

PART 309—VALUES FOR WAR RISK INSURANCE

FINDINGS AND SCOPE

- Sec.
309.1 Findings.
309.2 Scope.
- BASIC VALUES**
- 309.3 Vessels built during or after 1939.
309.4 Vessels built prior to 1939.
- GENERAL PROVISIONS**
- 309.5 Adjustments for condition, equipment and other considerations.
309.6 Definitions.
309.7 Modifications.
309.8 Vessel data forms.
- VALUES FOR INDIVIDUAL VESSELS**
- 309.101 Determination of values.
- STORES AND SUPPLIES**
- 309.201 Purpose.
309.202 Definitions.
309.203 Value at time of loss.
309.204 Proof of loss.

AUTHORITY: The provisions of this Part 309 issued under sec. 204, 49 Stat. 1987, as amended, sec. 1209, 64 Stat. 775, as amended, 70 Stat. 984; 46 U.S.C. 1114, 1289.

FINDINGS AND SCOPE

SOURCE: §§ 309.1 and 309.2 contained in General Order 82, 11th Rev., 29 F.R. 19085, Dec. 30, 1964.

§ 309.1 Findings.

The Ship Valuation Committee, Maritime Administration, has found that the values provided in this part constitute just compensation for the vessels to which they apply, computed in accordance with subsection 902(a) of the Merchant Marine Act, 1936, as amended (46 U.S.C. 1242), pursuant to section 1209 (a), Merchant Marine Act, 1936, as amended (46 U.S.C. 1289(a)), Public Law 958, 84th Congress, and the authority delegated to the Maritime Administrator by the Secretary of Commerce in section 3, of Department Order No. 117 (Revised) (27 F.R. 3637, April 17, 1962), and re-delegated to the Ship Valuation Committee (28 F.R. 12330, November 21, 1963).

§ 309.2 Scope.

(a) *Vessels included.* This part establishes values for self-propelled ocean-going iron and steel vessels (other than vessels excluded pursuant to paragraph (b) of this section) for which war risk insurance is provided by the Maritime Administration pursuant to Title XII,

Merchant Marine Act, 1936, as amended (46 U.S.C. 1281-1294), Public Law 763, 81st Congress, Public Law 209, 84th Congress, Public Law 958, 84th Congress. The values established by this part represent the maximum amounts for which the Maritime Administration will provide war risk hull insurance for damage to or actual or constructive total loss of the vessel and for which claims for damage to or actual or constructive total loss of such insured vessels may be adjusted, compromised, settled, adjudged, or paid, by the Maritime Administration with respect to insurance attaching on or after July 1, 1964, under the Standard Forms of War Risk Hull insurance Interim Binder or policy prescribed by §§ 308.106 and 308.107 of this chapter (General Order 75, 2d Rev., 26 F.R. 4541, May 26, 1961). Revised values will be prescribed in subsequent revisions of this part, which are expected to be issued at least every six months. The latest published values will remain in effect until new ones are published.

(b) *Vessels excluded.* The values established pursuant to §§ 309.3 through 309.5 do not apply to passenger vessels, lumber schooners, car ferries, seatrains, cable ships, bulk cement and ore carriers, vessels operated on the Great Lakes and inland waterways, fully refrigerated vessels, vessels of less than 1,500 gross tons, or any other vessels or class of vessels to which the Maritime Administration finds that the provisions of said sections would not be appropriate. Values for vessels excluded by this paragraph (b), shall be specifically determined by the Maritime Administration and set forth in § 309.101.

(c) *Fuel, stores, and supplies.* Values for fuel, stores and supplies shall be determined in accordance with §§ 309.201 through 309.204 (General Order 100, 29 F.R. 2944, March 4, 1964.)

BASIC VALUES

SOURCE: §§ 309.3 and 309.4 contained in General Order 82, 11th Rev., 29 F.R. 19085, Dec. 30, 1964.

§ 309.3 Vessels built during or after 1939.

(a) *Basic values.* The values of vessels built during or after 1939 shall be determined in accordance with this section, subject to the applicable adjustments provided in § 309.5.

(b) *War-built vessels.* (1) The values of the standard types of war-built

vessels under United States flag listed in this subparagraph (1) which have the lawful right to engage in the coastwise trade of the United States (which are the current domestic market values of such vessels as determined by the Ship Valuation Committee) are as follows:

Standard-type vessel:	Value
EC2-S-C1	\$275,000
EC2-S-AW1	260,000
VC2-S-AP2	495,000
C1-M-AV1	270,000
C1-A and B (Steam)	285,000
C1-A and B (Diesel)	285,000
C2-S-B1	540,000
C3-S-A2	860,000
C4-S-B5	970,000
T1-M-BT	315,000
T2-SE-A1	495,000
T3-S-A1	490,000
T3-S-BZ1	940,000

(2) The values of the standard types of war-built vessels under United States flag listed in this subparagraph (2) which do not have the lawful right to engage in the coastwise trade of the United States (which are the current domestic market values of such vessels as determined by the Ship Valuation Committee) are as follows:

Standard-type vessel:	Value
EC2-S-C1	\$225,000
C1-M-AV1	210,000
VC2-S-AP2	420,000
C2-S-B1	460,000
T2-SE-A1	275,000
T1-M-BT2	150,000

(3) The values of the standard types of war-built vessels under foreign flag listed in this subparagraph (3) (which are the lower of (i) the restricted world market values, or (ii) the domestic market values of comparable United States flag vessels which do not have the lawful right to engage in the coastwise trade of the United States, as determined by the Ship Valuation Committee) are as follows:

Standard-type vessel:	Value
EC2-S-C1	\$202,500
T2-SE-A1	275,000
T1-M-BT2	150,000
T3-S-A1	270,000

(4) The values of the standard subtypes of war-built vessels listed in this subparagraph (4) shall be determined as follows:

(i) If the subtype vessel is under United States flag and has the lawful right to engage in the coastwise trade of the United States, by multiplying the

basic value of the standard-type vessel listed in subparagraph (1) of this paragraph by the factor shown opposite the subtype in the table set forth in this subparagraph (4), or

(ii) If the subtype vessel is under United States flag but does not have the lawful right to engage in the coastwise trade of the United States, by multiplying the basic value of the standard-type vessel listed in subparagraph (2) of this paragraph by the factor shown opposite the subtype in the table set forth in the subparagraph (4), or

(iii) If the subtype vessel is under foreign flag, by multiplying the basic value of the standard-type vessel listed in subparagraph (3) of this paragraph by the factor shown opposite the subtype in the table set forth in the subparagraph (4).

TABLE

Subtype	Factor
VC2-S-AP3	110%—VC2-S-AP2
VC2-M-AP4	90%—VC2-S-AP2
C1-M-AV6	100%—C1-M-AV1
C1-M-AV8	100%—C1-M-AV1
C2-S-A1	85%—C2-S-B1
C2-S-AJ1	100%—C2-S-B1
C2-S-AJ2	105%—C2-S-B1
C2-S-AJ3	100%—C2-S-B1
C2-S-AJ5	103%—C2-S-B1
C2-Cargo	100%—C2-S-B1
C2-S-E1	103%—C2-S-B1
C2-F	100%—C2-S-B1
C2-S	100%—C2-S-B1
C2-SU	95%—C2-S-B1
C3-Cargo	100%—C3-S-A2
C3-S-A1	100%—C3-S-A2
C3-S-A3	76%—C3-S-A2
C3-S-A4	106%—C3-S-A2
C3-S-A5	106%—C3-S-A2
C3-E	70%—C3-S-A2
C3-M	100%—C3-S-A2
C3-S-BH1	100%—C3-S-A2
C3-S-BH2	105%—C3-S-A2
C4-S-A4	100%—C4-S-B5
T1-M-BT1	100%—T1-M-BT
T1-M-BT2	100%—T1-M-BT
T2-SE-A2	108%—T2-SE-A1
T2-SE-A3	108%—T2-SE-A1
T2	108%—T2-SE-A1
T3-M-AZ1	105%—T3-S-A1
T3-S-BF1	130%—T3-S-A1

(c) *Other vessels.* The value of a vessel built during or after 1939 which is not included in paragraph (b) of this section shall be the current domestic market value as determined by the Maritime Administration.

§ 309.4 Vessels built prior to 1939.

The values of vessels built prior to 1939 shall be specifically determined by the

Maritime Administration and set forth in § 309.101.

GENERAL PROVISIONS

SOURCE: §§ 309.5 to 309.8 contained in General Order 82, 11th Rev., 29 F.R. 19086, Dec. 30, 1964.

§ 309.5 Adjustments for condition, equipment and other considerations.

The basic values provided in § 309.3 shall be adjusted for individual vessels to the extent provided in paragraphs (a) to (d) of this section.

