

济阳拗陷车 15 井区浊积扇沉积及油气勘探意义

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摘要:根据岩心、地震、测录井资料,在济阳拗陷车镇凹陷车 15 井区的沙三下砂砾体中识别出滑塌浊积扇和深水浊积扇。其中,车古 25 井以具水道补给的(有根的)滑塌浊积扇为特色;内扇及水道最发育,为碎屑流夹浊流的巨砾岩、中细砾岩(厚 10~20 m)与砾质砂岩夹薄层深灰、灰色泥岩;崩塌成因的巨砾(大小 1.06 m)反映了陡的斜坡;地震上呈楔状外形,内扇为弱反射,中扇与外扇为发散、亚平行的连续反射。车 57 井以粒度偏细且有根的深水浊积扇与深湖相互层为特色;中扇发育,为厚(5~11 m)的水道碎屑流细砾岩与砾质砂岩,夹深灰色泥岩;水道沉积表现为钟型测井曲线。顺水道方向滑塌浊积扇由北而南产生进积,向盆出现深水浊积扇;2 类扇体沿主构造线串珠状排列,包裹于大片的深湖相中,呈现“深湖包扇”的沉积格局。不同类型浊积扇的识别及其边界的确定,对于该区隐蔽圈闭勘探具有重要意义。

关键词:深水浊积扇;滑塌浊积扇;碎屑流;隐蔽圈闭;济阳拗陷

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湖底扇或浊积扇在地理位置上可处于湖泊陡岸、缓岸,也可处在深水平原;其成因机制可以是洪水重力流直接注入深水区而成,也可以是三角洲、扇三角洲或水下冲积扇前缘沉积物顺坡滑塌快速堆积而成^[1];多数学者将前者称之为深水浊积扇,后者称之为滑塌浊积扇^[2]。但在济阳拗陷的油气勘探实践中,按照构造背景将浊积体系分为陡坡近源浊积扇、缓坡远源浊积扇和洼陷中心滑塌浊积扇 3 种类型^[3-7]。

近 40 年来,位于济阳拗陷车镇凹陷的北部陡坡带成熟勘探区^[7-10]的砂砾岩体被一致认为是重力流形成的^[3,5-6,11-16],但究竟是深水浊积扇还是滑塌浊积扇的分歧较大,有坚持深水浊积扇或低位扇的^[4,12-17],有主张滑塌浊积扇^[12-15],以及斜坡扇或扇三角洲的^[12]。

车 15 井区砂砾岩体业已成为济阳拗陷隐蔽圈闭勘探的重点区^[11,14,17-19],因此,识别浊积扇类型及预测其边界,对于该区油气勘探十分重要。

1 地质背景

车镇凹陷位于济阳拗陷西北部,是一个北断南超、南高北低、近东西向延伸的“S”形箕状陆相断陷湖盆(图 1),面积约 2 400 km²;由北而南沉积相分布从冲积扇或扇三角洲→水下扇→浊积扇→深湖相变化,水体向盆中心加深;物源来自北部的埕子口凸起。

