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WATERFRONT
COMMISSION of
NEW YORK
HARBOR

1967-1968

ANNUAL
REPORT

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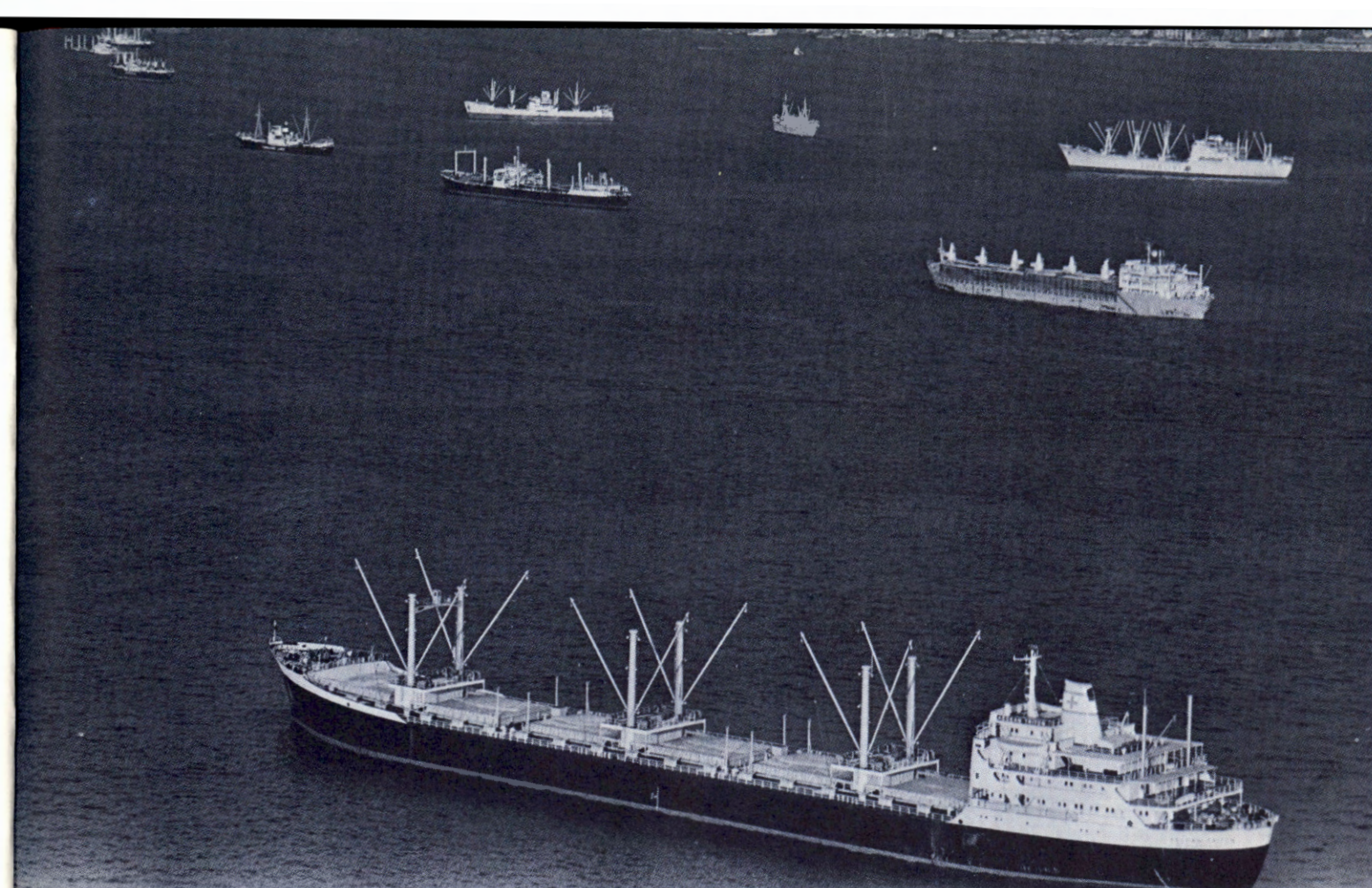
ANNUAL REPORT 1967-1968



THE WATERFRONT COMMISSION OF NEW YORK HARBOR

*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*



The Port of New York, the major seaport of the United States and terminal for world-wide shipping, has emerged under the reform measures administered by the Waterfront Commission of New York Harbor over the past fifteen years as one of the most progressive and respected seaports in the world.

Since news of crime, particularly from the waterfront, oftentimes borders on the sensational, the port has sometimes been represented unfavorably, and perhaps unfairly. Recent surveys of cargo security in other ports throughout the world have disclosed that the problems of cargo protection in our port are not unique and that, indeed, at present there is less incidence of theft per ton of cargo moving through the Port of New York than in most other ports.

However, the Commission is of the opinion that much more must be done to improve cargo protection in the port, as will be discussed in detail later.

The vast funds recently allocated to expand and rehabilitate the port's cargo movement facilities, are the most conspicuous demonstrations of renewed confidence in the port. Thus, the City of

New York, in cooperation with the Port of New York Authority, has embarked on the construction of a huge consolidated passenger terminal on the west side of Manhattan at a cost of over \$60-million, which will be used by all passenger liners serving the port. This modern, air-conditioned facility will replace three out-moded piers and will feature a six-berth terminal capable of accommodating conventional ocean-liners and super-liners, direct vehicular access for the discharge or boarding of passengers at ship-side, attractive passenger lounges, restaurants and specialty shops, and a parking area for one thousand cars.

To provide for the expected enormous growth of containerized general cargo to be shipped through the New York-New Jersey port, millions of dollars are currently being invested in container piers. In the Port Elizabeth area, the Port Authority is presently constructing nine container berths to supplement the eleven already completed there. In addition, five more container berths are planned for the area, for a total of twenty-five. The Port Authority is also adding six new container berths to the Port Newark area of the port.

Another large container cargo facility is being constructed by private investors in the northwest corner of Staten Island, long a deserted area. The first phase of the development will include the erection of three container berths, six warehouses, gantry cranes and marshalling yards for containers and trucks. This facility is designed to operate on an "open availability" basis, which will grant any ship its use upon payment of a terminal charge, without the responsibility of a long-term lease or other financial commitments. Another container ship terminal on Staten Island is being planned by the New York City Department of Ports and Terminals in the Stapleton section. Nine container ship berths, warehouses and a truck marshalling yard are proposed for this development.