(a) *Adjustment for a vessel of substandard condition.* If the Maritime Administration determines that a vessel is not in class or is in substandard condition for a vessel of her type or subtype and age, there shall be subtracted from the basic value of such vessel, as determined pursuant to § 309.3 the amount estimated by the Maritime Administration as the cost of putting the vessel in class or the amount estimated by the Maritime Administration as the difference in value of the substandard vessel and a vessel in standard condition.

(b) *Special equipment.* For any special equipment of material utility in the handling of cargo or utilization of the vessel, not otherwise included in determining the basic value pursuant to § 309.3, if the depreciated reproduction cost less construction subsidy, if any, of all such special equipment is in excess of \$50,000.00, an allowance in such amount as the Maritime Administration shall determine to be the fair and reasonable value of such equipment less construction-differential subsidy thereon, shall be added to the basic value.

(c) *Government installations.* The values provided by this part shall not include any allowance for any special installations or equipment to the extent that their cost was borne by the United States.

(d) *Construction subsidized vessel.* In the case of a construction subsidized vessel, for the period of insurance prior to requisition for title or use the valuation determined in accordance with § 309.3 shall be reduced by such proportion as the amount of construction subsidy paid with respect to the vessel bears to the entire construction cost and capital improvements thereof (excluding the cost of national defense features), and for the period of insurance after requisition for use the valuation determined in accordance with § 309.3 shall

not exceed the amount which would be payable under section 802 of the Merchant Marine Act, 1936, as amended (46 U.S.C. 1212), in the case of requisition for title or use. (See, however, Public Law 88-478, approved August 22, 1964.)

§ 309.6 Definitions.

(a) *Date vessel is built.* The date a vessel is built is the date upon which the vessel is delivered by the shipbuilder.

(b) *Deadweight tonnage.* The deadweight tonnage of a vessel means her deadweight capacity established in accordance with normal Summer Freeboard as assigned pursuant to the International Load Line Convention, 1930, and shall be her capacity (in tons of 2,240 pounds) for cargo, fuel, fresh water, spare parts, and stores, but exclusive of permanent ballast.

(c) *Speed of vessel.* The speed of a vessel means the speed determined in accordance with the formulae provided in Part 246 of this chapter (General Order 43, 3d Revision, 24 F.R. 3793, May 12, 1959).

(d) *Passenger vessel.* A passenger vessel is a ship which carries more than twelve passengers.

(e) *Construction subsidized vessel.* A construction subsidized vessel is a vessel built, reconstructed, or reconditioned with the aid of a construction-differential subsidy under Title V of the Merchant Marine Act, 1936, as amended, or a vessel sold by the United States which is subject by operation of law or contract to the provisions of section 802 of the Merchant Marine Act, 1936, as amended.

(f) *Vessel.* The stated valuation of a vessel in this order applies to a vessel in Class A-1 American Bureau of Shipping or equivalent, with all required certificates, including but not limited to marine inspection certificates of the Coast Guard, Treasury Department, with all outstanding requirements and recommendations necessary for retention of class accomplished; and so far as due diligence can make her so, tight, staunch, strong and well and sufficiently tackled, appareled, furnished and equipped, and in every respect seaworthy and in good running condition and repair, with clean swept holds and in all respects fit for service. A vessel in substandard condition is subject to § 309.5(a). The stated valuation of a vessel provided in this order does not include vessel stores and

supplies, which consist of (1) Consumable Stores, (2) Subsistence Stores, (3) Slop Chest, (4) Bar Stock, and (5) Fuel, as defined in Maritime Administration Inventory Manual, Vessel Inventories, Part 1, and Maritime Administration Inventory Books, Forms MA-4736, A through K, which will be valued separately.

§ 309.7 Modifications.

The Maritime Administration reserves the right to exempt specific vessels from the scope of this part, or to amend, modify, or terminate the provisions hereof.

§ 309.8 Vessel data forms.

(a) To accompany application for insurance. Each application for war risk hull insurance submitted in accordance with § 308.101 of this chapter (General Order 75, 2d Rev., 26 F.R. 4541, May 26, 1961) shall be accompanied by information relating to the vessel for use by the Maritime Administration in determining the value pursuant to this part. The information shall be submitted in duplicate on the applicable form prescribed in this section copies of which may be obtained from the American War Risk Agency, 99 John Street, New York, N.Y., 10038, or the Chief, Division of Insurance, Maritime Administration, Washington, D.C., 20235.

(b) Vessels of 1500 gross tons or more. Vessel data for all vessels of 1500 gross tons or more shall be submitted on Form MA-510.

(c) Vessels under 1500 gross tons. Vessel data for all vessels under 1500 gross tons shall be submitted on Form MA-511.

(d) Modifications to vessels. Revised vessel data shall be submitted on the appropriate form prescribed above whenever a vessel undergoes a physical change which increases or decreases its value by five percent or more.

VALUES FOR INDIVIDUAL VESSELS

§ 309.101 Determination of values.

(a) Vessels covered by §§ 309.3 through 309.5. (1) Whereas, the Maritime Administration has found that the values established pursuant to §§ 309.3 through 309.5 constitute just compensation for the vessels to which they apply, computed in accordance with section 902(a) of the Merchant Marine Act, 1936, as amended (46 U.S.C. 1242); and section 1209(a) of the Merchant Marine

Act, 1936, as amended (46 U.S.C. 1289), Public Law 958, 84th Congress (70 Stat. 984); and pursuant thereto has determined the values of vessels covered by interim binders for war risk hull insurance, Form MA-184, prescribed by Part 308 of this chapter (General Order 75, 2d Rev., 26 F.R. 4541, May 26, 1961).

(2) Therefore, it is ordered that the interim binders listed below shall be deemed to have been amended as of July 1, 1964, by inserting in the space provided therefor or in substitution for any value now appearing in such space the stated valuation of the vessels set forth below for the binders and vessels as designated. Nevertheless, the Assured shall have the right within sixty days after date of publication of this order or within sixty days after the attachment of the insurance under said binder, whichever is later, to reject such valuation and proceed as authorized by section 1209(a) (2) of the Merchant Marine Act, 1936, as amended (46 U.S.C. 1289).

Binder No.	Name of vessel	Official No.	Stated valuation
870	Achilles	281702	\$8, 625, 000
94	Afoundria	244018	556, 000
722	African Glade	245035	540, 000
723	African Glen	247294	540, 000
724	African Grove	244877	540, 000
605	Alamar	245810	490, 000
1269	Alaska Bear	246004	545, 000
939	Alaska Mail	247420	545, 000
208	Alaskan	245965	495, 000
1748	Alcoa Marketer	245539	540, 000
1463	Alcoa Ranger	253116	547, 000
1461	Alcoa Roamer	252567	547, 000
1460	Alcoa Runner	245375	547, 000
1850	Aldina	239754	447, 000
1061	Aldine	841	275, 000
659	Alice Brown	249027	540, 000
352	Aloha State	243297	860, 000
529	American Builder	247201	540, 000
530	American Chief	246732	540, 000
831	American Eagle	273327	6, 375, 000
1769	American Falcon	252524	3, 860, 000
533	American Flyer	247417	540, 000
534	American Forester	248074	540, 000
1791	American Hawk	243969	860, 000
1665	American Hunter	252679	540, 000
541	American Leader	249517	540, 000
940	American Mail	247321	860, 000
542	American Manufacturer	247643	540, 000
545	American Miller	243873	540, 000
1688	American Oriole	252304	860, 000
546	American Packer	243982	540, 000
548	American Planter	254670	540, 000
549	American Press	247590	540, 000
550	American Producer	254616	540, 000
1679	American Robin	212941	860, 000
554	American Scientist	254653	540, 000
561	American Veteran	247296	540, 000
163	America Sun	240147	445, 000
272	Ames Victory	247292	545, 000
1485	Amoco Connecticut	242851	1, 675, 000
1488	Amoco Delaware	242558	1, 625, 000
1482	Amoco Maryland	242509	1, 635, 000
1484	Amoco New York	244801	679, 000
1486	Amoco Virginia	243518	1, 825, 000
641	Antank	247968	940, 000
95	Andrew Jackson	247303	556, 000

