

GENERAL INSPECTION FORM						
District: Fort St. John BC			Skid No. 16539			
Facility: Ring Border Gutah Header			Location (LSD): ^A A -98-L-94-H-10			
Vessel Name & Equipment Number: Inlet Separator						
Orientation: Horizontal						
Status: In Service			Regulatory Inspection			
PRESSURE VESSEL NAMEPLATE DATA						
"A" or "G" or "S" (Sask.) or BC Registration Number. A538747 A0536747			CRN Number R 0733.21			
Vessel serial number: 05.328HS			Size: 72 in. x 24 ft.			
Shell thickness: 31.8mm			Shell material: SA 516-70N			
Head thickness: 31.8mm			Head material: SA 516-70N			
Tube wall thickness:			Tube material:			
Tube diameter:			Tube length:			
Channel thickness:			Channel material:			
MAWP	Shell: 655 PSI		Operating pressure	Shell:		
	Tubes:			Tubes:		
Design Temp.	Shell: 150 Deg F		Operating temperature	Shell:		
	Tubes:			Tubes:		
X-ray: RT 2			Heat treatment: no			
Code parameters: ASME Section VIII Div 1			Joint efficiency (if on nameplate):			
Manufacturer: Orban Industries			Year built: 2006			
Corrosion allowance: not stated			Manway: yes			
PRESSURE SAFETY VALVE NAMEPLATE DATA						
Tag Number(s)	Set Pressure (PSI)	CRN #	Manufacturer /Model / Serial# and Code Stamp	Capacity (Scfm)	Size	Set Date
Shell Side G# 705532	245 PSI	OG8442.5C	Farris/26JA12-120/490702-3-A10/UV	6391	2.5"x 4"	1/06
SERVICE CONDITIONS-INDICATE ALL THAT APPLY						
Sweet X	Sour	Oil		Gas X	Water X	
Amine	LPG	Condensate X		Air	Glycol	
Other (Describe):						

Inspection Interval 60 MONTHS PSV Service Interval AS PER MAXITRAK

(Determined by MIC in conjunction with Chief Inspector following guidelines of ConocoPhillips Canada Owner-User Inspection Program)

Reports reviewed and accepted by:

Mechanical Integrity Coordinator [Signature]

Date April 29/08

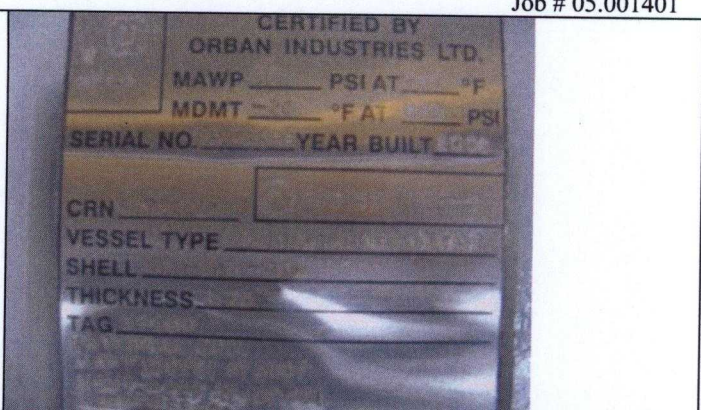
External Inspection Items	G	F	P	N/A	Comments
Insulation Verify sealed around manways, nozzles, no damage present, and there is no egress of moisture. Are straps secure?				X	Vessel not insulated
External Condition Assess paint condition, areas peeling, record any corrosion, damage, distortion etc (record location, size and depth of corrosion or damage)		X			Paint in good condition – no exposed metal
Leakage Record any leakage at flanges, threaded joints, weep holes on repads, etc.	X				No leaks observed
Skirt 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				Saddle: Bolted directly to support frame- support frame welded to skid floor No buckling or dents No corrosion at attachment welds to vessel Paint in good condition Ground wire attached to skid
Anchor Bolts Hammer tap to ensure secure. Look for corrosion, cracking in threads or signs of deformation.	X				Anchor bolts are securely fastened – no deformation
Concrete foundation Check for cracks, spalling, etc.				X	
Ladder / Platform Describe general condition, ensure support is secure to vessel, describe any hazards.				X	
Nozzle 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				Stud threads are fully engaged- no leaks observed No damage or deflections Nozzles are not gusseted
Gauges Ensure gauges are visible, working, no leakage, and suitable for range of MAWP/ Temp.	X				Clear and clean – no leakage Suitable for range of MAWP/Temperature of vessel Temperature gauge 0 – 250 Deg F/Pressure gauge 0 – 1000 PSI
External Piping: 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				Piping is well supported- all clamps and supports are in place. No structural overloads or deflections Paint in good condition
Valving: Ensure no leaks are visible. Valves are properly supported and chained if necessary.	X				No leaks are visible- valves are supported properly
PSV: 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 they are locked/sealed open.	X				Set below MAWP of vessel No block valve between vessel and PSV PSV seal in place Discharge piping is same size as valve outlet Location: top shell
NDE methods Was UT/ MPI done on vessel (MI coordinator to review results)				X	No NDE was performed at this inspection
Other Observations:					
See internal inspection for summary and recommendations.					

