
**WATERFRONT
COMMISSION
OF NEW YORK
HARBOR** ANNUAL REPORT
1965-1966

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Discharging cargo, Port of New York

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**The Waterfront Commission of
New York Harbor—1965-1966**

Front Cover: New York Harbor at Sunset

Annual Report
of
THE WATERFRONT COMMISSION
OF NEW YORK HARBOR



1965-1966

*To the Honorable Nelson A. Rockefeller, Governor,
and the Legislature of the State of New York
To the Honorable Richard J. Hughes, Governor,
and the Legislature of the State of New Jersey*



Dock man unloading mail sacks



Over twelve years ago the Port of New York had a world-wide reputation for depravity and corruption and was slowly being strangled by the iron-clad control of criminals. This domination was so great that industry and government were reluctant to make investments for the port's maintenance and improvement.

Today, New York Harbor is well on its way to being transformed into a law-abiding port with modern facilities, and an efficient and stable work force. The remarkable change came about through a novel, unprecedented and daring experiment, the creation of a bi-state agency—the Waterfront Commission of New York Harbor. This Commission was not only mandated to rid the port of crime, but also to regulate the waterfront hiring, to stabilize the work force, and to protect waterfront workers from exploitation by employers and their own union leaders.

A new confidence in the port has emerged as demonstrated by the construction of modern terminals, the rehabilitation of old piers, the planning of impressive waterfront facilities and the continued increase in the port's

business. This change is reflected in increased earnings for labor, substantial tranquillity in labor relations, the establishment of an annual wage guarantee, a new dignity for the waterfront worker who now takes pride in his work, and a more cooperative attitude on the part of the leadership of waterfront unions and the shipping industry. The Commission is particularly encouraged with the new cooperative attitude which is of great assistance in improving the reputation of the port.

This new confidence is also reflected in the steady stream of visitors from other parts of our nation and the world who now seek answers to the problems of their ports from the experience of the Port of New York.

This past year New York Harbor retained its position as the busiest seaport in the United States. Despite a 50-day seamen's strike against certain American steamship companies, oceanborne general cargo moving in foreign trade through the port totalled 13.9 million tons with a dollar value of \$11.36 billion, a year's increase of \$400,000,000. Foreign oceanborne general and bulk cargoes together

totalled 50.7 million tons in 1965, a growth of eleven per cent.*

During the same period, arrivals and departures of ocean-going vessels totalled 24,100, an increase of 746. Almost 936,600 passengers boarded or disembarked from ocean vessels, including an increasing number of residents of other eastern port cities in the United States.

Customs receipts for the port during last year totalled \$815 million, as compared with \$601 million for the previous year.

The increased tonnages were reflected in a seven per cent climb in dock hirings. During 1965-1966 a total of 4,757,293 daily job calls for longshoremen to move cargo across the docks were filled, as compared with 4,439,664 for the previous year. It is to be noted that a reduction of the general cargo gang size from

**In addition to the above tonnages consisting only of foreign trade, it is estimated that in 1965 the Port of New York handled an additional 58 million tons of oceanborne intercoastal and coastal trade, including trade with Puerto Rico and Hawaii. Therefore, total oceanborne trade—foreign and domestic—through the Port of New York was approximately 109 million long tons in 1965, according to the Port of New York Authority.*

20 men to 18, as provided by the collective bargaining agreement between the New York Shipping Association and the International Longshoremen's Association, became effective on April 1, 1966.

Utilization of current and more complete data as to assessable payrolls for registrants and licensees in the industry and coordination with the Commission's fiscal calendar have produced a more complete picture of the economic status of the dock workers. Wages paid to longshoremen and checkers in the port for the period ending June 30, 1966 reveal an average annual wage of \$7,800—up about \$900 from the average annual income of the previous year. Also, annual earnings of pier guards for the same period averaged \$5,192 an increase of \$372 over the previous year.* (See data below.)

**To be compared with \$5,920 the national average earnings for production workers for 1965, based on data from the U.S. Department of Labor. These earnings should also be compared with the 1954 average annual wages for longshoremen and checkers of \$2,468, and for pier guards of approximately \$2,200, according to information supplied by the New York Shipping Association, sole source of employment data for 1954. It has been reported by the U.S. Department of Labor that the national average earnings for production workers in 1954 was \$3,600.*

AVERAGE ANNUAL EARNINGS OF LONGSHOREMEN AND CHECKERS

For Fiscal Year	Total Payroll	Average Number of Registrants	Average Earnings*
July 1, 1960—June 30, 1961	\$144,868,164	27,998	\$5,174
July 1, 1961—June 30, 1962	151,425,536	26,515	5,711
July 1, 1962—June 30, 1963	155,134,148	27,034	5,738
July 1, 1963—June 30, 1964	166,007,689	26,106	6,359
July 1, 1964—June 30, 1965	167,375,968	24,281	6,893
July 1, 1965—June 30, 1966	186,554,856	23,848	7,823

AVERAGE ANNUAL EARNINGS OF PIER GUARDS

For Fiscal Year	Total Payroll	Average Number of Registrants	Average Earnings*
July 1, 1960—June 30, 1961	\$8,397,935	2,028	\$4,141
July 1, 1961—June 30, 1962	7,973,755	1,998	3,991
July 1, 1962—June 30, 1963	8,028,333	1,819	4,414
July 1, 1963—June 30, 1964	8,003,427	1,731	4,624
July 1, 1964—June 30, 1965	8,410,423	1,745	4,820
July 1, 1965—June 30, 1966	8,858,295	1,706	5,192

*Fringe benefits, with the exception of vacations and holidays, are not included.

The Port of New York Authority has announced a ten-year plan to make the Port Elizabeth marine terminal the largest facility in the world for the handling of container ships. To date, seven major steamship companies have plans to inaugurate container services utilizing eight berths and 175 acres. When completed, the Port of New York Authority marine terminal will offer 25 deep sea steamship berths with supporting structures, 4.5 million square feet of indoor space and vast farm areas, all in more than 900 acres along the Newark Bay.

The City of New York during the past year appropriated funds for the refurbishing of a passenger pier and the reconstruction of a cargo pier on the Hudson River. The municipality is also converting the area from 23rd to 29th Street, Brooklyn, into a container facility at a cost to exceed \$2.6 million, and recently revealed plans for a \$21 million container terminal to be erected on 135 acres along the eastern shore of Staten Island.

The Commission applauds the spirit of cooperation between the Port of New York Authority and the City of New York in their coordinated planning for the future development of the port into the most modern highly efficient deep water cargo port in the world. With the enormous construction program now under way along the New York-New Jersey shoreline, it is quite evident that the port is not only experiencing an exciting and dramatic change in its physical appearance, but is also in the forefront of developing a new cargo handling technology. This revolutionary change is necessary for the port to retain its standing as the pre-eminent port of the world.

The enthusiasm for these changes must be coupled with a willingness to accept the demands that will be imposed by this new technology, including the relocation of operations to those parts of the port which will be suited to the new methods of cargo handling.

It is therefore compelling that future planning should have the sincere cooperation of all parties—government, industry and, indeed, labor. Where accommodation is necessary in the interest of expansion and modernization, parties must depart from stubborn, narrow-minded and parochial thinking. Since change is the order of the day throughout the world,

so it must be in the Port of New York. The courage and leadership to accomplish changes must be found in the men who head the port's labor force, as well as in those who risk their capital in the port. Government must take the lead and keep the effort going until completion. The port needs and deserves the loyalty of all who look to it for a livelihood.

As its contribution to this goal, the Commission is currently re-assessing the location of employment centers in light of contemplated changes of terminal locations, and present plans for modern passenger facilities and new container operations.

As part of the program to locate its employment centers close to piers employing longshore workers, the Commission recently established a temporary hiring center in Bayonne to accommodate the transfer of the operations of the Brooklyn Army Terminal to the Military Ocean Terminal, U. S. Naval Supply Center, Bayonne. Also, a new \$300,000 modern hiring center for South Brooklyn was recently completed. The modernization and enlargement of the Commission's employment center in Port Newark and the construction of a permanent structure in Bayonne are included in this program.

Finally, the Commission has maintained its efforts to rid the waterfront of those persons who persist in criminal activities and to expose and remedy serious waterfront abuses which affect the well-being of the longshore worker and the economy of the port.



Hiring dock workers, Bayonne

INTERNAL MANAGEMENT

During the past fiscal year, despite increases caused by fixed charges, such as salary increments, increased pension costs and social security taxes, expenditures for the implementation of the guaranteed annual wage agreed to by the shipping industry and labor, and the establishment of a new center at the Military Ocean Terminal, U. S. Naval Supply Center, Bayonne, all of which totalled \$347,725, the Commission's budget was increased by only \$275,425. This was accomplished by the Commission's program during the past two years to reduce operating expenses in an era of ever-rising costs.

The Commission, after a thorough cost study, a consolidation of functions, and a review of service contracts and other expenditures, was able to effect substantial savings. The consolidation of functions resulted in the elimination of twenty positions, with a savings of \$124,036. Reclassification of other positions when they became vacant resulted in an additional savings of \$6,514, for a total savings of \$130,550.

The Commission closed its fiscal year 1965-1966 with a savings in operating expenditures of \$106,285. The total expenditures for the year were \$2,505,715 out of budget allocations of \$2,612,000. An additional savings of \$35,513 would have been realized except for the fact that during the fiscal year it became necessary to make alterations in fourteen of the Commission's employment centers to accommodate the installation of electronic data processing hiring equipment purchased by the NYSA. In the absence of this unexpected expenditure, which was met out of accumulated savings,

the total savings would have been \$141,798.

