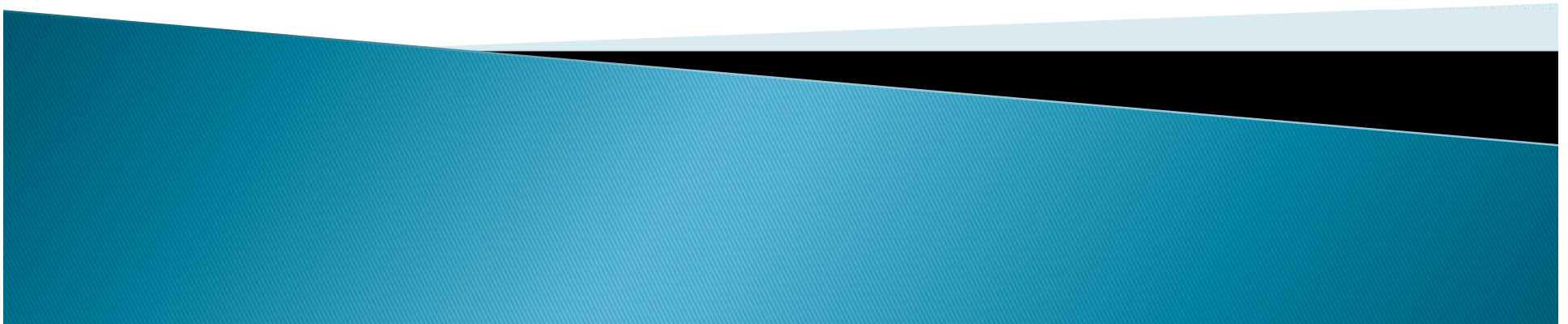


# Curaçao to Bermuda to the Jersey Slope to Central Park: The trials and tribulations of developing IODP technologies

Peter Polito

27 July 2012

BEG Summer Seminar Series



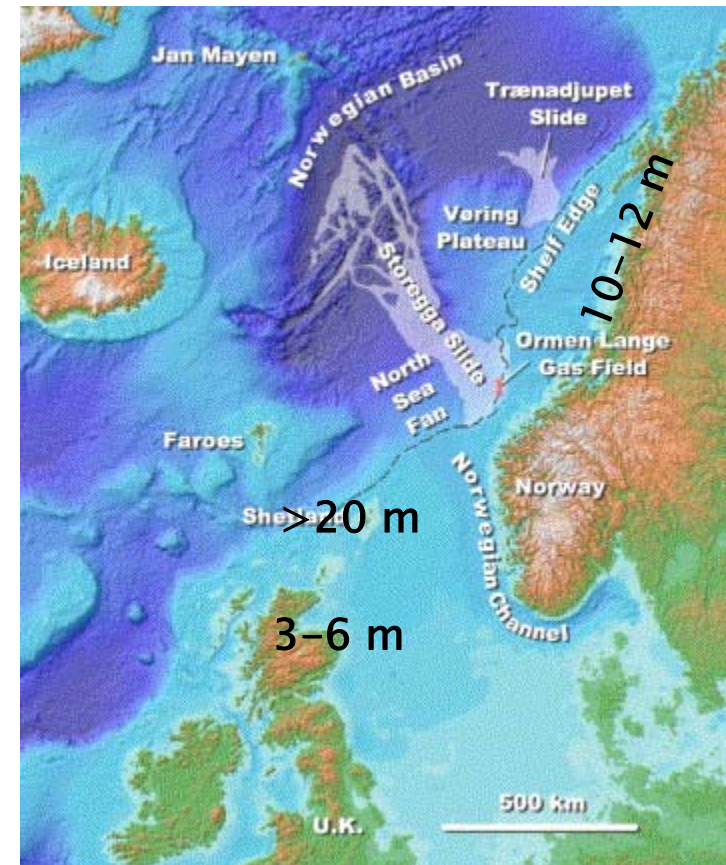
# Summary

- ▶ Motivation
- ▶ Working with IODP
- ▶ What is the T2PMDHDSERSMFTM anyway?
  - the old and the new
  - four parts
- ▶ Out to sea and life on the JR
- ▶ Testing
- ▶ The next steps



# Motivation

- ▶ Understanding sub seafloor pore pressure
  - Oil and gas industry
  - Slope stability
  - Hazard identification & mitigation
- ▶ Evidence of large tsunami causing landslides in recent geologic history



Estimated tsunami heights from Bondevik et al., 2005



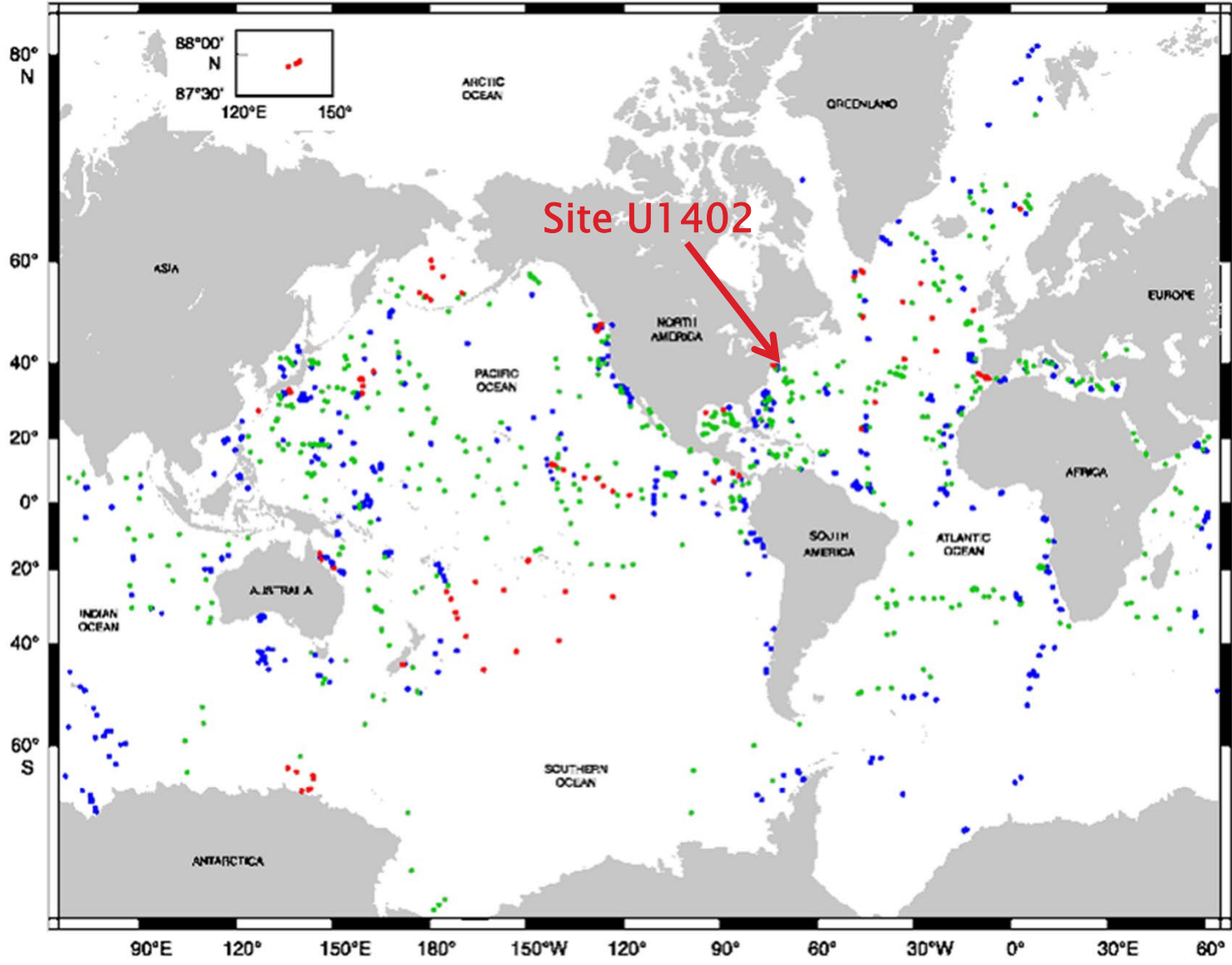
# Integrated Ocean Drilling Program

*“The Integrated Ocean Drilling Program (IODP) is an international scientific research program that addresses important questions in Earth, Ocean, Environmental and Life sciences based on drill cores, borehole imaging, borehole observatories, and related geophysical imaging of drill sites.”*

- ▶ Two major drill ships
  - JOIDES Resolution and Chikyu (Patrick Fulton)

