Three Weeks in the Voyages of the **Alaska Star**
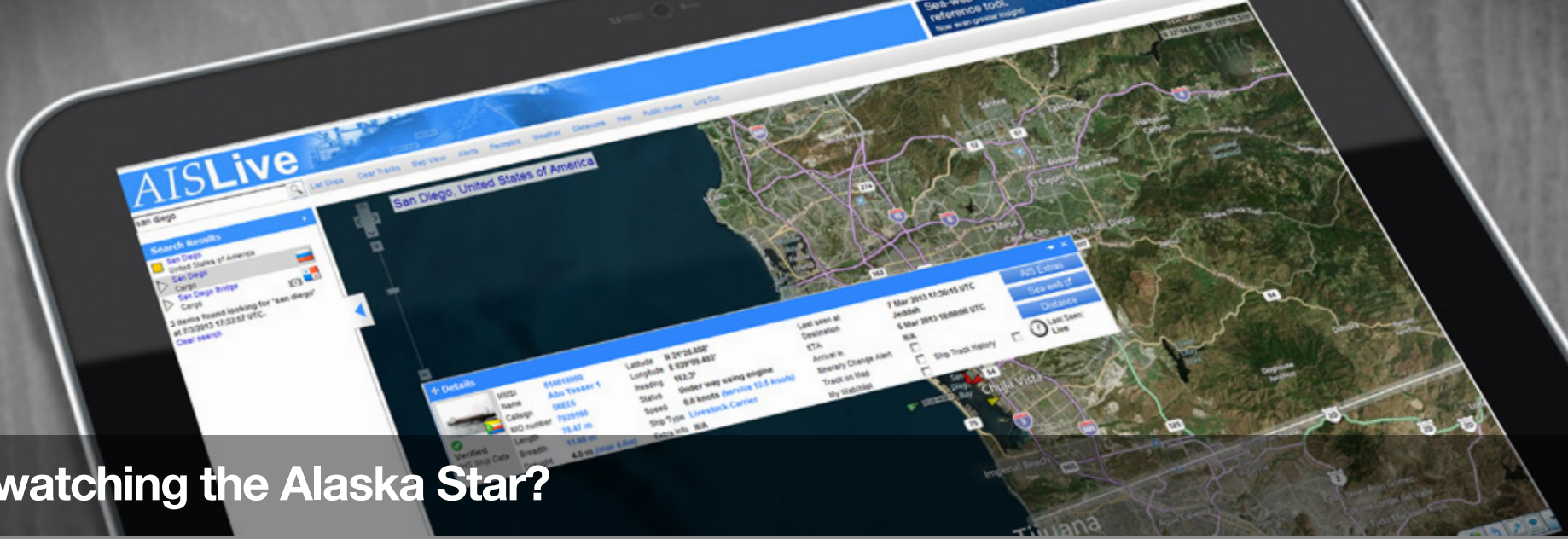
Contents

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Who's watching the Alaska Star?

Roberto, **a consolidation agent** mentioned in the following story, is one of the many people in the maritime industry who has a need-to-know about ship movements. You, too, may need to find out quickly where ships are, where they have been, and current estimated time of arrivals. Perhaps you also need itinerary changes, or alerts when ships enter specific zones.

See how thousands of your industry colleagues are using a dynamic tool—AISLive—to gain this information at any time on more than 80,000 ships. See how they are using these insights to improve productivity, save time, reduce risk, and win new business. AISLive is now fully compatible on iPad™ and most tablets.

To discover some of the ways AISLive helps people every day in their jobs, let's follow a hypothetical dry cargo ship, the Alaska Star, through 21 days of its voyages. The ship is on tramp duties and does not follow a fixed schedule or published ports of call.

