



25<sup>th</sup> anniversary  
annual INCOSE  
international symposium  
Seattle, WA  
July 13 - 16, 2015



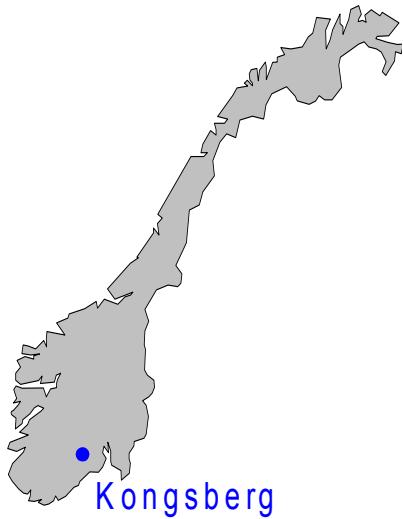
# Creating an A3 Architecture Overview; a Case Study in SubSea Systems



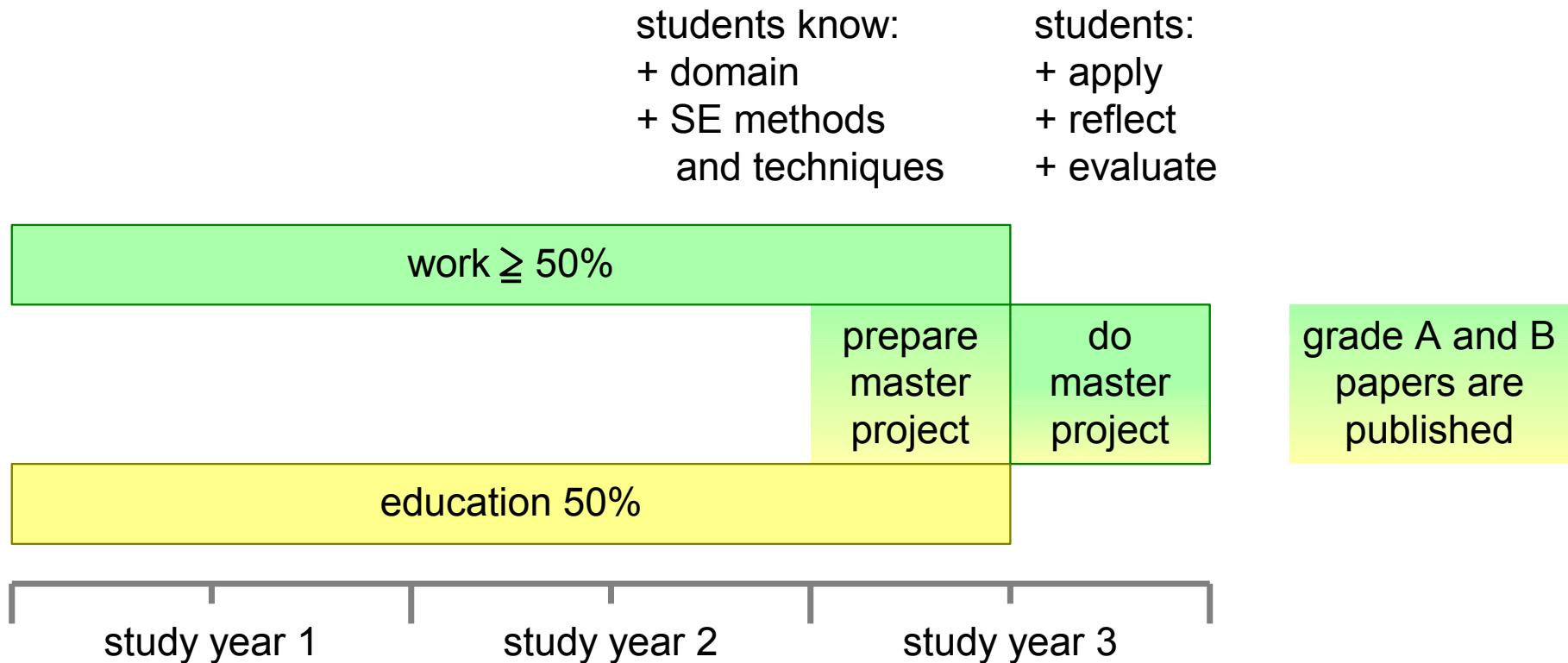
Gerrit Muller, HBV-NISE Martin  
Moberg, Aker Solutions  
Damien Wee, FMC Technologies  
Kongsberg, Norway