Binder No.	Name of vessel	Official No.	Stated valuation	Binder No.	Name of vessel	Official No.	Stated valuation
19	Angelo Petri.....	243882	\$3,750,000	1050	Cities Service Valley		
1040	A. N. Kemp.....	149	1,005,000		Forge.....	401	\$1,635,000
1615	Anne Quinn.....	243521	275,000	100	City of Alma.....	247592	556,000
96	Antinous.....	245979	556,000	101	Claborne.....	242375	540,000
1767	Appomattox.....	243847	643,000	244	Coastal Monarch.....	246899	270,000
1444	Arizona Standard.....	248736	495,000	245	Coastal Nomad.....	248382	270,000
97	Arizza.....	251507	556,000	246	Coastal Rambler.....	248648	270,000
1089	Atholl McBean.....	141	990,000	266	Coaur d'Alene Vic- tory.....	247113	545,000
232	Atlantic Communica- tor.....	268196	4,250,000	273	Coe Victory.....	247894	545,000
233	Atlantic Endeavor.....	277623	6,175,000	186	Colina.....	242775	495,000
234	Atlantic Engineer.....	261167	3,625,000	1163	Colorado.....	252492	540,000
1004	Atlantic Enterprise.....	276911	6,100,000	711	Constitution State.....	245985	545,000
1006	Atlantic Navigator.....	261423	3,675,000	1588	Continental II.....	1660	1,200,000
238	Atlantic Seaman.....	280954	3,600,000	1589	Continental III.....	1695	1,215,000
239	Atlantic Trader.....	248007	1,800,000	712	Copper State.....	244137	860,000
871	Atlas.....	277291	7,000,000	1336	Coro.....	1540	950,000
418	Attleboro Victory.....	247475	420,000	713	Cotton State.....	248440	495,000
789	Audrey J. Lucken- bach.....	248884	970,000	704	Cottonwood Creek.....	246864	1,325,000
1435	Austin.....	247455	2,375,000	1305	Council Grove.....	247896	2,275,000
210	Avilla.....	267181	1,420,000	1051	Cradle of Liberty.....	467	1,665,000
259	Azalea City.....	243436	2,250,000	1538	C. R. Musser.....	246754	615,000
707	Badger State.....	245136	540,000	668	Crown Trader.....	241602	450,000
1864	Bangor.....	252036	546,000	583	Custis Woods.....	245009	495,000
980	Barbara.....	248079	2,300,000	1355	Cyclone.....	254751	485,000
347	Barbara Jane.....	278103	6,825,000	137	Cynthia Olson.....	253441	145,000
1616	Bat.....	244714	275,000	1343	David D. Irwin.....	242354	2,425,000
708	Bayou State.....	254012	540,000	212	David E. Day.....	248880	1,975,000
949	Bay State.....	254130	540,000	165	Delaware Sun.....	264853	3,925,000
1657	Bearcat.....	246427	225,000	319	Del Campo.....	241923	320,000
260	Beauregard.....	251508	2,250,000	323	Del Monte.....	246628	308,000
709	Beaver State.....	245583	545,000	102	De Soto.....	245398	556,000
947	Bengal Mail.....	248844	860,000	377	Dolly Turman.....	249747	540,000
594	Berlington.....	242406	495,000	1782	Dorothy Boylan.....	245895	275,000
607	Bethflor.....	256034	1,850,000	1681	Duval.....	245641	485,000
608	Bethtux.....	255539	1,850,000	700	Eagle Courier.....	277561	6,450,000
419	Biddleford Victory.....	248433	420,000	699	Eagle Transporter.....	277710	6,450,000
261	Bienville.....	243438	2,250,000	697	Eagle Traveler.....	278442	6,900,000
1559	Bladensburg.....	244188	495,000	698	Eagle Voyager.....	278624	6,900,000
710	Blue Grass State.....	253866	540,000	167	Eastern Sun.....	270025	4,500,000
1821	Bonanza.....	249290	540,000	187	Eclipse.....	267144	3,500,000
1816	Bradford Island.....	247640	495,000	786	Edgar F. Luckenbach.....	248882	970,000
1490	Brazos.....	247583	630,000	921	Elemir.....	247155	495,000
837	Bridgehampton.....	248133	2,450,000	1623	Elwell.....	245837	540,000
1593	Brighton.....	4445-59	2,210,000	705	Empire State.....	248212	540,000
1473	Brooklyn Heights.....	247872	495,000	830	Erna Elizabeth.....	280193	7,175,000
353	Buckeye State.....	244577	860,000	963	Esso Baltimore.....	282272	9,425,000
1337	Burgan.....	1538	990,000	987	Esso Bangor.....	264791	3,375,000
226	Byron D. Benson.....	246173	495,000	1312	Esso Bogota.....		915,000
941	California Mail.....	252476	860,000	984	Esso Boston.....	283784	9,600,000
297	Californian.....	249239	2,700,000	1310	Esso Brooklyn.....		270,000
963	California Standard.....	262403	440,000	989	Esso Chester.....	264445	3,425,000
645	Callabee.....	245560	495,000	1378	Esso Colon.....		900,000
1575	Caltex Bangkok.....	2244-48	275,000	988	Esso Dallas.....	259248	2,925,000
1576	Caltex Capetown.....	2246-48	275,000	990	Esso Florence.....	266855	3,650,000
1577	Caltex Copenhagen.....	2245-48	275,000	1007	Esso Gettysburg.....	273362	6,700,000
1578	Caltex Durban.....	2243-48	275,000	991	Esso Gloucester.....	265336	3,550,000
1579	Caltex Genoa.....	2248-48	275,000	993	Esso Huntington.....	266329	3,375,000
1580	Caltex Gothenburg.....	2249-48	275,000	999	Esso Jacksonville.....	257381	2,775,000
1581	Caltex Manila.....	2247-48	275,000	994	Esso Jamestown.....	275519	7,000,000
1585	Caltex Stockholm.....	2070-47	275,000	995	Esso Lexington.....	276270	7,125,000
1586	Caltex Venice.....	2070-47	275,000	996	Esso Lima.....	259142	2,925,000
426	Canada Bear.....	247385	545,000	992	Esso Miami.....	259357	2,900,000
1424	Cantebury Leader.....	247868	260,000	1313	Esso Montevideo.....		870,000
1370	Cantigny.....	247452	2,350,000	997	Esso Newark.....	264231	3,400,000
07	Carbide Seadrift.....	241851	2,075,000	998	Esso New York.....	259610	2,975,000
08	Carbide Texas City.....	242532	2,075,000	1314	Esso Norfolk.....		275,000
868	Cathy.....	248785	545,000	1315	Esso Santos.....		920,000
591	Chancellorsville.....	244460	2,125,000	1014	Esso Scranton.....	245830	495,000
1213	Chatham.....	252493	540,000	348	Esso Seattle.....	277935	6,775,000
333	Chemical Transporter.....	244942	1,200,000	1009	Esso Washington.....	273896	6,800,000
243	Chena.....	242704	297,000	354	Evergreen State.....	257827	860,000
597	Cherry Valley.....	242531	495,000	855	Exlona.....	252303	654,000
964	Chevron.....	250641	315,000	858	Expeditor.....	251971	654,000
1041	Chevron Transporter.....	132	975,000	865	Express.....	252376	654,000
610	Chilore.....	253219	1,350,000	1330	Fallaika.....	234	1,090,000
99	Chloutaw.....	242785	540,000	262	Fairland.....	242073	2,250,000
1813	Cities Service Balti- more.....	271866	5,900,000	103	Fairport.....	249072	556,000
1814	Cities Service Miami.....	272077	5,925,000	1288	Faralis.....	1390	202,500
1815	Cities Service Nor- folk.....	272839	6,050,000	1536	F. E. Weyerhaeuser.....	245564	615,000
				1159	Flagship Sinco.....	241327	445,000
				611	Flomar.....	247261	490,000
				153	Floridian.....	282733	1,200,000

