PLAINTIFF'S EXHIBIT

CHV-678

105-00 May 1953 Shutdown

MEMORANDUM GO-144

TO J.E. HAYDEN PAGE 1 OF 10 JUNE 11, 1953

FROM R.M. EDWARDS

SUBJECT: SHUTDOWN - GAS RECOVERY PLANT OUR FILE

YOUR FILE

THE WORK ACCOMPLISHED DURING THE SHUTDOWN OF MAY 17-29, 1953 NOT FULLY DESCRIBED IN SHUTDOWN BOOK IS TABULATED BELOW.

C-501 FRACTIONATING ABSORBER

COLUMN MANHOLES 1-7 OPENED, TRAYS AT THESE MANHOLES INSPECTED AND FOUND CLEAN. THE TRAYS AT MANHOLES 3 & 4 WERE COVERED WITH WATER BECAUSE THE WEEP HOLES WERE PLUGGED. THE MANWAYS ON THREE TRAYS (18, 19 & 20) ABOVE MANHOLE #3 AND TWO TRAYS (25 & 26) ABOVE MANWAY #4 WERE OPENED TO REACH DRAY TRAYS. THE WEEP HOLES ON THESE TRAYS WERE CLEANED BEFORE REPLACING THEY MANWAYS.

C-502 DEBUTANIZER COLUMN

COLUMN MANHOLES 1-5 OPENED AND MANWAYS ON ALL 35 TRAYS REMOVED. ALL TRAYS WERE CLEAN AND BUBBLE CAPS WERE PROPERLY SET. NO APPARENT MECHANICAL FAILURE COULD BE LOCATED TO CAUSE MALFUNCTION OF THE TOWER. LEW BAUER'S TELEPHONE CONVERSATION WITH CALIF. BROUGHT UP THE THEORY THAT EXCESS WATER IN THE FEED TO THE FR. ABS

Chevron BB
012559

MEMORANDUM GO-144

TO J. E HAYDEN Pg 2 OF 10 (CONT) June 11 1953

FROM

SUBJECT: SHUTDOWN - GAS RECOVERY PLANT OUR FILE

YOUR FILE

C-502 (CONT)

COULD CAUSE THE DEBUTANIZER COLUMN TO OPERATE ABNORMALLY. TWO SIX (6) INCH CONNECTIONS & VALVES WERE INSTALLED ON THE 8" FEED LINE TO THE FR. ABS. COLUMN FOR FUTURE ADDITION OF A WATER KNOCK OUT DRUM. SIX INCH RISERS WERE INSTALLED IN THE REFLUX DRUMS FOR THE RERUN COL (D-506) AND THE DEBUTANIZER (D-505) TO PERMIT A MINIMUM RECIR-CULATION OF WATER. SINCE THE PLANT HAS STARTED UP THE OPERATORS HAVE BEEN DRAWING A CONSIDERABL QUANTITY OF WATER OFF THE REFLUX DRUM (D-505) FOR THE DEB. COL. BUT NO WATER OF THE REFLUX DRUM (D506) OF THE RERUN COL. THIS SEEMS TO INDICATE THAT MOST OF THE WATER IS BEING COLLECTED IN D505 AND IS NOT BEING RECIRCULATED.

THERMOCOUPLES WERE INSTALLED BETWEEN TRAYS 28-29, 31-32 & 34-35 FOR A MORE POSITIVE COL CONTROL.

THE DOWNPIPES FROM THE 21st to THE 20th TRAY WAS REVISED AS SHOWN ON ATTACHED SKETCH (R-566)

D505 & D-506 DEB. REFLUX & RERUN REFLUX DRUMS

INSTALL 6" RISERS ON REFLUX LINES TO MINIMIZE RECIRCULATION OF WATER

Chevron BB
012560

MEMORANDUM GO-144

TO J. E. HAVDEN — PAGE 3 OF 10 — JUNE 11 1953

FROM

SUBJECT: SHUTDOWN - GAS RECOVERY PLANT — OUR FILE

YOUR FILE

D-512 WATER WEB SURGE TANK.

THE FLOAT VALVE ON THIS DRUM WAS RE-SEATED TWICE BY THE MACHINE SHOP BUT STILL DOES NOT SEAT PROPERLY AND THERE IS A CONSTANT OVERFLOW.

E 503A
E-503 B
E-503 C

ABSORBER UPPER REFLUX COOLERS

EXCESSIVE CORROSION ON CARBON STEEL TUBES.
REPLACED CARBON STEEL TUBES WITH ¾"OD, 16 BWG. 240" ADMIRALTY TUBES. HYDRO TESTED SHELL SIDE TO 350#

E 504 ABSORBER LOWER REFLUX COOLER

EXCESSIVE CORROSION ON CARBON STEEL TUBES.
REPLACE CARBON STEEL TUBES WITH ¾"OD, 16 BWG. 240" ADMIRALTY TUBES & TEST SHELL SIDE TO 350#.

THE CHANNEL PASSING WAS CHARGED & A KNIFE EDGE ALLOWING LEAKAGE BETWEEN TUBEPASSES. KNIFE EDGE CUT OFF AND REPLACED WITH SMALL STRIP OF MONEL PLATE WELDED WITH MONEL R.O.

E 506 ABSORBER BOTTOMS EXCHANGER

LEAN OIL FLOW CONTROL (FRC-503)

Chevron BB
012561

MEMORANDUM GO-144

TO J. E. HAYDEN — PAGE 4 OF 10 — JUNE 11 195_

FROM R M E

SUBJECT: SHUTDOWN – GAS RECOVERY PLANT OUR FILE

YOUR FILE

E-506 (CONT)

MOVED UPSTREAM OF E-506 TO LOWER THE OPERATING PRESSURE ON THIS EXCHANGER THE SAFETY RELIEF VALVE IS SET AT 155# (MAX. W.P. of E-506) AND WAS OPENING BECAUSE OF THE BACK-PRESS CAUSED BY FRC-503 CONTROLL VALVE.

THE ORIFICE FOR FR-506 ON THE FR. HDR. BOTTOMS LINE (TUBE SIDE E-506) WAS MOVED UPSTREAM OF E-506 TO OBTAIN A MORE CORRECT READING ON THE FLOW THROUGH THIS LINE. APPEARANTLY THERE WAS SOME FLASHING IN E-506 GIVING AN INCORRECT READING ON FR-506.

