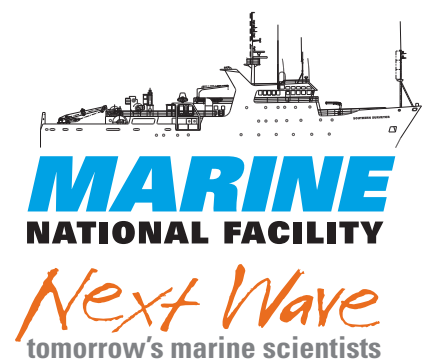


Next Wave
transit voyage

advice to applicants

RV Southern Surveyor 2012-2013



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ADVICE TO APPLICANTS

Introduction

Next Wave is an initiative of the Marine National Facility (MNF) Steering Committee to provide a unique blue water educational experience to students of marine science and early career researchers.

Each year RV *Southern Surveyor* undertakes a number of transit voyages between ports where one research voyage finishes and the next research voyage starts. The primary purpose of a transit voyage is to reposition *Southern Surveyor* prior to the commencement of its next scheduled research voyage. An additional 24 hours has been scheduled into each transit to accommodate off voyage track activity, depending on the ship's progress along the transit route. Any science activities undertaken on transit voyages are therefore opportunistic, although all efforts are made to maximise the science.

Applications to place a student party aboard *Southern Surveyor* during a transit voyage will be considered in the context of the schedule of research voyages approved by the MNF Steering Committee which is an independent committee appointed by the Minister for Innovation, Industry, Science and Research.

Southern Surveyor is equipped to support research in the following general areas:

- Physical, chemical and biological oceanography.
- Marine geoscience.
- Environmental sciences.
- Fisheries research.

The vessel is well suited to undertake multidisciplinary research projects.

The *Next Wave* program is designed to offer marine science students a unique opportunity to gain experience with:

- The working environment of a research vessel at sea.
- The challenges associated with the conduct of science in the marine environment.
- The sensors, sampling systems, analytical facilities and data processing capabilities of a working research vessel.
- Methodologies applicable to both underway measurements and stationary sampling techniques.

Institutions and Agencies considering a student field program aboard the vessel should familiarise themselves with the capabilities of *Southern Surveyor*, its equipment and the support services provided, to ensure that their proposed project can be successfully undertaken in the time available.

Southern Surveyor is a CSIRO workplace and all work on the vessel must comply with CSIRO HS&E policy. Should your application be successful, the Operations Manager will assist you in conducting an appropriate risk assessment for your work.

For this round of applications, successful applicants will be offered berths on transit voyages between July 2012 and March 2013. There are five transit voyages during this period.

Support provided by the MNF

The vessel – RV *Southern Surveyor*

Applications to the MNF for support under the *Next Wave* program are for time on board *Southern Surveyor* during a transit voyage. Successful applicants will be offered berths based on their application.

MNF equipment

Subject to voyage requirements either side of the transit, requests for access to the MNF equipment pool will be considered.

Applicants should note that various pieces of equipment require additional support from MNF technical staff while at sea. All applicants should familiarise themselves with the equipment available and the associated technical support needed to operate it.

When planning a transit voyage, Program Supervisors should avoid creating a conflict between the desire to deploy large, complex suites of equipment, and the need to reach the port for the commencement of the next research voyage. They should also consider the time required to mobilise and demobilise their research party and to conduct their program given the time available.

Use of applicants' own equipment

In many instances *Southern Surveyor* can deploy equipment owned by the applicant or from sources other than the MNF equipment pool. If you wish to deploy such equipment you should consult with the Operations Manager to ensure that it can be safely used on *Southern Surveyor*.

Any non-MNF equipment deployed from the vessel is done so at the owner's risk. The MNF will not accept any responsibility for owner supplied equipment.

Applicants should note there is no additional time allowed for the installation and removal of equipment outside the voyage schedule. If applicants have concerns about how long it will take they should contact the Operations Manager to discuss the issue.

Eligibility

All researchers employed by an Australian research organisation, based in Australia, are eligible to apply for time on *Southern Surveyor*.

Applicants must be able to demonstrate the full support of their organisation for the research project proposed before their application can be considered.

Australian research organisations include (but are not confined to):

- Universities.
- Commonwealth research agencies (e.g. CSIRO, Geoscience Australia, Australian Institute of Marine Science).
- Cooperative Research Centres.
- Museums.
- State and Territory research organisations.

