



PORT OF OAKLAND

February 25, 1997

Ms. Madhulla Logan
Alameda County Department of Environmental Health
1131 Harbor Bay Parkway, 2nd floor
Alameda, CA 94502

Subject: Transmittal of Workplan for Former Cryer Boat Yard - 1899 Dennison Street, Oakland

Dear Ms. Logan:

Enclosed please find the Port's proposed workplan for additional subsurface investigation at the former Cryer Boat Yard located at 1899 Dennison Street in Oakland. This workplan was prepared as required in your January 25, 1997 letter to me. Also enclosed find a copy of the Phase I report conducted in January 1995 as you requested. Lastly, I have also requested that the Port submit a check to the County of \$1,500.00 to establish a deposit-refund account.

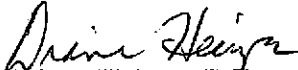
Note that access to the Port's property is via the Steam Valve property. The Port is currently working on an agreement with Steam Valve to allow Port access to its property. We anticipate that a letter report documenting our consultant's results can be available six weeks after we receive approval of the workplan and access to Port property.

I would like to point out the difficulty of obtaining representative groundwater samples since the site is immediately adjacent to the Oakland Estuary. Consequently, the workplan does not recommend grab groundwater sampling unless specifically required by you. Also, your letter compares metals concentrations in the soil to Region 9 Residential Preliminary Remediation Goals (PRGs). This site has been and will continue to be used for industrial purposes. Therefore, metals concentrations in the soil should be compared to Industrial PRGs.

Ms. Madhulla Logan
Alameda County Health Care Services
Page 2 of 2

Please call me at 510-272-1467 if you have any questions.

Sincerely,



Diane Heinze, P.E.

Associate Environmental Scientist

enclosures: Shawnee workplan
Clayton Environmental Consultants January 1995 Phase I report

cc: w/ workplan: Steve Cowley, Steam Valve Machine Company

cc: w/out encls:

Michele Heffes
Carter Stroud
Neil Werner
Mark O'Brien
Steve Hanson
Art Chen, Shawnee Company, Inc.

ENVIRONMENTAL
PROTECTION
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CRYER BOAT YARD WORKPLAN

The facility located at 1899 Dennison Street in Oakland, California is also known as the former Cryer Boat Yard property (Property). The Alameda County Health Care Services Agency (ACHCSA) has reviewed the report, *Soil Investigation of Former Cryer Boat Yard*, dated May 22, 1995. This report was prepared by Clayton Environmental Consultants (Clayton) for the Port of Oakland (Port).

ACHCSA is concerned about the lateral and vertical extent of lead, copper, and mercury contamination near SB-2 and SB-3 and near SB-7, locations defined in the Clayton report, Figure 1. The Shawnee Company, Inc. (Shawnee) workplan addresses the ACHCSA concerns.

BACKGROUND

The property is unusual in that the eastern half of the facility is privately owned and the western portion, adjacent to the estuary, is owned by the Port. The Port acquired the shoreline portion of the property in 1911. The previous owners of the private portion of the property have leased the shoreline portion from the Port in order to utilize the entire site.

Research, dated November 19, 1993, performed for Steam Valve Machine Co., Inc. (Steam Valve) indicates that the property was once utilized by Standard Gas/Diesel Engine Company. Thereafter, the privately owned portion of the property was acquired by the William Cryer & Sons Company (Cryer) for the repair, maintenance and construction of marine vessels. Cryer occupied the entire site for approximately 45 years (1940s to 1980s).

On June 18, 1989 the private portion of the property was purchased from Cryer by Messrs. Stephen J. Cowley and Frank Cheng. The new owners leased the property to Oceanic Boat Works (Oceanic). Oceanic used the facility for boat building, repair, and maintenance. In 1991 Oceanic abandoned the property.

In 1992 the private portion of the property was transferred to Stephen J. Cowley and Steam Valve Machine Company, Inc.

February 1997 site visits by Shawnee and the Port indicate that the private portion of the property is being used for storage and maintenance of drilling equipment and hydroseeding equipment, and for valve repair. Access to the Port owned portion is normally accomplished by going through the privately owned portion of the site. Presently, the gate separating the two parcels has been locked by Steam Valve.

Prior Investigations

According to a Steam Valve November 19, 1993 report, a Phase I Assessment was conducted, on March 1, 1991, on the privately owned eastern portion of the property by Subsurface Consultants. Six borings to a depth of 15 feet were drilled. The assessment resulted in the removal of 18 to 24 inches of top soil.