Binder No.	Name of vessel	Official No.	Stated valuation	Binder No.	Name of vessel	Official No.	Stated valuation
1810	Flower Hill.....	252446	\$540,000	307	Hawaiian Planter.....	248741	\$870,000
218	Flying A-California.....	268216	1,340,000	308	Hawaiian Rancher.....	246204	904,000
221	Flying A-Delaware.....	267997	3,750,000	309	Hawaiian Refiner.....	245594	904,000
220	Flying A-New York.....	267198	3,700,000	310	Hawaiian Retailer.....	252477	860,000
219	Flying A-Washington.....	268783	1,370,000	1445	Hawai Standard.....	248802	495,000
1469	Flying Clipper.....	252991	540,000	965	H. D. Collier.....	248737	495,000
1480	Flying Cloud.....	247000	540,000	873	Helen H.....	245029	2,150,000
1468	Flying Eagle.....	251664	540,000	385	Helen Lykes.....	245245	540,000
1479	Flying Enterprise II.....	245734	540,000	1667	Hercules Victory.....	248657	495,000
1472	Flying Gull.....	240462	540,000	634	Hess Bunker.....	243804	2,125,000
1471	Flying Hawk.....	240632	540,000	635	Hess Diesel.....	248127	2,150,000
1477	Flying Independent.....	245131	285,000	638	Hess Petrol.....	244735	2,125,000
1478	Flying Spray.....	246217	285,000	1373	Hess Refiner.....	248244	2,150,000
1481	Flying Trader.....	248750	495,000	639	Hess Trader.....	246104	2,100,000
584	Fort Fetterman.....	244935	1,750,000	961	Hillyer Brown.....	260233	1,375,000
1211	Fort Hoskins.....	248735	2,300,000	706	Hoosier State.....	247702	970,000
247	Fortuna.....	245880	275,000	1540	Horace Irvine.....	246933	615,000
498	Four Lakes.....	244971	1,825,000	787	Horace Luckenbach.....	245644	860,000
380	Frank Lykes.....	245540	540,000	176	Houston.....	242636	2,375,000
177	Fruitvale Hills.....	248716	495,000	386	Howell Lykes.....	239905	860,000
962	F. S. Bryant.....	250827	485,000	1252	Hudson.....	244463	1,325,000
1035	Gage Lund.....	217	1,065,000	105	Hurricane.....	246798	540,000
585	Gaines Mill.....	244464	1,725,000	106	Iberville.....	248489	556,000
248	Galena.....	248122	270,000	679	Idaho.....	252271	860,000
1839	Garden City.....	252444	540,000	968	Idaho Standard.....	245401	495,000
948	Garden State.....	249507	545,000	249	Iliamna.....	246848	299,000
263	Gateway City.....	251506	2,250,000	432	India Bear.....	252568	540,000
1539	George S. Long.....	245913	615,000	943	India Mail.....	251767	860,000
384	Gibbes Lykes.....	245182	540,000	1613	Isaac Mann.....	242477	275,000
1298	Globe Carrier.....	243503	2,150,000	1842	Janet Quinn.....	242949	275,000
1764	Globe Explorer.....	246425	2,150,000	945	Java Mail.....	252478	860,000
1209	Globe Progress.....	244888	2,150,000	107	Jean La Fitte.....	245814	556,000
714	Golden State.....	246544	495,000	1285	J. E. Dyer.....	274440	6,275,000
355	Gopher State.....	244979	860,000	274	Jefferson City Victory.....	247345	545,000
884	Green Bay.....	244287	460,000	970	J. H. MacGaregill.....	248806	495,000
885	Green Cove.....	242768	540,000	973	J. H. Tuttle.....	242953	555,000
1129	Green Dale.....	251748	540,000	967	J. L. Hanna.....	248531	495,000
886	Green Harbour.....	247780	910,000	108	John B. Waterman.....	249234	556,000
887	Green Island.....	247079	910,000	829	John O.....	242701	540,000
1448	Green Lake.....	251970	540,000	1017	John F. Shea.....	247095	910,000
950	Green Mountain State.....	247158	495,000	1535	John Weyerhaeuser.....	245356	615,000
888	Green Point.....	248050	540,000	63	Josefina.....	247042	275,000
889	Green Valley.....	247950	910,000	586	Julesburg.....	245325	1,850,000
890	Green Wave.....	252351	540,000	612	Kenmar.....	246062	490,000
1249	Guam Bear.....	252570	540,000	598	Keystone.....	260730	1,410,000
276	Gulf Banker.....	245169	540,000	356	Keystone State.....	247763	970,000
790	Gulf Bear.....	247309	1,775,000	599	Keytanker.....	265644	1,380,000
791	Gulfbeaver.....	243657	1,625,000	600	Keytrader.....	267905	1,450,000
792	Gulfcrest.....	279334	6,475,000	109	Kyska.....	248654	556,000
793	Gulfdeer.....	245727	1,975,000	1293	La Cruz.....	246	1,080,000
794	Gulfjaguar.....	246972	1,700,000	110	La Salle.....	251504	556,000
795	Gulfking.....	275193	6,375,000	13	Leland I. Doan.....	284217	9,000,000
796	Gulfnight.....	277183	6,650,000	788	Lena Luckenbach.....	244049	860,000
797	Gulfion.....	246990	1,725,000	391	Letitia Lykes.....	246897	540,000
808	Gulfube.....	254406	515,000	1052	Liberty Bell.....	519	1,665,000
278	Gulf Merchant.....	252445	540,000	293	Lompoc.....	248653	620,000
798	Gulfoil.....	283424	6,575,000	267	Longview Victory.....	247077	545,000
799	Gulpanther.....	246543	1,975,000	613	Losmar.....	245111	490,000
810	Gulpsaw.....	248080	495,000	367	Louisiana Sulphur.....	242964	1,540,000
800	Gulpride.....	279769	6,175,000	658	Lucile Bloomfield.....	249291	540,000
801	Gulprince.....	276034	6,450,000	1060	Lytic.....	589	275,000
802	Gulfqueen.....	275583	6,375,000	111	Madaket.....	246992	556,000
805	Gulfseal.....	247557	2,050,000	716	Magnolia State.....	247144	495,000
811	Gulfservice.....	264224	1,450,000	112	Malden Creek.....	248998	556,000
279	Gulf Shipper.....	252443	540,000	394	Mallory Lykes.....	244881	540,000
803	Gulfsolar.....	280223	6,625,000	1356	Manhattan.....	287253	17,625,000
806	Gulfspray.....	282848	6,500,000	275	Mankato Victory.....	248739	545,000
807	Gulfstag.....	251066	1,900,000	660	Margaret Brown.....	249174	540,000
1358	Gulfsupreme.....	287186	7,000,000	1494	Marine.....	246307	495,000
804	Gulftiger.....	247767	1,750,000	1861	Marine Coaster.....	247706	260,000
280	Gulf Trader.....	244750	540,000	86	Marine Courier.....	248019	275,000
1659	Halcyon Panther.....	245922	545,000	15	Marine Dow-Chem.....	367278	4,300,000
646	Hampton Roads.....	248748	940,000	1510	Marine Electric.....	245675	2,575,000
824	Hans Isbrandtson.....	277763	6,675,000	1570	Marine Merchant.....	247867	260,000
104	Hastings.....	246617	556,000	89	Marine Ranger.....	246574	275,000
298	Hawaiian.....	249353	2,700,000	90	Marine Shipper.....	247596	260,000
300	Hawaiian Builder.....	247386	905,000	91	Marine Trader.....	247274	260,000
985	Hawaiian Citizen.....	252149	3,375,000	92	Marine Transport.....	247991	290,000
301	Hawaiian Craftsman.....	247826	870,000	93	Marine Voyager.....	247680	495,000
302	Hawaiian Educator.....	247322	894,000	168	Maryland Sun.....	246101	495,000
303	Hawaiian Farmer.....	245890	904,000	664	Maryland Trader.....	247178	1,750,000
304	Hawaiian Merchant.....	248845	905,000	615	Marymar.....	246331	490,000
306	Hawaiian Packer.....	243929	905,000	616	Massmar.....	246328	490,000