Both Staten Island container terminals will be utilized by a company establishing similar container facilities in Long Beach, California. It is explained that the continental United States will be used as a "land-bridge" for the operation of container trains between the East and West coast terminals, eliminating need for container ships in service between Europe and the Far East to sail through the Panama Canal.

During the past year, the Port of New York continued to maintain its international pre-eminence as a general cargo port. Over 15 million tons of general cargo, having a value of \$13-billion, were moved through the port, both by conventional and container ships.*

In the past fifteen years, the port has seen the volume of all oceanborne cargo in foreign trade increase from approximately 32 million long tons to more than 53 million, with dollar value expanded from \$7-billion to almost \$13-billion.

The New York Region of United States Customs reported collections in the port this past year of over \$880-million, an increase of \$31-million over the previous year.

The movement of this general cargo and the high volume of bulk cargo passing through the port, resulted in a payroll for longshoremen and port watchmen of approximately \$183-million. The average annual earnings of the 21,000 longshoremen and checkers registered to work in the port was over \$8,200, which is an increase of almost sixty percent above the average earnings of longshoremen and checkers only seven years ago.

AVERAGE ANNUAL EARNINGS OF LONGSHOREMEN AND CHECKERS

For Fiscal*	Total Payroll	Average Number of Registrants	Average Earnings**
1960/1961	\$144,868,164	27,998	\$5,174
1961/1962	151,425,536	26,515	5,711
1962/1963	155,134,148	27,034	5,738
1963/1964	166,007,689	26,106	6,359
1964/1965	167,375,968	24,281	6,893
1965/1966	186,554,856	23,848	7,823
1966/1967	183,513,600	22,927	8,004
1967/1968	173,836,302	21,141	8,223

SOURCE: Waterfront Commission of New York Harbor.

* Fiscal year begins on July 1st.

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

*In addition to the above amounts, consisting only of foreign trade, it is estimated that in 1967 the Port of New York handled an additional 56 million tons of oceanborne coastal and intercoastal trade, including trade with Hawaii and Puerto Rico. Therefore, total oceanborne trade—foreign and domestic—through the Port of New York was approximately 109 million tons in 1967.

While the economy of the port continues to present a highly favorable picture, the Commission is concerned with a problem which, while not unique to the Port of New York, needs correction if our port is to continue to thrive and progress—the lack of adequate cargo protection.

INADEQUACY OF THE PRESENT CARGO PROTECTION SYSTEM

In recent testimony at a hearing before the United States Senate Select Committee on Small Business, which was concerned with cargo thefts in ports throughout United States ports, the Waterfront Commission was commended for its leading role in the great reduction of cargo thefts and pilferage in the Port of New York. The Assistant Commissioner of the Bureau of Customs testified that since the Commission's creation loss conditions in this port had considerably improved, and a vice president of a nation-wide importers association testified that other United States ports have not been nearly as effective in controlling pilferage as has the Port of New York.

While the Commission is, of course, gratified with this recognition that cargo protection has vastly improved in the Port of New York, it is not satisfied that more should not be done towards reaching the ideal of a pilferage-proof port.

In 1953, prior to the establishment of the Waterfront Commission, the New York State Crime Commission reported that cargo protection in the port was ineffectual and that the port watchmen (the private guards employed to protect cargo) described by the Crime Commission as tragic figures, were unable to satisfactorily protect cargo since they received no support from their employers, were assaulted for reporting thefts and often threatened by union officials for performing their jobs.

In enacting the Waterfront Commission Act, the States of New York and New Jersey sought to improve cargo security in the port by requiring the licensing of port watchmen. It quickly became apparent that licensing, in and of itself, was not the answer to cargo protection. Thus, as early as June, 1955, the Commission recommended to the waterfront industry that it consider the advisability of having a single watchman force for the entire port.

After only two years of licensing port watchmen, the Commission conducted a survey in 1955 and 1956 which demonstrated that many of the licensed port watchmen were elderly and many had physical limitations which prevented the adequate performance of their duties as protectors of property. As a result of this study, in late 1956 the Commission promulgated regulations specifically intended to upgrade the watchman force by requiring new applicants to be between the ages of 21 and 55 years and by establishing specific physical and mental standards for new and renewal applicants. Courses of training in the protection of cargo were established and required of all port watchmen.

In its report for the year ending June 30, 1957, the Commission stated that these regulations were not the final answers to the problem of port security; that, while almost forty-five percent of the applicants had failed to meet the standards established, the elimination of physical and mentally unfit port watchmen would not alone solve the problems of cargo losses. Still seriously disturbed by large thefts and pilferage, the Commission a year later declared in its Annual Report that if improvement in port security would not come from within the industry itself, the Commission might be obliged to recommend measures providing for a more effective system of protection.

The following year, in 1959, public hearings were conducted by the Commission to evaluate the existing cargo security conditions in the port to determine what additional corrective measures could be adopted. As in the past, the Commission found a lack of specific information kept by the industry, including terminal operators and steamship companies, and their insurers as to losses and thefts of cargo. The Commission thereupon adopted additional regulations, including the requirement that pier and security supervisors report

thefts of cargo immediately to the Commission and that port watchmen keep accurate records of their tours of duty, including thefts and unusual occurrences taking place on the piers.

In 1963 the Commission established a requirement that a log book be kept at every pier to record the number and identity of every port watchman on duty so as to pinpoint responsibility for cargo losses occurring during particular tours of duty. In addition, records were required to be kept of all vehicles entering and leaving the piers, since large-scale thefts were invariably accomplished by means of trucks and other vehicles removing cargo from the piers.

In its Annual Report for the year ending June 30, 1963, after reviewing the measures it took to upgrade the private guard system of protecting pier cargo, the Commission stated that:

"It is regrettable that such elementary security standards must be established by governmental action of the Commission rather than industry initiative. The public, however, which

ultimately pays the costs of such pier thefts is entitled to this protection. In the absence of a regeneration of respect for law and property and the assumption of proper responsibilities, the Commission is obligated to exercise its present powers to the fullest and to recommend to the legislatures such additional powers as may be necessary to protect the public interest. Obviously, one possible approach to be considered is the use of a governmental port-wide security force such as is utilized in some foreign ports.

"The Commission is continuing its study of this problem which has such serious consequences on the future well-being of the Port of New York. In the meantime, it is considering such additional steps as more intensive training of pier guards, a further reduction in the maximum age of pier guards, more detailed reporting and record keeping and closer supervision of licensees of the Commission, particu-

larly those in overall control of a pier or terminal. Whether such regulatory steps can effectively substitute for competent enforcement through a governmental, uniformed and disciplined security force while questionable as shown by the past record, can only be determined by experience."

