

**SHIPWRIGHTS'
WORKING RULES
AND
PRICE LIST**

**SHIP REPAIRING
1959**

BRISTOL CHANNEL

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BRISTOL CHANNEL

"Brian Cook."
Shipwright

Port Talbot

Prince of Wales
Dr. Cook.

1937

WORKING RULES AND CONDITIONS
and

PIECEWORK PRICE LIST

AS AGREED BETWEEN

THE BRISTOL CHANNEL SHIPREPAIRERS'
ASSOCIATION

AND

THE SHIPCONSTRUCTORS AND SHIP-
WRIGHTS' ASSOCIATION

1937

(Reprinted 1959)

These Rules, Conditions and Price List apply to all shiprepairing work in the Ports of Cardiff, Penarth, Barry, Newport, Swansea and Port Talbot, and cancel and supersede all previous Agreements, Rules, Prices and Customs.

PART I

WORKING RULES AND CONDITIONS

RULE 1.—DAYSHIFT WORKING HOURS

- (i) A normal full working week shall be from Monday to Friday and shall consist of 44 working hours.
- (ii) The 44 working hours shall be on the one break system and shall be divided as follows:—8 $\frac{1}{2}$ hours per day commencing at 7.0 a.m. and terminating at 5.0 p.m.
- (iii) MEAL INTERVAL. The meal interval shall be from 12.30 to 1.30 p.m.
- (iv) SNACK PERIOD. Men shall be allowed to take a snack from 9.0 a.m. to 9.12 a.m.

RULE 2.—TIMEKEEPING AND CHECKING ARRANGEMENTS

All workmen shall comply with the timekeeping and checking arrangements of the firm by whom they are engaged.

It is mutually agreed that, where convenient, checking arrangements on the job may be made between the firm concerned and representatives of the workmen.

RULE 3.—WAGE RATE BASIS (REPAIR RATE)

- (a) The agreed current Plain Time Rate of Wages, Contract Rates and Piece Price List will be given effect to upon the basis of 44 ordinary hours constituting the ordinary working week.

All time worked at Plain Time Rate will be calculated at the appropriate rate per hour, but the day shall be divided into quarters as follows:—

The first quarter ends at 9.15 a.m., the second quarter commences at 9.15 a.m., the second quarter ends and the third quarter commences at 11.30 a.m., the third quarter ends and the fourth quarter commences at 2.45 p.m.

- (b) In all cases where no Piece Price or Contract Rate is stated in these Rules, or provided for by decision of Joint Committee, the work shall be done at Plain Time Rate only.
- (c) It is agreed that wherever possible work shall be carried out on the piecework list prices.

RULE 4.—SHORT PERIOD EMPLOYMENT (PLAIN TIME WORK)

- (a) On the day of starting the full ordinary hours of that day shall be paid, and on the day of finishing payment shall be made to the next stopping time of that day, i.e., the mid-day break or 5.0 p.m. Overtime to be additional subject to the qualification set out in the next clause (b).
- (b) Any man starting after the mid-day break and finishing his employment before the normal starting time of the following day, the payment for the overtime worked plus the ordinary hours worked shall be subject to a minimum inclusive payment of 8 $\frac{1}{2}$ hours.
- (c) TIME RATE AND PIECEWORK.—Men who are engaged a whole day partly on time work and partly on piecework (Docking operations excepted) shall receive not less than a quarter day for the period worked at time rate plus the piecework earnings of the day.

It is distinctly understood that this Rule does NOT apply to Docking, Undocking, Re-docking, Ordinary Bilge Shoring following a Docking or to Waiting Time in connection with these operations.

RULE 5.—WORK DURING MEAL INTERVALS

When men are called upon to work during the recognised dinner hour (other than upon Docking, Undocking, or Re-Docking at Contract Rates) a quarter day's pay to be charged. This applies to day work only.

RULE 6.—OVERTIME AT PLAIN TIME RATES**(1) DEFINITIONS AND REGULATIONS**

- (a) Dayshift overtime shall be defined as hours worked between 5.0 p.m. on Monday and 11.30 a.m. on Saturday, other than the normal working hours and meal intervals as set out in Rule 1.
- (b) Overtime shall be worked in accordance with the requirements of the Shiprepairing Industry, preference being given to nightshift where suitable and competent of application.
- (c) No member of the Shipconstructors and Shipwrights' Association shall be required to work more than eleven actual overtime hours in any one week, and any time worked shall not involve more than 24 continuous hours, including meal intervals, in the Yard or Works except in cases where the work in hand can be completed within an additional four hours.
- (d) Section (c) shall cease to operate in any Port when no suitable unemployed men are available within that Port, and shall not be operative upon Tidal Work, Work in the Roads, Work upon Plant Installation, Plant Repairs and Breakdowns.
- (e) When Works are on short time, overtime allowance shall not be paid for work done between the full day starting and stopping times except with respect to the meal interval as provided for in Rule 5.

(2) MEAL INTERVALS

- (a) Men required to work overtime until 9.0 p.m. shall, if they so desire, be allowed from 5.0 p.m. to 5.30 p.m. as a meal interval for which no payment shall be made.

- (b) Men required to work until midnight shall, if they so desire, be allowed from 5.0 p.m. to 6.0 p.m. as a meal interval, for which no payment shall be made.

- (c) Men required to work all night shall be allowed three meal intervals as follows :—

5.0 p.m. to 7.0 p.m.
10.0 p.m. to 11.0 p.m.
2.0 a.m. to 3.0 a.m.

for which no payment shall be made.

WORKING HOURS

5.30 p.m. to 9.0 p.m.
6. 0 p.m. to 12.0 midnight
7. 0 p.m. to 7.0 a.m.

(i.e. a whole night less meal hours).

(3) OVERTIME ALLOWANCES

All overtime worked at plain time rate in terms of sub-sections (a) and (b) of this section will be paid for as follows, and calculated on the current weekly wage rate :—

- (a) When working overtime and finishing not later than 12.0 midnight the payment shall be two hours for each one-and-a-third hours worked.
- (b) When required to work night work and being sent home after 12.0 midnight payment shall be made for the full night, i.e. 16 hours' pay to 6.0 a.m.
- (c) Men called out after the usual stopping time and before 2.0 a.m. and continuing to work until 6.0 a.m. shall receive a full night's pay.
- (d) Men called out after 2.0 a.m. and before 6.0 a.m. shall receive a full day's pay, but men called out after 6.10 a.m. and before the usual starting time of that day shall be paid at ordinary overtime rate.
- (e) Men called back after the usual stopping time of the day to work overtime shall receive a minimum of four hours' pay.

- (f) BREAKFAST INTERVAL. Men working all night and being required to continue working the following day to be allowed one-and-a-half hours for breakfast interval without loss of time for that day.

(4) WEEK-END AND HOLIDAY OVERTIME

- (a) DEFINITION AND REGULATION. Week-end working shall be recognised to cover men working after 11.30 a.m. on Saturday and up to the usual starting time on Monday, and the restriction of 11 hours shall not apply.

- (b) PAID HOLIDAYS. The following Bank and other Public Holidays shall be recognised :—

Good Friday
Easter Monday
Whit Monday
August Bank Holiday
Christmas Day, and
Boxing Day

also any holiday so declared by legal Statute or Royal Proclamation, and shall be paid for at the plain time rate to men who comply with the conditions. To qualify for payment an employee must :—

- (i) be on the firm's paybill at the time of the holiday,
- (ii) be at work for the full normal hours of the working day immediately preceding and the working day immediately following the holiday unless he has asked and been granted prior leave of absence, or he proves to the satisfaction of the firm that his absence was due to sickness or other causes beyond his control.
- (iii) be prepared to work on the paid holiday if required to do so.
- (iv) Notwithstanding the provisions of (ii) and (iii) above an employee shall not be debarred from receiving a holiday payment if he is actually at work with the firm on any of the six weekdays immediately preceding the holiday and is prevented from complying with any

or all of the conditions set out in (ii) and (iii) only by reason of absence with leave or sickness proved to the satisfaction of the firm.

- (v) Notwithstanding the provisions set out above, an employee paid off through no fault of his own, on any of the three weekdays immediately preceding a paid holiday shall not be debarred from receiving paid holiday payment provided (a) he is a regular employee of the firm; (b) has been at work on each of the three weekdays immediately before being paid off (including the day on which he is paid off); and (c) does not qualify for holiday payment for the particular paid holiday from any other firm.
- (vi) In the case of an employee required to work on any of the days of paid holiday who would otherwise have been entitled to payment an alternative holiday will be arranged by his employer within a calendar month and such alternative holiday must be taken by the employee in order that he may qualify for payment for the paid holiday.

(5) PAYMENT OF WEEK-END AND HOLIDAY OVERTIME ALLOWANCES

Two hours shall be paid for each hour worked during week-end and holiday overtime as set out in the following schedule, unless otherwise provided for in other rules :—

- (a) Hours worked between 11.30 a.m. on Saturday and the usual starting time on the following Monday.
- (b) Hours worked between the usual starting time on Good Friday and the usual starting time the following morning.
- (c) Hours worked between the usual starting time on Easter Monday and the usual starting time the following morning.
- (d) Hours worked between the usual starting time on Whit-Monday and the usual starting time on the following morning.

- (e) Hours worked between the usual starting time on August Bank Holiday and the usual starting time the following morning.
- (f) Hours worked between the usual starting time on Christmas Day and the usual starting time on the morning following Boxing Day.
- (g) When Christmas Day is on Saturday, the following Monday shall be considered as Boxing Day.

(6) OVERTIME AT PIECEWORK PRICES

It is agreed that overtime worked in dry docks, or on pontoons, or slipways, or afloat at piecework prices shall carry the rates of allowances set out in the following clauses :—

- (a) OVERTIME ALLOWANCES. Overtime worked during the period between 5.0 p.m. on Monday and 11.30 a.m. on Saturday will carry an allowance of 50 per cent based upon the average hourly earnings over the whole job (including the overtime hours).
- (b) WEEK-END AND HOLIDAY ALLOWANCES. All overtime worked between 11.30 a.m. and 5.0 p.m. on Saturday and between the usual starting time and 5.0 p.m. on Sunday will carry an allowance of $66\frac{2}{3}$ per cent based on the average hourly earnings over the whole job (including the overtime hours); but if done between the hours of 5.0 p.m. on Saturday and the usual starting time on Sunday or between 5.0 p.m. on Sunday and the usual starting time on Monday an allowance of 100 per cent shall be paid. The holidays to which this clause applies are set out in these Rules and work done during those Holidays will carry an allowance of $66\frac{2}{3}$ per cent if done between the usual starting time and 5.0 p.m., or 100 per cent allowance if done between 5.0 p.m. and the usual starting time based on the average hourly earnings over the whole job (including the Holiday hours).

SPECIAL NOTE.—Time worked and earnings on piecework are to be kept separate and apart from time worked and earnings on plain time rate, so that the average hourly earnings on piecework and earnings on plain time rate may be separately applied in their respective categories.

WEEKEND WORKING—COVERING ALL WORK FROM 11.30 a.m. ON SATURDAY TO THE USUAL STARTING TIME ON MONDAY

It is MUTUALLY AGREED that anything in the nature of systematic weekend working is to be deprecated by both parties to this code; but the Shiprepairing Industry being one in which a variety of circumstances arise over which the parties interested have no control and, moreover, being a highly competitive industry, these circumstances have to be catered for.

For emergency work of this character it will be in order for members of the Shipconstructors' and Shipwrights' Association to work during weekends, provided that Agreement has been previously obtained from the District Delegate. It is agreed that, if the Delegate is away from home and cannot be communicated with for any reason, the Branch Secretary in the Port concerned shall act in his place.

Preference for emergency work to be given to the unemployed members if they are available and capable of performing same.

RULE 7.—NIGHTSHIFTS

(a) AT PLAIN TIME RATES

- (i) NIGHTSHIFT WORKING HOURS.—A normal full night-shift week shall consist of 45 working hours worked during the five nights (Monday to Friday inclusive) of 9 hours each night.

The nightshift working hours shall commence at 7.0 p.m. and terminate at 6.0 a.m. Meal intervals during nightshift shall be from 10.0 p.m. to 11.0 p.m. and from 2.0 a.m. to 3.0 a.m. unless otherwise mutually arranged.

- (ii) **CONSTITUTION OF NIGHTSHIFT.**—A nightshift shall be constituted when three or more consecutive ordinary nights are worked, irrespective of the night on which the nightshift period commences.

- (iii) **PAYMENT.**—For each one-and-a-half hours' work an allowance of half-an-hour additional shall be paid, i.e., 2 hours ($\frac{1}{4}$ day).