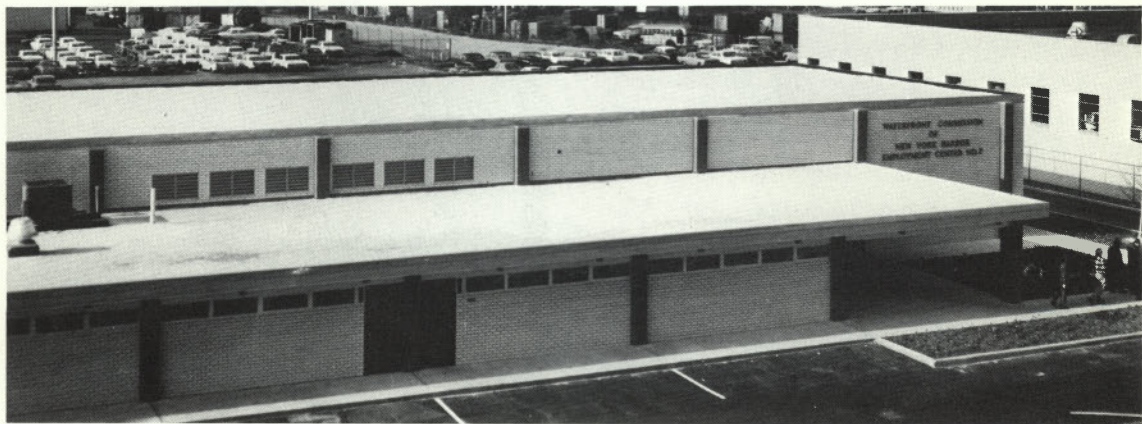
During the past year, the Waterfront Commission completed construction of its new Employment Center No. 7 in South Brooklyn, established temporary employment facilities at the Bayonne naval installation, and progressed with the expansion of its employment center for the Port Newark and Port Elizabeth areas.

The new Brooklyn center, adjacent to recently completed Port of New York Authority piers, was constructed at a cost of approximately \$300,000. Its planning, design and construction embodied the experience gained from operating fifteen employment centers in the Port of New York since 1953. An estimated 3,000 men will use this center.

The Commission is pleased to report that this building was erected without any capital outlay on its part. Under a construction-lease arrangement with the Port of New York Authority, the Authority absorbed the cost of construction with the Commission paying an annual rental for its use.

This modern facility is already serving as a model for hiring halls being planned for other ports.

Relocation during the past year of the military supply operations of the U. S. Department of Defense from the Brooklyn Army Terminal to the Military Ocean Terminal required the establishment of an employment center for the hiring of men working at the Bayonne base. It is expected that a minimum of twenty longshore gangs will be employed along with additional dock workers when full operation is attained at this installation. A temporary center in a field trailer was estab-



New Employment Center No. 7, Brooklyn

lished to meet this transfer of operations. The trailer center is fully equipped and includes a "through-the-wall" data processing device to conduct the hirings at Bayonne through the port-wide network. At present the Commission is planning a permanent center in Bayonne on two acres of land near the main gate of the naval base.

On June 10, 1966 Steven J. Bercik, of Elizabeth, N. J., was appointed New Jersey Commissioner by Governor Hughes to succeed William L. Kirchner, Jr., who became General Attorney of New Jersey Bell Telephone Company.

It is with deep sorrow that we record the death of Investigator Coleridge H. Holder during the past year.

The Commission wishes to express its appreciation for the superb cooperation and assistance it has received during the year from other law enforcement agencies, federal, state and local, and civic and community organizations.

Cooperation with Other Ports

During recent years port officials and labor representatives of foreign governments have visited the Commission seeking information and guidance as to its policies and practices and to gain from its depth of experience acquired in thirteen years of operations. Most of the visitors are in the United States under the sponsorship of various federal agencies.

In the past year representatives from five countries of South America and the Far East consulted with the Commission concerning procedures for the registration and licensing of waterfront workers, hiring regulations, de-

casualization programs, and cargo security and pilferage control.

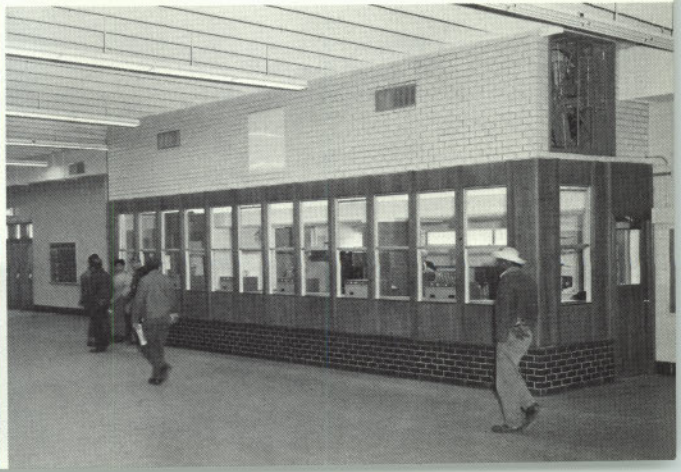
When the president of the ILA Executive Council was called upon by the United States government to make a study of congestion problems in the South Vietnamese port of Saigon, he included among his recommendations the establishment of a governmental body with powers similar to those of the Waterfront Commission. The proposed authority would include the operation of hiring centers, the licensing of longshoremen and other port workers, the licensing of stevedoring companies and formulation of seniority procedures. At the request of the ILA leader, the Commission made available forms for the registration, licensing and hiring of pier workers to be forwarded to Saigon officials.

Community Relations

The work of the Commission in its various areas of responsibility is a source of interest for other law enforcement agencies, military reserve units, insurance specialists, college study groups, and church, civic and trade associations. Qualified Commission staff members last year made twenty-six public appearances in the New York-New Jersey areas, as well as in Maryland and Connecticut, to describe the work of the agency.

Audiences included trainees of the school for U. S. customs agents in New York City and the New York Police Academy. Members of U. S. Naval Reserve companies, the Hartford (Conn.) traffic executives group and the Propeller Club of the Port of New York were among other groups inviting representatives of the Commission to appear.

Interior Views, Center No. 7



Financial Statement

WATERFRONT COMMISSION OF NEW YORK HARBOR

Statement of Cash Receipts and Disbursements

Year ended June 30, 1966

Balance of funds at beginning of year:

Cash balance (net of amounts withheld from employees' earnings)	\$ 49,836.22
Cash in badge deposit savings account	9,860.00
United States Treasury bills, at cost, which approximates market	<u>99,012.91</u>
	158,709.13

Receipts:

Assessments on employers of persons registered or licensed by the Commission	\$2,541,819.51	
New York Shipping Association share of cost to install I.B.M. equipment	28,000.00	
Interest on United States Treasury bills	3,511.67	
Interest on time certificates of deposit	12,042.05	
Court fines and penalties	3,500.00	
Badge deposits (net)	550.00	
Interest on badge deposit savings account	<u>412.85</u>	<u>2,589,836.08</u>
		2,748,545.21

Disbursements:

Salaries	1,666,695.88	
Rentals	232,289.10	
Retirement, group insurance and social security taxes	254,236.86	
Implementation of guaranteed annual income plan	63,513.14	
Special services and expense	34,024.37	
Communications	47,560.90	
Carfare, auto and travel expense	34,361.27	
Leasehold alterations	3,872.50	
Relocation of centers	13,950.00	
General office expense	24,000.45	
Repairs and maintenance	23,552.22	
Furniture, fixtures and equipment	14,822.13	
Hearing officers, auditors and consultant fees	19,134.96	
Insurance	22,303.32	
Light, heat and power	16,422.57	
Printing	17,942.68	
Miscellaneous overtime expense	10,092.94	
Seniority plan costs	<u>6,939.39</u>	<u>2,505,714.68</u>

Excess of receipts and balance of funds at
beginning of year over disbursements—
balance of funds at end of year, consisting of:

Cash in checking accounts	63,756.50	
Less taxes and other withholdings from employees	38,995.97	
	<u>24,760.53</u>	
Cash in badge deposit savings account	10,410.00	
United States Treasury bills, at cost, which approximates market	197,660.00	
Advance for construction of Employment Center #7 (Schedule 1)	<u>10,000.00</u>	
		<u>\$ 242,830.53</u>

Construction Fund — Employment Center #7
Year ended June 30, 1966

Disbursements:

Construction costs	\$115,132.50
Architect's fee	20,356.11
Architect's Survey	670.00
Test borings	1,838.60
Insurance	<u>502.00</u>
	138,499.21

Receipts:

Reimbursement by Port of New York Authority	\$137,997.21
Bid deposit	<u>50.00</u>
	138,047.21
Excess of disbursements over receipts	(452.00)
Advance from Waterfront Commission of New York Harbor	<u>10,000.00</u>
Cash in checking account	<u>\$ 9,548.00</u>

Note: The Waterfront Commission of New York Harbor is supervising the construction of a building for the Port of New York Authority. All funds expended by the Commission for the construction of this building will be reimbursed by the Port Authority. Upon completion, the building is to be leased by the Commission for use as Employment Center #7.

PEAT, MARWICK, MITCHELL & Co.

CERTIFIED PUBLIC ACCOUNTANTS

SEVENTY PINE STREET

NEW YORK, NEW YORK 10005

The Commissioners
Waterfront Commission of New York Harbor:

We have examined the statement of cash receipts and disbursements of the Waterfront Commission of New York Harbor for the year ended June 30, 1966. Our examination was made in accordance with generally accepted auditing standards, and accordingly included such tests of the accounting records and such other auditing procedures as we considered necessary in the circumstances.