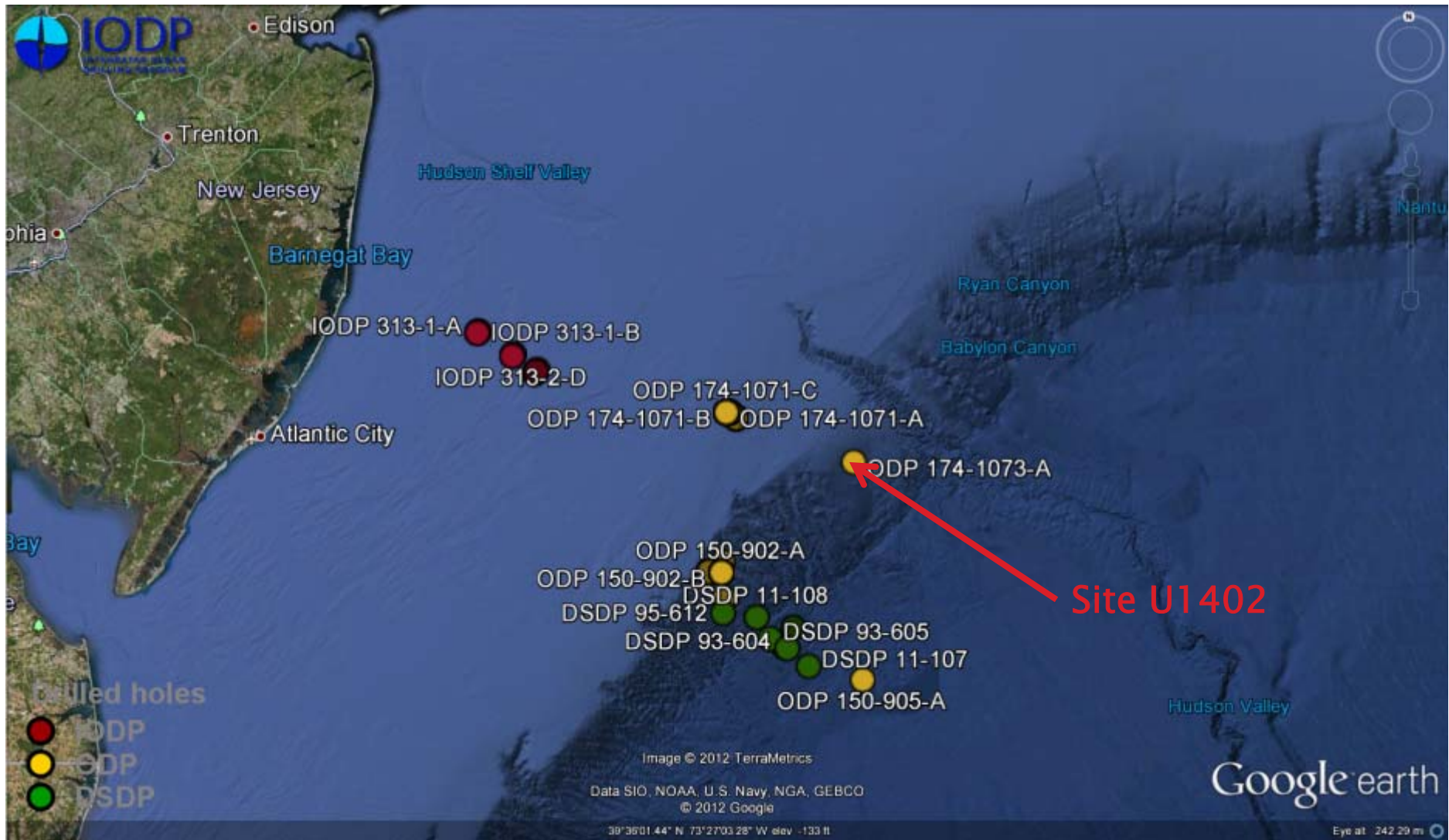






DSDP Legs 1-96 (●), ODP Legs 100-210 (●), IODP Expeditions 301-339 (●)

Source: IODP





Source: Gerry Iturrino



# IODP Data Acquisition

- ▶ Key Question:
  - How do you acquire useful penetrometer data from a penetrometer attached to a rigid drill string, attached to a ship, that's heaving?
- ▶ Secondary Questions
  - What is a penetrometer?
  - What is a drill string?
  - What is heave?



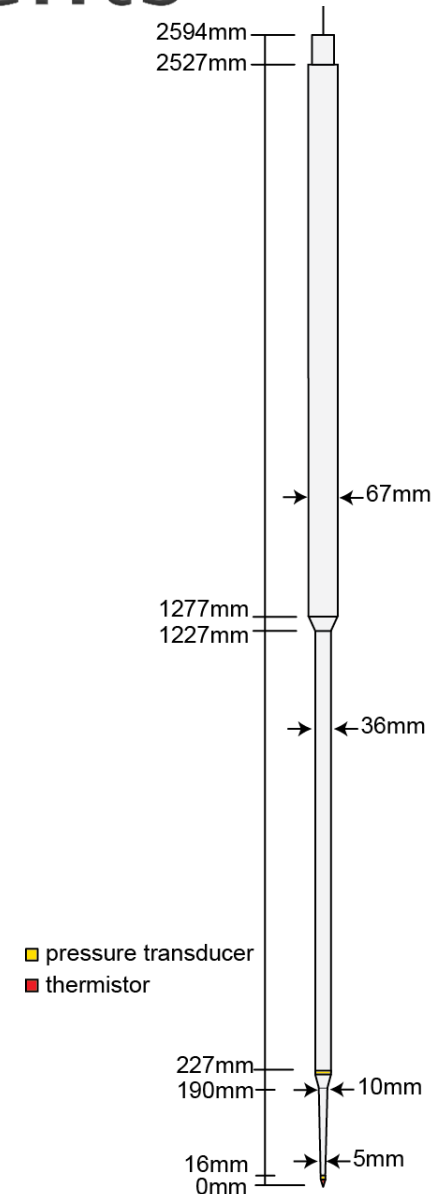
# Penetrometer Measurements

## ▶ Benefits:

- Collect data in the formation before it is disturbed by drilling
- A direct reading, not calculated, predicted, etc.
- Used often in geotechnical engineering (i.e. we feel good about the data)

## ▶ Drawbacks:

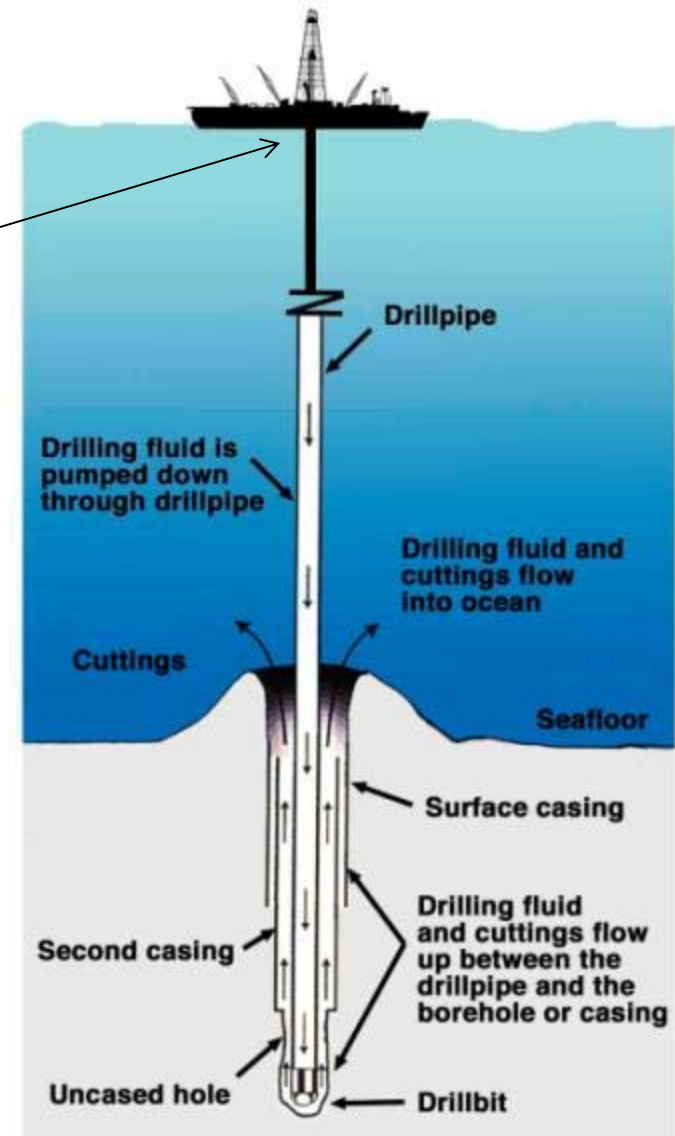
- Takes about an hour per measurement
- Needs to be “decoupled” from the ship for accuracy
- The better the reading the more ‘delicate’ the tool needs to be



# Drilling from a ship

Drill string is rigidly attached to the ship

As the ship heaves (goes up and down) everything heaves



Source: IODP

How do you acquire useful penetrometer data from a penetrometer attached to a rigid drill string, attached to a ship, that's heaving?





# The old way: CDS

- ▶ Colleted Delivery System—like a telescoping rod
  - Failure rate is 80%
  - Truly decoupled measurements are rare
  - Penetrometer delivery is unprotected, which led to broken tips on occasion



# The New Way: MDHDS

- ▶ Motion Decoupled Hydraulic Delivery System
  - Deployed on the wireline
  - Remotely unlatched
  - Potential for real-time communication
  - Remotely retrieved
  - Complete decoupling from the drill string
- ▶ One of three components that work in tandem with the penetrometer



# The New Way: MDHDS

Four key components:

- ▶ **Penetrometer:** Temperature & Pressure Probe
- ▶ **Delivery:** Motion Decoupled Hydraulic Delivery System
- ▶ **Recovery Tool:** Electronic Recovery System
- ▶ **Data Acquisition:** Multi-Functional Telemetry Module



# The New Way: MDHDS

Four key components:

- ▶ Penetrometer: T2P
  - ▶ Delivery: MDHDS
  - ▶ Recovery Tool: ERS
  - ▶ Data Acquisition: MFTM
- 
- ▶ T2P-MDHDS-ERS-MFTM





