

MEMORANDUM FOR THE RECORD

SUBJECT: 19JDA15 Spill gate #06 forced OOS

On the morning of 24 June, spill gate 06 was forced out of service when it would not respond to GDACS commands. Electricians are looking into the problem. Spill gate 7 remains out of service as well causing a change to the FPP spill pattern. Flow has been redistributed to the remaining bays. Sean Askelson and Scott Fielding reviewed the egress of the current flow and thought that the current pattern should have a minimal impact to passage.

- A. Species –
- B. Origin – unknown
- C. Length – unknown
- D. Marks and tags – none
- E. Marks and Injuries found on carcass – none
- F. Cause and Time of Death – unknown
- G. Future and Preventative Measures –

Sincerely,
JD Project Fisheries

Comments:

ODFW:

-----Original Message-----

From: Erick VanDyke [mailto:Erick.S.VanDyke@state.or.us]

Sent: Monday, June 24, 2019 5:24 PM

To: Kovalchuk, Erin H CIV USARMY CENWP (US) <Erin.H.Kovalchuk@usace.army.mil>

Cc: Lorz, Tom <lort@critfc.org>; Trevor Conder - NOAA Federal (Trevor.Conder@noaa.gov) <Trevor.Conder@noaa.gov>

Subject: [Non-DoD Source] RE: FPOM: Official Coordination 19JDA15 MFR Spill gate 6 OOS

Hi Erin,

Was the review a look from the deck or something more substantial? It looks like the two bays, when operating, were more or less using a saw-tooth pattern at current spill spread (48 to 64 kcfs spill). It doesn't appear that GDAC pattern used has been consistent with the FPP. Given the water attraction expected with the saw-tooth pattern, it may be worth considering it be used to avoid unnecessary or avoidable confusion in tailwater area immediately downstream of bays 6 and 7 when not in use. It would be a concern if tailwater zone in bay 6 and 7 were attracting upstream flow. Because this is the second spill bay being taken out of service in short time and as flow decrease more bays going down would be a concern. Have the bays around 6 and 7 been serviced recently or are they expected to be

serviced soon. When was the last time 6 and 7 were serviced? Appreciate any information that might be easily available.

Erick

Response:

-----Original Message-----

From: Kovalchuk, Erin H CIV USARMY CENWP (US)

Sent: Tuesday, June 25, 2019 7:52 AM

To: Erick VanDyke <Erick.S.VanDyke@state.or.us>

Cc: Lorz, Tom <lort@critfc.org>; Trevor Conder - NOAA Federal (Trevor.Conder@noaa.gov) <Trevor.Conder@noaa.gov>; Blane Bellerud - NOAA Federal <blane.bellerud@noaa.gov>; Grosvenor, Eric G CIV (US) <Eric.Grosvenor@usace.army.mil>

Subject: RE: FPOM: Official Coordination 19JDA15 MFR Spill gate 6 OOS

A bit of good news. Electricians were able to fix the controls. Bay 6 came back early this morning. Bay 7 is still waiting on a part.

As far as the review, it was video and pictures of the tailrace egress. I am still trying to get the images from my work phone to the computer. I would have sent them out with the MFR but the firewall from the COE is extremely strong. Since the return to service date was unknown but not expected to be long, I thought that sending to Sean Askelson would be enough. If we run into a situation when we will have multiple bays out for a longer period of time, I will engage the region to make sure we have the best pattern we can.

I will ask Eric to look at the servicing of gates for the next FPOM since that is the fourth gate that has gone out of service this spill season.

Erin