E 507
E 513A
E 513B

FORCED DRAFT AIRCOOLERS

PULLED ONE TUBE (E507) & ONE TUBE (E513A) FOR JOE PETRASH. NO TUBES AVAILABLE FOR REPLACEMENT, THE HOLES WERE WELDED IN TUBESHEETS BY STANDARD OIL WELDERS AND NO TEST WERE APPLIED.

Chevron BB
012562

MEMORANDUM GO-144

TO J. E. HAYDEN PAGE 5 OF 10 JUNE 11 195-

FROM R.M.E

SUBJECT: SHUTDOWN- GAS RECOVERY PLANT OUR FILE

YOUR FILE

E 508 A & B } FERUN BOTTOMS WATER COOLERS
E 514 A & B } REGEN COL. OVHD WATER COOLERS

THE CHANNEL PASSES WAS CORRODED TO A KNIFE EDGE ALLOWING LEAKAGE BETWEEN TUBE PASSES. KNIFE EDGE WAS REMOVED AND REPLACED WITH SMALL STRIP OF MONEL PLATE WELDED ON CHANNEL PASSES WITH MONEL ROD.

E-509 DEBUTANIZER OVERHEAD CONDENSER

MOVED PC 504A FROM DEB. OVHD LINE TO WATER OUT OF E509 TO TRY AND MAINTAIN BETTER CONTROL ON DEB. COL. THE VALVE IS STILL NOT OPERATING PROPERLY but PRESS. IS BEING CONTROLLED BY OPERATING THE BY PASS AROUND THE CONTROL VALVE ON THE WATER OUT OF E-509. THIS WOULD SEEM TO INDICATE THAT CONTROL COULD BE ACCOMPLISHED BY CONTROLLING THE FLOW OF WATER IF THE CONTROL VALVE WERE PROPERLY SIZED.

COMPRESSORS

LETTER WAS WRITTEN TO CLARK BROS - ATT BILL OMAR FOR INFORMATION ON INCREASING THE COOLING CAPA. OF COMPR. JACKET & OIL COOLING WATER

Chevron BB
012563

MEMORANDUM GO-144

TO J. E. HAYDEN PAGE 6 OF 10 JUNE 11 1953

FROM

SUBJECT: SHUTDOWN - GAS RECOVERY PLANT OUR FILE

YOUR FILE

COMPRESSORS (CONT.)

NO INFORMATION HAS BEEN RECEIVED ON THIS SUBJECT TO DATE. THIS LETTER IS FILE UNDER GAS RECOVERY (337.5-2)

WE MADE AN ATTEMPT TO INCREASE COOLING CAP. OF JACKET & OIL COOLING WATER BY ATTEMPTING TO LOCATE A SMALLER PULLEY ON THE WATER PUMP BUT THE ONLY PULLEY'S AVAILABLE WERE 11" DIA INSTEAD OF THE 15" PULLEYS NOW ON PUMPS WHICH WOULD INCREASE THE PUMP SPEED FROM 1100 RPM TO 1400 RPM AT NORMAL OPERATING SPEED (240 RPM) OF THE COMPRESSORS. IT WAS FELT THAT THIS WAS TOO GREAT AN INCREASE IN SPEED AND THIS PROJECT WAS DROPPED UNTIL A MORE SUITABLE PULLEY SIZE COULD BE OBTAINED

PIPING & LINES

R-566 INSTALL A PRESSURE CONTROL VALVE IN CIRCULATING OIL SYSTEM TO BY PASS CIRC. OIL OUT OF F-501 DIRECT TO D-511 (CIR OIL SURGE TANK) TO CONTROL CIRC OIL PRESS. SKETCHES IN R-566 FILE

THE L.C. VALVE SIZE ON BOTTOMS

Chevron BB
012564

MEMORANDUM GO-144

TO J.E HAYDEN PAGE 7 OF 10 JUNE 11 1953

FROM CMK

SUBJECT: SHUTDOWN - GAS RECOVERY PLANT OUR FILE

YOUR FILE

PIPING & LINES

R-566 (CONT.)

OUT OF MERCAPTAN ABSORBER WAS SCHEDULED TO BE CHANGED BUT NEW VALVE WAS NOT AVAILABLE AND NO WORK WAS DONE ON THIS ITEM.

R-562 PIPE TREATED WATER TO FR ABS & COMPR 2nd STAGE K.O. DRUM. THESE LINES WERE INSTALLED WITH THE EXCEPTION OF THE WATER METERS. SINCE THE THEORY OF TOO MUCH WATER IN THE FEED TO THE FR ABS WAS BROUGHT UP IT SEEMS THAT THIS PROJECT WILL BE ABANDONED AND THE METERS WILL NOT BE INSTALLED

R-537 INSTALL NEW WATER SWEETNER AND PIPE WATER FROM D-503 & D-504. (ENG. ITEM 139-M) COMPLETED EXCEPT FOR TEMP CONTROLL VALVE ON 15# STEAM TO SWEETNER. THIS VALVE WILL BE INSTALLED AS SOON AS IT ARRIVES. THE LEVEL CONTROLL VALVES LC-510 OFF D-503

Chevron BB
012565

MEMORANDUM GO-144

TO J. E. HAYDEN PAGE 8 OF 10 JUNE 11 1953

FROM R.H.E.

SUBJECT: SHUTDOWN- GAS RECOVERY PLANT. OUR FILE

YOUR FILE

R-537 (CONT.)

& LC-524 OFF D-504 ARE NOT LARGE ENOUGH TO DRAW OFF THE WATER ON THESE DRUMS, BUT RE-SIZING SHOULD BE HELD UP TO FIND OUT IF THE K.O. DRUM ON FEED TO FR. ABS. WILL CORRECT THIS PROBLEM.

ENG. ITEM 139-S LARGER CONTROL VALVE FOR FR. ABS (LC-508) THIS ITEM WAS NOT LOOKED INTO BEFORE SHUTDOWN BUT WITH INFO. RECEIVED FROM T. SAVAGE (ATTACHED) I FOUND THAT THE VALVE SHOULD BE LARGE ENOUGH IF FLASHING DID NOT TAKE PLACE IN THE VALVE. CHECK TO SEE IF LARGER SEAT CAN BE INSTALLED IN THIS VALVE.

SEWER & MISC.

FUNNELS UNDER SAMPLE DRAWS AT BASE OF MERCAPTAN ABS. WELDERS WERE TOO BUSY TO FAB. THESE FUNNELS DURING SHUTDOWN. CAN BE INSTALLED AT A LATER DATE.