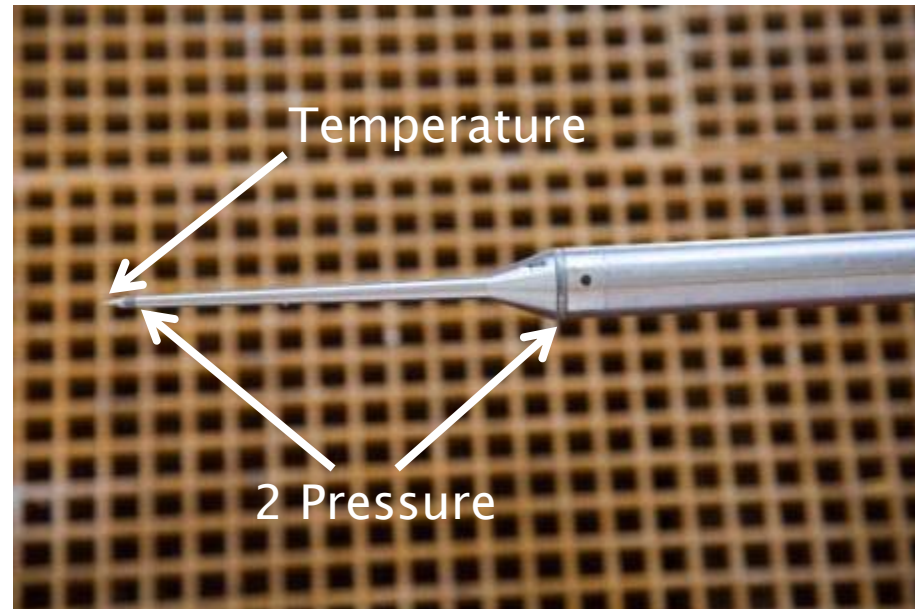
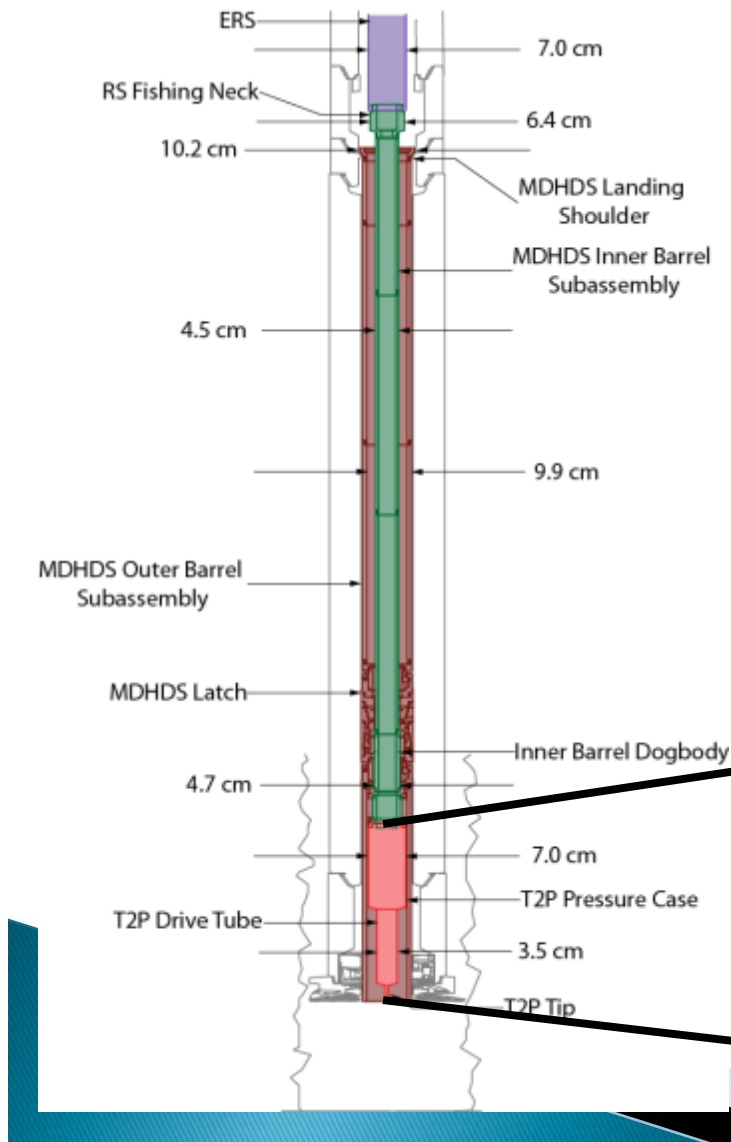
# The New Way: MDHDS

Four key components:

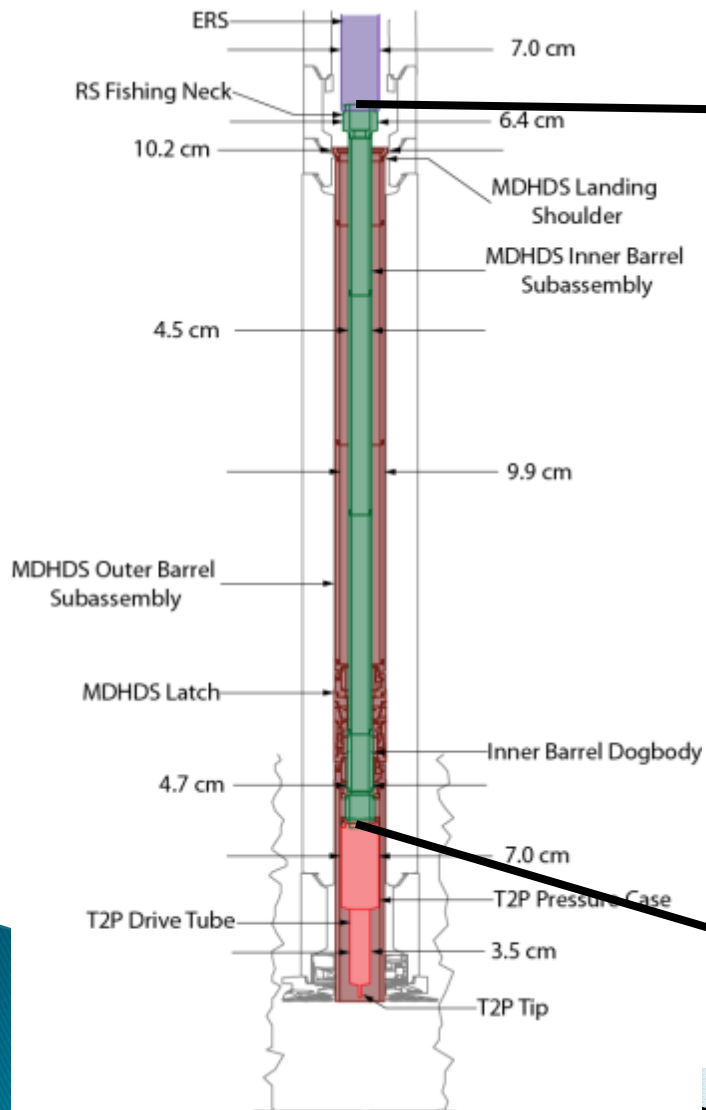
- ▶ Penetrometer: T2P
  - ▶ Delivery: MDHDS
  - ▶ Recovery Tool: ERS
  - ▶ Data Acquisition: MFTM
- ▶ Penetrometer–Deploy–Recover–Daq



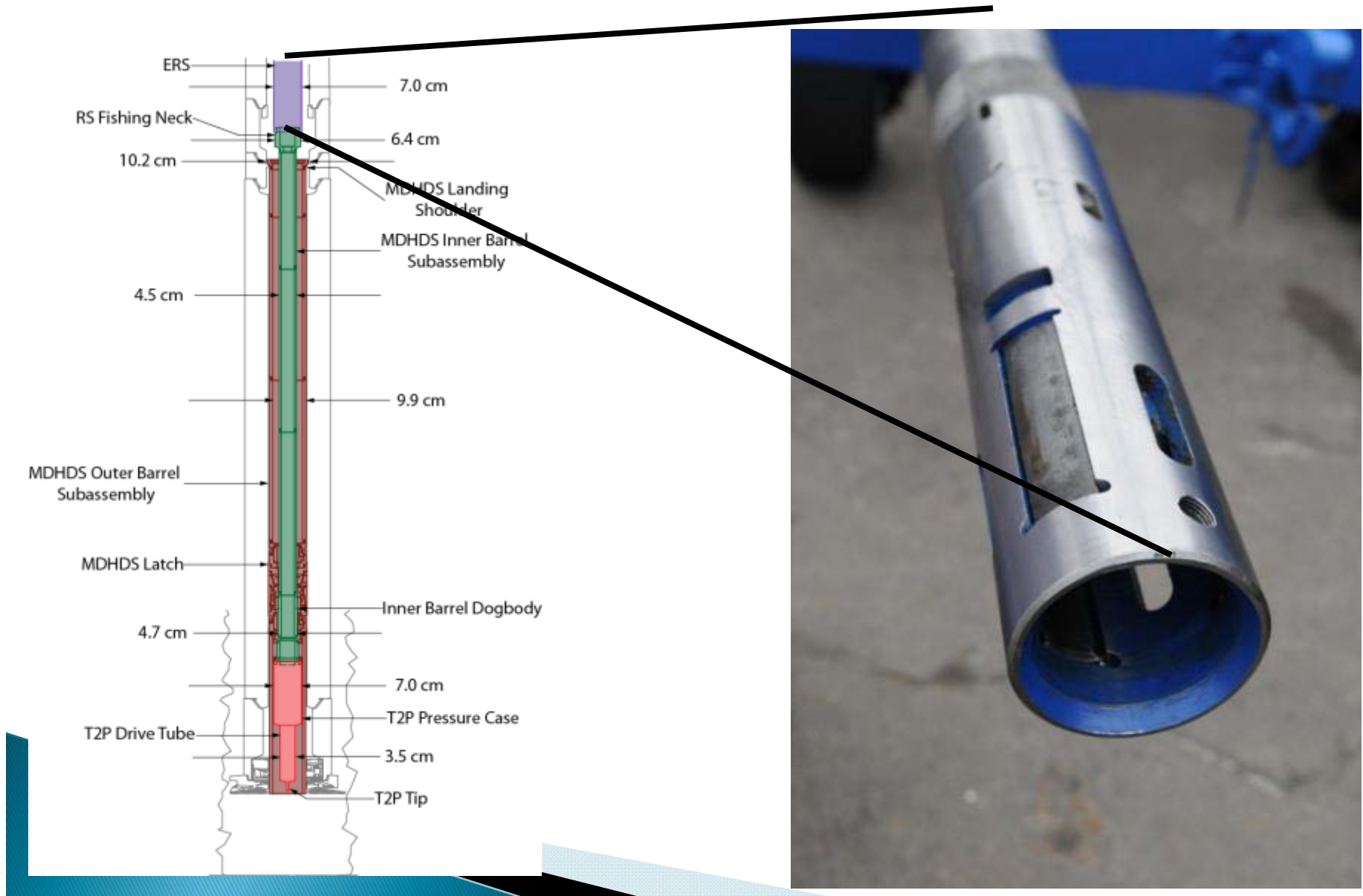
# The Penetrometer (T2P)