On March 5, 1993 the soil on the privately owned eastern portion of the property was resampled for Steam Valve under the direction of Terry R. Bouquenoy, environmental consultant, Martinez, California. Mr. Bouquenoy concluded that the property (presumably the privately owned eastern portion) posed no environmental concerns.

In December 1994 and January 1995, Clayton Environmental Consultants conducted a Phase I Assessment of the property for the Port. Following the Clayton Phase I report, dated January 19, 1995, Clayton conducted a soil investigation on the Port owned western portion of the facility. The results of the soil investigation are contained in the Clayton May 22, 1995 report.

Alameda County Health Care Services Agency Review

Based upon ACHCSA's review of the May 22 report, a letter, dated January 25, 1997, was sent to the Port expressing concerns that ACHCSA believed needed to be addressed.

The proposed workplan has the objective of obtaining the additional water and soil samples at the two locations referenced in the ACHCSA letter.

TARGET AREAS

To determine the lateral and vertical extent of copper, lead, and mercury near SB-2, SB-3, and SB-7 the areas targeted for investigation are the following (see Figure 2):

- South of the southern dry dock rails (SB-9 and SB-10) and towards the fence line separating the property from the adjacent Union Point Marina parking lot, but far enough north to avoid encountering the 27 inch storm drain;
- Between SB-1 and SB-4 toward the property line (SB-11); and
- North of the dry dock rails connected to Building G (SB-12 and SB-13), but far enough south and east to avoid encountering the 12 inch storm drain.

These three targeted areas will provide additional information regarding the lateral and vertical extent of contamination for the metals of concern.

The target areas were selected following an inspection of the site. The eastern private portion of the property is presently used for repair and maintenance activities and for the storage of various materials and equipment. The western Port owned portion is overgrown and contains abandoned dry dock rails, trolleys, steel rails, scrap steel parts, concrete slabs, and wood debris.

Exact sampling locations will be selected to eliminate the necessity to relocate or remove any existing debris or other materials, and to eliminate any requirement for the removal or cutting of any portion of the wooden platform along the dry dock rail at Building G.

INVESTIGATIVE WORKPLAN

Workplan Activities

Shawnee's workplan is composed of three activities:

- **Activity 1** - The Port and privately owned portions of the property are divided by a chain link fence. The Steam Valve locked gate limits access to the path leading to the dock. Decontamination materials and waste containers will be delivered to and stored on the west side of the gate, on Port property. Shawnee will discuss with the site occupants access to their utility water for decontamination and grouting activities. The Port will arrange with Steam Valve to have the lock on the gate opened or removed during this investigation. Sample bottles, cooler, blue ice, and chain-of-custody forms will be obtained from the laboratory. Shawnee will obtain the boring permit from the county.
- **Activity 2** - Shawnee will take soil samples from five locations on the Port portion of the site (SB-9 through SB-13, see Figure 2). Samples will be collected at six inches and two and one-half feet below ground surface (bgs) in a 2 inch diameter by 6 inch long brass tube. For the deeper samples, a 3 inch or 4 inch diameter hand auger will be used to produce a boring to the correct depth for soil sampling.

Shawnee does not recommend groundwater sampling, as requested by the ACHCSA letter. The source of groundwater samples obtained will most likely be the result of estuary seepage into the borings. The saltwater estuary varies from 20 feet to 120 feet away from the sampling locations. The Port sampling areas can be appropriately described as a "on a beach".

If groundwater sampling is undertaken, water samples will be taken when groundwater is encountered. The laboratory will filter the

groundwater samples. At each sampling location, groundwater will be obtained using a disposable bailer. The groundwater will be released from the bailer into a one Liter polyethylene bottle with no preservatives. Due to the close proximity of the estuary, groundwater is expected to be encountered within four feet of ground surface. To permit groundwater sampling, a 2 inch plastic pipe may be required to minimize the affect of sand collapsing into the boring. All samples will be transferred to the laboratory's courier on the day the samples are collected.

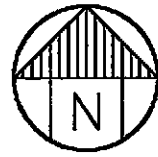
All drilling spoils will be hand carried in five gallon buckets to the waste drums adjacent to the gate. The path from the sampling locations back to the disposal drums will require climbing over and around the debris on the site. All borings will be backfilled with grout.

- **Activity 3** - Upon receipt of the laboratory analysis, a draft letter report will be submitted to the Port. Receipt of laboratory results will normally require ten (10) working days after pickup by the laboratory's courier. Following Port comments, a final letter report will be provided.