NOTE.—A two-night nightshift to be paid for at overtime rate.

- (iv) **NIGHTSHIFT OVERTIME.**—All time worked by nightshift workmen during the day before or the day following the nightshift hours shall be reckoned as nightshift overtime.

- (v) **PAYMENT FOR NIGHTSHIFT OVERTIME.**—Nightshift workmen engaged in overtime as defined in the previous section shall be paid two hours for each one hour so worked.

(b) **NIGHTSHIFT AT PIECEWORK PRICES**

- (i) Sections (i) and (ii) of Clause (a) will apply to men working at piecework prices.
- (ii) **ALLOWANCE.**—Nightshift work will carry an allowance of 25 per cent based on the average hourly earnings over the whole job (including the nightshift hours).
- (iii) **NIGHTSHIFT OVERTIME ALLOWANCE.**—Overtime worked by nightshift workmen during the day before or the day following the nightshift hours will carry an allowance of 66 $\frac{2}{3}$ % based on the average hourly earnings over the whole job (including the nightshift hours).

SPECIAL NOTE.—Time worked and earnings on piecework are to be kept separate and apart from time worked and earnings at plain time rate so that the average hourly earnings on piecework and the earnings at plain time rate may be separately applied in their respective categories.

RULE 8.—TIDAL WORK (AT GRIDIRONS OR RECOGNISED BERTHS IN TIDAL WATERS)

- (a) Tide work commenced between the hours of 7.0 a.m. and 9.0 p.m. (7.0 a.m. to 12 noon on Saturday) will be paid 8 hours' pay at the Plain Time Rate per tide or part of a tide.
- (b) Tide work commenced after 9.0 p.m. (12 noon on Saturday) will be paid 12 hours' pay at Plain Time Rate for such tide or part of a tide.
- (c) These amounts are inclusive of meal hours and comprehend continuity of work during all periods, including week-ends and holidays, and are inclusive of all allowances and conditions.
- (d) A tide is understood to mean the period during which work is accessible and is governed by the ebb and flow of the tide.
- (e) All time worked before or after the "tide" to be charged for extra.

NOTE.—Having regard to the limited period available for work, governed by the ebb and flow of the tide, it is agreed that Workmen and Management will facilitate progress in the working period available in order to ensure satisfactory results.

RULE 9.—WORK IN THE ROADS

- (a) All work in any position, day or night, between the usual starting time on Monday and 7.0 p.m. the following Saturday, upon vessels in the Roads; also upon stranded, sunken or disabled vessels, shall be

paid for at the rate of double time for all hours inclusive from the time of leaving the shop and returning to same.

- (b) All work in any position, day or night, between 7.0 p.m. on Saturday and the usual starting time on the following Monday ; also during the hours of holidays as scheduled in Rule 6, upon vessels in the roads, also upon stranded, sunken or disabled vessels, shall be paid for at the rate of treble time for all hours inclusive from the time of leaving the shop and returning to same.
- (c) When men are sent to work on vessels situated as indicated in this Rule, victualling arrangements shall be mutually arranged according to the circumstances of the job.
- (d) All work which can be operated upon Piece List Prices in terms of Clause (a) will be paid 100% additional to net piecework list prices ; for work done at Piecework List Prices in terms of Clause (b) 200% additional to net Piecework List Prices will be paid. Clause (c) will also apply to Pieceworkers.

RULE 10.—MOBILITY RULE

(1) MEN LIVING AWAY FROM HOME

Men being supplied from other ports in the Bristol Channel or from other parts of the Country by the Trade Union at the request of an employer shall be paid second-class rail fares at the beginning and end of the job (and actual travelling time at the plain time rate) and an out-living allowance of 10/- per day of 24 hours for the duration of the work for which they were engaged.

(2) MEN TRAVELLING DAILY

- (a) Men being supplied from other ports in the Bristol Channel, who, at an Employer's option, travel in their own time between their home town and place of

employment each day, shall be paid return second-class rail fare each day and travelling time in accordance with the following schedule :—

Cardiff/Newport or vice versa	..	1 hour each way	
Cardiff/Barry	do.	..	$\frac{3}{4}$ hour do.
Cardiff/Port Talbot	do.	..	1 $\frac{1}{2}$ hours do.
Newport/Barry	do.	..	1 $\frac{1}{2}$ hours do.
Port Talbot/Swansea	do.	..	$\frac{3}{4}$ hour do.
Cardiff/Penarth	do.	..	$\frac{1}{2}$ hour do.
Barry/Penarth	do.	..	$\frac{1}{2}$ hour do.

NOTE.—In all cases except for those mentioned above, Cardiff and Penarth are to be treated as one Port for the purpose of this Rule.

Time occupied in travelling to and from the port in question shall be paid at the plain time rate with appropriate overtime allowances.

In order to qualify for these scheduled allowances, men must commence and leave work at the time required by the employer.

Men will not be permitted to travel daily between ports not scheduled above.

- (b) Where, at an Employer's option, a man travels in the Employer's time, he will be paid his second-class return rail fare and his plain time rate or lieu rate for the time occupied in travelling.

NOTE.—Where transport is provided at the Employer's expense no fares will be paid.

- (3) It is clearly understood that no man shall qualify for allowances under both (1) and (2) above.

RULE 11.—SPECIAL ALLOWANCE FOR DIRTY WORK, CONFINED SPACES AND OTHER EXCEPTIONAL AND ABNORMAL CIRCUMSTANCES

(1) AT PLAIN TIME RATE

- (a) An allowance of 2/- per day or per night or part thereof shall be paid to all men working on board and inside of vessels on the following jobs :—
- (i) Taking out, replacing and renewing wedges under engine beds, crank pits and thrust blocks.
 - (ii) Shoring, packing or wedging under boilers or engines, except when done from Dock bottom.
 - (iii) Work done inside boilers.
 - (iv) Any position 12 feet above top of fiddley casing or deck immediately below the work of repair.
 - (v) Inside of permanent bunkers.
 - (vi) Under boilers, and also work below level of Engine-room or Stokehold Platforms.
 - (vii) In Thwartship Bunkers containing coal which obstructs the work of Shipwrights.
 - (viii) In Tanks and double bottoms (meaning places in which fresh or salt water is carried, access to which is obtained only through a manhole).
 - (ix) In forward and after Peak Tanks and Deep Tanks.
 - (x) Work on Wood Latrine Troughs that have been used.
 - (xi) Fitting Wood Battens inside Ventilators and Ash Hoists in position on board.
 - (xii) FURZOLINE. When men are working in places where they are brought into contact with Furzoline or such-like compositions.
 - (xiii) BOAT REPAIRS WHEN VESSEL IS UNDER COAL TIP, AND WORK IN CHAIN LOCKERS.—Work carried out upon boat repairs while vessel is actually loading cargo or bunkering, and work inside Chain Lockers.

- (b) INSULATION WORK.—For all work in insulated chambers in connection with the removal or filling of charcoal, silicate of cotton, granulated cork or other insulating material of like character, an allowance of 1/2d. per day or per night additional to the Plain Time Rate shall be paid, except on Saturday morning when 8d. per day additional to the Plain Time Rate shall be paid.

(2) AT PIECEWORK PRICES

All piecework done at the Piecework List Prices shall be paid for at 25% extra for work in the following places :— Side or Pocket Bunkers, Deep Tanks, also in Thwartship Bunkers when the work is obstructed by coal.

(3) OIL VESSELS

In cases where the allowances of this Rule (11) are greater than the Oil Vessel allowances for similar work, they shall be applied in substitution thereof and not in addition thereto, but when men engaged on Plain Time Rate are working in a position where the oil vessel allowance is 4½d. per hour and on work which were it on an ordinary vessel would carry an allowance of 2/- per day or per night, then the 2/- shall be paid additional to the 4½d. per hour on the time worked. This is not to apply when the Oil Vessel Allowance of 9d. per hour is being paid.

RULE 12.—RECOGNISED OFFICIALS

(1) No member of this Association shall ask or take instruction, or seek employment from any person other than the Employer, Manager or Shipwright Foreman. The term "Manager" meaning having absolute control of the whole of the departments of labour in connection with the firm. The term "Foreman" to mean a Shipwright who is appointed by an Employer or Manager, and paid by the firm for the position held by him.

(2) When men are about to commence a piecework job, the men employed will appoint a qualified man as deputy whose duties shall be :—

- (a) To see that the work is properly manned, and if not so, to report to the Foreman the number required, and to cause him to put that number on if there are men available.
- (b) To act as Timekeeper for the men, so that pay shall be stopped in proportion to time lost, etc.
- (c) To distribute or redistribute the men in co-operation with the Foreman so as to equalise the work.
- (d) To see that no man or men leave before the work is completed, and to act generally in the interests of the men.
- (e) To measure all work in conjunction with the Foreman, to make out and send a Bill to the firm, to receive the money for same, and to divide at equal rate the money so earned between the men employed in proportion to the time worked, and report to the firm the distribution made. If required, the deputy shall produce all accounts connected with the job for inspection by the Committee or any of the men who have worked on the job. When there is more than one contract included in the one payment, the Foreman shall issue or cause to be issued a statement showing the portion of the said payment that is to be allotted to each job.
- (f) The Deputy's time is to be accounted for in the sharing of the Bill, and shall not be an additional charge to the firm.

RULE 13.—CHARGEMEN

When members are temporarily engaged as Chargemen they shall be paid 2/- per day extra to the ordinary rates. When work is being carried on at a Port other than where the Firm's works are situated, a Chargeman shall be appointed in cases where the Foreman cannot be in constant attendance, provided not less than six shipwrights are engaged.

In cases where no foreman Shipwright is employed the Chargeman's allowance shall be 3/- per day in place of 2/-.

RULE 14.—RUDDERS

In Yards and Commercial Docks where the lifting and lowering of Rudders has been done exclusively by Labourers, it is agreed that one Shipwright shall be engaged, but in all cases where this work has been done either partially or wholly by Shipwrights no alteration to be made in the existing practice.

RULE 15.—TOOLS AND APPLIANCES WHEN REQUIRED

The Employers shall supply the following tools and appliances when required, viz. :—Augers, Spanners, Splitting Bars or Spudders, Heavy Hammer Sets, Heavy Punches, Beetles, Crooked or Horsing Irons and Nail Boxes. Nails are not to be placed in anything other than boxes supplied by the Employers.

RULE 16.—MATERIALS TO BE PUT ON BOARD

When any of the foregoing work is to be done on board the Employers are to cause all materials to be placed on deck in convenient places except where otherwise provided.

RULE 17.—GENERAL CONDITIONS

The general conditions of employment to be observed in accordance with the terms of Rules, Regulations and Agreements between parties, shall be as follows :—

- (i) All practicable efforts shall be given effect to for the employment of workmen by the manning of jobs to the maximum as work progresses, and when necessary by redistribution of employment when the circumstances are such that they will permit of extended employment by relief and change in personnel, having regard always to the casual nature of the Industry.

- (ii) In no cases will men be allowed to leave their job unfinished to commence work on another vessel whilst men belonging to the same branch of trade are seeking employment in the Port except in circumstances where they could not proceed further with the first job by reason of conditions over which the Employer has no control.
- (iii) That when working contract, berths shall not be kept open for men who are working elsewhere when there are men unemployed.

RULE 18.—DEMARCATIION PROCEDURE

Any dispute arising on a question of demarcation which the Workshop representatives of the parties are unable to settle to be referred to the Management for temporary adjustment without prejudice, and it will not be competent for either party to the dispute to quote the terms of such Managerial temporary adjustment in further discussion or inquiry that may be held for permanent settlement.

The previous practice, character and/or common sense of the work shall be taken into account in the Yard settlement and work shall continue as agreed.

RULE 19.—PROCEDURE WITH REGARD TO INTERPRETATION OF RULES AND AVOIDANCE OF DISPUTES

IT IS MUTUALLY AGREED :—

That complete co-operation between the parties to this Agreement is essential to the maintenance and advancement of the Shiprepairing Industry in the Bristol Channel Ports. In order to facilitate such co-operation when any question which may give rise to a difference or dispute is raised, it shall be dealt with in accordance with the following procedure :—

- (a) Between Foreman and Workman and/or Branch Officer.

- (b) Between Manager and Workman and/or Branch Officer.
- (c) Between the Officers of the Employers' Association and the Officers of the Employees' Trade Union.
- (d) Failure to agree in accordance with (a), (b), or (c), the question of difference or dispute shall be referred to the competent Joint Committee of the parties concerned as speedily as all the circumstances will permit.
- (e) Failing settlement by mutual agreement under (a), (b), (c) or (d), the question to be submitted to Central Conference as provided for in the National Agreement for the "Avoidance of Disputes" as agreed between the Shipbuilding Employers' Federation and the Shipconstructors' and Shipwrights' Association.