2 不同类型浊积扇的识别

利用“三相”(地震相、测井相、岩心相)分析方法,通过地球物理与地质的标志识别出了不同类型的浊积扇。该区见到滑塌浊积扇与深水浊积扇等 2 种类型。

其中,车古 25 井以滑塌浊积扇夹深湖相为特色(表 1,图 2)。内扇及其水道最发育,主要为碎屑流沉积的巨砾岩、中细砾岩(厚 10~20 m)与砾质砂岩夹薄

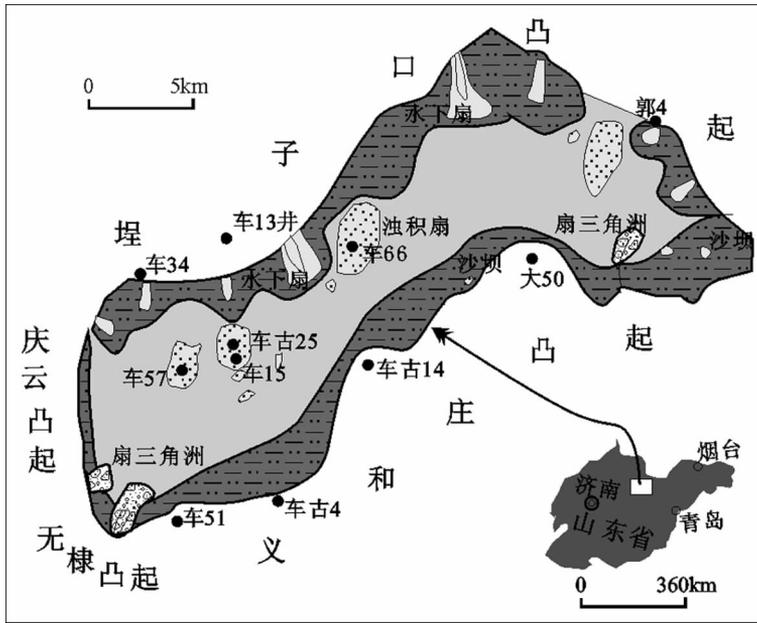


图1 车15井区地质背景图

Fig.1 Geological setting of Well Che 15

层深灰、灰色泥岩。中扇次之,为厚5~11 m水道碎屑流细砾岩与砾质砂岩,夹深灰泥岩。外扇更次之,为深灰色深水背景泥岩夹厚至较薄层席状碎屑流、浊流含砾砂岩,类似于片流。深湖相为背景沉积的深灰色深水泥岩。车古25井于4 170.3 m处见到中扇亚相中砾岩,测井曲线类型为箱型(表1);颗粒呈双峰分布(细砾与砂级),无定向、无粒序、无层理,见直立滴落状细砾;细砾呈漂浮状,局部呈颗粒支撑,整体上具基质支撑结构,为碎屑流沉积(图2-A)。类似于车66

井区所见到的^[4]。而在4 489~4 490.5 m处为荧光巨砾岩,砾石成分为灰岩与白云岩,与济阳坳陷的车镇凹陷与东营砾凹陷的角砾成分一致^[1,8,12]。这里的砾石大小呈多峰分布,一般5~15 cm,大者为106 cm的巨砾;具有灰泥或泥岩基质支撑;无粒序、无层理、无定向组构;这些特征反映了内扇亚相的典型碎屑流沉积(相当于水上的泥石流)^[1-2,5,8-9,12,14]。尤其是,该位置巨砾的出现反映了非常陡的沉积斜坡上的崩塌或滑塌产物。

表1 滑塌浊积扇与深水浊积扇特征的对比

Table 1 Comparisons between slided turbidity fans and deep-water turbidity fans

内容	滑塌浊积扇	深水浊积扇
岩性组合	以砾岩为主。厚块状的巨砾岩、中砾岩夹少量细砾岩、砂岩与薄泥岩,以中砾岩为主;测井曲线类型为箱型、少量钟型,属水道沉积	以砂岩为主、粒度变细。砂岩与泥岩互层夹厚块状的细砾岩,以含砾砂岩、细砂岩为主;测井曲线类型为钟型,多属水道浊流沉积
砂砾岩比例	砾岩高,为碎屑流;砂岩少(15%),为鲍玛序列的浊积岩	砾岩低(5%~8%),厚块状细砾岩为碎屑流;含砾砂岩、薄层细砾岩多为浊积岩
泥岩含量	非常低,只占5%~8%,为深灰、灰褐色油/泥岩	非常高,占40%~60%,为深灰、灰褐色油/泥岩
重力流类型	碎屑流多,浊流少,具岩崩现象	碎屑流少,浊流多,见液化与滑动柔皱
空间位置	紧邻近岸水下扇,位于其前缘的相对陡的斜坡带,如车古25井	与近岸水下扇相隔一定距离,处于其前缘的相对缓的斜坡带,如车57井