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Details

MMSI	727729111	Latitude	N 20°08.135'	Last seen at	11 Mar 2013 15:44:18 UTC
Name	**Alaska Star**	Longitude	E 038°07.566'	Destination	**Anchorage, AK**
Callsign	E7DD6	Heading	33.3°	ETA	3 Dec 2012 4:00:00 UTC
IMO number	8130271	Status	**Under way using engine**	Arrival in	N/A
Length	78.47 m	Speed	**7.5 knots** *(service 12.5 knots)*	Itinerary Change Alert ☐	
Breadth	11.60 m	Ship Type	**General Cargo**	Track on Map ☐ Ship Track History ☐	
Draught	4.0 m *(max 4.0m)*	Extra Info	N/A	My Watchlist ☐	

✓ Verified
IHS Ship Data

AIS Extras
Sea-web
Distance
Last Seen: **Live** **

DAY 1

Underway from Anchorage

Destination: Vancouver, 1455 nautical miles
Cargo: Canned Seafood

A charterer spots the Alaska Star as she watches ship traffic patterns in and out of Anchorage. From past observations, she knows the ship has been under-booked recently due to recorded periods of idleness and layup.

Using the verified owner details, she decides to contact the owner and the owner's broker with an offer.

ALASKA STAR

Anchorage

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DAY 5

Early morning arrival in Vancouver.
The Alaska Star unloads some of its cargo and departs at noon for nearby Seattle (110 nautical miles), where it berths overnight, and loads a cargo of lumber.

A piloting service watches the Alaska Star's approach to Vancouver on AISLive. A pilot launch takes a pilot to board the ship and bring it into port.

The **Seattle harbormaster** uses AISLive to monitor vessels active beyond the local vessel tracking system. Observing that the Alaska Star is leaving Vancouver on schedule, he assigns a berth for the ship's arrival later that day.

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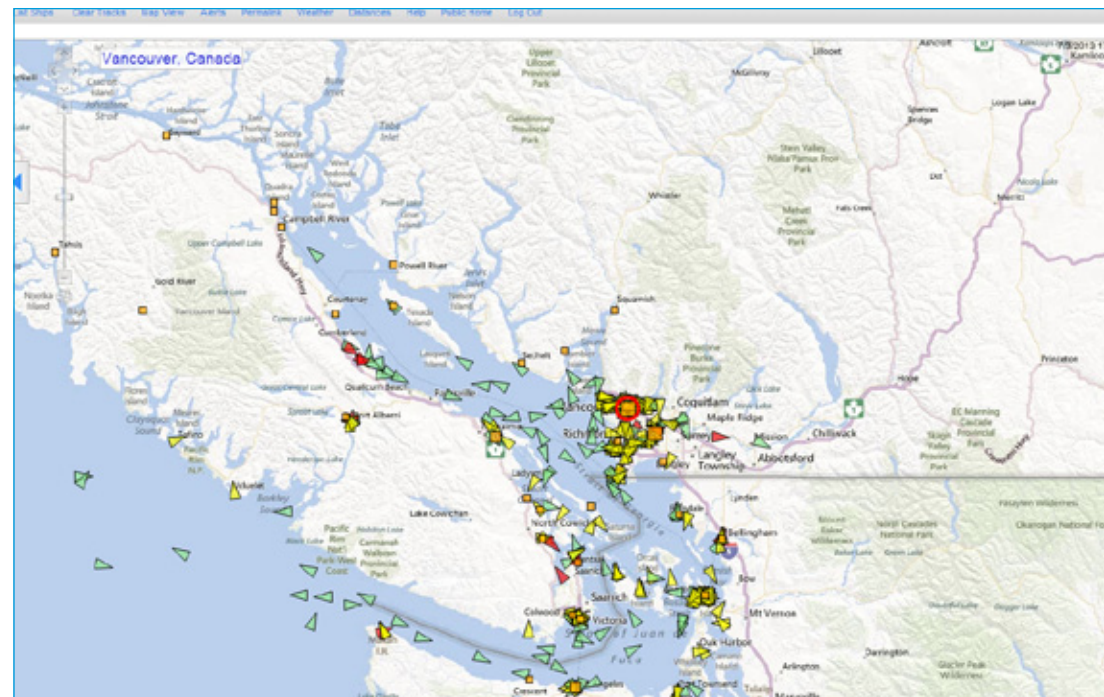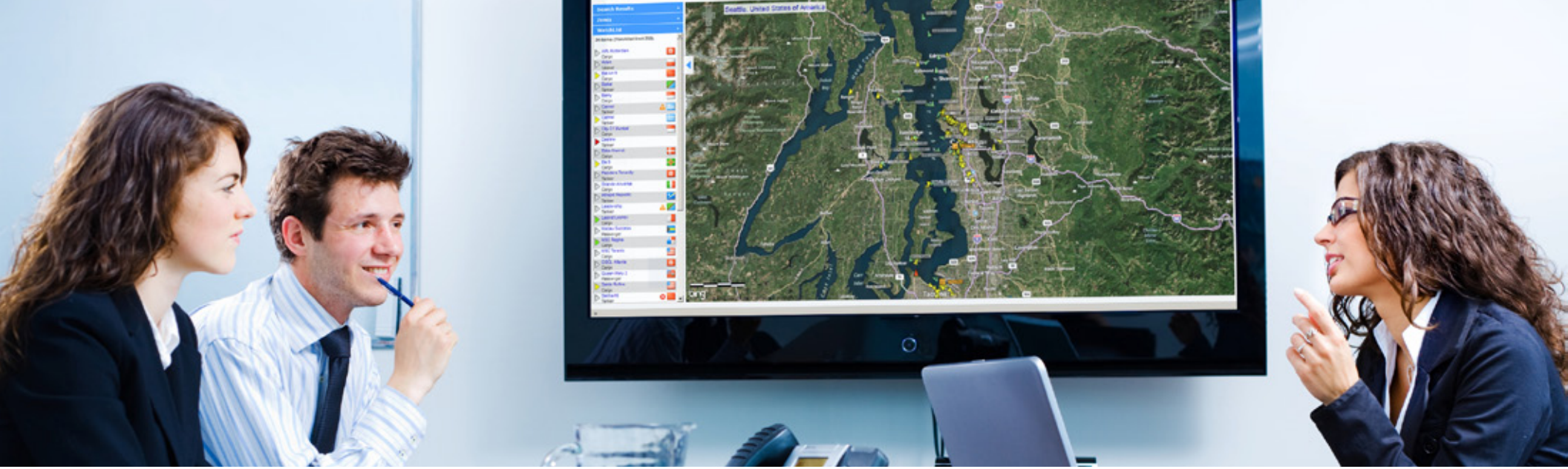
DAY 6