Program Supervisor

The Program Supervisor is the lead academic for the proposed program of training and education and this person will be the contact for the application. The Program Supervisor's organisation will be the lead organisation for the application.

The Program Supervisor normally takes the role of Chief Scientist during the transit voyage. If the Program Supervisor does not intend to travel with the student body on the transit voyage, the *Next Wave* application must nominate a Chief Scientist for the voyage. MNF technical support staff will be provided to assist and support onboard MNF equipment, however their role is not to

supervise students or provide training and education. These responsibilities rest with the Chief Scientist.

The application should also identify any other academics that will travel with the student body to deliver the proposed program of training and education. Supporting academics should be familiar with the appropriate use of marine research systems of the type fitted to *Southern Surveyor* and will be expected to contribute towards the training and education elements of the proposed student program.

While the MNF will only consider applications from eligible Australian organisations, collaborative proposals involving international participation are encouraged.

Area of operations

The start and end points of transit voyages are fixed, as are the dates and the duration of the voyage.

While an allowance of time is provided on transit voyages for the conduct of research, Program Supervisors will be limited by the extent to which *Southern Surveyor* is able to deviate from its planned route between ports.

The area of operations during a transit voyage will be constrained to the area immediately adjacent to the route between the start and finish ports. Deviations from the most efficient route between ports will be considered but must not be so great that scheduled arrival times at the destination port cannot be reliably achieved.

Program suitability

Programs of training and education that make efficient use of data and samples that can be collected while the vessel is underway will be best placed to maximise their results from a transit voyage.

Transit voyages also provide an opportunity, usually not available on dedicated research voyages, for Honours students and PhD candidates to develop proof-of-concept research projects and obtain data and samples in support of personal research projects.

Determining capacities

Southern Surveyor has limits on the type of research it can successfully support. Applicants should keep these in mind when completing their application.

Endurance and range

Issues of endurance and range are not usually a concern as the location and duration of voyages is determined by the schedule of adjoining research voyages.

All applications for the use of *Southern Surveyor* will be assessed against the time available to complete the program of activity proposed. *Next Wave* transit science is opportunistic and prevailing conditions may alter the time available for science. Flexibility is important when planning stations and the voyage track.

Number of Students

There are a maximum of 15 berths available for academic staff, students, and technical support staff (usually MNF staff).

MNF staff:

- Assist with the operation of equipment.
- Provide hydrochemical analysis services.
- Provide equipment maintenance services.
- Provide calibration services.

On each voyage a minimum of two support staff from the MNF are provided as a matter of course – a computing technician and an electronics technician, one of whom may take the role of Voyage Manager. Three berths are also allocated as MNF support staff training berths to assist in building capacity for the transition to the RV *Investigator*.

Present MNF policy is that swath data will be gathered on all transit voyages. As this instrument is a key research tool this should not create a conflict for the majority of training programs.

Where the program proposed includes hydrochemical analysis, the MNF may provide a hydrochemist. They will familiarise academic staff with *Southern Surveyor's* hydrochemistry laboratory and supervise the appropriate use of equipment.

After the assignment of the required MNF staff, up to ten berths remain available for others. At sea the vessel operates for 24 hours a day over two 12 hour watches. In order that educational opportunities

for students are maximised, and that the work environment be as realistic as possible, Program Supervisors are encouraged to maintain this mode of operation. It will therefore be necessary for at least one other academic to accompany the Chief Scientist so that student activity for each watch can be led by an experienced marine scientist.

Program costs

Applicants should note that the cost of operating *Southern Surveyor* is around \$47,000/day. This cost includes the services provided by the MNF such as crewing, fuel, basic technical support and equipment use. *Next Wave* program applicants are not expected to meet these costs.

Successful applicants are required to meet the costs of victualling and accommodation for the science team, excluding MNF support staff, presently \$44 per person per day inclusive of GST. These charges are applicable from the day a person joins the vessel to, and including, the day a person leaves the vessel.

Successful applicants for the *Next Wave* program will also be expected to meet other costs associated with their research projects. These include:

i) Specialist consumables

Some items of MNF equipment require specialist, high cost consumables – their use is charged back to users on a cost recovery basis. These should be identified in discussion with the Operations Manager.

ii) Communications from *Southern Surveyor*

Basic email services are provided by the MNF. Use of the vessel's communication systems beyond the basic service provided may be charged back to the Program Supervisor's organisation.

iii) Additional support

Additional technical support or hydrochemistry support beyond the level provided by the MNF will be at the Program Supervisor's expense.

iv) Transport of people and equipment

The successful applicant is responsible for all costs associated with the transport of persons and equipment and chemicals owned by the lead organisation to and from the vessel. This includes the cost of transporting samples from the vessel to the applicant's laboratory.

