SHELL CARGO HANDLING SHEET

NEODOL 91-8

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

Document date 10 Feb 2026
Revision no.1

Product Details

Trade Name:	NEODOL 91-8
IMO Product Name:	Alcohol (C9-C11) poly (2.5-9) ethoxylate
Chemical Family:	Alcohols

Link to Safety Data Sheet

Physical Properties

Density:	996 kg/m3 (40°C / 104°F)
Dynamic Viscosity:	98 mPa.s (20°C / 68°F) 50 mPa.s (28°C / 82°F)
Vapor Pressure:	0.1 hPa (37°C / 99°F)
Boiling Point:	232°C / 450°F
Melting Point:	15°C / 59°F
Flash Point:	159°C / 318°F
Appearance:	Slightly Viscous liquid

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:	3, Double hull
Inland Barge:	Double Hull
IMO Pollution Category:	Y
IBC 16.2.6:	No
IBC 16.2.7:	No
IBC 16.2.9:	Yes
Prewash Required:	No prewash required when discharged in accordance with this Cargo Handling Sheet.

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Compatibility Group:	USCG compatibility group 20

Cargo Handling Requirements

N2 Purge Cargo Tanks Prior Loading:	No; See Regional Requirements from shipments to Asia
N2 Blanket Required:	Yes, Product Quality requirement; Max 5 vol% O2 content, see Notes and Regional Requirement below.
Adjacent Space Purge:	No
Loading Temperature Range:	25 – 50°C / 77 – 122 F
Transit Temperature Range:	25 – 50°C / 77 – 122°F
Unloading Temperature Range:	25 – 50°C / 77 – 122°F
Maximum Heating Coil Temperature:	65°C / 149°F
Maximum Adjacent Temperature:	55°C / 131°F

Note 1: If vessel is required to inert tanks, then only N2 is 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: N2 Blanket:
a. O2 level in tanks: Max 5 vol% O2; maintain 1000 ppm (vol) O2 for shipments to Asia
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, O2 level and Tank Temperature.

Regional Requirements

Note 1: For Shipments to Asia:

The vessel's tanks, including those on any lightering vessels, must be nitrogen purged to 1000ppm (vol) O2 prior loading.

- After loading the tanks must be nitrogen padded to <1000 ppm (vol) O2.
- The surveyor must record the tank oxygen content, dew point, and purging time in the cargo tanks, after purging. A copy of this record should be sent to the Shell Charterer/Planner along with the survey report.

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:	Yes, Styrene or any other product can polymerize.
Stainless Steel or Coated Tanks:	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, 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 N2, and blanked off.

Wall Wash Test Requirement	
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 charterer and present to cargo surveyor and loading master at loading terminal.) WWT Verification form is available in the supporting documents section on the CHS Website

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 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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