# Technology park Kongsberg



# Research Model Master Students Systems Engineering in Kongsberg, Norway



# Exercises during 1 week: multiple iterations



1. elevator

**C**ustomer objectives

**A**pplication

**F**unctional

**C**onceptual

**R**ealization

**+** Life cycle

2. exploring the case

3. story telling

4. use case

5. dynamic behavior

6. block diagram

7. context and workflow

8 customer key driver graph

9. budget based design

10. concept selection

11. business plan

12. change analysis

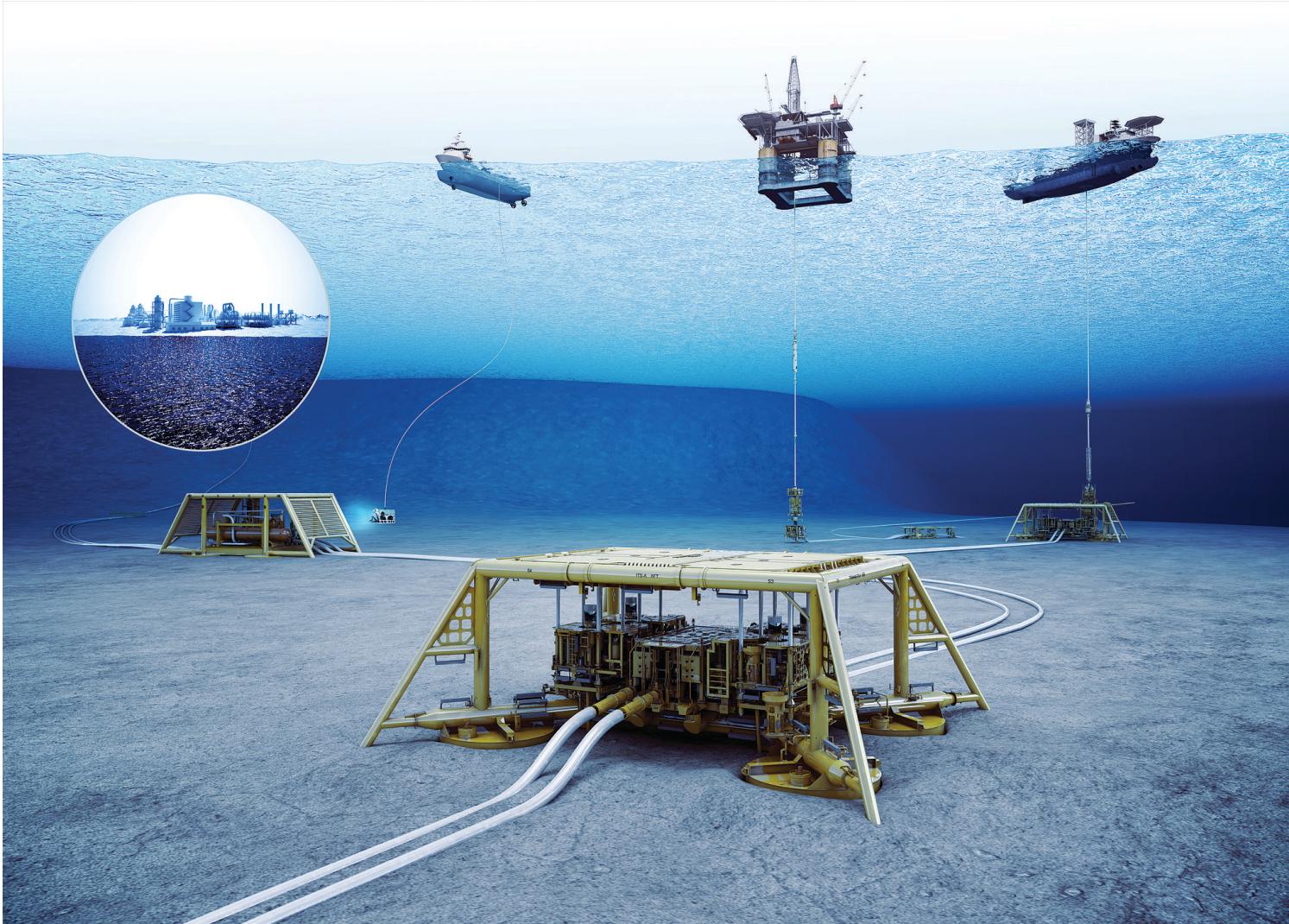
13. line of reasoning

14. thread of reasoning

15. quantified chain of models

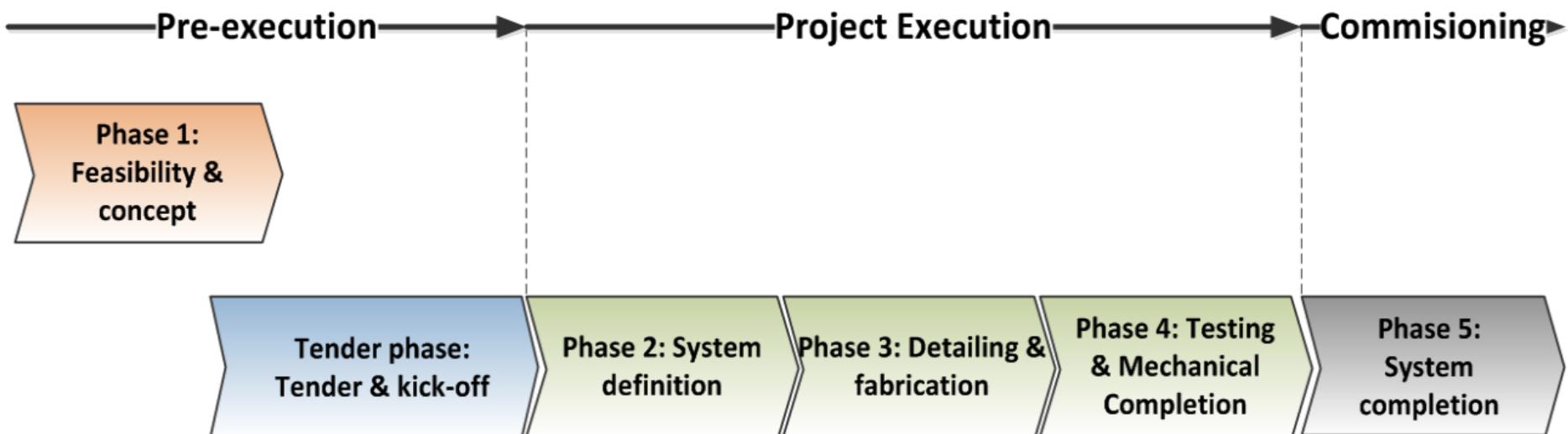
16. credibility and accuracy

# Artistic impression of a subsea production system, by FMC Technologies



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# Typical project execution process.



# Requirements; complex requirements precedence



high ← typical order of precedence for a Norwegian field → low

Petroleum Safety Authority Norway	Oil and gas company project specific requirements	Oil and gas company specifications (frame agreement)	supplier project specific requirements	ISO NORSO API standards	others (DNV, IEC, ...)
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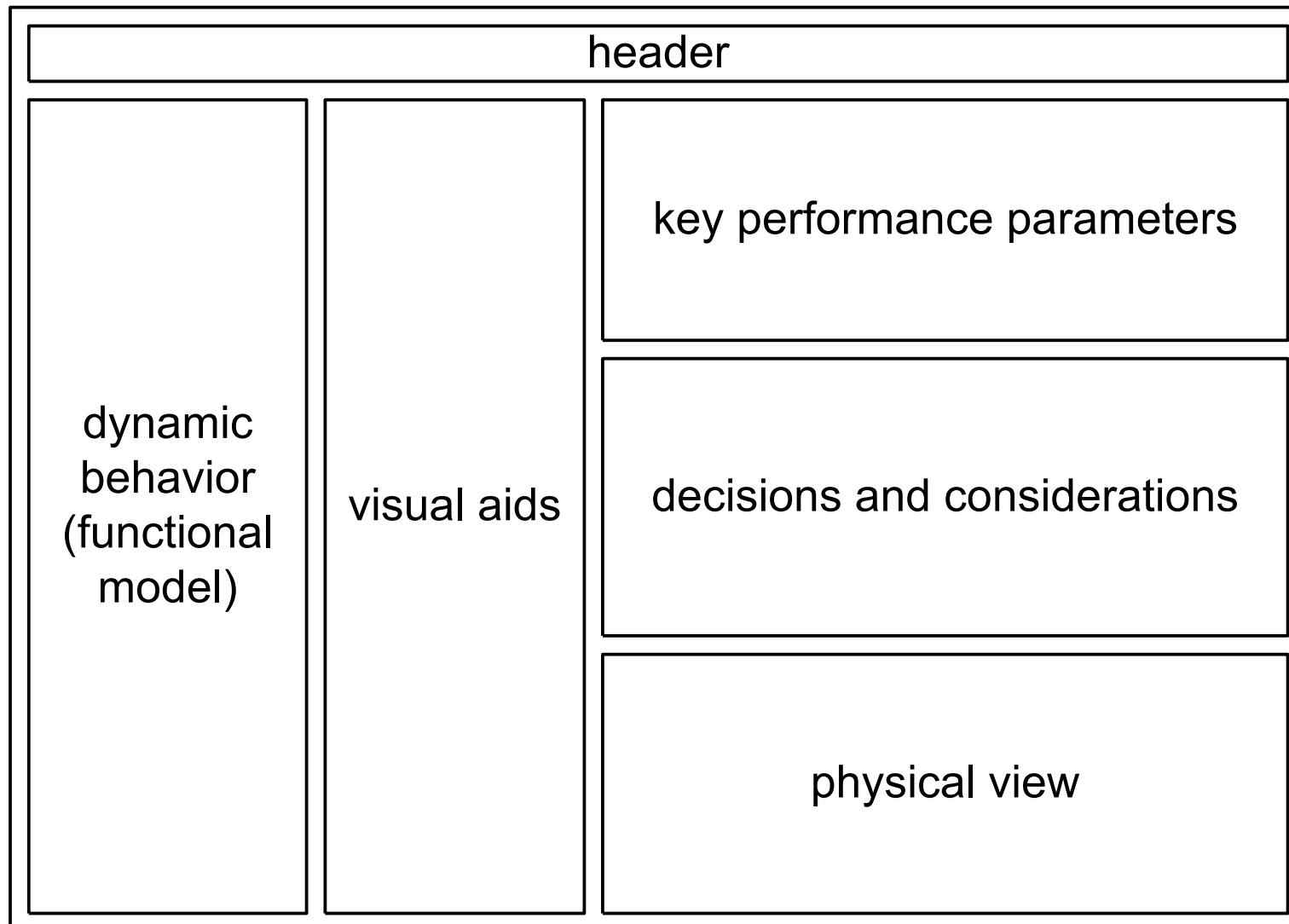
- Many requirements specify *how* (the solution) rather than *what* (black box level function and performance)
- Many requirements are ambiguous
- Many requirements are not quantified and verifiable