In our opinion, the accompanying statement of cash receipts and disbursements presents fairly the cash transactions of the Waterfront Commission of New York Harbor for the year ended June 30, 1966, on a basis consistent with that of the preceding year. The supplementary data included in Schedule 1 have been subjected to the same auditing procedures and, in our opinion, are stated fairly in all material respects when considered in conjunction with the basic financial statement.

Peat, Marwick, Mitchell & Co.

July 22, 1966





Discharging African cargo, East River

LEGISLATION

Last year's Annual Report described an attempt by the ILA to obtain passage of a bill designed to eliminate Commission control of the hiring halls and to give control over the size of the Longshoremen's Register to union and management. This bill, defeated in a first vote in the Senate and later passed by the New York Legislature, was vetoed by Governor Rockefeller.

During this past fiscal year, the ILA again attempted to obtain the same "Closed Register and Hiring Hall Bill." No real need existed for the legislation and it was merely an attempt by the ILA leaders to regain control over the waterfront. Their claim that a closed Register was needed to protect the men who would lose their gang assignments on April 1, 1966 when, as the collective bargaining agreement provided, the size of the general cargo gang would be reduced from 20 men to 18, was sheer pretense. Established workers could have been easily and better protected against competition from new registrants by a true seniority agreement which would give new workers the last priority of employment in all parts of the port.

In addition, the Commission's decasualization system provided for the removal of new persons on the Register who were unable to obtain sufficient employment. Moreover, and in actual fact, the reduction in gang size had already been achieved by attrition.

The NYSA supported the "Closed Register"

bill as drawn and submitted by the ILA, taking the position that a closed Register was economically needed since new registrants could obtain payments under the guaranteed annual wage provisions of the collective bargaining agreement, and thus increase its operating costs. This argument, at best, was unrealistic. Under the provisions of the agreement itself, a new registrant could qualify for the guarantee only by accumulating a work record of at least 700 hours within the "qualifying period" of April 1, 1965 to March 31, 1966. At the time of the introduction of this bill in January, 1966 less than three months remained for any new registrant to obtain the necessary 700 hours. This was a practical impossibility.

The real motivation for the NYSA's support of the bill was the fact that the Association had agreed to seek a closed Register in the collective bargaining negotiations as part of the inducement to obtain reduction of the longshore gang. The Association feared that the union would disown the entire agreement if the Register was not closed.

The Commission, realizing that the new agreement, if effectuated, could result in changes in the manpower requirements of the port, had developed its own program to accommodate any possible changes. This program was designed to give the Commission more flexible decasualization standards so that the size of the Register could be balanced as situations required. However, demands of

labor and management for a closed Register under their control persisted.

As April 1, 1966, the date on which the new work rules were to become effective, approached, trouble was brewing in the port. The new contract with the obligatory reduction in gang size, elimination of certain jobs and the employers' increased flexibility in assignments had not been fully understood by most of the rank and file. Many of those who did understand the contract were dissatisfied with their side of the bargain. Rumors were rampant as to the possibilities of a waterfront strike to protest the new work rules.

Concerned that the labor unrest might be falsely attributed to the Commission's opposition to the "Closed Register" bill and in order to remove any impediment to an orderly transition to the new work rules, the Commission introduced its own legislative program for a closed Register, but under Commission control. This bill met all the arguments of both labor and industry with one exception—

the size of the Register would remain under government control, eliminating a shift of control to private parties. With the certain knowledge that the Commission would accept nothing less than adequate protection of the public interest and the economic health of the port by retaining control of the Register in its hands, the NYSA and the ILA dropped their demands for their own bill, and agreed, with some minor changes in the Commission sponsored bill, to accept Commission control of the Register.

On March 28, 1966 the Commission's bill was passed by the New York Senate, by the Assembly on March 31, 1966 and signed into law by Governor Rockefeller on April 1, 1966. In New Jersey, the legislation was introduced and passed by both houses on April 4, 1966, having been afforded treatment as an emergency measure. The New Jersey bill was signed into law by Governor Hughes on April 7, 1966 and became effective in both states on that date.

Stowing cargo, Hoboken



OPENING OF THE LONGSHOREMEN'S REGISTER

The newly enacted "Closed Register" bill suspended the acceptance of applications by the Commission for a 60-day period. During this time it became evident that a growing shortage of manpower on the waterfront existed and that additional persons would have to be added to the Register.

To ascertain as accurately as possible the number of additional men needed, and to afford the shipping industry and waterfront union an opportunity to make a pier-by-pier survey, the Commission, at the request of representatives of labor and management, extended the 60-day period until further order of the Commission. On August 10, 1966 the Commission held a formal hearing to determine the number of men to be added to the Register and heard from representatives of the NYSA and ILA as to the findings of their survey.

Spokesmen for management and labor requested that the Commission add 2,066 men to the Register so that vacant pier jobs disclosed by their joint survey would be filled. In making this request, the spokesman for the shipping industry described the shortages as "disastrous" and "damaging to the Port of New York."

The Commission determined that the equitable manner to issue applications would be on a "first come, first served" basis, and established 8:00 A.M., August 30, 1966, as the time and date for the distribution. Anticipating a

large number of applicants and desiring a central location convenient to public transportation facilities, the Commission arranged with the New York Army National Guard for use of its 9th Regiment Armory on 14th Street in Manhattan for this activity.

Extensive publicity was given to the forthcoming issuance of applications through use of daily, local and foreign language newspapers, and radio and television media in New York and New Jersey. Organizations representing minority groups, as well as welfare and other governmental agencies, were directly informed of the opening of the Register.

Preparations were made with the New York Police Department for the use of barricades and other equipment and the assigning of uniformed personnel outside the Armory to assure order.

Lighting and public address equipment, tables, chairs, signs and dozens of miscellaneous items were trucked into the Armory for use in connection with the distribution of the application forms. Over fifty Commission employees, including investigators, clerks and interpreters were assigned to duty at the Armory. Personnel of the New York Shipping Association were also to be present for the scheduling of physical examinations for the new applicants.

As early as 7:00 A.M. on August 29, more than twenty-four hours before the Armory gates were to be opened, men started to take their places in the line. The Salvation Army set up a mobile canteen to serve coffee and sandwiches to those waiting. Newspaper re-

Applicants outside 9th Regt. Armory



porters and photographers and television newscasters and cameramen covered the entire operation, which saw an estimated 2,600 men in line for the opening of the Armory gates. In an orderly flow, these men were admitted to receive applications for registration in various crafts and instructions for the filling out and later filing of these applications. In less than seven hours, over 2,600 applications were distributed, without incident, to residents of New York and New Jersey who sought to be added to the Register.

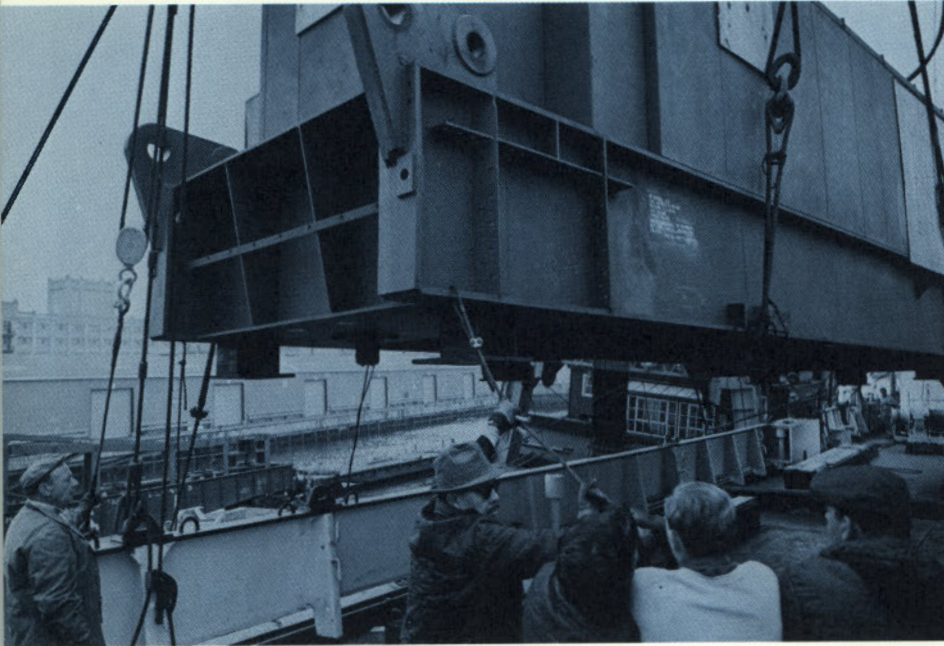
This distribution of "licensing" applications, the largest ever undertaken for a civilian work force in New York or New Jersey, was successful because of extensive preliminary arrangements. The New York Army National Guard, the New York Police Department, the Salvation Army's canteen service and the NYSA contributed substantially to the smooth and efficient one-day opening of the Register.