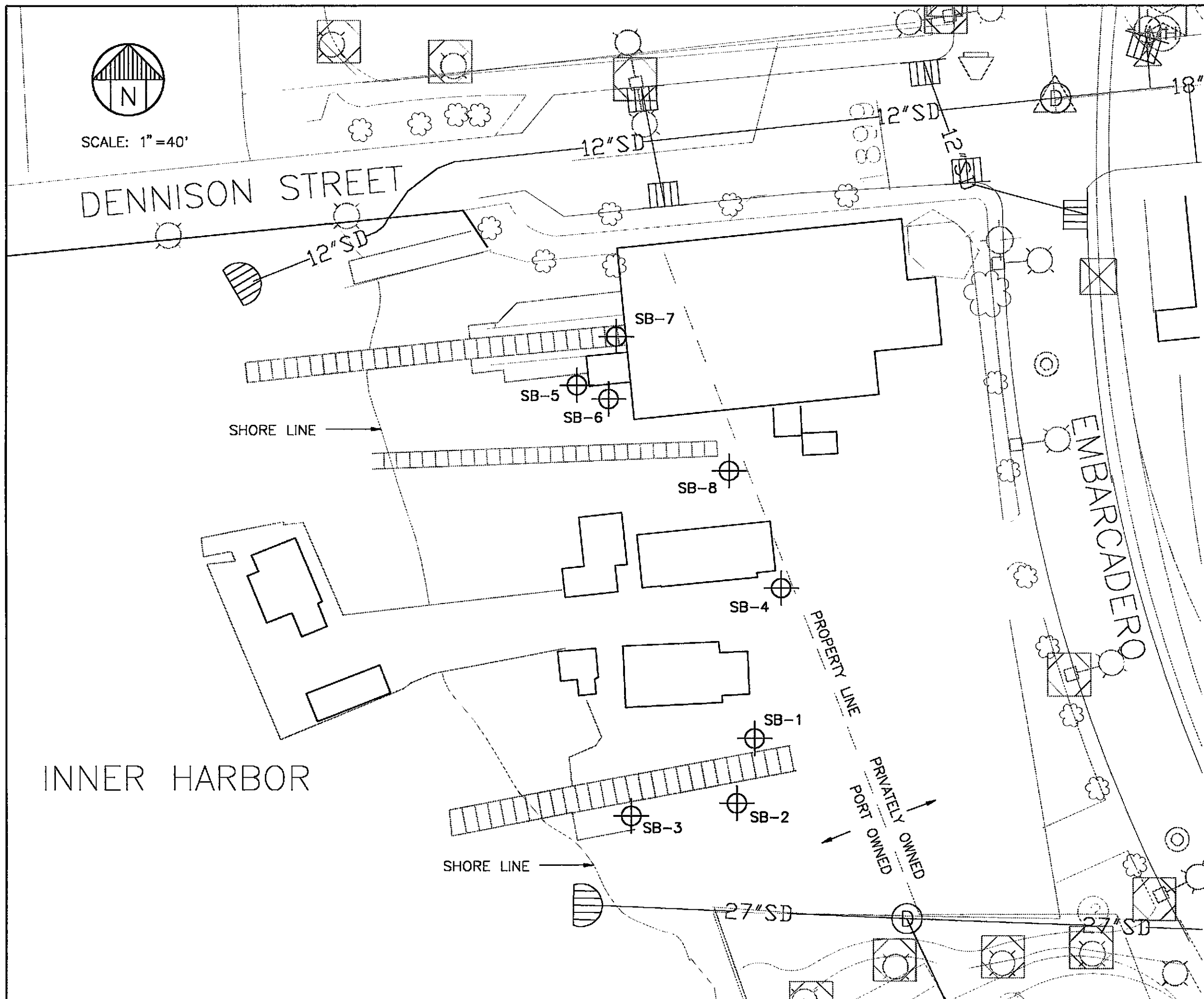
Workplan Exclusions

The workplan excludes any relocation or removal of site debris that cannot be easily shifted by hand. The workplan excludes any cutting of the existing wooden platform located on either side of the dock rail connected to Building G.

In the event the Port desires to undertake sampling at locations requiring the relocation or removal of debris or the cutting of the wooden platform, the workplan submitted can be modified via an additive addendum.