Binder No.	Name of vessel	Official No.	Stated valuation	Binder No.	Name of vessel	Official No.	Stated valuation
01	Mayflower	284049	\$9,925,000	341	Penn Vanguard	242780	\$485,000
1512	Meadowbrook	289879	2,400,000	581	Perryville	246644	2,075,000
1289	Melida	1391	201,500	1804	Pilot Rock	244729	275,000
969	M. E. Lombardi	240228	250,000	562	Pioneer Cove	249748	540,000
1286	Meteor	247331	485,000	565	Pioneer Isle	256787	567,000
681	Michigan	240590	861,000	575	Pioneer Reef	244020	567,000
1425	Midland	246355	496,000	577	Pioneer Surf	254842	567,000
587	Mill Spring	244468	1,800,000	578	Pioneer Tide	249030	540,000
1271	M. L. Gosney	266338	3,350,000	938	Pocahontas Fuel	248655	590,000
188	Mobil Aero	278471	6,475,000	1754	Point Loma	246982	495,000
189	Mobil Fuel	274588	5,525,000	1840	Point Montara	244641	490,000
190	Mobilgas	271449	5,275,000	295	Point Reyes	241236	330,000
191	Mobil Lube	276651	5,675,000	1841	Point Vicente	247645	260,000
192	Mobiloil	279064	6,550,000	16	Ponca City	244335	495,000
193	Mobil Power	274966	5,575,000	1672	Ponderosa	243923	225,000
420	Moline Victory	247346	495,000	618	Portinar	246063	490,000
113	Monarch of the Seas	244794	549,000	1505	Potonac	248800	2,150,000
601	Monmouth	242426	495,000	1390	Prairie Grove	246660	2,375,000
1265	Monticello Victory	286819	10,475,000	919	Producer	245888	2,150,000
1447	Montpelier Victory	289745	10,075,000	228	Providence Getty	254689	315,000
32	Mormacdove	245337	540,000	593	Pueblo	243441	495,000
34	Mormacfir	248650	545,000	132	Pure Oil	248837	615,000
35	Mormacfuel	243450	495,000	1273	P. W. Thirtle	210719	3,775,000
36	Mormacguide	252347	860,000	1301	Rainbow	247026	485,000
38	Mormachawk	248033	540,000	264	Raphael Semmes	242074	2,250,000
45	Mormacowl	245338	540,000	972	R. C. Stoner	243128	535,000
53	Mormacport	252346	860,000	1475	Remsen Heights	247865	495,000
50	Mormacrio	248745	860,000	09	R. E. Wilson	244090	810,000
56	Mormacteal	245040	540,000	966	R. G. Follis	251140	485,000
60	Mormacwren	245914	540,000	1162	Richmond	241939	515,000
114	Morning Light	245623	549,000	1770	Rio Grande	252479	540,000
281	Mount Vernon Victory	284178	10,050,000	1038	Robert Watt Miller	172	1,010,000
580	Murfreesboro	244235	540,000	155	Robin Goodfellow	247254	860,000
250	Nadiua	245864	290,000	156	Robin Gray	252626	860,000
588	Naeco	244063	1,600,600	157	Robin Hood	247255	860,000
648	Nashbulk	247307	940,000	158	Robin Kirk	254272	860,000
1491	Neehes	244855	690,000	160	Robin Mowbray	256316	860,000
251	Nezana	247015	275,000	162	Robin Trent	254641	860,000
1441	Nevada Standard	247758	495,000	1614	Russell L.	247511	275,000
661	Neva West	249283	540,000	1489	Sabine	246672	630,000
421	Newberry Victory	248460	495,000	172	Sabine Sun	241558	480,000
169	New Jersey Sun	265748	4,000,000	1442	Saint Christopher	280436	2,375,000
180	New Market	247276	495,000	422	San Angelo Victory	248842	495,000
683	New York	248742	860,000	181	San Jacinto	248894	1,075,000
154	New Yorker	283030	1,200,000	891	Santa Adela	242243	540,000
1668	Norberto Capay	244133	540,000	900	Santa Flavia	242762	540,000
1658	Norina	247468	2,450,000	903	Santa Jnana	242111	540,000
592	Northfield	243253	2,125,000	900	Santa Malta	245469	540,000
268	Northwestern Victory	247492	545,000	211	Santa Maria	263781	1,300,000
1466	Norwalk	245848	485,000	619	Santore	254624	1,350,000
936	Oakey L. Alexander	247479	425,000	26	Sealady	244457	485,000
1827	Ocean Anna	266619	3,950,000	620	Seamar	246507	490,000
929	Ocean Dinny	244215	540,000	1826	Seanymp	241242	535,000
931	Ocean Evelyn	249217	970,000	65	Seatrain Georgia	262558	1,025,000
1297	Oceanic	246006	470,000	66	Seatrain Louisiana	262835	1,025,000
1747	Oduna	247159	275,000	67	Seatrain New Jersey	239688	540,000
684	Ohio	246388	860,000	68	Seatrain New York	231905	310,000
170	Ohio Sun	244089	495,000	69	Seatrain Savannah	231916	310,000
1386	Olga	247316	545,000	70	Seatrain Texas	239549	540,000
971	Oregon Standard	246773	495,000	1157	Sheldon Clark	241494	445,000
1779	Orion Clipper	268288	4,100,000	336	Sierra	247831	895,000
1780	Orion Comet	266365	3,925,000	1476	Sir John Franklin	244734	285,000
1302	Orion Hunter	287156	13,250,000	1266	Sister Katingo	277936	6,800,000
1781	Orion Planet	288078	4,100,000	1394	Smith Adventurer	247220	545,000
1093	Oswego Leader	1258	275,000	1368	Smith Builder	247121	545,000
1417	Oswego Voyager	1499	275,000	1423	Smith Caper	247194	545,000
933	Overseas Eva	244878	540,000	1409	Smith Conqueror	245519	275,000
934	Overseas Joyce	243008	540,000	1399	Smith Crusader	245215	275,000
785	Overseas Rose	245923	860,000	1422	Smith Defender	248013	495,000
1062	Palace	1228	275,000	1395	Smith Explorer	248565	545,000
717	Palmetto State	247823	495,000	1369	Smith Leader	245244	545,000
1217	Panoeanic Faith	245134	540,000	1436	Smith Pilot	245016	540,000
1037	Paul Pigott	163	1,015,000	1437	Smith Tourist	248171	545,000
1272	P. C. Spencer	264903	3,250,000	1410	Smith Victory	245754	545,000
718	Pelican State	245354	545,000	1371	Smith Voyager	248787	545,000
1592	Penn Carrier	246908	495,000	202	Soony Vacuum	268801	3,750,000
339	Penn Challenger	280318	7,200,000	337	Sozona	252413	904,000
1342	Penn Exporter	247099	1,325,000	357	Sooner State	247139	540,000
617	Penmar	245945	490,000	1803	Southport II	245183	552,000
171	Pennsylvania Sun	282022	9,750,000	1049	Statue of Liberty	420	1,650,000
345	Penn Trader	246934	225,000	1016	Steel Admiral	252043	860,000
1008	Penn Transporter	248437	1,325,000	439	Steel Advocate	245731	860,000
				440	Steel Age	244161	860,000

Binder No.	Name of vessel	Official No.	Stated valuation
441	Steel Apprentice.....	252498	\$860,000
442	Steel Architect.....	247168	860,000
443	Steel Artisan.....	247833	860,000
444	Steel Chemist.....	252037	860,000
445	Steel Designer.....	247832	860,000
446	Steel Director.....	244978	860,000
447	Steel Executive.....	248843	860,000
448	Steel Fabricator.....	251781	860,000
449	Steel Flyer.....	244831	860,000
450	Steel King.....	252499	860,000
451	Steel Maker.....	247221	860,000
452	Steel Navigator.....	248846	860,000
453	Steel Recorder.....	251847	860,000
454	Steel Rover.....	252500	860,000
455	Steel Scientist.....	245730	860,000
456	Steel Seafarer.....	248738	860,000
457	Steel Surveyor.....	244968	860,000
458	Steel Traveler.....	247198	860,000
459	Steel Vendor.....	246464	860,000
460	Steel Voyager.....	252501	860,000
461	Steel Worker.....	247834	860,000
252	Susitna.....	248389	270,000
85	Suzanne.....	253226	552,000
404	Sylvia Lykes.....	247841	540,000
203	Syosset.....	247458	490,000
253	Talkeetna.....	245733	275,000
1415	Tampico.....	246344	2,375,000
254	Tanana.....	247310	270,000
255	Tatalna.....	247995	270,000
463	Texaco California.....	266910	1,850,000
464	Texaco Colorado.....	241758	435,000
465	Texaco Connecticut.....	266501	1,770,000
1073	Texaco Cristobal.....	2905-53	150,000
468	Texaco Delaware.....	243973	440,000
466	Texaco Florida.....	271820	2,040,000
469	Texaco Illinois.....	246993	2,100,000
470	Texaco Indiana.....	244244	440,000
471	Texaco Kansas.....	244230	2,000,000
1077	Texaco Kentucky.....	2439-50	935,000
473	Texaco Louisiana.....	245053	495,000
1596	Texaco Maine.....	4500-59	2,250,000
478	Texaco Nebraska.....	242845	2,050,000
479	Texaco Nevada.....	245175	1,900,000
480	Texaco New Jersey.....	245831	1,875,000
481	Texaco New York.....	265981	1,810,000
483	Texaco North Dakota.....	265006	1,780,000
1081	Texaco Ohio.....	2447-50	935,000
1083	Texaco Pennsylvania.....	2438-50	920,000
1085	Texaco Texas.....	2448-50	930,000
1270	Texaco Wisconsin.....	277805	6,775,000
489	Texaco Wyoming.....	243048	2,125,000
209	Texan.....	249352	1,575,000
174	Texas Sun.....	283897	10,275,000
497	The Cabins.....	246143	1,875,000
925	Thetis.....	279627	8,350,000
1622	Thunderhead.....	246038	540,000
602	Ticonderoga.....	242244	630,000
182	Tillamook.....	245104	495,000
256	Tonsina.....	252547	275,000
115	Topa Topa.....	247906	556,000
1453	Transbay.....	247574	495,000
881	Transborinquen.....	246540	285,000
1722	Transcambbean.....	248749	495,000
231	Transeastern.....	279438	9,325,000
1454	Transerie.....	245959	495,000
1456	Transhatteras.....	242942	495,000
1455	Transorleans.....	243223	495,000
1598	Trinidad.....	4336-58	2,140,000
1492	Trinity.....	246600	690,000
22	Trojan.....	247177	2,225,000
1591	Trustco.....	244131	495,000
590	Tullahoma.....	246662	2,075,000
338	Ventura.....	252633	904,000
666	Virginia Trader.....	244789	495,000
719	Volunteer State.....	247792	495,000
116	Wacoata.....	245189	556,000
1805	Warm Springs.....	247264	275,000
117	Warrior.....	243815	556,000
1551	Washington Carrier.....	243311	495,000
974	Washington Standard.....	246203	495,000
667	Washington Trader.....	245566	495,000
175	Western Sun.....	268798	4,325,000
1537	W. H. Peabody.....	246065	615,000

Binder No.	Name of vessel	Official No.	Stated valuation
1389	Wilderness.....	247348	\$485,000
118	Wild Ranger.....	249518	549,000
224	William F. Humphrey.....	246557	495,000
358	Wolverine State.....	248740	970,000
119	Yaka.....	246335	556,000
622	Yorkmar.....	246067	490,000
120	Young America.....	243034	540,000
1847	Yukon.....	245322	540,000

(b) *Vessels of less than 1,500 gross tons—As of July 1, 1964.* (1) Whereas, the Maritime Administration has determined for certain vessels of less than 1,500 gross tons the values which constitute just compensation for the vessels to which they apply, computed in accordance with section 902(a) of the Merchant Marine Act, 1936, as amended (46 U.S.C. 1242); and section 1209(a) of the Merchant Marine Act, 1936, as amended (46 U.S.C. 1289), Public Law 958, 84th Congress (70 Stat. 984); and pursuant thereto has determined the values of vessels covered by interim binders for war risk hull insurance, Form MA-184 prescribed by Part 308 of this chapter (General Order 75, 2d Rev., 26 F.R. 4541, May 26, 1961).