Assessment of applications

Prerequisites

Before an application may be considered for assessment the applicant must demonstrate:

1. The proposed program of training and education can be undertaken successfully on *Southern Surveyor*. Any issues with regard to the feasibility of doing the work should be discussed with the Operations Manager before submitting an application.
2. Sufficient resources are available for them to meet all the costs and other requirements not provided through the MNF to ensure the successful completion of the proposed program. Applications will not be considered unless authorised by the head of the lead organisation's business unit to which the Program Supervisor belongs.

Process

An initial assessment of *Next Wave* program applications will be conducted by the MNF Ship Management Team.

Recommendations are then made to the MNF Steering Committee who can accept the recommendations, seek further assessment or amend the recommendations.

Proposals may also be referred for review to the MNF Steering Committee where:

- The merit of the program proposed is not clear to the Ship Management Team.
- Competing applications for use of transit voyage time are equally feasible and mutually exclusive.

Applicants will be provided with feedback on their application following the MNF Steering Committee's determination.

Assessment criteria

The primary objective of the *Next Wave* program is to provide tomorrow's marine scientists with the opportunity to experience life aboard a working state-of-the-art research vessel and to become familiar with its equipment and systems and the challenges of conducting blue water research. *Next Wave* applications will therefore be considered with particular reference to the delivery of a strong educational outcome.

The ability of academic staff involved to successfully deliver the proposed program will also be considered.

Notification of successful applications

Successful applicants for *Next Wave* support will be advised by Friday, 9 March 2012. At this time a firm offer of berths will be made and an indication of the total victualling costs provided.

Next Wave transit voyage offers are made in good faith, but will be subject to operational changes. Applicants should be aware that it may become necessary to amend voyage schedules and that the available science time may be reduced for a variety of reasons including port delays, bad weather and equipment malfunctions.

Obligations of successful applicants

Permits for working in foreign waters

Applicants with proposals for work to be undertaken where the vessel is in transit through foreign waters are advised that prior approval must be obtained before entering and working in those waters.

It is the responsibility of applicants to determine whether their project will require operations in foreign waters and to note this on their Application Form.

Permission to collect data and samples in foreign waters is a matter for the respective Governments. Applications for foreign clearance approval will be processed by MNF staff through Australia's Department of Foreign Affairs and Trade.

The United Nations Convention on the Law of the Sea (UNCLOS) sets general conditions, responsibilities and obligations for undertaking marine research in the Exclusive Economic Zones (EEZ) of foreign countries. In many cases a nation's EEZ occupies an area of at least 200 nautical miles (nm) radius from a nation's coastline. This leads, in areas such as the South Pacific, to very small island nations controlling large volumes of ocean waters.

Requirements for permits vary from country to country. However, all are based on the interpretation of UNCLOS and there are a number of common features for all countries. These include at least six months notice, in writing, requesting permission to work in another country's waters.

Conditions for scientific work in foreign waters are becoming increasingly stringent. Applicants intending to submit a proposal for work in foreign waters should familiarise themselves with all the requirements needed to obtain clearances.

Permits for working in waters protected by the Australian Government

It is the responsibility of successful applicants to identify the need for and obtain necessary permits for the conduct of research.

The Australian Government has declared Marine Protected Areas (MPAs) within Australia's Maritime Jurisdiction. There are restrictions on what activities can be undertaken within these waters and in most cases permits are required to undertake scientific work. It is the responsibility of applicants to ascertain whether they will be working in such waters and to obtain whatever permits are required.

MPA details can be found at the Australian Government's Department of Sustainability, Environment, Water, Population and Communities website: www.environment.gov.au/coasts/mpa/.

Information and permit applications may be obtained from the Director Marine Protected Areas section, Department of Sustainability, Environment, Water, Population and Communities, P.O. Box 787 Canberra ACT 2601. Phone: (02) 6274 2111.

Applicants are reminded that permits are required before some activities may be undertaken in many parts of the Great Barrier Reef Marine Park. Responsibility for obtaining permits for such projects rests with the applicant. Information and permit applications may be obtained from: The Chairman, Great Barrier Reef Marine Park Authority, PO Box 1379, Townsville, Queensland 4810.

