

DEPARTMENT OF ENVIRONMENTAL QUALITY
AIR QUALITY DIVISION
ACTIVITY REPORT: Self Initiated Inspection

N614144052

FACILITY: RIVERSIDE - CHESTER 22		SRN / ID: N6141
LOCATION: NE4 SW4 SEC 22 T29N R2W, CHESTER TWP		DISTRICT: Gaylord
CITY: CHESTER TWP		COUNTY: OTSEGO
CONTACT: Natalie Schrader , Technical Assistant		ACTIVITY DATE: 03/28/2018
STAFF: Bill Rogers	COMPLIANCE STATUS: Compliance	SOURCE CLASS: SM OPT OUT
SUBJECT: Self initiated inspection, to check about a permit void request		
RESOLVED COMPLAINTS:		

On March 28, 2018, I inspected the Riverside Chester 22 CPF. This was a self initiated inspection prompted by Riverside's request to void the permit for this facility.

The facility is modest in size. Just looking at it, I didn't see anything that would make me doubt the information on Potential to Emit and facility emissions which Riverside provided with their void request. Therefore I will not oppose the void request.

I saw the following equipment on site:

One glycol dehydrator with a Wenco Flame Arrested Burner. According to the builder's plate this was 200,000 BTU/hr heat input. The burner stack was approximately 6 inches diameter and perhaps 25 feet tall, exhausting unobstructed vertically upward. The still vent was perhaps 2 inches diameter at perhaps 10 feet above ground level. The still vent pipe forks into two; each side exhausts unobstructed vertically upward. There was some "steam" visible coming from the still vent. There were mild glycol odors near the still vent. There was no opacity in the burner stack exhaust.

One small to medium sized Caterpillar natural gas fired compressor engine with no catalytic oxidizer. The engine is labeled GCS 910 in metal letters welded to the engine mount. The engine control display reported 1190 RPM, 27 volts, 92576 hours of operation, 68 psi (oil pressure presumably) and 190 degrees f (coolant temperature, presumably). The engine exhaust pipe exits through the side of the compressor shed to a horizontal muffler, then goes to a pipe elbow to exhaust unobstructed vertically upward at perhaps 16 feet above ground level; diameter is approximately 8 inches. There was no opacity in the exhaust.

Inside the shed I also saw five small tanks. Four of them were 300 gallon drum on stilt style tanks. Two, over one concrete berm structure, were labeled Methanol and Triethylene Glycol. Two, one of which was unlabeled and one which was labeled Chevron Regal R&O ISO 100 Oil, were over another concrete berm structure. The fifth tank was a bit larger than the others, labeled as Waste Oil, and was inside the concrete berm of the Oil and Unlabeled tanks.

There were four drums marked as waste: "used absorber material." They were covered and labeled properly.

Outside the shed, there was one 300 gallon drum on stilts tank vented to atmosphere, located near the radiator end of the engine shed. It looks like it is set up to contain engine coolant. There are two larger tanks inside a concrete berm structure, one about the diameter of the standard 400 barrel oil field tank but shorter than they are, one considerably smaller. I didn't see any labels on them, but they are likely brine and/or slop oil tanks.

I didn't see any stained soils or other evidence of leaks or spills. Maintenance appeared good.

The latitude and longitude for this facility were not correct in our database. From Google Maps satellite photos, latitude and longitude of 44.8904, -84.5380 would be better. I am changing the values in our database to match.

NAME William J Rogers 2

DATE 4/10/18

SUPERVISOR SN