SCALE: 1" = 40'



LEGEND:


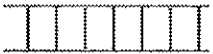
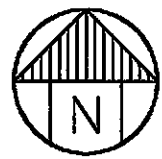
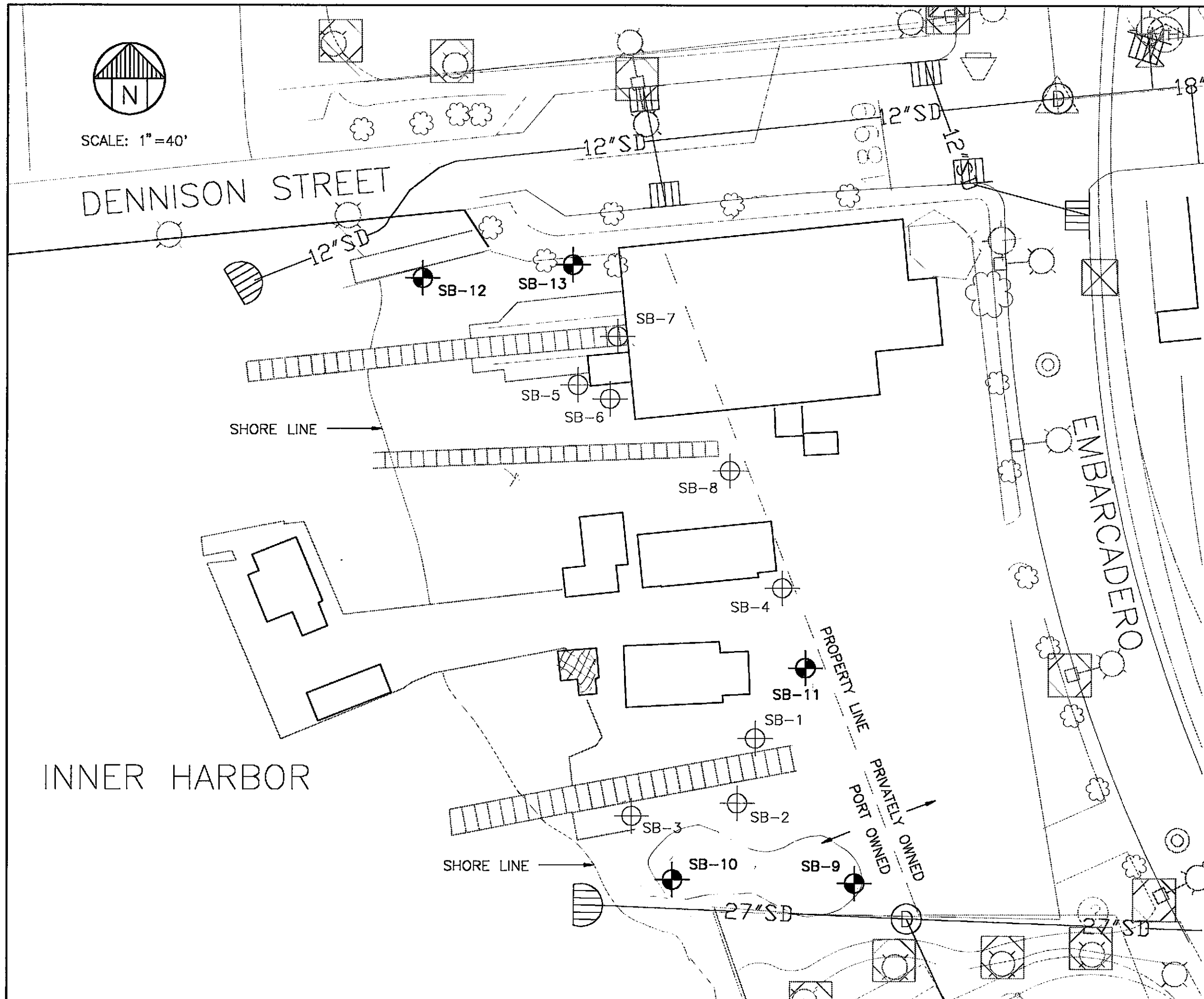
-  SB-1 SAMPLE POINT
-  DRY DOCK RAIL

FIGURE 1
CRYER BOAT YARD
CLAYTON SAMPLING POINTS
SB-1 thru SB-8



SCALE: 1"=40'



LEGEND:

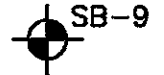

-  SB-9 SAMPLE POINT
-  DRY DOCK RAIL

FIGURE 2
CRYER BOAT YARD
SAMPLING POINTS
SB-9 thru SB-13