# Deploy Tool (MDHDS)

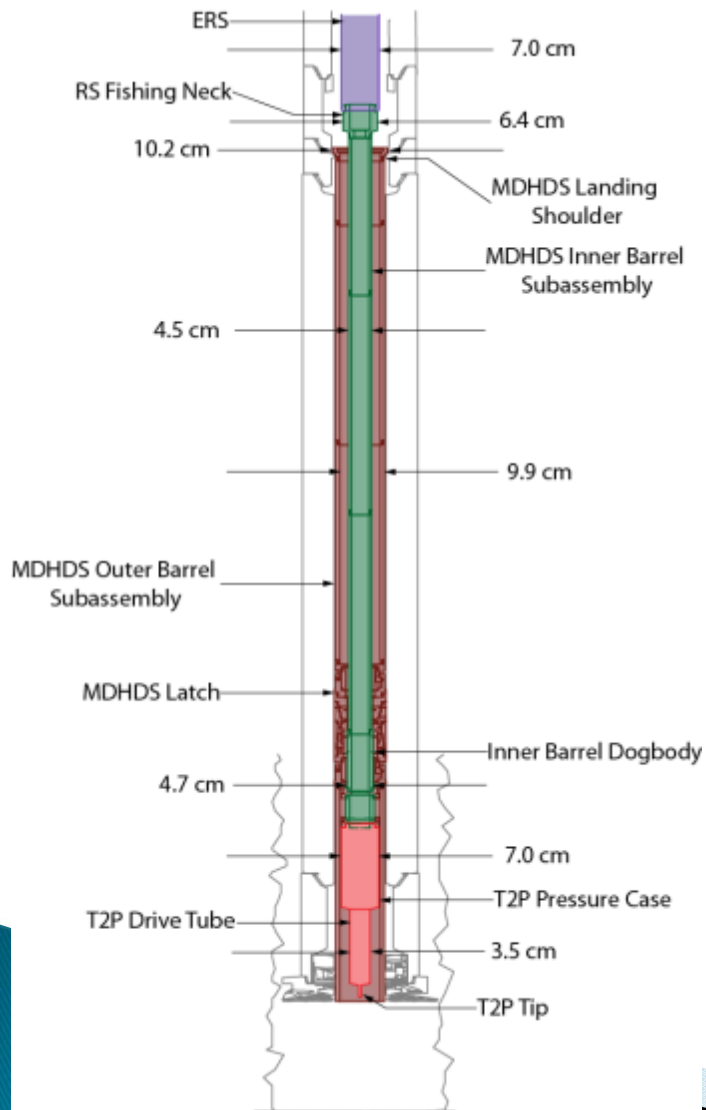


# Recovery Tool (ERS)

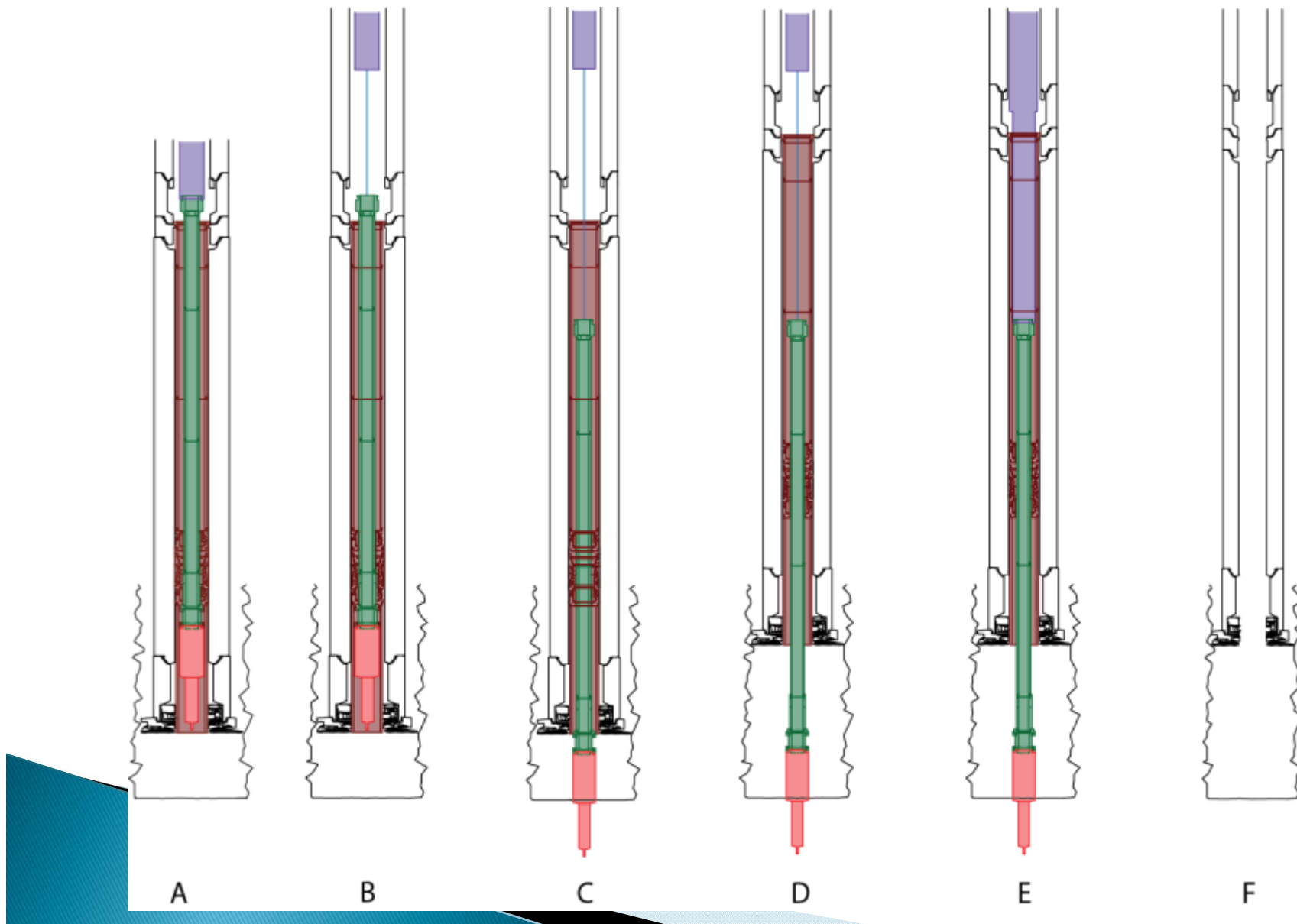




# Daq Tool (MFTM)



# How it Works

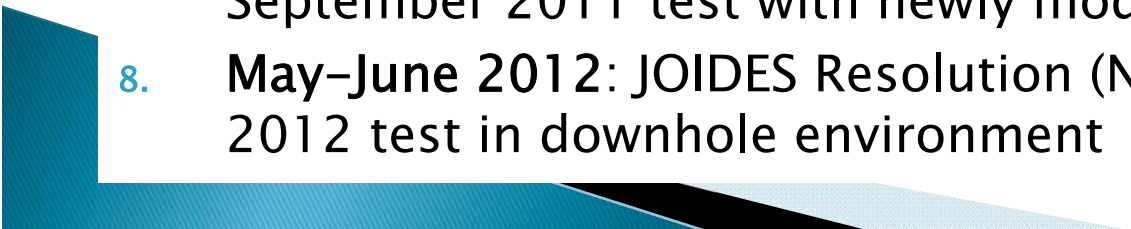


# Timeline

- ▶ 1997: Original drilling on Jersey Slope
  - Stratigraphy to pore pressure
- ▶ 2001–2005: Pore Pressure Penetrometers
  - Penetrometer development
  - Exp. 308 testing
- ▶ 2007–2012: MDHDS & Engineering Development
- ▶ 2012: Expedition 342