NOTE.—To implement the foregoing procedure, it is understood that an Official of the Society will be appointed in each of the Ports to which these Rules apply, who shall have full authority to deal with the question in the event of the District Delegate not being available. The name and address of such Port Officials to be supplied to each of the Firms in the Port and to the Secretary of the Employers' Association.

RULE 20.—APPLICATION OF THESE RULES

This agreed-upon Code of Rules to govern the working conditions and cancels all other Rules and Customs heretofore in operation, and is mutually accepted and signed as the Code of Rules which governs the conditions of working applicable to the Bristol Channel Ports of Cardiff, Barry, Penarth, Newport, Swansea and Port Talbot and will remain in operation for a period of twelve months from 1st January, 1959, and may thereafter be amended or cancelled by either party upon six months notice in writing.

MEMORANDUM WITH REGARD TO THE CONTROL OF APPRENTICES

IT IS MUTUALLY AGREED :—

- (a) That a system of apprenticeship is essential to the requirements of the Shiprepairing Industry which recognises certain primary conditions based upon the qualifications of candidates, unrestricted by any arbitrary selection but comprehensive of the essential features which recognise that an apprentice to the Industry must have a full opportunity of association with all the practice and theory necessary to become an efficient craftsman.
- (b) The period of apprenticeship shall not be less than five years, subject to a probationary period of six months. The Employers shall be responsible for training the apprentices who shall be afforded every facility by all concerned to obtain full knowledge of the trade, and encouraged in every possible way to acquire technical training.
- (c) The Shipconstructors' and Shipwrights' Association shall be associated in an advisory way with regard to efficiency and progress of the apprentice, and the apprentice may be a member of the Shipconstructors' and Shipwrights' Association for the purpose of the National Health and Unemployment Insurance Acts. Apprentices shall not be a party to trade disputes which may arise between the Employers and the Trade Union; neither shall they be employed in overtime to the exclusion of Technical School training.
- (d) No apprenticeship shall be continued beyond the age of 21 years, except in special circumstances.

The supply of apprentices to each Yard to be so arranged as far as may be competent on the basis of one apprentice to four, or, in special circumstances, part of four journeymen, and the adjustment shall be upon the

average number of journeymen members of the Shipconstructors' and Shipwrights' Association employed over a period of three years.

The parties to this Memorandum shall confer upon any question which may arise in connection with same.

APPRENTICES EMPLOYED ON CONTRACT WORK.— Allowances to be made for the apprentices on contract work; Apprentices in their third and fourth year, half a share; in their fifth year, a whole share.

All apprentices' shares of contract money shall be deducted from the Bills and retained in the Office by the Firm.

MEMORANDUM *RE* WORKING CONDITIONS AND
RATES OF WAGES FOR WORK ON OIL-CARRYING
VESSELS

It is MUTUALLY AGREED that the following working conditions shall continue to operate in the Bristol Channel Ports on the above classes of work respectively, pending any National Agreement which may be reached between the Shipbuilding Employers' Federation and the Ship-constructors' and Shipwrights' Association, or by local mutual arrangement :—

(1) BULK OIL-CARRYING VESSELS

- (a) When the work is situated in any of the following places, viz., Bulk Oil Carrying Tanks, including deck and shell in connection therewith, coffer dams, hatchways, oil pump rooms or tunnel, an allowance of 9d. per hour for all hours worked shall be paid.
- (b) When working (docking, undocking, redocking, and ordinary bilge shoring following a docking excepted) in, on or about all other parts of the vessel, rudders included, other than those already enumerated, an allowance of 4½d. per hour for all hours worked shall be paid.

(2) OIL BURNING AND INTERNAL COMBUSTION
ENGINE VESSELS

For all work in oil fuel carrying compartments of oil burning or internal combustion engines, an allowance of 9d. per hour for all hours worked shall be paid.

- (3) That when removing or replacing keel blocks, shoring or cradling vessels in drydocks, pontoons, or slipways when damage repairs are being carried out to the bottom places, an allowance of 4½d. per hour for all hours worked shall be paid when on daywork, also when working to the Price List 25% extra is to be paid on the Piece Work.

NOTE.—When testing only is being done, the Plain Time Rate is to apply.

The Employers undertake that before men are put to work on such vessels an Expert's Certificate shall be obtained daily to the effect that the tanks are absolutely safe. Such certificate to be posted in some conspicuous place.

MEMORANDUM
ANNUAL SUMMER HOLIDAYS WITH PAY HOLIDAY
CREDITS

The National Agreement between the Shipbuilding Employers' Federation and the Confederation of Shipbuilding and Engineering Unions dated 23rd November, 1951, provides :—

1. That commencing with the annual summer holidays in 1952, employees shall be entitled to two weeks annual holiday.
2. That in respect of the annual summer holidays, each employee whose wages follow shipbuilding and shiprepairing fluctuations, whether time-workers or pieceworkers, shall be credited in respect of each week with an amount equal to one twenty-fifth of the inclusive Plain Time Rate of his class for the hours actually worked in that week, subject to a maximum credit in any pay week of one twenty-fifth of his inclusive Plain Time Rate for a full working week of 44 hours.
3. That where less than 44 hours are worked in any pay week only the appropriate proportion of the amount which would have been due for a full week of 44 hours shall be credited.
4. That where an employee is absent from work on account of sickness or accident certified to the satisfaction of the firm, the working hours so lost, limited in the aggregate to six weeks in the twelve months between the summer holiday of one year and the summer holiday of the next year, shall count as hours worked for the purpose of holiday credits.

5. The sum of the amounts so credited to each employee throughout the year shall be payable at the recognised or agreed summer holiday period, which, in this area, is the months of June, July, August and September, and shall be paid upon his written notice of one week.
6. In order that the continuity of the industry shall not be interrupted the Shipwrights undertake to arrange their holiday period during the months specified in such a manner that, as far as practicable, not more than 10 per cent of their members will be unavailable for employment at the same time.
7. It is understood that when a man gives notice of his desire to be paid the sum standing to his credit for holidays, he shall also inform the firm of the days he will not be available for employment during the period following his receipt of the credits due.
8. In the event of it not being possible to pay credits directly to a man concerned they shall be paid to the person entitled or authorised to receive them in the same manner as would apply in similar circumstances with respect to wages.

With reference to the operation of Clause 7, whereby the period during which men will not be available for employment after receiving their holiday credits may be ascertained, each Shipwright will obtain on a form provided by the Shipconstructors' and Shipwrights' Association a return from each firm from whom credits are due showing the amount and date when paid. The request for the entry of credits will be accepted as notice in terms of Clause 5 and when completed by the firms concerned will be passed by the workman to his Branch Secretary who will certify the period during which the man will not be available for employment. The form will be as follows :—

THE SHIPCONSTRUCTORS' AND SHIPWRIGHTS'
ASSOCIATION

NOTICE TO SHIPREPAIRING FIRMS—BRISTOL
CHANNEL PORTS

The undersigned member of the above Association hereby gives one week's notice as from to be paid the total sum then standing to his credit on account of Holidays with Pay.

Signed..... Tally No.....

NAME OF FIRM	Total Credits Due	To be dated by Firm when Paid

ADDENDUM TO

ANNUAL SUMMER HOLIDAYS WITH PAY AGREEMENT OF 23RD NOVEMBER, 1951, BETWEEN THE SHIPBUILDING EMPLOYERS' FEDERATION AND THE CONFEDERATION OF SHIPBUILDING AND ENGINEERING UNIONS, AGREED AT A CONFERENCE IN LONDON ON TUESDAY, 15TH MARCH, 1955.

Notwithstanding the provisions of the Annual Summer Holidays with Pay Agreement of 23rd November, 1951, where an employee receives payment for any day of paid holiday under the terms of the Paid Holidays Agreement of 9th April, 1946, and the various Addenda to that Agreement, the normal hours which would have been worked on that day had the day not been a holiday shall count as hours worked for the purpose of calculating holiday credits.

This Addendum shall apply to all paid holidays which have occurred since the end of the 1954 annual summer Holidays with Pay credit year.

MEMORANDUM OF RATE OF WAGES APPLICABLE TO MEMBERS OF THE SHIPCONSTRUCTORS' AND SHIPWRIGHTS' ASSOCIATION PARTY TO THIS CODE OF RULES, IN THE BRISTOL CHANNEL PORTS OF CARDIFF, PENARTH, BARRY, NEWPORT, SWANSEA, AND PORT TALBOT.

The following rate of wages for a 44-hour week is hereby agreed as being the rate operating at the date of this Memorandum :—

197/4d. per week of 44 hours.

SIGNED FOR AND ON BEHALF OF

THE BRISTOL CHANNEL SHIP REPAIRERS' ASSOCIATION :

D. SKAE,

Chairman

SIGNED FOR AND ON BEHALF OF

THE SHIPCONSTRUCTORS' AND SHIPWRIGHTS' ASSOCIATION :

T. H. EVANS,

District Delegate

PART II

DOCKING CONTRACT RULES

Docking and Undocking Arrangements to be carried out in the different Ports in accordance with the Rules and Rates herein set out.

DOCKING, etc., PUBLIC DRY DOCKS ONLY

APPLICABLE TO THE PORTS OF
CARDIFF AND NEWPORT

RULE 1

Clause 1. That for docking or redocking in any Public Dry Dock, the following rates shall apply :

When done in the usual working hours ..	1 day
When done in overtime before or after the usual working hours and up to 12 noon on Saturdays	1½ days
When done between the hours of 12 noon on Saturdays and the usual starting time on Mondays, also during the agreed Paid Holidays	2 days

Clause 2. That the number of men employed for docking or redocking in any Public Dry Dock to be as follows :—

For vessels up to 2,000 tons net reg. ..	10 men
Over 2,000 and not exceeding 3,000 tons net register	12 men
Over 3,000 and not exceeding 4,000 tons net register	14 men
Over 4,000 and not exceeding 5,000 tons net register	16 men

The looking down to be extra to the above which must only be done by Shipwright Foremen, Shipwrights, or Shipwright Apprentices.

OVERTIME ON DOCKINGS, ETC., PUBLIC DRY DOCKS ONLY

Clause 3. When undocking in any Public Dry Dock, if the Caisson is not afloat out of its place at the usual time for leaving work, overtime rates to apply. When docking or redocking, if the Caisson is not sunk in its place at the usual time for leaving work, overtime rates to apply. When men are required to be in attendance in either case before the usual time for commencing work, overtime rates to apply, otherwise the ordinary rates to apply.

Clause 4. When the Caisson is sunk in its place before the usual time for leaving work and the process of docking is extended longer than one hour beyond this time, 25% is to be added to the docking rate.

(NOTE.—This only applies to docking and not to undocking.)

Clause 5. When there are men unemployed, men who are already working on the same or other ship or work shall not be used for docking.

Clause 6. The term "docking in Public Dry Docks" to mean the attendance on lines fore and aft when hauling into dock, on dockside only; the attendance to tackles at stem and stern, on dockside only; to masthead tackles, on dockside only; to the placing and setting up of all shores on ship's side; to the shore end of gangway; and to the replacing of all gear used by them in store room or receptacles on dock side.

Clause 7. The term "redocking in any Public Dry Dock" to mean when a vessel is floated and redocked in the same berth without having been hauled more than 15 feet towards either end; but when a vessel has been hauled more than 15 feet forward or aft, or to the opposite dock side, it will constitute an undocking and a docking.

Clause 8. That for undocking in any Public Dry Dock, the following rates shall apply:—

When done in the usual working hours	..	$\frac{3}{4}$ day
When done in overtime before or after the usual working hours and up to 12 noon on Saturdays	.. .. .	1 $\frac{1}{8}$ days
When done between the hours of 12 noon on Saturdays and the usual starting time on Mondays also during the agreed Paid Holidays	.. .. .	1 $\frac{1}{2}$ days

Clause 9. The number of men employed undocking in any Public Dry Dock to be as follows:

For vessels not exceeding 2,000 tons	..	8 men
Exceeding 2,000 tons net register	..	10 men

Clause 10. That men who are already working on the same or other ship, or work, shall not be used for undocking if there are men unemployed.

Clause 11. That the term "undocking in any Public Dry Dock" to mean the clearing away of and placing on bank of all ordinary bilge shores, all bend shores with their packing, the hauling ashore of gangways, the returning to store at dock side of all gear connected therewith, and the attendance on fore and aft lines when hauling out of dock.

