



DOCUMENT OF COMPLIANCE

Special Requirements for Ships Carrying Dangerous Goods

Issued in pursuance of the requirement of regulation II-2/19.4 of the International Convention for Safety of Life at Sea, 1974, as amended, under the authority of the Government of
the Republic of Singapore
by **CHINA CLASSIFICATION SOCIETY**

Name of ship	<u>WAN HAI 311</u>
Distinctive number or letters	<u>S6AS5</u>
Port of registry	<u>Singapore</u>
Ship type	<u>Container Ship</u>
IMO No.	<u>9248681</u>

THIS IS TO CERTIFY:

1. that the construction and equipment of the above mentioned ship was found to comply with the provisions of regulation II-2/19 of the International Convention for the Safety of Life at Sea, 1974, as amended; and
2. that the ship is suitable for the carriage of those classes of dangerous goods as specified in the appendix hereto, subject to any provisions in the International Maritime Dangerous Goods (IMDG) Code and the International Maritime Solid Bulk Cargoes Code (IMSBC Code) for individual substances, materials or articles also being complied with.

This document is valid until May 15, 2030

Completion date of the survey on which this document is based: April 23, 2025

Survey conducted by **Lai Weidong**.

Issued at Zhoushan

Issued on April 23, 2025



(Zhou Zenghui)

CHINA CLASSIFICATION SOCIETY

NOTE:

1. Ships constructed on or after 1 July 2002 have to comply with SOLAS reg. II-2/19 and all the requirements introduced with 2000 SOLAS amendments.
2. There are no special requirements in the above-mentioned regulation II-2/19 for the carriage of dangerous goods of classes 6.2 and 7, and for the carriage of dangerous goods in limited quantities, as required in chapter 3.4 of the IMDG Code, and excepted quantities, as required in chapter 3.5 of the IMDG Code.
3. Solid bulk cargo shall not be carried unless it is listed in the cargo list of Certificate of Compliance Required by IMSBC Code.



APPENDIX
SPACES TO BE INDICATED IN THE PLANS NEXT PAGE WITH NUMBERS
CORRESPONDING WITH THE TABLE BELOW

Class \ Loading Area	1	2	3	4	5	A.E. ~ Fr.19 (*)	Fr.19 ~ Fr.32 (*)	Fr.60 ~ Fr.244 (*)
1.1-1.6	—	—	—	—	—	—	—	—
1.4S	—	—	—	—	—	—	—	—
2.1	—	—	—	—	—	P	—	P
2.2	P	P	P	—	—	P	—	P
2.3 flammable	—	—	—	—	—	—	—	—
2.3 non-flammable	—	—	—	—	—	P	—	P
3 liquids FP<23°C	—	—	—	—	—	P	—	P
3 liquids 23°C≤FP≤60°C	—	—	—	—	—	P	—	P
4.1	P	P	P	P	—	P	—	P
4.2	P	P	P	P	—	P	—	P
4.3 liquids	—	—	—	—	—	—	—	—
4.3 solids	P	P	P	P	—	P	—	P
5.1	P	P	P	P	—	P	—	P
5.2	—	—	—	—	—	P	P	P
6.1 liquids FP>60°C	P	P	P	P	P	P	P	P
6.1 liquids FP<23°C	—	—	—	—	—	P	—	P
6.1 liquids 23°C≤FP≤60°C	P	P	P	P	—	P	—	P
6.1 solids	P	P	P	P	P	P	P	P
8 liquids	P	P	P	P	P	P	P	P
8 liquids FP<23°C	—	—	—	—	—	P	—	P
8 liquids 23°C≤FP≤60°C	P	P	P	P	—	P	—	P
8 solids	P	P	P	P	P	P	P	P
9	—	—	—	—	—	P	P	P

P : Indicates PACKAGED GOODS ALLOWED
 A : Indicates PACKAGED AND BULK GOODS ALLOWED
 B : Indicates BULK GOODS ALLOWED
 — : NOT ALLOWED

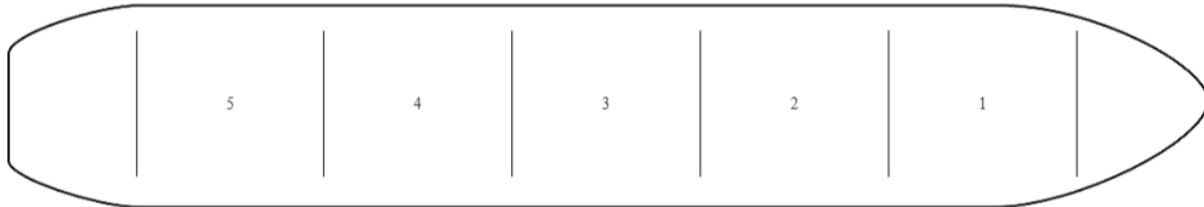


PLANS:

UNDER-DECK SPACES



ON DECK SPACES



Remarks related to the information in previous table:

1.(*). On weather deck.

2. Safe means is to be taken in accordance with requirements of IMDG Code.

3. The dangerous goods are to be stowed at least 3m horizontally away from the bulkheads forming boundaries between cargo spaces and machinery spaces.

4. The "mechanically-ventilated spaces" are required by International Maritime Dangerous Goods Code when stowed with the dangerous goods of Class 9.