Applicants should also be aware that the Australian Fisheries Management Authority (AFMA) now requires a permit for any biological material collected on a research voyage in Australian Government waters. This includes material collected in plankton nets and benthic sleds. The application for a scientific permit (form SP1) can be found at the AFMA website: www.afma.gov.au/information/publications/forms/licensing/.

The Operations Manager will supply the ship details you require to complete this application.

Permits for work in waters protected by State and Territory Governments

States and Territories have also declared parks, marine reserves and other protected areas within their coastal waters. It is the responsibility of applicants to obtain necessary permits for operations within these areas.

Applicants should contact relevant State or Territory authorities for information on what permits might be required within State or Territory waters.

Reporting outcomes

The Chief Scientist of the *Next Wave* program voyage is required to submit an Operational Report within a week after completion of the voyage.

The Chief Scientist is also required to submit a Voyage Summary to the Voyage Operations Support Officer within one month after the completion of the voyage.

Voyage Summaries provide part of the permanent scientific record of the activities of the MNF. Information provided by Chief Scientists may be distributed through publications, reports, and via the MNF website at the discretion of the MNF Steering Committee.

Next Wave program support is provided on the basis that there will be an educational outcome from the voyage. These outcomes should be reported in the Voyage Summary. Guidelines for the preparation of Voyage Summaries will be provided as part of the planning process.

Chief Scientists also need to submit a list of publications that arise out of work carried out on *Southern Surveyor*. These may be peer reviewed papers, conference papers, reports or any other relevant publication.

The MNF may also require that Chief Scientists and other participants become involved in media activities before, during and on the completion of transit voyages. Any such activities will be managed by MNF communications staff.

Other considerations for applicants

Use of radioactive substances

Applicants with proposals that include the use of radioactive substances are reminded that the *Federal Environment Protection (Sea Dumping) Act 1981* prohibits the dumping of radioactive waste or other radioactive material at sea.

Users of radioactive materials on board *Southern Surveyor* must comply with the Act and its Amendments and any requirements of Australian Radiation Protection and Nuclear Safety Agency (ARPANSA). Details are available on request from the Operations Manager. Applicants are advised that transit voyages are not particularly suited to radiological work.

Data and scientific samples

The MNF Steering Committee has determined that all data collected during the *Southern Surveyor* voyages should be made publically available as soon as possible after every voyage via the Australian Ocean Data Network. The metadata for this data must be ISO19115 compliant.

Applicants wishing to embargo data must apply to the MNF Steering Committee in writing at the time of lodging their application, detailing the reasons and period sought for the embargo. The MNF Steering Committee will only approve an embargo under exceptional circumstances.

All samples removed from *Southern Surveyor* after a research voyage that can be preserved must be accessible and lodged in a national repository where one exists, or else curated by the Chief Scientist's lead organisation for at least seven years after the voyage on which they were collected.

Program Supervisor

The Program Supervisor for the *Next Wave* program will be the Chief Scientist on the voyage, otherwise an alternative Chief Scientist must be nominated.

A deputy Chief Scientist will be chosen from the other academics for the alternate watch given *Southern Surveyor* operates 24 hours a day. This will be organised with the Operation Manager.

The Chief Scientist is responsible for the planning and management of the educational and training program at sea and reporting the voyage.

By accepting the offer of the *Next Wave* transit voyage, the Program Supervisor and their lead organisation have agreed to pay the victualling and other expenses as set out in the letter of offer and any additional charges that may be later agreed during the planning stages. The Program Supervisor is also agreeing to accept the responsibilities associated with of the role of Chief Scientist, whether that role is undertaken at sea by themselves or an alternative Chief Scientist. These responsibilities include meeting deadlines for submission of voyage documents, plans and summaries.

Voyage Plans

Voyage Plans are an essential part of planning for any voyage. The Program Supervisor for any successful *Next Wave* transit application must provide a detailed Voyage Plan:

- Seven months before the date of sailing for projects being undertaken in foreign waters.
- Three months before the date of sailing for projects being undertaken in Australian and international waters.

Successful applicants will be provided with proformas for Voyage Plans and other supporting documentation as part of the planning process.

Indemnity

Before research voyages commence, participants who are not CSIRO employees and their employers (sponsoring organisation) will be required to sign a form indemnifying the Commonwealth against loss, damage or injury to personnel or equipment during their presence on the vessel.