Clause 12. That for bilge shoring in Public Dry Docks the following rates shall apply:—

When done in the usual working hours	..	$\frac{1}{2}$ day
When done in overtime before or after the usual working hours and up to 12 noon on Saturdays	.. .. .	$\frac{3}{4}$ day
When done between the hours of 12 noon on Saturdays and the usual starting time on Mondays, also during the agreed Paid Holidays	.. .. .	1 day

Clause 13. That the number of men employed bilge shoring in any Public Dry Dock be as follows :—

For vessels not exceeding 1,000 tons net register	2 men
Over 1,000 tons and not exceeding 2,000 tons net register	3 men
Over 2,000 tons and not exceeding 4,000 tons net register	4 men
Exceeding 4,000 tons net register	6 men

Clause 14. The term "bilge shoring" in any Public Dry Dock to mean the placing and setting up of ordinary bilge shores at regular intervals on both sides of the ship immediately the water has left the bottom of the dry dock. The term "bilge shores" not to apply to such shores that may be required to be placed under projections or tubes of twin screw boats.

Clause 15. Apprentices doing any of the foregoing work in any Public Dry Dock who have served from two to four years, two to count equal to one man. Those of over four years' service, each one to count equal to a man; the proportion to be engaged not to exceed one of the latter or two of the former to every three men employed.

RULE 2

PRIVATE DRY DOCKS, PONTOONS, OR SLIPWAYS

Clause 1. RATES

(a) DOCKING OPERATIONS

When done in the usual working hours ..	1 day
When done in overtime before or after the usual working hours and up to 12 noon on Saturdays	1½ days

When done between the hours of 12 noon on Saturdays and the usual starting time on Mondays, also during the agreed Paid Holidays 2 days

(b) UNDOCKING OPERATIONS

When done in the usual working hours ..	¾ day
When done in overtime before or after the usual working hours and up to 12 noon on Saturdays	1½ days
When done between the hours of 12 noon on Saturdays and the usual starting time on Mondays, also during the agreed Paid Holidays	1½ days

(c) BILGE SHORING

When done in the usual working hours ..	½ day
When done in overtime before or after the usual working hours and up to 12 noon on Saturdays	¾ day
When done between the hours of 12 noon on Saturdays and the usual starting time on Mondays, also during the agreed Paid Holidays	1 day

Clause 2. MANNING SCALES, ETC.

Existing local and/or yard arrangements to continue.

RULE 3. DISAPPOINTMENT MONEY

That when men are ordered for a docking or an undocking operation in any Dry Dock and it does not take place, they shall be paid **five-eighths** of the appropriate rate applicable to the operation according to whether the disappointment took place during the usual working hours, ordinary overtime, week-ends or holidays, and no more.

RULE 4. DETENTION MONEY

Shall only be paid in connection with undocking operations and then only when men are detained beyond the time allotted for an undocking operation, viz.: 3 hours; the payment to be the plain time rate for the time so detained in ordinary hours, but if in overtime the appropriate overtime allowance to be paid.

NOTE.—Shipwrights whose only work during a day is a Docking or an Undocking operation will receive a minimum holiday credit of 1/-.

Such credit will also be given to unemployed Shipwrights called out for a docking or undocking operation in respect of which they receive a disappointment payment.

PART III

PIECEWORK RULES AND PRICES

APPLICABLE TO ALL PORTS

MEMORANDUM OF AGREEMENT

BETWEEN

THE BRISTOL CHANNEL SHIP REPAIRERS'
ASSOCIATION

AND

THE SHIPCONSTRUCTORS' AND SHIPWRIGHTS'
ASSOCIATION

SHIPWRIGHTS' PIECEWORK PRICE LIST

It is MUTUALLY AGREED in full settlement of the Shipconstructors' and Shipwrights' Association's claim for revision of the Piecework Price List agreed between the parties in July, 1937 that:—

1. The prices shown in the 1937 Price List shall be increased by 100% which increase shall incorporate and include the 4% increase conceded nationally in 1939, but shall be exclusive of the present skilled pieceworkers' national bonus of 100/6d. per week of 44 hours.
2. The provisions of the 1937 Price List shall otherwise remain unaltered.
3. The increase in piecework prices shall not apply to grab damage repair work undertaken by the Prince of Wales Dry Dock Company Limited, Port Talbot, which shall continue to be the subject of domestic agreement.
4. In accordance with the agreed Working Rules, wherever possible work shall be carried out on the new piecework list prices.

5. Both parties will co-operate in carrying out existing Working Rules and subsequent agreements both local and national.

This Agreement shall operate as from Monday, 28th April, 1958.

SIGNED FOR AND ON BEHALF OF
THE BRISTOL CHANNEL SHIP REPAIRERS' ASSOCIATION :

A. H. WEEKS,
Negotiating Chairman

G. T. LEYSHON,
Secretary

SIGNED FOR AND ON BEHALF OF
THE SHIPCONSTRUCTORS' AND SHIPWRIGHTS' ASSOCIATION :

J. R. SHAW,
Executive Council Representative

T. H. EVANS,
District Delegate

24th April, 1958

1937 PIECEWORK RULES AND PRICES

APPLICABLE TO ALL PORTS

DELAY ON PIECEWORK

Men employed on piecework shall receive an allowance at their plain time rate per hour for any delay beyond the first hour where such delay is outside the control of the workmen.

RULE 1. KEEL BLOCKS, SHORING AND CRADLING IN COMMERCIAL DRY DOCKS

Preparing, fitting and setting up square shores under bottom per ft. run 4½d.

Preparing, shaping, fitting and setting up spur shores, 10 ft. and under per ft. run 11d.

Over 10 feet per ft. run 1/0½d.

Ramming out and removing keel blocks per keel block complete 13/9d.

Building up blocks under bilge or bottom and setting up with necessary packing and wedges in such position as instructed.

Per bilge block or per bottom block complete 11/8d.

Ramming or slacking back keel blocks and removing top wood blocks for access to keel strake landing for dealing with riveting or caulking, etc., including afterwards replacing and ramming up same per keel block complete 19/6d.

Replacing, building up and ramming home keel blocks which have been removed for access etc., when vessel on blocks. per keel block complete 19/6d.

Replacing and lining up blocks when berth is empty, including removing of cradles. per keel block complete 6/3d.

Building cradles under vessel's bottom, including setting up and wedging. per ft. run of overall length of each completed cradle 11/8d.

Keel blocks not exceeding 4 in number to be done at the daywork rate.

NOTE.—DEMARCATION—KEEL BLOCKS AND CRADLING

It is recognised that the ranging of Blocks and packing to suit rise of floor when the berth is empty constitutes Cradling and is the work of Shipwrights. All other customs in connection with blocks to remain as heretofore.

RULE 2.—KEEL BLOCKS, SHORING AND CRADLING IN PRIVATE DRY DOCKS, PONTOONS, OR SLIPWAYS

Preparing, fitting and setting up square shores under bottom	per run ft.	3½d.
Preparing, shaping, fitting and setting up spur shores, 10 ft. and under	per run ft.	8½d.
Over 10 feet	per run ft.	9½d.
Ramming out and removing keel blocks.	per keel block complete	10/3d.
Building up blocks under bilge or bottom and setting up with necessary packing and wedges in such position as instructed.	per bilge block or per bottom block, complete	8/10d.
Ramming or slacking back keel blocks and removing top wood blocks for access to keel strake landing for dealing with riveting or caulking, etc., including afterwards replacing and ramming up same	per keel block complete	14/8d.
Replacing, building up and ramming home keel blocks which have been removed, for access, etc., when vessel on blocks.	per keel block complete	14/8d.
Replacing and lining up blocks when berth is empty, including removing of cradles.	per keel block complete	4/9d.

Building cradles under vessel's bottom, including setting up and wedging.
per foot run of overall length of each completed cradle 8/10d.

NOTE.—Keel blocks on pontoons, and keel blocks not exceeding 4 in number in Private Dry Docks and Slipways to be done at the daywork rate.

Where blocks are already in position under the vessel, and only require packing and setting up, such blocks shall be done at daywork rates.

NOTE.—DEMARCATION—KEEL BLOCKS AND CRADLING. It is recognised that the ranging of blocks and packing to suit rise of floor when the berth is empty constitutes Cradling and is the work of Shipwrights. All other customs in connection with blocks to remain as heretofore.

RULE 3.—CAULKING HULL

(1) In Dry or Floating Docks the charge to be as follows :—

Hand caulking	per 100 feet	9/2d.
Single horsed caulking	per 100 feet	10/6d.
Double horsed caulking	per 100 feet	11/10d.

except in cases where extraordinary work may be required for which an extra charge must be made.

Making and breaking stages to be paid additional.

RULE 4.—DECK, ON WOOD OR IRON SHIPS

(1) That for taking up any old, and laying, fastening, caulking and planing upperside of new deck :—

Not exceeding 2½ inches in thickness and 6 inches in width	per run ft.	5d.
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If over $2\frac{1}{2}$ inches and not exceeding 3 inches in thickness and 6 inches in width . . . per run ft. $5\frac{1}{4}$ d.

If over 3 inches and not exceeding 4 inches in thickness and 6 inches in width . . . per run ft. 6d.

NOTE (a).—If Oregon, Columbian, Pitch Pine or other hard wood, 15% extra to be paid.

NOTE (b).—Berths not to exceed 8 feet with a gang each side.

(2) That for laying, fastening and (if necessary) planing upper side of new deck :—

Not exceeding $2\frac{1}{2}$ inches in thickness and 6 inches in width per run ft. 3d.

If over $2\frac{1}{2}$ inches and not exceeding 3 inches in thickness and 6 inches in width . . . per run ft. $3\frac{1}{4}$ d.

If over 3 inches and not exceeding 4 inches in thickness and 6 inches in width . . . per run ft. $3\frac{1}{2}$ d.

NOTE (a).—The laying and fastening of any bearers is included in the above prices.

NOTE (b).—If Oregon, Columbian, Pitch Pine or other hard wood, 15% extra to be paid.

NOTE (c).—Berths not to exceed 8 feet with a gang each side.

(3) That for taking up any old deck not to be relaid not exceeding 6 inches in width. per run ft. $\frac{3}{4}$ d.

Berths not to exceed 10 feet with a gang each side.

(4) For taking up any old deck that has to be relaid, irrespective of thickness, not exceeding 6 inches in width, including the taking out of bolts and dowels per run ft. $1\frac{1}{2}$ d.

Berths not to exceed 10 feet with a gang each side.

(5) For cutting out old yellow or red pine deck shutters :—

Not exceeding $2\frac{1}{2}$ inches in thickness and 6 inches in width per run ft. $1\frac{1}{4}$ d.

If over $2\frac{1}{2}$ inches and not exceeding 3 inches in thickness and 6 inches in width . . . per run ft. 2d.

If over 3 inches and not exceeding 4 inches in thickness and 6 inches in width . . . per run ft. $2\frac{1}{4}$ d.

NOTE.—If Oregon, Columbian, Pitch Pine or other hard wood, 15% extra to be paid.

(6) Cleaning the edges of any old deck that has been taken up as per Clause 4, relaying and fastening, including the taking out of bolts and dowels :—

Not exceeding $2\frac{1}{2}$ inches in thickness and 6 inches in width per run ft. 2d.

If exceeding $2\frac{1}{2}$ inches and not exceeding 4 inches in thickness and 6 inches in width. per run ft. $2\frac{1}{4}$ d.

Berths not to exceed 10 feet with a gang each side.

Caulking to be extra as per Clause 21.

(7) Laying, fastening, and caulking deck shutters :—

Not exceeding $2\frac{1}{2}$ inches in thickness and 6 inches in width per run ft. $10\frac{1}{2}$ d.

If over $2\frac{1}{2}$ inches and not exceeding 3 inches in thickness and 6 inches in width . . . per run ft. 11d.

If over 3 inches and not exceeding 4 inches in thickness and 6 inches in width . . . per run ft. $11\frac{1}{2}$ d.

NOTE (a).—If Oregon, Columbian, Pitch Pine or other hard wood, 15% extra to be paid.

NOTE (b).—Berths not to exceed 15 feet with a gang each side.

(8) The term "shutter" to mean one strake on each side to its greatest length, and all single ends of new deck planking projecting into old deck.

FORECASTLE AND POOP DECKS

(9) NOTE.—15% extra to the foregoing basis prices shall be paid for all deck, when taken up, relaid, or laid on Forecastle and Poop Decks.

FORE PEAKS OR LAZARETTES

(10) For laying deck in fore peaks or lazarettes, deck prices to apply when the deck does not exceed 11 inches in width. All bearers to be measured the same as deck. Bearers in this case to mean supports for the deck to rest upon.