Despite these repeated admonitions to the industry, it is the Commission's considered judgment that little has been done by the industry to provide adequate private protection of cargo entrusted to it.

Frequent and serious complaints of thefts are still received from cargo importers and exporters. Under the present system, oftentimes recovery by Waterfront Commission investigators or other governmental agencies of cargo stolen from the piers is the first acknowledgment from the industry that the cargo has even been missing. This was revealed in an undercover operation conducted by Commission investigators, who posed as fences. The Commission recovered approximately \$250,000 worth of cargo stolen from the piers in a short period. Only one bale of woolen goods, valued at about \$2,000, had previously been reported as stolen. The rest of the stolen cargo was reported on pier records as "not landed," a term frequently used for the explanation of unaccounted cargo.

In view of the above history, the only answer to the problem of cargo protection seems to be a government-operated and disciplined port police force. A survey by the Commission of other international ports has revealed that better results in curtailing pilferage are obtained in ports where government police protect the cargo. While specific statistics are not available, since the world's shipping industry does not maintain adequate records to show the amount of cargo losses attributed to thefts in any port, importers and exporters using the ports of London and Toronto, where pier police forces have been established, have expressed the opinion that the cargo protection in these ports has considerably improved.

Further, a new consideration has been added to the problem of cargo security in the port. As the Commission said in its last annual report:

"The impressive growth in ocean-borne container traffic has created new problems in cargo security. While the use of containers may deter petty thefts or pilferage, it is to be noted that waterfront hijackings of loaded containers have run into losses exceeding \$200,000 an incident. The prevention of large-scale larcenies such as

this require utilization of modern devices for the identification of vehicles and location in the huge marshalling areas, along with fact and effective protective measures for the identification of cargo, driver and owner of the vehicles.

"Without forward-looking cargo security programs which keep pace with the expanding ocean-borne container industry, it might happen that the Port of New York could lose its prestigious position among the world's seaports."

Large-scale larcenies of container loads are obviously not the result of impulse or are not so-called "crimes of opportunity." Such crime requires organization and collusion on the piers among persons who know the arrivals, the whereabouts and the contents of a container and the operations of the pier, and who have the associates and resources to distribute or sell such large volume once it is stolen.

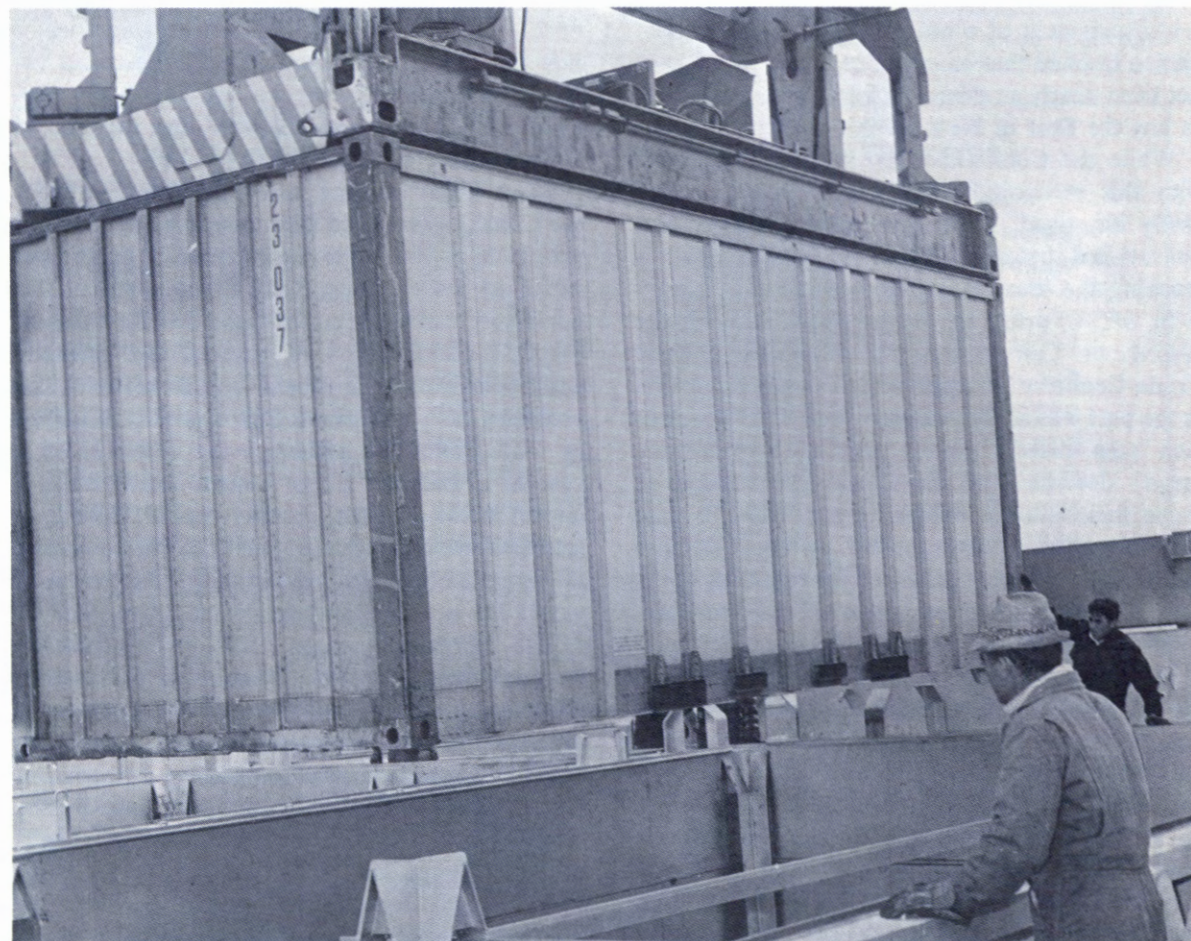
This is a most compelling reason why the present cargo security system on the piers must be vastly improved. Organized thieves cannot be fought with an antiquated and outmoded security program. Currently the waterfront industry expends upwards of thirteen million dollars annually for cargo protection. This vast outlay should be efficiently utilized to provide the most modern law enforcement techniques and equipment available to cope with large-scale and sophisticated cargo larcenies at piers and while freight is in transit to and from the piers.

The great Port of New York, which handles each year approximately fifteen million tons of general cargo with a total value of about thirteen billion dollars, provides economic support, directly or indirectly, to one of every four residents of the region. Thus, the general prosperity of the States of New York and New Jersey depends substantially on the well-being of the port.

