

To: Environmental File

From: M. C. Manion
Date: November 28, 1984

Subject: Incinerator Bypass 10/8/84

Interoffice
Communication

*Received after
Quarterly Report
was filed.
CCR*

VISTA

A ten (10) minute bypass of both the wet vent and dry vent headers occurred on October 8, 1984 at 3:10 pm. The bypass was due to a flame failure in the on-line incinerator I-901A caused by a high vent flow from the main plant. The high vent flow resulted from the shutdown of the vent recovery compressor BL-410 during the time in which railcar UTLX-92195 and T-411C were being cleared for maintenance. The vent recovery unit compressor BL-410 shutdown as the result of a high freon level in the intercooler. When the bypass was detected, the venting operations were immediately curtailed and the incinerator was restarted.

Mark C Manion

M. C. Manion

kf

cc: RAC-PEM-MLA-RB-JRH

*Solenoid Valve on Freon to intercooler
was leaking through. Replaced valve
ASAP.*

CCR 000021918)

Date: 10-8-84

S/S Signature: [Signature]

VCM VENT REPORT (See Note 1)

Date of incident 10-8-84

Time of incident 1510

On-line unit ✓ I-901 I-901B

Off-line unit I-901 ✓ I-901B

Main Plant VCM Production Rate 2.07 MMlbs./day

Wet Vent Flow Rate 31,360 SCFH

Dry Vent Flow Rate 81,000 SCFH

Firebox Temperature 1382.5 °C

Did the Wet Vent by-pass? (Yes) No

If yes, how long did it by-pass? 10 MIN. (See Note 2)

Did the Dry Vent by-pass? (Yes) No

If yes, how long did it by-pass? 10 MIN. (See Note 2)

Did the Tank Farm Vent by-pass? Yes (No)

If yes, how long did it by-pass? — (See Note 2)

Did the on-line unit shutdown? (Yes) No

If yes:

1) How long did it take to bring a unit on-line? 10 MIN. (See Note 2)

2) What condition initiated the shutdown:

a) High firebox temperature? Yes (No)

b) Low steam drum level? Yes (No)

c) High HCl absorber temperature? Yes (No)

d) Low combustion air flow? Yes (No)

e) Loss of flame? (Yes) No

f) Power failure? Yes (No)

g) Manual (Operator) shutdown? Yes (No)

What caused the incident checked above:

1) Excessive vent flow? (Yes) No

2) Rich vent flow, i.e. high ethane in ethylene, etc.? (Yes) No

3) Steam outage? Yes No

4) Electricity outage? Yes No

5) Other? Explain T-411-C WAS BEING DEPRESSURED

VIA BL-409 (CORKIN COMP) — BL-410 TRIPPED — BEFORE
VENT FROM T-411-C & RAIL CAR. HIGH RICH VENT
CAUSED THE INCIN. S/D.

VCM VENT REPORT (Cont'd)

(Circle answer)

What was the condition of the off-line unit:

- 1) Down for repairs or maintenance?
- 2) On hot standby?
- 3) Other? Explain _____

Yes ☒ No ☐
Yes ☒ No ☐

What action was taken to minimize the effects of the incident:

- 1) Off-line unit was started up/placed on-line?
- 2) Vents were cut back?
- 3) Supplier of raw material (ethylene or chlorine) was notified of off-spec product?
- 4) Vents were split?
- 5) Other? Explain _____

Yes ☒ No ☐
Yes ☒ No ☐

Yes ☐ No ☐
Yes ☐ No ☐

*Stopped all loading rack
T-411 C Vents & Started up I-901A*

Were any manual vents occurring in the main plant?
If yes, what was being vented? _____

Yes ☐ No ☒

Were any of the following units down:

- Oxychlorination?
- Direct Chlorination?
- LE Column?
- Tank Farm Blower?

Yes ☐ No ☒
Yes ☐ No ☒
Yes ☐ No ☒
Yes ☐ No ☒

Were tank cars being loaded?

Was a ship being loaded?

Was recycle EDC routed to:

Wash System?

HE Column?

R-101?

T-101?