Underway for Los Angeles
(1143 nautical miles from Seattle)

A maritime lawyer representing several West Coast port authorities, including Los Angeles, has a list of ships reported to be delinquent in payment of fees. The Alaska Star is on the list. Using AISLive the lawyer can see that the Alaska Star is destined for Los Angeles, so he contacts the owner and learns that the reported delinquency is erroneous.

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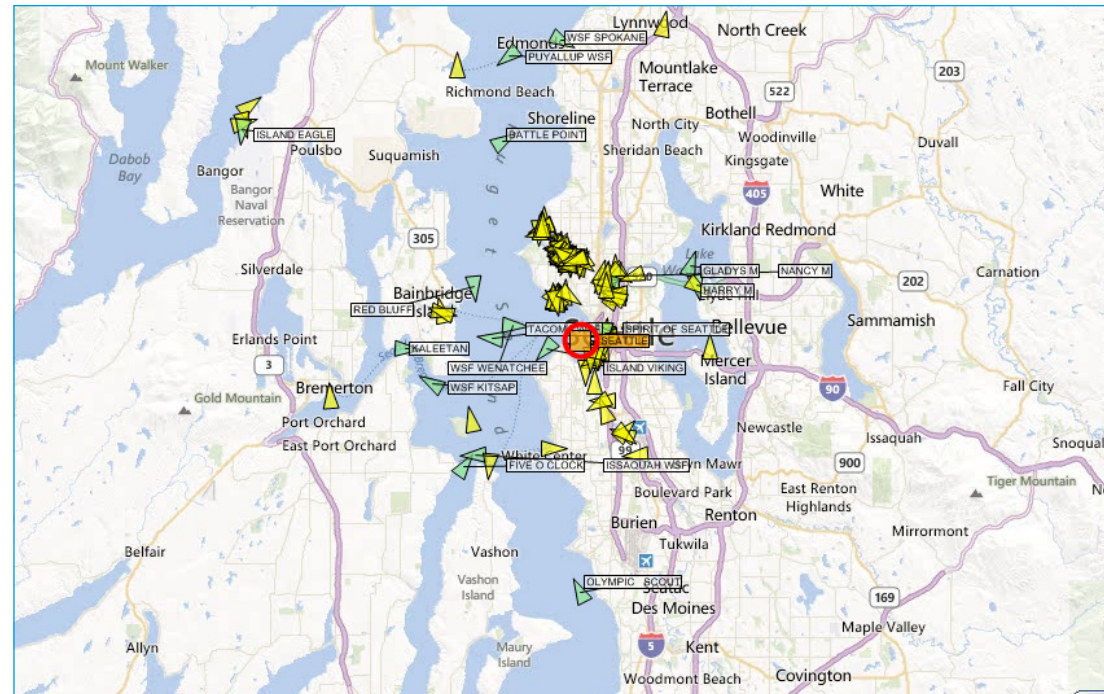
DAY 9

The Alaska Star arrives in Los Angeles, where it takes on containers of timber.

A yard services vendor in Los Angeles has quit relying totally on crew-reported and local ship agent-reported estimated time of arrivals (ETAs), which are often in need of updating against changing calling patterns. Using AISLive's dynamic Ship Watch and alert services, they are able to stay informed of their customers' ETAs. After receiving automated notification that the ship has arrived in port, they dispatch workers to be at the ship's berth on arrival.

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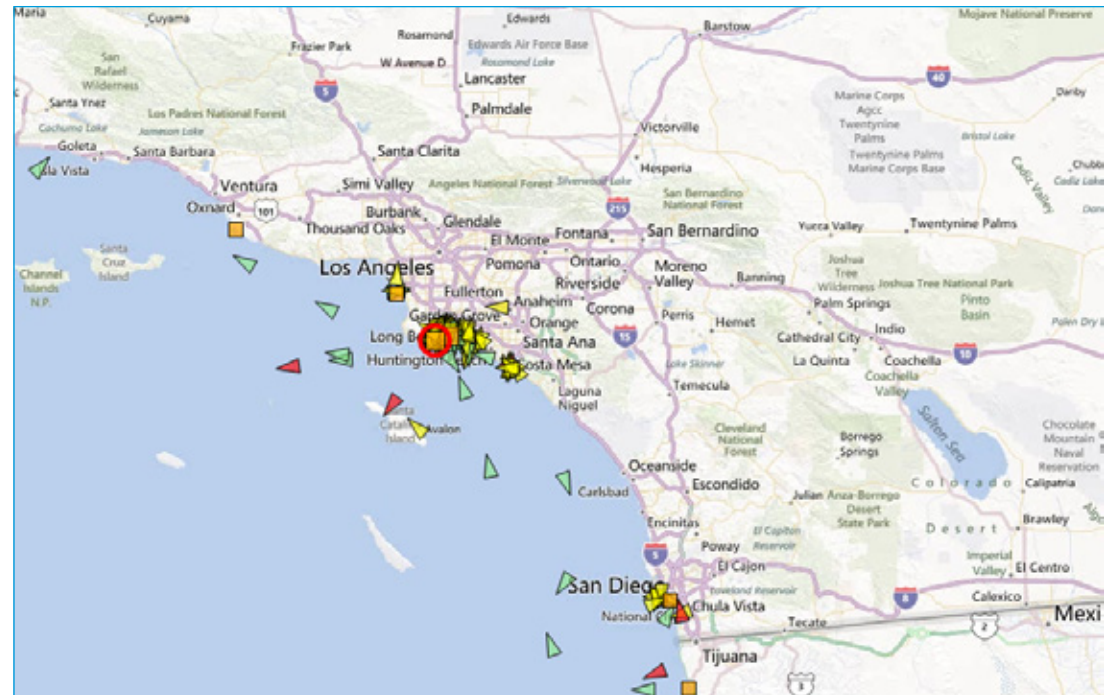
DAY 10

Underway from Los Angeles.
Destination: Manzanillo, Mexico (1202 nautical miles).

