

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

N615440227

FACILITY: Linn Operating, LLC - Briley 34 CPF		SRN / ID: N6154
LOCATION: NW4 NW4 NW4 T30N R2E SEC 34, BRILEY TWP		DISTRICT: Gaylord
CITY: BRILEY TWP		COUNTY: MONTMORENCY
CONTACT: Diane Lundin, Senior EHS Representative		ACTIVITY DATE: 06/09/2017
STAFF: Bill Rogers	COMPLIANCE STATUS: Compliance	SOURCE CLASS: SM OPT OUT
SUBJECT: Self-initiated inspection		
RESOLVED COMPLAINTS:		

On June 9, 2017, I conducted a self-initiated inspection of the Linn South Briley CPF. I did not find any violations during this inspection. Facility permit is PTI 713-96.

As in a 2013 scheduled inspection, the facility includes two large Caterpillar natural gas fired compressor engines with no add-on control devices. Both were running at the time of my inspection.

The east engine had a digital engine control readout which reported 80,819 hours of operation, 1189 RPM, 23 volts, oil pressure 58 PSI, coolant temperature 186 degrees f. Its exhaust goes out through the side of the shed, then down to a muffler on the ground outside; beyond the muffler there is an elbow directing exhaust upward. The stack is about 16 inches diameter exhausting unobstructed vertically upward at about 12 feet above ground level. There was no opacity in the exhaust.

The west engine had a digital engine control readout reporting 102,882 hours of operation, 1183 RPM, 24 volts, oil pressure 57 PSI, coolant temperature 179 degrees f. Its exhaust goes out near the roof, then elbows down to a muffler on the ground, then elbows back upward again to exhaust unobstructed vertically upward with a stack diameter of approximately 24 inches at 16 feet above ground level. There was no opacity in the exhaust.

The two stacks are very close to each other at the southeast corner of the compressor sheds.

There is a glycol dehydrator equipped with a Wenco flame-arrested burner rated at 200,000 BTU per hour input, according to its builder's plate. I noticed some mild glycol odors near the dehydrator. There was no opacity in its exhaust. The burner exhaust was about 6 inches diameter, 30 feet high, with a flat cap.

I noted the following tanks on site:

Two 400 barrel sized tanks inside a lined berm. They were rusty but did not appear to be leaking. One was labeled "slop oil," the other "produced water." The brine tank, at least, was piped to a well labeled St Briley A1-34A SWD, NW NW NW Sec 34, T30N, R2E, Pmt 47697.

Under a raised metal roof south of the main shed and over a berm structure, four drum style tanks on a rack. Three were the standard 300 gallon size, one was larger. The largest was labeled as methanol. The 300 gallon sized tanks were labeled "Flammable Liquid," with a marker note "not in use" added; "Chevron DELO prediluted engine coolant," and "For Used Oil Only."

Inside the compressor shed, two 300 gallon drum on stilts tanks near each engine. One of each of these pairs was labeled Chevron HDAX 3200 Low Ash Engine Oil and the other tank of each pair Chevron Regal R&O ISO 150.

One 300 gallon drum on stilt tank near the glycol dehydrator, inside the compressor shed. If it had a label I did not note it. (Triethelyne Glycol would be common.)

I noticed burned natural gas odors near the facility. The engine exhausts are not high enough nor placed well to assure good dispersion, so these were likely the source. The odors were not strong. I saw some "steam" from what was probably the glycol dehydrator still vent, but I didn't notice any glycol odors.

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

NAME William J Rogers Jr.

DATE 6/14/17

SUPERVISOR SN