Port of Seattle, September 2023
For Department of Ecology Information
Boeing Isaacson-Thompson Port of Seattle Sliver Property

Site History and Aerial Photographs

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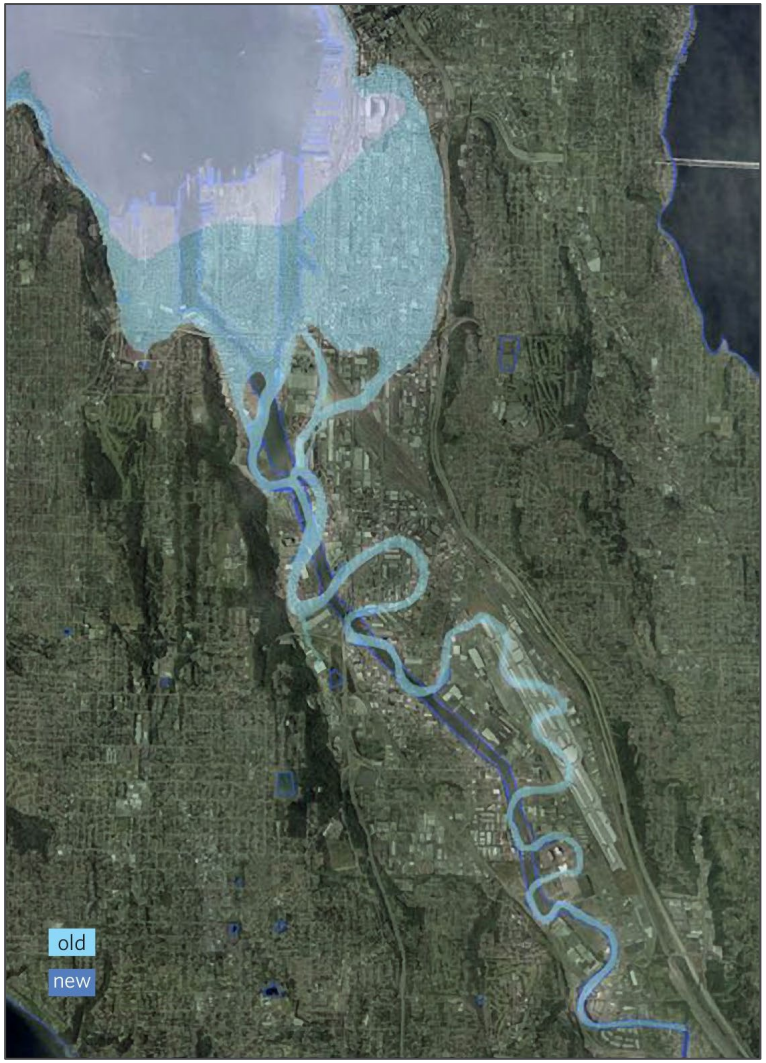
Presentation Summary

- Site vicinity and Port Sliver Location
- Historical Duwamish Shoreline
- History of Boeing-Isaacson Property
- Former Slip 5 Fill and Pier History
- Aerials and Shoreline Obliques (1936 – Current)



Source: City of Seattle

Current Site Vicinity (2023)

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Site Information

- Port of Seattle Sliver inherited from former Commercial Waterway District No. 1 of King County ("CWD") upon its dissolution in 1963.
- 0.5 acre (400 feet by 60 feet).
- Unpaved, but records indicate previously covered with asphalt (1966).
- Wooden bulkhead constructed by 1966, with a section constructed as early as 1932.
- Currently fenced off from LDW and Boeing.

View of Bulkhead at Former Jorgensen Forge Site and Boeing Isaacson

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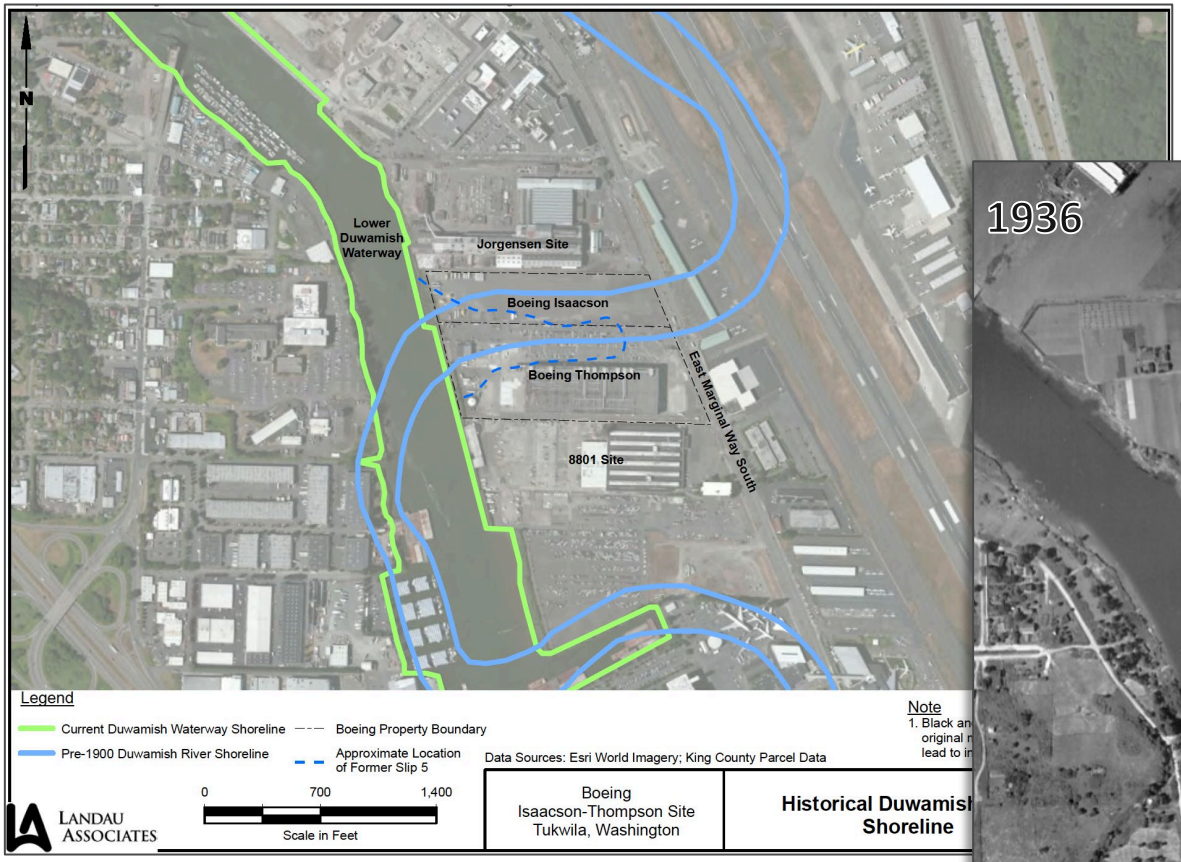
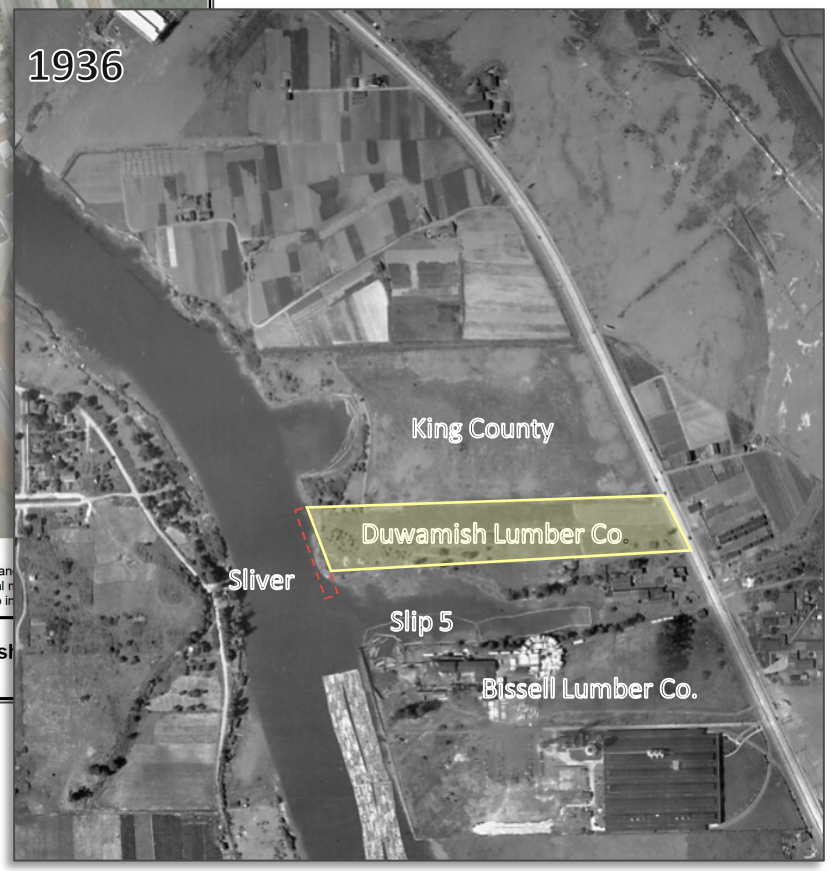
Historical Duwamish Shoreline and Former Slip 5





Property boundaries for Duwamish Lumber Co. and Sliver are approximate.

