Shell

Cargo Handling Sheet

Tetramer

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Revision 5

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

Product Details

Trade Name:	Tetramer
IMO product Name:	Propylene Tetramer
Chemical Family:	Olefins
Product Code:	S1305

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

Physical Properties

Density:	772.2 kg/m3 (20 °C / 68 °F)
Dynamic Viscosity:	3 mPas (20 °C / 68 °F)
Vapor Pressure:	Data not available
Boiling Point:	176 - 246 °C / 349 - 475 °F
Melting Point:	-76 °C / -105 °F
Flash Point:	58 °C / 136 °F
Appearance:	Clear Yellow

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.

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:	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:	Not a Product Quality requirement; see notes below
N2 Blanket Required:	Not a Product Quality requirement; see notes below
Adjacent Space Purge:	No
Loading Temperature Range:	Ambient
Transit Temperature Range:	Ambient
Unloading Temperature Range:	Ambient
Maximum Heating Coil Temperature:	Blanked off
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 transhipp, carrier must reapply nitrogen blanket on the cargo, both on the unloading and receiving vessel, at their time, risk, and expense.

Regional Requirements

Note 1: Shell Puget Sound: O2 level in tanks to be maintained below 5% during voyage and discharge
Note 2: Shell Puget Sound does not N2 purge tanks prior to loading or pad tanks after loading; ship will need ot use its N2 generator to pad the tanks and maintain the pad.
Note 3: N2 Blanket Guidance:
a. O_2 level in tanks: 5 % O_2
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

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
Banned Prior Cargo: 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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