# Problems with current knowledge system



- Dynamic behavior is lacking
- Explicit definition of key performance parameters, and how the system achieves key performance parameters is lacking
- The overview (how do all parts fit together and how will they fit stakeholder needs) is missing
- The overview of the documentation is missing.
  - excessive amount of documentation.
- Customer and operational needs are missing (the rationale behind most requirements)

# Borches: A3 architecture overview, example layout



# Conceptual modeling principles, objectives, and recommendations



## *principles*

use feedback  
work incremental  
work evolutionary

be explicit  
make issues tangible

## *objectives*

support communication

facilitate reasoning

support decision making

create  
maintain  
understanding  
insight  
overview

translate into

help to achieve

translate into

## *recommendations*

Time-box

Iterate

Quantify early

Measure and validate

Multiple levels of abstraction

(Simple) mathematical models

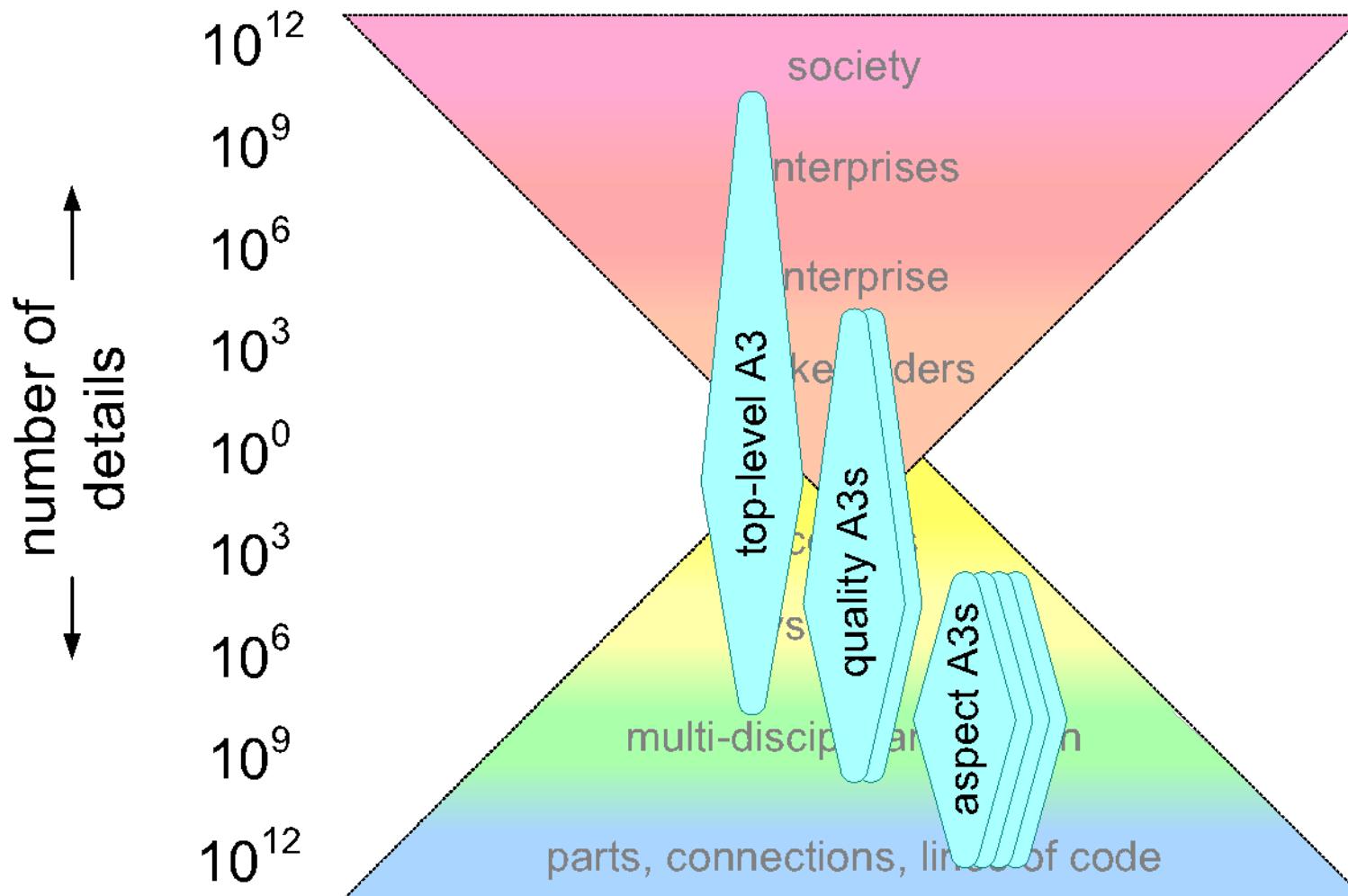
Analysis of accuracy and credibility

Multi-view

System and its context

Visualize

# Using multiple levels of A3s to capture multiple levels of abstraction



# Colophon

The examples in this presentation are based on the work of SEMA participants: Martin Moberg<sup>a</sup>, Tormod Strand<sup>a</sup>, Vazgen Karlsen<sup>f</sup>, and Damien Wee<sup>f</sup>, and the master project paper by Dag Jostein Klever<sup>f</sup>. Sensitive and confidential information is removed or obfuscated.

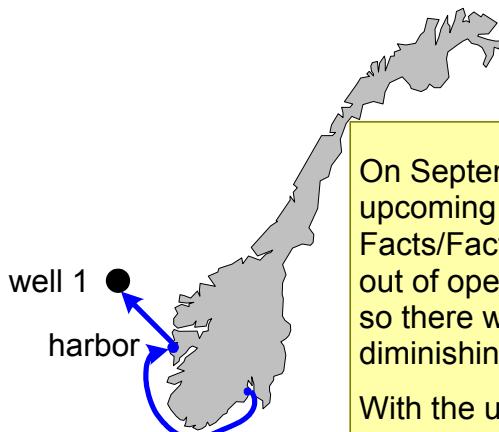
All mistakes are to be blamed to the author.