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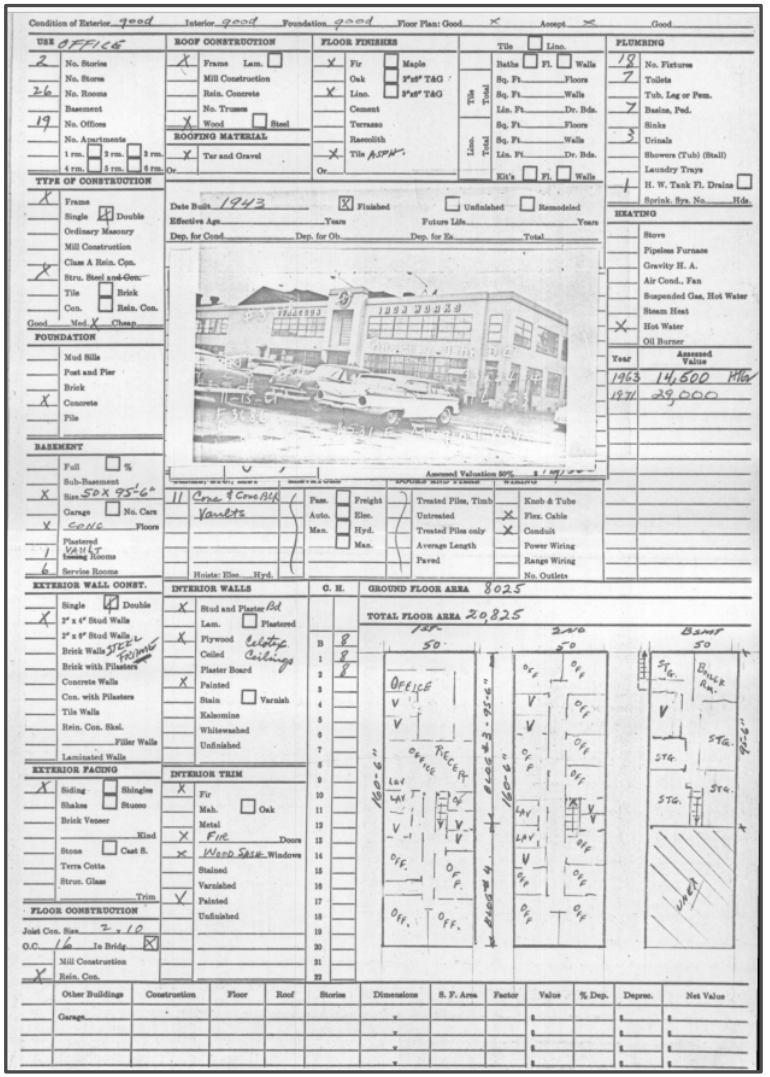
Early History of Boeing-Isaacson

- Isaacson purchased primarily farmland from King County in 1937 or 1938 which became a portion of Boeing-Isaacson.
  - Source: Wicks/Sweet Edwards, 1983
- Title records indicated that Duwamish Lumber Co. owned Boeing-Isaacson in 1920 until it was sold to Isaacson in 1943.
  - Source: Landau, 2008, Phase I review of title records
- Mineralized Cell Wood Preserving Co. reportedly operated at the Duwamish Lumber Co. location while owned by Isaacson (1946-1948).
  - Sources: Foster, 1945, review of pollution sources to Duwamish
  - Dames and Moore, 1983, aerial photograph from 1946



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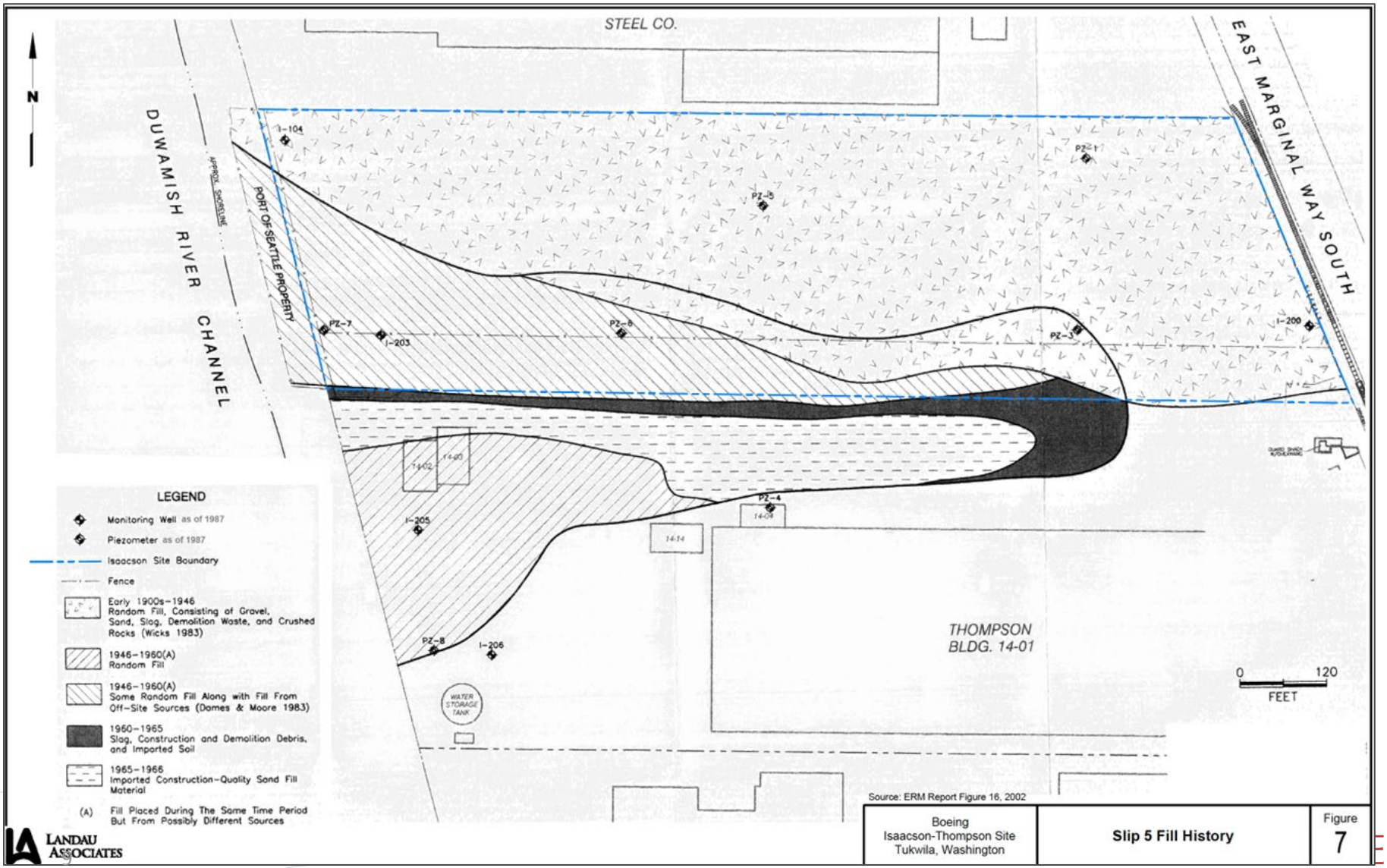
Boeing-Isaacson Property History