In view of this, the Commission proposes a comprehensive study of the present security practices on the piers and to make recommendations for improved and more effective cargo protection measures.

The Commission will seek the advice of independent specialists in the field of the protection of freight through study of such areas as documentation of cargo, receiving and delivering procedures, inventory controls through electronic data processing, the development and utilization of modern security equipment and the necessary legislation for better cargo protection.

The Commission has already initiated discussions with governmental representatives concerning the availability of funds to meet the costs for such a study.



New modes of shipping present new security challenges

LAW ENFORCEMENT

The Commission's continuing drive against both organized crime and petty pilferage in the Port of New York has resulted in a number of significant cases.

The Export of Stolen Cars

A five-month investigation by the Commission, in which it received assistance from the Office of the District Attorney of Kings County, the Federal Bureau of Investigation and the National Car Theft Bureau, recently led to the exposé of a \$10-million theft ring exporting stolen cars through the port for sale in Santo Domingo and other parts of Central America and the arrest of one of its key operators.

Late model cars were stolen by the ring and arrangements for outbound shipment aboard vessels were made through unwary freight forwarders. Obtaining the required shipping documents was apparently simple, since there is at present no requirement that proof of ownership of a motor vehicle being shipped outside the country be established. After receiving the necessary documents, a member of the ring would drive a stolen vehicle to the pier where it would be loaded aboard the ship, frequently just prior to the vessel's departure. Oftentimes a stolen vehicle was at sea before the owner realized it was missing.

On arrival in the foreign port, the shipping papers were presented to the authorities and, upon payment of the customs duty, the car was driven from the port by another member of the ring. Some of these vehicles were sold overseas for amounts ranging between \$8,000 and \$15,000. One hundred and twenty-five cars shipped to foreign ports have been identified as stolen. Thirteen vehicles were intercepted before shipment and recovered.

This investigation is continuing and the Commission is studying means to require that the identity of cars delivered to the piers, except those shipped by new car dealers or manufacturers, be reported to the Commission for the purpose of determining whether or not they had been stolen.

The Commission is aware that, having been uncovered in our port, this modus operandi may be moved to other east coast ports. It therefore believes that federal legislation would be helpful in effectively curbing this traffic in stolen automobiles.



Illegal Traffic in Stolen Firearms

Since its inception, the Commission has been concerned about the illicit traffic in guns in the metropolitan area since most of the firearms shipped between the United States and other nations move across the docks of this port.

This year, as the result of an investigation by the Waterfront Commission, four persons involved in illicit trafficking in stolen firearms through the Port of New York area were arrested and 25 weapons recovered. Many of these guns were taken from cargo shipments and had been sold through a Brooklyn pharmacy located close to the docks. The defendants are being prosecuted by the District Attorney of Kings County, New York.

Pier Phantoms

Throughout the years, the Commission has uncovered numerous instances of men being paid for longshore work on the piers when they were actually working elsewhere.

In order to obtain necessary evidence against a registered longshoreman who was receiving wages for work at a North River pier while he was actually a bartender in a tavern across the street from the pier, two Commission investigators posed as customers in the bar and observed the longshoreman serving drinks for several days. The pier records showed that the longshore "phantom" was credited with longshore wages for these days and had never received permission from his employer, a steamship line, to absent himself from the pier.

Loan Sharking

The apprehension of one of the largest loan shark operators ever uncovered on the waterfront

was accomplished this year by the Commission staff with the cooperation of the Kings County District Attorney's office.

A longshoreman, suspected of being a loan shark on the Brooklyn docks, was seized with loan shark records on his person. Armed with warrants, Commission investigators and Kings County District Attorney detectives, searched the longshoreman's home and found behind a secret panel in the longshoreman's bedroom a canvas bag containing extensive loan shark records indicating a multi-million dollar operation. Also found in the suspect's home at the time of the raid was an unlicensed pistol and stolen automobile tires.

The longshoreman has been indicted by a Kings County grand jury and has been suspended from the Longshoremen's Register.

Payments of Improper "Commissions"

The New York State Penal Law prohibits the payment of so-called "commissions" to agents without the knowledge and consent of the agent's principal where the payments are made to influence the agent's actions in relation to his principal's business.

In a proceeding held by the Commission to determine whether the license of a stevedore company should be renewed, it was established that the stevedore and its controlling stockholder had made such illegal payments to a steamship agent to obtain stevedoring work. While the work was performed in another port, the payments were completed in New York City and the Commission ruled that such conduct reflected adversely on the stevedore's "good character and integrity." The stevedore, rather than face a six-month loss of its license, paid the alternate punishment of a \$66,000 fine.

Over-billing by a Licensed Stevedore

An investigation of a stevedore corporation engaged primarily in lashing cargo and maintenance work on the waterfront revealed that the company had charged two of its steamship company customers for labor it had not supplied in an amount of approximately \$50,000. After a Commission hearing on the application of the stevedore to have its two-year license renewed, during which the company's principal stockholder admitted the charges, and agreed to make restitution, the Commission suspended the stevedore's license for a period of 45 days.

Pier Thefts

Imported optical and electronic goods valued at \$37,000 were recovered by Commission investigators from two men they observed leaving a Brooklyn pier which was then closed for a holiday weekend. One of the men, a longshoreman registered with the Commission, has been barred from any longshore work pending an administrative hearing to determine whether his registration should be permanently revoked.

Three longshoremen have been suspended from working on the waterfront pending a hearing on charges of misappropriation of 26 cases of imported whiskey from a North River pier. The cargo, valued at over \$3,000 was taken from a consignment at the dock, lowered from the pier to a ship's "bumper" floating in the river and then floated to an unused section of the pier where the automobile of one of the longshoremen was parked.

Investigators of the Commission, together with special agents of the Federal Bureau of Investigation, recovered a large quantity of electric shavers misappropriated from a Brooklyn waterfront terminal by the arrest of a longshoreman. The investigators observed the longshoreman with a number of cartons of these shavers in a panel truck parked in the courtyard of his home. He has been suspended from employment on the waterfront pending the disposition of charges to permanently remove his registration.