Completing applications, Commission headquarters



Waiting for applications inside Armory

PORT OF NEW YORK



Loading crane parts, Brooklyn



Hiring at Brooklyn's Center No. 7



Hi-lo driver at an

HATCH GANG AVAILA						
GANG NO.	GANG FOREMAN	DATE	HIRED BY	PIER	START	GANG
01-01	LOFFERDO	AMER	1	1AM	03-0	
01-02	AGOSTA	AMER	1	1AM	03-0	
01-03	FRINGALI	AMER	1	1AM	03-0	
01-04	CRISTIANO	AMER	1	1AM	03-0	
01-05	LAZZA	AMER	1	1AM	03-0	
01-06	PALMER	AMER	1	1AM	03-0	
01-07	GIGANTE	AMER	1	1AM	03-0	
02-01	AMATO	UNIV	2	1AM	05-0	
02-02	FRANCHINI	UNIV	2	1AM	05-0	
02-03	ZAGHINI	UNIV	2	1AM	05-0	
02-04	AVARONE	UNIV	2	1AM	05-0	
02-05	INTERIA	UNIV	2	1AM	05-0	
02-06	CHERMA	UNIV	2	1AM	05-0	
02-07	SCORRANO	UNIV	2	1AM	05-0	

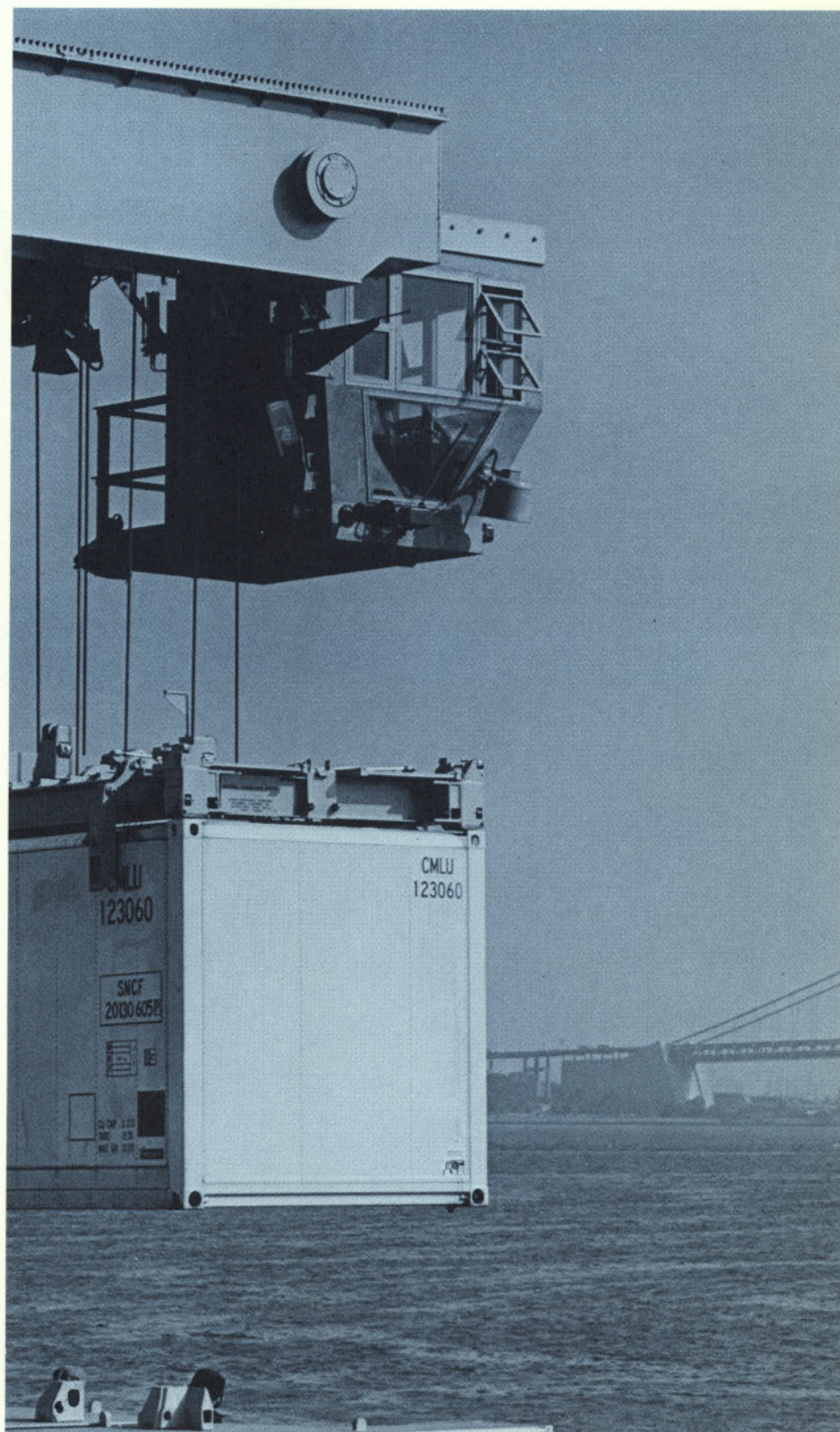
The "gang board" re



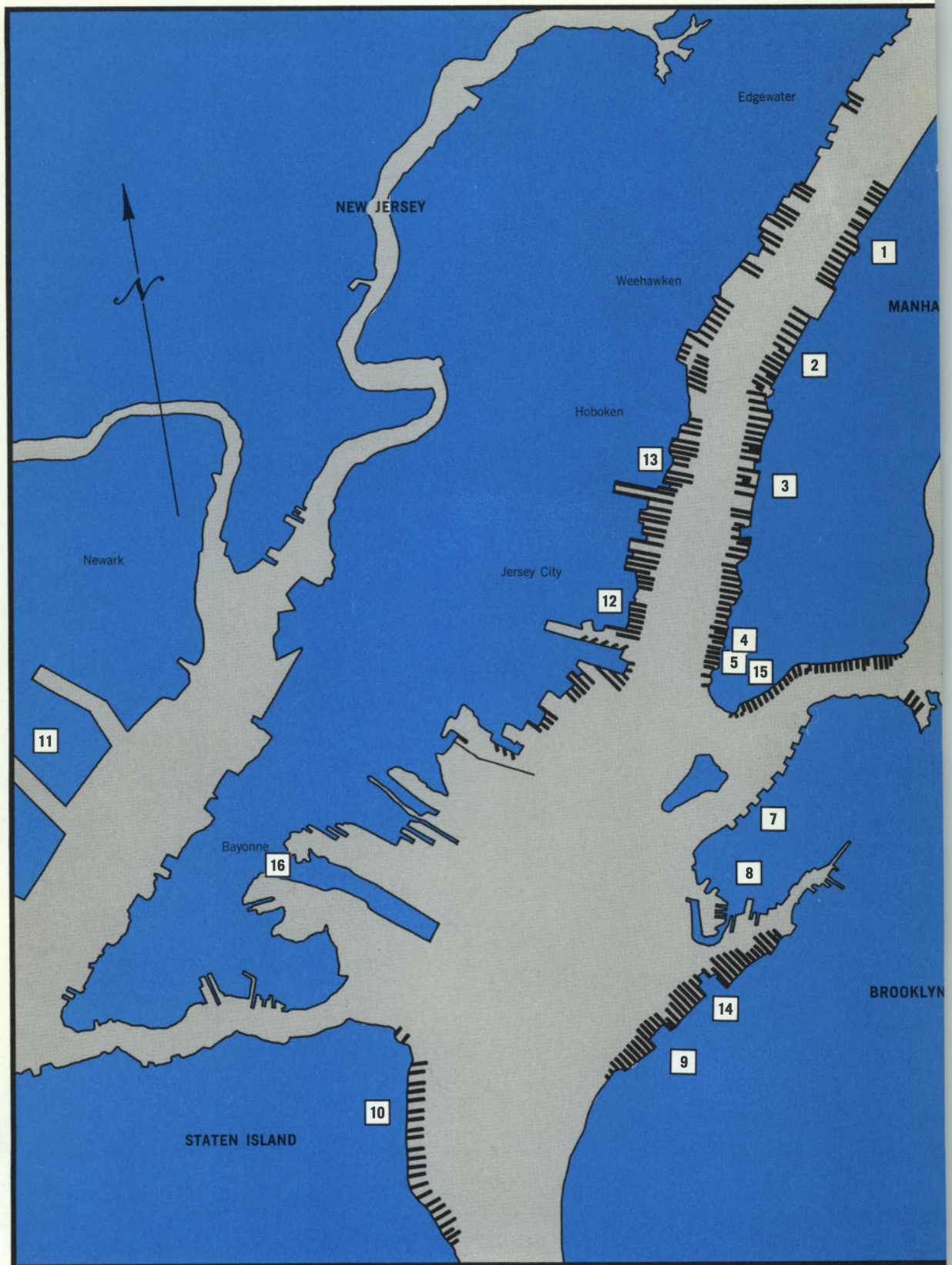
East River pier

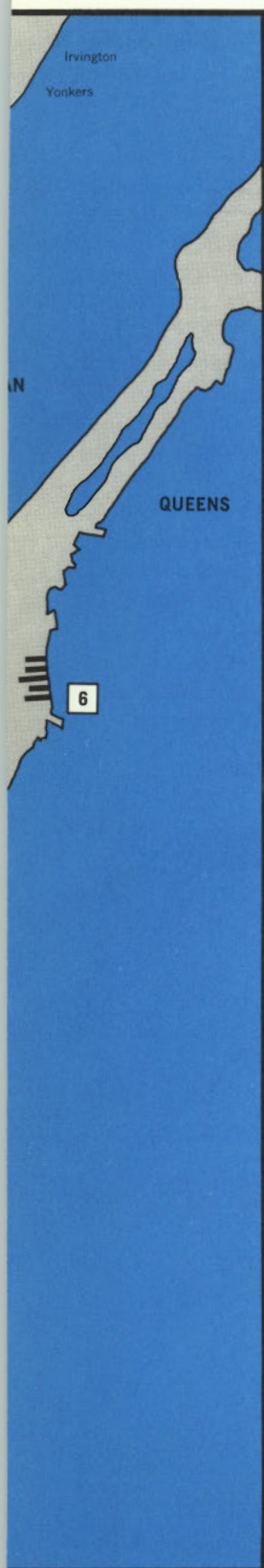


places the shape-up



Lifting a container aboard, Port Elizabeth





WATERFRONT COMMISSION EMPLOYMENT INFORMATION CENTERS

Center and Location

Piers and Areas Covered

MANHATTAN

- | | | |
|------|----------------------|--|
| 1. | 659 11th Avenue | Piers 64-99 North River
Yonkers and Irvington |
| 2. | 455 West 16th Street | Piers 53-62 North River |
| 3. | 34 Renwick Street | Piers 18-52 North River |
| 4/5. | 125 Greenwich Street | Piers 1-17 North River
Piers 4-68 East River |
| 15. | 15 Park Row | Entire Port (for pier guards) |