Chevron BB
012566

MEMORANDUM GO-144

TO J. E. HAVDEN — PAGE 9 OF 10 — JUNE 11 1953

FROM L.M.E.

SUBJECT: SHUTDOWN- GAS RECOVERY PLANT — OUR FILE

YOUR FILE

INSPECTION REPORTS (J.P.)

ALL ITEMS REPORTED WERE CORRECTED

SAFETY REPORT (D.C.)

MOST OF THE ITEMS ON SAFETY REPORT WERE COMPLETED BEFORE SHUTDOWN AND A FEW DURING SHUTDOWN. ITEMS NOT COMPLETED WERE:

1. INSTALL A WALKWAY OR PLATFORM TO PROVIDE ACCESS TO BLOCK VALVE ON F.W.K.
2. CHECKER PLATE COVERING OVER DRAINAGE TRENCH WEST OF PUMPS 513 & 513A TO BE PAINTED WITH ABRASIVE PAINT OR MSA SAFETY WALK BE INSTALLED
3. COUPLING BETWEEN TURBINE (ET-507) & DRIVE SHOULD BE GUARDED
4. ALL DRUM BARS TO LADDER OPENING EXCEPT ON PLATFORM #4 (C-501, C-502 & C-503) ARE HINGED WRONG & SHOULD BE CORRECTED
5. LADDER CAGE FROM TOP TO SECOND PLATFORM (C-504, C-505) SHOULD BE EXTENDED

ITEM 1, 2 & 3 LISTED ABOVE WERE NOT DONE DURING SHUTDOWN BECAUSE OF LACK OF WORKERS BUT CAN BE ACCOMPLISHED NOW. THE IRON WORKERS

Chevron BB
012567

MEMORANDUM GO-144

TO L. E. HAVDEN — PAGE 10 OF 10 — JUNE 11 195 5

FROM

SUBJECT: SHUTDOWN- GAS RECOVERY PLANT OUR FILE

YOUR FILE

SAFETY REPORT (CONT)

WORKED ON THE STRUCTURE DURING THE WHOLE SHUTDOWN # ITEMS 4'S WERE NOT DEEMED IMPORTANT ENOUGH BY D. COLE TO JUSTIFY THEM TO STAY OVER.

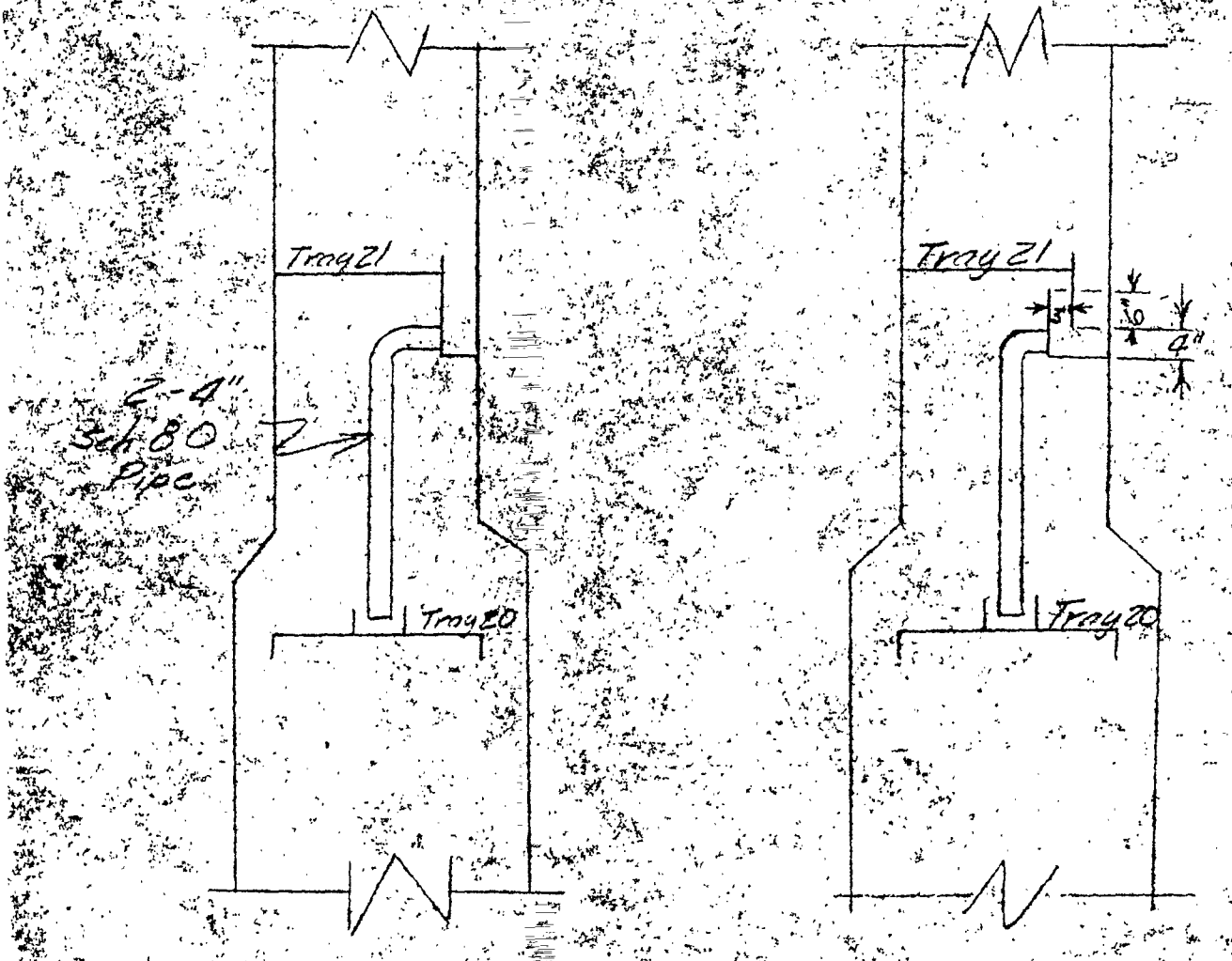
WHEN REPLY IS REQUIRED, FORWARD ORIGINAL AND ONE COPY. GO-144 (46M-10-48)

Chevron BB
012568

Gas Recovery

Debutanizer Col. (C-502)