(2) Therefore, it is ordered that the interim binders listed below shall be deemed to have been amended as of July 1, 1964, by inserting in the space provided therefor or in substitution for any value now appearing in such space the stated valuation of the vessels set forth below for the binders and vessels as designated. Nevertheless, the Assured shall have the right within sixty days after date of publication of this order or within sixty days after the attachment of the insurance under said binder, whichever is later, to reject such valuation and proceed as authorized by section 1209(a) (2) of the Merchant Marine Act, 1936, as amended (46 U.S.C. 1289).

Binder No.	Name of vessel	Official No.	Stated valuation
1186	Barge 114.....		\$11,000
1187	Barge 116.....		14,000
1188	Barge 118.....		11,000
1196	Barge 128.....		11,000
1197	Barge 129.....		11,000
1198	Barge 133.....		30,000
1199	Barge 134.....		12,000
1153	Britton.....	119	23,000
673	Curlow.....	243213	61,000
1138	Cyrus Field.....	147699	200,000
1165	Dammam 7.....		17,000
1166	Dammam 8.....	255059	18,000
1167	Dammam 9.....		51,000
1168	Dammam 10.....		51,000
1169	Dammam 11.....		51,000

Binder No.	Name of vessel	Official No.	Stated valuation
1170	Dammam 12.....		\$68,000
1171	Dammam 13.....		57,000
1172	Dammam 14.....		68,000
674	Golden Eagle.....	241402	42,000
1150	Habib.....	112	19,000
1151	Horne.....	115	20,000
672	Kingfisher.....	252862	85,000
1176	Qatif 7.....		79,000
1177	Qatif 8.....		78,000
1148	Sandy.....	114	20,000
1152	Swigart.....	118	21,000

[G.O. 82, 11th Rev., 29 F.R. 19086, Dec. 30, 1964]

NOTE: The record-keeping and reporting requirements contained herein have been approved by the Bureau of the Budget in accordance with the Federal Reports Act of 1942.

STORES AND SUPPLIES

SOURCE: §§ 309.201 to 309.204 contained in G.O. 100, 29 F.R. 2944, Mar. 4, 1964; 29 F.R. 3706, Mar. 25, 1964.

§ 309.201 Purpose.

It is the purpose of §§ 309.201 through 309.204 to prescribe the method for determining the values of stores and supplies on board a vessel when lost, for which claims for loss will be paid, and to prescribe the procedure for payment of claims for such loss, when stores and supplies are covered under a disbursements clause of a War Risk Hull Insurance Binder or a War Risk Hull Insurance Policy issued by the United States on forms prescribed by §§ 308.106 and 308.107 of this chapter, or when stores and supplies are covered by a War Risk Disbursements Policy issued by the United States pursuant to section 1203(c) of the Merchant Marine Act, 1936, as amended (46 U.S.C. 1283(c)). The vessel values established by §§ 309.1 through 309.8 (General Order 82) do not include any allowance for the loss of stores and supplies, as distinguished from equipment and spare parts which are included in such vessel values.

§ 309.202 Definitions.

Stores and supplies are those articles and commodities used and consumed in the day-to-day operation of a vessel by the operation and maintenance of machinery and equipment; the maintenance of clean and sanitary conditions; the feeding of passengers, officers, and crew; and stocked for the use and convenience of passengers, officers, and crew. Vessel stores and supplies include (a) consum-

able stores, (b) subsistence stores, (c) slop chest, (d) bar stock, and (e) fuel, as defined in Maritime Administration Inventory Books, Forms MA-4736, A through K.

§ 309.203 Value at time of loss.

The value of unused stores and supplies on board a vessel at the time of loss, and for which claims for loss will be paid equals:

(a) The value of such stores and supplies on board at the completion of the previous voyage, plus

(b) The value of stores and supplies purchased and placed on board the vessel before the commencement of the voyage during which the loss occurred, plus

(c) The value of stores and supplies purchased and placed on board the vessel after the commencement of such voyage, less

(d) That portion of the sum of paragraphs (a), (b), and (c) of this section which was sold, transferred, used or consumed to, but not including, the date of the loss.

§ 309.204 Proof of loss.

Claims for reimbursement for total loss of stores and supplies may be submitted by the owner to the Chief, Division of Insurance, Maritime Administration, Washington, D.C., 20235, based on one of two alternative methods of proof, as provided in paragraphs (a) and (b) of this section. Owners may use either method for each category of stores and supplies.

(a) *Formula.* In cases where the owner and the Chief, Division of Insurance, Maritime Administration, have agreed, in advance of the loss, upon amounts representing, or the method for determining, the average daily consumption costs of stores and supplies for the owner's vessel, claims for total loss of such stores and supplies may be submitted by the owner on Affidavit in Proof of Claim for the loss of stores and supplies, Exhibit A. In such cases, the value of the consumable stores at time of loss is determined as follows:

(1) The value of consumable stores on board at the time the vessel was ready to sail, determined by multiplying the number of days for which the vessel is stored by the average daily consumption cost in dollars, plus

(2) The cost of consumable stores, if any, purchased in foreign ports for the homeward voyage, less

(3) The average daily consumption cost times the number of days from the date the vessel was ready to sail to, but not including, the date of loss, plus the actual amount of consumable stores transferred or sold. The values of slop chest stores, bar stock and fuel, at the time of loss are determined in the same manner by using the applicable daily consumption costs for such stores. The value of subsistence stores at the time of loss is determined as follows:

(i) The value of subsistence stores on board at the time the vessel was ready to sail, determined by multiplying the agreed cost for one man per day by the number of crew signed on and the number of passengers, if any, and multiplying that product by the number of days for which the vessel is stored, plus

(ii) The cost of subsistence stores, if any, purchased in foreign ports for the homeward voyage, less

(iii) The number of crew signed on and the average number of passengers, if any, times the agreed cost of one man per day times the number of days from the date the vessel was ready to sail to, but not including, the date of loss, plus the actual amount of subsistence stores transferred or sold.

(b) *Verified costs.* In cases where the owner and the chief, Division of Insurance, Maritime Administration, have not agreed in advance of the loss upon amounts representing, or the method for determining, the average daily consumption costs of Stores and Supplies for the owner's vessel, claims for total loss of such Stores and Supplies must be submitted by the owner on Affidavit in Proof of Claims for the Loss of Stores and Supplies, Exhibit B. In such cases, the value of the consumable stores will be determined as follows:

(1) The value of consumable stores on board the vessel at the time the vessel was ready to sail, determined by certified inventories of the owner of amounts on board the vessel at the termination of the preceding voyage or date of last inventory, less actual consumption to date of sailing, plus a certified statement by the owner of actual additional purchases made from date of termination of the preceding voyage or date of last inventory to date vessel was lost, subject to audit by the Maritime Administration, less

(2) The average daily consumption cost determined by dividing the amount determined as in subparagraph (1) of

this paragraph by the number of days for which the vessel was stored) times the number of days from the date the vessel was ready to sail to, but not including, the date of loss, plus actual amount of consumable stores transferred or sold.

The values of subsistence stores, slop chest, bar stock, and fuel, at the time of loss are determined in the same manner, supported by certified inventories of the owner and invoices.

EXHIBIT A

AFFIDAVIT IN PROOF OF CLAIM FOR THE LOSS OF UNUSED STORES AND SUPPLIES ON BOARD THE SS -----

STATE OF }
COUNTY OF } SS:

I am the ----- of -----, the Owner of the SS -----, which was lost as a result of enemy action on or about the ----- day of -----, ----- I make this affidavit in support of the above-named Owner's claim for the loss of the actual value of the said vessel's unused Stores and Supplies. The statements herein contained are based upon the personal knowledge of deponent or upon the books of records of the Owner or its agent which deponent believes are true and accurate.

(A) "Stores and Supplies", for loss of which claim is being made, are limited to consumable and subsistence stores as defined in Maritime Administration Inventory Manual, Vessel Inventories, Part I, and do not include radio supplies, expendable equipment, scrap, junk and spare parts.¹

(B) It has been the consistent accounting practice of the Owner to group together Consumable Stores as defined in the Maritime Administration Inventory Manual, Vessel Inventories, Part I, and Expendable Equipment, but the amount herein stated to be the value of consumable stores for the purpose of making this claim does not exceed -----² percent of the aggregate of such consumable stores and expendable equipment.¹

I am familiar with the insurance carried on the Stores and Supplies on the SS -----; and, from the effective date of War Risk Insurance Binder No.----- issued by the United States of America, which covers the total loss of Stores and Supplies in the amount of \$-----, to the date of such vessel's loss on -----, there was no war risk insurance on such Stores and Supplies other than that provided by said Binder or Policy.