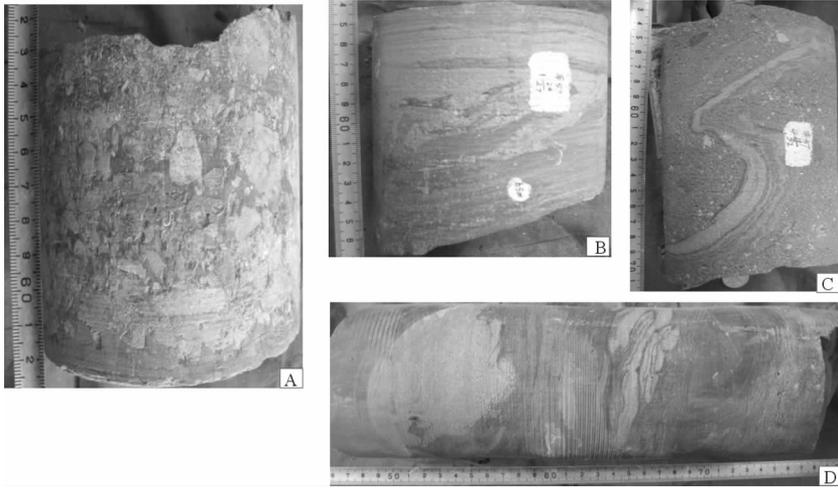


图 2 车 15 井区岩心特征与重力流沉积
Fig.2 Gravity flow of cores in Well Che15 area

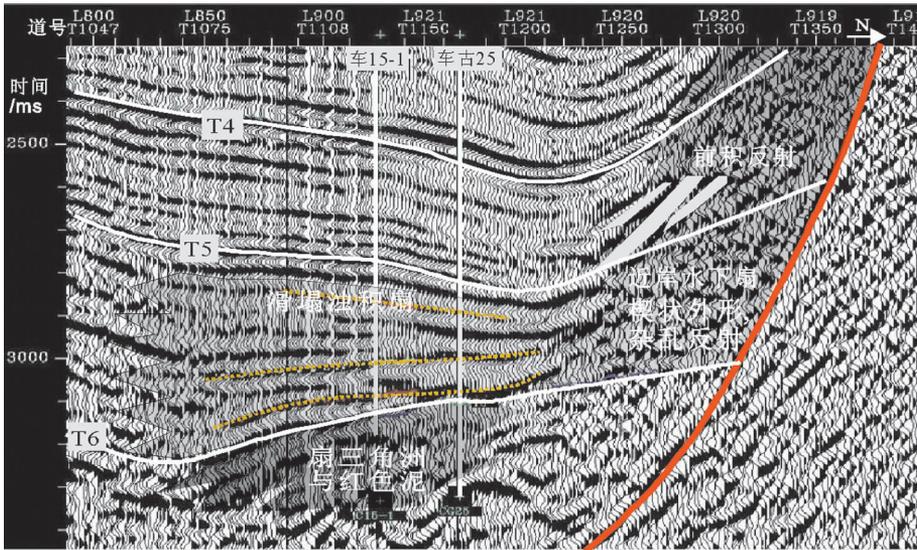


图 3 车 15 井区沙三下地震相分析
Fig.3 Seismic facies of lower 3rd Member of Shahejie Formation in Well Che15 area

值得指出的是,车古 25 井靠北部的主边界断裂附近发育近岸水下扇,由于没入水下,所以无红色泥岩出现。但是,在车古 25 井沙三下底部以下,即沙四段沉积末期,这里却发育扇三角洲,最特色的是出现了红色泥岩与大量的泥石流。这区别于近岸水下扇,因为扇三角洲的平原亚相常常出现干旱环境下的红层^[7]或潮湿环境下的沼泽泥炭或煤层;红色泥岩反映了沉积物暴露于空气中所引起的氧化现象。