# A Busy 12 Months

1. **May 2011:** LDEO Borehole Facility (Lamont, NY)—Communications and latch test at 7000 psi
  2. **August 2011:** Schlumberger Test Facility (Sugar Land, TX)—Test T2P, MDHDS, ERS, and MFTM in a downhole environment.
  3. **December 2011:** Mohr Engineering (Houston, TX)—Test modifications made to the MDHDS latching
  4. **January 2012:** BEG (Austin, TX)—Space out the inner and outer barrels of the MDHDS
  5. **January 2012:** Schlumberger Test Facility (Sugar Land, TX)—Test the MDHDS latching mechanism in a downhole environment
  6. **March 2012:** Mohr Engineering (Houston, TX)—Bench-top testing of the modified ERS
  7. **April 2012:** Schlumberger Test Facility (Sugar Land, TX)—Repeat September 2011 test with newly modified components
  8. **May–June 2012:** JOIDES Resolution (North Atlantic)—repeat April 2012 test in downhole environment
- 

# The JOIDES Resolution





# The JOIDES Resolution

- ▶ 470.5' long
- ▶ 70' wide
- ▶ 202' tall
- ▶ Completed >140 expeditions
- ▶ >250 km of core recovered



Logging Office: where we spent most our days for 2 weeks





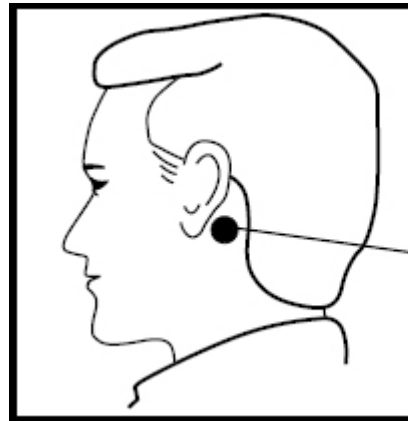
# Exercise keeps the mind sharp



# Three things you need to survive



# Three things you need to survive

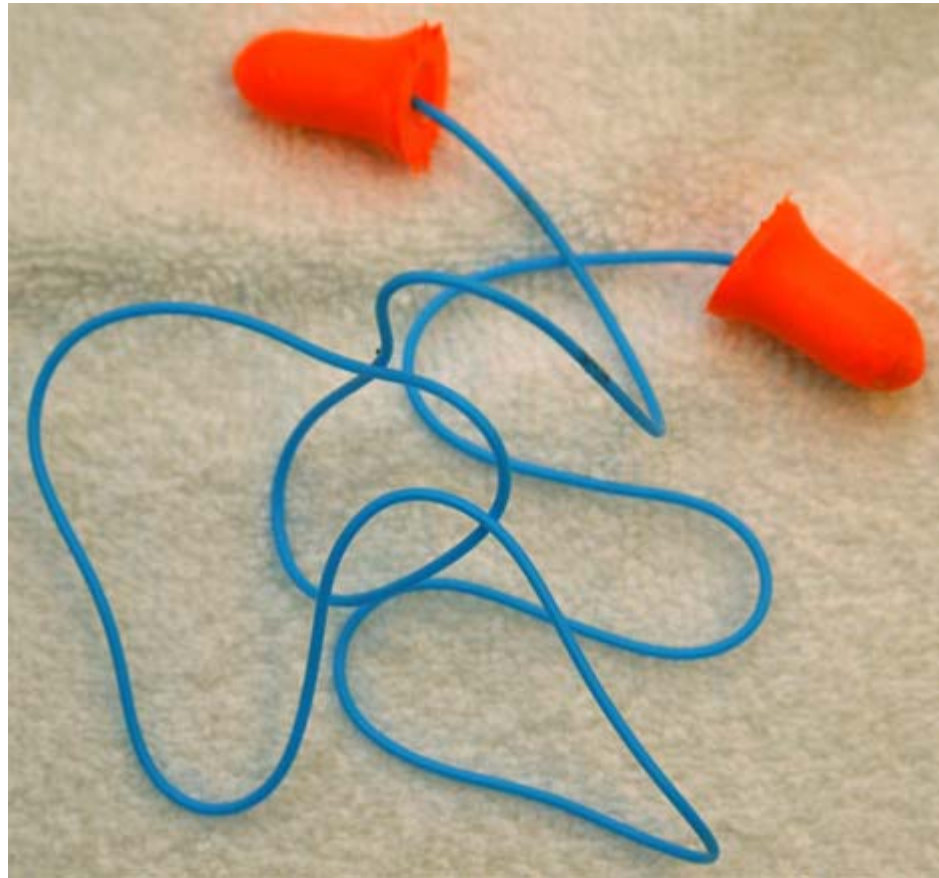


tan-colored patch

(Figure 3)



# Three things you need to survive



# Sea Trials

- ▶ 26 May—Arrive in Curaçao
- ▶ 28 May—Depart Curaçao
- ▶ 2 June—Arrive in Bermuda
- ▶ 4 June—Depart Bermuda
- ▶ 6 June—Arrive at Site U1402
- ▶ 6–8 June—Complete Sea Trials
- ▶ 8 June—Depart JR/Arrive in NJ





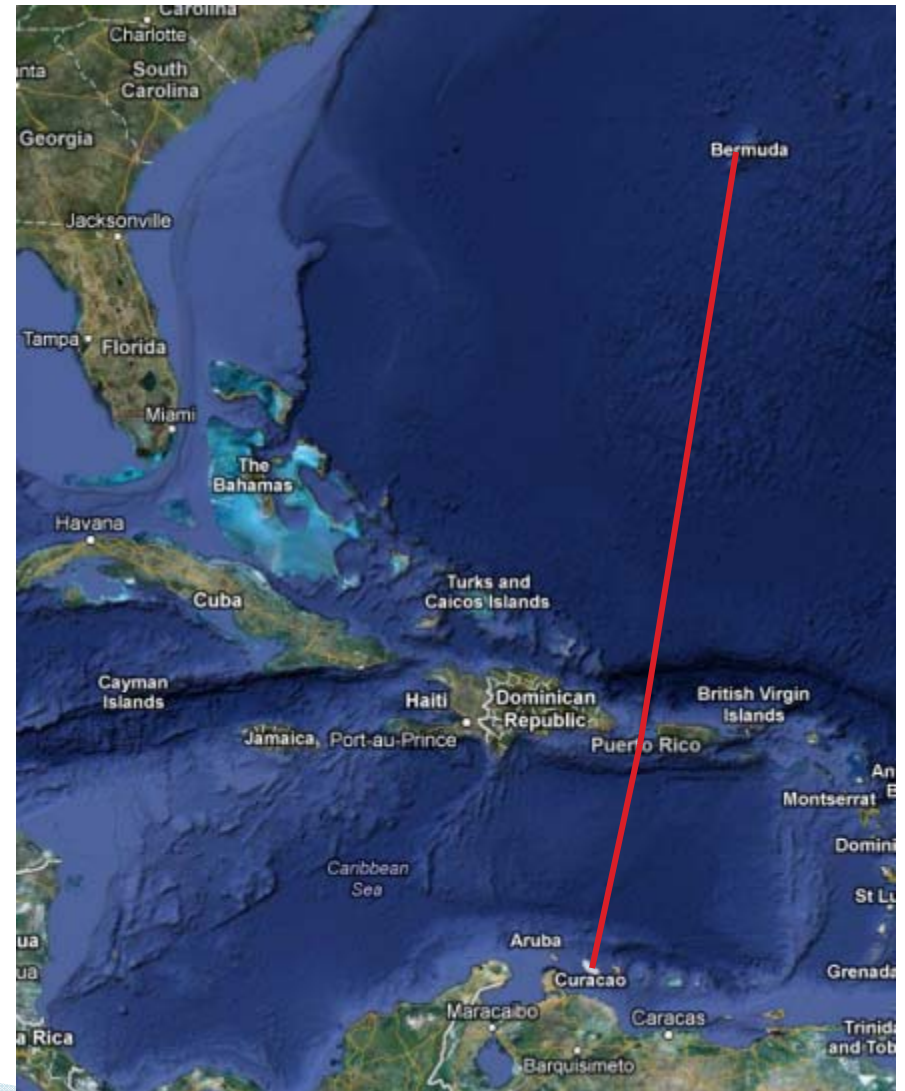
# Curçao

- ▶ Former Dutch colony
- ▶ Lots of Amstel Light
- ▶ Beautiful island with a repressed economy



