



**TEST  
OF  
SEALMAKER CHEMICAL**

**AT  
SCHLUMBERGER  
IN  
STAVANGER**

EXECUTED 24.03.2006

Written by  
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## TEST OF SEALMAKER CHEMICAL AT SCHLUMBERGER IN STAVANGER

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*Section: NO 34/10-A-6 A, WIREL*

It was decided that one should execute a test of the Sealmaker chemical on a valve similar the one used in the well A-06A. The test was executed at the premises of Schlumberger at Dusaviken outside Stavanger, Norway on Friday the 24<sup>th</sup> of March.



Persons present: Ken Phillips and Todd Harris from Sealmaker, Jarle Tøkje, Schlumberge and Bjørn Sandnæs, Statoil.

The set up of the test was a 7" communication nipple where we made a longitude damage on the lower seal area. We thereafter ran a 7" insert valve with V-packing into the nipple. A 760 meter control line was connected and flushed through with hydraulic oil. The damage on the sealing area was that big that we could not open the insert valve.

Todd Harris connected their pump and pumped through the control line to check the leakage. It was established a leak rate of 24litre / hour.

He filled the tank with 1 litre of *Enviroseal* and followed after with hydraulic oil. The hydraulic oil flushed through leak area until the *Enviroseal* hit the leak area. The seal process started immediately. The sealant started to thicken. The consistant was similar to floating mayonnaise. In the beginning no pressure increase on the control line, but when the remaining was



pumped through we got a pressure increase an the valve opened. Some more *Enviroseal* was pumped and we registered 400 bat at the control line. We keep the pressure on for 20

minutes, and bled it off very carefully and the valve closed. We opened and closed the valve 6 times. Everything looked very fine.

We then connected a pipe under the inert valve, filled up with water and pressure up to 120 bar which is the close in pressure in the well. We did not recognize any pressure increase in the control line. The pressure under the valve was bled off and the valve was opened and closed several times. It functioned very well.

We pressure up the control line to 400 bar and left the pressure on until Monday morning.

**Monday :** Schlumberger reported that the pressure had decreased with 20 bar during the weekend. The pressure was bled off and the valve closed. The valve was demounted and inspected. See enclosed picture