这里的滑塌浊积扇特征与其他地区的一样,具有特征的粒序层理、液化包卷层理、滑动截切和变形

构造、小型同生断层、槽模、沟模和重荷模等浊流沉积相标志^[7,14,23-24];其形成的基本条件是触发机制、地形坡度等^[24-26]。

与此同时,进行了地震相分析。在南北向地震剖面上,于图 3 右侧阴影处可见到近岸水下扇,呈楔状外形(图中的 T4 代表 E_s^3 上亚段、T5 为 E_s^3 中亚段、T6 为 E_s^3 底),内部反射结构随着近岸水下扇亚相的不同而不同;其中,内扇为杂乱反射,中扇与外扇为前积反射(图 3)、连续性较好。紧邻近岸水下扇向南,由于滑塌、碎屑流与浊流作用导致形成了滑塌浊

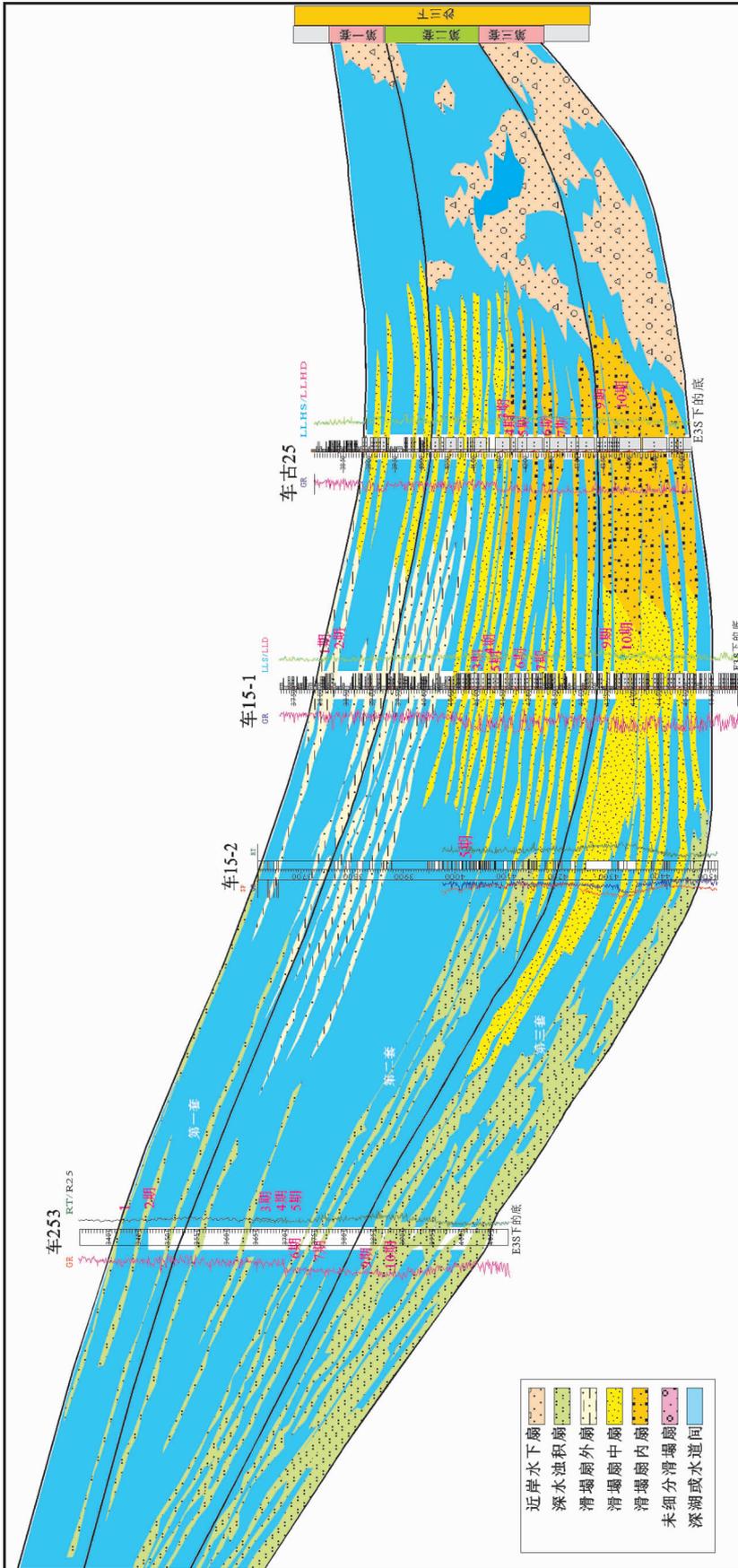


图 4 近南北向的车 253—车占 25 井沉积相

Fig.4 Sedimentary facies of nearly NS-trending profile from Well Che253 to Cheg25

积扇,后者呈发散状外形(图 3 左侧阴影);其中,滑塌浊积扇的内扇为弱或空白或块状反射,中扇与外扇为相对粗的发散、亚平行连续反射同相轴;这些反射特征也见于济阳拗陷的其他凹陷^[6-7,20,22]。而在过车 15-1 井的东西向地震剖面中,滑塌浊积扇呈丘状外形,内部同相轴增厚并向两侧减薄。