Cargo: Hardware and machinery

Roberto, **a consolidation agent**, obtains a "rush" request from a manufacturer in Mexico City and is seeking ships destined for Manzanillo to take on additional cargo for shipment to San Diego. Using AISLive distance tables and ship data, he identifies six ships with appropriate specifications and ETAs, including the Alaska Star, and begins contacting their managers, agents and brokers.

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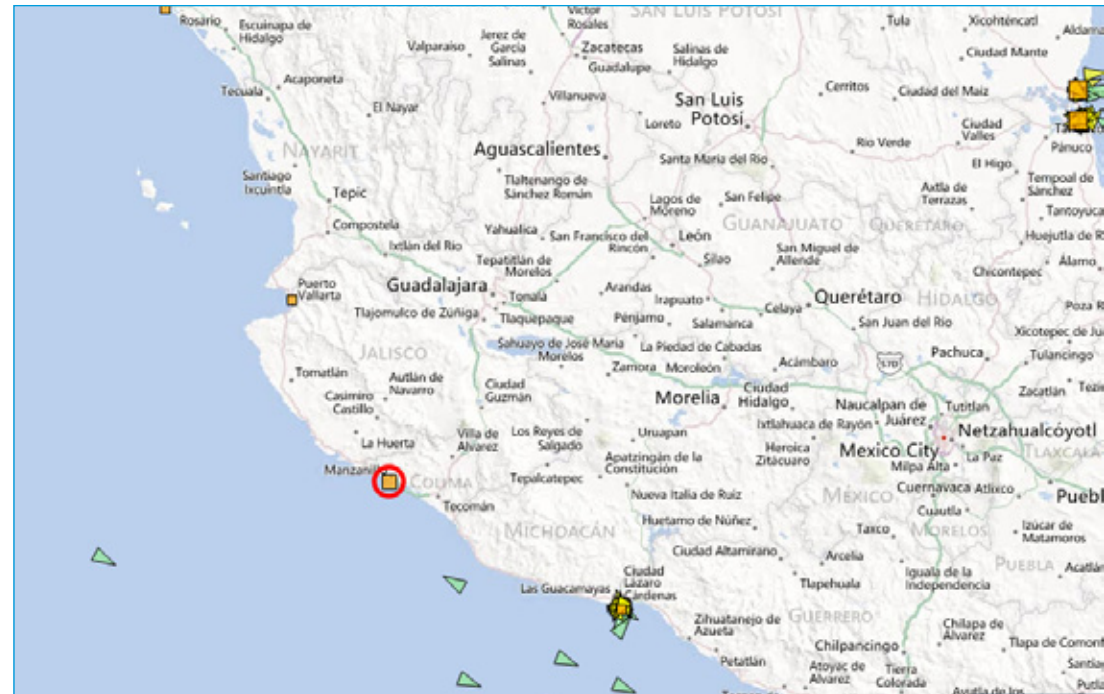
DAY 11

The Alaska Star is at sea, three days from Manzanillo.

An underwriter at the Alaska Star's hull insurer checks AISLive to assure that zone alerts are active for the vessel, which is not covered for trading south of Lazaro Cardenas. The underwriter sees that zone alerts are in effect for ports south of Lazaro Cardenas and arranges to adjust the premiums accordingly.