# Curaçao to Bermuda

- ▶ 4.5 days at sea
- ▶ 1 day sea sick
- ▶ Lots of pre-testing preparations



# Bermuda

- ▶ Better beer than Curaçao
- ▶ 2 day port call
- ▶ 1 long hike





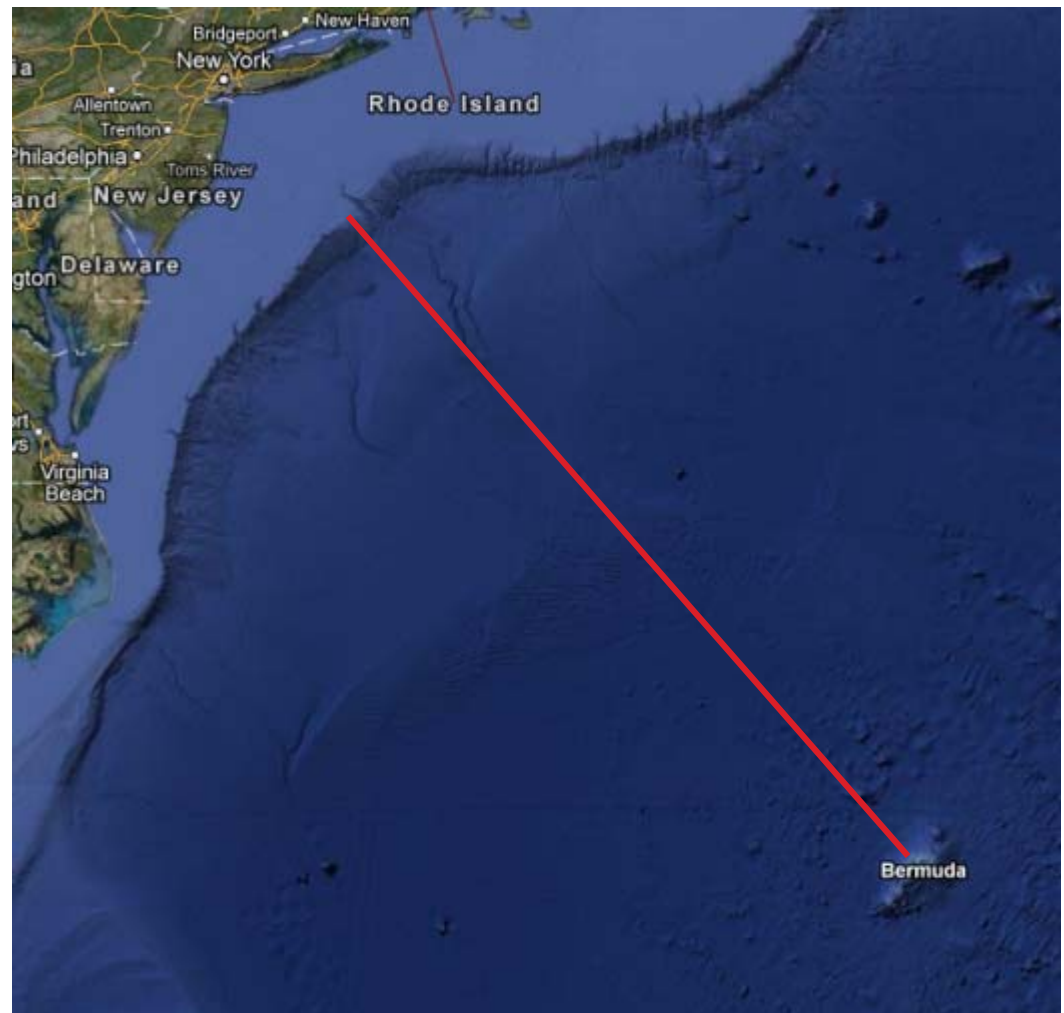
# Bermuda

- ▶ Better beer than Curaçao
- ▶ 2 day port call
- ▶ 1 long hike



# Bermuda to U1402 (Jersey Slope)

- ▶ 2 day transit
- ▶ 12–15 ft seas
- ▶ 40 mph winds
- ▶ Lots of sleep
- ▶ Lots of soft-serve ice cream





# Sea Trials

## Proposed Plan:

- ▶ Wash to 100 mbsf
- ▶ Deploy T2P, wash 2m
- ▶ Deploy T2P, wash 2m
- ▶ Deploy SET-P,
- ▶ Piston Core!
- ▶ Deploy T2P, wash 2m
- ▶ Deploy T2P, wash 2m
- ▶ 3 Piston Cores



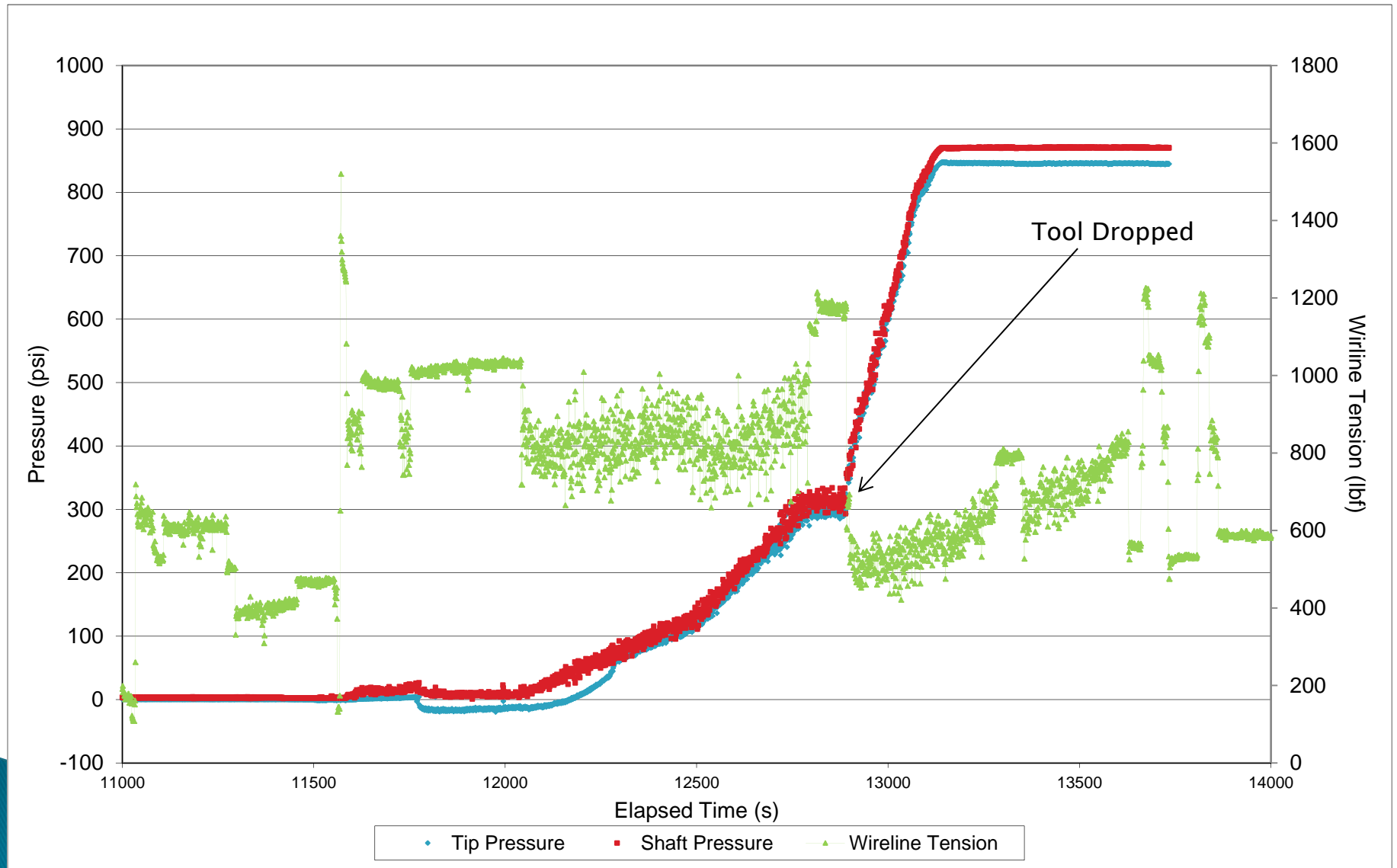
# Sea Trials

## Actual Sequence:

- ▶ Begin deploy of T2P
- ▶ Drop T2P and MDHDS 300 m
- ▶ Spend ~8 hrs getting it back
- ▶ Wash to 100 mbsf
- ▶ Deploy T2P
- ▶ Have a successful test
- ▶ Get T2P stuck for 5 hrs
- ▶ 2 Piston Cores