Medical requirements

All personnel must be in good health. If the voyage is for more than five days a medical certificate from a doctor must be submitted. Participants requiring a medical certificate will need to provide personal details and a declaration that:

- The medical certificate they have presented is accurate.
- They are aware that no expert medical service is available on board.

Alcohol, non-prescribed drugs and stimulants are not permitted on board.

Smoking is not permitted within the vessel.

Contact Details

Marine National Facility

GPO Box 1538
Hobart Tasmania 7001
Fax: (03) 6232 5191

Ron Plaschke

Director, Marine National Facility
Email: ron.plaschke@csiro.au
Phone: (03) 6232 5205

Don McKenzie

Operations Manager
Email: don.mckenzie@csiro.au
Phone: (03) 6232 5234

Lisa Woodward

Operations Officer
Email: lisa.woodward@csiro.au
Phone: (03) 6232 5140

APPLICATION FORM

The following notes are aimed at providing a guide to assist you in completing the application.

Familiarise yourself with the vessel and its equipment before completing an application to ensure that the education and training program you propose can be undertaken. More information about the vessel can be found on the MNF website (www.marine.csiro.au/nationalfacility/) under *Southern Surveyor*.

Matters to consider

The Application Form is the primary source of information for the assessment of your proposal.

You must submit your application as a completed proposal that is ready for implementation and that does not require submission of further information. Please ensure that all the information requested is provided and in the format specified.

Accuracy and completeness of information

Applicants should ensure that all information provided in the application is accurate.

If your application is incomplete or inaccurate it will not be considered for assessment.

No application will be considered for assessment without a signed authorisation (Section D) from the applicant's lead organisation.

Next Wave applications

The application process for the *Next Wave* program is a simpler process than for dedicated research voyages.

Applicants are not expected to meet the exacting standards of completeness and detail expected of a full research voyage application. Keep applications succinct while providing sufficient detail to allow proposals to be objectively assessed.

To facilitate an efficient and effective process, applications are handled electronically. All exchanges between

applicants and the MNF will be by email.

Applicants should ensure that their applications are submitted in the format specified in the instructions and on the form provided.

Applicants may not have the facility to provide required signatures electronically. Part D (Project Authorisation) can be returned separately from the main application but must be received no later than the closing date for applications.

A proposed voyage track that can be viewed using Microsoft Word should be included in your proposal.

The proposal should be limited to two A4 pages. This does not include Attachments and Authorisations. Applicants are encouraged to be concise.

Confidentiality

Information provided in proposals is regarded as confidential by the MNF. On this basis it will be made available only to MNF operational staff and members of the MNF Steering Committee.

Application timetable

The Call for Applications opens Monday, 21 November 2011. Applications must be received by 17:00 Friday, 17 February 2012.

Proposals will not be considered if any part is received after the closing date.

No part of a proposal may be amended after the closing date.

All applicants will be notified of the success of their applications by Friday, 9 March 2012.

Information required for the Application Form

The following information is provided to assist in completing the Application Form.

A. KEY DETAILS

1. Proposed voyage and title

Please provide a short descriptive title for your project and the transit voyage as per the Voyage Schedule (eg ss2011_t05).

2. Program Supervisor

The Program Supervisor (PS) is the contact for all communication regarding this application.

3. Chief Scientist

The Program Supervisor may also be the Chief Scientist. If not, a Chief Scientist needs to be nominated.

The Chief Scientist will be responsible for:

- Organising the science program.
- Management and execution of the education and training program at sea.
- Reporting the voyage's outcomes.

For a more complete description of the responsibilities of a Chief Scientist refer to the MNF's Chief Scientists Manual available on the MNF website at www.marine.csiro.au/nationalfacility/docs.html.

On transit voyages the scope of a Chief Scientist's activities will not be as broad as on a research voyage. It is therefore a good opportunity for marine researchers to gain experience in managing scientific research at sea.

The only restriction on Chief Scientists is that they be eligible applicants – that is, that they be employed by an Australian research organisation based in Australia.

4. Other academic support

List the names and affiliations of academics and/or technical support staff who will also be aboard to support the education and training program. There must be at least a Chief Scientist plus one other academic/senior scientist to serve as a watch leader.

5. Postgraduate student

Fill in if a postgraduate student is applying for a berth on a *Next Wave*, Science Transit or Research Voyage. This person will be supervised by the Chief Scientist.

B. WORK PROGRAM

6. Program description

Outline the program of training and education proposed and the educational outcomes being sought. Please keep your remarks clear and concise.

