



___" x ___" DYNAMICALLY POSITIONED STACK SPECIFIC SUB-SEA TEST JOINT
SERIAL # _____

Inspection Procedure

Verify that the Serial Number on this Procedure matches the Serial Number of the Test Joint that you are using. The Serial Number is located on the Top Sub of the Test Joint. If these Numbers are not the same, STOP and call Nu-Tec.

The ___" x ___" DYNAMICALLY POSITIONED STACK SPECIFIC Sub Sea Test Joint (DPSSTJ) is completely assembled and tested prior to shipment to the field and is ready for use upon arrival at the rig. Prior to running, an inspection of the test joint should take place to insure that no damage has occurred in handling. The inspection should include:

1. **OUTSIDE TUBE** - The rams and the annulars seal on this surface. Inspect it, as you would drill pipe prior to running.
2. **LEFT HAND CONNECTION** - The left hand connection between the lower end of the tube and the bottom sub should be chain tong tight. A seal is located in this connection for testing the joint on the pipe rack. It will NOT interfere with the BOP test.
3. **WEEP HOLES** - The two weep holes located at the pin end of the joint should be open. If plugs are installed in these weep holes, remove them prior to running the test joint. These plugs are installed for testing the test joint on the pipe rack.

DYNAMICALLY POSITIONED STACK SPECIFIC TEST JOINT OPERATING PROCEDURE

1. Place the test joint in the "V" door with the rig crane. Pick up the test joint.
 2. **MAKE UP THE TEST JOINT** to the test plug (*Run at least 25,000 lbs. Weight - drill collars or drill pipe - below the test plug*).
 3. Check to be sure the lower tube and the bottom sub are made up completely. Seven (7) LH rounds are required to make up. Make up chain tong tight. **DO NOT OVER TORQUE.**
 4. Run in the hole with the test joint, test plug and tail pipe. Circulate the capacity of the drill pipe.
 5. Set the test plug in the wellhead. Drop the dart down the drill pipe and allow time for the dart to fall into place.
 6. Rig up the Top Test Sub between the drill pipe and top drive. Rig up the test pump to the Top Test Sub.
 7. Test the Lower Ram against the ___" pipe, the Middle Ram against the ___" pipe, the Upper Ram against the ___" pipe and the Lower and Upper Annular against the ___" pipe. **TEST DOWN THE DRILL PIPE.**
 8. After the above tests are performed, pick up the drill pipe to neutral weight at the test plug. Turn the drill pipe to the right to release the left hand connection at the lower end of the test joint. Seven (7) RH turns are required to release. **BE SURE THE MOTION COMPENSATOR IS ENGAGED.** Pick up ___" the mandrel head will bump up against the inside shoulder of the bottom sub. The drill pipe and the ___" x ___" tube of the test joint will move upward. The inside mandrel of the test joint, the test plug and the tail pipe will remain stationary. **THE PICK UP WEIGHT WILL BE LESS THE WEIGHT OF THE TAIL PIPE, TEST PLUG AND THE INTERNAL TUBE OF THE TEST JOINT.** The mandrel head and the inside shoulder will engage when the test joint is fully extended to __". Weight will be gained on the weight indicator when contact is made.
ONLY PICK UP HIGH ENOUGH TO MAKE CONTACT WITH THE MANDREL. DO NOT PICK UP HIGHER THAN NECESSARY OR ELSE THE TEST PLUG WILL BE UNSEATED.
 9. Test the Lower Ram against the ___" pipe, the Middle Ram against the ___", the Upper Ram against the ___" pipe and the Lower and Upper Annular against the ___" pipe. **TEST DOWN THE DRILL PIPE.**
 10. Open the rams and annulars after all tests are complete. Pull out of the hole with the drill pipe, test joint, test plug and the tail pipe.
 11. Set the test plug in the rotary. Slack off the block and allow the test joint to scope together. Make up the left hand connection with chain tongs. Seven (7) LH turns are required to make up.
 12. Stand the test joint back in the derrick or lay down on the pipe rack.
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