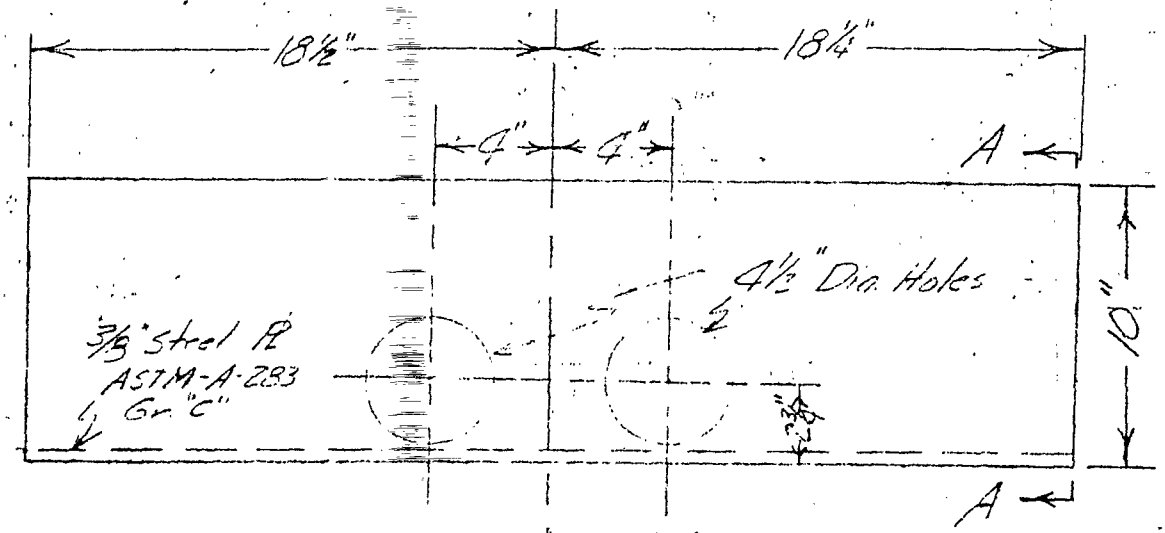
Proposed overflow for tray 21 (R-566)



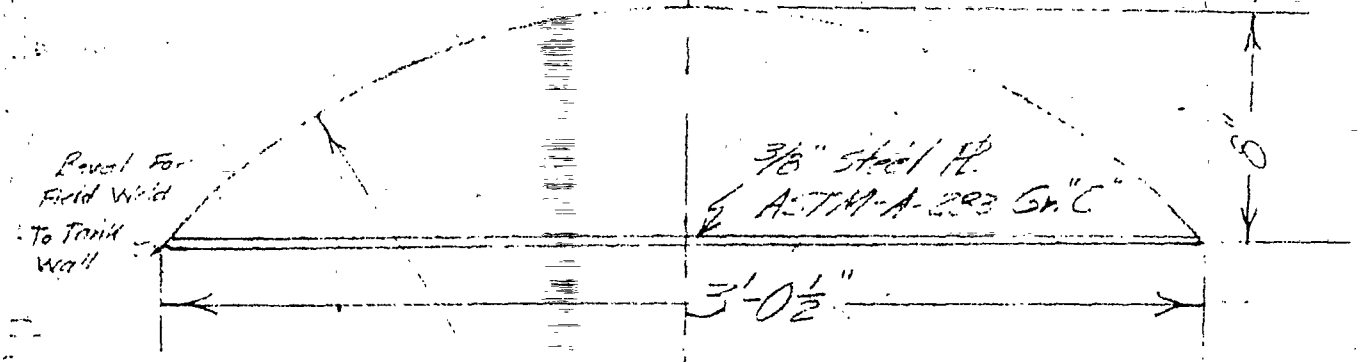
Chevron BB
012569

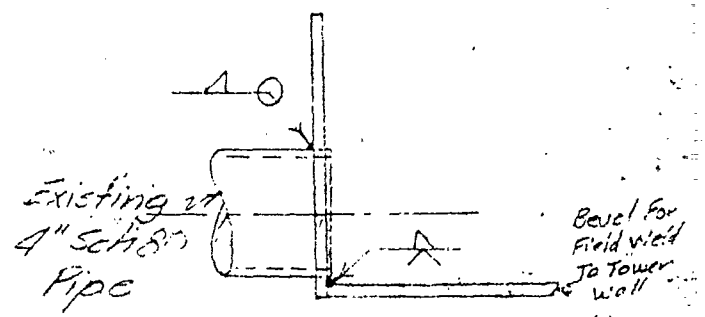
Debutanizer Col. (C-502)

Overflow for tray 21 Seal pan (R-566)