Gunnar Berge stimulated the creation of a subsea example.

<sup>a</sup>Aker Solutions

<sup>f</sup>FMC Technologies

# Story: Workover Anno 2015



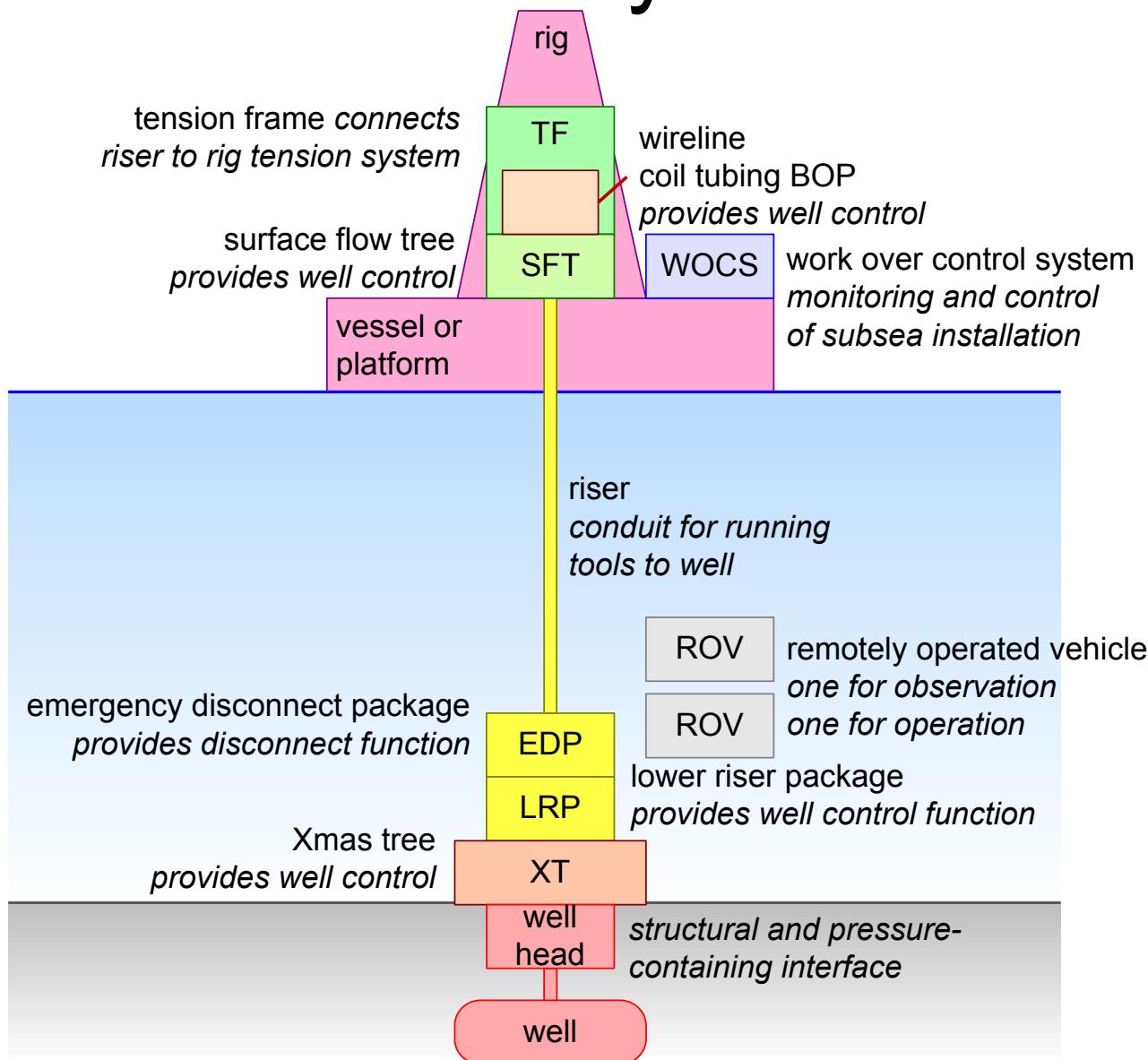
On September 4, Captain Frode Johansen was discussing the plans for the upcoming workover of South Gullfaks (see <http://www.npd.no/en/Publications/Facts/Facts-2011/Chapter-10/Gullfaks-Sor-/>) with his crew. Their vessel had been out of operation for recertification of the equipment much longer than anticipated, so there was a lot of pressure from Statoil on their schedule. Statoil sees diminishing production in several of the wells, so workover operations are urgent.

With the upcoming fall and winter storms, Frode hopes to finish the next three workover operations in a new record time. The equipment supplier had not only recertified all equipment, but also renovated parts of the riser system allowing for faster deployment and retrieval. The supplier tested and installed equipment in Horten. Tomorrow they will arrive in Sotra, their company support station. Here they will stock their fuel, food, coiled tubing, and other material.