与车古 25 井不同,车 57 井区的测井相/岩心相表明该处发育粒度相对偏细的深水浊积扇(表 1,图 2-B、C、D)。在车 57 的井深 3 051.9 m 处,可见到具鲍玛序列 DE 段浊流沉积,其中 D 段的下部为厚 3 cm 细粉砂岩,见液化并陷入下伏 E 段泥岩,上部 D 段厚 4~5 cm 的 D 段粉砂岩具平行层理(图 2-B);同时,3 292.5 m 井段发现顶部 1 cm 厚的鲍玛序列 A 段具正粒序且含泥质条带发生了滑动与柔皱(图 2C),以及 3 658.9 m 处的 C 段浊流砂岩具有液化变形(图 2-D)。在 4 041~4 080 m 处为油浸厚块状细砾岩,砾石成分为灰岩与白云岩,砾石大小呈双峰

分布,一般 2~8 mm,大者达 3 cm;灰泥或泥岩基质支撑;具有无粒序、无层理、无定向组构,测井曲线类型为箱型;属碎屑流沉积。

在过车 57 井的南北向地震剖面上,车 57 井深水浊积扇的反射呈透镜状外形;它与近岸水下扇有深湖泥岩带相隔,泥岩带分开了靠北的近岸水下扇与靠南的深水浊积扇。其中,深水浊积扇的内扇为弱反射,中扇与外扇为相对细的发散、亚平行连续反射同相轴。在东西向地震剖面上,也呈透镜状外形,内部杂乱反射。

3 浊积扇展布特征

图 4 示出了南北向沉积相连井剖面,该图是结合反演剖面与实钻分析得到的。它代表了顺水道方向的剖面,展示了连井剖面的不同成因砂的分布、富集与变化特征。在车古 25 井—车 15-1 井一带发育滑塌浊积扇,车古 25 井主要为内扇,表现为厚的水