BROOKLYN

- | | | |
|-----|------------------------------|--|
| 6. | 32 Java Street | Long Island City, Greenpoint,
Williamsburg and Navy Yard
areas |
| 7. | 100 Columbia Street | Brooklyn Port Authority
Piers 1-10 |
| 8. | 132 Van Dyke Street | Brooklyn Port Authority
Piers 11 & 12, Atlantic and
Erie Basins, Breakwater and
Gowanus areas |
| 9. | 5504 Third Avenue | Bush Docks and Army Base
areas |
| 14. | 37th and Marginal
Streets | 21st Street Pier, Green Dock
area and 39th Street Pier |

STATEN ISLAND

- | | | |
|-----|------------------------------|--------------------|
| 10. | 22 Wave Street,
Stapleton | Staten Island area |
|-----|------------------------------|--------------------|

NEW JERSEY

- | | | |
|------|--|--|
| 11. | 117 Tyler Street,
Port Newark | Port Newark and Elizabeth
Port Authority piers, Perth
Amboy and Carteret areas |
| 12. | Harborside Building
34 Exchange Place,
Jersey City | Jersey City area |
| 13. | 60 Hudson Street,
Hoboken | Hoboken, Weehawken and
Edgewater areas |
| 16.* | Route 169 at
East 32nd Street,
Bayonne | Bayonne area |

*Opened August, 1966

CARGO SECURITY IN THE PORT OF NEW YORK

Protection of the billions of dollars of high-valued and finished goods which pass through this port annually is an area of continuing concern to the Commission.

Specially trained members of the Commission's investigative staff carry out regular patrols of the piers to deter thefts of cargo from the piers. These investigators also engage in recovering stolen property and the apprehension of thieves when thefts do occur. The Commission's cargo protection program also includes inspections of pier facilities to assure that accepted safeguards and procedures are utilized for property protection. All thefts and unusual occurrences on the piers must be recorded by the licensed pier guards in special memorandum books, in accordance with Commission Regulations. These books, together with gate vehicle books which record the entry and departure of all vehicles at piers, are examined regularly by Commission investigators.

As stated in previous Annual Reports, adequate cargo security on the piers is impossible without a physically and mentally qualified pier guard force. In its continuing program to increase the efficiency and the caliber of the pier guard force, the Commission required 625 applicants to attend a basic training course for pier guards and required 738 licensed guards to take refresher courses.

Last year 956 men were given medical examinations to determine if they were physically qualified for licensing as pier guards. The physical examinations and the training courses were administered with the participation of pier guard employers and other members of the waterfront industry, and the Port Watchmen's Union.

The Commission continues to offer its co-operation to stevedoring and shipping companies, terminal operators, importers and exporters who may have cargo security problems.

Although there has been some improvement in cargo security in this port, frequent losses of substantial proportions are still being experienced at a number of waterfront ter-

Locomotives enroute to Korea via the Port of New York





General cargo from Italy

minals. In view of this, the Commission is not satisfied with the progress made to date in the field of cargo protection. To further improve prevailing conditions, a greater effort will be required on the part of the Commission, the industry and the pier guards.

LAW ENFORCEMENT ON THE WATERFRONT

Loan Sharking

Last year the Waterfront Commission reported the indictment of two longshoremen for loan sharking on the waterfront. One of these longshoremen was convicted under a newly enacted law recommended by the Commission which made lending money at rates over 25 per cent a year a felony. Both of these longshoremen were suspended from the Longshoremen's Register pending final disposition of hearings before the Commission. During the past year, as a result of hearings, the registrations of both longshoremen were revoked and they are barred from work on the waterfront.

Observations conducted by Commission investigators established that each payday one of these longshoremen would leave the pier and station himself in the immediate vicinity of a bank several blocks from the pier where longshoremen normally cashed their paychecks. Upon leaving the bank, the longshoremen would go to the loan shark and repay outstanding loans. In obtaining evidence against this loan shark, the Commission investigators used telescopic-photographic equipment and actually filmed the loan shark in operation.

In January, 1966 a former ILA official and hatch boss at Port Newark, who had been removed from the Register for loan sharking, was convicted after a jury trial in Essex County Court of New Jersey on the charge of violating the New Jersey Small Loan Law. New Jersey is presently exploring legislation similar to New York's criminal usury law.

Discriminatory Hiring Practices

A hiring agent was brought to hearing by the Commission because he violated the Commission's hiring regulations which require hiring agents to hire employees for waterfront work in accordance with priorities agreed upon in the Seniority Agreement between management and labor. In this case

the hiring agent by-passed men of higher seniority in order to give employment to his brother who held a very low seniority classification. As a result of the hearing, the hiring agent was found to have violated the Commission's Regulations and was accordingly disciplined.

Another hiring agent was charged with wilfully and knowingly discriminating in hiring in that he failed to hire Negro longshoremen available and eligible for employment. On the specific occasion in question, three Negro longshoremen testified that although they possessed a high seniority on the waterfront, the hiring agent hired thirteen white longshoremen. They testified that the hiring agent would hire them for weekday work, but would always pass them over for the more lucrative overtime work on weekends. The hiring agent defended his conduct on the basis that it was his custom and practice to hire employees of his company who worked at other piers but who were unemployed on weekends. Accordingly, he failed to hire Negroes who reported for work on Saturdays, a premium wage rate day. The Commission found that the hiring agent had violated its Regulations and that the mere fact of practice and custom did not excuse racial discrimination. The hiring agent was admonished and put on notice that repetition of his conduct could result in revocation of his hiring agent's license.

Another hiring agent, who engaged in similar conduct by failing to employ Negroes for weekend work, was also brought to hearing by the Commission. The hiring agent claimed that he failed to hire the Negro longshoremen because he did not notice them in the hiring hall, although testimony revealed that they were standing directly in front of him while he was on the hiring stand. This hiring agent also sought to hide behind a similar custom and practice defense and relied on a clause in the collective bargaining agreement stating that "custom and practices in effect on December 28, 1954, shall remain in effect." The Commission unhesitatingly ruled that the collective bargaining agreement cannot be used as a justification or a shield for discrimination in employment and would not be recognized as such by the Commission. It also ruled that past hiring patterns would not be recognized

by the Commission if they were used to perpetuate discriminatory hiring.

The Negro longshoremen who had been discriminated against testified in the hearing that since the investigation resulting in this hearing, the hiring agent had mended his ways and was giving them a fair share of the employment on his piers. The Commission reprimanded this hiring agent and also put him on notice that a repetition of this conduct could lead to revocation of his license.

Waterfront Clinic Abuses

Previous Annual Reports have cited disclosures of gross mismanagement of a dental clinic in Hoboken and an optical clinic in Brooklyn which had been ostensibly established for the benefit of dockworkers and their families. Evidence was uncovered showing that people not directly associated with the waterfront had profited substantially from these operations. Shortly after the Commission's disclosures these clinics were closed.

During the past year, the Commission continued investigations into abuses in the administration of waterfront welfare funds by labor and management. In this connection, the Commission conducted a public hearing concerning abuses in the operation of a medical and dental clinic established pursuant to a collective bargaining agreement between ILA Local 1804, representing waterfront maintenance workers, and the Metropolitan Marine Maintenance Contractors Association, the employers group.

Testimony revealed that the clinic, established to serve six hundred members of the Local and their families, was set up in a tiny office in Manhattan. A doctor, chosen because of his close acquaintance with Local 1804's president, Henry (Buster) Bell, and other important ILA officials, was its medical director.* It was disclosed that between January 1, 1961 and December 31, 1965 the medical director received more than \$138,000 for the operation of the clinic, which was essen-

**Bell, presently serving a five-year sentence in a federal prison for endeavoring to influence a juror during a criminal trial of James Hoffa, president of the International Brotherhood of Teamsters, denied having anything to do with the appointment of the medical director of the clinic serving his membership. Also see Waterfront Commission of New York Harbor Annual Report, 1963-1964, page 10.*

tially a one-man operation. Based upon the doctor's own records, it was shown that the payments he received for the operation of the clinic from the employer association averaged \$44 per patient visit.

In 1962, while operating the clinic, the director's license to practice medicine was suspended by the State of New York for six months because of fraud, deceit and unprofessional conduct in his practice of medicine. The records of the clinic showed that during this period of suspension the doctor was paid almost \$15,000 for the operation of the clinic, despite the fact that only twenty-one patients were treated at the clinic at this time. Moreover, these patients were treated by another doctor who received a total of \$400 (presumably out of the \$15,000) from the medical director in payment for his services.

The doctor admitted at the hearing that he had been indebted to loan sharks. This was also established through an affidavit submitted by the doctor in connection with a petition for bankruptcy pending while he was operating the clinic. Furthermore, the doctor admitted to being addicted to narcotics while operating the clinic. In 1965 he was fined by the New York State Department of Health for violating laws regarding the prescription and administration of narcotic drugs and for the improper use of narcotic drugs for treatment of his own addiction. Then, in June, 1966 his license to practice medicine was revoked upon a finding that he had unlawfully secured narcotics and diverted them for his own use. The revocation of his license was suspended and he was placed on probation for three years.