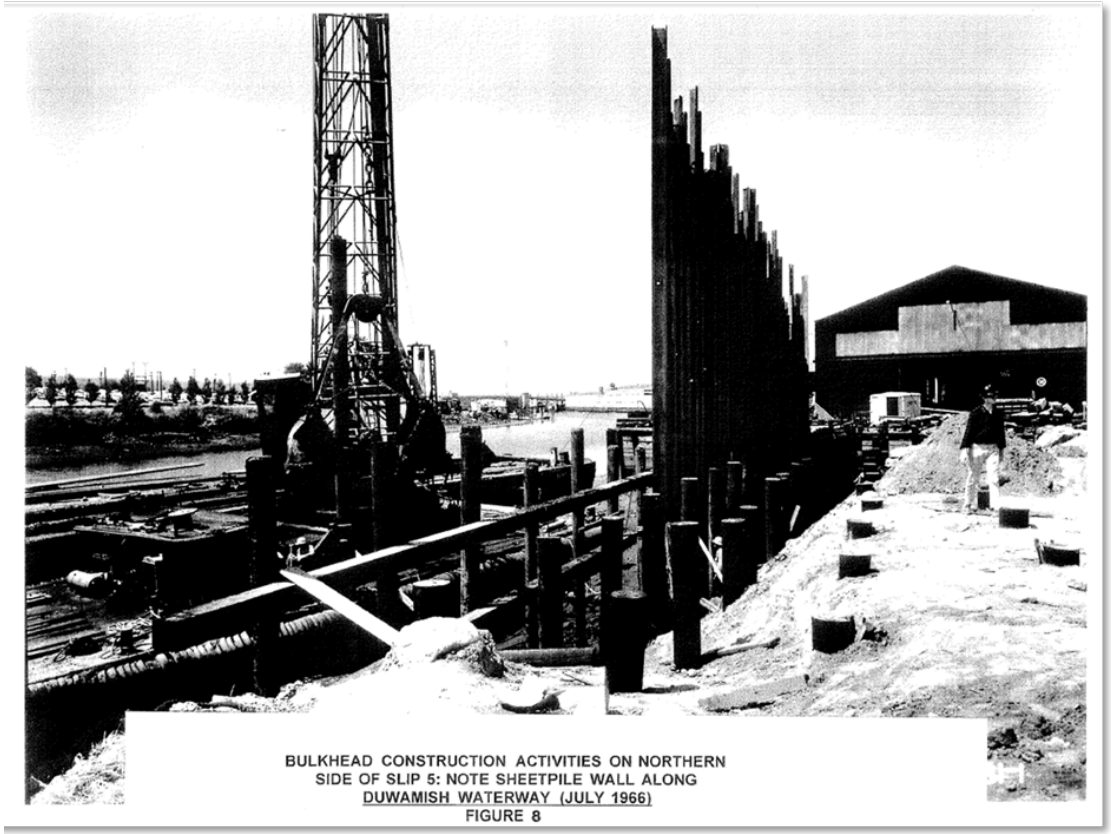
- Duwamish Lumber Company sawmill operated on the western portion of Boeing-Isaacson, north of former Slip 5 area from 1920 to 1946.
- Mineralized Cell Wood Preserving Company treated logs with heated solutions of arsenic and sulfate salts of copper and zinc on the northern side of Slip 5 before 1945. Storage tanks chemicals and sludge were reportedly drained onto the ground daily.
- Isaacson purchased the property in 1943 and developed it between 1943 and 1966.
- Isaacson facility was used for various purposes associated with the Isaacson Iron Works (later known as Jorgenson Forge) steel plant to the north [then operated by Isaacson], including the storage of scrap metal before melting.
- In the 1950s, expanded facilities east to west, covering almost the entire property north of the former Slip 5 area.
- In 1984, Boeing purchased the Isaacson property and repurposed the steel fabrication building for storage. The Isaacson building was dismantled prior to 1990.

Former Slip 5 and Sliver Fill History



Sliver History (1932 to 1966)

- A section of wooden bulkhead appears to have been constructed (not by Port or CWD) as early as 1932.
- Sheetpile may have been installed behind upland of current dilapidated bulkhead.
- Slip 5 filling completed by 1966.
- Sliver filling appears to be completed by 1969.



BULKHEAD CONSTRUCTION ACTIVITIES ON NORTHERN SIDE OF SLIP 5: NOTE SHEETPILE WALL ALONG DUWAMISH WATERWAY (JULY 1966)
FIGURE 8

1932 USACE Survey Wooden Bulkhead and Slip 5

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1936 Aerial Photograph

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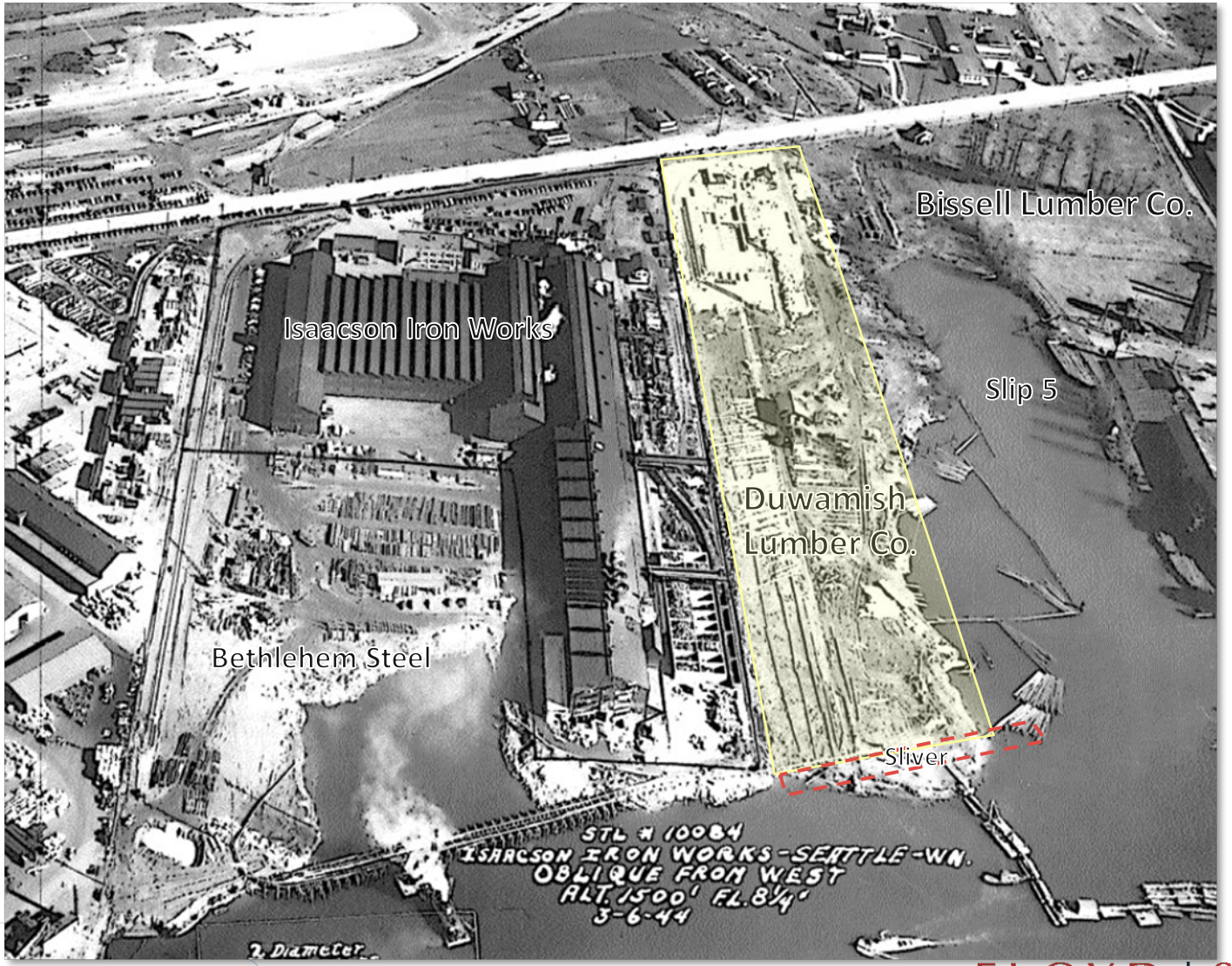
1944 Aerial Photograph



Property boundaries for Duwamish Lumber Co. and the Sliver are approximate.