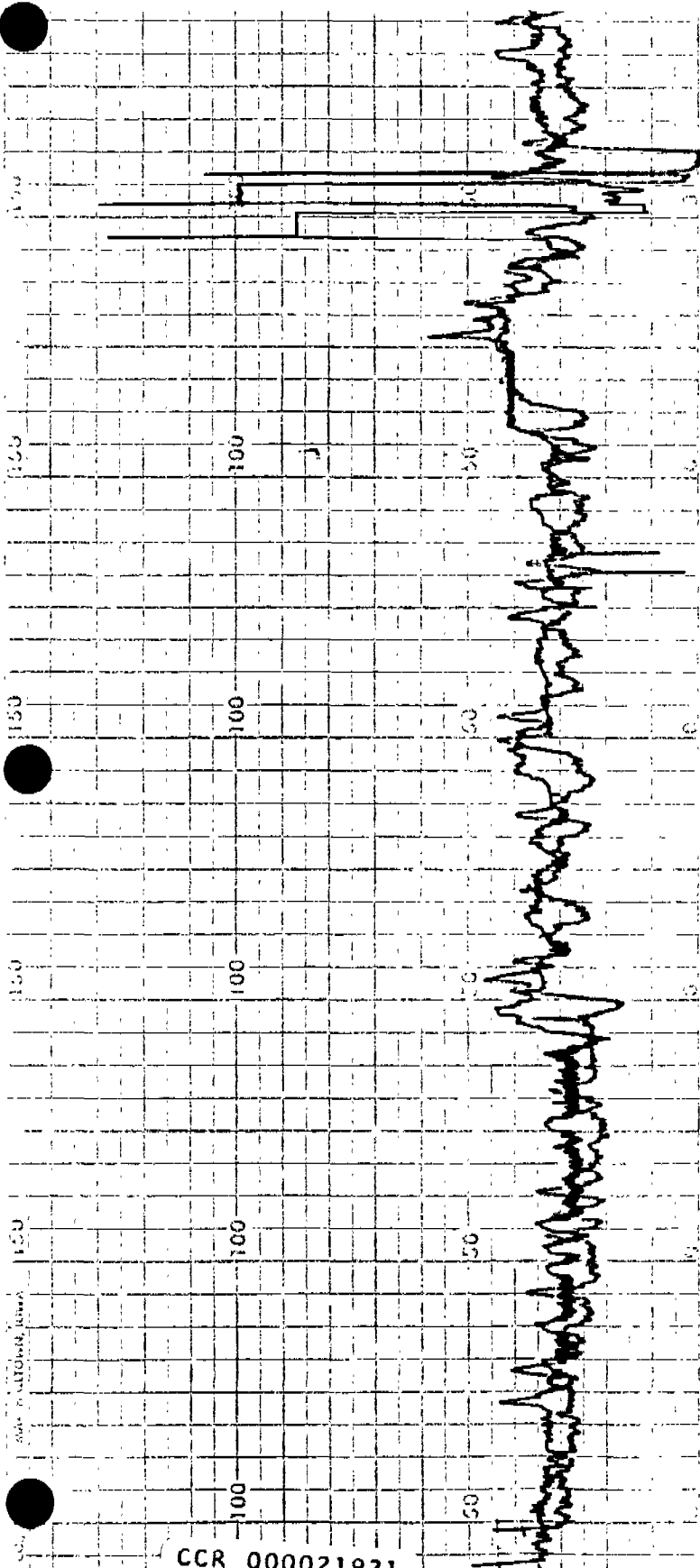
Yes ☐ No ☐
Yes ☐ No ☒

Yes ☐ No ☒
Yes ☐ No ☒
Yes ☐ No ☒
☒ Yes ☐ No

Notes:

CCR 000021920)

1. This report must be completed anytime that the concentration of VCM in the incinerator stock gas exceeds 10 ppm, a vent by-passes the incinerator, or an incinerator automatically shuts down.
2. If a vent by-passes the incinerator for greater than one hour or both incinerators are down for more than one hour the appropriate personnel (process superintendent, operations duty person, or chief process engineer) must be notified immediately.



CCR 000021921

0500 10/8/87 PRESS