The period for which the vessel was stored with Stores and Supplies for use on the voyage on which she was lost, beginning with

¹ Strike out either paragraph (A) or (B).

² Insert percentage agreed upon with Chief, Division of Insurance, Maritime Administration.

the last day of storing, was ----- days for Consumable Stores, ----- days for Subsistence Stores, ----- days for Slop Chest, ----- days for Bar Stock and ----- days for Fuel. The number of days from the last day of storing to, but not including, the date on which the vessel was lost, was ----- days for Consumable Stores, ----- days for Subsistence Stores, ----- days for Slop Chest, ----- days for Bar Stock and ----- days for Fuel.

I. Consumable (Excluding Subsistence) Stores:³

(A) The average daily consumption cost of Consumable Stores for this vessel for the year prior to the voyage on which she was lost was \$-----.

(B) The figure required for (A) is not readily available, and the average daily cost of Consumable Stores for this vessel for the last calendar year set up on the Owner's books was \$-----.

The amount of Consumable Stores on board at the time this vessel was ready to sail (the number of days for which the vessel was stored times the average daily consumption cost, as above) was \$-----.

To this amount is added the actual cost of Consumable Stores purchased in Foreign Ports for the homeward voyage (as per statement attached)⁵ \$-----, making the total amount on board at date of sailing \$-----.

The average daily consumption cost, as above, times the number of days from the date the vessel was ready to sail to, but not including, the date of loss, as above, is \$-----.

To this amount is added the actual amount of Consumable Stores transferred or sold (as per statement attached) \$-----, making \$-----, which, subtracted from the amount of Consumable Stores on board at date of sailing, as above, is \$-----, which sum is claimed to be the actual value of the vessel's unused Consumable Stores at the time of the loss, according to the best of deponent's knowledge, information and belief.

II. Subsistence Stores:

The amount of Subsistence Stores on board, that is the number of the crew signed on () and the average number of passengers, if any (), times the number of days for which the vessel was stored as above (), times the applicable factor⁶ of cost for one man per day () was \$-----.

To this amount is added the actual cost of Subsistence Stores purchased in Foreign Ports for the homeward voyage (as per state-

ment attached)⁸ \$-----, making the amount on board on date of sailing \$-----.

The amount of Subsistence Stores consumed, that is the number of crew signed on () and the average number of passengers, if any () times the number of days between the last day of storing the vessel and the date on which the vessel was lost () times the applicable factor⁶ of cost for one man per day was \$-----.

To this amount is added the actual amount of Subsistence Stores transferred or sold (as per statement attached), \$-----, making \$-----, which, subtracted from the amount of Subsistence Stores on board at date of sailing, as above, is \$-----, which sum is claimed to be the actual value of the unused Subsistence Stores at the time of the loss, according to the best of deponent's knowledge, information and belief.

III. Slop Chest:⁷

(A) The average daily consumption cost of Slop Chest Stores for this vessel for the year prior to the voyage on which she was lost was \$-----.

(B) The figure required for (A) is not readily available, and the average daily cost of Slop Chest Stores for this vessel for the last calendar year set up on the Owner's books was \$-----.

The amount of Slop Chest Stores on board at the time this vessel was ready to sail (the number of days for which the vessel was stored times the average daily consumption cost, as above) was \$-----.

To this amount is added the actual cost of Slop Chest Stores purchased in Foreign Ports for the homeward voyage (as per statement attached)⁵ \$-----, making the total amount on hand at date of sailing \$-----.

The average daily consumption cost, as above times the number of days from the date the vessel was ready to sail to, but not including, the date of loss, as above, is \$-----.

To this is added the actual amount of Slop Chest Stores transferred or sold (as per statement attached) \$-----, making \$-----, which, subtracted from the amount of Slop Chest Stores on board at date of sailing, as above, is \$-----, which sum is claimed to be the actual value of the vessel's unsold Slop Chest Stores at the time of the loss according to the best of deponent's knowledge, information and belief.

IV. Bar Stock:⁹

(A) The average daily consumption cost

³ If the figure needed to fill the blank in paragraph (A) or (B) is not available, the formula cannot be used; the Owner must submit actual inventories and a record of purchases on Affidavit Exhibit B.

⁴ Strike out paragraph (A) or (B).

⁵ Strike out this sentence if vessel was lost on outward leg of voyage.

⁶ The factor of cost per man per day, as prescribed by the Maritime Administration for voyages beginning in 19 , is \$-----.

⁷ If the figure needed to fill the blank in paragraph (A) or (B) is not available, the formula cannot be used; the Owner must submit actual inventories and a record of purchases on Affidavit Exhibit B.

⁸ Strike out paragraph (A) or (B).

⁹ If the figure needed to fill the blank in paragraph (A) or (B) is not available, the formula cannot be used; the Owner must submit actual inventories and a record of purchases on Affidavit Exhibit B.

of Bar Stock for this vessel for the year prior to the voyage on which she was lost was ¹⁰ \$-----.

(B) The figure required for (A) is not readily available, and the average daily cost of Bar Stock for this vessel for the last calendar year set up on the Owner's books was ¹⁰ \$-----.

The amount of Bar Stock on board at the time this vessel was ready to sail (the number of days for which the vessel was stored times the average daily consumption cost, as above) was \$-----.

To this amount is added the actual cost of Bar Stock purchased in Foreign Ports for the homeward voyage (as per statement attached) ⁵ \$-----, making the total amount on hand at date of sailing \$-----.

The average daily consumption cost, as above, times the number of days from the date the vessel was ready to sail to, but not including, the date of loss, as above, is \$-----.

To this amount is added the actual amount of Bar Stock transferred or sold (as per statement attached) \$-----, making \$-----, which, subtracted from the amount of Bar Stock on board at the time of sailing, as above, is \$-----, which sum is claimed to be the actual value of the vessel's unused Bar Stock at the time of the loss according to the best of deponent's knowledge, information and belief.

V. Fuel: ¹¹

(A) The average daily consumption cost of Fuel for this vessel for the year prior to the voyage on which she was lost was ¹² \$-----.

(B) The figure required for (A) is not readily available, and the average daily cost of Fuel for this vessel for the last calendar year set up on the Owner's books was ¹² \$-----.

The amount of Fuel on board at the time this vessel was ready to sail (the number of days for which the vessel was stored times the average daily consumption cost, as above) was \$-----.

To this amount is added the actual cost of Fuel purchased in Foreign Ports for homeward voyage (as per statement attached) ⁵ \$-----, making the total amount on hand at date of sailing \$-----.

The average daily consumption cost, as above, times the number of days from the date the vessel was ready to sail to, but not including, the date of loss, as above, is \$-----.

To this amount is added the actual amount of Fuel transferred or sold (as per statement attached) \$-----, making \$-----.

⁵ See footnote on page 429.

¹⁰ Strike out paragraph (A) or (B).

¹¹ If the figure needed to fill the blank in paragraph (A) or (B) is not available, the formula cannot be used; the Owner must submit actual inventories and a record of purchases on Affidavit Exhibit B.

¹² Strike out paragraph (A) or (B).

which, subtracted from the amount of Fuel on board at the time of sailing, as above, is \$-----, which sum is claimed to be the actual value of the vessel's unused Fuel at the time of the loss according to the best of deponent's knowledge, information and belief.

Claim is hereby made for:

Unused Consumable Stores, other than—

Subsistence Stores.....	\$-----
Subsistence Stores.....	-----
Slop Chest.....	-----
Bar Stock.....	-----
Fuel.....	-----

Total ----- \$-----

By: -----

Sworn to before me this ----- day of -----, 19---

Notary Public

EXHIBIT B

AFFIDAVIT IN PROOF OF CLAIM FOR THE LOSS OF UNUSED STORES AND SUPPLIES ON BOARD THE SS -----

STATE OF } ss:
COUNTY OF }

I am the ----- of -----, the Owner of the SS -----, which was lost as a result of enemy action on or about the ----- day of -----, I make this affidavit in support of the above-named Owner's claim for the loss of the actual value of the said vessel's unused Stores and Supplies. The statements herein contained are based upon the personal knowledge of deponent or upon the books of records of the Owner or its agent which deponent believes are true and accurate.

"Stores and Supplies", for loss of which claim is being made, are limited to consumable and subsistence stores as defined in Maritime Administration Inventory Manual, Vessel Inventories, Part I, and do not include radio supplies, expendable equipment, scrap, junk and spare parts.