The Denial of Registrations and Licenses

Major among the reasons for the reduction of pilferage and other crime in the port is the background investigation of applicants seeking registration or licenses to work on the waterfront. All prospective registrants and licensees are required to complete a detailed written application and are fingerprinted and photographed. Court records with respect to arrests and convictions are obtained and, in many cases, the applicant's past employers are contacted by Commission investigators. Each application is reviewed by a Commission staff attorney who will question the applicant under oath if any reason is disclosed which might disqualify an applicant. The importance of this procedure can readily be seen, particularly when the size of the Longshoremen's Register is carefully determined by the Commission and new men admitted only in case of actual need for their services. Among the statutory grounds for denying

registrations and licenses are specified or numerous criminal convictions, a finding that a man would be a danger on the piers, a previous violation of the Waterfront Commission Act, and fraud in connection with the application. This past year over 100 men were denied registrations or licenses.

The significance of the Commission's screening process can be illustrated by the case of a recent applicant for a license as a hiring agent. A hiring agent is a person designated by a waterfront employer to select longshoremen and checkers for employment and is required to possess "good character and integrity." This applicant sponsored for such a license by a major shipping company was found to have committed a whiskey theft on his employer's pier. After the employer was so advised, the application was withdrawn. In addition, since the applicant already held registration as a longshoreman, an administrative hearing has been instituted to determine whether such registration should be revoked.

THE CONTEST TO CONTROL THE LONGSHORE WORK FORCE

The continuing struggle by the International Longshoremen's Association to control the size of the longshore labor supply in the Port of New York reached new proportions this year and resulted in an eleven-day work stoppage in the entire port.

Under legislation enacted by the States of New York and New Jersey, the Longshoremen's Register had been closed to the admission of any new men since April, 1966, except for the admission of some 1,500 workers in August, 1966, to alleviate a labor shortage then existing throughout the port.

In late 1967 and early 1968, serious shortages of longshore and checker labor started developing in Port Newark and Port Elizabeth, an area of the port which has seen vast growth in container operations in the past few years. Complaints were received by the Commission from shippers, importers, exporters and truckmen that waterborne cargo was being delayed in this area and even diverted to other ports because of the labor shortage. Particularly concerned were the stevedores operating in this section and the Port of New York Authority, which had large capital investments in the area's waterfront terminals.

In February, 1968, the Commission, in accordance with the provisions of the "Closed Longshoremen's Register" law, held public hearings to gather statistics and factual information on these

alleged shortages and to determine whether or not to register new waterfront workers. Representatives of the major shipping companies and stevedores doing business in the area and the Port Authority strongly urged the Commission to open the Register for additional men in Port Newark and Port Elizabeth.

The ILA, on the other hand, while not denying the existence of the labor shortage, was insistent that the Register remain closed, arguing that there were pockets of low employment in other areas of the port and that the longshoremen in those areas could be used to alleviate the shortages in New Jersey. The leadership of the New York Shipping Association, apparently concerned that its obligations would increase in the collective bargaining agreement, joined with the ILA in opposing the addition of new men, although, as stated, individual employer members of the NYSA operating in Port Newark and Port Elizabeth were advocating the opening of the Register.

In early March, 1968 the Commission determined that additional men were needed in Port Newark and Port Elizabeth and ordered the Register opened for new longshoremen and checkers to work in those areas. The Commission found that while the collective bargaining contract provided for the movement of longshoremen from one area of the port to another, little had been done in that direction by the ILA or the NYSA,

either by enforcing the contract provisions to accomplish such mobility or by changing the contract to facilitate the utilization of men not employed in other areas. The Commission further found that, under the collective bargaining agreement, new men would not be entitled to any guaranteed annual income. To protect the men already in the industry, the Commission order provided that the new men could not be employed until all persons previously on the Register who made themselves available for employment in that area had been offered the work.

The ILA and the NYSA then brought a court action to review the Commission's determination to open the Register. However, in an open and obvious attempt to apply pressure upon the Commission to reverse its determination, the ILA, only three days after filing its court papers, staged an eleven-day work stoppage without waiting for the results of the court proceeding, thus bringing the port to a standstill. The ILA leaders publicly declared that the union would not return to work until the Commission rescinded its determination.

The union finally ended the work stoppage

when the NYSA agreed that even if the men were added to the Register they would not be hired unless granted seniority status in the industry by the NYSA-ILA Seniority Board, a board controlled by and under the direction of the ILA and NYSA. In furtherance of this tactic to prevent the employment of these new men, the Seniority Board refused to take any steps to grant them seniority status. This strategem was attempted by the ILA and part of the waterfront industry despite the fact that the government agency charged under law with the responsibility of determining the size of the port's labor supply had acted, and despite a pending court proceeding brought by them to review the correctness and legality of the Commission's ruling. The Commission then secured an injunction in the New York Supreme Court prohibiting the ILA and NYSA from attempting to prevent the employment of the new registrants. In addition, the New York Supreme Court upheld the Commission's determination to add the new men to the Register, which decision was unanimously affirmed by the five-judge Appellate Division of the Supreme Court. (See Litigation, page 12).

Burgomeister W. Thomassen of Rotterdam discusses Holland's great seaport with Commissioner Joseph Kaitz of New York and Commissioner Steven J. Bercik of New Jersey.



INTERNAL MANAGEMENT

The Commission's program to administer and enforce the provisions of the Waterfront Commission Act at the least possible cost to the waterfront industry was achieved this year with a budget approved by the States of New York and New Jersey of \$2,984,824. This amount represented an increase of \$166,974 over its last budget of \$2,817,850, or only a rise of a little more than five percent, despite increased costs in such fixed charges as social security taxes, insurance and pension contributions. Economies in its operation enabled the Commission to actually reduce its assessment rate on waterfront payrolls from 1.38 percent in fiscal year 1966-1967 to 1.35 percent in 1967-1968, despite an allocation of \$159,000 for the construction of a proposed new employment center in Bayonne, New Jersey to accommodate a shift in the cargo operation of the Army Base from Brooklyn to Bayonne.

COMMISSION LITIGATION

As was reported in the Commission's 1964-1965 Annual Report, Governor Rockefeller in 1965 vetoed legislation which, among other things, provided for a closed Longshoremen's Register that would remain closed until the International Longshoremen's Association, the union representing longshoremen and other waterfront workers in the Port of New York, and the New York Shipping Association, the employers' collective bargaining representative, agreed that additional workers were needed, and, in the absence of such an agreement, an arbitrator selected by both of these parties would make a decision.

Thereafter, in 1966, Section 5-p of the Waterfront Commission Act was enacted by the States of New York and New Jersey. Section 5-p vested control over the opening and closing of the Longshoremen's Register in the Commission rather than in the ILA and the NYSA. Section 5-p indicates that the Commission's determination as to the opening and closing of the Register is to be controlling in the absence of patent error by providing that the Commission's determination shall be subject to judiciary review only "for being arbitrary, capricious and an abuse of discretion." Under Section 5-p, the interest of all persons doing business in the Port of New York are to be considered, and not merely the private interests of any

A proposal to enlarge the current employment center in the Port Newark-Port Elizabeth area is under study with the Port of New York Authority.

