



SHELL

CARGO HANDLING SHEET

NEODENE 2024 Alpha Olefin

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

Product Details

Trade Name:	NEODENE 2024 Alpha Olefin
IMO Product Name:	Olefins (C13+, all isomers)
Chemical Family:	Olefins
Product Code:	V1245

[Link to Safety Data Sheet](#)

Physical Properties

Density:	783 kg/m ³ (30 °C / 86 °F)
Dynamic Viscosity:	4.0 mPa.s (40 °C / 104 °F)
Vapor Pressure:	< 80 Pa (25 °C / 77 °F)
Boiling Point:	367 °C / 693 °F
Melting Point:	29 °C / 84 °F
Flash Point:	172 °C / 342 - 361°F
Appearance:	Clear, colorless liquid, mild odor

Note 1: Physical Properties are for reference only and valid as of date of this revision; see loading terminal for specific properties.

Marpol Details

Marpol Annex:	II
IMO Ship Type:	2
Inland Barge:	Double Hull
IMO Pollution Category:	Y
IBC 16.2.6:	No
IBC 16.2.9:	Yes
Pre-Wash Required:	No pre-wash required when discharged in accordance with CHS.
Compatibility Group:	USCG compatibility group 30

Cargo Handling Requirements

N2 Purge Cargo Tanks Prior Loading:	No, see Regional Requirements below.
N2 Blanket Required:	Yes, Product Quality requirement; see Notes and Regional Requirement below.
Adjacent Space Purge:	No
Loading Temperature Range:	49 – 54 °C / 120 – 130 °F
Transit Temperature Range:	35 – 50 °C / 102 – 122 °F
Unloading Temperature Range:	39 – 50 °C / 102 – 122 °F
Maximum Heating Coil Temperature:	65 °C / 149 °F
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: Max1000 ppm (0.1%) O₂; 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, O₂ 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% O₂.
- If loading at Stolthaven Houston Terminal, vessel require to arrive with tanks non inerted. Upon of completion of cargo operation vessel to apply nitrogen blanket, maximum 5% O₂.

If no antioxidant is used:

- Inter-Europe Voyages & international Shipments: N₂ blanket required, maintain maximum 1000 ppm (0.1%) O₂.
- If loading at Stolthaven Houston Terminal, vessel to arrive with tanks purged to maximum 10 000 ppm (1.0%) O₂. Upon completion of cargo operations vessel to apply nitrogen blanket, maximum 1000 ppm (0.1%) O₂.

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 ₂ , 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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