Elevation View





Section A-A

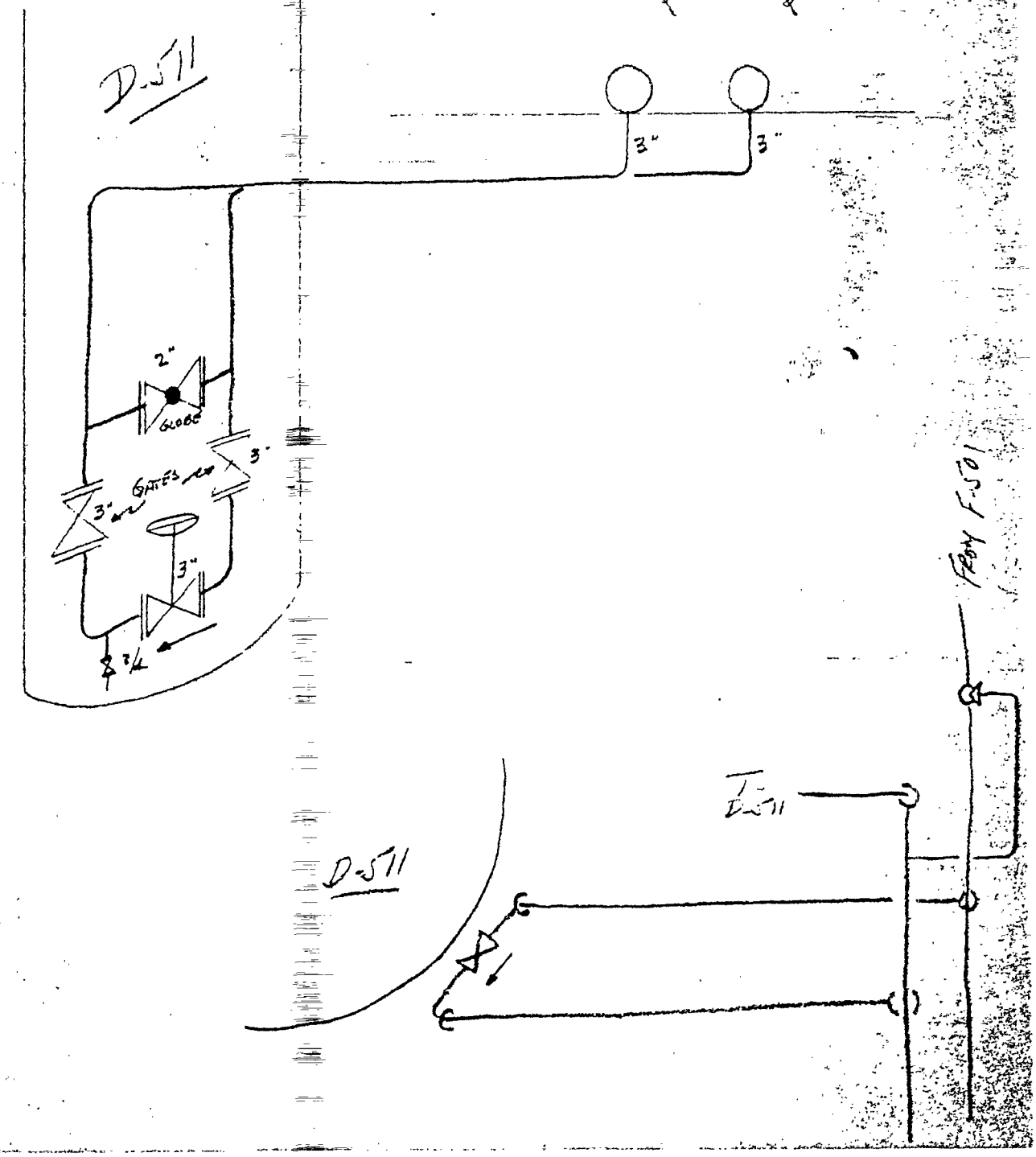
Plan View

W.M.H. 5-11-53
C.D.H.

Chevron BB
012570

PRESSURE REGULATOR
Hot Oil System

R-566 #1 FAB



Chevron BB
012571

668

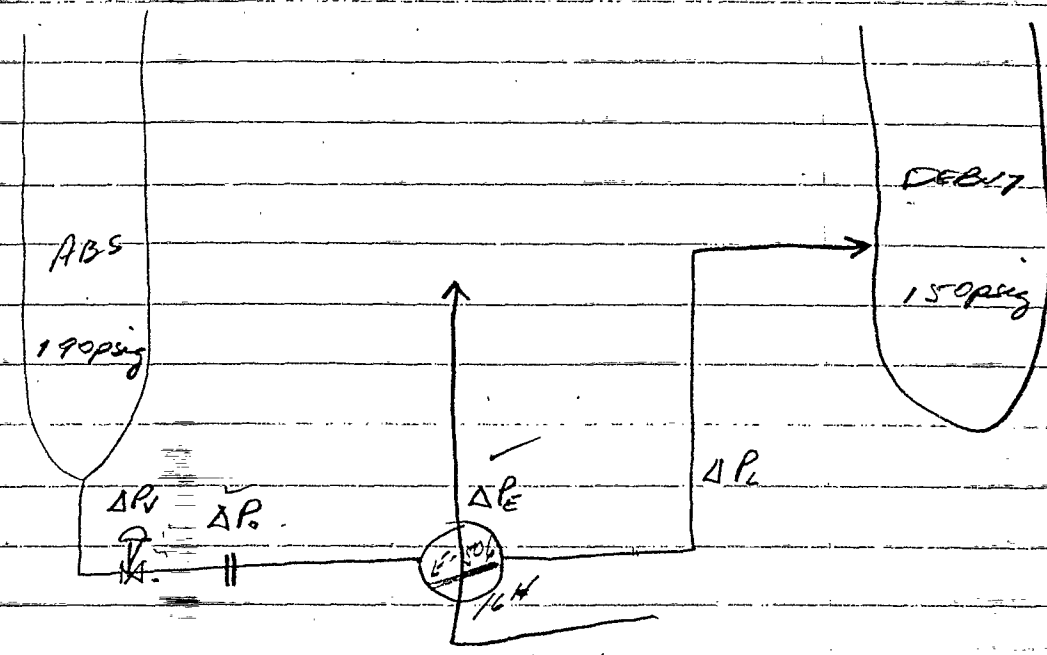
Per T.S. 5/25/83

$40 = \Delta P_V + \Delta P_O + \Delta P_E + \Delta P_f$

$\Delta P_V = 40 - 16 - 5 - 2$

$\frac{23}{17\#}$

986
500
1486



ALKY. FEED	1714 B/D
LT. GASO	3342 B/D
HVY GASO TO STN TWR	240 B/D
LEAN OIL	5600 BD
	10,896 B/D NORMAL
	318 GPM.

See Chet on ΔP_E. 16#

$= \sqrt{\frac{9}{9}}\sqrt{\frac{17}{.85}}$

LCV 508

Chevron BB
012572

CALCULATION SHEET GO-144-2

PROJECT No. _____ SHEET No. _____

TITLE Sketch of Water Conns. for Possible Fut. INITIALS ACW

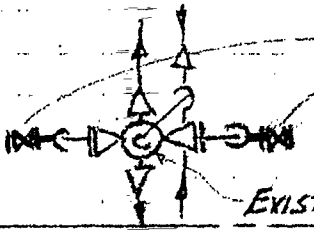
SUBJECT Reflux Still Reflux Drum Vent Condenser DATE 5/29/53

E-508 131 gpm
E-514 62
193 gpm total design requirements → 9.0 psig
31 gpm est. for new vent cond → 11.6 psi
224

ΔP/1000' in 4" line

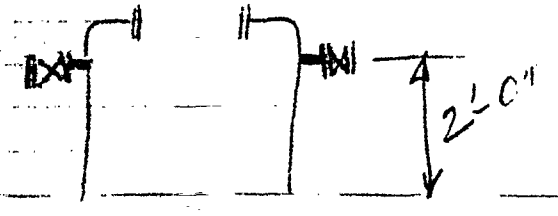
Note: ΔP high but no simple alternative

℄ E-508 A&B



℄ E-514 A&B

PLAN VIEW



ELEVATION

Chevron BB
012573

Storehouse

MATERIAL REQUISITION

TO EL PASO PURCHASING DIVISION

Order No. _____

Requisition No. _____

FOR PURCHASING DIVISION USE

Date _____

Place _____

QUANTITY	DESCRIPTION OF MATERIAL	ITEM NO.	
3	2" 150# CS RF OS&Y GATE VALVES MONEL TRIM (~~THESE VALVES ARE PACIFIC VALVES~~) PACIFIC ~~SEMI~~ FIG NO ~~35~~ 150-Y OR EQUAL		
	TO BE USED IN CAUSTIC SERVICE AT GAS REC		

Price _____ FOB _____

Charge to Account # 645 REC 139-L

Ship To REFINERY STOREHOUSE

Attention of SHIVER Department ENG.

