

No	Query	Response
1.	<p>Your insurance details show minimum cover requirement €13m employers liability & €6.5m public liability, I called all insurance brokers & they say the employer is incorrect amount €10m would be max on employers or crew, but no passenger boat going to SKELLIG would have that the normal is €1.5 m to €6.5 m if so this has to be clarified because all passengers boats that are still going would have to do the same not just for the new 4 permits.</p>	<p>Having reviewed the position, it is agreed that this requirement will be amended; Applicants will therefore be required to prove that they have Public Liability cover only to a limit of €6.5m.</p> <p>The question of maintaining Employer's Liability in respect of staff on the boat will be a matter for the Operator themselves and the maintenance of this cover will not be a strict requirement of the Competition.</p>
2.	<p>I would like clarification of the following points also ie Skippers / Masters / Owners / Operator / Assistant as per page 7, / 15 and 17 (1.3) of the documentation.</p> <p>If I apply for a permit and I put my name down as skipper and I go through the sea trial process am I then expected to maintain the position as Skipper / Master of the vessel throughout the season or will it be acceptable for me to allow my Alternate Skipper, named, to operate the vessel the majority of the time ? Clarification please.</p>	<p>In general, it is expected that the named first Skipper (ie: the Master Skipper) will be the primary operator of the vessel; however, it is also recognised that it is impractical in all instances to guarantee that this person can be present at all times and it is for this reason that the Competition allows for the naming of Alternate Skipper(s).</p> <p>Assuming therefore that the Alternate Skipper has the appropriate certification and qualifications, it will be acceptable that they will operate the boat on occasions determined by the operational needs from time to time. However, under no circumstances will a different person, who has not been named as an Alternate, or whose qualifications for the position are unknown, be allowed to operate a vessel in the absence of the persons named in the Competition Bid.</p>
3.	<p>As there is no limit to the number of alternate Skippers that can be named, pg 7 of documentation, please confirm if the named alternate skipper/ skippers will be expected to take part in separate sea trials with DTTAS on the day?</p>	<p>The Alternate Skipper(s) may be required to participate in Sea Trials. However, this will depend on the level of detail offered in the Competition Bid as to their experience.</p> <p>The final decision in relation to whether or not Alternate Skippers will be required to participate will be made just prior to the Trials and candidates informed.</p>
4.	<p>The permits issued in 2015 required operators to have a helper on board to help with the disembarking of passengers at the Skelligs and Portmagee. Please confirm if the Alternate Skipper mentioned in the new permit system is replacing the 2015 mentioned helper and is the Alternate Skipper expected to maintain a position on board the vessel at all times along with the main Master Skipper ?</p>	<p>The requirement cited is designed to ensure that there are two personnel on the vessel so that the transfer to the Island can be safely managed; one Skipper (who may be either the Master Skipper or an Alternate) and one Helper. In practical terms, the main function of the Helper will be to manage the handing off of passengers and their luggage at the Island Pier, while the Skipper is manning the controls to ensure that the vessel remains under control at all times.</p> <p>The Alternate Skipper is not therefore intended as a replacement for the Helper and would not be expected to be present at all times. As the name implies, he/she would rather be an alternative when the Master Skipper is not available.</p>

5.		
(a)	Can the Alternate Skipper be Shore based and called upon to sub in for the Master Skipper on days when he / she is not around ?	As indicated already, the main function of the Alternate Skipper will be to substitute for the Master Skipper when he / she is not available or when other operational requirements dictate.
(b)	Can the Alternate Skipper alone with the 2015 helper operate the vessel together the majority of the season?	However, it is the expectation of the OPW Heritage Service that the Master Skipper will not be an "Absentee" and will remain visibly in charge of, and connected to, the operation. Though Alternate Skippers will be entitled to manage the vessel on their own, it would not have been envisaged therefore that they would do this all the time throughout a season.
6.	Please clarify exactly the permanent roles of the Skipper and Alternate Skipper and the Assistant more clearly ?	<p>The Master Skipper will, it is expected, be the primary operator and the person most likely to be in charge of the vessel on any given occasion. Their role will be to direct all operations on the vessel and remain fully in charge of making the primary decision that it is safe to sail, loading passengers, distributing safety information, ensuring passengers have access to PFD's, demonstrating the use of lifejackets, directing the offloading of passengers and managing their collection and safe return to the mainland at the end of their visit.</p> <p>In the absence of the Master Skipper for whatever reason, it is expected that the exact same role will be fulfilled by the Alternate Skipper who will be competent to perform the same functions in an equally fit and safe manner.</p>
7.	<p>The documentation states the if bad weather hampers the sea trial process that the Date of Allocation of new permits may be pushed forward etc.</p> <p>When the 4 new operators have been finally selected , will they be cleared to operate immediately even if an appeal is lodged or will all 4 have to wait until the appeal is decided before they can start running trips ? In short is there a possibility that the 4 new operators might not be permitted to start operating by the 14th of May 2016 due to potential appeals / weather issues ?</p>	<p>Yes. Once the final confirmation has issued, new Operators will be free to commence trips immediately.</p> <p>There is of course always a possibility that adverse weather may affect the timing of Sea Trials; however, it will be intended to have these performed as soon as possible.</p>
8.	All going well that weather does not delay the sea trials, is there adequate time between the 8th of April 2016 and the 14th May 2016 for OPW to process applications along with potential appeals so as to allow the new permit holders to start operating trip by May 14th 2016 ?	Yes. As indicated above, the weather is potentially a significant variable; however all other aspects in the process will be dealt with in a timely way with a view to the 14 May date.

9.	Page 20 to 24 of the documentation show examples of a P3 passenger boat licence etc but a P3 licence is not adequate to operate to Skellig Michael as it is too far offshore. A P5 Licence is the minimum necessary so can you please look into this and correct this on the OPW and Heritage Ireland website etc.	The passenger boat licence shown at appendix 3 is only a sample licence, to indicate the form of Licence required. Obviously, vessels seeking the appropriate Licence from the Department of Transport Tourism and Sport's Marine Survey Office will be in possession of a P5 Licence.
10.	In Appendix 2 section 5.7 reference is made to a Safety Protocol in relation to "issue of risk to passengers arising from transferring from the boat to the Skellig pier" and that details of this are on an attached Appendix. Can you please outline what Appendix this relates to?	The Skellig Michael Boatmen Pier Protocols document is now shown separately under the permit competition advert on both the heritageireland.ie and opw.ie web sites.