



Shell Chemicals

Cargo Handling Sheet

Caradol SP30-47

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Revision 3

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

Product Details

| | |
|-------------------|--|
| Product Name: | Caradol SP30-47 |
| IMO Product Name: | Acrylonitrile-Styrene Copolymer Dispersion in Polyether Polyol |
| Chemical Family: | Polyols |
| Product Code: | U318N |

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

Physical Properties

| | |
|--------------------|--|
| Density: | 1,020 kg/m ³ at 25 °C / 77 °F |
| Dynamic Viscosity: | 5,880 mPa.s @ 20 °C / 68 °F 452 mPa.s @ 80 °C / 176 °F 50 mPa.s @ >100 °C / 212 °F |
| Vapor Pressure: | Data Not Available |
| Boiling Point: | Data Not Available |
| Melting Point: | -15 °C / 5 °F |
| Flash Point: | > 200 °C / 392 °F |
| Appearance: | White viscous liquid; odourless |

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

Note 2: Hazard Identification: Not classified as a physical hazard or health hazard under GHS criteria; Polymerises exothermically with di-isocyanates at ambient temperatures. See SDS for full list of hazards and precautions.

Transshipment

Prior to arranging transshipment Charterer must agree to Owner's proposed plan. When arranged by the Owner, Owner must ensure that all transshipment vessels comply with the requirements of this cargo handling sheet.

Marpol Details

| | |
|----------------|--------------------------|
| Marpol Annex: | II |
| IMO Ship Type: | 3; Must be Double Hulled |
| Inland Barges: | Double Hull |

| | |
|-------------------------|---|
| IMO Pollution Category: | Y |
| IBC 16.2.6: | Yes |
| IBC 16.2.9: | No |
| Pre-Wash Required: | Yes |
| Compatibility Group: | USCG group 20, not compatible with group 12 |

Cargo Handling Requirements

| | |
|-------------------------------------|--|
| N2 Purge Cargo Tanks Prior Loading: | No |
| N2 Blanket Required: | Yes, PQ requirement; Max 5% O ₂ , see Notes below and Regional Requirements |
| Adjacent Space Purge: | No |
| Loading Temperature Range: | 25 – 50 °C / 77 – 122 °F |
| Transit Temperature Range: | 25 – 55 °C / 77 – 131 °F (International) Ambient – 50 °C / 122 °F (EU barges) |
| Discharge Temperature Range: | 50 – 55 °C / 122 – 131 °F |
| Maximum Heating Coil Temperature: | < 100 °C / 212 °F |
| Maximum Adjacent Temperature: | 55 °C / 131 °F |

Note 1: If Nitrogen blanket is in place and Carrier chooses to transship, 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 to be maintained below 5% O₂, See Regional Requirements
- b. Vessel to maintain a constant nitrogen overpressure of 20 millibars or more during the voyage
- c. DAILY LOG: During the voyage the vessel shall maintain a daily log of the following and the log shall be sent to the Shell Charterers/Planners at the time of discharge.
 1. Tank pressure
 2. O₂ level
 3. Tank Temperature.

Regional Requirements

Note 1: Inter-Europe Voyages: no N2 blanket required for voyages ≤ 3 days

Note 2: EU Barges - Stainless steel required

Note 3: EU Barges - can load on top without cleaning prior cargo SC48-08 / SP44-10V / SP42-15V / SP39-20V / SP37-25V / SP30-47 if the minimum quantity to load is > 400mt and residual prior cargo is < 0.1mt

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: All coatings allowed except for Zinc; Carrier to verify suitability of coating; see Regional Requirements

Banned Prior Cargo: None

Wall Wash Required: Yes; all conducted with Methanol except PH test, which uses DI water

Coated Tanks: WWT conducted by cargo surveyor.

Stainless Steel Tanks: verification of shipboard WWT may be accepted if below specs are met. (Send WWT Verification to the responsible Shell Chemicals charterer and present to cargo surveyor and loading master at loading terminal.)

| Wall Wash Test: | Specification | Standard |
|-----------------|---|--------------|
| Hydrocarbons | Pass | ASTM D1722 |
| Chlorides | Max 5 ppm | IMPCA 002-98 |
| Color Test | Max 5 Pt/Co Max | ASTM D1209 |
| Appearance: | Clear, free of suspended matter & odour | ASTM D4176 |
| Pernamganate: | > 30 minutes | ASTM D1363 |

Additional WWT for Coated Tanks if Prior Cargo is:

| Prior Cargo | Wall Wash Test: | Specification | Standard |
|-----------------------------|-----------------|---------------|------------|
| Oils, Waxes, Veg Oils, Fame | NVM | 100 ppm | ASTM D1353 |
| Acids, Alkalis | PH Test | 6.9 – 7.1 | ASTM E70 |

Link to: [WWT Verification Form](#)

Safety Information and Incident Reporting

Safety Information:

HSSE information can be found in the SDS or e-SDS.

Incident Reporting:

All incidents should be reported in accordance with regulations and charter party requirements.

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 +1 8004248802.

For additional marine cargo handling advice or information, contact the responsible regional Shell Chemicals Marine Technical Advisor.



Shell Chemical LP

PO Box 4407

Houston

Texas 77210

USA

Tel +1 866 897 4355

Internet <http://www.shell.com/chemicals>

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