



Shell

Cargo Handling Sheet

Dicyclopentadiene 94%

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Revision 7

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

Product Details

Trade Name:	Dicyclopentadiene 94%
IMO Product Name:	1,3-Cyclopentadiene dimer (molten)
Chemical Family:	Olefins
Product Code:	X2340

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

Physical Properties

Density:	965 - 980 kg/m ³ (30 °C / 86 °F)
Dynamic Viscosity:	4 mPas (20 °C / 68 °F)
Vapor Pressure:	186 Pa (20 °C / 68 °F)
Boiling Point:	70 - 190 °C / 338 - 374 °F
Melting Point:	10 - 15 °C / 50 - 59 °F
Flash Point:	32 °C / 77 - 90 °F
Appearance:	Pale straw-coloured liquid, camphor odour.

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: Flammable, Static accumulator; See SDS for full list of hazards and precautions.

Transshipment

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.

Marpol Details

Marpol Annex:	II
IMO Ship Type:	2
Inland Barge:	Double Hull
IMO Pollution Category:	Y
IBC 16.2.6:	Yes

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:	Yes; Product Quality and Safety Requirement; Max 5% O ₂ ; see notes below and Regional Requirements
N2 Blanket Required:	Yes; Product Quality and Safety Requirement; see notes below and Regional Requirements
Adjacent Space Purge:	No
Loading Temperature Range:	20 – 30 °C / 68 – 86 °F
Transit Temperature Range:	20 – 30 °C / 68 – 86 °F
Unloading Temperature Range:	25 – 30 °C / 77 – 86 °F
Maximum Heating Coil Temperature:	45 °C / 113 °F
Maximum Adjacent Temperature:	45 °C / 113 °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 unloading and receiving vessel, 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

Note 4: This product is inhibited with TBC (para-tertiary butyl catechol), which is not oxygen dependent.

Regional Requirements

Note 1: If inhibitor is used:

- Inter-Europe Voyages: N₂ blanket Oxygen content – 10% O₂
- Intercontinental Shipments: N₂ blanket Oxygen content - 5% O₂

If no inhibitor is used:

- Inter-Europe Voyages & Intercontinental Shipments: N₂ blanket Oxygen content - 0.25% O₂

Tank Acceptance Requirements

All nominated shipboard cargo handling systems are to be presented clean (residual free), dry, odour 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
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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