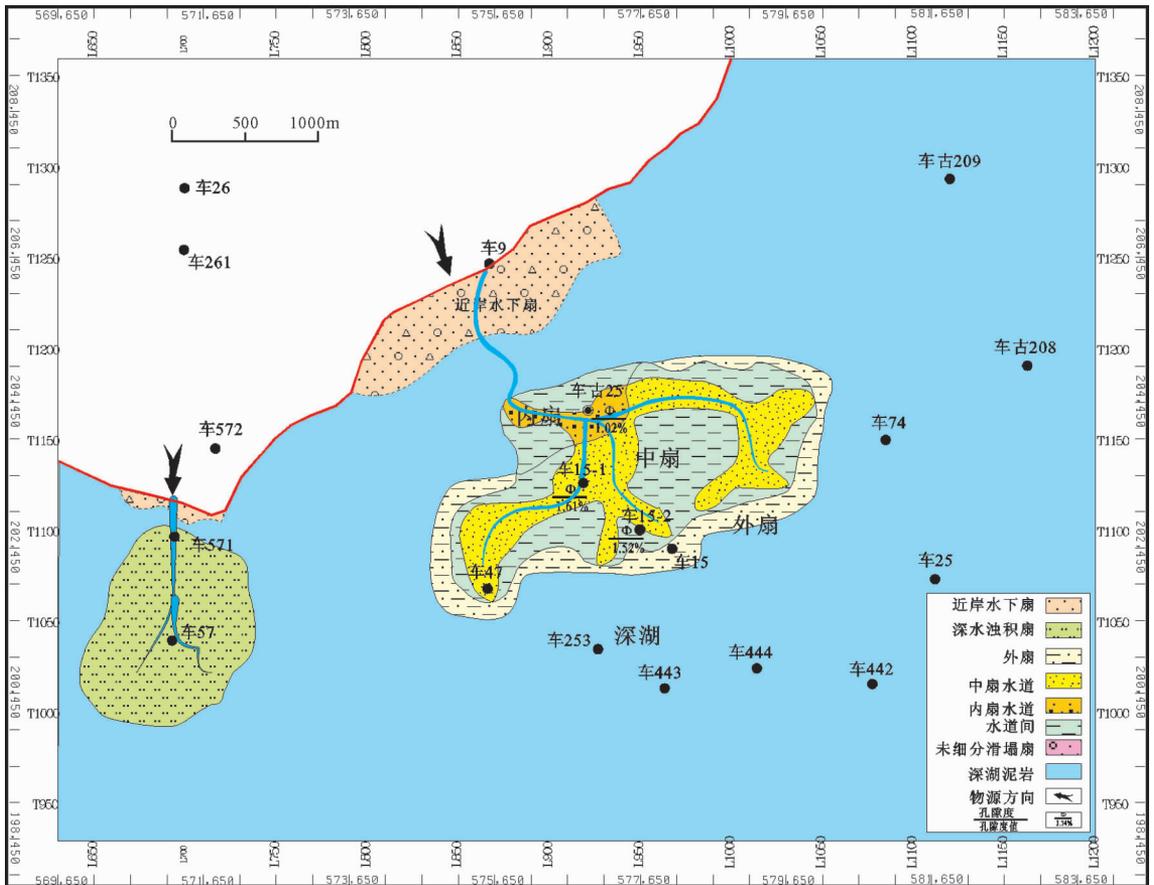


图 5 第 7 号砂砾岩层的沉积相平面图

Fig.5 Sedimentary facies map of No. 7 sandstone and conglomerate layers

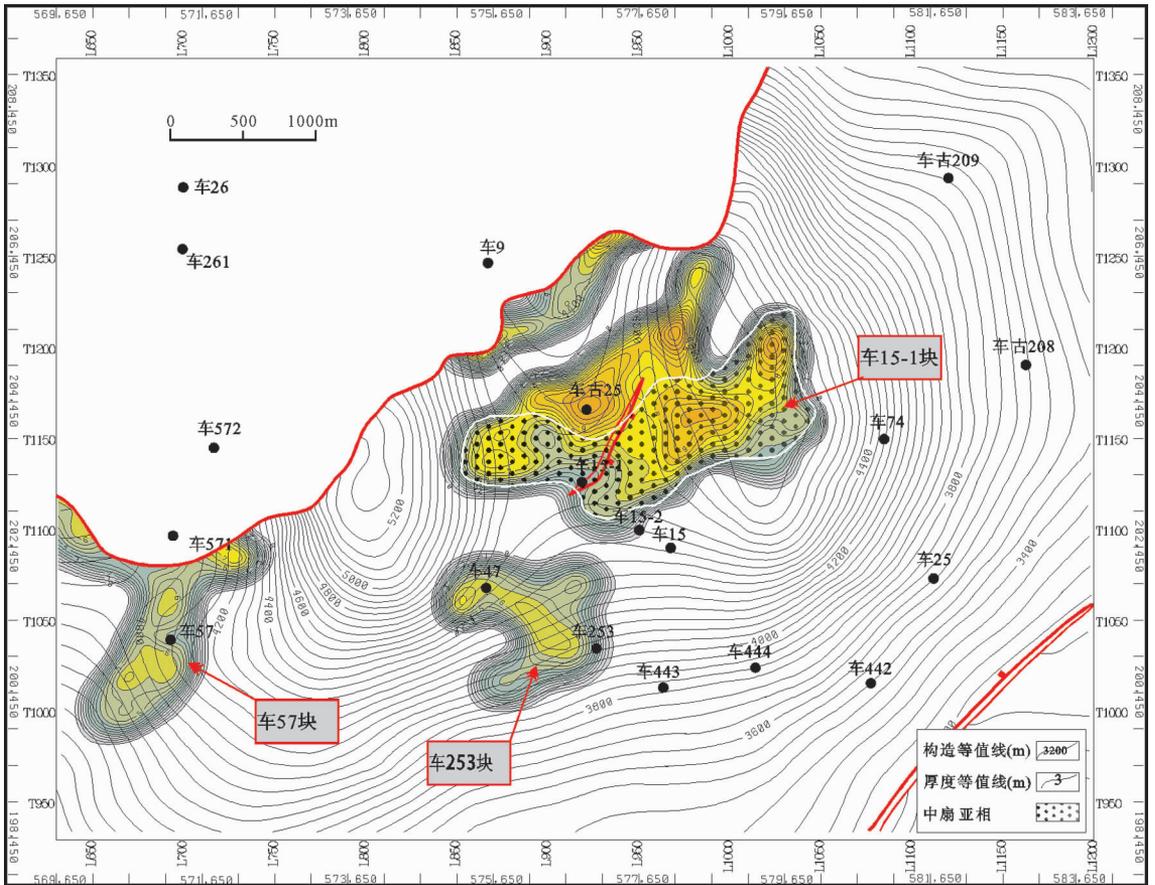


图 6 第 9 期(层)砂砾体潜力评价图

Fig.6 Evaluation of hydrocarbon potential of No. 9 sandstone and conglomerate layers

道砂砾岩夹薄泥;车 15-1 井为中扇,出现砂砾夹泥、砂砾泥互层;在车 253 井则演变为深水浊积扇,粒度更细,呈现“泥包砂”特征。这两类扇为深湖相泥岩隔开。由北向南,从车古 25 到车 253 井,自北而南沉积相由近岸水下扇演变为滑塌浊积扇;并且滑塌浊积扇向湖心推进,产生进积;这暗示物源来自北部。

纵向上,湖水加深导致退积沉积,如车 15-1 井由下而上自老至新从中扇→外扇→深湖相变化,产生退积(图 4)。

图 5 是车 15 井区沙三下亚段第 7 期砂砾岩体(层序见图 4)的沉积相图。该砂砾体堆积时的沉积格局表现为“深湖包扇”特征,主要为滑塌浊积扇与深水浊积扇,以及靠近主断层边界或陆源区的近岸水下扇;物源从北方向进入工区。在西部的车 57 井发育深水浊积扇;在中部的车 15-1—车古 25 井一线产生较大的滑塌浊积扇;此外,在东部的车 74、车古 209、车古 208 井也见到小规模滑塌浊积扇;在南

