | | | | |
|------------|------------------|------------------------|----------|------------------|----------|--------------|--------------------|-------|------|------|-------|-----------------|--------------|
| No Ma | anpower | Shorted | Working | To Finish | In Port | ldle | Anchor/ Backlog | | New | Back | | Cut | Total |
| | 0 | 0 | 5 | 0 | 5 | 0 | 2 | | 1 | 0 | | 0 | 1 |
| | | | | Vessels | | | | | | G | angs | | |
| Company | Vessel | | | Туре | Status** | ET | ETA/ATA | | Back | Cut | Total | Wrkd To Date | To Finish |
| BENIC | KOBE GLORIA | | Bulk Dry | Wrkng | 09/12 | 2/2024 18:17 | 1 | 0 | 0 | 1 | 1 | 0 | |
| METRO HONC | | ONOURABLE HENRY JACKMA | | Discharging Bulk | Wrkng | 09/14 | 09/14/2024 19:20 | | 0 | 0 | 0 | 0 | 0 |
| | CARNIV | AL MIRACLE | | Passenger | Wrkng | 09/15 | 09/15/2024 19:10 | 0 | 0 | 0 | 0 | 0 | 0 |
| | CELEBRITY SUMMIT | | | Passenger | Wrkng | 09/16 | 6/2024 01:05 | 0 | 0 | 0 | 0 | 0 | 0 |
| MTC NC | V BROS | / BROS | | Bulk Dry | Wrkng | 07/16 | 6/2024 17:23 | 0 | 0 | 0 | 0 | 0 | 0 |
| No Orders | TEXAS | XAS HIGHWAY | | RORO Cargo | En Route | 09/14 | /2024 21:06 | 0 | 0 | 0 | 0 | 0 | 0 |
| No Orders | HANDY | MERCHANT | | Bulk Dry | Anchor | 08/13 | 3/2024 00:46 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | Total Gangs | 1 | 0 | 0 | 1 | 1 | 0 |

*Vessel summary fields are calculated as follows:

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

"Working" includes "Shorted".
"In Port" = "Working" + "No Manpower" + "Idle".

3. ""Anchor" is not included "In Port".

720 Dispatch Summary Oakland 09/16/2024 Shift 1

PMA

DISPATCH ACTUALS

LABOR ORDER SUMMARY

| Longshore Hall Jobs | | | | | |
|--------------------------------------|------|--|--|--|--|
| All Jobs Filled | Y | | | | |
| Total L/S Jobs Dispatched | 391 | | | | |
| No. of Skilled Jobs | 236 | | | | |
| No. of Unskilled Jobs | 155 | | | | |
| No. of Steady Replacements | 5 | | | | |
| Flex Dispatch Started | 6:00 | | | | |
| Flex Dispatch Completed | 6:29 | | | | |
| Regular Skilled Dispatch Started | 6:30 | | | | |
| Regular Skilled Dispatch Completed | 7:11 | | | | |
| Regular Unskilled Dispatch Started | 6:47 | | | | |
| Regular Unskilled Dispatch Completed | 7:23 | | | | |
| 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 | 30 | | | | |
| L10 No. of Supervisor Clerk Jobs | 29 | | | | |
| L10 No. of Basic Clerk Jobs | 1 | | | | |
| L10 Clerk Jobs Available | 6:56 | | | | |
| L10 Pick-Up | 7:06 | | | | |
| L10 Clerk Dispatch Started | 7:10 | | | | |
| L10 Clerk Dispatch Completed | 7:23 | | | | |
| L34 Clerk Dispatch Started | 7:11 | | | | |
| L34 Clerk Dispatch Completed | 7:32 | | | | |

| Category/Board | Туре | New | Back | Steady | Cut | Total |
|--------------------|--------|-----|------|--------|-----|-------|
| CY | Vessel | 26 | 0 | 23 | 0 | 49 |
| | Dock | 67 | 0 | 32 | 0 | 99 |
| | Total | 93 | 0 | 55 | 0 | 148 |
| Crane | Vessel | 22 | 0 | 19 | 0 | 41 |
| | Dock | 4 | 0 | 0 | 0 | 4 |
| | Total | 26 | 0 | 19 | 0 | 45 |
| Semi-Tractor | Vessel | 80 | 0 | 0 | 0 | 80 |
| | Dock | 20 | 0 | 0 | 0 | 20 |
| | Total | 100 | 0 | 0 | 0 | 100 |
| Total Clerk | Vessel | 17 | 0 | 7 | 0 | 24 |
| | Dock | 19 | 0 | 23 | 0 | 42 |
| | Total | 36 | 0 | 30 | 0 | 66 |
| Total Longshore | Vessel | 286 | 0 | 43 | 0 | 329 |
| | Dock | 100 | 0 | 35 | 0 | 135 |
| | Total | 386 | 0 | 78 | 0 | 464 |
| Total Walking Boss | Vessel | 21 | 0 | 9 | 0 | 30 |
| | Dock | 5 | 0 | 1 | 0 | 6 |
| | Total | 26 | 0 | 10 | 0 | 36 |