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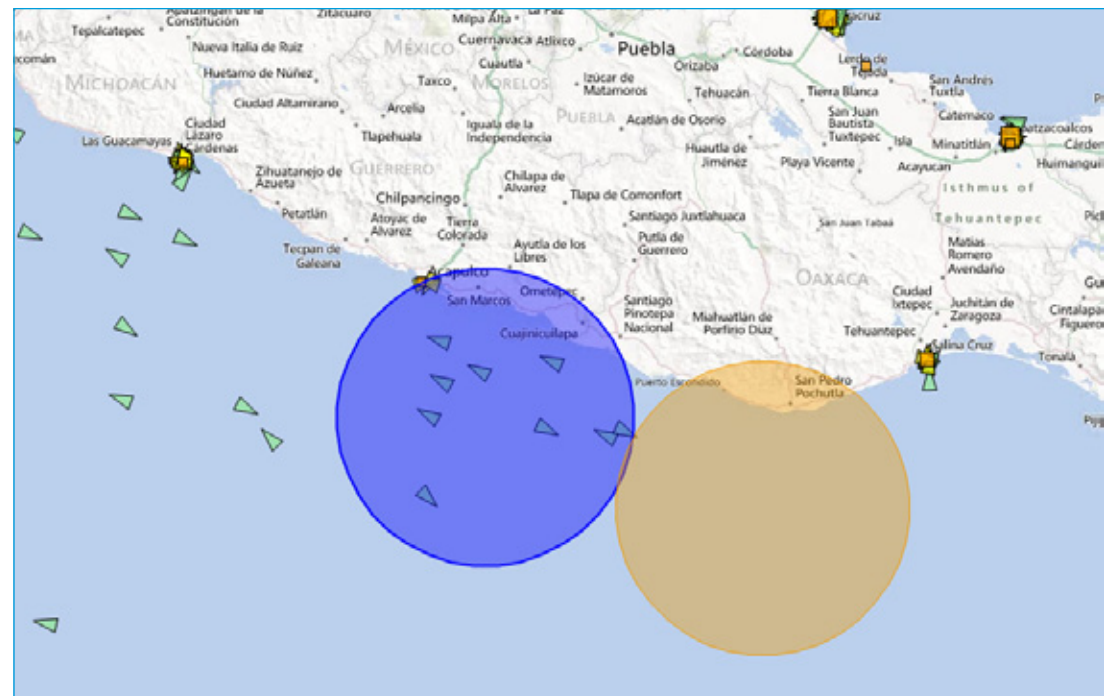
DAY 13

A storm forms off the west coast of Mexico. To avoid the storm, the Alaska Star alters its course, adding 16 hours to its ETA in Manzanillo.

A freight broker diverts a load of agricultural products intended for the Alaska Star to another ship, and arranges new cargo for the Alaska Star.

Earlier, the Alaska Star had notified a **marine equipment company** of spare parts needed upon its arrival in Manzanillo. Alerted by AISLive, the parts provider learns of the storm delay—and saves money by changing air freight to second-day delivery.

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DAY 15

The Alaska Star arrives in Manzanillo.
Extra time in port is required for maintenance and loading break bulk cargo.

A bunkerer in Manzanillo wants to develop new business, possibly expanding operations to Lazaro Cardenas. He's had mixed success contacting ship managers and agents, so he now uses face-to-face appeals to ship captains. He relies on AISLive to learn of their arrivals in other places well in advance.