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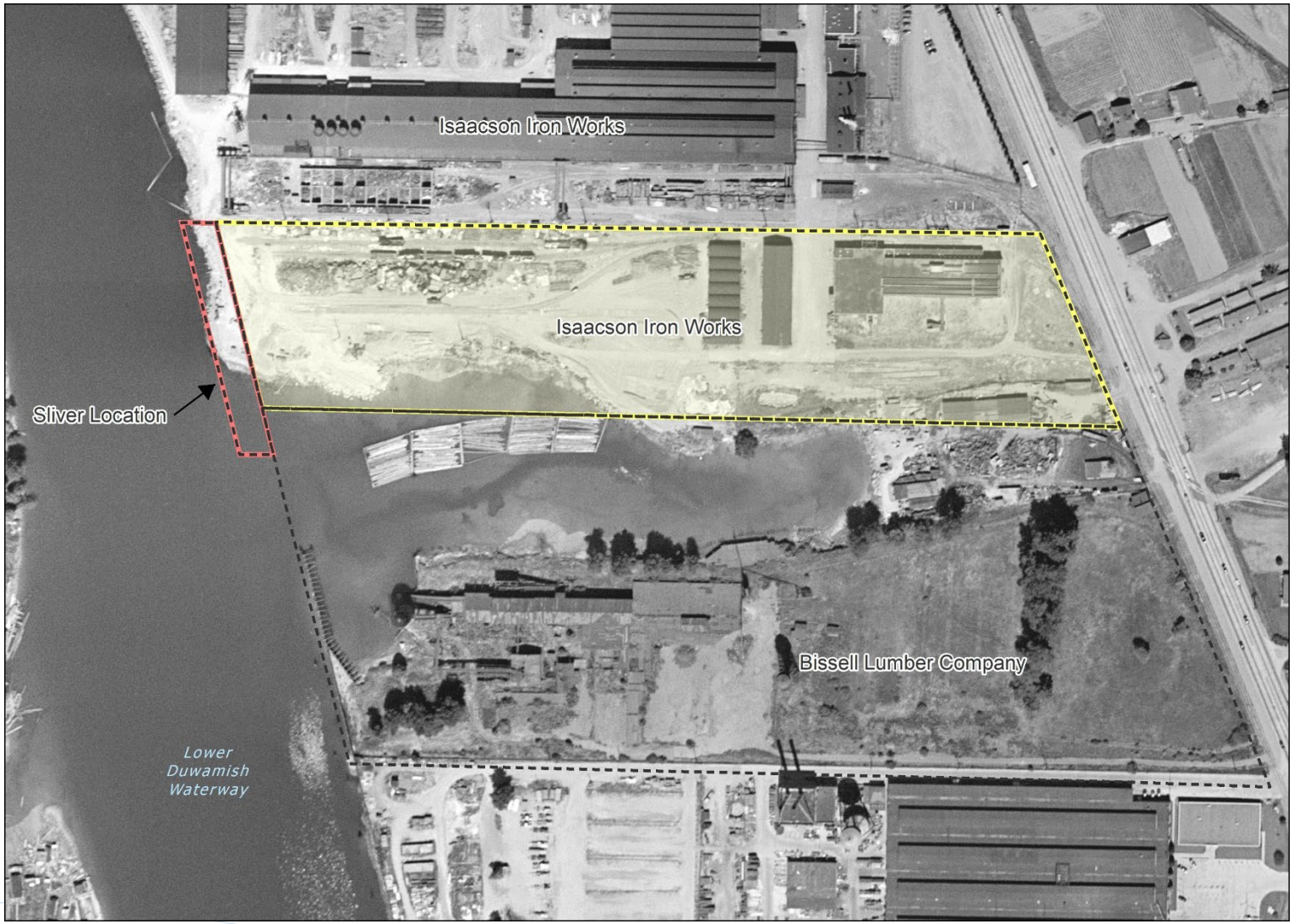
1948 Aerial Photograph



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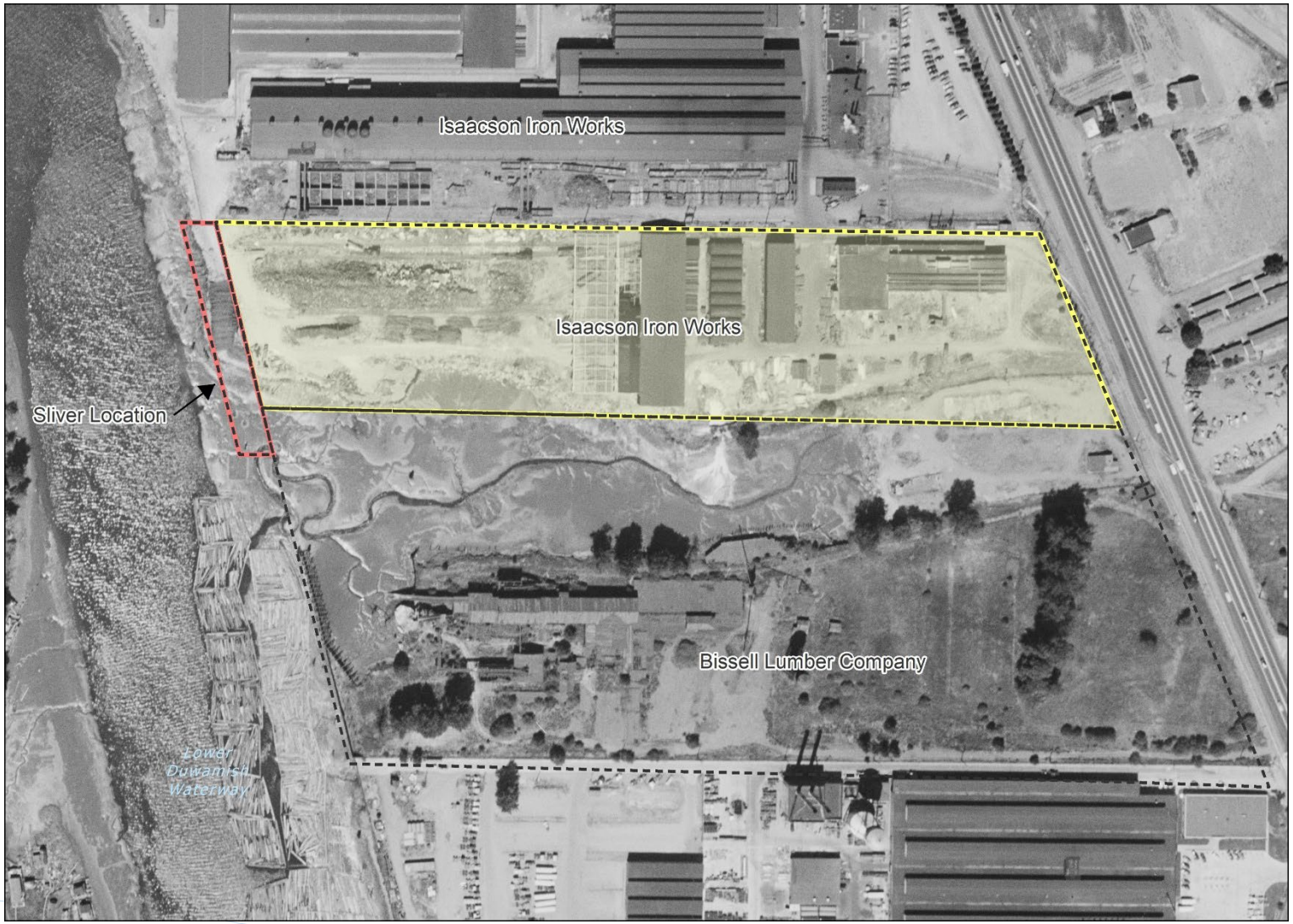
1951 Aerial Photograph