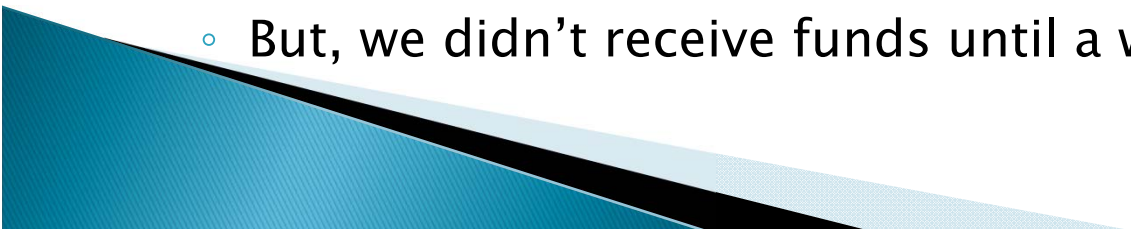


# Sea Trials: Deployment One

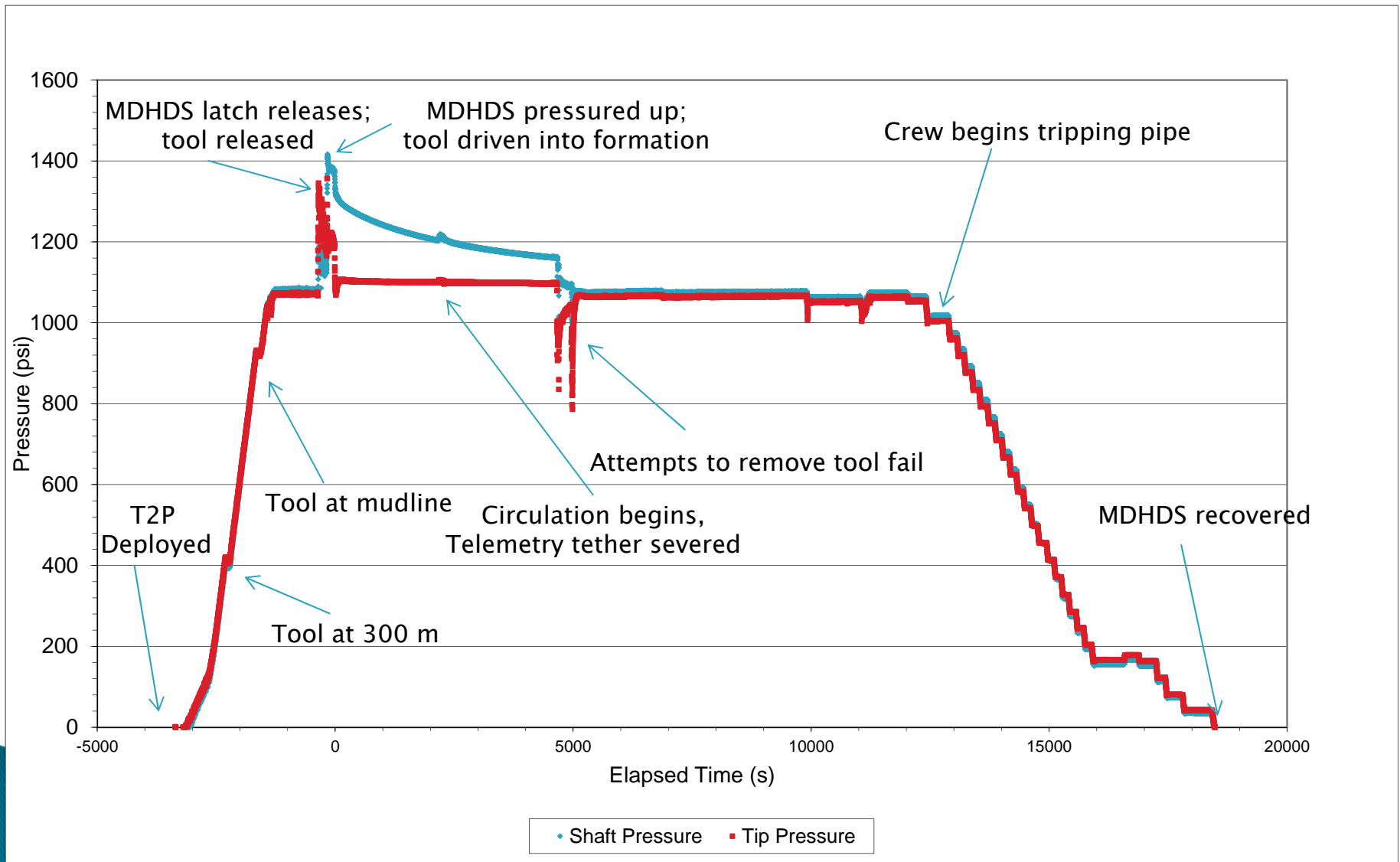


# Sea Trials: Deployment One

## What Happened?

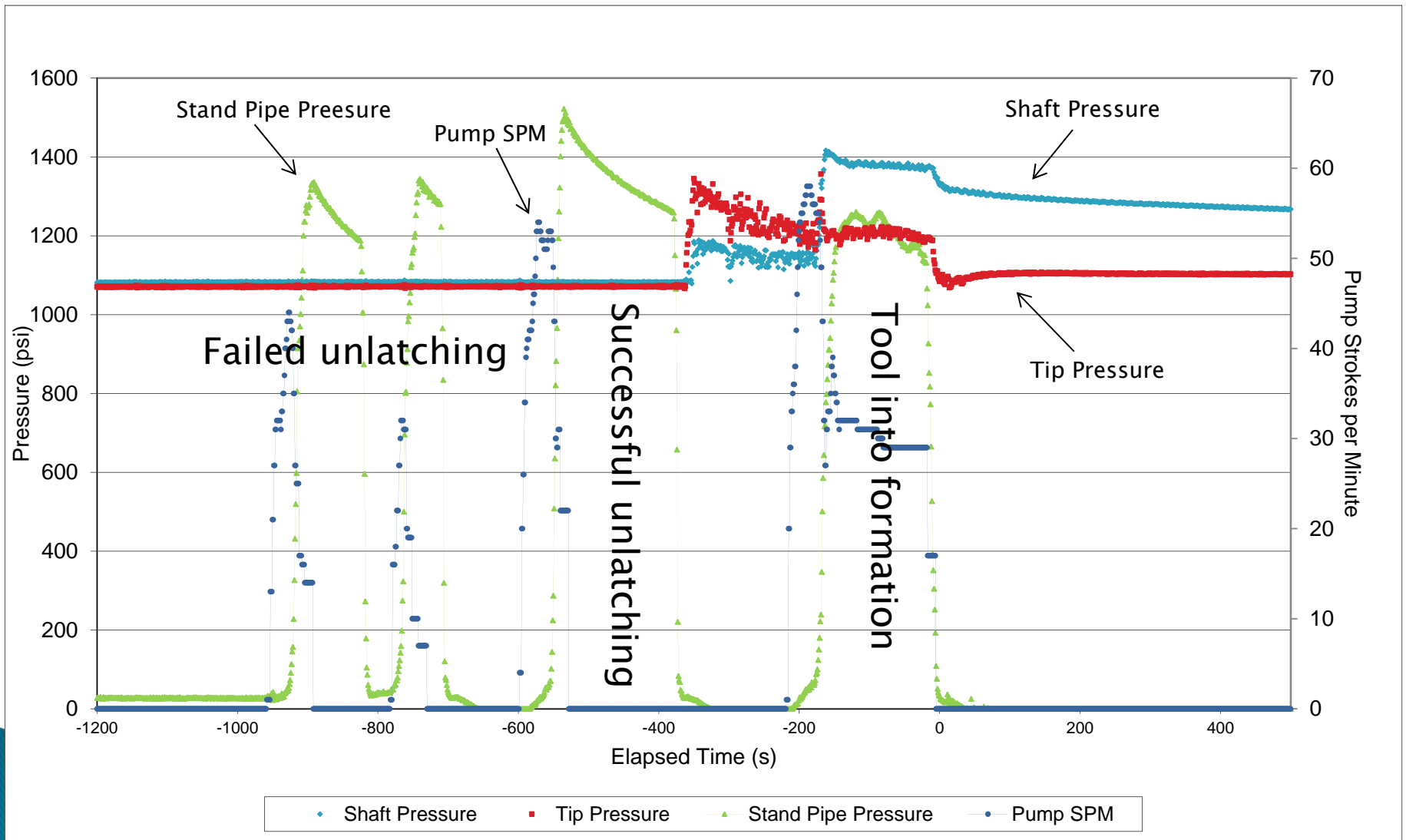
- ▶ Very strong sub-surface currents
    - The drill string was literally chattering!
  - ▶ Faulty latch mechanism on the recovery tool
    - Caused premature release and inability to recover
  - ▶ Faulty connection between penetrometer and Daq (no real-time communication)
  
  - ▶ In our defense:
    - We applied for and received funds to make changes to recovery tool to address known problems
    - But, we didn't receive funds until a week before shipping tools
- 

# Sea Trials: Deployment Two

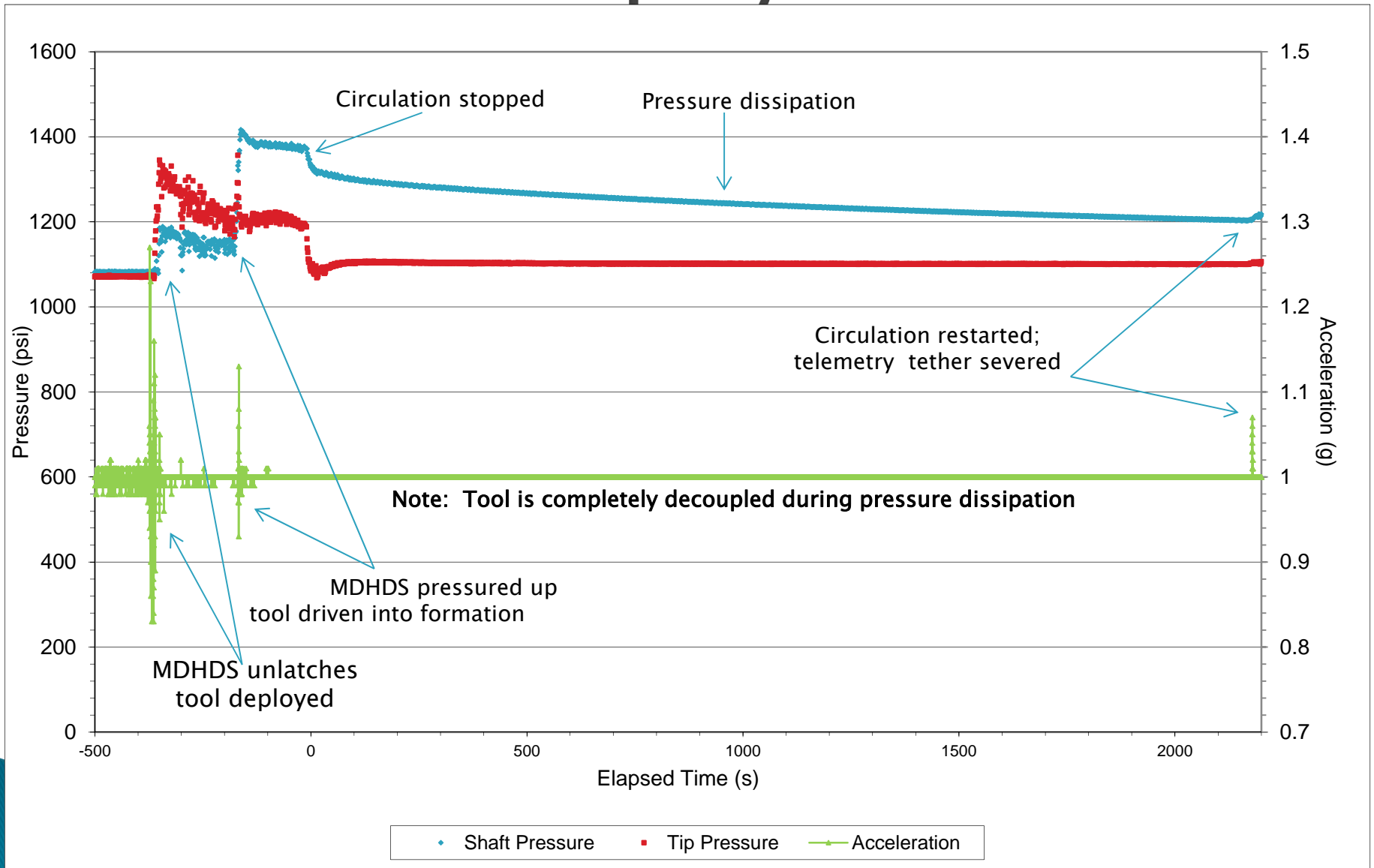




# Sea Trials: Deployment Two



# Sea Trials: Deployment Two



# Sea Trials: Deployment Two



# Summary of Results

- ▶ Core objectives of Sea Trial were achieved:
  - Penetrometer was remotely deployed
  - Penetrometer was completely decoupled from drill string
- ▶ Problems with recovery tool #1 resulted in poor latching and no real-time data
- ▶ Restarting circulation resulted in sanding the delivery tool in drill string
- ▶ The real-time data tether, although partially successful, may not be viable in the long-term