Despite all these disclosures, as late as September, 1966, this doctor was still in charge of the clinic and there was no indication that he would be removed as its medical director, notwithstanding revocation of his medical license.

The total disregard by management and labor concerning the proper conduct of the clinic was demonstrated throughout the hearing. The president of the employer association, which paid all the funds for the operation of the clinic, testified that he had no knowledge of the costs of the operation. Other than one vague and inconclusive report received in 1963 concerning the clinic, he received no reports with respect to its management.

The employers' representative admitted that there was no supervision by management or labor over the clinic, although the collective bargaining agreement provided for the establishment of a committee to oversee it. He further testified that he had no knowledge of the legal and moral difficulties which resulted in the suspension and ultimate revocation of the medical director's license to practice medicine in the State of New York.

Bell, as president of Local 1804, testified that he did not know how much money the doctor was paid and did not have a medical committee to supervise the performance of the clinic. The union official testified that he did not have any discussions with the doctor concerning the clinic, that he never requested or received any reports concerning its operation and that he had no knowledge as to whom the medical director gave any accounting of the clinic's activities. He admitted total unawareness of the difficulties resulting in the suspension and revocation of the medical license of the director.

The welfare director of the employer-union welfare fund confirmed that there were no overseers or trustees supervising the clinic. Also, it was testified that he never asked for or received any reports concerning the functioning of the clinic.

As stated, the public disclosure of the misuse of waterfront welfare funds apparently has minimal effect towards ending such abuses. Accordingly, the Commission is continuing its investigations in this field to ascertain what remedial legislation may be necessary to protect the welfare benefits achieved by waterfront workers and their families.

LITIGATION

Matter of Texas Transport & Terminal Co., Inc. (Waterfront Commission of New York Harbor), New York Law Journal, November 1, 1966, page 16.

In connection with a Commission investigation of an application by a stevedore for a renewal license, the Commission subpoenaed the books and records of a steamship agent to determine whether payments had been made to the steamship agent for the purpose of obtaining stevedoring work in the Port of Baltimore for the stevedore's wholly owned subsidiary. The steamship agent made a

motion in the Supreme Court of the State of New York to quash the Commission's subpoena upon the ground that the Commission did not have jurisdiction to inquire into transactions that occurred in Baltimore, Md., outside the Port of New York District. The Commission's answer to this contention was that the Commission had the power to inquire into misconduct by a licensed stevedore wherever it occurred and that the subpoenaed books and records were directly related to the application for a renewal of the stevedore's license pending before the Commission.

In addition, the steamship agent sought to quash the Commission's subpoena upon the ground that the Commission's subpoena required the production of such voluminous records as to be unduly burdensome. The steamship agent also argued that the subpoenaed books and records involved confidential matters, the disclosure of which would irreparably injure the business of the steamship agent.

The New York Supreme Court denied the motion by the steamship agent to quash the Commission's subpoena, stating that the "purpose of the investigation is clearly within the respondent's [Commission's] jurisdiction."

The steamship agent filed a notice of appeal to the Appellate Division of the New York Supreme Court and applied for a stay of the Commission's subpoena pending such appeal. The Appellate Division unanimously denied the application for a stay of the Commission's subpoena pending such appeal with the result that the steamship agent was required to produce immediately the books and records in question pursuant to the Commission's subpoena.

This decision judicially sustains the Commission's power to inquire into the conduct of persons licensed by the Commission even where such conduct occurs outside the port of New York district.

Bell v. Waterfront Commission of New York Harbor, 26 A.D. 2d 532 (1st Dept. 1966).

A determination of the Commission revoking a longshoreman's registration and also denying an application by such longshoreman for registration as a checker for fraud in denying in a sworn interview his membership and

activities in certain subversive organizations was affirmed by the Appellate Division of the Supreme Court of New York.

Sessa and Impliazzo v. Waterfront Commission of New York Harbor, 18 N.Y. 2d 759 (1966).

The Commission revoked the longshoremen and checker registrations of two individuals who used their control over the loading of trucks at a pier in Brooklyn to extort money from truckers and importers by delaying or threatening to delay loading services. The Commission's determination that the individuals were guilty of such extortion was unanimously affirmed by the Appellate Division of the State of New York as was the Commission's order of revocation as to one longshoreman. As to the second longshoreman, the Appellate Division, in a split vote, modified the Commission's order of revocation by providing for a period of revocation only to the date of the Appellate Division's decision. The Commission appealed to the Court of Appeals respecting such modification of the period of revocation for the second longshoreman and the first longshoreman in turn appealed to the Court of Appeals from his outright revocation. The Court of Appeals affirmed the decision of the Appellate Division in all respects.

Dembia v. Waterfront Commission of New York Harbor (Unreported).

A determination of the Commission revoking the registration of a longshoreman for misappropriation (the longshoreman having been placed by the Commission on temporary registration on a probationary basis for a previous act of misappropriation) was unanimously affirmed by the Appellate Division of the Superior Court of New Jersey as against the longshoreman's contentions that the Commission's evidence was insufficient to prove the misappropriation, that there had been an illegal search and seizure, and that he had been deprived of a fair hearing.

Waterfront Commission of New York Harbor v. Kelly (Unreported).

The Supreme Court of New York granted a motion by the Commission to punish a wit-



Harbor view

ness for contempt for his refusal to attend and testify pursuant to a subpoena issued by the Commission in connection with an investigation into certain illegal conduct by a registered longshoreman. The contumacious witness was fined and his arrest and confinement was ordered until he complied with the Commission's subpoena and paid the fine.

CONCLUSION

For the reasons set forth in this Report, the Commission finds and determines that public necessity exists for the continued registration of longshoremen, the continued licensing of the occupations as required by the Waterfront

Commission Compact and the continued operation of Employment Information Centers as provided in Article XII of the Compact. Continuation of these measures is deemed necessary to maintain the well-being of the vital Port of New York and to achieve the objectives of the Compact.

Respectfully submitted,

JOSEPH KAITZ

Commissioner for New York

STEVEN J. BERCIK

Commissioner for New Jersey

STATISTICAL DATA

COMMISSION DETERMINATIONS

Year Ended June 30, 1966

	APPLICATIONS		REVOCATIONS					Totals
	Denied	Granted	Revoked	Revoked, With Leave to Reapply	Sus- pended	Repri- manded	Sus- pended, Pending Hearing	
Longshoremen	47	11	17	26	9	2	11	123
Checkers	12	1	4	2	1	1	2	23
Hiring Agents	1	1	0	0	0	0	0	2
Pier Superintendents	0	1	0	0	1	0	0	2
Pier Guards	8	1	4	5	2	0	3	23
Stevedores	0	11	0	0	1	0	0	12
TOTALS	68	26	25	33	14	3	16	185
Summary Proceedings								123

PETITIONS

Year Ended June 30, 1966

	Denied	Granted	Totals
Petitions for Reconsideration or for Leave to Reapply	53	41	98
Petitions for Rehearing	3	1	4
Petitions to Withdraw	1	3	4
Petitions to Remove Ineligibility by Reason of Criminal Conviction	1	6	7
TOTALS	58	51	113

DIVISION OF LAW

Year Ended June 30, 1966

Applications investigated and processed	616
(The above figure includes applications for registration or license as longshoreman, checker, hiring agent, pier superintendent, pier guard and stevedore.)	
Formal Hearings Conducted and Completed	120
Petitions for Removal of Ineligibility Investigated and Completed	44
Petitions for Reconsideration Investigated and Completed	98
Investigations Conducted and Completed	361
Recent Arrests Investigated and Completed	251
Probationary Cases Investigated and Completed	90
Hearings Ordered	172
Withdrawal, Legal Hold and Decasualization Cases	178
Witnesses Questioned	1,914

DIVISION OF INVESTIGATION

Year Ended June 30, 1966

Investigations conducted	5,488
Active Waterfront Commission registrants or licensees arrested:	234
Arrests by Waterfront Commission Investigators:	
for theft or pilferage	45
for gambling	14
for other offenses	20

AREA SURVEY OF WATERFRONT HIRINGS

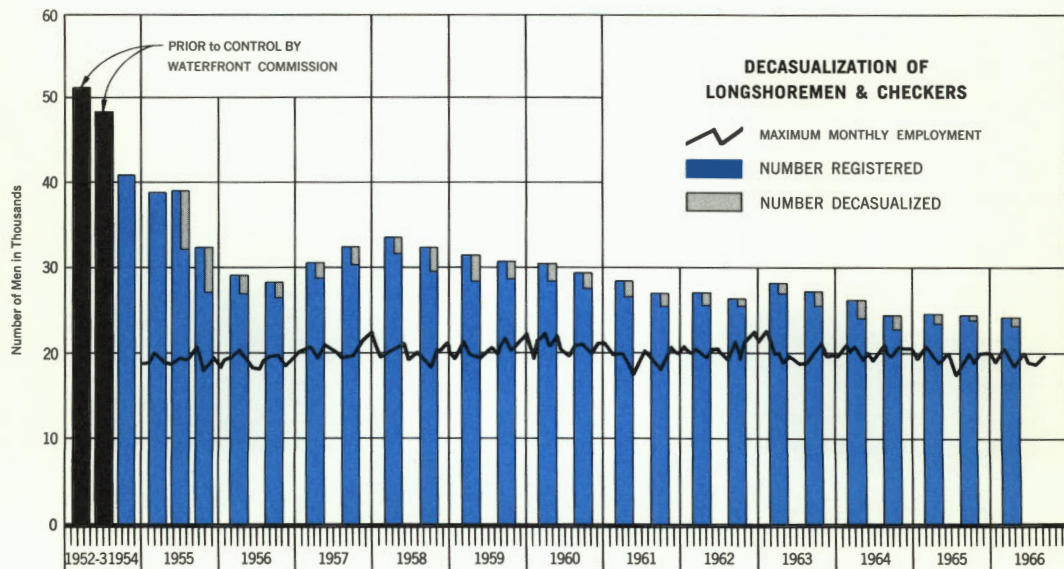
(For year ended June 30, 1966)