7. Program activity

Describe the activities in which you intend to involve students, the number of students and the data and sample gathering and analysis activities intended. Link the proposed activities to the educational outcomes and identify the instruments and systems that you intend to have students use.

C. LOGISTICS

The information you provide will assist MNF operations staff to assess your transit voyage program, and should your application be successful, assist you to plan for its effective execution.

To enable MNF operations staff to objectively assess the feasibility of the proposed program, applicants must supply sufficient information to determine the impact of the work on the transit voyage track and schedule.

Transit voyage science is opportunistic and prevailing conditions may alter the time available for science. Flexibility is important when planning stations and the voyage track

8. Voyage track

Attach to your application (As Attachment 1) a voyage track (map/diagram) that has been pasted into a Microsoft Word document that clearly indicates what deviations you will require from the direct route between the start and finish ports for your sampling program.

Applicants are reminded that deviations perpendicular to the direct track are the least efficient and are therefore encouraged to plan accordingly. Proposed routes that take the vessel into less than 20m water depth or within 1nm of land should first be discussed with the Operations Manager.

If you are not sure what is required contact the Operations Manager.

9. Data acquisition and sampling program

Briefly describe your data acquisition and sampling program, approximately how long each task will take and a total time for the sampling program. It is important that the operations staff understand what you want to do. They can then accommodate it in their planning and if there are any problems discuss it with you prior to the voyage.

Subject to the length and location of the voyage, an additional 24 hours is provided to accommodate a research project or educational programs.

10. Number of berths

Indicate the number of berths required.

There are 15 scientific berths available on *Southern Surveyor*.

The scientific contingent includes MNF support staff and participants from your project. MNF electronics and computing support staff will occupy two of these berths and three additional berths will be used for MNF support staff training. Typically, this would leave ten berths available for the Chief Scientist, Watch Leader(s), other academics and students. Requests for hydrochemistry or swath support would mean a loss of additional berths.

11. Working in waters of foreign countries

Please indicate whether your proposed voyage will be operating in waters controlled or claimed by foreign countries.

It is strongly recommended that applicants consider consulting their scientific colleagues in the countries in which they intend to work when developing their applications.

If your application is successful the MNF will arrange clearances through the Australian Department of Foreign Affairs and Trade. Please note that any clearance only applies to the vessel. Successful applicants are responsible for clearances such as permits or visas relating to individuals involved in a voyage.

Separate clearances will be required for each country in whose waters you travel, so please indicate all countries in which the vessel will collect data or samples.

Applicants are responsible for arranging customs and quarantine clearance for all samples and equipment returning from overseas voyages.

12. Working in Australian protected waters

Does the project involve working in Australian (Commonwealth, State or Territory) protected waters, for example Marine Parks, Marine Protected Areas, protected fisheries areas etc?

Does your program involve the collection of any biological material whatsoever (including benthic sleds and plankton nets)?

It is the responsibility of successful applicants to arrange permits and clearances for such work.

13. Equipment, facilities and services

Transit voyages are not suited to large, complex equipment deployments.

In particular heavy trawl gear is not suitable for use on a transit voyage.

(i) MNF equipment

Please indicate the MNF equipment and services you require to support your program. Refer to the Scientific Equipment, Facilities and Services Requirements form for a list of equipment.

This form can be found on the MNF website.

Please note that equipment may be limited to what is already on the vessel and may be dependent on the voyages either side of the transit.

(ii) User equipment

What equipment will you be providing? Please provide a detailed list of your equipment and the requirements for it to be deployed at sea.

If you have concerns about the suitability of the MNF to deploy this equipment, consult the Operations Manager. You should also consult them on the time needed to mobilise and demobilise this equipment.

(iii) Special requirements

Please specify any special requirements that arise from your program. Please address matters such as space required, power accessibility, etc.

D. PROJECT AUTHORISATION

No application will be considered by the MNF unless it is supported by the applicant (Program Supervisor) and the head of the lead organisation's business unit. The head of the lead organisation's business unit will require the appropriate level of authority to commit their organisation to provide the necessary staff and resources required to successfully complete the program outlined in the application.

Part D of the Application Form can be submitted separately by the due date as a scanned copy attached to an email, by fax or by mail. Applications will not be assessed until all parts of an application are completed and received.

14. Signature of Program Supervisor

Include the signature of the Program Supervisor identified in Question 2.

15. Signature of the head of the lead organisation's business unit

Include the signature of the head of the lead organisation's business unit that will be supporting the project.