Ship Via _____ Collect _____ Prepaid _____

Purchasing Division Will Fill In Routing

Date Required at Destination 5/23/53

Requisition Prepared By _____ Date _____ Approved By _____ Date _____

60-1-TX

Chevron BB
012574

~~[illegible]~~ R. F.

MEMORANDUM GO-144

TO J E Binder 5/30/53 195

FROM Irv Winther

SUBJECT: 3 - 2" Pacific Gate Valves Monel Trim OUR FILE EST 6259

YOUR FILE

according to schedule shipment was to have been made 5/27/53 via Western Truck Line

J Baker checked with Western and they do not have any record.

Baker is also contacting Braswell Motor Freight as per our Purchase Order Routing Stipulation. Braswell do not have.

Result Telephone Call to made with Pacific Valve.

We could not get any one to answer telephone. Evidently Pacific Valve was observing Memorial Day Holiday

Start checking Monday thru both Western Truck + Braswell then wire (Telitype) Pacific Valve for explanation. also check with J Baker.

J Baker will call Western Truck on Sunday 5/31/53.

WHEN REPLY IS REQUIRED, FORWARD ORIGINAL AND ONE COPY. GO-144 (46M-10-48)

Chevron BB
012575

P. E

MEMORANDUM GO-144

TO ~~J & Hayden~~ 5/15/53 195

FROM

SUBJECT: Southwestern Heat Exchangers OUR FILE ET V350

YOUR FILE

2 Exchangers V01 A and V01 B

Shipped 5/14/53. weigh 6810 lbs.

Shipped Via Southwest Transfer Freight Lines
(TIME LINE) Way Bill Pro LA976
on Trailer #429

Sched Arrive — El Paso 5/16/53 a.m.

advised H L McNabb

H L McNabb.

Please advise J & Hayden
when delivery will be made to Refinery
so he may arrange for Crane Truck
& unload.

Copy to H L McNabb.

WHEN REELY IS REQUIRED, FORWARD ORIGINAL AND ONE COPY. GO-144 (45M-10-48)

Chevron BB
012576

SEND TO F. F. HAYDEN

APPROVE		REMARKS
COMMENT		MAY 13 1953
FILE		
HANDLE		
NOTE		
RETURN FILE		
SEE ME		
TRACE		

FROM

GO-24 (857M 7-46)

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

1220

SYMBOLS

DL=Day Letter

NL=Night Letter

LT=Int'l Letter Telegram

VLT=Int'l Victory Ltr.

W. P. MARSHALL, PRESIDENT

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

MAY 15, 1953

MR. E. R. HUNTSBERGER
SOUTHWESTERN ENGINEERING COMPANY
4800 SANTA FE AVENUE
LOS ANGELES, CALIFORNIA

REFER OUR WST 5350 YOUR 14770. COVERING SIX TUBE BUNDLES. HAVE NOT RECEIVED UNITS 501 A AND 501 B. PLEASE TELEPHONE STATUS OF SHIPMENT. THESE TWO 18 INCH UNITS HOLDING UP OUR REPAIR PROGRAM.

STANDARD OIL COMPANY OF TEXAS

A. V. WINTHER

CHG: R-526

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

Chevron BB
012578

Gas Recovery
Structure addition

Installed new T. well on
G.R. Deb. between Trays
34 & 35, 32 & 31, 28 & 29.
Extended leads from TE-581
abandoned TE-581. ~~Do not~~ wire
up 1 pt. only.

B. Hudson.
[signature]

Leads to (32-31) Pts. Now but leave Leads
long enough to read (34-35) 5/15/53

TELETYPEWRITER MESSAGE

DATE 5/21/53 TIME 4 PM

TO SOUTHWESTERN ENGINEERING COMPANY
ENGINEERING DEPARTMENT
CITY
4800 SANTA FE AVENUE
STATE LOS ANGELES, CALIFORNIA

ACCORDING TO YOUR DRAWING BM-39297 DATED 3/10/52 ON EXCHANGER E-506, STANDARD OIL CO. OF TEXAS PURCHASE ORDER 1405-4, YOU LIMITED MAXIMUM ALLOWABLE WORKING PRESSURE ON SHELL TO 255 PSI BASED ON BODY FLANGES. THIS EXCHANGER WAS HYDROSTATICALLY TESTED TO 510 LBS. ACCORDING TO YOUR BILL OF MATERIAL SHEET THE BODY FLANGES ARE 14 INCH LADISH 300 LB. S. O. BLANKS WHICH SHOULD BE GOOD FOR 330 LB. @ 650° F. PLEASE ADVISE MAXIMUM WORKING PRESSURE ON THIS EXCHANGER.

RMC
RMCrep

J. E. HAYDEN
REFINERY ENGINEER
STANDARD OIL COMPANY OF TEXAS

CHARGE TO Mfg. Expense

SENT BY J. E. Hayden

COPY TO J. E. H.

SCHEDULED CALLS

HOUSTON.....10:30 AM
3:30 PM
SAN FRANCISCO....10:30 AM
3:00 PM
SNYDER.....10:30 AM
2:30 PM
ALL OTHERS.....10:45 AM
2:45 PM

SEND: (Please check one)

NEXT SCHEDULED CALL

IMMEDIATELY

BEFORE

ANY TIME TODAY

TX-158
(3/53)

Chevron BB
012580

WESTERN UNION

WUF7 NL PD

WUX LOS ANGELES CALIF MAY 25 1953

STD OIL

ATTN J E HAYDEN

METL EXCHANGER E-506 ORDER 1405-4. DESIGN PRESSURE 255 PSI
BASED ON SHELL COVER RING FLANGE. EXCHANGER TESTED TO 510 PSI
IN COMPLIANCE WITH PARAGRAPHS 5.12 AND 9.2 SPECIFICATION 391-E
SOUTHWESTERN ENGINEERING CO C R HUNTSBERGER.

