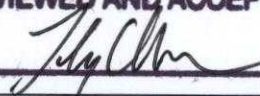


GENERAL INSPECTION FORM						
District: HAM #1			Skid No. :			
Facility: Hamburg Gas Gathering			Location (LSD) Surface: 15-09-96-11- W6M			
Vessel Name & Equipment Number: Line Heater						
Orientation: Horizontal <input checked="" type="checkbox"/> or Vertical <input type="checkbox"/>			Location (LSD) Downhole:			
Status: In Service <input checked="" type="checkbox"/> or Out of Service (blinded / fully isolated) <input type="checkbox"/>			Commissioning Inspection <input type="checkbox"/> or Regulatory Inspection <input type="checkbox"/>			
PRESSURE VESSEL NAMEPLATE DATA						
"A" or "G" or "S" (Sask.) or BC Registration Number. A# 465074			CRN Number D-4268.213			
Vessel serial number: CB-10189			Size (diameter x length- estimate if necessary): 48 in x 142 ft.			
Shell thickness: Not stated			Shell material: Not stated			
Head thickness: Not stated			Head material: Not stated			
Tube wall thickness:			Tube material:			
Tube diameter:			Tube length:			
Channel thickness:			Channel material:			
MAWP	Shell: 23270 kPa 13962 kPa		Operating pressure	Shell: 190 psi		
	Tubes:			Tubes:		
Design Temp.	Shell: 93 C		Operating temperature	Shell: 100 F		
	Tubes:			Tubes:		
X-ray: RT-3			Heat treatment? yes <input type="checkbox"/> no <input checked="" type="checkbox"/>			
Code parameters: ASME VIII, Div 1			Joint efficiency (if on nameplate):			
Manufacturer: Larsen & D'Amico			Year built: 2001			
Corrosion allowance: 1.6 mm			Manway? yes <input type="checkbox"/> no <input checked="" type="checkbox"/>			
PRESSURE SAFETY VALVE NAMEPLATE DATA						
Tag Number(s)	Set Pressure	CRN #	Manufacturer/ Model / Serial / Code Stamp	Capacity (Scfm)	Size (Inlet x Outlet)	Set Date (mm/dd/yyyy)
Shell Side G# 736475	1440 psi	OG5530.52	Consolidated 1997C-SG10, B124286X-2-10 UV/NB	10699	1.5 in x 2 in	01/2008
Tube Side G#						
SERVICE CONDITIONS-INDICATE ALL THAT APPLY						
Sweet <input checked="" type="checkbox"/>	Sour <input type="checkbox"/>	Oil <input type="checkbox"/>		Gas <input checked="" type="checkbox"/>	Water <input checked="" type="checkbox"/>	
Amine <input type="checkbox"/>	LPG <input type="checkbox"/>	Condensate <input checked="" type="checkbox"/>		Air <input type="checkbox"/>	Glycol <input type="checkbox"/>	
Other (Describe):						

Inspection Interval **120 MO** PSV Service Interval **AS PER MAXITRAK**  
 (Determined by integrity specialist in conjunction with Chief Inspector following guidelines of ConocoPhillips Canada Owner-User Inspection Program)  
 Reports reviewed and accepted by:

**REVIEWED AND ACCEPTED**

Integrity Specialist

  
 Toby Chambers CET

Date

JAN 04 2010

Fill out all forms as completely as possible. All information is important! Use back of sheets to record additional information or sketch if required.



