



**Shell Chemicals**

# Cargo Handling Sheet

Acetone

Document Date: 05 March 2021  
Revision 5

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

## Product Details

Product Name: Acetone  
IMO Product Name: Acetone  
Chemical Family: Ketone  
Product Code: S1212, S1260, U8903

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

## Physical Properties

Density: 790 - 792 kg/m<sup>3</sup> (20 °C / 68 °F)  
Dynamic Viscosity: 0.33 mPa.s (20 °C / 68 °F)  
Vapor Pressure: 24.7 kPa (20 °C / 68 °F)  
Boiling Point: 56 °C / 133 °F  
Melting Point: -94 °C / -137 °F  
Flash Point: -18 °C / -0.40 °F  
Appearance: Clear liquid with characteristic odour

**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: Extremely flammable, even with proper grounding and bonding, this material can still accumulate an electrostatic charge; 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: IBC Chapter 18 cargo; vessel must be double hulled  
Inland Barges: Double hull  
IMO Pollution Category: Z

IBC 16.2.6:	No
IBC 16.2.9:	No
Pre-Wash Required:	No
Compatibility Group:	USCG compatibility group 18

### Cargo Handling Requirements

N2 Purge Cargo Tanks Prior Loading:	No
N2 Blanket Required:	No, see notes below
Vapor Space Purge:	No
Adjacent Space Purge:	No
Loading Temperature Range:	Ambient
Transit Temperature Range:	Ambient to 45 °C / 113 °F
Discharge Temperature Range:	Ambient to 45 °C / 113 °F
Maximum Heating Coil Temperature:	Blanked off
Adjacent Maximum Cargo Temperature:	45 °C / 113 °F

**Note 1:** If vessel is required to inert tanks then only N2 will be accepted as an inerting medium.

**Note 2:** 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 3:** PQ = Product Quality

### Regional Requirements

**Note 1: US Barge:** Coatings – Stainless Steel, Mild Steel, Zinc; N2 - not required. Vapor Return – No; Heat - No

### 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:** Stainless Steel or Zinc

	USG to Japan, Stainless Steel only
Banned Prior Cargo:	No
Wall Wash Required:	No

## 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 +18004248802.

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



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