



SHELL

CARGO HANDLING SHEET

Neodene 1112 IO

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

Product Details

Trade Names:	Neodene 1112 IO
IMO Product Name:	Olefin mixtures (C ₅ -C ₁₅)
Chemical Family:	Olefins

[Link to Safety Data Sheet](#)

Physical Properties

Density:	755 kg/m ³ (20 °C / 68 °F)
Dynamic Viscosity:	1.21 mPa.s (20 °C / 68 °F)
Vapor Pressure:	100 Pa (25 °C / 77 °F)
Boiling Point:	193 – 215 °C / 379 – 419 °F
Melting Point:	-36 °C / -33 °F
Flash Point:	71 °C / 160 °F
Appearance:	Clear, colorless liquid; 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: Combustible, static accumulator, Cat X product, classified as Toxic. 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 16.2.9:	No
Pre-Wash Required:	Yes
Compatibility Group:	USCG compatibility group 30

Cargo Handling Requirements

N2 Purge Cargo Tanks Prior Loading:	No
N2 Blanket Required:	Yes, Product Quality requirement; Max 5% O ₂ ; see notes in Regional Requirements
Adjacent Space Purge:	No
Loading Temperature Range:	Ambient - 40 °C / 104 °F
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:	50 °C / 122 °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 vessel, at their time, risk, and expense.

Note 2: N₂ Blanket:

- a. O₂ level in tanks: 5% O₂.
- 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: If antioxidant is used:

- Inter-Europe Voyages: no nitrogen blanket required.
- All other shipments including US Barges: nitrogen blanket required, maximum 5% O₂.

If no antioxidant is used:

- All Shipments, including US Barges: N₂ blanket required, maintain at < 500 ppm (0.05%) oxygen.

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

Note 3: US Barges: Coatings 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:	None
Stainless Steel or Coated Tanks:	Stainless steel preferred. High baked phenolic and modified phenolic coating may be accepted. Carrier to verify suitability of coating for products.

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 and dried with N2 and blanked off.

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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