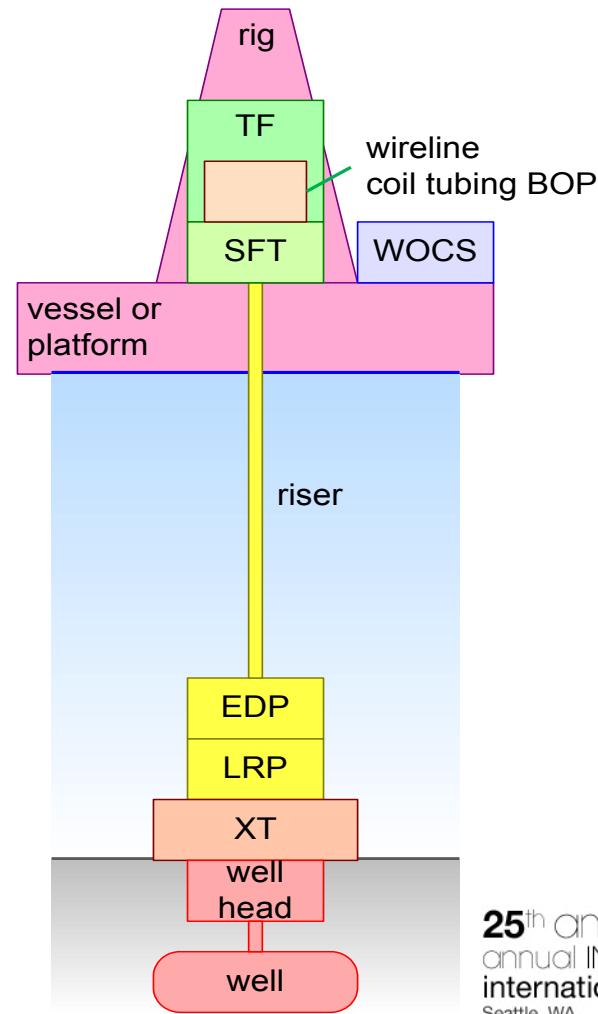
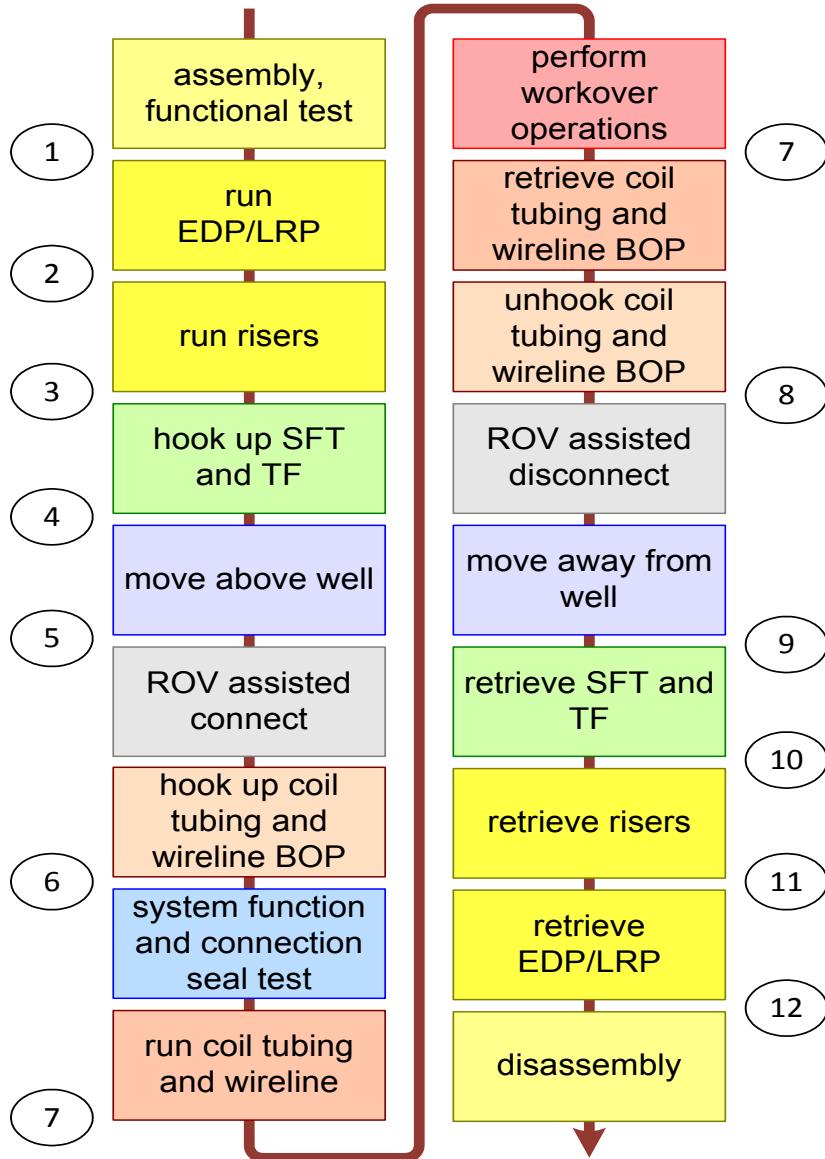
The weather forecast shows a depression close to Iceland that moves slowly in Norway's direction. If they can start deployment of the riser on September 7, then they probably finish the workover before the storm associated with the depression is too severe.

Since the schedule is so tight, the captain proposes to preassemble the riser system as far as possible while traveling. In addition, the accumulators can already be charged. The captain asks the foreman to make a schedule and to allocate tasks to the crew. Safety will be a key attention point, since working with such equipment with sea state 3 provides risks.

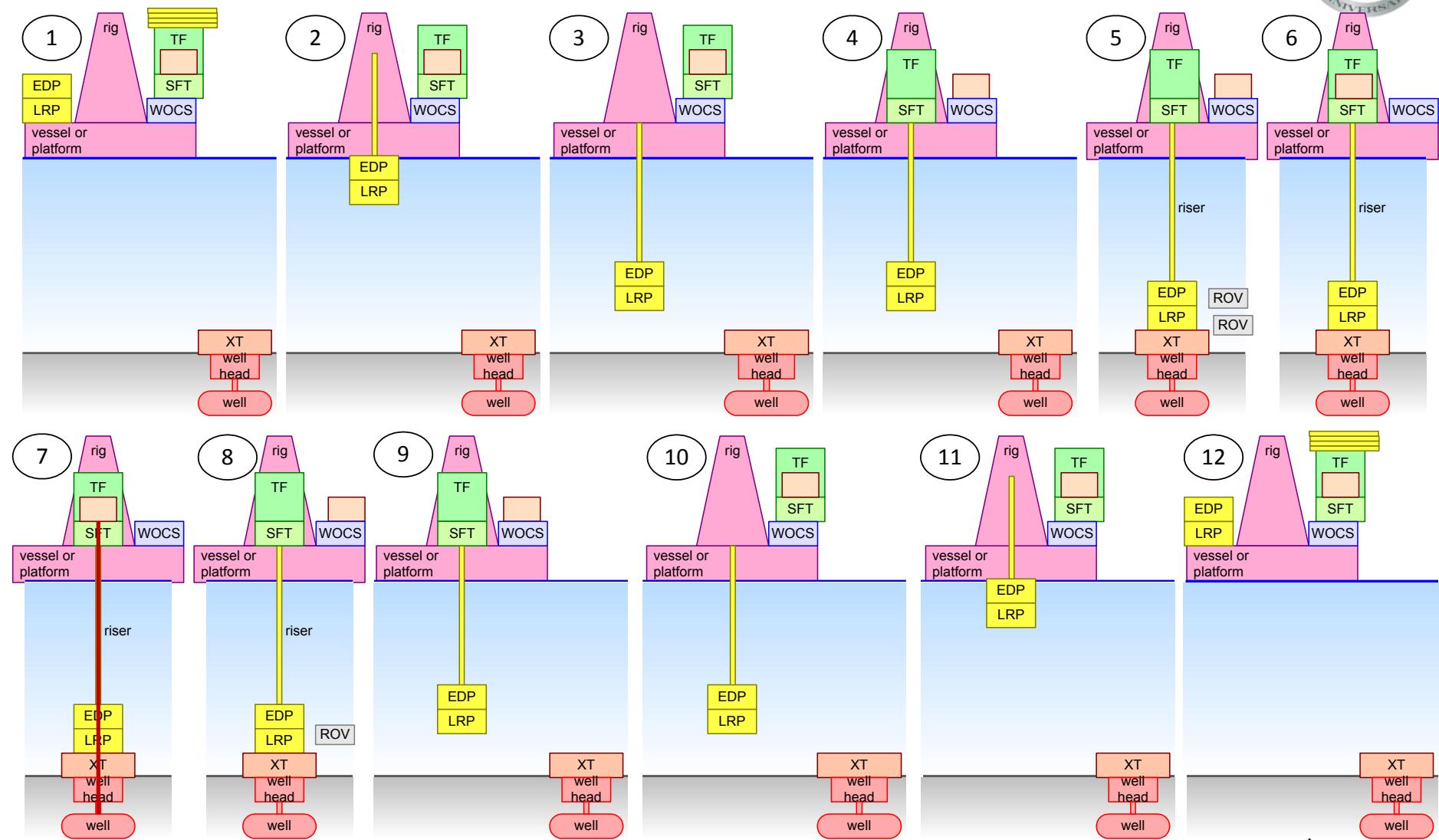
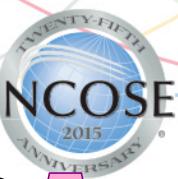
# Annotated Physical Diagram of WorkOver System