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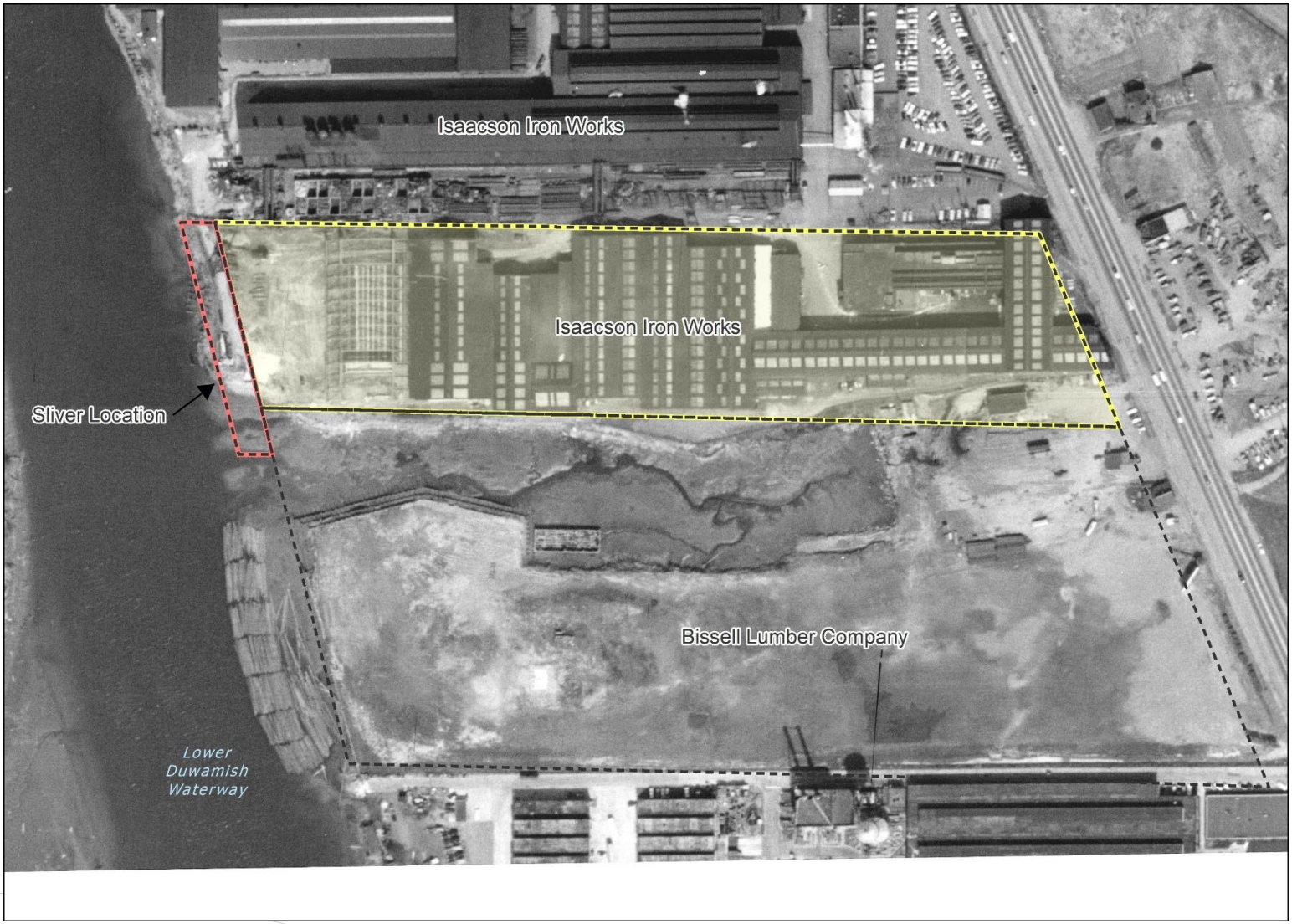
1956 Aerial Photograph



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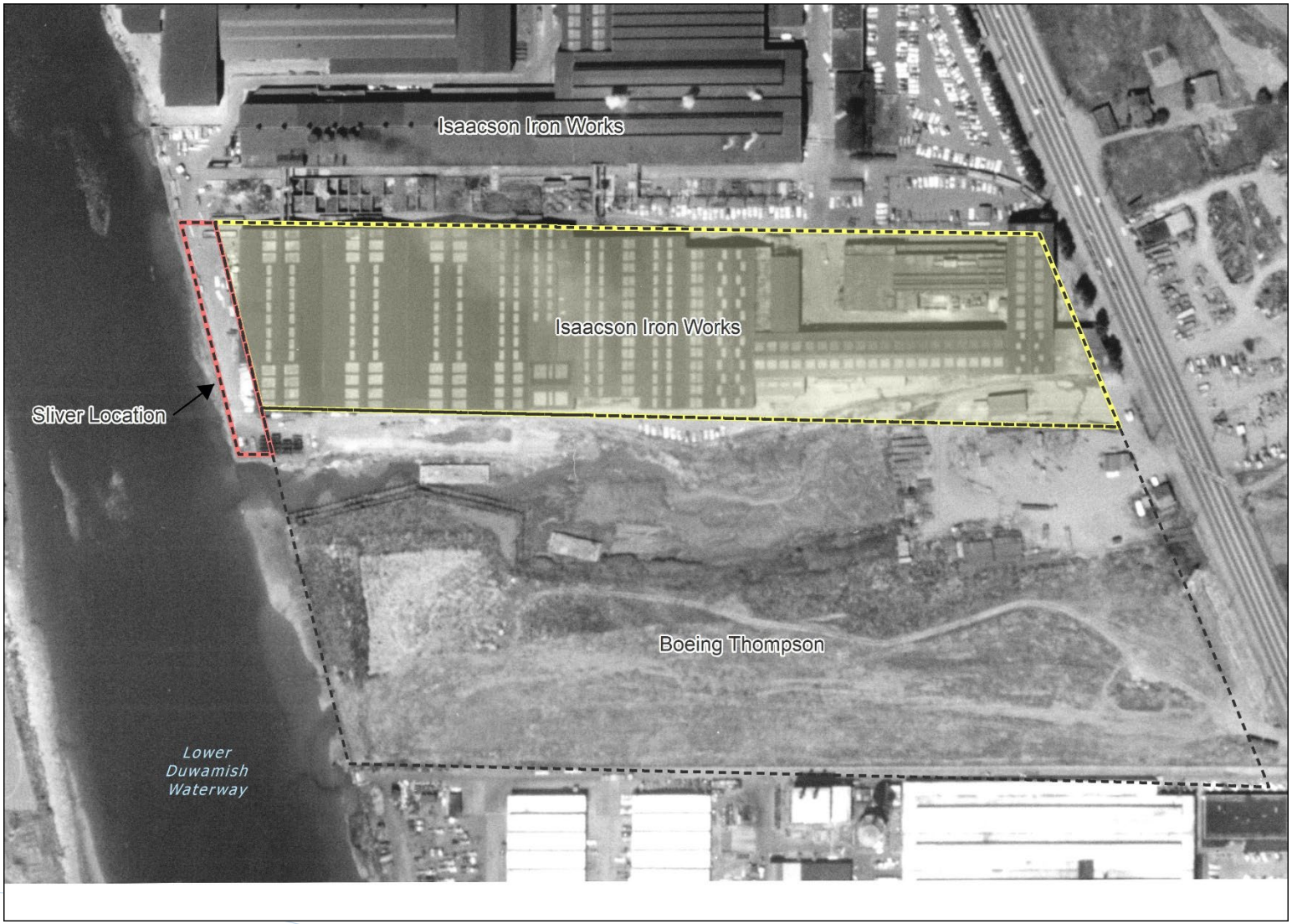
1960 Aerial Photograph



