

DEPARTMENT OF ENVIRONMENTAL QUALITY  
AIR QUALITY DIVISION  
ACTIVITY REPORT: Scheduled Inspection

N612434468

FACILITY: BREITBURN OPERATING LP - BART STAR		SRN / ID: N6124
LOCATION: SW SW SEC 1 T30N R5W, STAR TWP		DISTRICT: Gaylord
CITY: STAR TWP		COUNTY: ANTRIM
CONTACT:		ACTIVITY DATE: 05/09/2016
STAFF: Bill Rogers	COMPLIANCE STATUS: Compliance	SOURCE CLASS: SM OPT OUT
SUBJECT: Scheduled inspection for FCE		
RESOLVED COMPLAINTS:		

On May 9, 2016, I inspected the Bart Starr CPF. See CA\_N612434385 for MAERS and recordkeeping review.

The facility sign reads Terra Energy Ltd- Bart Starr CPF- SE/4 SW/4 SW/4 Sec 01 T30 N R5W- Star Twp., Antrim Co. - In Case of Emergency 888-250-1681

The facility shed is equipped with a three-light safety light. The green light was on at the time of my inspection.

The compressor shed contains two medium sized Caterpillar compressor engines, each with a catalytic oxidizer. Both are labeled with metal characters welded to the engine mount identifying them as units owned by Gas Compression Services.

To the east, GCS 789 was operating at 1175 RPM. Engine oil pressure was 65 PSI, engine water temperature 195 degrees f, compressor oil pressure was 68 PSI. According to a digital display, pre-catalyst temperature was 983 degrees f, post catalyst temperature was 1059 degrees f. I also took temperatures of the pipe upstream and downstream from the catalytic oxidizer using our remote infrared thermometer. I got 630 degrees f on the inlet side and 732 degrees f on the outlet side.

To the west, GCS 799 was operating at 1179 RPM. Engine oil pressure was 55 PSI, engine water temperature was 195 degrees f, compressor oil pressure was 60 PSI. According to a digital readout pre catalyst temperature was 1009 degrees f and post catalyst temperature was 1076 degrees f.

Temperature rise across the catalytic oxidizers indicates that something is being burned inside them. This in turn suggests that the catalysts are operating properly.

Both engines exhaust from the shed using horizontal pipes of about 12 inch diameter to horizontal mufflers. The exhaust is then directed upward through a pipe elbow, exhausting at an elevation of about 12 feet. There was no opacity in the exhaust.

The facility includes a glycol dehydrator. The dehy has a Wenco flame arrested burner marked as 125,000 BTU. The burner stack is 6 inch diameter and perhaps 22 feet tall, judging by eye. It is unobstructed vertically upward. The still vent is a pipe exiting through the side of the building. It is about two inches in diameter, terminating at a T cap, and at a height of about 11 feet. There were moderate glycol odors downwind of this vent.

I found some tanks on site. Outside the compressor shed, one 400-barrel tank and one of perhaps half the volume, inside a lined berm; these are presumably brine and/or slop tanks. There was also one drum on stilts tank, perhaps 100 gallon, marked Techni-Hib 750, with a wooden lined berm structure beneath. Near the glycol dehydrator were two standard 300 gallon sized drum on stilt tanks, one marked methanol and one marked triethylene glycol. Each was over a wooden lined berm structure. Inside the shed there were two 300 gallon drum on stilt tanks marked as lubricating oil, a tank of similar size painted orange and labeled as waste oil, and a drum on stilts tank of similar size which was unmarked, but piped to the engine radiator, so probably engine coolant.

Maintenance appeared adequate. There was some rust but no visible leaks or spills. There was no stained soil indicating older spills. There was no opacity except a bit of "steam" from the dehydrator, and no odors

except moderate glycol odors downwind of the dehydrator.

Our latitude and longitude for the facility were not exact, so I took these while I was on site. I got 45-1-8 N, 84-51-56 W, which converts to 45.01889, -84.86556 in decimal degrees. I will inform the appropriate people to have our database modified.

NAME William J. Rogers Jr.

DATE 5/10/16

SUPERVISOR 