# Typical Workover Operation



# Typical Workover Operation as Cartoon



# Typical Workover Operation on Timeline

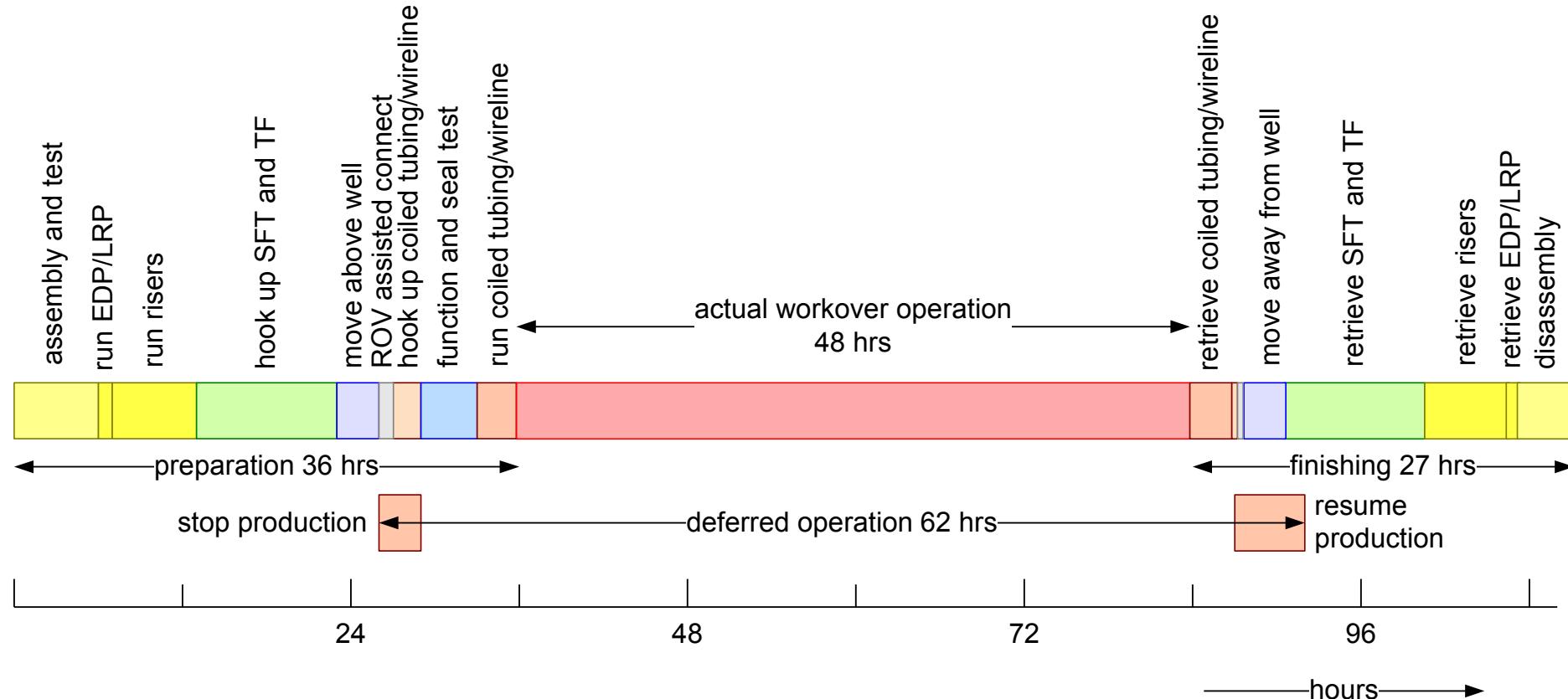


## assumptions:

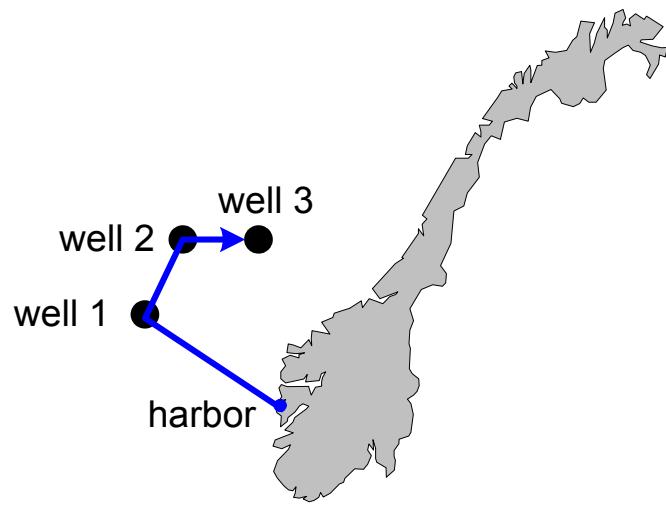
running and retrieving risers: 50m/hr

running and retrieving coiled tubing/wireline: 100m/hr

depth: 300m



# Typical Workover Operation Context



## zero order model

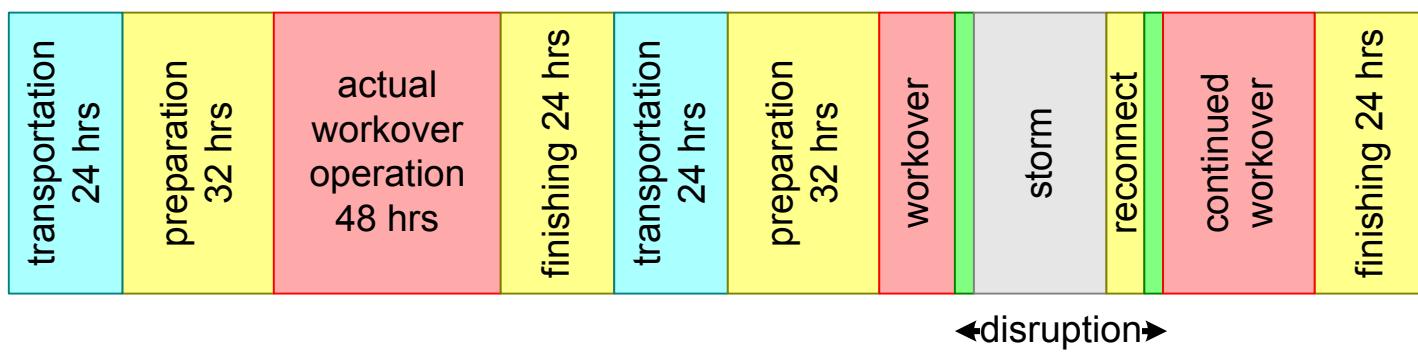
$$t_{\text{workover}} = t_{\text{transportation}} + t_{\text{preparation}} + t_{\text{workover}} + t_{\text{finishing}}$$

