



Shell Chemicals

Cargo Handling Sheet

Neodene 1618 Alpha Olefin

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Revision 4

Cargo Handling Sheets are for the use of vessels chartered by Shell Chemicals

Product Details

Product Name:	Neodene 1618
Shipping Name:	Olefins (C13+, all isomers)
Chemical Family:	Olefins
Product Code:	V1152

SDS: <http://www.shell.com/business-customers/chemicals/safe-product-handling-and-transportation/safety-data-sheets.html>

Physical Properties

Density:	ca. 788 kg/m ³ (16 °C / 61 °F)
Dynamic Viscosity:	3.62 mPas (20 °C / 68 61 °F)
Vapor Pressure:	< 6.9 (Pa) @ 38 deg C.
Boiling Point:	270 - 324 °C / 518 - 615 °F
Melting Point:	12.2 °C / 54.0 °F
Flash Point:	130 °C / 266 °F
Appearance:	Clear colourless

Note 1: Physical Properties are for reference only and valid as of date of this revision; see loading terminal for specific properties.

Note 2: This product is a static accumulator.

Transhipments Prior to arranging transhipment, the Shell Chemical Charterer must be in agreement as to Owner's proposed plan

Marpol Details

Marpol Annex:	II
IMO Ship Type:	2
Inland Barge:	Double Hulled
IMO Pollution Category:	Y
IBC 16.2.6:	No
IBC 16.2.9:	Yes

Pre-Wash Required: No pre-wash required when discharged in accordance with CHS
Compatibility Group: USCG compatibility group 30

Cargo Handling Requirements

N2 Purge Cargo Tanks Prior Loading: No
N2 Blanket Required: See below notes and Regional Requirements; PQ Requirement
Adjacent Space Purge: No
Loading Temperature Range: 21 – 43 °C / 70 – 110 °F
Transit Temperature Range: 25 – 38 °C / 77 – 100 °F
Discharge Temperature Range: 30 – 38 °C / 86 – 100 °F
Maximum Heating Coil Temperature: 65 °C / 149 °F
Adjacent Maximum Cargo Temperature: 40 °C / 104 °F

Note 1: If Nitrogen blanket is in place and Carrier chooses to tranship, carrier must reapply nitrogen blanket on the cargo, both on the discharging and receiving ship, at their time, risk, and expense.

Note 2: PQ = Product Quality

Note 3: N2 Blanket Guidance:

- a. O2 level in tanks: See Regional Requirements
- b. Vessel to maintain a constant nitrogen overpressure of 20 millibars or more during the voyage
- c. Surveyor to record in survey report the type of cargo monitoring system and nitrogen replenishment system used onboard the vessel
- d. Vessel to keep a daily N2 log of each tank:
 1. Tank pressure
 2. O2 level
 3. Tank Temperature

Log is to be presented to receiver at time of discharge and a copy sent to Charterers.

Regional Requirements

Note 1: If antioxidant is used:

- Inter-Europe Voyages: no nitrogen blanket required
- Intercontinental Shipments: nitrogen blanket required, maximum 5% O2

If no antioxidant is used:

- Inter-Europe Voyages & Intercontinental Shipments: N2 (99.99%) blanket required, maintain at <1000 ppm oxygen

US Barging: blanket < 5% O2

Tank Acceptance Requirements

All nominated shipboard cargo handling systems are to be presented clean (residual free), dry, odor free, rust free, with good gaskets, fit to load this cargo.

Maintenance of heating coils is to be verified in the ship's log. If product is to be heated, heating coils are to be confirmed leak free. If product is not heated, heating coils are to be blown clear and dried with N₂, and blanked off.

Stainless Steel or Coated Tank: Either, carrier to verify suitability of coating for product
Prior Cargo Restrictions: None
Wall Wash Required: None

Safety Information and Incident Reporting

Safety Information:

For more detailed information, refer to the SDS or e-SDS for reportable spill/release quantities whether in the water, air or ground.

Incident Reporting:

International Registered Vessels: If an incident occurs call Shell International Trading and Shipping in London on +442079347777.

Jones Act Vessels: call the Shell 24 hr. incident number at +17132412532. The USA National Response Center telephone number is +18004248802.

For additional marine cargo handling advice or information, contact Captain Stephen Boudreaux at +17132413945 or Capt. Ben van Bommel at +31104415992.



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