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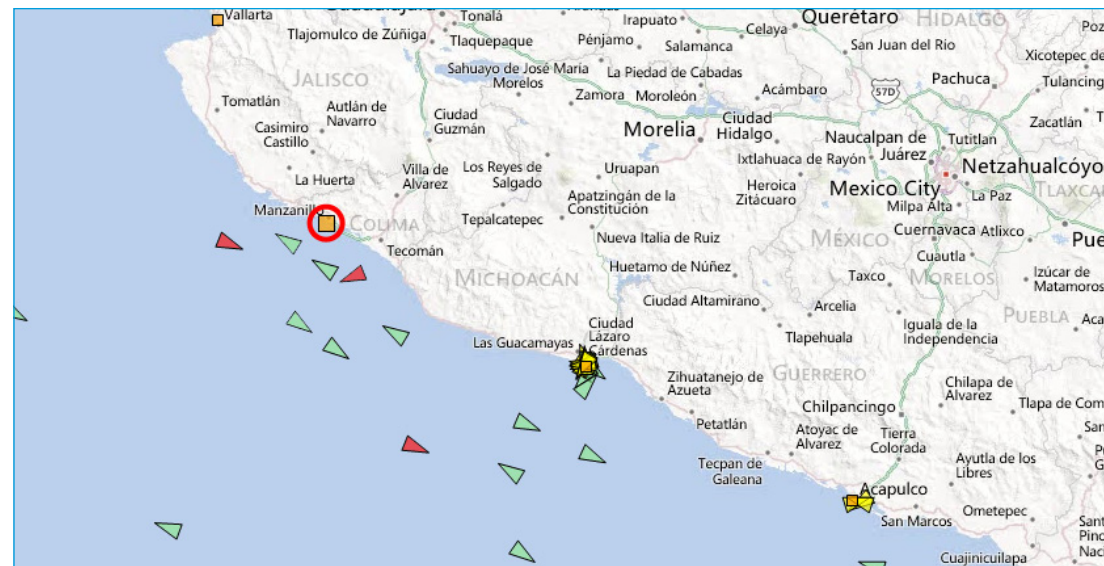
DAY 16

While in Manzanillo, the Alaska Star changes its itinerary, adding Lazaro Cardenas (150 nautical miles to the south) as a last port of call to pick up additional U.S.-bound cargo.

Port agents not previously connected with the ship in Lazaro Cardenas see the itinerary change alerts on AISLive and immediately begin contacting the ship manager to offer their services and build new business relations going forward. With verified ship data, movements, and distance tables in one service, they have a complete picture of port traffic.


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Earliest Known Position

Latest Known Position

DAY 17

Departs Lazaro Cardenas for San Diego (1268 nautical miles) with break bulk cargo.