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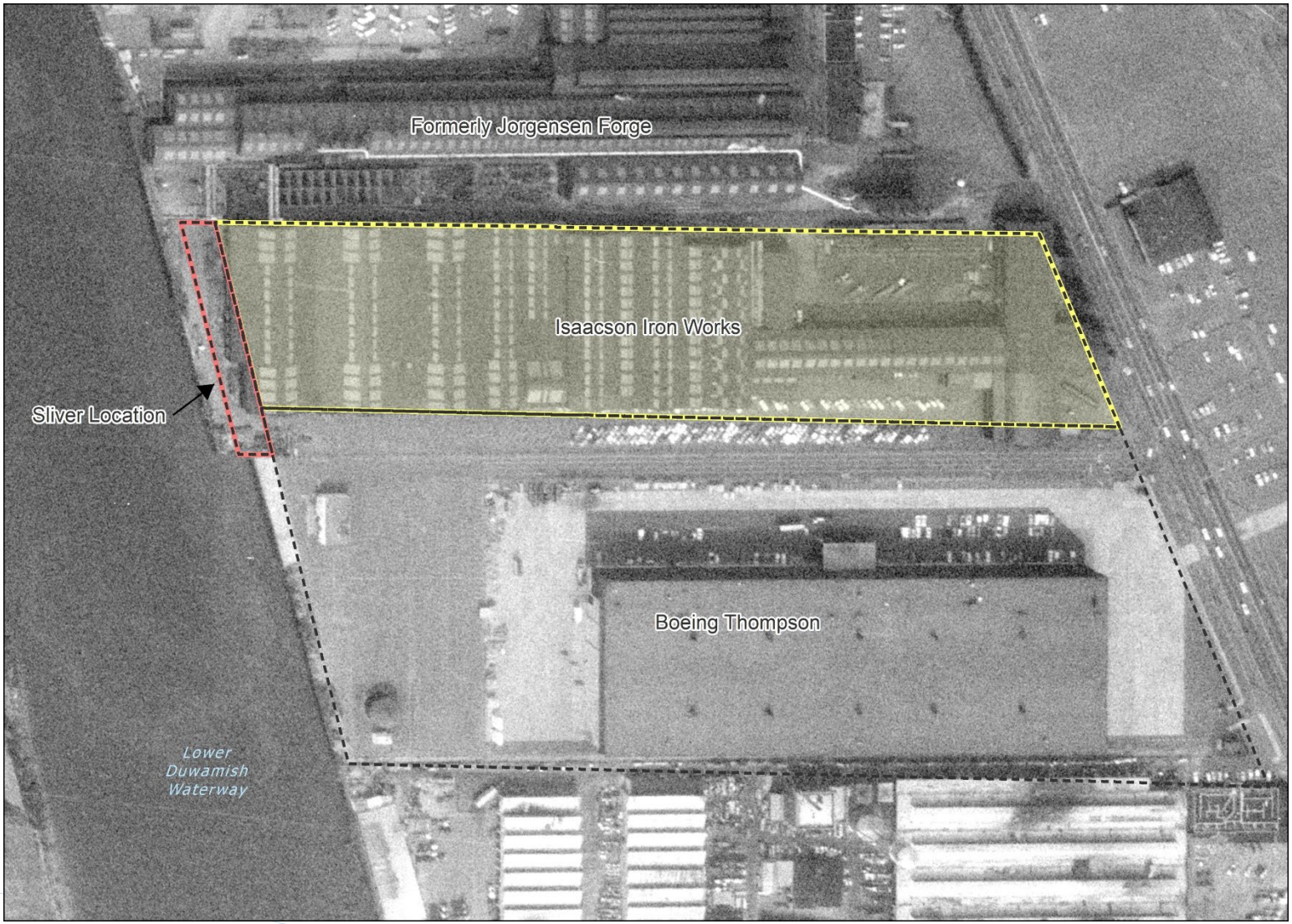
1969 Aerial Photograph



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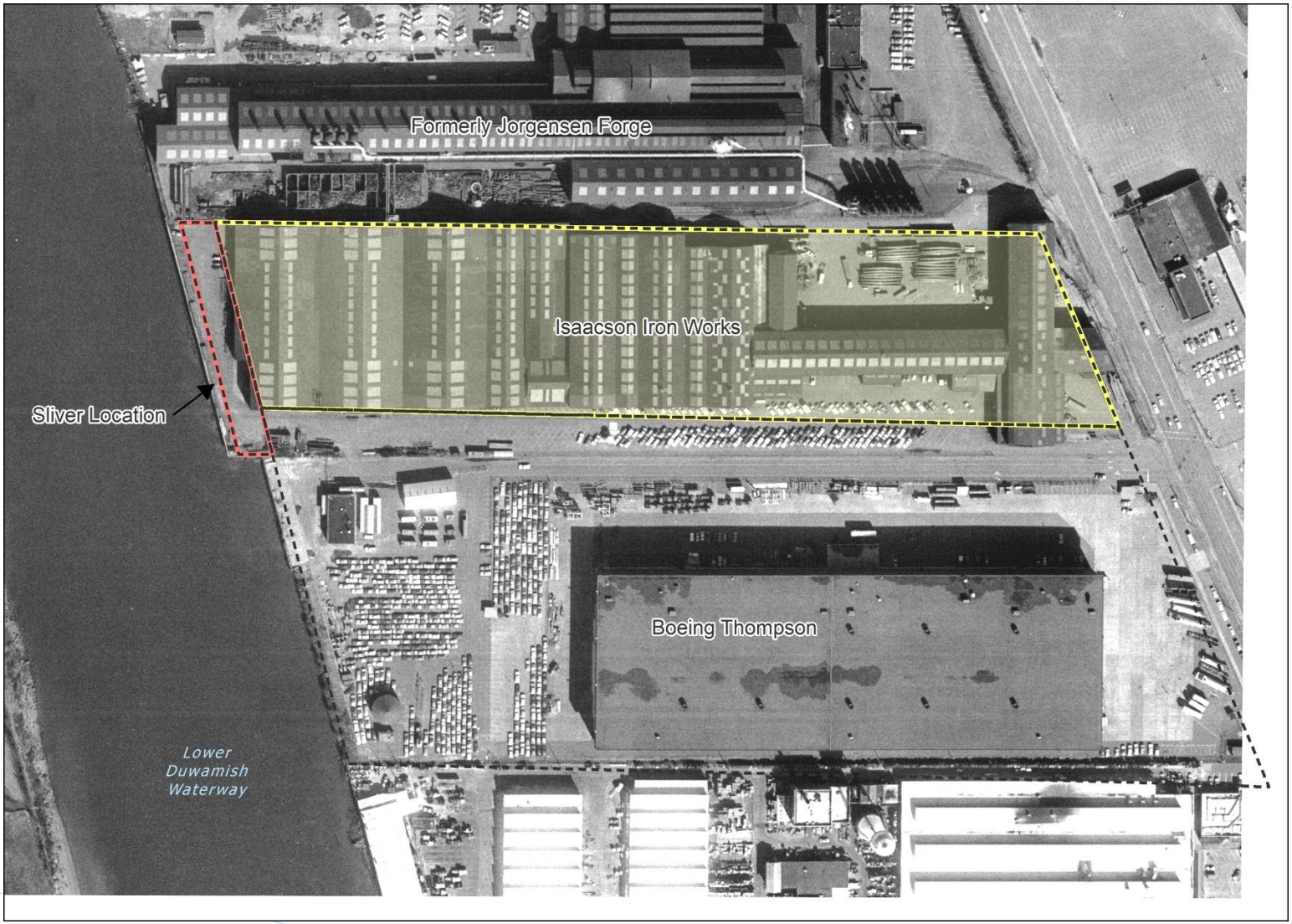
1974 Aerial Photograph