Internal Inspection Items	G	F	P	N/A	Comments
Coating Assess coating. Describe area coated, general condition of coating.				X	vessel not coated
Anodes. How many, type, condition. % consumed. Are they being replaced?				X	No anodes in vessel
Internal Piping Is there any? If so, carbon or stainless steel. Describe condition, dents, corrosion, erosion, etc. Ensure supports are secure and any bolts are suitable for future use.	X				Heat medium piping-no corrosion or erosion noted Attachment welds are in good condition – no dents – no structural overloads or deflection – piping is carbon steel All clamps and supports are in place
Trays How many? Type of material. Are valves in place. Check for erosion/ corrosion; wear on tray valve legs. Cleanliness?				X	No trays in vessel
Baffles, deflector plates, etc. If present, describe condition. Look closely at welds attached to vessel wall.	X				Deflector plate is welded directly to top shell of vessel – no service related damages- no erosion or corrosion noted weir – attachment weld in good condition – no dents or deflections
Top Head Note all corrosion, erosion or mechanical damage. (If vessel is horizontal identify direction of this head)	X				West head – man way access – no mechanical damages- no corrosion or erosion
Bottom Head Note all corrosion, erosion or mechanical damage. (If vessel is horizontal identify direction of this head)	X				East head – no mechanical damage –no erosion or corrosion-head attachment weld in good condition
Shell Sections Record number of shell sections. Record location, size and depth of all erosion, corrosion or mechanical damage. Describe general condition. If any corrosion greater than corrosion allowance is observed in either shell or head, discuss with Chief Inspector before closing vessel.	X				3 shell sections- no mechanical damage or erosion – no dents – attachment welds in good condition no erosion no corrosion or erosion noted
Demister pad Is it in place? Is it clean? If any corrosion is apparent in vessel, lift pad and check top head for corrosion.	X				Pad is dirty – no corrosion behind pad on shell- bolts are securely fastened
Welds Inspect all welds, including attachment welds. Record all service-related damages and if there is any discuss with Chief Inspector before closing.	X				attachment welds to shell are in good condition – no erosion or corrosion noted – Shell welds are in good condition No service related damages
Repairs Required. If yes, ensure procedure and copy of AB 40 is on file, and one sent to local ABSA, and Chief Inspector				X	No repairs are required
NDE Was any NDE done. (MI coordinator to review results)				X	No NDE was performed at this inspection
Recommendations or corrective actions : Vessel is Fit for Service or describe corrective actions required) (MIC to review corrective actions with Operations, discuss with Chief Inspector where necessary, and get remedial action implemented) Other Observations: Recommendations: No recommendations at this time. Summary: This vessel is in good condition, visual external and internal carried out – no pitting detected – all internals well supported					