TWEEN DECKS

(11) Between Decks: to lay new, not exceeding 11 inches in width per run ft. 3½d.
Caulking and planing to be charged for extra.

WATERWAYS OR MARGIN STRAKES

(12) Taking up any old waterways or margin strakes when taken up in conjunction with the deck per run ft. 2d.

(13) Taking up any old, and renewing and caulking waterway or margin strakes (when they are not shutters) on bridge or main decks:—

Not exceeding 3 inches in thickness. per run ft. 11½d.

If over 3 inches and not exceeding 4 inches in thickness per run ft. 1/1½d.

(14) Taking up, relaying and caulking any old waterway or margin strake .. per run ft. 6¼d.

(15) Taking up old and laying, fastening and caulking new waterway or margin strakes that are shutters only on bridge or main deck:—

Not exceeding 3 inches in thickness. per run ft. 1/11½d.

If over 3 inches and not exceeding 4 inches in thickness per run ft. 2/3½d.

NOTE.—Special arrangements to be made for waterway or margin strakes that are shutters on forecastle or poop decks if not straight.

MARGIN STRAKE. DEFINITION OF:

(16) The term "margin-strake" in connection with deck to mean the wide or hard-wood strakes that are fitted about the deck-houses or hatchways or across the fronts of cabins or the after ends of forecastles, or around mast rims, etc. When the waterway or margin strake is an ordinary deck plank, not exceeding 6 inches in width, the same prices to be charged as for shutters (see Clause 7).

PLANING UNDERSIDE AND ROUGH DECK. Etc.

(17) Planing the underside and edges of rough deck, 1d. per running foot of deck fitted extra to the prices in Clauses 1 and 2.

SHEATHING OLD DECK

(18) Sheathing old wood decking with soft pine fastened with nails, caulking and planing:—

Not exceeding 1½ inches in thickness and 6 inches in width per run ft. 2½d.

If over 1½ inches and not exceeding 2 inches in thickness and 6 inches in width .. per run ft. 3¼d.

NOTE.—If Oregon, Columbian, Pitch Pine or other hard wood, 15% extra to be paid.

The trimming or dressing old wood deck to receive new sheathing to be paid extra to above sheathing rates.

(19) The removing or replacing of all gear or fixings to be charged for extra to the foregoing prices.

PLACING MATERIALS

(20) In addition to the foregoing conditions, the Employers are to cause all materials connected therewith to be placed on deck except when in dry dock, with suitable gangways (not ladder gangways) or when laying afloat broadside close to quay wall easy of access, in such cases the deck planks may be placed alongside on quay walls.

CAULKING DECKS

(21) Caulking new deck :—

Not exceeding $1\frac{1}{2}$ inches in thickness. per 100 run ft. 9/9d.

If over $1\frac{1}{2}$ inches and not exceeding 2 inches in thickness per 100 run ft. 10/6d.

If over 2 inches and not exceeding $2\frac{1}{2}$ inches in thickness per 100 run ft. 11/3d.

If over $2\frac{1}{2}$ inches and not exceeding 3 inches in thickness per 100 run ft. 12/6d.

If over 3 inches and not exceeding $3\frac{1}{2}$ inches in thickness per 100 run ft. 13/3d.

If over $3\frac{1}{2}$ inches and not exceeding 4 inches in thickness per 100 run ft. 13/9d.

NOTE 1.—All the foregoing prices to apply when the seams are payed with pitch or glue, but if filled with putty 3/3d. more per 100 feet to be charged.

NOTE 2.—Berths not to exceed 10 feet with a gang each side.

(22) Caulking old deck, for hardening only when no oakum is required per 100 run ft. 6/7d.

When a thread or occasional thread of oakum is required per 100 ft. run 7/10d.

When seams require to be jerried-out or horsed per 100 run ft. 11/4d.

If both jerried-out and horsed. per 100 run ft. 13/3d.

That is when the seams are payed with pitch or glue, but if filled with putty, more per 100 run ft. in each case 3/3d.

Berths not to exceed 10 feet with a gang each side.

BOAT PLATFORMS

(23) Taking up old (any size) .. per run ft. 1d.

Relaying old (any size) .. per run ft. $1\frac{1}{2}$ d.

Preparing and fitting new platforms up to and including 11 inches in width, and $2\frac{1}{2}$ inches in thickness, together with the fitting of necessary chocks per run ft. $2\frac{3}{4}$ d.

Exceeding 11 inches in width or exceeding $2\frac{1}{2}$ inches in thickness per run ft. 3d.

BOAT DECKS

(24) Preparing, fitting and caulking new deck, the same price as for main decks to be paid.

BOAT CHOCKS

(25) Preparing and fitting new boat chocks with wooden slides and wedges. For completing each single chock 18/3d.

If without slides, but fitted with iron hinges, for completing each single chock 15/7d.

NOTE.—End skid cleats are not to be counted as chocks.

RULE 5.—HATCHES

(1) Making and fitting hatches per running foot of 4 feet or more in length :—

Not exceeding 11 inches in width (if single plank) 5d.

If over 11 inches and not exceeding 22 inches in width 10½d.

If over 22 inches and not exceeding 33 inches in width 1/3½d.

When planks are more than 11 inches in width one half-penny per inch per foot extra to be paid for such planks up to 15 inches, for example :—

A hatch made of a single 12 inch plank would be per run ft. 5½d.

A hatch made of two 12 inch planks would be per run ft. 11½d.

and so on in proportion to any increase in width of plank above 11 inches and up to 15 inches.

For hatches of less than 4 feet in length the prices to be as above except when there are four or less to be made, in such cases 25% extra to be paid.

For making hatches finished in the shop when no fitting on board is required :—

Single Plank hatches to be paid per run ft. .. 4½d.

Double plank hatches to be paid per run ft. .. 9½d.

The foregoing prices to apply when the hatches are to be planed, but if the timber is already planed or if no planing is required, 10% to be deducted.

One man to be employed to every 24 feet of new or 48 feet of repairing, but in no case to be less than two men.

(2) When Hatches cannot be fitted after being otherwise finished 2d. per foot to be allowed off the above prices, and when the Hatches are ultimately fitted 2d. per foot to be paid for fitting same. This only applies when the hatches are made by journeymen Shipwrights.

(3) All new sides not exceeding 11 inches in width and of any length .. per run ft. 6½d.

Same number of men to be employed as per Clause 1.

NOTE.—An extra 15% to be paid on above piece rates for hatches when Oregon or Columbian Pine is used. It is distinctly understood that Red Pine is not classed as hard wood.

NOTE.—Fitting and securing Cock's reinforced hatch fittings to be paid 6d. per end for single plank hatches and 1/- per end for double plank hatches.

CARLINGS, HATCH FORE AND AFTER

(4) Fore and aft carlings or hatch fore and afters, prepared and fitted with iron shoes, and fitted in position.

per inch in depth per run ft. 1½d.

When rabbet is cut by hand out of the solid, Double price of above.

RULE 6.—GANGWAYS

Making and planing gangways not exceeding 24 inches in width.

per run ft. of completed gangway 7½d.

The term "gangway" to mean the fore and aft bridge gangway, the fixing and fixtures to be extra.

When over 24 inches and up to 36 inches in width .. per run ft. of completed gangway 11d.

When over 36 inches and up to 48 inches in width per run ft. of completed gangway 1/3d.

BOARD OF TRADE GANGWAY not less than 22 inches in width with all iron work fitted and iron shod at ends and/or fitted with wheels complete per run ft. of completed gangway 2/-

NOTE.—An extra 15% to be paid on above prices when Oregon or Columbian Pine is used instead of soft wood (Red Pine being considered as soft wood).

RULE 7.—TANK TOPS, SOLID CEILING, LIMBERS, ETC., ON STEAMERS

(1) Taking up old tank tops, including stowing in the same hold, not exceeding 3 inches in thickness per square 3/4½d.

If exceeding 3 inches in thickness and not exceeding 4 inches per square 4/3d.

When the whole of the tank top in any hold is condemned, it is to be placed under the hatch and only to be charged per square 2/10½d.

One man to be employed to every three squares.

(2) For taking up old margin strakes, bolted or nailed (all widths) per run ft. 1½d.

The term "margin" in steamships' holds to mean the strake or strakes that are wholly or partly over the pockets and lie between the limbers and the tank top ceiling. One man to be employed to every 100 running feet.

(3) For taking up limbers not exceeding 15 inches in width per run ft. ¾d.

If exceeding 15 inches and not exceeding 22 inches per run ft. 1½d.
and so on, but if double limbers, each strake to be measured pro rata.

One man to be employed to every 200 running feet.

(4) For taking up solid ceiling not exceeding 15 inches in width per run ft. 1¼d.

If exceeding 15 inches in width per run ft. 1¾d.

The term "solid ceiling" to mean the strake between the limbers and the ship's side.

One man to be employed to every 100 running feet.

(5) Taking up bearers on frames or that are supports per run ft. ½d.

(6) The Employers shall cause to be placed on board all ropes and spalls for the stowing of tank tops and ceiling, the holds to be cleared of lumber, planks, etc., and a wooden ladder to be placed in each hold.

(7) When a wooden bulkhead requires to be cut for the purpose of lifting tank top, etc., the charge for so doing, including the shoring thereof to be per side 6/10d.
from the centre to ship's side and any portion pro rata including shoring if required.

(8) When occasional strakes of tank top (but not all the ceiling in one hold) are required to be taken up for survey or any other purpose, the charge to be per run ft. ¾d.

One man to be employed to every 200 running feet.

NOTE.—This Clause applies only when less than 33⅓% of the total of tank top ceiling in any one hold is taken up.

(9) Taking up chocks between frames or covering board to be charged for at the same rate as solid ceiling.

(10) Replacing old chocks between frames or covering board to be charged for at the same rate as solid ceiling.

(11) Relaying old tank top (including Battens) :—

Not exceeding 3 inches in thickness.

per square 5/2d.

If exceeding 3 inches and not exceeding 4 inches per square 5/8d.

One man to be employed to every three squares.

(12) Relaying old margin, bolted or nailed.

per run ft. 1 1/4d.

One man to be employed to every 100 running feet.

(13) Relaying old limbers not exceeding 15 inches in width per run ft. 1 1/4d.

Over 15 inches in width per run ft. 1 3/4d.

One man to be employed to every 100 running feet.

(14) Relaying old solid ceiling not exceeding 15 inches in width per run ft. 1 3/4d.

If exceeding 15 inches per run ft. 2 1/4d.

One man to be employed to every 100 running feet.

(15) Replacing old bearers on frames, or that are supports for margin, limbers, or solid ceiling.

per run ft. 1 1/8d.

(16) Relaying old occasional strakes of tank top (but not all the ceiling in one hold) that have been taken up as per Clause 8 per run ft. 1 1/4d.

One man to be employed to every 100 running feet.

(17) When tank top or ceiling, etc. has been taken out of the hold to which it belongs, for any purpose, 25% more to be charged in all cases for relaying.

(18) Laying new tank top (including battens) not exceeding 11 inches in width and under 3 inches in thickness per run ft. 1 1/4d.

If 3 inches and under 4 inches per run ft. 1 1/2d.

Berths not to exceed 10 feet with a gang each side.

(19) When old planks are required to be placed in a different position to that in which they were originally laid, they are to be measured as new.

(20) When repairing old tank tops, all material old or new, to be charged as new. The remainder of all old planks cut to make place for new to be measured to the extreme length.

Fitting new, short, special pieces around stanchion feet, also for short pieces between gussets or angle bars on tank top; and short solid ceiling pieces between angles on successive or alternate frames. Pieces not exceeding 4 ft. 6 ins. in length on tank top, or two frame spaces of solid ceiling.

Double tank top price, or } As the case
Double solid ceiling price } may be.

(21) Fitting new manhole covers each 1/0 1/2d.

Bolted together each 2/1d.

If with frame around each 4/2d.

If with iron plate covers each 1/3 1/2d.

(22) Laying new solid ceiling, margin or limbers not exceeding 11 inches in width and under 3 inches in thickness per run ft. 2 3/8d.

If 3 inches and over in thickness per run ft. 3d.

Laying new solid ceiling, margin, or limbers, between web frames if same are spaced not more than 6 frame spaces extra 12 1/2%

All bearers, angle pieces and chocks to be measured at per run ft. $2\frac{3}{4}$ d.

When tanks run right out to ship's side, the strake next to the frames to count as solid ceiling.

One man to be employed to every 100 running feet.

(23) In fore and after holds of steamers where there are no ballast tanks, the price for laying new ceiling to be per run ft. $2\frac{3}{4}$ d.

