Shell

Cargo Handling Sheet

Neodene 26+

Document Date: 21 July 2022
Revision 1

Cargo Handling Sheets are for the use of vessels chartered by Shell

Product Details

Product Name:	Neodene 26+
IMO Product Name:	Olefins (C13+, all isomers)
Chemical Family:	Olefins
Product Code:	V1472

SDS: http://www.shell.com/business-customers/chemicals/safe-product-handling-and-transportation/safety-data-sheets.html

Physical Properties

Density:	906 kg/m3 (23 °C / 73 °F)
Kinematic Viscosity:	4.25 mm2/s (100 °C / 212 °F)
Vapor Pressure:	< 80 Pa (25 °C / 77 °F)
Boiling Point:	349 - 519 °C / 660 - 966 °F
Melting Point:	59 °C / 138 °F
Flash Point:	230 °C / 446 °F
Appearance:	White solid at 20 °C / 68 °F

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, Not classified as a physical hazard or health hazard under GHS; See SDS for full list of hazards and precautions.

Transhipment

Prior to arranging transhipment Charterer must agree to Owner's proposed plan. When arranged by the Owner, Owner must ensure that all transhipment vessels comply with the requirements of this cargo handling sheet.

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:	Not a Product Quality requirement
N2 Blanket Required:	Yes, Product Quality Requirement, maintain at <1000 ppm Oxygen; See below notes and Regional Requirements
Adjacent Space Purge:	No
Loading Temperature Range:	75 – 80 °C / 167 – 176 °F
Transit Temperature Range:	70 – 80 °C / 158 – 176 °F
Unloading Temperature Range:	75 – 80 °C / 167 – 176 °F
Maximum Heating Coil Temperature:	100 °C / 212 °F
Maximum Adjacent Temperature:	100 °C / 212 °F

Note 1: If vessel is required to inert tanks, then only N2 will be accepted as an inerting medium.
Note 2: If Nitrogen blanket is in place and Carrier chooses to tranship, carrier must reapply nitrogen blanket on the cargo, both on the discharging and receiving ship, at their time, risk, and expense.
Note 3: N2 Blanket Guidance:
a. O2 level in tanks: See Regional Requirements
b. Vessel to maintain a constant nitrogen overpressure of 20 millibars or more during the voyage.
c. **DAILY LOG**: During the voyage the vessel shall record the following at least once a day and the record shall be sent to the Shell Charterers/Planners after the completion of unloading.

1. Tank pressure 2. O_2 level 3. Tank Temperature

Regional Requirements

Note 1: US Barges: Coatings acceptable Stainless Steel, Mild Steel, Zinc, Epoxy. Vapor Return – may be required depending on terminal Air Quality Permit.

Tank Acceptance Requirements

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.

Stainless Steel or Coated Tank: Either, carrier to verify suitability of coating (refer regional requirements above)
Banned Prior Cargo: None
Wall Wash Required: None

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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