## first order model

$$t_{\text{workover}} = t_{\text{transportation}} + t_{\text{preparation}} + t_{\text{workover}} + t_{\text{disruption}} + t_{\text{finishing}}$$

← workover well 1 →

← workover well 2 →



5

10

days →

# 0-order Cost Model Workover Operation

<i>workover cost per day</i>	<i>assumed cost (MNOK)</i>
platform, rig	2
equipment	0.2
crew	0.1
<b>total</b>	<b>2.3 MNOK/day</b>

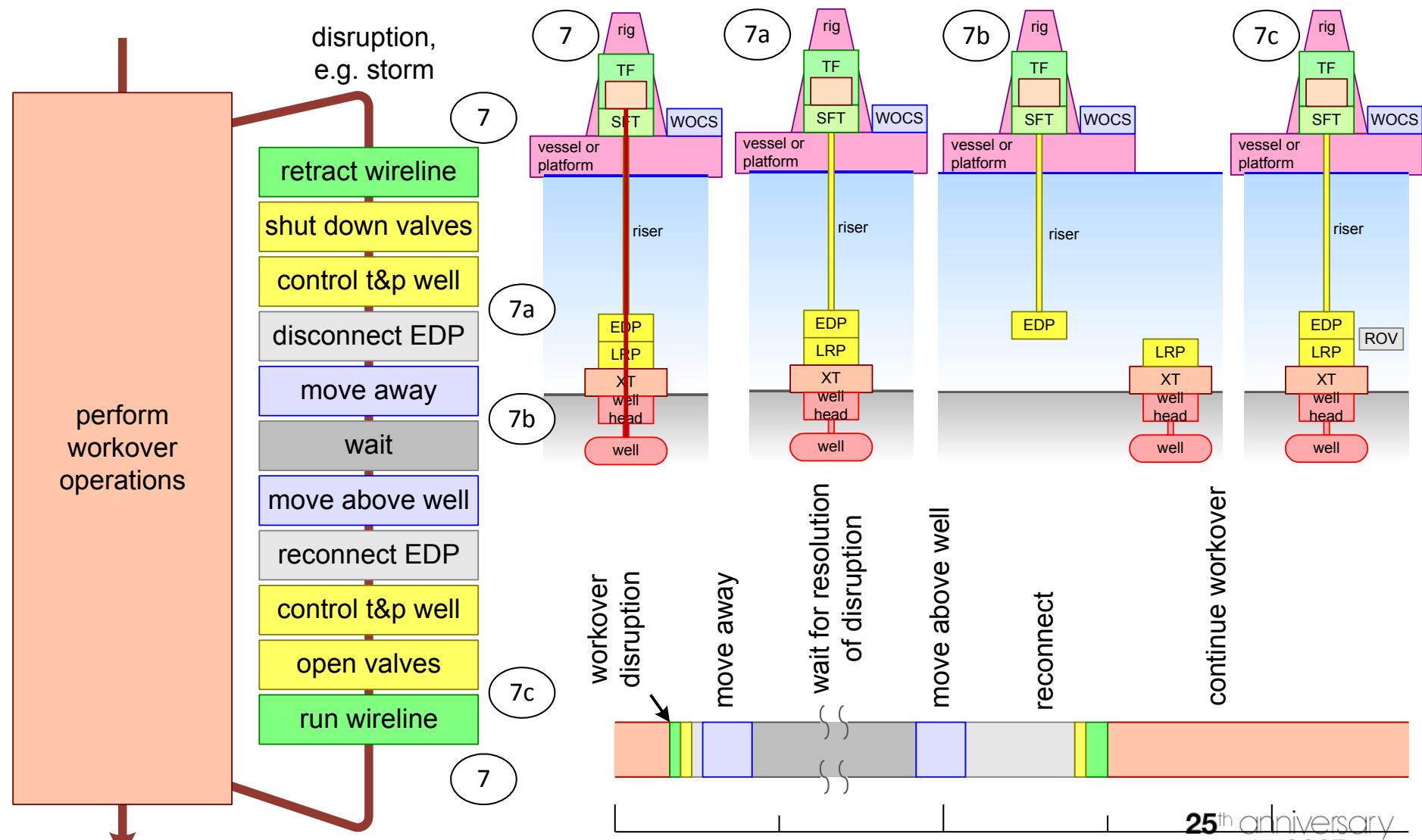
<i>deferred operation per day</i>	<i>assumed cost (MNOK)</i>
production delay	0.1
ongoing cost operation	0.2
<b>total</b>	<b>0.3 MNOK/day</b>

<i>workover duration</i>	<i>estimated duration (hours)</i>
transportation	24
preparation	36
workover	48
finishing	27
<b>total</b>	<b>135 (5.6 days)</b>

<i>estimated duration (hours)</i>	<i>production loss</i>
24	6
36	48
48	8
27	8
<b>135 (5.6 days)</b>	<b>62 (2.6 days)</b>

$$\begin{aligned}
 \text{cost} &= \text{cost}_{\text{workover/day}} * t_{\text{workover}} + \text{cost}_{\text{deferred op./day}} * t_{\text{deferred op.}} \\
 &\approx 2.3 * 5.6 + 0.3 * 2.6 \approx 14 \text{ MNOK / workover}
 \end{aligned}$$

# Disruption Workover Operation



# 1<sup>st</sup> order Cost Model Workover Operation

<i>workover cost per day</i>	<i>assumed cost (MNoK)</i>
platform, rig	2
equipment	0.2
crew	0.1
<b>total</b>	<b>2.3 MNoK/day</b>