Berths not to exceed 10 feet with a gang each side.

(24) When tank top or ceiling has been relaid, and any part of it is required to be taken up for renewing, or any other purpose, the taking up and relaying to be paid for according to rule.

NOTE.—This is only to apply if the men have received orders to relay all of the old ceiling.

(25) The charges for doubling over tank top to be in all cases the same as that of tank top.

(26) The charge for doubling over solid ceiling, margin and limbers, to be $12\frac{1}{2}\%$ on the tank top price.

(27) When occasional strakes of tank top, margin, or ceiling, are required to be cut when taken up, the planks so cut to be measured to their extreme length.

(28) When it is required to put in narrow strips for the purpose of closing up old tank tops, such strips to be measured and charged for as new.

(29) Fitting or fixing new chocks per run ft. 3d.

Also for filling pieces between frames.
per run ft. $3\frac{3}{4}$ d.

(30) Preparing and fastening new wood cement battens in holds per run ft. $1\frac{1}{4}$ d.
Taking up old per run ft. $\frac{1}{2}$ d.

(31) Fitting and fixing new covering board, not exceeding 12 inches in width and 3 inches in thickness per run ft. $6\frac{3}{4}$ d.

When exceeding 12 inches in width, irrespective of thickness per additional inch per ft. extra $\frac{5}{8}$ d.

(32) Caulking tank top, doubling or ceiling.
per 100 ft. run 4/10d.

(33) Battening seams of tank top or ceiling.
per 100 ft. run $2/0\frac{1}{2}$ d.

(34) Stripping seam battens off tank top or ceiling per 100 ft. run $1/0\frac{1}{2}$ d.

(35) Relaying limbers, or limber hatches that have been washed up or taken up by others than Shipwrights, the relaying of the said tank top, or portion thereof, to be charged for in addition to the relaying.

(36) When a tank top, or portion thereof, has been washed up or has been removed by others than Shipwrights, the relaying of the said tank top, or portion thereof, to be paid for as new.

(37) Lifting or laying old tank top ceiling or laying new under hatchways when that is the only ceiling in the hold $33\frac{1}{3}\%$ additional to ordinary hold prices to be paid.

WOOD BATTENS FOR CEILING OR TANK TOP

(38) Preparing and properly fitting battens on tank top plating, when over $1\frac{1}{4}$ inches and up to 2 inches in thickness per run ft. $\frac{3}{4}$ d.

Over 2 inches and up to 3 inches in thickness
per run ft. $1\frac{1}{4}$ d.

It is distinctly understood that when battens are laid without being fitted, no charge is to be made.

FLOORING OVER LOOSE BALLAST

(39) Preparing, fitting and securing wood flooring over loose ballast on either wood or iron steam or sailing vessels, barges, etc., timber not less than $2\frac{1}{2}$ inches in thickness .. per sq. ft. 2½d.
 Bearers per run ft. 1½d.
 If caulked .. per 100 run ft. extra 4/10d.

(40) An extra 15% to be paid when Oregon or Columbian Pine is used instead of soft wood (Red Pine being considered as soft wood).

(41) Taking up wood flooring which has been laid over ballast per sq. ft. ¾d.

Bearers to be measured only when fastened in position.

MEMORANDUM OF CONFERENCES HELD AT 26 MOUNT STUART SQUARE, CARDIFF, ON THE 17TH AND 31ST AUGUST, 1944, BETWEEN REPRESENTATIVES OF THE BRISTOL CHANNEL SHIPREPAIRERS' ASSOCIATION AND REPRESENTATIVES OF THE SHIPCONSTRUCTORS' AND SHIPWRIGHTS' ASSOCIATION

IT IS MUTUALLY AGREED as follows :—

(a) FLOORING OVER LOOSE BALLAST

- (i) That the Rule appearing on page 58 of the 1937 Rule Book shall apply.
- (ii) In the removal of such flooring the 15% for hard wood does not apply.
- (iii) When lifting a flooring consisting of bearers and one flooring, the surface flooring shall be paid at ¾d. per sq. ft. as per rule, but any additional layer of flooring shall be paid ½d. per sq. ft.

The lowest timbers, i.e., in contact with the ballast, to be considered as bearers.

- (iv) When removing flooring and bearers, all timber must be placed under the hatchway conveniently for lifting out of the hold.

(b) RELAYING AND SECURING FLOORING OVER LOOSE BALLAST, i.e., WHICH HAS BEEN REMOVED FOR ACCESS

- (i) Flooring relayed per sq. ft. 1½d.
- (ii) Bearers relayed per run ft. ¾d.
- (iii) An extra 15% to be paid for any hard wood contained in the job of relaying.

NOTE.—All timbers introduced to make good deficiencies shall be charged as new. The remainder of old planks cut to make place for new to be measured to the extreme length.

SIGNED FOR AND ON BEHALF OF

THE BRISTOL CHANNEL SHIP REPAIRERS' ASSOCIATION :

L. TRENCHARD,
Chairman

SIGNED FOR AND ON BEHALF OF

THE SHIPCONSTRUCTORS' AND SHIPWRIGHTS' ASSOCIATION :

T. H. EVANS,
District Delegate

RULE 8—SPAR CEILING

(1) Taking off the whole of the spar ceiling in any one compartment or hold, when fastened with bolts per 100 ft. run 4/9d.

If only a portion, or every alternate strake is taken off per 100 ft. run 6/2d.

A "portion" is understood to be less than one side of a hold.

When held in cleats per 100 ft. run 2/9d.

Occasional or alternate strakes in cleats. per 100 ft. run 3/6d.

All grounds to be measured.

One man to be employed to every 300 feet of bolted, and one man to every 400 feet when held in cleats.

(2) Putting back old spar ceiling, when fastened with bolts per 100 ft. run 6/10d.

When held in cleats per 100 ft. run 4/1d.

The same number of men to be employed as for taking off.

(3) Putting up new spar ceiling fastened with bolts :—

Not exceeding 7 inches in width, 2 inches in thickness per 100 ft. run 11/-.

Not exceeding 8 inches in width, 2½ inches in thickness per 100 ft. run 11/9d.

Not exceeding 8 inches in width, 3 inches in thickness per 100 ft. run 12/3d.

For chamfering per 100 ft. run extra 1/4½d.

For planing and chamfering. per 100 ft. run extra, all sizes 2/9d.

One man to be employed to every 150 ft.

(4) Putting up new spar ceiling when held in cleats per 100 ft. run 3/3d.
less in each case than when fastened with bolts.

One man to be employed to every 200 feet.

Spar ceiling held in cleats when plank butts are secured to each other by bolted plate straps.

Plate straps on Spar Ceiling to be paid for on the following scale :—

Taking off old per strap 3½d.

Putting on old per strap 4½d.

Putting on new per strap 6½d.

(5) Putting up occasional or alternate strakes, new or old, in cleats or bolted, 25% additional to appropriate rate per 100 ft.

(6) Taking down, replacing or renewing spar ceiling on vessels without Stringers or 'tween Decks, 10% extra to be paid for such portion above the height of 10 feet from the tank top.

(7) Taking down old lining on spar ceiling. per ft. run ¾d.

Same to be measured equal to 11 inches in width.

One man to be employed to every 200 feet.

(8) Putting back old lining on spar ceiling. per run ft. 1d.

Same to be measured equal to 11 inches in width.

One man to be employed to every 200 feet.

(9) Putting up new lining on spar ceiling :—
Not exceeding 1½ inches in thickness. per run ft. 1¼d.

If over 1½ inches and not exceeding 2 inches in thickness per run ft. 1¾d.

If over 2 inches and not exceeding 2½ inches in thickness per run ft. 2d.

If over $2\frac{1}{2}$ inches and not exceeding 3 inches in thickness per run ft. 2½d.

Same to be measured equal to 11 inches in width.

One man to be employed to every 100 ft.

NOTE.—VERTICAL FACE BATTENS. When vertical battens are fitted and bolted or nailed to fore-and-aft spar ceiling, the payment for such work to be decided on the merits of each case.

(10) Putting back old spar ceiling that has been taken down by other than Shipwrights, to be charged for as new.

(11) An extra 15% to be paid when Oregon or Columbian Pine is used instead of soft wood (Red Pine being considered as soft wood).

SPAR CEILING ON ISHERWOOD VESSELS

Taking off old ceiling	per 100 run ft.	3/2d.
Putting up old ceiling	per 100 run ft.	6/9d.
Putting up new ceiling	per 100 run ft.	9/6d.
Taking off old (alternate or occasional strakes)	per 100 run ft.	4/-
Putting up old (alternate or occasional strakes)	per 100 run ft.	8/6d.
Putting up new (alternate or occasional strakes)	per 100 run ft.	12/2d.

RULE 9.—TUNNEL CASING

(1) Taking off old tunnel casing not exceeding 7 inches in width (including iron bands). per run ft. 1d.

All strakes exceeding 7 inches in width to be added together and divided into 7 inches each.

7 inches or part of 7 inches to count as a strake.

Any planks that are required to be cut, to be measured to their extreme lengths.

One man to be employed to every 120 feet.

(2) Putting back old tunnel casing not exceeding 7 inches in width per run ft. 2d.

All strakes exceeding 7 inches in width to be measured as per clause (1).

One man to be employed to every 100 feet.

(3) Putting on new tunnel casing, not exceeding 7 inches in width and $3\frac{1}{2}$ inches in thickness :—

If soft wood per run ft. 4d.

If hard wood per run ft. 4½d.

When fitted between outside angle bars, hard or soft wood per ft. run 4½d.

Rims to be measured separately.

One man to be employed to every 50 feet.

(4) Putting on and fastening iron bands.
If old—each 2/10½d.
If new—each 4/-

(5) Taking off tunnel recess casing per run ft. 1d.

(6) Putting back old tunnel recess casing. per run ft. 2d.

(7) Putting on new tunnel recess casing. per run ft. 3d.

One man to be employed to every 100 running feet, which also applies to Clauses 5 and 6.

RULE 10.—BULKHEADS

(1) Taking down ordinary bulkheads, including toms and filling pieces per square 6/6d.
Shores and battens per 100 ft. run 6/6d.
Turret or trunk steamers extra 33½%

(2) Erecting ordinary bulkheads, including toms and filling pieces per square	16/-
Shores and battens per 100 ft. run	16/-
Turret or trunk steamers extra	33 $\frac{1}{3}$ %
For bulkheads not exceeding 7 feet in height ..	4 men
If exceeding 7 feet and not exceeding 12 feet ..	6 men
If exceeding 12 feet and not exceeding 16 feet ..	8 men
If exceeding 16 feet and not exceeding 20 feet ..	10 men
If exceeding 20 feet and not exceeding 24 feet ..	12 men

An extra 15% to be paid on present piece rates when Oregon or Columbian Pine is used.

NOTE.—It is distinctly understood that Red Pine is not classed as hard wood.

(3) Erecting new bulkheads :—

Including toms and filling pieces per square	19/2d.
Shores and battens per 100 run ft.	19/2d.
Turret or trunk steamers extra	33 $\frac{1}{3}$ %
Same number of men to be employed as per	

Clause (2).

For any portion erected by crew or other than Shipwrights while vessel is in a Bristol Channel Port, 60% of the value of that portion to be paid to the Shipwrights engaged on completing the work.

(4) Thwartship battens on flats to be paid bulkhead price, but if on edge up to 3 inches thick when bored and bolted, to be one-and-a-half times bulkhead price.

An excess of 3 inches in thickness to be charged at the rate of
per inch in extra thickness, per 100 run ft. 4/3d.

The thickness for excess over to be regulated by the smaller side. All iron battens (flat, angle or channel bar) to be charged, irrespective of size, at double bulkhead batten rates as of 3 inches in thickness.

Hook bolts if over 2 feet in length each	11d.
Battens over seams per 100 run ft.	2/6d.
If felted per 100 run ft.	3/8d.
If felt is supplied in strips per 100 run ft.	3/1d.
Iron battens double price ordinary wood battens.	

(5) Repairing bulkhead per run ft. 2 $\frac{1}{4}$ d.
for actual amounts fitted

One man to be employed to every 100 running feet.

(6) Stripping seam battens off bulkheads
per 100 run ft. 1/1d.

NOTE.—BULKHEAD FEEDER DOORS. Payment to be made for arranging and fitting Cargo Feeder Doors at the top of Bulkheads according to the amount of work involved.

IRON BRACKETS FOR WOODEN BULKHEADS

(7) Taking down and stowing away brackets
per bracket 6/10d.

Sorting out and fixing brackets that have been stowed away per bracket 6/10d.

