



Shell

Cargo Handling Sheet

Neoflo 1-68

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Revision 4

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

Product Details

Product Name: Neoflo 1-68
IMO Shipping Name: Olefins, (C13+, all isomers)
Chemical Family: Olefins
Product Code: V1392

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

Physical Properties

Density: Typical 788 kg/m³ (20 °C / 68 °F)
Dynamic Viscosity: 3.6 mPa.s (20 °C / 68 °F)
Vapor Pressure: 0.066 hPa (40 °C / 104 °F)
Boiling Point: Typical 287 - 342 °C / 549 - 648 °F
Melting Point: 12.2 °C / 54.0 °F
Flash Point: Typical 135 °C / 275 °F
Appearance: Clear, Colourless

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, See below Notes and Regional Requirements
Adjacent Space Purge:	No
Loading Temperature Range:	21 – 45 °C / 70 – 113 °F
Transit Temperature Range:	21 – 45 °C / 70 – 113 °F
Unloading Temperature Range:	30 – 45 °C / 86 – 113 °F
Maximum Heating Coil Temperature:	65 °C / 149 °F
Maximum Adjacent Temperature:	50 °C / 122 °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. O₂ level
 3. 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 no antioxidant is used:

- Inter-Europe Voyages & Intercontinental Shipments: N2 blanket required: blanket down to <2000 ppm oxygen after loading

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
Prior Cargo Restrictions:	No
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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