MANAGER'S REPORT NO. 48
COUNCIL MEETING July 19/76

Re: DISCHARGE OF A PLUME OF STEAM - CHEVRON REFINERY
JUNE 27, 1976

At the Council meeting of June 28, 1976 an inquiry was raised as to the cause of the upset that was experienced by the Chevron Refinery on Sunday, June 27, at approximately 3:00 p.m.

The Chief Public Health Inspector has investigated this inquiry and advises as follows:

"On Sunday afternoon, June 27th, 1976, Mr. Edwards, Senior Public Health Inspector, received two complaints relating to an air emission apparently emanating from the Chevron Refinery. As Regional authorities are now responsible for the investigation of such complaints Mr. Edwards immediately contacted the Air Pollution Control Office and was advised that the matter was being investigated by their inspectors.

As is customary, this Department requested and received written explanation from Chevron Refinery officials as to the cause of the emission. For your information, we are attaching a copy of this written explanation.

We have contacted the Regional Air Pollution officials and ascertained that they agree with the explanation as submitted by Chevron authorities. Mr. J.A. Robinson, Technical Services Supervisor, states that the possibility of reoccurrence of this type of upset will only occur if brought into effect by safety precautions."

This is for the information of Council.

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MANAGER'S REPORT NO.

48 COUNCIL MEETING July 19/76

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Chovron Canada Limited

1500 - 1050 West Pender Street, Vancouver, B.C. V6E 3T4 Refinery: 355 North Willingdon Avenue, Burnaby, B.C. V5C 1X4

T. S. Breinner Vice President & Refinery Manager

July 7, 1976

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Dr. W.F. Sunderland Medical Health Officer Corporation of the District of Burnaby Municipal Hall 4949 Canada Way Burnaby 2, B.C.

Dear Dr. Sunderland:

This will confirm our phone conversation with Mr. G.H. Armson, regarding the discharge of a plume of steam from the Refinery on June 27, 1976.

At approximately 1500 hours on the subject date, an operating problem in the Fluid Catalytic Cracking Unit cause a series of changes which resulted in overpressuring and the automatic shut down of the main blower. The shut down of this blower automatically starts the injection of steam, which is a safety precaution. This steam is vented from the main stack and because of weather conditions at the time, this steam formed the plume which floated east on Burrard inlet. The problem was corrected in a short time and by 1700 hours the Unit was back to normal operations.

Yours very truly,

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J. A. ROBENSON Technical Services Supervisor

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