

2 NEWS

Fast facts: June 2017

Field Operations

Oil quality performance: improved in the North through control of DS1 D&D vulnerability and DS4 flow tank segregation

Dehydrator and Desalter (D&D) upgrades: in progress for Markezia Train B, Shamiyah Train B and Qurainat Train A

Land released free of UXO: 815,149m²

Completion refurbishment of control room/WC: at Janubia, M.Shamiya and Qarmat Ali chemical warehouses 1 & 4

Wells

Wells online: 1 new ESPs and 3 replacement ESPs

Wells completed: 1 Main Pay, 1 Mishrif, 1 Dammam, 2 new ESPs, 5 replacement ESPs

Contracts signed: with IDC56 and IDC59

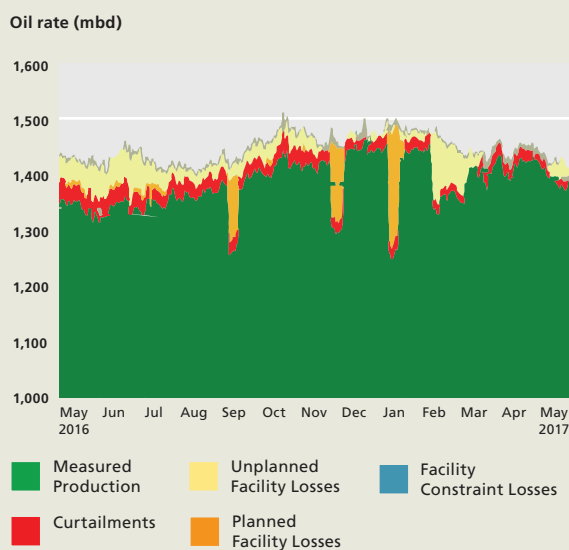
Projects and Support Functions

QAWTP new extension (Veolia): modifications to Actiflo 5 SH-1 complete and other modification work being executed

Free Water Knock Out (FWKO): Knock Out Drums secured in all 4 FWKO sites and 4 separators delivered to Qurainat & Shamiya

Production

Average measured production was 1,445 vs. plan of 1,446mbd. On target despite multiple facility leaks and electrical trips.



Water Injection:

Average water injection was 580 vs. plan of 1,052mbd. Deviance caused by 7-day shutdown to repair 48" pipeline leaks.

Note from the editor

We open this edition with a refreshed look to our front page – partly in celebration of the announcement that the new power plant’s construction phase has been completed!

Everybody at Rumaila is excited by this project, and the newspaper will continue to report on the next stages of ROO’s biggest project as it reaches commissioning in 2018. Among the varied articles this month is a mix of

stories about the people helping to make a difference at Rumaila: from the outstanding example of Ahmed Abdul Hasan Hussain – recognized by BP in their internal international awards for his contribution to DS4’s safety, to the story of Bahaa Tahmir development to becoming a leader within the Wells Team. Finally, we have stories about continuing developments around Rumaila – from roadworks to the D&Ds now in place at two degassing stations.

Do please continue to email us your suggestions for stories and features at newsletter@roobasra.com

Editor:
Kamil Al-Helfi

Reporting and translation:
Bahaa A. Mohammed
and Ammar Aljubir

Photography:
Muaed Zihraw



D&Ds in place at DS3 and DS4

A short ceremony has been held at DS4, in recognition of the efforts made to deliver the first six new production vessels of the phased implementation plan to bring new D&Ds to Rumaila.

As reported in April’s *Akhbar Al-Rumaila*, the vessels were brought to the Rumaila Supply Base (RSB) from the port of Um Qasr and then made the 18km and 22km journey to DS3 and DS4 respectively. The complex project took 18 months of planning and preparation, and included the construction of a new dedicated bridge at DS4, so that the largest 200-tonne vessel could be transported onto the southerly area of the degassing station.

Commenting on the arrival of the vessels to the facilities, DS4 Site Engineer Faisal Gazi Al-Ghanim said: “The installation of the two new D&Ds is one of DS4’s most important project. They will raise Train-1 and Train-2’s capacity to 100,000 barrels per day (bpd) each – up from 80,000 and 40,000 bpd respectively. DS4 will soon have four trains with four D&Ds units online, and we also have a project under way to process additional

amount of oil from DS5, by tying-in a flexible line from DS5 to DS4’s new D&Ds.”

The three dehydrators and three desalters were transported using a Self Propelled Mobile Transporter (SPMT). Once the vessels reached their designations, they had to be carefully placed as close as possible to the existing oil production separators for ‘hooking-in’ and integration, to ensure maximum efficiency.

Because of logistical constraints within the degassing stations, large cranes could not be deployed to lift each vessel into place and so a different solution was deployed for each of the major vessel types, as Oil Facilities Projects Manager Mark Taylor explained:

“With the larger desalter vessel, the SPMT was driven to the pre-prepared foundation. Because the length of the vessel was actually longer than the SPMT, we were able

to bolt a large saddle to its underside on either end. The SPMT’s jacks (powerful hydraulic cylinders) were then lowered so that the vehicle could drive away, leaving the desalter resting on its new saddle.

“For the smaller dehydrator vessel, which did not protrude beyond the end of the SPMT, the vessel was raised by using jacks and special side extensions. Similar saddles were then bolted into position, before ultimately being lowered into the permanent position and secured with very large anchor bolts.”

The next step for the new D&Ds will see the piping, mechanical and electrical works required to integrate the vessels with the plants’ infrastructure, a process which will see them commissioned in late 2017.

Mark Mathews, Civil Construction Manager, added: “These vessel moves have been a remarkable experience. The teamwork and effort from the Oilfield Police Force, RSB, Security, ROO HSE and DS4 asset teams has been exceptional; in addition, our supporting contractors, CPECC, Sarens and Lowether Rolton, Tareq Altashyeed, Al Ameri and Aswar Alarich have all done an amazing job. We started slowly to be sure that we managed safety at all times, improving our operations each time we repeated the steps, so that in the end we finished the programme safely with no incidents and 11 days ahead of schedule.”