Piers and Areas	Hirings 1965-1966	Hirings 1964-1965	% Change	% Share of Port Employment 1965- 1964-1965	1966
Piers 64-99 North River Irvington-Yonkers	417,497	399,379	+04.54	09.0	08.8
Piers 53-62 North River	351,255	409,675	-14.26	09.2	07.4
Piers 18-52 North River	262,250	286,986	-08.62	06.5	05.5
Piers 1-17 North River	220,741	208,095	+06.08	04.7	04.6
Piers 4-68 East River					
TOTAL—MANHATTAN	1,251,743	1,304,135	-04.02	29.4	26.3
Long Island City	32,783	91,433	-64.14	02.1	00.7
Greenpoint and Williamsburg					
Brooklyn Port Authority Piers	656,531	528,675	+24.18	11.9	13.8
Atlantic and Erie Basins	632,691	594,984	+06.34	13.4	13.3
Breakwater and Gowanus					
Bush Docks—Army Base	457,151	444,171	+02.92	10.0	09.6
21st Street, Green Docks and 39th Street	557,174	451,866	+23.31	10.1	11.7
TOTAL—BROOKLYN	2,336,330	2,111,129	+10.67	47.5	49.1
Staten Island	99,763	95,475	+04.49	02.1	02.1
TOTAL—STATEN ISLAND	99,763	95,475	+04.49	02.1	02.1
Port Newark and Elizabeth Port Authority, Perth Amboy and Carteret	580,388	486,476	+19.30	11.0	12.2
Jersey City and Bayonne	169,330	146,256	+15.78	03.3	03.6
Hoboken, Weehawken and Edgewater	319,739	296,193	+07.95	06.7	06.7
TOTAL—NEW JERSEY	1,069,457	928,925	+15.13	21.0	22.5
TOTAL—PORT OF NEW YORK	4,757,293	4,439,664	+07.15	100.00	100.00

DECASUALIZATION OF LONGSHOREMEN AND CHECKERS

		Number Decasualized	Remaining Registrations
1st decasualization	June 3, 1955	7,141	31,574*
2nd decasualization	October 28, 1955	5,118	27,284*
3rd decasualization	April 20, 1956	2,731	26,486*
4th decasualization	October 19, 1956	1,554	26,746*
5th decasualization	May 3, 1957	1,694	28,928*
6th decasualization	October 21, 1957	1,775	31,056*
7th decasualization	May 21, 1958	1,898	31,946*
8th decasualization	October 22, 1958	2,510	30,364
9th decasualization	May 14, 1959	2,753	28,886
10th decasualization	October 29, 1959	1,667	28,928
11th decasualization	May 11, 1960	1,807	28,355
12th decasualization	October 27, 1960	1,577	27,535
13th decasualization	May 11, 1961	1,859	26,920
14th decasualization	October 26, 1961	1,536	25,754
15th decasualization	May 10, 1962	1,498	25,758
16th decasualization	October 25, 1962	1,012	25,843
17th decasualization	May 10, 1963	1,182	27,218
18th decasualization	October 22, 1963	1,523	25,997
19th decasualization	April 10, 1964	2,096	24,172
20th decasualization	October 15, 1964	1,715	23,084
21st decasualization	April 16, 1965	934	23,796
22nd decasualization	October 7, 1965	581	23,920
23rd decasualization	March 31, 1966	1,070	23,332

* These figures do not include craftsmen who were not required to be registered until May 27, 1957



REGISTRATIONS AND LICENSES IN EFFECT DURING FISCAL YEARS

	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966
Longshoremen	35,117	31,639	27,050	27,537 ^(a)	27,948	24,967	24,182	22,661	22,079	22,691	20,408	19,792	19,110
Checkers				4,062	4,381	4,173	4,268	4,140	4,095	4,503	4,197	4,511	4,397
Hiring Agents	612	592	597	618	645	630	622	589	607	609	578	565	606
Pier Super-Intendents	355	365	379	380	407	408	411	392	403	438	418	417	414
Pier Guards	2,796	3,009	3,010	2,319	2,414	2,218	2,021 ^(b)	2,047	1,961	1,756	1,652	1,801	1,551
Stevedores	54	'52	48	45	46	45	39	36	33	29	29	28	49
TOTALS	38,934	35,657	31,084	34,961	35,841	32,441	31,543	29,865	29,178	30,026	27,282	27,114	26,127

(a) Craftsmen required to register as longshoremen and checkers registered separately under Waterfront Commission regulations effective May 27, 1957.
(b) Supervisory personnel required to be licensed under Waterfront Commission regulations effective January 1, 1960.

APPLICATIONS RECEIVED AND PROCESSED DURING FISCAL YEARS

	1954*	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966
Longshoremen	36,272	5,196	3,681	7,296 ^(a)	5,940	3,491	3,983	2,926	2,142	3,189	1,640	1,566	1,283
Checkers				4,077 ^(a)	618	320	398	265	134	613	171	453	286
Pier Guards ^b	2,890	458	265	2,893	573	350	2,415	335	168	321	199	418	2,081
Pier Superintendents	457	88	87	69	81	59	88	73	84	176	41	37	47
Hiring Agents	787	147	103	129	102	77	127	107	119	103	66	51	127
Stevedore Companies ^(c)	77	7	54	4	45	4	45	0	36	1	29	0	53
TOTALS	40,483	5,896	4,190	14,468	7,359	4,301	7,056	3,706	2,683	4,403	2,146	2,525	3,877

* Initial year of Commission operations.

(a) Craftsmen required to register as longshoremen and checkers registered separately under Waterfront Commission Regulations effective May 27, 1957.
(b) Pier Guards are required to renew licenses every third year.
(c) Stevedores are required to renew licenses every second year.

COMPARISON OF EARNINGS OF LONGSHOREMEN AND CHECKERS

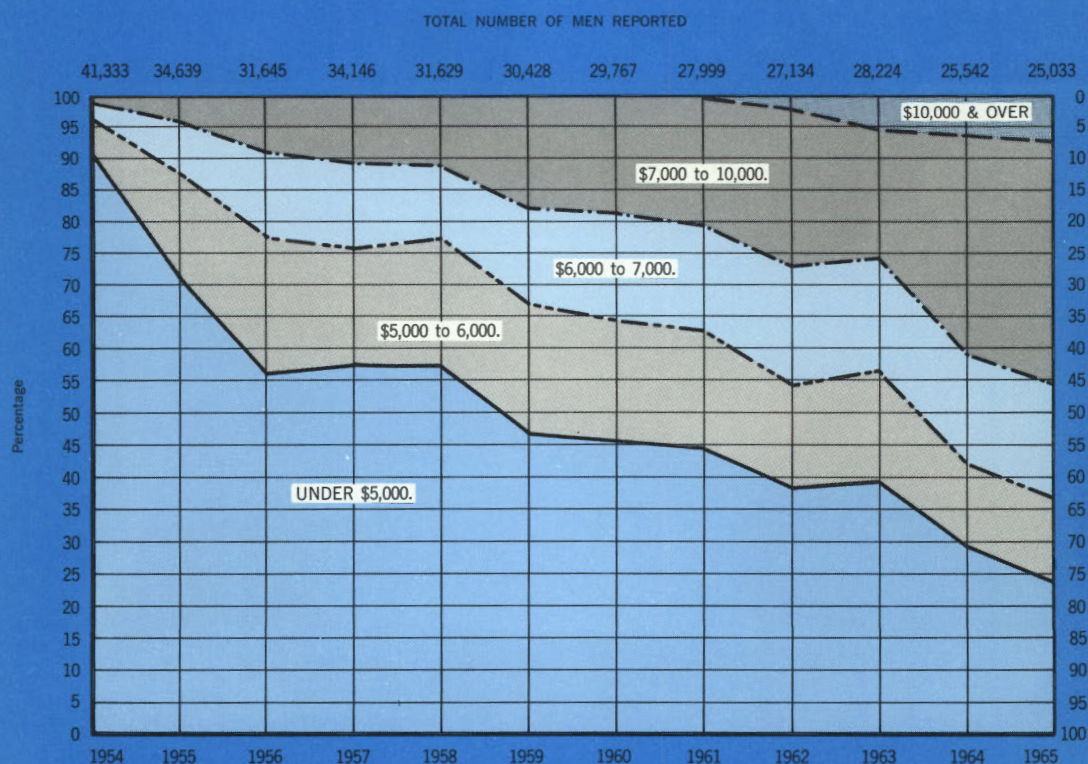
	1954	1963	1964	1965
\$7,000 and over	406	7,380	10,660	11,460
\$6,000 to \$7,000	802	5,193	4,303	4,326
\$5,000 to \$6,000	2,589	4,564	3,067	3,035
\$4,000 to \$5,000	6,330	2,807	2,101	1,807
\$3,000 to \$4,000	7,013	1,789	1,498	1,131
Under \$3,000	24,193	6,491	3,913	3,274
Total Reported	41,333	28,224	25,542	25,033
Total Earnings	\$102,061,108	\$147,887,899	\$157,455,521	\$160,629,874
Total Hours Worked	37,813,991	40,201,000	42,148,092	40,757,634
% Hours Overtime	24.3	25.6	22.7	27.8
Average Annual Wages*	\$2,469	\$5,236	\$6,165	\$6,417

*Does not include fringe benefits.