Looking at Ship Track History on AISLive, **the underwriter** at the hull insurer sees that Alaska Star has departed Lazaro Cardenas for San Diego. Per his zone specifications, there have been no alerts because the ship remained within its warranties.
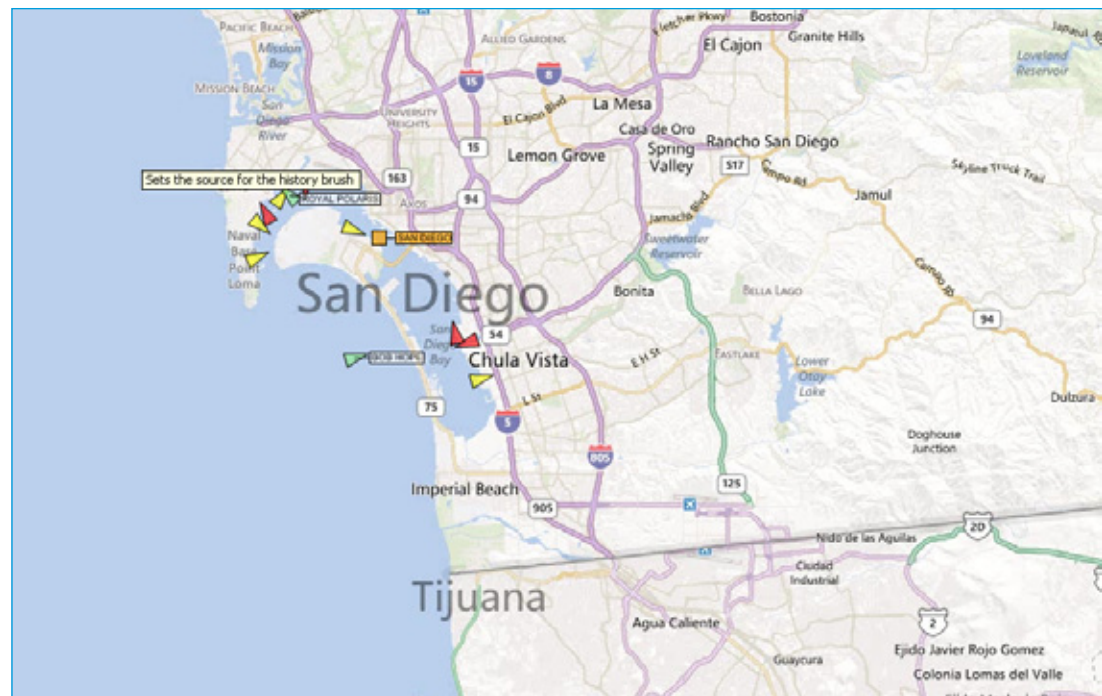
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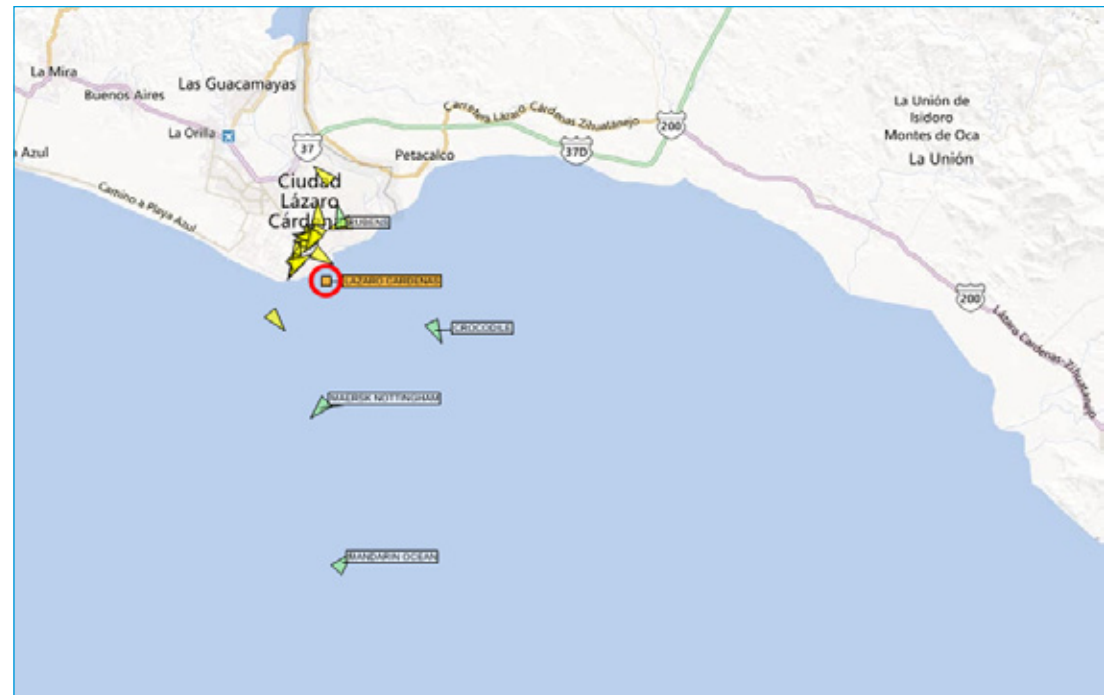
DAY 21

The Alaska Star arrives in San Diego

Due to the Alaska Star's change in itinerary, which has the ship arriving later than planned, **stevedores** had to change their work schedules. Thanks to AISLive's itinerary change alerts, the union knew of the change even before they got notification from the ship manager.

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Learn how you can use ship tracking in your business

These are just a few scenarios illustrating the diverse uses of AISLive for tracking vessel movements. Thousands of users around the globe have a powerful, easy-to-use tool to meet their business requirements. And now, with substantial enhancements to AISLive in Version 7, it's better than ever!

Ask the IHS team how AISLive is providing daily benefits for:

- Marine equipment suppliers
- Marine insurers and lawyers
- Freight brokers and consolidators
- Port service providers
- Port authorities
- Ship owners, managers and charterers
- Customs and security agencies

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* Nautical distances between ports are estimates only for the purposes of this story, based on 14 knots.
** Note, the Alaska Star is a fictional ship for the purposes of this story. The ship details presented do not represent a real ship.

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