817A

RECEIVED
MAY 26 1953
MAIL ROOM

Chevron BB
012581

FORM S
6M 2-53

SOUTHWESTERN ENGINEERING COMPANY
800 SANTA FE AVENUE, LOS ANGELES CALIFORNIA

OUTGOING TELEGRAM

TO:

STANDARD OIL COMPANY OF TEXAS
J. E. HAYDEN
EL PASO, TEXAS

DATE MAY 25, 1953

TIME 3:10 p.m.

PROPOSAL NO. 13140

JOB NO. P-9265

CHARGE:

JOB OR ACCT

MESSAGE

RETEL EXCHANGER E-506 ORDER 1405-4. DESIGN PRESSURE 855 PSI BASED ON SHELL COVER RING FLANGE. EXCHANGER TESTED TO 910 PSI IN COMPLIANCE WITH PARAGRAPH'S 5.12 AND 9.2 SPECIFICATION 391-B.

SOUTHWESTERN ENGINEERING COMPANY

C.R.HUNTSBERGER

CRH:ab

COPIES:
Confirmation
Accounting
File
Corres.
CDC
CRH

CLASS OF SERVICE: STRAIGHT WIRE
Telegram ☑
Day Letter ☐
Overnight Telegram ☐

AUDITED

APPROVED

Chevron BB
012582

PERMIT TO HEAD UP VESSELS AND EXCHANGERS

Equip. No.	Description	Headed up by	Date Headed up
C-501	FRACT. Abs.	STANDARD	5/30/53

Engineer RME.

Inspector

Operator JAT — OK COL NEEDS CLEANING

TRAY 25 — (3) Weep Holes Pluged at Speparater 4th Manway

(4) REBOILER SIDE ON BOTT DIRTY

TRAY 44 — (1) TRAY @ TOP OF COL HAS A LITTLE SHALE ON TRAY

TRAY 31 — (2) WEEP HOLES PLUGED @ LOWER INTERCOOLER DISCH.

Chevron BB
012583

PERMIT TO HEAD UP VESSELS AND EXCHA..GERS

Equip. No.	Description	Headed up by	Date Headed up
C-502	DEBUTANIZER.	STANDARD	5/30/53

Engineer ACME

Inspector

Operator JAT

Chevron BB 012584

PERMIT TO HEAD UP VESSELS AND EXCHANGERS

Equip. No.	Description	Headed up by	Date Headed up
C-503	Rerun Col.	BSO	5/29/53

Engineer RME

Inspector

Operator JAT

Chevron
012585 BB

PERMIT TO HEAD UP VESSELS AND EXCHANGERS

Equip. No.	Description	Headed up by	Date Headed up
C-504	MERCAPTAN ABSORBER	Brown & Olds.	5-28-53

Engineer RME

Inspector _____

Operator JAT

Chevron
012586 BB

PERMIT TO HEAD UP VESSELS AND EXCHANGERS

Equip. No.	Description	Headed up by	Date Headed up
C-505	CAUSTIC REGENERATOR	Brown & Co's	5-28-73

Engineer RME

Inspector

Operator JAT

Chevron
012587 BB

Clear

PERMIT TO HEAD UP VESSELS AND EXCHANGERS

Equip. No.	Description	Headed up by	Date Headed up
D 501	Condensate drum	Brown & Ohls	5-27-53
D 502	" "	" " "	"

Engineer K M Edwards

Inspector _____

Operator C. G. Lee

Chevron BB
012588

PERMIT TO HEAD UP VESSELS AND EXCHANGERS

Equip. No.	Description	Headed up by	Date Headed up
D-503	Absorber Feed	Ext. Ins. Only	

Engineer RMC

Inspector J. Petrucelli

Operator JAT

~~[illegible]~~

Chevron BB
012589

PERMIT TO HEAD UP VESSELS AND EXCHANGERS

Equip. No.	Description	Headed up by	Date Headed up
D-504	Absorber Reflux.	EXT Ins. Only	

Engineer RME

Inspector J Petrach

Operator JAT

~~[illegible]~~

Chevron BB
012590

PERMIT TO HEAD UP VESSELS AND EXCHANGERS

Equip. No.	Description	Headed up by	Date Headed up
D-505	Debutanizer Reflux	B & O	5/30/53

Engineer RME

Inspector _____

Operator JAT

Install stand pipe OK

Chevron BB
012591

PERMIT TO HEAD UP VESSELS AND EXCHANGERS

Equip. No.	Description	Headed up by	Date Headed up
D-506	Reboil Reflux	B&O	5/30/55

Engineer RME

Inspector

Operator JAT

Install Steel Eye Ok

Chevron BB
012592

PERMIT TO HEAD UP VESSELS AND EXCHA..GERS

Equip. No.	Description	Headed up by	Date Headed up
D-307	CAUSTIC SETTLER.	Brown & O.S.	5-28-53

Engineer A M Edwards

Inspector _____

Operator JAT

Chevron BB
012593

PERMIT TO HEAD UP VESSELS AND EXCHANGERS

Equip. No.	Description	Headed up by	Date Headed up
D-508	WATER SETTLER	Brown & Olds.	5-24-53

Engineer K M Edwards

Inspector

Operator JAT

Chevron BB
012594

PERMIT TO HEAD UP VESSELS AND EXCHANGERS

Equip. No.	Description	Headed up by	Date Headed up
D-509	CAUSTIC DEGASSER	Beam & Olds.	5-28-53

Engineer K M Edwards

Inspector _____

Operator JAT

Chevron
012595
BB

PERMIT TO HEAD UP VESSELS AND EXCHANGERS

Equip. No.	Description	Headed up by	Date Headed up
D-511	Circ Oil Surge Tank	B & O	5/30/53

Engineer RME

Inspector _____

Operator JAT

Chevron BB
012596

PERMIT TO HEAD UP VESSELS AND EXCHANGERS

Equip. No.	Description	Headed up by	Date Headed up
D-512	WELL WATER SURGE TANK	OPEN TOP TANK	

Engineer AME

Inspector J Petrale

Operator JAT

FLOAT + VALVE NOT IN 5-30-53

Chevron BB
012597

PERMIT TO HEAD UP VESSELS AND EXCHANGERS

Equip. No.	Description	Headed up by	Date Headed up
D-513	OLEFIN SURGE TANK	B & O	5/30/15-3

