

PROBLEM REPORT

(To be filled-up by Field Personnel)

Note : All equipment problem reports must be submitted not later than 24 hours of the incident. All columns must be filled.

Kindly email PR to your superior and Operations manager, cc problem.alert@neudimension.com.

All Problem Investigation Report (PIR) must be submitted not later than **5 days**

DEPARTMENT		LOCATION		
<input type="checkbox"/> SLS <input type="checkbox"/> CHS <input checked="" type="checkbox"/> CTS <input type="checkbox"/> BASE		<input type="checkbox"/> WMO <input type="checkbox"/> EMO <input type="checkbox"/> INTERNATIONAL/OTHERS: _____		
CATEGORY				
<input checked="" type="checkbox"/> SURFACE EQUIPMENT <input type="checkbox"/> PRESSURE CONTROL EQUIPMENT <input type="checkbox"/> DOWNHOLE TOOL <input type="checkbox"/> OTHERS: _____				
PR DETAILS				
(A)	DATE OF INCIDENT	16 TH AUGUST 2024	TIME OF INCIDENT	1000H
	CLIENT	PCSB	DOWNTIME INCURRED	
	LOCATION/WELL NO	ANGSI/B15	PUMPING SUPERVISOR	JOHAIRI JOHOR
	PACKAGE/UNIT NO.	PP02	CREW	1. Aizam 2. Ainudin 3. Fakrul Alim
(B)	Problem Title: Crossover miss out mobilization to Angsi Bravo for Well B15			PR Running No:
(C)	Equipment/ Tool Involved (Serial/ Part No.) Wellhead Crossover (7-5 x CB44 and CB44 X CB22)			
	Supplier:			
(D)	Operational Information: Preparation for Tubing Pickling and SISQ for well B15			
	JOB / RUN TYPE	Rig up on well B15	PREVIOUS RUNS (IF APPLICABLE)	N/A
	MAX ANGLE	N/A	INCIDENT DEPTH/ANGLE	N/A
	SHUT-IN TUBING HEAD PRESSURE (SITHP) PRE-RUN	N/A	SITHP AFTER RUN (IF APPLICABLE)	N/A
	FLUID LEVEL / WELL TYPE	N/A	CASING HEAD PRESSURE	N/A
	PULLING WEIGHT	N/A	RUNNING WEIGHT	N/A
	MAX HANGING WEIGHT	N/A	WIRE/COIL SIZE & TYPE	N/A
	TOOL CONFIGURATION	N/A		

DIMENSION BID

(D) **Brief Description of Incident**

On **June 27, 2024**, the Project Engineer (PE) issued a request to prepare a 7-5 x CB22 crossover for the upcoming operations at Angsi Bravo, for well B15.

By **July 1, 2024**, the crew had prepared two different crossovers: a 7-5 x CB44 and a CB44 x CB22, along with the necessary chemicals intended for well B22. The plan at that time was to load out the equipment for both wells B15 and B22 together on July 4, 2024.



Figure 1: 7-5 X CB44 and CB44 X CB22 Crossover Packed in Cargo Container MM6-1002




However, on **July 9, 2024**, a sudden change in operational plans occurred. The focus shifted from wells B15 and B22 to well B18L, which required different preparations, including the mobilization of an N2 package. Consequently, the List of Loadouts (LOL) for B18L was submitted, and the loadout equipment for wells B15 and B22 was put on hold.

By **July 16, 2024**, the loadout for well B18L was successfully completed. However, due to changes in plan, the wellhead crossover, which was initially planned for well B15 was excluded from this loadout.

Finally, on **August 6, 2024**, the crew prepared for the loadout for well B15. Unfortunately, the crossover that was initially prepared for B15 was inside chemical container for B22 loadout. Due to congested space on the main deck area, the B22 equipment was left out from the loadout. This oversight led to the crucial error of excluding the wellhead crossover required for well B15.

Note: Please describe 1. Chronology that leads to incident, 2. Your observation/evidence on current situation 3. Client Feedback and 4. Evidences found and preservation action taken
Preserve all evidence for problem identification/reproduction at base.

DIMENSION BID

(E)	<p><u>Possible Cause of Incident</u></p> <ol style="list-style-type: none"> 1. Sudden Change in Operational Plans: The abrupt shift in focus from wells B15 and B22 to B18L on July 9, 2024, disrupted the original loadout plans. The change required a different set of equipment, including the N2 package for B18L, which led to the postponement of the B15 and B22 loadouts. This sudden shift created confusion and disrupted the preparation process. 2. Miscommunication or Lack of Coordination: The transition from preparing for B15 and B22 to B18L may have resulted in miscommunication or a lack of coordination among the team members. This could have led to the incorrect assumption that the B15 crossover was no longer needed or had been accounted for in another part of the process. 3. Human Error in Loadout Preparation: When the loadout for B15 was finally prepared on August 6, 2024, the crossover intended for B15 was storage inside chemical container included in the B22 loadout. This was a critical error, likely caused by confusion or oversight during the hectic loadout process. 4. Lack of a Robust Tracking System: A more robust system for tracking and verifying the inclusion of all necessary equipment, particularly critical items like the wellhead crossover, might have prevented this error. The absence of such a system allowed the mistake to go unnoticed until it was too late. <p><i>Note : This is only an initial assumption based on limited information available at time of incident. It is not final and used only to assist investigation.</i></p>
(F)	<p><u>Recommendation and Solution</u></p> <ol style="list-style-type: none"> 1. Development of New Documentation for Equipment Requests (Iron Request): A new, standardized document will be created specifically for equipment requests. This "Iron Request" form will clearly outline the equipment required for each well, ensuring that all necessary items are accounted for and reducing the risk of oversight. 2. Enhancement of the Load-Out List (LOL): The existing Load-Out List will be improved by adding a new column to specify the well number associated with each basket and container. This enhancement will allow for more precise tracking and segregation of equipment, ensuring that items are correctly allocated to their intended destinations. 3. Improvement of Labelling Procedures: The labeling process will be enhanced by logistics to include clear identification of the well number on each basket and container. This will involve updating labeling stickers to ensure that they prominently display the well number, facilitating easier identification and reducing the likelihood of equipment being packed incorrectly.
(G)	<p><u>Details of Originator</u></p> <p>Reported by:</p> <div style="text-align: center; margin-top: 20px;">  <hr style="width: 20%; margin: 0 auto;"/> </div> <p>Name: Nurul Farahana Muhammad Khairul Teo Position: Junior Field Engineer Date: 19th August 2024</p>
(H) TO BE FILLED BY TOWN:	
<p>Action by:</p> <div style="text-align: center; margin-top: 20px;">  <hr style="width: 20%; margin: 0 auto;"/> </div> <p>Name: Mohd Shahfariz Salim Position: Technician/Engineer Date: 19th August 2024</p>	<p>Verified by:</p> <div style="text-align: center; margin-top: 20px;">  <hr style="width: 20%; margin: 0 auto;"/> </div> <p>Name: Mohd Khairul Ridhwan Azizan Position: Field Service Manager Date: 19/8/2024</p>