



# **SHELL**

# **CARGO HANDLING SHEET**

## **NEODENE 1214**

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

## Product Details

Trade Name:	NEODENE 1214
IMO Product Name:	NEODENE 1214 (contains Olefins (C13+, all isomers); and Dodecene)
Chemical Family:	Olefins

[Link to Safety Data Sheet](#)

## Physical Properties

Density:	768 kg/m <sup>3</sup> (16 °C / 61 °F)
Dynamic Viscosity:	1.54 mPa.s (20 °C / 68 °F)
Vapor Pressure:	41 Pa (31 °C / 88 °F)
Boiling Point:	205 - 251 °C / 401 - 484 °F
Melting Point:	-30 °C / -22 °F
Flash Point:	83 °C / 181 °F
Appearance:	Liquid at room temperature, mild hydrocarbon 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: Static accumulator, See SDS for full list of hazards and precautions.

## Marpol Details

Marpol Annex:	II
IMO Ship Type:	2
Inland Barges:	Double Hull
IMO Pollution Category:	Y
IBC 16.2.6:	No
IBC 16.2.9:	No
Pre-Wash Required:	No
Compatibility Group:	USCG compatibility group 30

## Cargo Handling Requirements

N2 Purge Cargo Tanks Prior Loading:	No
N2 Blanket Required:	Yes, Product Quality Requirement Max1000 ppm (0.1%) O <sub>2</sub> , See below notes and Regional Requirements.
Adjacent Space Purge:	No
Loading Temperature Range:	Ambient
Transit Temperature Range:	Ambient – 40 °C / 104 °F
Unloading Temperature Range:	Ambient – 40 °C / 104 °F
Maximum Heating Coil Temperature:	Blanked off.
Maximum Adjacent Temperature:	40 °C / 104 °F

**Note 1:** If vessel is required to inert tanks, then only N<sub>2</sub> will be accepted as an inerting medium.

**Note 2:** 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 vessel, at their time, risk, and expense.

**Note 3:** N<sub>2</sub> Blanket:

a. O<sub>2</sub> level in tanks: Max1000 ppm (0.1%) O<sub>2</sub>; See Regional Requirements.

b. Vessel to maintain a constant nitrogen overpressure of 20 millibars or more during the voyage.

**Daily Log:** During the voyage the vessel shall maintain a daily log of the following and the log shall be sent to the Shell Charterer/Planner at the time of unloading. Tank pressure, O<sub>2</sub> level and Tank Temperature.

## Regional Requirements

**Note 1:** If antioxidant is used:

- Inter-Europe Voyages: no nitrogen blanket required.
- Intercontinental shipments: nitrogen blanket required, maximum 5% O<sub>2</sub>.

**If no antioxidant is used:**

- Inter-Europe Voyages & international Shipments: N<sub>2</sub> blanket required, maintain maximum 1000 ppm (0.1%) O<sub>2</sub>.

**Note 2:** This product is not self-reactive; an inhibitor certificate is not needed when antioxidant is added.

**Note 3: US Barges:** Coating acceptable Stainless Steel, Mild Steel, Zinc, Epoxy. Vapor Return – may be required depending on terminal Air Quality Permit.

## Transshipments

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.

### Tank Acceptance Requirement

**Banned Prior Cargo:**

No.

**Stainless Steel or Coated Tanks:**

Stainless preferred. Carrier to verify suitability of coating (refer regional requirement above).

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, dried with N<sub>2</sub>, and blanked off.

### Wall Wash Test Requirement

**Wall Wash Required:**

No.

## Safety Information and Incident Reporting

**Safety Information:** Refer the SDS (Safety Data Sheet) or e-SDS.

**Incident Reporting:** All incidents should be reported in accordance with regulations and charter party requirements. For additional marine cargo handling advice or information, contact the regional Chemical Marine Technical Advisor.



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