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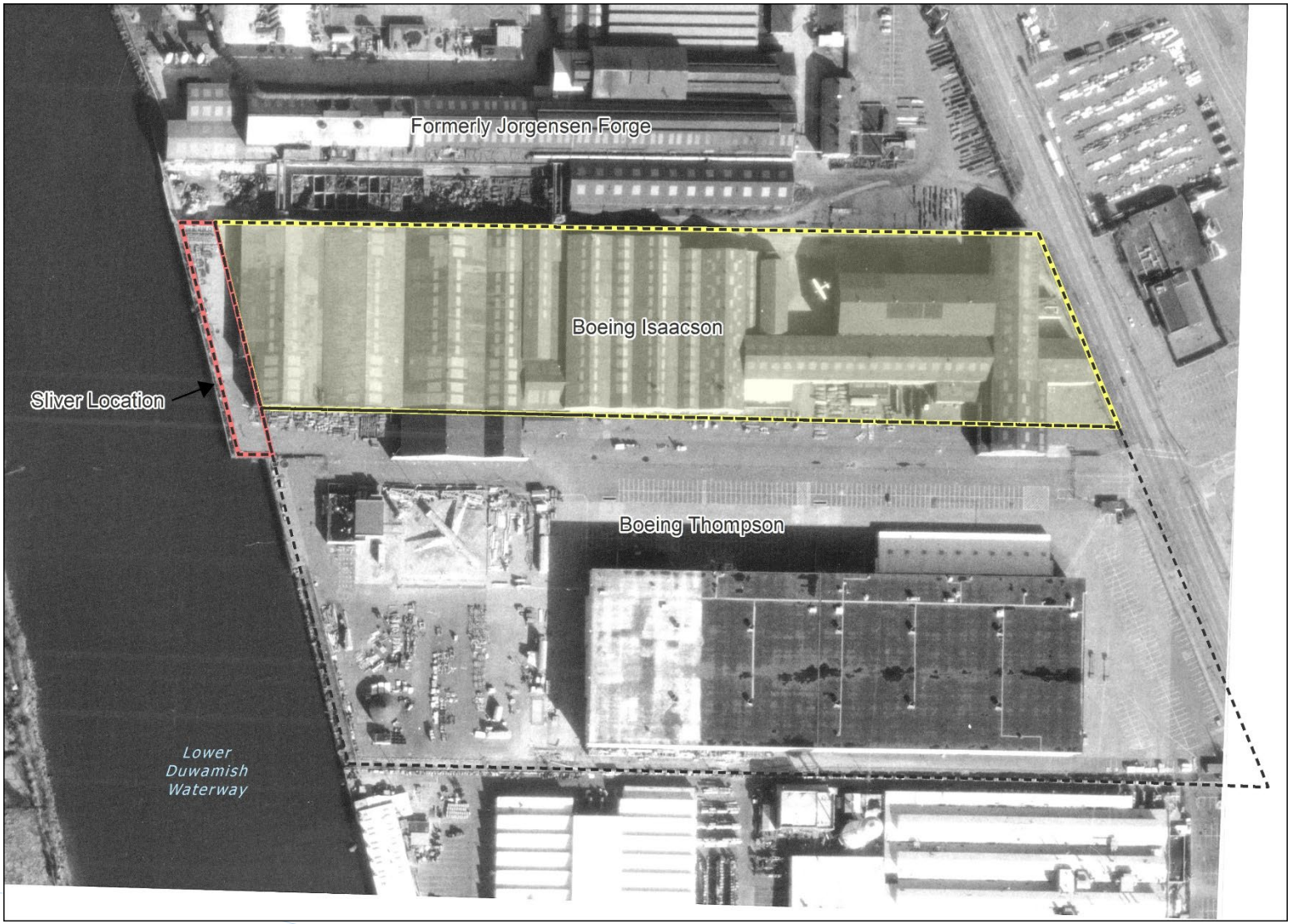
1985 Aerial Photograph



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2002 Aerial Photograph

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2011 Aerial Photograph

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Ecology Shoreline Obliques of Sliver Location

Property boundaries for Boeing Isaacson and Sliver are approximate.

Ecology Shoreline Oblique of Sliver Location

Property boundaries for Boeing Isaacson and Sliver are approximate.

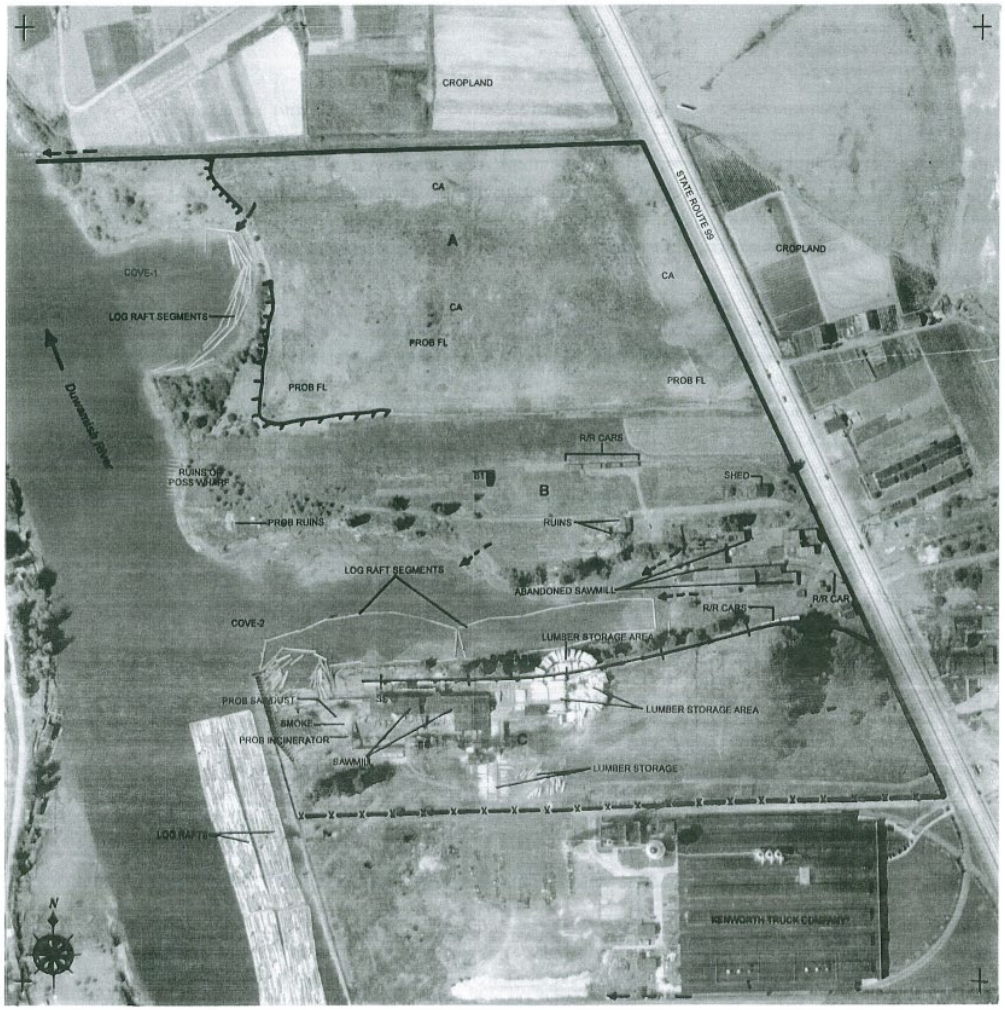
Context and Considerations

- The Port of Seattle and CWD had nothing to do with the construction or use of the Sliver property.
- Adjacent property owners and operators constructed the Sliver and (including Boeing) used it as their own.
- The CWD (in the mid- to late-1950s) tried to place such upland slivers under leases. The Washington Supreme Court rejected that in 1963, holding that the CWD had no authority to lease or sell any portion of the 500-foot-wide LDW right-of-way, and no authority to exclude third parties unless they were interfering with navigation or other rights of the public.
  - *Commercial Waterway Dist. No 1 of King Cty. v. Permanente Cement Co.*, 61 Wn.2d 509, 379, P.2d 178 (1963)
- Port agreed in 1963 to inherit the assets of the then-dissolving CWD, knowing of the *Permanente* case and the above restrictions.
- The Port has no interest in post-remediation reconstruction of the Sliver (e.g., *do not replace it*).

Supplemental Images from EPA

- Supplemental images (1936, 1942, and 1946) from EPA Freedom of Information Act evaluating historical fill and operations at the former Jorgenson Forge Site.

1936 EPA Evaluation of Fill/Operations



INTERPRETATION CODE

———	SITE BOUNDARY
x—x—x	FENCED SITE BOUNDARY
x x x x x x	FENCE
←— — —	DRAINAGE
←———	FLOW
+++++	RAILWAY
	EXCAVATION/PIT (EXTENSIVE)
	MOUNDED MATERIAL (EXTENSIVE)
B	BUILDING
CA	CLEARED AREA
DT	DARK-TONED
EX	EXCAVATION
FA	FILL AREA
FL	FILL
IM	IMPOUNDMANT
M	MATERIAL
MM	MOUNDED MATERIAL
OF	OUTFALL
OS	OPEN STORAGE AREA
R/R	RAILROAD
SS	SMOKESTACK
*	COLLATERAL DATA

Figure 3. Jorgensen Forge Corporation/Duwamish River, 1936. Approximate scale 1:3,055.