Engineer RME

Inspector

Operator JAT

Chevron
012598
BB

PERMIT TO HEAD UP VESSELS AND EXCHANGERS

Equip. No.	Description	Headed up by	Date Headed up
D-515	Fuel Gas Knock Out Drum	Ext. Ins. Only	

Engineer RME

Inspector _____

Operator JAT

Chevron BB
012599

PERMIT TO HEAD UP VESSELS AND EXCHANGERS

Equip. No.	Description	Headed up by	Date Headed up
E 501-A	COMPR. INTERCOOLER	STANDARD	5/31/53
E-501 B	"	"	"

Engineer RME

Inspector J Patrick

Operator

Chevron
012600
BB

PERMIT TO HEAD UP VESSELS AND EXCHANGERS

Equip. No.	Description	Headed up by	Date Headed up
E-502A	COMPR AFTERCOOLER	B & O	5/28/55
E-502B	✓ ✓	"	"

Engineer ANE

Inspector J. Petrush

Operator

Chevron
012601
BB

PERMIT TO HEAD UP VESSELS AND EXCHANGERS

Equip. No.	Description	Headed up by	Date Headed up
*E 503-A	Abs. Upper Reflux Cooler	B & O	5/29/53
*E 503-B	✓ ✓ ✓ ✓	"	"
*E 503-C	✓ ✓ ✓ ✓	"	"

Engineer ASME

Inspector _____

Operator JAT

Chevron
012602
BB

PERMIT TO HEAD UP VESSELS AND EXCHANGERS

ip. No.	Description	Headed up by	Date Headed up
E-504	Abs. Lower Reflux Cooler	B&O	5/29/55

Engineer ACME

Inspector

Operator JAT

COOLING LINES IN AND OUT ARE LINED WITH SMALE

Chevron
012603
BB

PERMIT TO HEAD UP VESSELS AND EXCHANGERS

Equip. No.	Description	Headed up by	Date Headed up
E-505	ABSORB. REBOILER.	B&O	5/29/53

Engineer RME

Inspector _____

Operator JAT

Chevron BB
012604

PERMIT TO HEAD UP VESSELS AND EXCHANGERS

Equip. No.	Description	Headed up by	Date Headed up
E-506	Abs Bottoms	B&O	5/25/53

Engineer RME

Inspector J Petrach

Operator JAT

Chevron BB
012605

PERMIT TO HEAD UP VESSELS AND EXCHANGERS

Equip. No.	Description	Headed up by	Date Headed up
E-507	FORCED DRAFT STEEL AIRCOOLER	STANDARD	5/31/53

Engineer RME

Inspector

Operator JAT

LOOKS LIKE WE HAVE A FEW LEAKERS

Chevron BB
012606

PERMIT TO HEAD UP VESSELS AND EXCHANGERS

Equip. No.	Description	Headed up by	Date Headed up
E 508 A	RERUN BOTTOMS	B & O	5/28/85
E 508 B	″	″	″

Engineer RME

Inspector J. Patrick

Operator JAT

COOLING WATER LINES IN AND OUT ARE LINED WITH SHELF.

Chevron BB
012607

PERMIT TO HEAD UP VESSELS AND EXCHANGERS

Equip. No.	Description	Headed up by	Date Headed up
E509	DESUPERHEATER OVHD	B&D	5/26/15-S

Engineer A.M.E

Inspector

Operator JAT

Chevron BB
012608

PERMIT TO HEAD UP VESSELS AND EXCHANGERS

Equip. No.	Description	Headed up by	Date Headed up
1 E-510	DEBUTANIZER OVHD. COOLER	STANDARD	5/31/53

Engineer LME

Inspector

Operator JAT

Chevron
012609 BB

PERMIT TO HEAD UP VESSELS AND EXCHANGERS

Equip. No.	Description	Headed up by	Date Headed up
E-511	DEISOPANIZER REBOILER.	STANDARD	5/31/53

Engineer RME

Inspector J. Stroh

Operator JAT

Chevron
012610 BB

PERMIT TO HEAD UP VESSELS AND EXCHANGERS

Equip. No.	Description	Headed up by	Date Headed up
E-512	Reflux Col. Reboiler	BFO	5/29/53

Engineer RME

Inspector

Operator JAT

Chevron BB
012611

PERMIT TO HEAD UP VESSELS AND EXCHANGERS

Equip. No.	Description	Headed up by	Date Headed up
E-513 A	FOLLED DRAFT DRICOOLER	STANDARD	5/31/55
E-513 B	" " "	"	"

Engineer RME

Inspector

Operator JAT

LOOKS LIKE WE HAVE A FEW LEAKERS

PERMIT TO HEAD UP VESSELS AND EXCHANGERS

Equip. No.	Description	Headed up by	Date Headed up
E 514A	RERUN COL. OV'HD COOLER	B & O	5/28/53
E-514B	" " " "	"	"

Engineer RME

Inspector J. Petrosh

Operator JAT

Chevron BB
012613

PERMIT TO HEAD UP VESSELS AND EXCHANGERS

Equip. No.	Description	Headed up by	Date Headed up
E-515A	REGENERATED CAUSTIC COOLER.	Brown & Olds	5-25-53
E-515B	✓ ✓ ✓	✓ ✓	5-25-53

Engineer R M Elwood

Inspector J Petrack

Operator JAT

Chevron BB
012614

P. .IT TO HEAD UP VESSELS AND EXCH..JERS

Equip. No.	Description	Headed up by	Date Headed up
E 516 A	SPENT-REGEN CAUSTIC EXC.	Brown & Old.	5-25-53
E 516 B	✓ ✓ ✓ ✓	✓ ✓	5-25-53

Engineer A M Edwards

Inspector J Pitruch

Operator GAT

Chevron BB
012615

PERMIT TO HEAD UP VESSELS AND EXCHANGERS

Equip. No.	Description	Headed up by	Date Headed up
E517A	SPENT CAUSTIC HEATER	Brown & Olds	5-25-53
E-517B	" " "	" "	5-25-53

Engineer R M Edwards

Inspector J Pitrash

Operator JAT

Chevron BB
012616

PERMIT TO HEAD UP VESSELS AND EXCHANGERS

Equip. No.	Description	Headed up by	Date Headed up
F-501	CIRC. OIL FURNACE	STANDARD	5-25-53

Engineer A M Edwards

Inspector J Petrash

Operator JAT

Leakage Test ?

Chevron BB
012617