



Shell Chemicals

Cargo Handling Sheet

Neoflo 2-46

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Revision 3

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

Product Details

Product Name: Neoflo 2-46
IMO Shipping Name: Olefins (C13+, all isomers)
Chemical Family: Olefins
Product Code: V1396

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

Physical Properties

Density: Typical 775 kg/m³ (20 °C / 68 °F)
Dynamic Viscosity: 3.1 mPas (20 °C / 68 °F)
Vapor Pressure: 0.0666 hPa (40 °C / 104 °F)
Boiling Point: Typical 249 - 294 °C / 480 - 561 °F
Melting Point: -8 °C / 18 °F
Flash Point: Typical 115 °C / 239 °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.

Transhipment Prior to arranging transhipment, Charterers must agree to Owner's proposed plan

Marpol Details

Marpol Annex: II
IMO Ship Type: 2
Inland Barge: Double Hull
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:	Yes; PQ Requirement; see below notes
Percent Oxygen in N2 Blanket:	If Antioxidant used: 5% O2 max If No Antioxidant used: 2000 ppm
Adjacent Space Purge:	No
Loading Temperature Range:	21 – 43 °C / 70 – 110 °F
Transit Temperature Range:	Ambient
Discharge Temperature Range:	Ambient
Maximum Heating Coil Temperature:	Blanked off
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 vessel, at their time, risk, and expense.

Note 2: PQ = Product Quality

Note 3: N2 Blanket Guidance:

- O2 level in tanks: No Antioxidant – 2000ppm; Antioxidant – 5%
- Vessel to maintain a constant nitrogen overpressure of 20 millibars or more during the voyage
- Surveyor to record in survey report the type of cargo monitoring system and nitrogen replenishment system used onboard the vessel
- Vessel to keep a daily N2 log of each tank:
 - Tank pressure
 - O2 level
 - Tank Temperature

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

Regional Requirements

None

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: No
Wall Wash Required: No

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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