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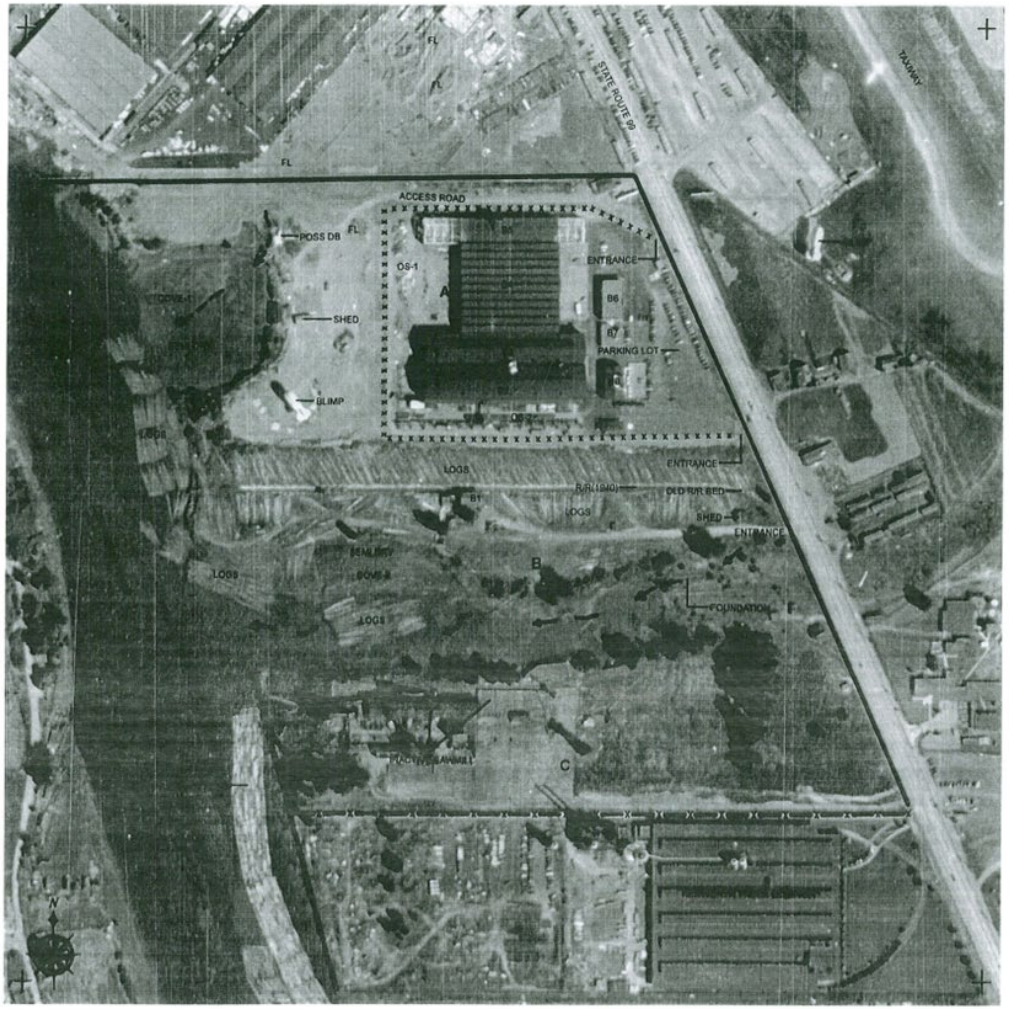
1942 EPA Evaluation of Fill/Operations



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OS	OPEN STORAGE AREA
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SS	SMOKESTACK
*	COLLATERAL DATA

Figure 5. Jorgensen Forge Corporation/Duwamish River, May 13, 1942. Approximate scale 1:3,400.

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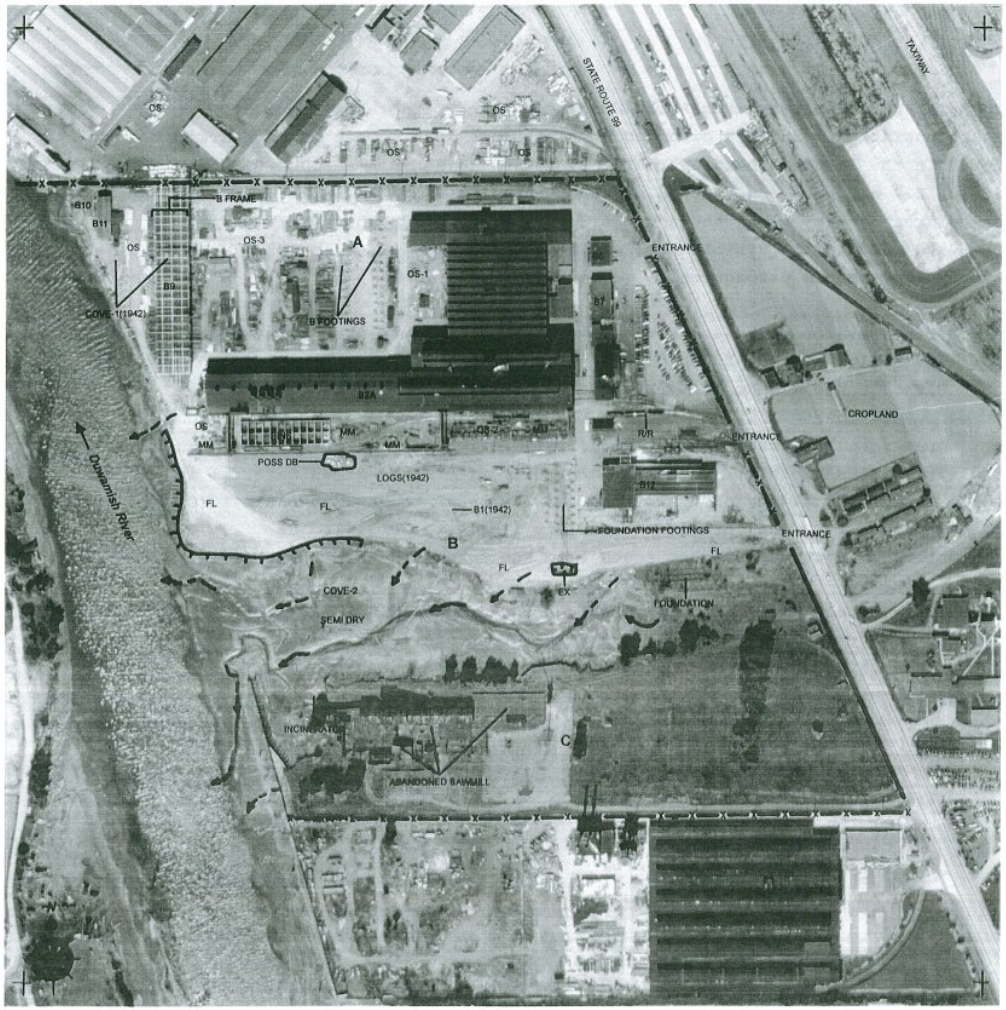
1946 EPA Evaluation of Fill/Operations



INTERPRETATION CODE

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x—x—	FENCED SITE BOUNDARY
x x x x x x	FENCE
←— — —	DRAINAGE
←———	FLOW
+++++	RAILWAY
	EXCAVATION/PIT (EXTENSIVE)
	MOUNDED MATERIAL (EXTENSIVE)
B	BUILDING
CA	CLEARED AREA
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EX	EXCAVATION
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FL	FILL
IM	IMPOUNDMANT
M	MATERIAL
MM	MOUNDED MATERIAL
OF	OUTFALL
OS	OPEN STORAGE AREA
R/R	RAILROAD
SS	SMOKESTACK
*	COLLATERAL DATA

Figure 6. Jorgensen Forge Corporation/Duwamish River, 1946. Approximate scale 1:3,400.

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