部,车 253—车 444—车 25 一线砂体不发育,为偏泥的深湖亚相。而车 15-1 井的滑塌浊积扇可细分内扇水道、中扇水道与水道间,以及外扇亚相,水道呈网状化并见 3 支。从图中可看出,滑塌浊积扇具有水道补给的(有根的),而深水浊积扇也有水道补给的。

4 浊积扇的油气勘探

湖泊中的浊流沉积、浊积扇砂体与油气勘探有着极其密切的关系^[14,21,26,27],已被国内外很多油田证实^[3,5,24]。

近 10 年来,在济阳拗陷东营凹陷各大油田中,浊积岩岩性油藏找到了近 3 亿 t 的石油地质储量^[2]。车 15 井区发育二种类型的浊积扇砂砾岩体,勘探潜力各不相同。目前来看,车古 25 井滑塌浊积扇的勘探潜力要好。

这里针对第 9 号砂砾岩体潜力作一简要分析,层号见图 4。从图 6 中可以看出,车 15-1 圈闭为岩

性圈闭。该圈闭落实可靠,面积较大(3.92 km²),储层厚度中等(5.5 m),储量较大、77.62 万 t;见 2 口高产油井,油源充分,中扇亚相发育、孔隙度相对较高 1.61%~1.52%;它是最有利的勘探目标。该圈闭目标内的车 15-1 井在 4 350.5~4 354.5 m 井段电测解释 4 m/1 层为油层,经试油 4 349.6~4 420.6 m 的 25 m/7 层,日产油 13.4 t,结论为油层。车古 25 在 4 344~4 348 m 井段电测解释 4 m/1 层为差油层,经试油 4 337~4 375 m 的 24 m/4 层,日产油 22 t,结论为油层。分类评价为 I 类圈闭,综合评价属“好”级。

在车 15-1 圈闭中,选择砂层厚度适中、水道发育、相带有利、构造位置相对高的部位,作为有利的勘探目标进行井位部署;最终提出了 2 口建议井井位。

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Turbidity fans and hydrocarbon prospecting of lower 3rd Member of Shahejie Formation from well Che15, Jiyang depression

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Abstract: Based on seismic, well-logging and core data, the authors recognized the deep-water turbidity fans and slide turbidity fans developed in the lower 3rd Member of Shahejie Formation from the well block Che 15 in Chezhen sag, Jiyang depression. Well Chegu 25 is characterized by the slide turbidity fans with supplied or rooted channels, where the inner fan and its channels are especially developed, and are composed of debris-flow and a few turbidity-flow boulder-, cobble- and pebble-conglomerates with thickness of 10 to 20 m and gravel sandstones bedded with thin-layer dark grey or grey mudstones; the conglomerates of falling-boulder 1.06m in size reflect steep slope topography. On the seismic profiles, the fans assume wedge form, where the inner-fan is weakly reflected, and the middle- and outer-fans are of divergently and subparallelly continuous seismic reflection configuration. Well Che 57 of fine-grained sediments is characterized by the deep-water turbidity fans with rooted channels and deep lacustrine facies, where the middle-fans are especially developed, and are composed of debris-flow pebbly-conglomerates with thickness of 5 to 11m and gravel sandstones interlayered with dark grey mudstones; the well-logging curve pattern of channel sediments is bell-shaped. It is concluded that the slide turbidity fans experienced progradation along the channels from north to south, and the deep-water turbidity fans occurred in the central lake; two types of fans were disposed in the pinch-and-swell form along the main tectonic orientation, and were wrapped in extensively-distributed deep lake facies, assuming the sedimentary framework of "fans packaged in deep-lake". The recognition and confirmation of boundaries of the turbidity fans is of great significance for hydrocarbon prospecting of the subtle traps.

Key words: deep-water turbidity fan; slide turbidity fan; debris flow; subtle trap; Jiyang depression

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