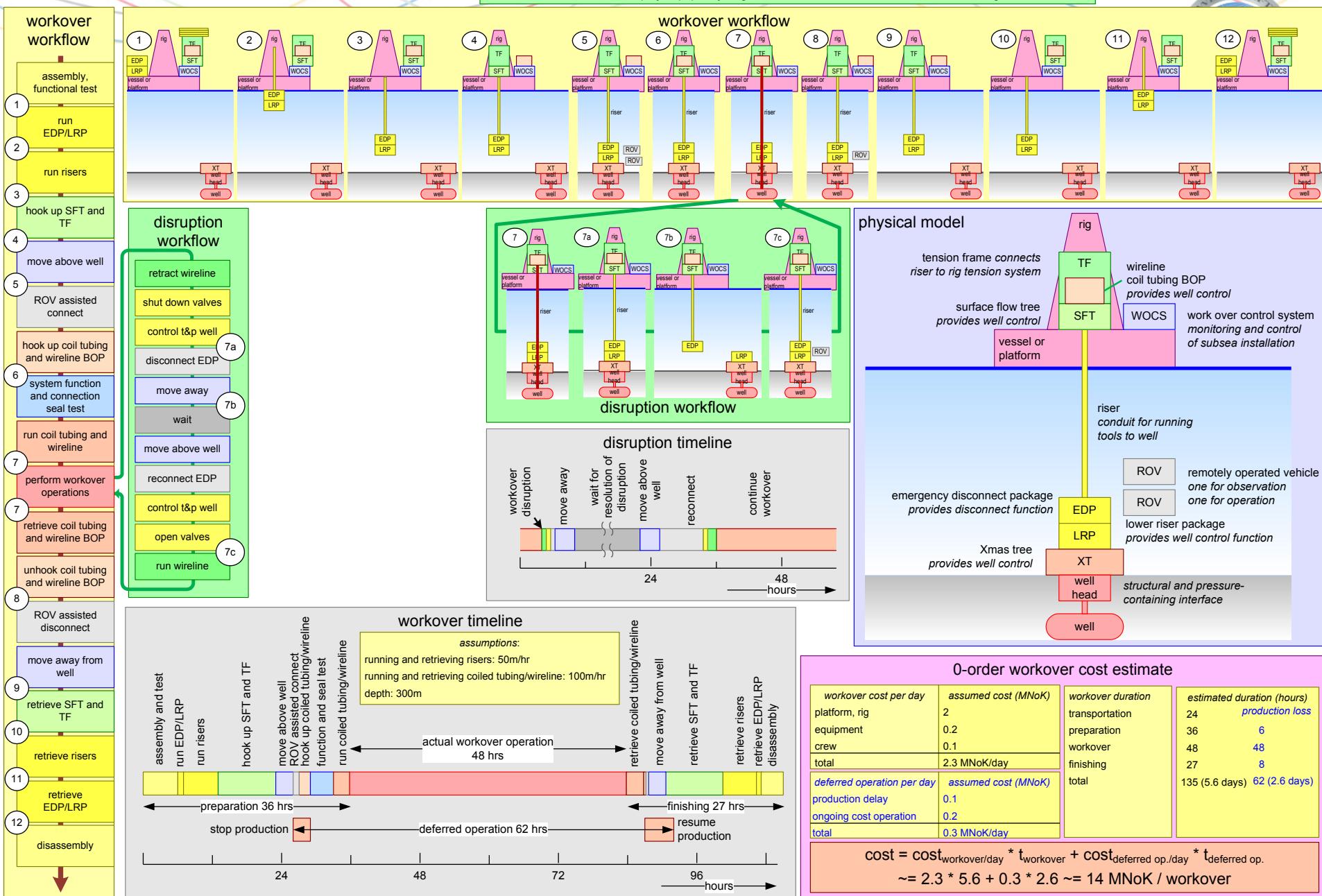
<i>deferred operation per day</i>	<i>assumed cost (MNoK)</i>
production delay	0.1
ongoing cost operation	0.2
<b>total</b>	<b>0.3 MNoK/day</b>

<i>workover duration</i>	<i>estimated duration (hours)</i>
workover 0-order	<i>production loss</i>
average disruption	135 (5.6 days) 62 (2.6 days)
duration	
overhead	
<i>disruption frequency</i>	
1 <sup>st</sup> order disruption	72
correction	11
	0.3
	83*0.3=
	27
<i>total</i>	<b>27</b>
	162 (6.7 days) 89 (3.7 days)

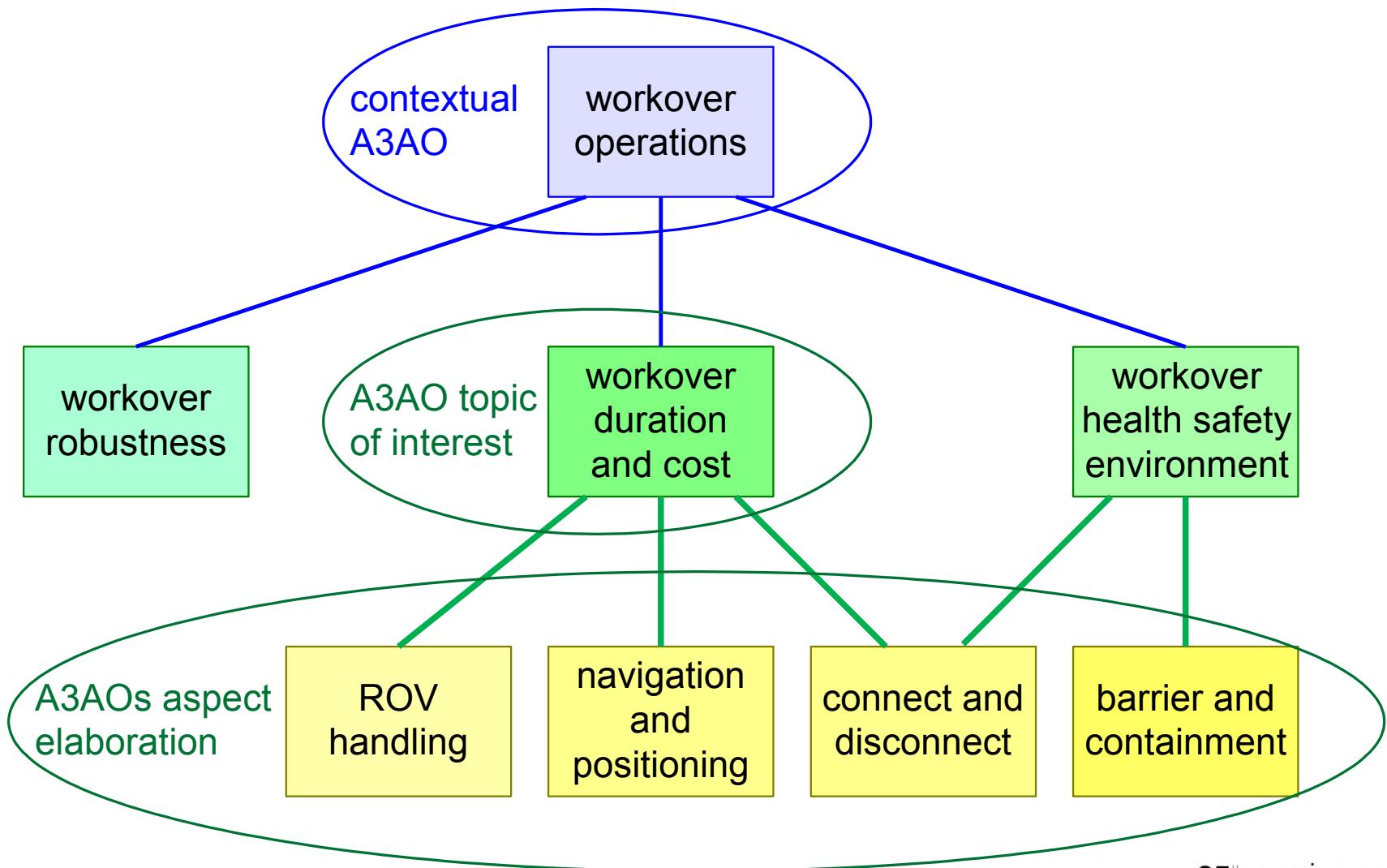
$$1^{\text{st}} \text{ order COST} = \text{cost}_{\text{workover/day}} * t_{\text{workover}} + \text{cost}_{\text{deferred op./day}} * t_{\text{deferred op.}}$$

$$\approx 2.3 * 6.7 + 0.3 * 3.7 \approx 16.5 \text{ MNoK / workover}$$

$$0\text{-order cost} \approx 14 \text{ MNoK ; disruption cost} \approx 2.5 \text{ MNoK}$$



# Levels of A3s





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