Disconnecting brackets when shifting bulkheads per bracket 6/10d.

Fixing brackets when shifting bulkheads (i.e. 6/10d. for each operation) per bracket 6/10d.

NOTE.—An extra 15% to be paid when Oregon or Columbian Pine is used instead of soft wood. (Red Pine being considered as soft wood).

BEAMS

Where a new hold bulkhead is to be bolted to a beam on which a deck is already existing, the beam shall count as an iron batten.

Where an OLD Bulkhead is being re-erected, such an iron beam is to count as one ordinary batten.

In the taking down of a bulkhead which is secured to a beam as above described, the beam shall count as one ordinary batten.

Other permanent beams, having no deck upon them, to be paid as a single batten in each case where the bulkhead is bolted to them.

STIFFENING BARS AND BRACKETS

Where an iron or steel stiffening batten is bolted to a permanent bracket, the bolts by which the batten is secured to such bracket shall be paid for as follows :—

When taking down, at the rate of per bolt 6½d.

When erecting, at the rate of per bolt 3¼d.

It is clearly understood that no payment shall be made for any bolts where a bracket is paid for in terms of Rule 10, Clause 7; also that no payment shall be made for any bracket not disturbed, but payment shall be made for any bolts taken out of or put in such brackets at the rates stated above.

SHIFTING BOARDS, LONGITUDINAL

(8) Shifting boards fore and aft, taking down and stowing in hold, if required .. per square 5/10d.

Do. putting old back per square 13/9d.

Do. erecting new .. per square 17/2d.

Repairing shifting boards, actual timber.
per run ft. 3d.

NOTE.—The price per 100 run ft. for Shores and Battens to be in accordance with the corresponding price per square,

When longitudinal shifting boards are fitted with "H" or "U" bars, the price shall be on the basis of vertical shifting boards.

Taking down, one man to be employed to every 3 squares; and erecting, one man to every 1½ squares.

SHIFTING BOARDS, VERTICAL

(9) Taking down old, stowing in hold if required per square 6/10½d.

Battens per 100 run ft. 6/10½d.

Putting back old per square 17/2d.

Stiffening battens per 100 run ft. 17/2d.

Erecting new per square 20/6d.

Stiffening battens, measured per 100 run ft. .. 20/6d.

Repairing actual timber used per run ft. .. 3d.

For taking down, one man to be employed to every two squares; and for erecting, one man to every 1½ squares.

(10) Shifting board filling pieces new, between beams, if put up with shifting boards per run ft. 3½d.

If new filling pieces, required to be done alone, in holds per run ft. 10½d.

If filling pieces required to be done alone in 'tween decks per run ft. 7d.

RULE 11.—CASING, BULKHEAD, ETC.

(1) Taking down old bulkhead or recess casing, circular or square per run ft. ¾d.

Grounds not to be measured

One man to be employed to every 300 feet.

(2) Replacing old bulkhead or recess casing, circular or square per run ft. 2d.

Old grounds not to be measured.

New grounds only to be measured and paid
circular or straight per run ft. 2d.

One man to be employed to every 100 feet.

(3) Putting up new circular recess casing :—

Not exceeding 7 inches in width per run ft. 2½d.

Over 7 inches and up to 9 inches per run ft. 2¾d.

Over 9 inches and up to 11 inches per run ft. 3d.

New grounds fitted per run ft. 2d.

One man to be employed to every 80 feet.

(4) Putting up new bulkhead or square
recess casing not exceeding 1½ inches in thickness.

per square 20/-

Not exceeding 2 inches in thickness per square 22/6d.

Over 2 inches in thickness . . . per square 24/6d.

Old grounds not to be measured.

New grounds per run ft. 2d.

One man to be employed to every ¾ square.

NOTE.—An extra 15% to be paid when
Oregon or Columbian Pine is used instead of soft
wood. (Red Pine being considered as soft wood.)

RULE 12.—STOKEHOLD FLOOR

(1) Taking up old stokehold floor, when
fitted on top of wood or iron bearers per sq. ft. 1½d.

Wood bearers and supports removed.

per run ft. 1d.

(2) Relaying old stokehold floor on top of
wood or iron bearers per sq. ft. 2d.

Old wood bearers or supports put back.

per run ft. 1½d.

(3) Laying new stokehold floor per sq. ft. 3d.

New wood bearers or supports fitted

per run ft. 2¾d.

NOTE A.—Strips laid on iron beams for
levelling up not to be measured.

NOTE B.—One man to be employed to
every 100 sq. ft.

NOTE C.—An extra 15% to be paid when
Oregon or Columbian Pine is used instead of soft
wood. (Red Pine being considered as soft wood.)

RULE 13.—PIPE CASING

(1) Taking up fore-and-aft pipe casing :—

Not exceeding 6 inches in depth per lineal ft. 1½d.

Over 6 inches and not exceeding 11 inches in
depth per lineal ft. 2½d.

The tops and two sides to be measured as
one piece, and to include disconnecting iron bands.

(2) Relaying old fore and aft pipe casing :—

Not exceeding 6 inches in depth per lineal ft. 2½d.

Over 6 inches and not exceeding 9 inches in
depth per lineal ft. 2½d.

Over 9 inches and not exceeding 11 inches in
depth per lineal ft. 3½d.

The top and two sides to be measured as
one piece and to include refitting iron bands.

(3) Building and fixing new fore-and-aft pipe
casing on ceiling in hold, completed casing to be
measured. If single plank, per lineal foot of casing 3½d.

If with two side pieces, not exceeding 3 inches
in depth per lineal foot of casing 5½d.

Over 3 inches and not exceeding 6 inches in
depth per lineal foot of casing 6½d.

Over 6 inches and not exceeding 11 inches in
depth per lineal foot of casing 7¾d.

If the casing has one side piece only, 1½d. less
per foot of casing in each case to be charged where
side pieces are mentioned.

The top and two sides to be measured as one piece and to include fitting iron bands.

(4) Vertical sounding pipe, or sluice rod casing, irrespective of size :—

Taking down ..	per lineal foot as below	2d.
Refitting old ..	per lineal foot as below	4½d.
Making and fitting new ..	per lineal foot	7½d.

The three or four sides to be measured as one piece, and to include iron bands.

(5) Deck pump casing, irrespective of size :—

Taking down ..	per lineal foot as below	3½d.
Refitting old ..	per lineal foot as below	8½d.
Making and fitting new ..	per lineal foot	1/3d.

The three or four sides to be measured as one piece, and to include iron bands.

NOTE.—An extra 15% to be paid when Oregon or Columbian Pine is used instead of soft wood. (Red Pine being considered as soft wood.)

MEMORANDUM OF CONFERENCE HELD AT 26 MOUNT STUART SQUARE, CARDIFF, ON 31ST AUGUST, 1939, BETWEEN REPRESENTATIVES OF THE BRISTOL CHANNEL SHIP-REPAIRERS' ASSOCIATION AND REPRESENTATIVES OF THE SHIPCONSTRUCTORS' AND SHIPWRIGHTS' ASSOCIATION.

IT IS MUTUALLY AGREED AS FOLLOWS :—

PREAMBLE. That for the purpose of clearly defining the application of Clauses 1, 2 and 3 on page 69 of the Piecework Price List 1937, the following shall be given effect to :—

1. Clauses 1 and 2 on page 69 apply to pipe casing not exceeding 1 ft. 6 ins. in width of top,

casings exceeding 1 ft. 6 ins. in width of top to be paid 5% extra for each additional 3 ins. or part thereof in extra width.

2. Clause 3 on page 69 applies to all new pipe casing not exceeding 11 ins. in width. New pipe casing exceeding 11 ins. in width of top, whether formed of cross or longitudinal planking, one penny per foot of length extra to be paid for each 4 ins. or part thereof in extra width.

SIGNED FOR AND ON BEHALF OF

THE BRISTOL CHANNEL SHIPREPAIRERS' ASSOCIATION :

F. E. S. BEAVAN,

Chairman of Negotiating Committee

SIGNED FOR AND ON BEHALF OF

THE SHIPCONSTRUCTORS' AND SHIPWRIGHTS' ASSOCIATION :

W. H. FORD,

District Delegate

RULE 14.—WOOD RAILS

(1) New bridge wood rails (straight) for steamers, or new topgallant wood rails (straight) for sailing vessels.

6 in. × 2½ in.	.. .. .	per foot run	1/5d.
7 in. × 2½ in.	.. .. .	.. .. .	1/9d.
8 in. × 2½ in.	.. .. .	.. .. .	2/1d.
9 in. × 2½ in.	.. .. .	.. .. .	2/5d.
Moulded or curved rails, per foot run extra,			
each size			8½d.

(2) New main rails on bulwarks :—

(For Steamers)

10 in. × 3 in.	.. .. .	per foot run	2/9d.
12 in. × 3 in.	.. .. .	.. .. .	3/2d.
14 in. × 3 in.	.. .. .	.. .. .	3/10d.

Moulded or curved rails, per foot run extra,
each size 1/1d.

(3) New main rails on wood or iron :—
(Sailing Vessels)

12 in. × 4 in. per foot run 3/10d.

14 in. × 4 in. „ „ 4/6d.

Moulded or curved rails, per foot run extra,
each size 1/5d.

(4) New pin rails :—

6 in. × 4 in. per foot run 1/1d.

7 in. × 4 in. „ „ 1/3d.

8 in. × 4 in. „ „ 1/6d.

NOTE.—All the above prices include taking off old rails. If not exceeding 20 feet in length, two men to be employed. If exceeding 20 feet, one man to every 8 feet in all cases.

RULE 15.—BELTING ON STEAMERS, BARGES, TUGS, Etc.

Taking off flat or half round iron bars under
4 inches in width per run ft. 3½d.

Taking off flat or half round iron bars 4 inches
and over in width per run ft. 4½d.

Fitting and fastening new or old flat or half
round iron bars on new or old belting per run ft. 8½d.

NOTE.—When only the iron bars are dealt with but the Shipwrights make and remove the necessary staging, the prices for the iron bars shall be increased by 25%.

Taking off old wood belting
per square inch per run ft. ¼d.

Replacing and refastening old wood belting
per square inch per run ft. ½d.

Preparing, fitting and fastening new wood
belting per square inch, per run ft. ¾d.

When new belting is moulded on square
seating extra to be paid 25%

When new belting is moulded on bevelled
seating extra to be paid 50%

Mean measurements to be taken of the
timber as supplied to the men.

That when belting is below 30 square inch
measurement extra to be paid 25%

The above prices apply only when moulded
belting is machine sawn.

The whole of the above prices for belting
include the erecting and taking down of all
necessary stages.

NOTE.—REPAIRS TO BUOYS AND PONTOONS.

It is mutually agreed that repairs to buoys
and pontoons in the service of the Bristol Channel
Ports shall be carried out at Plain Time Rate,
subject to time-and-a-quarter being paid if the
work is done afloat.

RULE 16.—SPECIAL ARRANGEMENTS FOR LIFTING AND LOWERING RUDDERS AND WOOD PACKING FOR DRAWING TAIL END SHAFTS, Messrs. C. H. BAILEY'S DRY DOCK, BARRY, ONLY.

For lifting and lowering rudders, one half-
day's pay in each case as a minimum, but when
longer than half-a-day is taken, the additional
time to be charged in all cases.

When it is necessary to use wood for packing
shaft, the price shall be :—

	£	s.	d.
WELL PACKING	1	13	6
SPLIT PACKING	0	15	9
SOLID PACKING	0	10	6

Timber to be put on board in accordance
with the present practice.

RULE 17.—HORSE STALLS

Taking down and removing horse stalls on open deck	per stall	5/9d.
Taking down and removing horse stalls in lower holds	per stall	2/2d.
Taking down and removing horse stalls in 'tween decks and all other covered decks	per stall	1/7d.
Erecting horse stalls complete, of the present British Admiralty pattern, on open deck	per stall	20/6d.
Erecting horse stalls complete, of the present British Admiralty pattern, in 'tween decks or all other covered decks	per stall	13/9d.

RULE 18.—INSULATION WORK

APPLICABLE TO ALL PORTS, AS PER DEMARCATION

(1) FLOOR

Taking up one lining only up to and including 1½" thickness	per sq. yd.	8¼d.
Taking up one lining and grounds; the lining not exceeding 1½" thickness	per sq. yd.	11¾d.
Taking up two linings only; or, alternatively single lining exceeding 1½" thickness	per sq. yd.	1/5½d.
Taking up two linings and grounds, or alternatively, single lining exceeding 1½" thickness, and grounds	per sq. yd.	1/7d.
Laying new single lining only, up to and including 1½" thickness	per sq. yd.	2/8¾d.
Laying new single lining and grounds, the lining not exceeding 1½" thickness	per sq. yd.	3/11d.
Laying new double linings only, or alternatively, single lining exceeding 1½" thickness,	per sq. yd.	4/8d.
Laying new double lining and grounds, or alternatively, single lining exceeding 1½" thickness and grounds	per sq. yd.	6/4d.

