

**MEMORANDUM FOR THE RECORD**

**SUBJECT:** Update spillbay 15.

**Narrative:** As previously reported, the spillway hoist in bay 15 was vibrating excessively and was removed from operation on May 16 and the spill gate was dogged open (22MCN06 MFR). During 23-26 May, spill hoist 15 was inspected to determine the source of the vibration which required bays 14, 17 and 18 to be closed on sill periodically over the four days.

**Location:** McNary spillway.

**Method:** For May 23, a spillway gate that was stored in bay 17's upstream slot was moved to the upstream slot in bay 15. For safety, bays 14, 17 and 18 were but on sill from 0905 to 0908 hours. Bays 15 and 16 were already dogged open. After the gate was moved from bay 17 to 15, and various initial examinations were completed, bay 15 was put on sill at 1315 hours for further inspections of the downstream gate and hoist. Bays 17 and 18 were returned to service at 1540 hours. With examinations completed for the day, bay 14 was returned to service at 1635 hours. Spillbay 15 remained out of service overnight. With spill volume increasing and a crane in the immediate area, spillbay 16 was changed from 4 to 6 stops at 1407 hours. The remaining spill volume was spread evenly through the operating bays.

On May 24, spillbay 15 was raised to 10 feet for testing at 0933 hours. Next, bay 15 was put on sill at 0951 hours. Bays 14, 17 and 18 were put on sill to remove the upstream bulkhead in bay 15 at 1007 hours. Bays 14, 17 and 18 returned to service at 1500 hours. Bay 16 remained dogged open during the process. Spillbay 15 remained out of service overnight. With spill volume increasing and a crane in the immediate area, spillbay 2 was changed from 4 to 6 stops at 1310 hours. The remaining spill volume was spread evenly through the operating bays.

On May 25, spillbay 14 was put on sill from 0705 to 1345 hours, respectively, for further inspections in bay 15. At this point, no issue was found with the gate or the hoist when examined independently. Spillbay 15 remained out of service overnight. Any spill volume adjustments occurred evenly through the remaining operating bays.

On May 26, spillbay 14 was on sill from 0814 to 0954 hours. At the end of this time, bays 14 and 15 were opened simultaneously. The hoist in bay 15 opened the gate much slower than the hoist in bay 14. Further examination of bay 15 is needed to identify the problem. At the end of the testing, bay 15 was dogged open at 6 stops.

**Timeline - Duration:** From May 23 to 26, the issues with bay 15 were examined. During most of this time frame, as outlined above, bay 15 was closed.

**A. Species:** NA

**B. Origin:** NA

**C. Length:** NA

**D. Marks and Tags:** NA

**E. Marks and Injuries Found on the Carcasses:** NA

**F. Future and Preventative Measures:** Pursue an alternate mode off using the spillway as the project staff continues to strive to maintain and upgrade the spillway system, which will be a long-term endeavor.

**G. Photos Taken:**

Spill with bays 14, 15, 17 and 18 on sill.



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