



Date: **November 26, 2024**  
Project: **Ketchikan Material Inspection**  
Solicitation No.: **AIDEA25-009**  
Addendum No. **One**

TO ALL PLANHOLDERS:

The enclosed addendum amends the documents for the above referenced Project:

1. **CORRECTION: The phrase below found on page 1, Cover Page, is being corrected to the following for clarity.**

**Original:**

*“to assist Alaska Industrial Development and Export Authority (AIDEA) in through the State of Alaska.”*

**Updated:**

*“to assist Alaska Industrial Development and Export Authority (AIDEA) in the State of Alaska.”*

2. **CORRECTION: The phrase below found in Sec. 2.02 Scope of Work/Scope of Services/ (b) Summary of Tasks, Task 3., is being corrected to the following for clarity.**

**Original:**

*“This will encompass a review and written report on all findings and an analysis of current conditions of evaluated structures along potential operational improvements This would also include input on potential use cases based on findings and recommendations.*

**Updated:**

*“This will encompass a review and written report on all findings and an analysis of current conditions of evaluated structures along with potential operational improvements. This would also include input on potential use cases based on findings and recommendations.”*

3. **REQUEST: In Sec. 2.02 Scope of Work/Scope of Services/ (b) Summary of Tasks, Task 1, define “onsite visual confirmation”? Does this include a structural, operational and internal inspection of the floating dry docks? Should the visual confirmation and/or dry dock inspections follow appropriate USCG standards?**

**ANSWER:** *There is already a current structural, operational and internal inspection that is valid and current for both dry docks that follows the appropriate USCG standards. These current inspections are the subject of the desktop review. The onsite visual confirmation is referring to the task of confirming visually when onsite for Task 2 that no large deviations have occurred from the previously published*



*inspection. This visual inspection does not need to follow appropriate USCG standards.*

- 4. REQUEST: In Sec. 2.02 Scope of Work/Scope of Services/ (b) Summary of Tasks, Task 2. 2nd sentence: The USCG does not have any specifications regarding concrete slabs or transfer ways (they do have one for dry docks). Concrete (e.g. ACI 318-19) and State (as necessary) design standards are followed. Please clarify this requirement.**

**ANSWER:** *There is no need to follow a USCG standard if it does not exist for the requested inspection. This requirement is intended to call out for the inspection to follow a prevailing standard as necessary but can be disregarded if none exist.*

- 5. Request: Sec. 2.02 Scope of Work/Scope of Services/ (b) Summary of Tasks, Task 2. The receiving slab is a concrete slab with railroad tracks. To observe the slab "operate" would require observation of the slab during the roll-out and launch of a vessel. Please clarify if this is the expectation for an operational inspection of the Receiving Slab.**

**ANSWER:** *There will be an attempt to schedule this operational observation but since it highly dependent on timetables and workload it may not occur. Bidders should still assume this observation will occur for quoting purposes.*

- 6. Request: How will access to the shipyard be obtained?**

**ANSWER:** *Access to the shipyard will be obtained by the AIDEA project manager coordinating with successful Bidder and the operator of the shipyard, Vigor Alaska.*

- 7. Request: Are there any shipyard specific training or credentials required to enter the shipyard (i.e. safety training, TWIC, etc.)?**

**ANSWER:** *There are no specific trainings or credentials required to enter the Ketchikan Shipyard. PPE is required to be onsite upon check-in and will be provided to individuals that have not brought their own.*

**END OF ADDENDUM**

We appreciate your participation in this solicitation.

Sincerely,

*Michael Bell*

AIDEA Procurement Specialist