



# **SHELL CARGO HANDLING SHEET**

## **NEODOL 1**

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

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Revision no.13

## Product Details

Trade Name:	NEODOL 1
IMO Product Name:	Undecyl Alcohol
Chemical Family:	Alcohols

[Link to Safety Data Sheet](#)

## Physical Properties

Density:	830 kg/m <sup>3</sup> (20°C / 68°F)
Dynamic Viscosity:	17 mPa.s (20°C / 68°F)
Vapor Pressure:	0.4 Pa (20°C / 68°F)
Boiling Point:	245°C / 473°F
Pour Point:	11°C / 52°F
Flash Point:	121°C / 250°F
Appearance:	Liquid at room temperature; mild hydrocarbon odor

**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: See SDS for full list of hazards and precautions.

## MARPOL Details

MARPOL Annex:	II
IMO Ship Type:	2
Inland Barge:	Double Hull
IMO Pollution Category:	X
IBC 16.2.6:	No
IBC 16.2.7:	No
IBC 16.2.9:	Yes
Prewash Required:	Yes
Compatibility Group:	USCG compatibility group 20

## Cargo Handling Requirements

N2 Purge Cargo Tanks Prior Loading:	Yes, Product Quality requirement; Max 1000 ppm (0.1%) O <sub>2</sub> , 99.99% N <sub>2</sub> Purity, see Notes below.
N2 Blanket Required:	Yes, Product Quality requirement; Max 1000 ppm (0.1%) O <sub>2</sub> , see Notes and Regional Requirement below.
Adjacent Space Purge:	No
Loading Temperature Range:	20 - 45°C / 68 - 113°F
Transit Temperature Range:	20 - 45°C / 68 - 113°F
Unloading Temperature Range:	20 - 45°C / 68 - 113°F
Maximum Heating Coil Temperature:	65°C / 149°F
Maximum Adjacent Temperature:	45°C / 113°F

**Note 1:** Due to product quality concerns, this product should not be carried in tanks serviced by a cargo pump room.

**Note 2:** All drain valves, plugs, and associated lines should be flushed and blown dry with nitrogen.

**Note 3:** Special attention should be given to the tightness of all tank and cargo line packings and gaskets, also to the relevant p/v valve and any closed loading equipment in use, to ensure no ingress of air into the cargo tank.

**Note 4:** All cargo lines and hoses used during loading operations must also be utilized during unloading operations.

**Note 5:** If Nitrogen blanket is in place and Carrier chooses to transship, carrier must reapply nitrogen blanket on the cargo, both on the unloading and receiving vessel, at their time, risk, and expense.

**Note 6:** N<sub>2</sub> Blanket:

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

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:** Short voyages in Europe may only require blanketing, however if the short voyage is part of an international voyage, the short voyage must also have the tanks purged,

## 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

<b>Banned Prior Cargo:</b>	Yes, Styrene or any other product which can polymerize; Phosphoric acid, Sulphuric acid, and Caustic Soda.
<b>Stainless Steel or Coated Tanks:</b>	Stainless Steel preferred. High baked phenolic and modified phenolic coating may be accepted.

Note 1: Vessels offered for loading into coated tanks:

- Carrier to verify suitability of coating.
- For newly coated tanks, either partially or fully recoated, the tanks must have carried 3 or more cargoes for a total of >90days at >90% full.
- Tank Coating Condition Questionnaire submitted to Charterers for review prior to fixing a coated vessel.
- Coated tanks to be in very good condition with minimal blistering or breakdown, < 0.5% total tank area.
- All blisters to be scraped to hard coating.
- All defects to be noted in Survey Report
- Pipelines and fittings to be stainless steel

All nominated shipboard cargo handling systems are to be presented clean (residual free), dry, odour 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.

### Wall Wash Test Requirement

<b>Wall Wash Required:</b>	Yes, all conducted with Methanol except PH test, which uses DI water.
<b>Coated Tanks:</b>	WWT conducted by cargo surveyor
<b>Stainless Steel and coated tanks</b>	Verification of shipboard WWT may be accepted if below specs are met. (Send WWT Verification to the responsible Shell charterer and present to cargo surveyor and loading master at loading terminal.) WWT Verification form is available in the supporting documents section on the <a href="#">CHS Website</a>

Wall Wash Test	Specification	Standard
Appearance	Clear and free from suspended matter	ASTM D4176
Chlorides	Max 3.0 ppm	IMPCA 002-98
Hydrocarbons	Pass	ASTM D1722
Color Test	Max 10 Pt/Co	ASTM D1209

### Additional WWT for Coated Tanks if Prior Cargo is:

Prior Cargo	Test	Required result	Method
Acrylate	PPT	>30 minutes	ASTM D1363
Oils, Waxes, Veg Oils, Fame	NVM	100 ppm	ASTM D1353
Acids, Alkalis	PH Test	6.9 - 7.1	ASTM E70

## Safety Information and Incident Reporting

**Safety Information:** Refer to 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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