Manhole Plugs and Frames to be allowed 1 sq. yd. per set in all cases.

Relaying old, 20% less than new.

(2) SHIP'S SIDE (If WITHOUT WEB FRAME)

Taking down one lining and grounds,	per sq. yd.	1/3½d.
Taking down two linings only	per sq. yd.	1/9d.
Taking down two linings and grounds,	per sq. yd.	2/1d.
Renewing one lining only	per sq. yd.	3/11d.
Renewing one lining and grounds	per sq. yd.	5/3d.
Renewing two linings only	per sq. yd.	7/-
Renewing two linings and grounds	per sq. yd.	8/4d.
Excluding stages but including meat battens. If with web frames 20% extra on scale.		
Refitting old, 20% less than new.		

When insulation is formed by stepping in way of bilge, such portion to be paid 20% extra.

(3) BULKHEADS

For taking down, when without beams,	per sq. yd.	1/9d.
If with beams across	per sq. yd.	2/4d.
For renewing, if plain	per sq. yd.	7/-
If with beams across	per sq. yd.	9/4d.
To include staging.		

Thermometer Casings, Ventilator Casings and Pipe Casings to be paid on Bulkhead scale.

NOTE.—Ship's side prices to apply to 'tween deck bulkheads where no staging is required.

(4) OVERHEADING

For taking down, including grounds,	per sq. yd.	1/9d.
For renewing	per sq. yd.	8/9d.

Not to include staging. Special arrangements must be made.

New closing boxes under decks to be paid for at double the "overheading" rate for the area involved, with a minimum of 18" as width measurement.

NOTE.—Any small area of Floor, Ship's Side, Bulkhead or Overheading less than 1 sq. yd. shall be paid for as 1 sq. yd. in each case.

NOTE.—In all cases of insulating lining fitted the actual surface of the lining shall be measured for payment, and not merely those portions of the lining that are in sight and not covered.

Battens that are distance battens and do not require boring to clear the grid bolts are to be done as part of the insulation to which they are attached in the same manner as meat battens are included in ship's side work. Battens that require to be bored and cover battens for securing the grids are to be done on day work.

(5) OLD LIMBER HATCHES

For first taking up old limbers .. per ft. run 1½d.

For final laying old limbers .. per ft. run 2¾d.

Any intermediate laying and lifting to be done at daywork rate.

(6) NEW LIMBER HATCHES

Making new limber hatches 100% on floor price.

(7) TUNNEL CASING

For taking off per sq. yd. 1/11½d.

For renewing per sq. yd. 7/10d.

Wood rims and iron plates to be paid extra.

New Tunnel Doubling per sq. yd. 4/3d.

(8) AIR SPACE

For taking down, to be paid extra in all cases per sq. yd. 7d.

For renewing to be paid extra in all cases, per sq. yd. 2/4d.

(9) HARD WOOD DOUBLING

For taking off per sq. yd. 11¾d.

For replacing old per sq. yd. 1/11½d.

For laying new in holds, fore side of bridge, per sq. yd. 2/9d.

For laying new in holds, after side of bridge, per sq. yd. 4/8d.

(10) HATCH PLUGS

	£	s.	d.
Making new complete, including staging when without ironwork	2	3	0

Making new complete, including staging when with ironwork	2	10	6
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These prices are for all sizes up to a maximum of 2 sq. yds. ; above 2 sq. yds. to be paid pro rata.

Repairing Hatch Plugs to be done by mutual arrangement.

(11) CUTTING TRIMMING HATCHES

Cutting holes through wood decks and insulation and removing grids and stopping off insulation per hole	17/2d.
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Cutting holes through deck and insulation and stopping off if required .. per hole	11/9d.
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Cutting holes through wood deck only, .. per hole	8/4d.
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Cutting holes through plain wood deck where no steel deck is underneath .. per hole	5/10d.
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NOTE.—Stopping off may be either square or bevelled as required but does not mean framing to receive an insulated plug hatch.

RULE 19.—MASTS AND SPARS

For built masts, the diameter at deck lines :—

	£	s.	d.
Not exceeding 24 inches to be ..	15	2	6
Over 24 inches and not exceeding 26 inches to be	16	7	6
Over 26 inches and not exceeding 28 inches, to be	17	12	6
Over 28 inches and not exceeding 30 inches, to be	18	7	6

and so on, 25/- increase for every 2 inches or part of 2 inches in diameter at deck line, the slabs to be sawn on their flat and edges by the firm, the fixing of bibs, cap, truss and all other bands to be included in the above prices.

The foregoing prices to apply only when the mast is square built; if the mast is to be built octagonally, £2 10s. 0d. extra is to be added in each case.

Not less than six men to be employed.

The prices contained in this rule shall apply only to masts, spars, etc., which do not exceed the maximum length contained in the scale below. In excess of this maximum length the additional charges per foot will be as follows :—

SOLID MASTS (LOWER) AND BOWSPRITS

Diameter	Base Price	Maximum Length.	Increase over Maximum
Not exceeding 14 ins. @	10/3d.	per inch of 38 ft.	5/- per foot
„ „ 16 ins. @	11/4d.	diameter 40 ft.	5/8d. „
„ „ 18 ins. @	12/5d.	„ 42 ft.	5/8d. „
„ „ 20 ins. @	13/6d.	„ 44 ft.	5/8d. „
„ „ 22 ins. @	14/7d.	„ 46 ft.	5/8d. „
„ „ 24 ins. @	15/8d.	„ 52 ft.	5/8d. „

TOP MAST, TOPGALLANT AND YARDS

Diameter	Base Price	Maximum Length.	Increase over Maximum
Not exceeding 12 ins. @	9/1d.	.. 38 ft.	4/6d. per foot
„ „ 14 ins. @	10/2d.	.. 42 ft.	5/- „
„ „ 16 ins. @	11/3d.	.. 48 ft.	5/8d. „
„ „ 18 ins. @	12/4d.	.. 52 ft.	5/8d. „
„ „ 20 ins. @	13/5d.	.. 58 ft.	5/8d. „
„ „ 22 ins. @	14/6d.	.. 62 ft.	5/8d. „

NOTE.—Small Yards in the nature of Signal Yards to be paid for at 5/7d. per inch diameter including the fitting of iron work.

DERRICKS, SPANKERS AND JIBBOOMS

	Base Price	Maximum Length	Increase over Maximum
Not exceeding 12 ins. @	7/5d.	.. 34 ft.	2/9d. per foot
„ „ 14 ins. @	8/4d.	.. 36 ft.	3/3d. „
„ „ 16 ins. @	9/3d.	.. 38 ft.	3/9d. „

GAFFS

Maximum length 30 feet at 7/5d. per inch of diameter. Increase over maximum at 2/9d. per foot.

BOAT BOOMS

Up to and including 6 inches ..	per inch	3/11d.
Over 6 inches	per inch	5/11d.

NOTE.—The stripping off of all ironwork from masts and spars shall be paid for extra to the agreed prices of making.

WORK DONE BY SHIPS' CREWS

It is mutually agreed that in the event of a dispute arising in consequence of work having been done on board a vessel by other than Shipwrights (but which the Shipwrights claim to be their work) while the vessel is within any of the Bristol

Channel Ports of Newport, Cardiff, Penarth, Barry, Port Talbot, or Swansea, the dispute shall be confined to that vessel, and if the vessel on which the dispute has arisen should be placed in the hands of a Bristol Channel Ship Repairing firm for repairs the question of difference, if not previously settled, shall be reported to the Management of the Shiprepairing firm concerned who will endeavour to deal with the matter to the satisfaction of all parties, but no stoppage of work shall take place.

RULE 20.—APPLICATION OF PIECE WORK PRICES

The Piece Work prices as set out in Part III of this Code cancel all previous Piece Work prices hitherto in operation in the Ports of Cardiff, Newport, Penarth, Barry, Swansea and Port Talbot, and shall remain in operation for 12 months from 1st July, 1937, and may thereafter be amended or cancelled by either party upon six months' notice in writing, and all decisions reached in Joint Committee shall be considered as being attached to this Code of Rules and Prices unless otherwise stated when the decision is reached.

1st July, 1937

SIGNED FOR AND ON BEHALF OF

THE BRISTOL CHANNEL SHIP REPAIRERS' ASSOCIATION :

ARTHUR PARKES,

Chairman

F. E. S. BEAVAN,

Chairman of Negotiating Committee

SIGNED FOR AND ON BEHALF OF

THE SHIPCONSTRUCTORS' AND SHIPWRIGHTS' ASSOCIATION :

W. H. FORD, District Delegate

J. G. McILROY, Cardiff

TITUS LLOYD, Barry

J. F. SYMONDS, Newport

T. H. EVANS, Swansea

MEMORANDUM OF CONFERENCES HELD AT 26 MOUNT STUART SQUARE, CARDIFF, ON THE 17TH AND 31ST AUGUST, 1944, BETWEEN REPRESENTATIVES OF THE BRISTOL CHANNEL SHIP REPAIRERS' ASSOCIATION AND REPRESENTATIVES OF THE SHIPCONSTRUCTORS' AND SHIPWRIGHTS' ASSOCIATION

SPARRING FOR AMMUNITION OR PETROL

(i) The price for fitting and securing sparring to ship's side and bulkheads shall be 11/- per 100 running feet.

Grounds fitted and secured shall be paid 2d. per running foot.

For taking down sparring and grounds from ship's side and bulkheads, 4/9d. per 100 running feet shall be paid.

NOTE (a).—Putting up occasional or alternate strakes of sparring, 25% additional to the rate per 100 running feet.

NOTE (b).—Taking down or renewing sparring on vessels without stringers or 'tween decks, 10% extra to be paid for such portion above the height of 10 feet from the tank top.

(ii) For fitting and securing or for taking down raised platforms in way of bilges, and fitted timbers for brackets, Solid Ceiling Prices shall be paid.

(iii) For fitting and securing or for taking down casing for sounding pipes, the prices shown in Clause 4, Rule 13, on page 70 of the Piecework Price List shall be paid.

(iv) For fitting and securing or for taking down casing for large box stanchions and deck pumps, the prices shown in Clause 5 of Rule 13, page 70 of the Piecework Price List shall be paid.

(v) The 15% for hard wood to be paid for fitting only.

GENERAL NOTE

All prices in this Agreement are subject to the current bonus.

SIGNED FOR AND ON BEHALF OF

THE BRISTOL CHANNEL SHIP REPAIRERS' ASSOCIATION :

L. TRENCHARD,
Chairman

SIGNED FOR AND ON BEHALF OF

THE SHIPCONSTRUCTORS' AND SHIPWRIGHTS' ASSOCIATION :

T. H. EVANS,
District Delegate

CARDIFF

31st August, 1944

MEMORANDUM OF CONFERENCE HELD AT 26 MOUNTSTUART SQUARE ON THE 17TH OCTOBER, 1945, BETWEEN REPRESENTATIVES OF THE BRISTOL CHANNEL SHIP REPAIRERS' ASSOCIATION AND REPRESENTATIVES OF THE SHIPCONSTRUCTORS' AND SHIPWRIGHTS' ASSOCIATION.

RE AGREEMENT DATED 31ST AUGUST, 1944.
SPARRING FOR AMMUNITION OR PETROL.
CONSIDERATION OF PRICE WHEN LINING
TIMBER IS OF SMALL WIDTH.

IT IS MUTUALLY AGREED as follows :—

(1) That jobs which have already been completed shall be paid for on the basis of Clause 2 of the Agreement dated 31st August, 1944.

(2) For any job carried out after the 17th October, 1945, it is agreed that all lining timbers below 6" width shall be merged and measured to 6" width and the price of 11/- per 100 ft. run to apply at per 6" widths thus ascertained.

(3) For all lining timbers 6" to 11" width inclusive the price of 11/- per 100 ft. run to remain unaltered.

SIGNED FOR AND ON BEHALF OF

THE BRISTOL CHANNEL SHIP REPAIRERS' ASSOCIATION :

H. HADDON,
Executive Officer

SIGNED FOR AND ON BEHALF OF

THE SHIPCONSTRUCTORS' AND SHIPWRIGHTS' ASSOCIATION :

T. H. EVANS,
District Delegate

Western Mail & Echo Ltd., Cardiff—8294K