Governor Nelson A. Rockefeller reappointed Joseph Kaitz of Cedarhurst, New York, as Waterfront Commissioner from the State of New York, and Governor Richard J. Hughes reappointed Steven J. Bercik of Elizabeth, New Jersey, as Waterfront Commissioner from the State of New Jersey. Both appointments are for three-year terms, to June 30, 1971.

Mr. Harold X. McGowan, director of the Division of Law, resigned to enter the private practice of law.

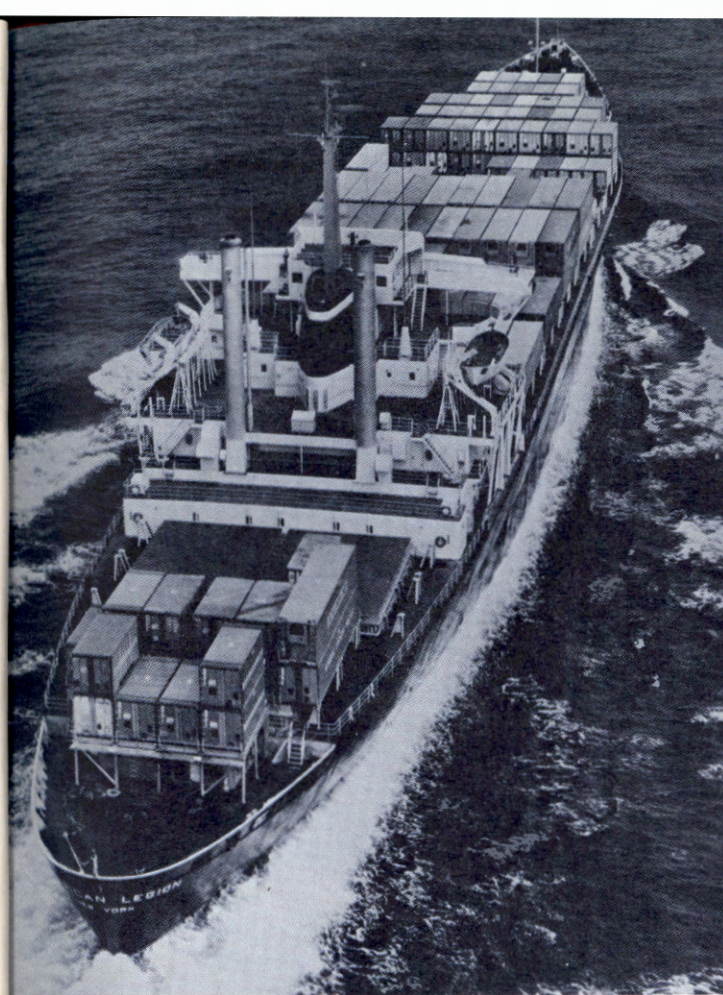
As in years past, the Commission expresses its sincere gratitude for the cooperation it has received from various local, state and federal law enforcement agencies and community and civic organizations operating in the area of the Port of New York District.

one person or group, and further the overriding public interest in the port is protected by vesting the control over the size of the Longshoremen's Register in the Commission.

In February, 1968, the Commission held public hearings on the record to determine whether the Commission, pursuant to Section 5-p, should open the Longshoremen's Register in order to alleviate shortages of labor in the area of the port commonly known as Port Newark-Port Elizabeth, New Jersey. Anyone having an interest in the size of the Longshoremen's Register was afforded an opportunity to present oral testimony and also any statistical or any factual information bearing upon the question at issue.

In March, 1968, after the conclusion of the hearings, the Commission determined that it was necessary to add 600 new persons to the Longshoremen's Register in order to alleviate a serious shortage of labor that was having disastrous consequences for the entire port. The Commission in its determination concluded that, unless an adequate supply of labor was assured in the Port Newark area, the port's position as the world's leading container port would be placed in jeopardy.

The Commission admitted the 600 new men to the Longshoremen's Register upon three conditions, namely, that they should be available for



Containership outward bound from Port Elizabeth

employment only in the area serviced by Commission Employment Center No. 11, (the Port Newark area), that they would be eligible for employment only after all other persons who are presently on the Longshoremen's Register and who are present at Commission Employment Center No. 11 have been offered job opportunities, and that they are required to apply for work at least ten days per month. The Commission's determination added 600 new men to the Longshoremen's Register which then consisted of a total of 21,834 men and which has a yearly attrition rate of about 1,450 men because of deaths, decasualization (removal for failure to apply for work regularly) and other reasons.

The NYSA and the ILA jointly instituted a court proceeding, pursuant to the judicial review provisions of Section 5-p, to set aside the Commission's determination adding 600 new men to the Longshoremen's Register. In April, 1968, the Appellate Division, which heard this case as a court of first instance as provided in Section 5-p, unanimously sustained the Commission's determination. *New York Shipping Association v. Water-*

front Commission, 290 N.Y.S.2d 707 (App. Div., 1st Dept., 1968) (official citation not available). The Court of Appeals has granted the NYSA and ILA leave to appeal.

While the proceeding to set aside the Commission's determination adding 600 new men to the Longshoremen's Register was pending in the Appellate Division, the NYSA and the ILA entered into an agreement that any new men added to the Register by the Commission would not be given any seniority classification and that at the same time the individual employers would be prohibited from employing any men who did not have a seniority classification. The effect of this agreement between the NYSA and the ILA was to prohibit the employers from employing any new men registered by the Commission and thereby to nullify the Commission's determination adding 600 new men to the Register.

Consequently, after the Appellate Division's decision sustaining the Commission's determination adding new men to the Register, the Commission instituted an action in the Supreme Court against the NYSA and ILA for monetary penalties for violating Section 5-p and also to enjoin the NYSA and the ILA from preventing the employment of the new men added to the Longshoremen's Register by the Commission. The Supreme Court in September, 1968, granted an application by the Commission for preliminary injunction enjoining the NYSA and ILA from preventing the employment of the new men and, upon appeal by the NYSA and ILA, the Appellate Division in December, 1968, sustained in a 4-1 decision the preliminary injunction issued by the Supreme Court against the NYSA and ILA (citation not available).