# Departing the JR in Style





# Departing the JR in Style

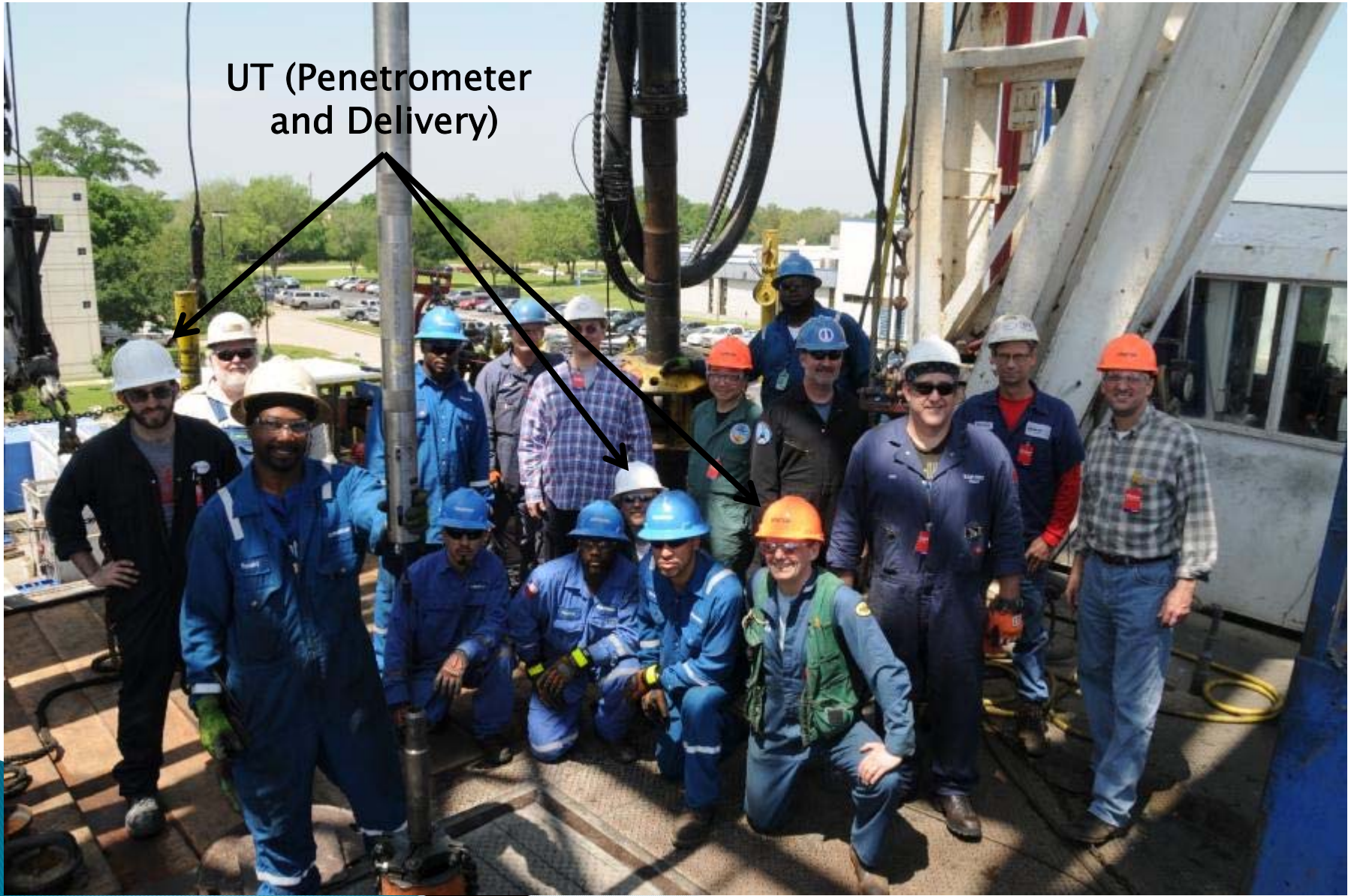


# Where do we go from here?

- ▶ Complete funded modifications to the recovery system
- ▶ Make a few changes to the delivery system
  - Ditch the real-time Daq tether for the time being
  - Install stronger spring
- ▶ Back to Sea!
  - May 2013
  - Depart Victoria BC for ~5 days of tests



# The Team



UT (Penetrometer  
and Delivery)



# The Team



Pettigrew Engineering  
(Delivery)



# The Team





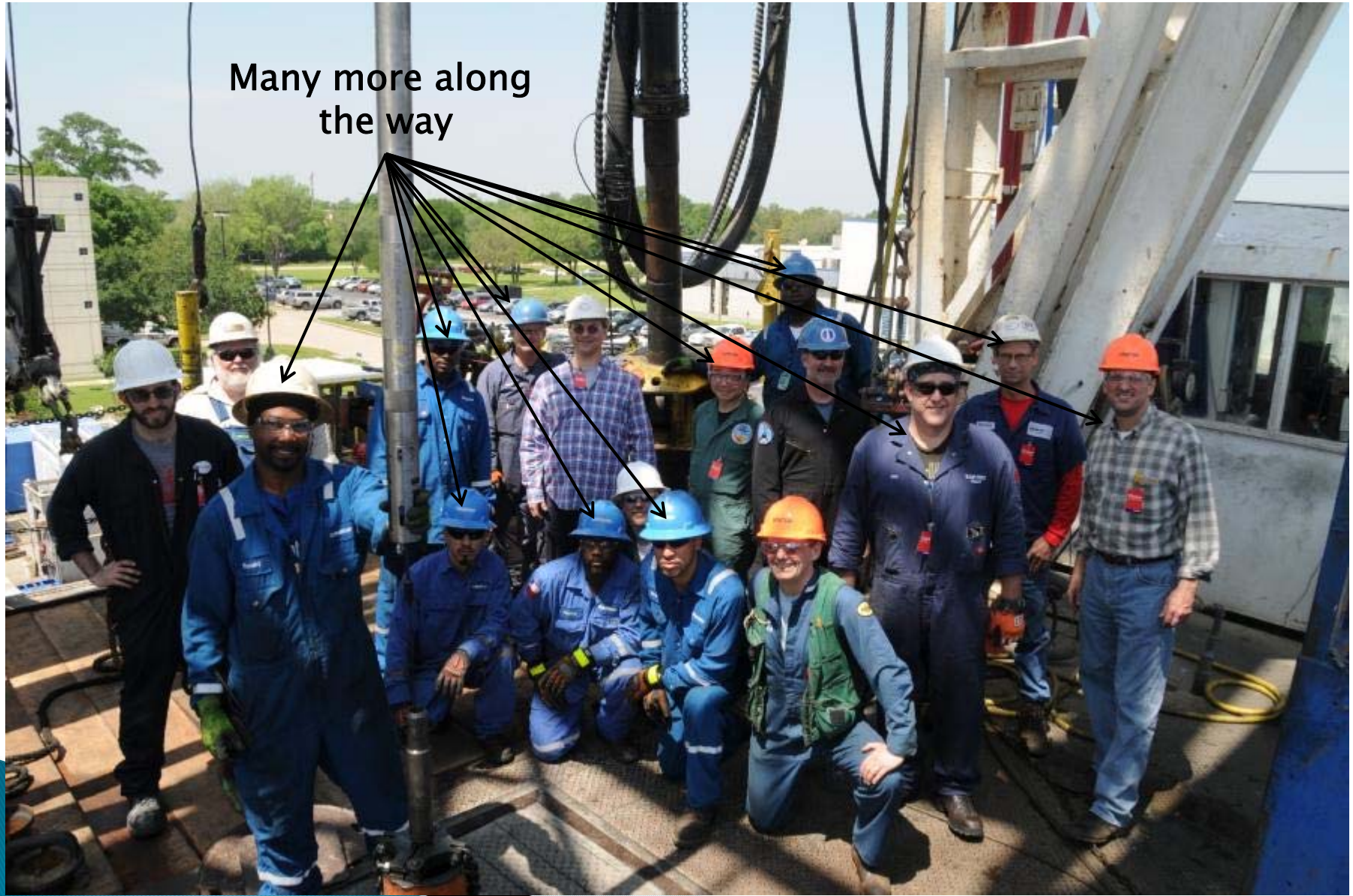
# The Team



Lamont-Doherty  
(Daq)



# The Team



Many more along  
the way

Thank you





