

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

N679330596

FACILITY: ATLAS GAS & OIL - CHESTER 16		SRN / ID: N6793
LOCATION: SW NE SW Sec 16, GAYLORD		DISTRICT: Gaylord
CITY: GAYLORD		COUNTY: OTSEGO
CONTACT:		ACTIVITY DATE: 08/07/2015
STAFF: Bill Rogers	COMPLIANCE STATUS: Non Compliance	
SUBJECT: Scheduled inspection		SOURCE CLASS: MINOR
RESOLVED COMPLAINTS:		

On August 7, 2014, I inspected the Chester 16 CPF. This is a true minor source so no Full Compliance Evaluation form will be completed for this inspection.

Permit 87-00, Special Condition 4, states "The exhaust gasses from EU-ENGINE shall be discharged unobstructed vertically upwards to the ambient air from a stack with a maximum diameter of 12 inches at an exit point not less than 25 feet above ground level." During my inspection I estimated the exhaust height as about 12 feet above ground level. This is a violation of Permit 87-00 Special Condition 4. I will write a Violation Notice regarding this.

The facility was in our database as Atlas Oil. I have changed the name to the current owner, Chevron Michigan LLC.

On arriving I found the following sign near the entrance:

Chevron Michigan LLC / 10691 E Carter Rd Ste 201 / Traverse City MI 49684

231-995-4000 989-705-7665

Chester 16 West CPF / T30N R2W Sec 16 SE 1/4 NE 1/4 SW 1/4 / Chester Twp Otsego Co

The facility is north of McCoy Road and east of Dreffs Road. I reached it on a driveway heading north from about 5335 McCoy Road (address according to Google Maps).

The facility contains one Caterpillar natural gas-fired compressor engine of medium to large size. It has no catalytic oxidizer. The engine was labeled as GCS 795 in metal letters welded to the engine mount, identifying it as Gas Compression Services Unit 795. It was running at the time of my inspection, at 1072 RPM. Engine oil pressure was 60 psi, engine coolant temperature was 180 degrees f, compressor oil pressure was 60 psi.

The engine exhaust exits the shed horizontally to a horizontal muffler. It exhausts unobstructed vertically upward through an elbow mounted directly to the muffler. Based on the apparent spacing of rows of bolts in the metal wall of the compressor shed, and counting those rows, I estimated its exhaust height as approximately 12 feet above ground level.

There were three 300-gallon size drum on stilt tanks near the engine. One, outside the compressor shed near the radiator, may have been engine coolant. Two others inside the building were lubricating oil; one engine oil, one industrial oil according to labels. There was a larger tank on the ground painted orange; the color and size of the tank were the same as others I have seen which were waste oil tanks, although I didn't note a label on this one.

There was no opacity or odor from the engine.

There is a glycol dehydrator. I didn't find the burner rating. There are two 300-gallon drum on stilt tanks near the dehydrator; one labeled triethylene glycol. I didn't see a label on the other.

The still vent exited through the roof of the building. I guessed its height as about 18 feet above ground level. The burner vent was perhaps 6 inch diameter and 24 feet high, with a flat cap.

There was no opacity except a bit of "steam" from the still vent. There was a mild glycol odor near the dehydrator.

I didn't notice any stained soils which might indicate leaks or spills. Maintenance appeared good.

*William J Rogers Jr. August 13, 2015*

