

MEMORANDUM FOR THE RECORD - 16 LWG 05 – MFR Juvenile Chinook Mortality

SUBJECT MFR LWG Juvenile Chinook Mortality – 12 April 2016

Description of the problem: At about 0715 hours April 12 during the Corps daily juvenile fish facility inspection a juvenile chinook was observed impinged in the east/west switch gate that diverts fish to the direct barge load line. The direct load line was inspected and 10 live yearling chinook and 15 live fry were immediately released to the river from the flume. Mortalities included 30 juvenile yearling chinook and 31 chinook fry on direct barge loading dewatering screen. An additional 21 juvenile chinook mortalities were counted as the line was flushed to the river. It is unclear how fish were diverted into the direct load line while the facility was in secondary bypass mode. Possibilities include the east/west swing gate position was inadvertently changed to direct load mode for a brief amount of time or fish passed under the east/west switch gate seal. Lower Granite juvenile collection was 178,400 with a mortality rate of 0.005% April 12.

- A. Species – 30 juvenile yearling chinook and 31 chinook fry.
- B. Origin – Fish examined by SMP biologists included 6 clipped yearling chinook, 24 unclipped yearling chinook, and 31 fry. The origin of the 21 juvenile chinook mortalities counted as the line was flushed to the river is unknown.
- C. Length – N/A
- D. Marks and tags – No PIT tags were detected. Two unclipped chinook had coded wire tags.
- E. Marks and Injuries found on carcass – N/A
- F. Cause and Time of Death – Mortalities were due to fish being inadvertently diverted to the direct load line while in secondary mode.
- G. Impact on fish passage – N/A
- H. Action Taken – A caution order tag stating "do not operate" was hung on the pneumatic control for the east/west switch gate. The gasket seal was inspected and repositioned. Clamps were installed on both ends of the east/west switch gate to ensure the seal remains tight between the bottom of the gate and flume. Dewatering screen on the direct load line will remain closed until transport operation begins.
- I. Length of time for repairs: N/A

Sincerely,

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