

## Sprague, Kip P

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**From:** PBU, CIC Flow Lines  
**Sent:** Thursday, July 17, 1997 5:44 PM  
**To:** PBU, CIC Supt  
**Cc:** PBU, CIC Fld TL Felix/Woolam  
**Subject:** RE: Oil Transit Pigging

Greg,

We have been UT monitoring the oil transit line since 1988. Excluding the by-pass at Skid 50, CIC has identified ~70 locations with internal corrosion between GC2 and Sk 50. The by-pass (320' ft) @ Sk 50 is corroded almost the entire length and three sleeve repairs were made in 1991. Today we have three locations at the by-pass with an MAOP below design. Joel/Chuck have these listed on the PMP tracker for action, (MOC to derate the line).

In 1995 a substantial increase of internal corrosion was observed. During the 1996 survey, a baseline Automated UT program (CRM) was established to determine internal corrosion rates. We hope this years CRM program will provide current internal corrosion activity/rates.

Of equal or more concern is external damage on the line. The oil transit was last smart pigged in 1990 at which time there were a few locations of CUI detected, worst case near 50% wall loss. Unfortunately because of the type of insulation and diameter of the line, reliance on spot TRT examination for integrity assurance will not eliminate a whole lot of risk. We had initially planned to smart pig examine the oil transit this year but, the launcher and trap will no longer accommodate the new high resolution smart pig vehicles without modification. As it stands, plans are to modify launcher and trap and smart pig in '98. Depending on completion of some of the other projects there is still some consideration to perform limited spot TRT inspections this year.

Kind of a brief summary but if you want more detail let me know. .... Kip

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**From:** PBU, CIC Fld TL Felix/Woolam  
**Sent:** Thursday, July 17, 1997 3:40 PM  
**To:** PBU, CIC Flow Lines  
**Subject:** FW: Oil Transit Pigging

Kip - response pls.

Thx, Rick

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**From:** PBU, CIC Supt  
**Sent:** Wednesday, July 16, 1997 12:08 PM  
**To:** PBU, CIC Fld TL Felix/Woolam  
**Subject:** FW: Oil Transit Pigging

Rick;

Do we already have UT or TRT info on this transit line? Could let me know how much we already may know.

Greg

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**From:** PBU, Pigging Operators  
**Sent:** Saturday, July 12, 1997 6:15 PM  
**To:** PBU, CIC Fld TL Felix/Woolam; PBU, CIC Fac TL Phillips/Merrett; PBU, Prod Ctl & Optimization  
**Cc:** PBU, CIC Corrosion Engr; PBU, CIC Flow Lines; PBU, CIC Prod Chem Todd/Wasem; PBU, CIC QA/Vessel; PBU, CIC Supt; PBU, Chemical Foreman  
**Subject:** Oil Transit Pigging

Rick,

I talked to Tom Carnahan (Pump Station #1 Planner) and he only recalls one problem when Arco pigged their transit line and that was plugging the strainers.

I contacted Kevin Mahoney (Pigging Tech that performed that job). He informed me that they had two people at the strainers to change them as they plugged off. It takes about 1.5 hours to pull a strainer. He also stated by blocking in a strainer for about 10 seconds after it plugged, the heavy solids would fall to the bottom and then they could reopen the strainer and get approximately 80% flow. The metering had to be bypassed also to prevent damage to meters. The finer solids that passed through the strainers collected in the Pump Station tanks.

Based on the current daily average production the run would take approximately 6.5 hours actual run time.

GC-2 to GC-1 102 MBPD 1.1 fps 255 minutes

GC-1 to GC-3 176 + 102 = 278 MBPD 3.0 fps 68 minutes

GC-3 to Sk-50 73 + 278 = 351 MBPD 3.8 fps 56 minutes

379 minutes (6.5 Hours) actual run. + set up and returns cleaning etc....

Still need to get approval from Alyeska.

Hope this helps. A lot of people are out of the office at Arco. 4&3 schedule which limited my information gathering. Please respond if you need more info.

Doug