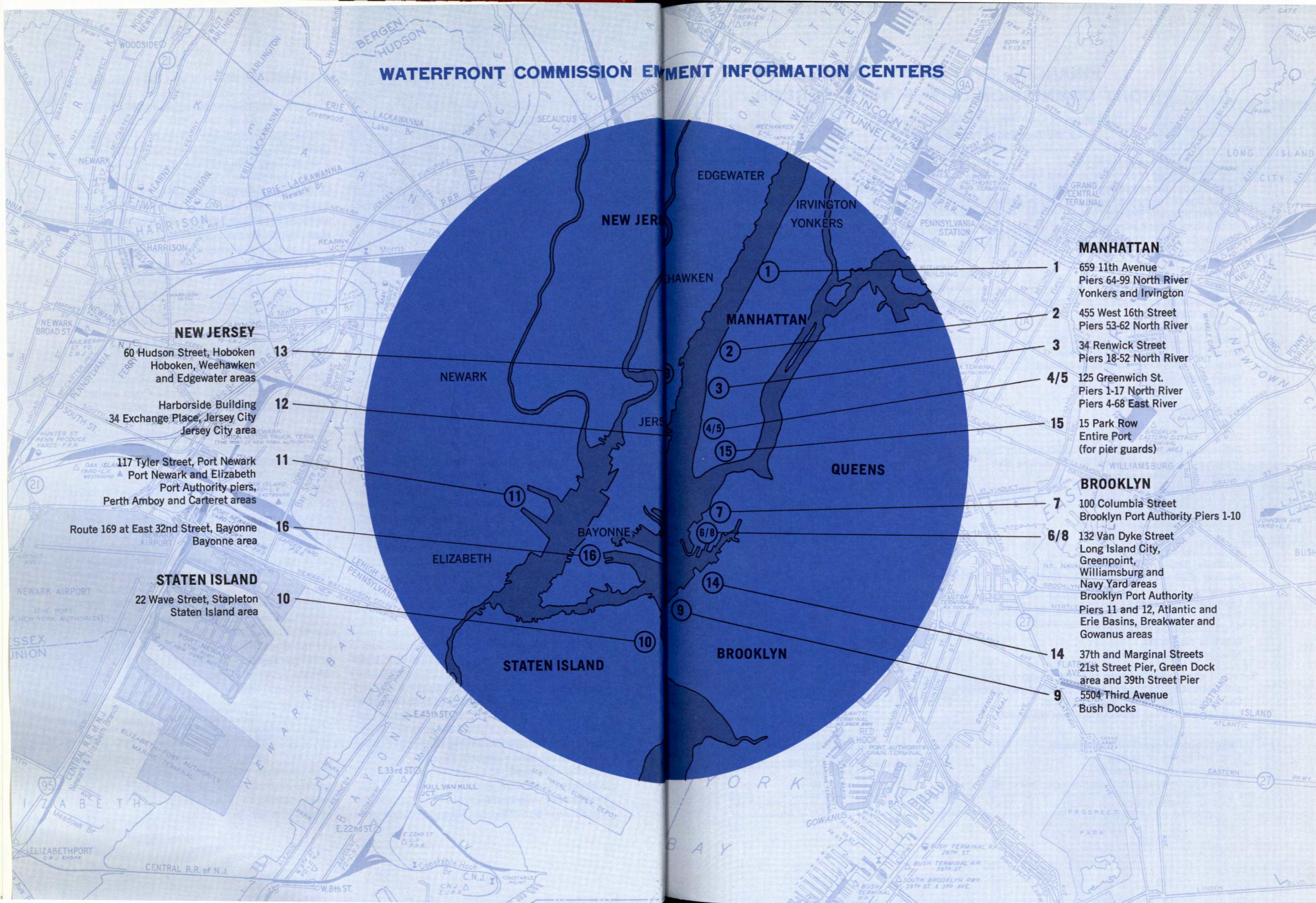
In both litigations—the proceeding by the NYSA and ILA to set aside the Commission's determination adding new men to the Register and the Commission's subsequent action against the NYSA and ILA—the Port of New York Authority filed briefs *amicus curiae* in support of the Commission's position.

Erb Strapping Co., Inc. v. Waterfront Commission, 295 N.Y.S.2d 523 (App. Div., 1st Dept., 1968) (official citation not available)

In connection with a Commission investigation to determine whether a company doing business on the waterfront is performing services which

(Continued on page 19)

WATERFRONT COMMISSION EVENT INFORMATION CENTERS



NEW JERSEY

60 Hudson Street, Hoboken
Hoboken, Weehawken
and Edgewater areas

Harborside Building
34 Exchange Place, Jersey City
Jersey City area

117 Tyler Street, Port Newark
Port Newark and Elizabeth
Port Authority piers,
Perth Amboy and Carteret areas

Route 169 at East 32nd Street, Bayonne
Bayonne area

STATEN ISLAND

22 Wave Street, Stapleton
Staten Island area

NEW JERSEY

EDGEWATER

IRVINGTON YONKERS

MANHATTAN

QUEENS

BROOKLYN

STATEN ISLAND

MANHATTAN

659 11th Avenue
Piers 64-99 North River
Yonkers and Irvington

455 West 16th Street
Piers 53-62 North River

34 Renwick Street
Piers 18-52 North River

125 Greenwich St.
Piers 1-17 North River
Piers 4-68 East River

15 Park Row
Entire Port
(for pier guards)

BROOKLYN

100 Columbia Street
Brooklyn Port Authority Piers 1-10

132 Van Dyke Street
Long Island City,
Greenpoint,
Williamsburg and
Navy Yard areas
Brooklyn Port Authority
Piers 11 and 12, Atlantic and
Erie Basins, Breakwater and
Gowanus areas