External Inspection Items	G	F	P	N/A	Comments
<b>Insulation</b> Verify sealed around manways, nozzles, no damage present, and there is no egress of moisture. Are straps secure?	X				<ul style="list-style-type: none"> <li>Insulation sealed around manways, nozzles, no damage present, and there is no egress of moisture.</li> <li>Straps secure.</li> </ul>
<b>External Condition</b> Assess paint condition, areas peeling, record any corrosion, damage, distortion etc (record location, size and depth of corrosion or damage)	X				<ul style="list-style-type: none"> <li>Paint in good condition throughout vessel.</li> <li>No damage or distortion noted.</li> </ul>
<b>Leakage</b> Record any leakage at flanges, threaded joints, weep holes on repads, etc.	X				<ul style="list-style-type: none"> <li>No leakage at flanges, threaded joints, weep holes on repads, etc.</li> </ul>
<b>Skirt/ Saddle</b> Assess condition of paint, fire protection, concrete. Look for corrosion, buckling, dents, etc. Look at vessel surface area near supports. Verify no signs of leakage at attachment to vessel and attachment welds are acceptable. Is ground wire attached?	X				<ul style="list-style-type: none"> <li>Paint in good condition throughout the saddle.</li> <li>No corrosion, buckling, dents, etc.</li> <li>No signs of leakage at attachment to vessel and attachment welds are acceptable.</li> <li>Ground wire attached.</li> </ul>
<b>Anchor Bolts</b> Hammer tap to ensure secure. Look for corrosion, cracking in threads or signs of deformation.	X				<ul style="list-style-type: none"> <li>All bolts tight and secure, all bolts present.</li> <li>No corrosion, cracking in threads or signs of deformation.</li> </ul>
<b>Concrete foundation</b> Check for cracks, spalling, etc.				X	<ul style="list-style-type: none"> <li>Vessel mounted to steel skid.</li> </ul>
<b>Ladder / Platform</b> Describe general condition, ensure support is secure to vessel, describe any hazards.	X				<ul style="list-style-type: none"> <li>Good general condition</li> <li>Secure to vessel</li> <li>No hazards.</li> </ul>
<b>Nozzle</b> Assess paint, look for leakage, and ensure stud threads are fully engaged. Record any damage, deflection, etc. Are nozzles gusseted? Inspect gussets for cracking.	X				<ul style="list-style-type: none"> <li>No damage, deflection, etc.</li> <li>No nozzles gusseted</li> </ul>
<b>Gauges</b> Ensure gauges are visible, working, no leakage, and suitable for range of MAWP/ Temp.	X				<ul style="list-style-type: none"> <li>Gauges are visible, working, no leakage, and suitable for range of MAWP/ Temp.</li> </ul>
<b>External Piping</b> Ensure pipe is well supported. All clamps, supports, shoes, etc. in place. Look for evidence of structural overload, deflection, etc. Paint condition, external corrosion?	X				<ul style="list-style-type: none"> <li>Pipe is well supported</li> <li>All clamps, supports, shoes, etc. in place.</li> <li>evidence of structural overload, deflection, etc</li> </ul>
<b>Valving</b> Ensure no leaks are visible. Valves are properly supported and chained if necessary.	X				<ul style="list-style-type: none"> <li>No leaks are visible</li> <li>Valves are properly supported</li> </ul>
<b>PSV</b> Ensure PSV is set at pressure at or below that of vessel. Discharge piping is same size as valve outlet and is properly supported and routed. Are PSV seals in place? Ensure no block valves between PSV and vessel, or if there are ensure they are locked/sealed open.					<ul style="list-style-type: none"> <li>PSV set pressure: 1440 psi.</li> <li>MAWP of the vessel: 3375 psi.</li> <li>All piping of correct size and routing.</li> <li>No block valve.</li> <li>All seals in place.</li> <li>PSV located on the upper shell of separator.</li> </ul>
<b>NDE methods</b> Was UT/ MPI done on vessel	X				<ul style="list-style-type: none"> <li>UTS performed with no pitting or excessive metal loss noted.</li> </ul>
<p><b>Other Observations:</b></p> <p>Recommendations: No recommendations. Summary: This vessel is in good condition, visual external and ultrasonic thickness inspection carried out – no metal thickness detected below nominal.</p>					

Carey Menzies

December 17, 2008

Inspected By: \_\_\_\_\_

Date: \_\_\_\_\_

(Please Print)





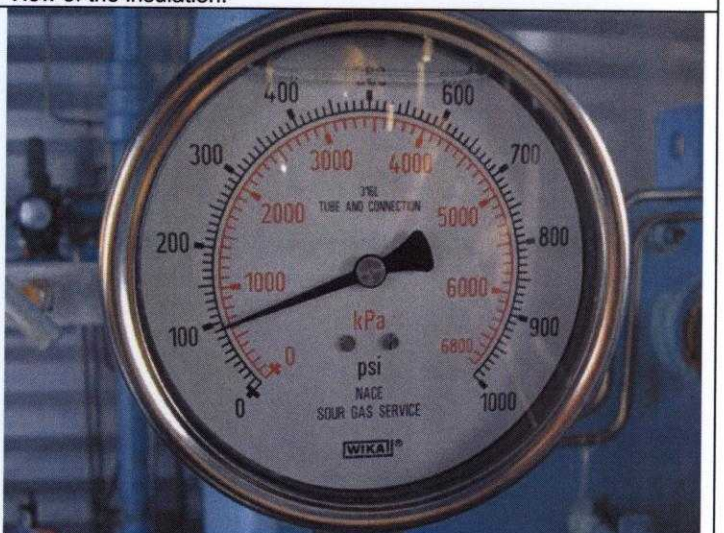
View of the burner end



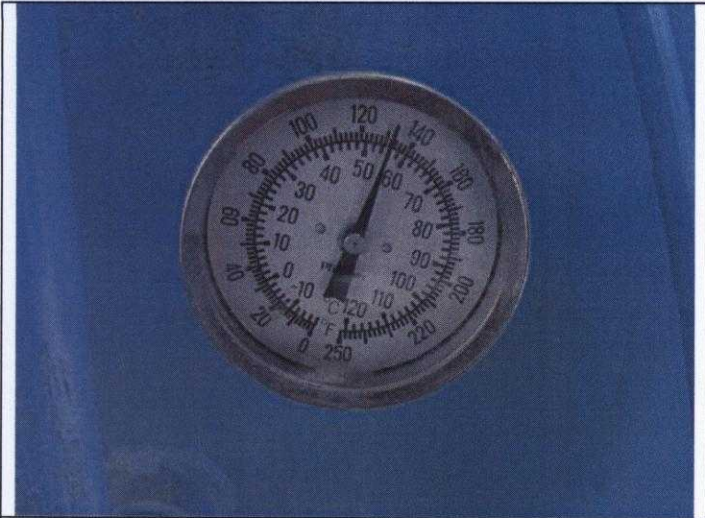
View of the insulation.



Vessel data plate.



Pressure Gauge



Temp gauge