**CENWP-OD-B10 Dec 2024**

**MEMORANDUM FOR THE RECORD**

**SUBJECT: 24BON066 MFR Unit 6 Flushing Oil Sheen**

On Monday, 09 December, Unit 6 (U6) flushing occurred prior to installing tail logs and dewatering the Unit for oil investigation related repairs. U6 has been forced out of service since January 2024 due to oil leak investigations. Please see MFRs 24BON001, 24BON003, 24BON004, 24BON005, 24BON007, and 24BON009 for more details on each of the forced unit outages at PH1.

Due to the oil leak concerns Bonneville’s Spill Response Team was stationed on the +55 deck and in boats to monitor the area for oil presence in the tailrace.

No indication of oil loss was observed in the tailrace as the unit was brought online for flushing at 0800. When the unit was shut down at 1010, personnel noticed an approximate 4 ft by 100 ft silverly sheen in the tailrace near U6. The boat crew with spill response equipment immediately deployed an absorbent boom. Crews on the PH1 tailrace deck placed tail logs to isolate the unit. The sheen in the tailrace was fully absorbed by 1140. Reported loss of oil is approximately 1 gallon. No further sheen has been observed. The National Response Center, Oregon Emergency Response, Washington Department of Emergency Management, and Portland District ECC have been notified as per Bonneville Project Spill Prevention Control Countermeasure (SPCC) Plan.

Please see **24BON012 B1 Fish Salvage Operations on Oil Sheen Investigation Units (REVISED)** for the decision made by EPA and Bonneville to continue normal fish salvage operation procedures (FPP Section 5.5.3) with the expectation that spill response teams will be staged to monitor and follow SPCC plan for reporting.

*FPP BON Section 5.5.3.: “If a turbine unit has been idle and the draft tube is to be dewatered, it will be operated, when possible, at full load for a minimum of 1 hour, 4 hours preferred. Stop logs will then be placed immediately. It is recommended adjacent Units also be operated for a minimum of 1 hour, 4 hours preferred, to flush fish prior to placing tail logs in the Unit to be OOS.”*

1. Species –Upstream migrants in the tailrace of PH1 may have encountered oil on the water surface during their approach to the PH1 fishway entrances, however, the spill response team began absorbing the spill within minutes of observation. PH1 remained the priority powerhouse.
2. Origin – NA
3. Length – NA
4. Marks and tags – NA
5. Marks and Injuries found on carcass – No fish injuries observed.
6. Cause and Time of Death – No mortalities observed.
7. Future and Preventative Measures – Bonneville Project Spill Response team will continue to monitor and respond to any signs of oil. However, tail logs have been installed and Project personnel does not foresee this to be a continuing issue with Unit 6 as it will be dewatered to undergo repairs.

Sincerely,

Bonneville Project Fisheries