I am familiar with the insurance carried on the Stores and Supplies, on the SS -----; and, from the effective date ----- of War Risk Insurance Binder No. ----- Policy No. ----- issued by the United States of America, which covers the total loss of Stores and Supplies in the amount of \$-----, to the date of such vessel's loss on -----, there was no war risk insurance on such Stores and Supplies other than that provided by said Binder or Policy.

The period for which the vessel was stored with Stores and Supplies for use on the voyage on which she was lost, beginning with the last day of storing, was ----- days for Consumable Stores, ----- days for Subsistence Stores, ----- days for Slop Chest, ----- days for Bar Stock and ----- days.

for Fuel. The number of days from the last day of storing to, but not including, the date on which the vessel was lost, was ----- days for Consumable Stores, ----- days for Subsistence Stores, ----- days for Slop Chest, ----- days for Bar Stock and ----- days for Fuel.

I. Consumable (excluding Subsistence) Stores:

(1) The value of Consumable Stores on board the vessel at the time the vessel was ready to sail, as shown by the attached certified inventory of amounts on board the vessel at the termination of the preceding voyage or date of last inventory on -----, less actual consumption to date of sailing, amounting to \$-----, plus the actual additional purchases made for the voyage on which the vessel was lost, as shown by the attached invoices, amounting to \$-----, was \$-----.

(2) The average daily consumption factor of \$----- (determined by dividing the amount determined as in (1) by the number of days for which the vessel was stored) times the number of days from the date the vessel was ready to sail to, but not including, the date of loss () is \$-----.

To this amount is added the actual amount of Consumable Stores transferred or sold (as per statement attached) \$-----, making \$-----, which, subtracted from the amount of Consumable Stores on board at the time the vessel was ready to sail, as shown in (1) above, is \$-----, which sum is claimed to be the actual value of the vessel's unused Consumable Stores at the time of the loss according to the best of deponent's knowledge, information and belief.

II. Subsistence Stores:

(1) The value of Subsistence Stores on board the vessel at the time the vessel was ready to sail, as shown by the attached certified inventory of amounts on board the vessel at the termination of the preceding voyage or date of last inventory on ----- less actual consumption to date of sailing, amounting to \$-----, plus the actual additional purchases made for the voyage on which the vessel was lost, as shown by the attached invoices, amounting to \$-----, was \$-----.

(2) The average daily consumption factor of \$----- (as determined by dividing the amount determined as in (1) by the number of days for which the vessel was stored) times the number of days from the date the vessel was ready to sail to, but not including, the date of loss () is \$-----.

To this amount is added to the actual amount of Subsistence Stores transferred or sold (as per statement attached) \$-----, making \$-----, which, subtracted from the amount of Subsistence Stores on board at the time the vessel was ready to sail, as shown in (1) above, is \$-----, which sum is claimed to be the actual value of the vessel's unused Subsistence Stores at the time of the loss according to the best of deponent's knowledge, information and belief.

(1) The value of Slop Chest Stores on board the vessel at the time the vessel was ready to sail, as shown by the attached certified inventory of amounts on board the vessel at the termination of the preceding voyage or date of last inventory on ----- less actual consumption to date of sailing, amounting to \$-----, plus the actual additional purchases made for the voyage on which the vessel was lost, as shown by the attached invoices, amounting to \$-----, was \$-----.

(2) The average daily consumption factor of \$----- (determined by dividing the amount determined as in (1) by the number of days for which the vessel was stored) times the number of days from the date the vessel was ready to sail to, but not including, the date of loss () is \$-----.

To this amount is added the actual amount of Slop Chest Stores transferred or sold (as per statement attached) \$-----, making \$-----, which, subtracted from the amount of Slop Chest Stores on board at the time the vessel was ready to sail, as shown in (1) above, is \$-----, which sum is claimed to be the actual value of the vessel's unused Slop Chest Stores at the time of the loss according to the best of deponent's knowledge, information and belief.

IV. Bar Stock:

(1) The value of Bar Stock on board the vessel at the time the vessel was ready to sail, as shown by the attached certified inventory of amounts on board the vessel at the termination of the preceding voyage or date of last inventory on ----- less actual consumption to date of sailing, amounting to \$-----, plus the actual additional purchases made for the voyage on which the vessel was lost, as shown by the attached invoices, amounting to \$-----, was \$-----.

(2) The average daily consumption factor of \$----- (determined by dividing the amount determined as in (1) by the number of days for which the vessel was stored) times the number of days from the date the vessel was ready to sail to, but not including, the date of loss () is \$-----.

To this amount is added the actual amount of Bar Stock transferred or sold (as per statement attached) \$-----, making \$-----, which, subtracted from the amount of Bar Stock on board at the time the vessel was ready to sail, as shown in (1) above, is \$-----, which sum is claimed to be the actual value of the vessel's unused Bar Stock at the time of the loss according to the best of deponent's knowledge, information and belief.

V. Fuel:

(1) The value of Fuel on board the vessel at the time the vessel was ready to sail, as shown by the attached certified inventory of amounts on board the vessel at the termination of the preceding voyage or date of last inventory on ----- less actual consumption to date of sailing, amounting to \$-----, plus the actual additional purchases

made for the voyage on which the vessel was lost, as shown by the attached invoices, amounting to \$-----, was \$-----.

(2) The average daily consumption factor of \$----- (determined by dividing the amount determined as in (1) by the number of days for which the vessel was stored) times the number of days from the date the vessel was ready to sail to, but not including, the date of loss () is \$-----.

To this amount is added the actual amount of Fuel transferred or sold (as per statement attached) \$-----, making \$-----, which, subtracted from the amount of Fuel on board at the time the vessel was ready to sail, as shown in (1) above, is \$-----, which sum is claimed to be the actual value of the vessel's unused Fuel at the time of

the loss according to the best of deponent's knowledge, information and belief.

Claim is hereby made for:

Unused Consumable Stores, other than—	
Subsistence Stores.....	\$-----
Subsistence Stores.....	-----
Slop Chest.....	-----
Bar Stock.....	-----
Fuel.....	-----
Total	\$-----

By: -----

Sworn to before me this -----day of -----, 19---

Notary Public

SUBCHAPTER H—TRAINING

PART 310—MERCHANT MARINE TRAINING

Subpart A—Regulations and Minimum Standards for State Maritime Academies and Colleges

- Sec.
- 310.1 Definitions.
 - 310.2 Federal assistance.
 - 310.3 Schools and courses.
 - 310.4 Training vessel.
 - 310.5 Personnel.
 - 310.6 Entrance requirements.
 - 310.7 Enrollment.
 - 310.8 Uniform, textbook and subsistence allowance.
 - 310.9 Leave.
 - 310.10 Medical attention and injury claims.
 - 310.11 Discipline and dismissal.
 - 310.12 Scope and effect of §§ 310.1 to 310.13, inclusive.
 - 310.12a Form of agreement.

Subpart B—Regulations for the Government of the United States Maritime Service

- 310.13 Definitions.
- 310.14 Enrollment and training.
- 310.15 Allotments and expenditures.
- 310.16 Authority of commandant.
- 310.17 Enrollment: Original and regular.
- 310.18 Physical examinations and medical treatment.
- 310.19 Duty.
- 310.20 Disenrollment: Voluntary and involuntary.
- 310.21 Pay and allowances.
- 310.22 Transportation and travel.
- 310.23 Transportation of dependents and household effects.
- 310.24 Clothing and equipment.
- 310.25 Subsistence.
- 310.26 Loss or damage.
- 310.27 Death of enrollees.
- 310.28 Assignments.
- 310.29 Ship's service stores.

- Sec.
- 310.30 Courses of training.
- 310.31 Direct appointment of officers from the merchant marine.
- 310.32 Investigation service.

Subpart C—Admission and Training of Cadets at the United States Merchant Marine Academy

- 310.50 Purpose.
- 310.51 General.
- 310.52 Nominations and vacancies.
- 310.53 General requirements for eligibility.
- 310.54 Scholastic requirements.
- 310.55 Physical requirements.
- 310.56 Applications and selection of cadets.
- 310.57 Courses of instruction.
- 310.58 Training on subsidized vessels.
- 310.59 Training on other vessels and by other facilities or agencies.
- 310.60 Allowances and expenses.
- 310.61 Uniforms.
- 310.62 Privileges.
- 310.63 Graduation.
- 310.64 Foreign students.

Subpart A—Regulations and Minimum Standards for State Maritime Academies and Colleges

AUTHORITY: The provisions of this Subpart A issued under sec. 101, 1936 Act, 49 Stat. 1985, as amended, sec. 2, 72 Stat. 622; 48 U.S.C. 1101, 1381.

SOURCE: The provisions of this Subpart A contained in General Order 87, 24 F.R. 10953, Dec. 30, 1959, unless otherwise noted.

§ 310.1 Definitions.

For the purposes of §§ 310.1 and 310.13, inclusive:

(a) "Administration" means the United States Maritime Administration, U.S. Department of Commerce.