NOTE: This table includes craftsmen such as carpenters, coopers, maintenance men and miscellaneous personnel required to be registered as longshoremen effective May 27, 1957. Similar tables in Annual Reports prior to that of 1957-58 included earnings of longshoremen and checkers only, as reported by the New York Shipping Association whose fiscal year ends September 30.

SOURCE: New York Shipping Association for fiscal year ending September 30, 1965

COMPARISON OF AVERAGE EARNINGS OF LONGSHOREMEN AND CHECKERS



COMPARISON OF EARNINGS OF PIER GUARDS

	1954	1963a	1964a	1965a
\$7,000 and over	5	214	917	726
\$6,000 to \$7,000	21	354	—	24
\$5,000 to \$6,000	137	277	49	36
\$4,000 to \$5,000	735	151	82	36
\$3,000 to \$4,000	546	127	55	24
Under \$3,000.	1,977	577	505	363
Total Reported	3,421	1,700	1,608	1,209
Total Earnings	\$7,707,271	\$7,300,705	\$7,440,943	\$7,689,548
Total Hours Worked	4,400,903	2,919,134	2,911,058	2,884,368
% Hours Overtime	29.14	31.3	32.9	32.1
Average Annual Wages*	\$2,252	\$4,295	\$4,627	\$6,360

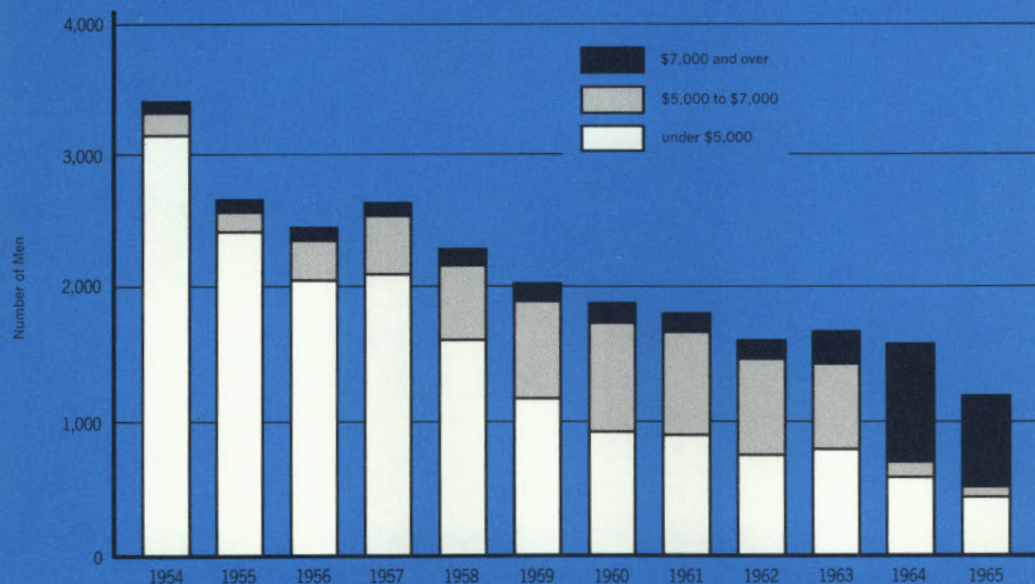
*Does not include fringe benefits.

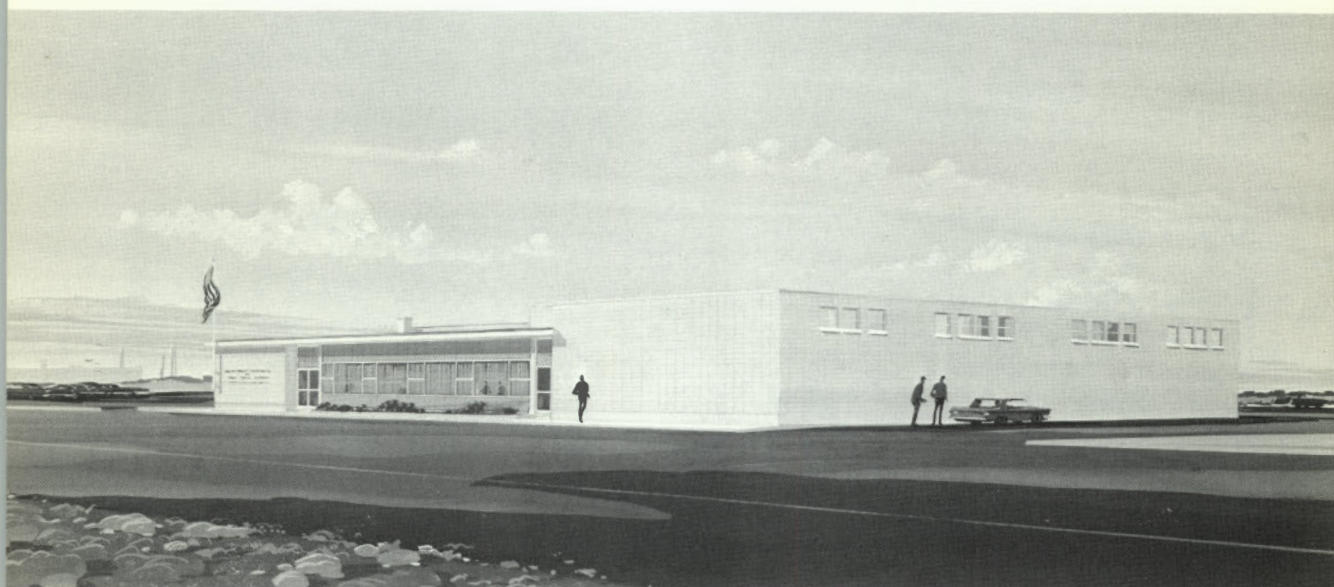
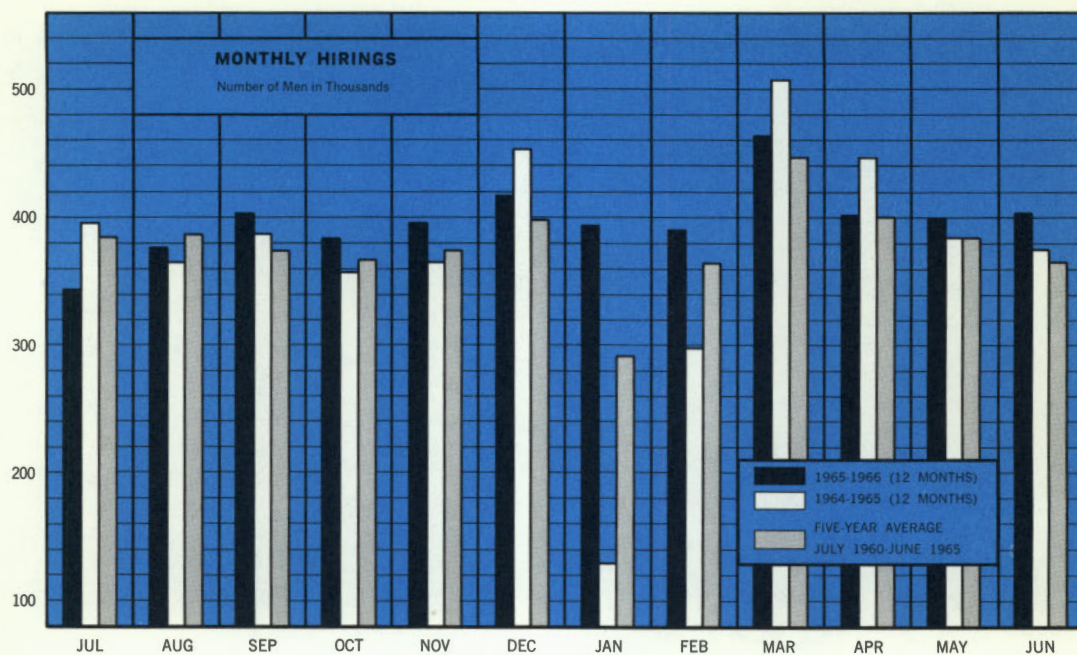
a) Figures include supervisory security personnel required to be licensed under Waterfront Commission regulation effective January 1, 1960.

Wages increased from \$11.18 per day in 1954 to \$17.08 per day in 1963, \$17.56 per day in 1964 and to \$18.12 per day in 1965. This is an overall increase of 62%. The average annual wage for pier guards as indicated above shows an increase of 182%.

Source: New York Shipping Association for fiscal year ending September 30, 1965.

COMPARISON OF EARNINGS OF PIER GUARDS





Artist's sketch, Expanded Information Center No. 11, Port Newark

Photo Acknowledgments: *The Waterfront Commission of New York Harbor expresses its appreciation for use in this Report of photographs from International Business Machines Corporation, The Port of New York Authority, The New York Times, New York Daily News, The Record and Bayonne Times.*



THE WATERFRONT COMMISSION OF NEW YORK HARBOR 1965-1966

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Commissioner for New York

STEVEN J. BERCIK

Commissioner for New Jersey

WILLIAM P. SIRIGNANO

Executive Director and General Counsel

CHARLES E. MCGEE

Secretary to the Commission

THOMAS F. JONES

Chief Investigator

HAROLD X. MCGOWAN

Director, Division of Law

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Modern ocean greyhounds, Hudson River piers