Inspected By: Gerry Avery

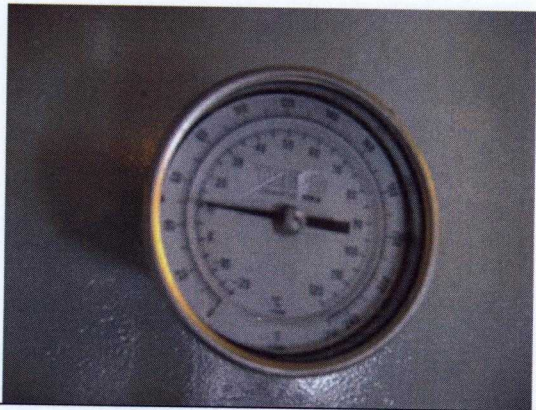
Date: February 17, 2008

Photo Table



LSD

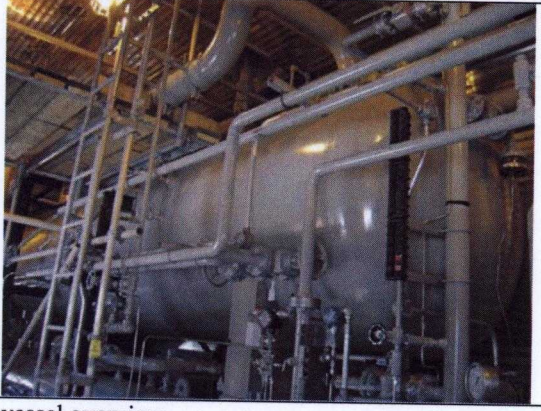
vessel data plate



temperature gauge



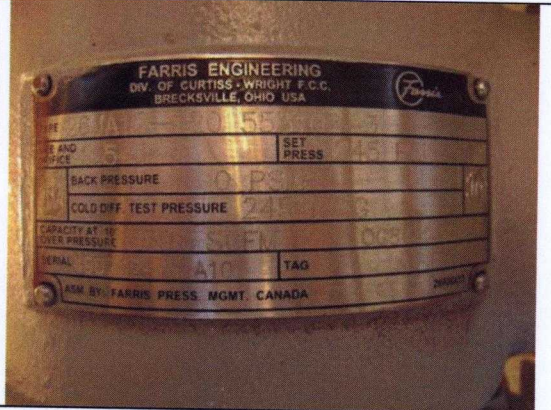
pressure gauge



vessel overview



vessel PSV



vessel PSV data plate



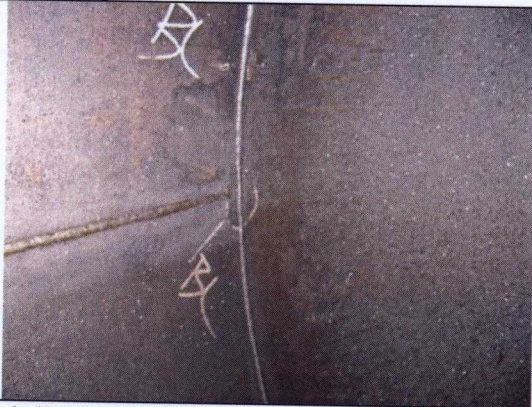
nozzle attachment welds to shell



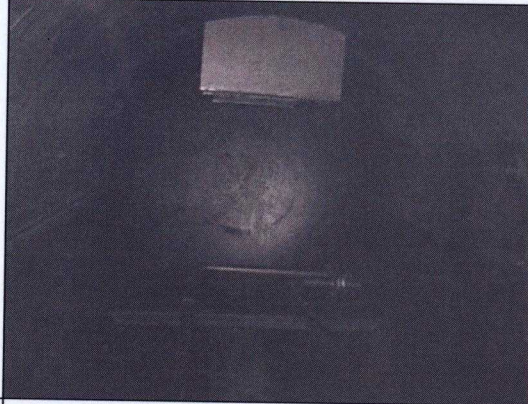
demister pad



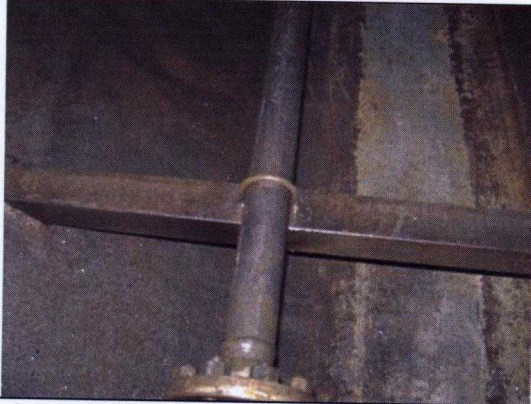
view of internal



shell to head weld



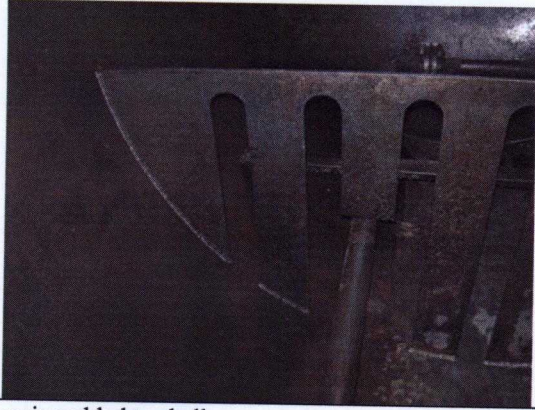
view of east head and supports



piping support and clamp



shell tee weld



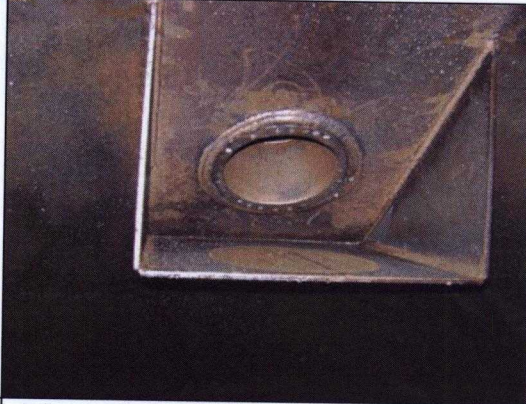
weir welded to shell



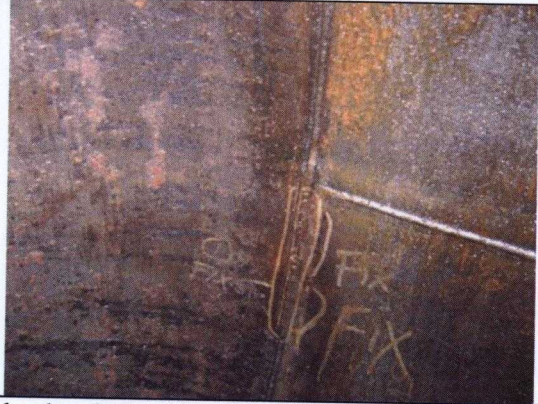
heat medium piping and east head



man way attachment weld



deflector plate and nozzle



head to shell weld