

DEPARTMENT OF ENVIRONMENTAL QUALITY
AIR QUALITY DIVISION

ACTIVITY REPORT: Scheduled Inspection

N612455814

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: 10/15/2020
STAFF: Bill Rogers	COMPLIANCE STATUS: Compliance	SOURCE CLASS: SM OPT OUT
SUBJECT: Site inspection for FCE		
RESOLVED COMPLAINTS:		

On October 15, 2020, I inspected the Bart Star CPF for compliance with its Permit to Install, No. 682-96.

Special Condition 19 requires all equipment to be kept in good operating order. This facility appeared to be in acceptable order. It had two natural gas fired engines with catalytic oxidizers, which appeared to be installed and operating properly.

Special Condition 24 prohibits using sour gas in the equipment on site. I didn't see or smell anything that would make me believe there was sour gas on site.

COMMENTS:

The facility is easy to reach. The side road running east from the facility to the intersection of Van Tyle and Alba Road is a seasonal road, but a more major gravel road comes up from the south just west of the facility.

The facility sign identifies it as Bart Star CPF, SE/4 SW/4 SW/4 Sec 01, T30N R5W, Star Township, Antrim County, ICE 880-250-1681.

The facility contains a compressor shed with two natural gas fired compressor engines and one glycol dehydrator. Each engine has a catalytic oxidizer. The catalytic oxidizers had temperature measuring devices that displayed the inlet and outlet temperatures of the catalytic oxidizers.

The eastern engine was labeled GCS 789 in metal letters welded to its engine mount. It had a pre-cat temperature of 964 and post cat temperature of 1021. It was running at 1155 RPM. Engine oil pressure was 80 psi. Compressor oil pressure was 70 PSI. Coolant temperature was 180 degrees f.

The western engine was labeled GCS 799 in metal letters welded to the engine mount. It has a pre-cat temperature of 940 and post cat temperature of 1010. Engine oil pressure was 50 PSI. Compressor oil pressure was 60 PSI. Engine coolant temperature was 180 degrees f.

Both engines exhausted horizontally through the shed wall to horizontal mufflers, and were then discharged unobstructed vertically upward through short pipe elbows. I estimated the stack for 789 as perhaps 12 inches diameter at 16 feet above ground level, 799 as perhaps 10 inches at 14 feet above ground level. There was no opacity in the exhaust.

The glycol dehydrator has a Wenco flame arrested burner labeled as 125,000 BTU per hour. The burner stack was perhaps 6 inches diameter and 20 feet high, exhausting unobstructed vertically upward. The still vent was about 2 inches diameter terminating in a T fitting about 10 feet above ground level. I did not note any opacity or odor from the dehydrator.

Tanks included:

- one 400 barrel and one smaller tank, possibly brine tanks, inside a lined berm downhill from the facility
- 300 gallon drum on stilts tanks for methanol and triethylene glycol, near the dehy, outside the shed walls
- Two each 300 gallon lubricating oil tanks near the engines. I read labels on the tanks near the 789 engine as Chevron HDAX low ash gas engine oil and Chevron Regal ISO 150 lubricating oil. I did not note the

labels on the tanks near the 799 engine.

- Several orange tanks labeled waste oil

Maintenance appeared to be acceptable. I didn't notice any opacity, odors, spills, leaks, or stained soils.

NAME _____

DATE _____

SUPERVISOR _____

William J.
Rogers Jr.

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