



101, 56 Cuendet Industrial Way, Sylvan Lake, AB T4S 0B6

## Field Inspection Report - Long\_Run

### 557073\_10/16/2013\_VT\_Internal

Vessel Number	557073	Vessel Name	INLET SEPARATOR	Province	Alberta
District	NORTHERN - AB	LSD	01-25-076-01W6	Location	EAGLESHAM PLANT
Method	VT	Access	Internal	Cleaning	Good
Inspection Date (mm/dd/yyyy)	10/16/2013	Inspection Interval (months)	12	Next Inspection (mm/dd/yyyy)	10/16/2014
CRN	T6684.2	Skid Number	PKG54820 / V-100	Service	Sweet
Internal Access	YES	Internal Coating	No	Status	In Service
MAWP (PSI)	675	MAWP (kPa)	4653.99	Outstanding NCRs	0
MAWT (°C)	93.33	MAWT (°F)	200		

### General

A thorough inspection was conducted on this vessel during a planned outage in October 2013. Inspection was scheduled to monitor corrosion present in several areas of the vessel. No significant progression of the corrosion was noted compared to the results from the 2010 inspection.

### Safety Valves

PSV P80372 Shell side. Set pressure: 550 PSI / 3792.14 KPa. MAWP: 675 PSI / 4653.99 KPa. Capacity: 13910 SCFM / 482.24 m<sup>3</sup>/min.

### External Condition

All visible shell surfaces and nozzles appeared in good condition with no degradation or damage noted. Name plate was intact and legible with the vessel A# and Alberta CRN legibly stamped on it. Vessel saddle supports appeared satisfactory with the north saddle being welded to the skid and the south saddle bolted tight. Foundation, electrical grounding and external coating appeared satisfactory. Associated piping, supports and components appeared in good condition and alignment with no signs of leaks or defects present at the time of inspection. No evidence of short studding or nut rounding was found. PSV protection was verified and PSV's were properly installed with any block valves locked/sealed open. PSV had correct code stamp, set pressure and MWS tagging, and was last serviced within the required interval guidelines.

### Internal Condition

Areas of previously noted corrosion at the south circ weld, throughout the south portion of the shell and the drain nozzles/vortex breaker did not show any significant measureable progression since the 2010 inspection.



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The first drain nozzle from the south head exhibited a 1.125" long indication running circumferentially along the OD of the nozzle. The indication appeared to be mechanical and was likely caused by fit up. Noted for future monitoring.

Second drain nozzle from the south had ID pitting estimated to be approximately .180". Actual remaining wall to be confirmed by yearly UT survey. Corrosion around the lip of the nozzle up to .085" depth.

Third drain from the south had localized corrosion around the lip of the nozzle up to .180" depth. Nozzle ID was smooth with no measureable corrosion. Vortex breaker at this nozzle was severely corroded with a hole present above the attachment to the shell. Breaker was securely attached.

Area at 6 o'clock on the south head circ weld was measured to have approximately .140" wall loss.

Inlet nozzle was clear and smooth with no corrosion. Inlet flow deflector was full in thickness with no damage or deformation. Internal welding other than previously noted corroded areas was satisfactory with no preferential attack or visible defects. Sacrificial anodes did not show any notable consumption and were approximately 95% remaining. Weir plate was full in thickness with no damage or deformation. Demister ring was full thickness with the attachment weld in good order. A demister was not installed at the time of inspection. North head and shell course was smooth with no corrosion present. Outlet nozzle bore was clear and smooth with no measureable corrosion. Manway gasket surfaces were smooth with no corrosion or mechanical indications and the manway cover was smooth with no measureable corrosion.

### Recommendations

Monitor corrosion at yearly intervals by internal inspection and UT thickness survey. Due to location and geometry of corroded areas at south circ and near drain nozzles, UT survey alone may not provide full representation/monitoring of corrosion.

<b>Suitable to be returned to Service</b>	Yes	<b>Suggested Inspection interval (Months)</b>	12
<b>Repairs are still required</b>	No		
Sean Babiy Cert 000327 <b>Inspector</b>		<b>Signature</b>	12/21/2013 <b>Date (mm/dd/yyyy)</b>

### Pictures

-No pictures for this inspection-