

Terms of Reference for the WRAP Consultancy

1. Approach P&O Nedlloyd Fleet Manager with regard to the use of one of their round-the-world container vessels for ASAP (taking into consideration possible renewal of the fleet).
2. Present to the Fleet Manager the concept of ASAP, in particular the NOAA/OGP concept based on the Vaisala DigiCORA III (MW21) and the designed deck launcher. The MW21 should be on the bridge and the launcher at an adequate free area, e.g. monkey island or bridge wing (aft).
3. Assuming agreement, agree on a selected ship. Study General Arrangement (GA) Plan of ship in P&O office.
4. Visit ship (London or Rotterdam), discuss operation of ASAP by ships' officers (cadet?). The equipment is expected to have automatic Inmarsat-C transmission and a workload for the operator should then be about half an hour/sounding.
5. Identify ports for logistics for ASAP. A likely port for the installation of the equipment would be at either Tilbury or Rotterdam, while consumables most conveniently may be provided at Melbourne by the Australian Bureau of Meteorology.
6. Obtain full details of ship's communications (for admin. ASAP traffic), obtain up-to-date sailing schedule of ASAP vessel. Obtain agreed P&O contact point for ship's movements, e.g. change of ports, ETAs etc (particular ship's shore manager).
7. Write report on the study for ASAPP Chairman, cc WMO Secretariat (Peter Dexter).

Timescale: 4 - 8 man-weeks distributed.