37th and Marginal Streets
21st Street Pier, Green Dock
area and 39th Street Pier

5504 Third Avenue
Bush Docks

FINANCIAL STATEMENT

WATERFRONT COMMISSION OF NEW YORK HARBOR

Statement of Cash Receipts and Disbursements for the Year Ended June 30, 1968

Balance of funds at beginning of year:		
Cash balance (net of amounts withheld from employees' earnings)		\$112,332.68
Cash in badge deposit savings account		10,360.00
United States Treasury bills, at cost, which approximates market		99,163.83
Time certificates of deposit		100,000.00
Penalty time deposit account		66,250.00
Advance for construction of Employment Center #7		10,000.00
Advance for construction of Employment Center #11		10,000.00
		<u>408,106.51</u>
Receipts:		
Assessments on employers of persons registered or licensed by the Commission	\$2,585,707.76	
Court fines and penalties	250.00	
Interest on United States Treasury bills	3,110.31	
Interest on time certificates of deposit	19,860.65	
Interest on badge deposit savings account	418.01	
Badge deposits (net)	280.00	
		<u>2,609,626.73</u>
		<u>3,017,733.24</u>
Disbursements:		
Salaries	1,779,106.30	
Rentals	250,893.25	
Retirement, group insurance and social security taxes	132,946.63	
Implementation of guaranteed annual income plan	44,482.80	
Special services and expense	32,884.09	
Communications	49,464.40	
Carfare, auto and travel expense	31,204.57	
Leasehold alterations	10,309.25	
Relocation of centers	39,401.12	
General office expense	21,379.55	
Repairs and maintenance	25,552.11	
Furniture, fixtures and equipment	26,336.71	
Hearing officers, auditors and consultant fees	18,525.00	
Insurance	19,827.88	
Light, heat and power	14,424.45	
Printing	15,007.64	
Miscellaneous overtime expense	9,940.14	
Seniority plan costs	2,967.50	
New center—Bayonne, N.J.	40,022.66	
		<u>2,564,676.05</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 and on hand	133,812.77	
Less taxes and other withholdings from employees	17,645.58	
		<u>116,167.19</u>
Cash in badge deposit savings account	10,640.00	
Time certificates of deposit	250,000.00	
Penalty time deposit account	66,250.00	
Advance for construction of Employment Center #11	10,000.00	
		<u>\$453,057.19</u>

WATERFRONT COMMISSION OF NEW YORK HARBOR

Construction Fund—Employment Center #7 for the Year Ended June 30, 1968

Advance from Waterfront Commission of New York Harbor	\$10,000.00
Excess of prior year disbursements over receipts	(472.00)
Cash in checking account at beginning of year	<u>9,528.00</u>
Disbursements:	
Construction costs	\$28,956.87
Architect's fees	527.03
Transferred to regular checking account	<u>10,030.00</u>
	<u>39,513.90</u>
Receipts—reimbursement by Port of New York Authority	29,985.90
Excess of disbursements over receipts	<u>\$9,528.00</u>

WATERFRONT COMMISSION OF NEW YORK HARBOR

Construction Fund—Employment Center #11 for the Year Ended June 30, 1968

Advance from Waterfront Commission of New York Harbor	\$10,000.00
Prior year disbursements	(1,767.00)
Cash in checking account at beginning of year	<u>8,233.00</u>
Receipts:	
Reimbursement by Port of New York Authority	\$8,460.00
Disbursements:	
Architect's fee	<u>6,768.00</u>
Excess of receipts over disbursements	<u>1,692.00</u>
Cash in checking account at end of year	<u>\$9,925.00</u>

Note: The Waterfront Commission of New York Harbor is supervising the construction of an additional wing and alterations to Employment Center #11 which is leased from the Port of New York Authority. All funds expended by the Commission for the construction and alterations will be reimbursed by the Authority.

S. D. LEIDESDORF & CO.
CERTIFIED PUBLIC ACCOUNTANTS
125 PARK AVENUE
AT 42ND STREET
NEW YORK, N. Y. 10017
AREA CODE 212 697-0200

ACCOUNTANTS' REPORT

To 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, 1968. 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, 1968, on a basis consistent with that of the preceding year. Further, in our opinion, Schedules 1 and 2 present fairly the data set forth therein.

S. D. Leidesdorf & Co.

New York, N. Y.
July 23, 1968

(Continued from page 13)

require it to be licensed as a stevedore and, additionally, to determine whether certain criminal elements are doing business on the waterfront through the instrumentality of such company, the Commission served subpoenas upon the company and two of its officers requiring the officers' testimony and the production of certain of the company's books and records. The company and the two officers moved in Supreme Court of the State of New York to set aside the Commission's subpoenas, which motion was granted by the Supreme Court upon the ground that the company is not engaged in stevedoring work and is therefore not required to be licensed.

The Commission appealed to the Appellate Division which reversed the Supreme Court and sustained the Commission's subpoenas. The Appellate Division ruled that it was an error for the Supreme Court to preempt the Commission's investigation by deciding the very question that the Commission itself was investigating, namely whether the company was in fact doing stevedoring work. The Appellate Division further ruled that the Commission's investigation as to whether the company is controlled by criminal elements constituted in itself an independent and valid basis for also sustaining the Commission's subpoenas.

Hill v. Waterfront Commission,
New York Law Journal, Oct. 24,
1968, p. 2

A longshoreman whose registration had been revoked for engaging in policy on the piers and whose registration was subsequently reinstated by the Commission upon a probationary basis was arrested, while still on probation with the Commission, for again engaging in policy, this time in one of the Commission's employment information centers. The Commission instituted a revocation proceeding against the longshoreman and, pending final determination, the Commission, pursuant to its express statutory powers, temporarily suspended the longshoreman's registration upon the ground that the Commission was in possession of evidence which, if uncontradicted, would warrant a finding that the longshoreman had been engaged in policy in one of the Commission's centers.

The longshoreman instituted an action against the Commission and applied for a temporary injunction to enjoin the Commission from temporarily suspending his longshoreman's registration. The longshoreman argued that the Commission

has the statutory power to confer immunity from prosecution and that, if he did not testify pursuant to such grant of immunity, the Commission could revoke his registration. The longshoreman contended that, in view of these statutory provisions, he had a Hobson's choice between loss of his longshoreman's registration and self-incrimination. The Commission answered that its practice in revocation proceedings where there has been an arrest is to defer the Commission's revocation hearing, unless otherwise requested by the longshoreman, until the conclusion of the criminal prosecution.

The Supreme Court sustained the Commission's order of temporary suspension and denied the longshoreman's motion for a preliminary injunction, stating that, "It is difficult to see how the Commission can continue to function as it must to fulfill its legislative charge to protect the community unless it may temporarily suspend anyone charged with criminal activities until disposition of the criminal charge, as long as it does not unduly delay action thereafter on the suspension."

English v. Waterfront Commission,
30 A.D.2d 558, 291 N.Y.S.2d 250
(2nd Dept. 1968)

A determination of the Commission revoking a checker's registration for participating in the theft of 45 bales of woolen piece goods from a Brooklyn Port Authority pier after the checker had been acquitted of such charge in federal criminal court was unanimously affirmed by the Court of Appeals (16 N.Y.2d 761), which rejected the checker's claim that the Commission's determination rested upon unreliable testimony by an accomplice. Thereafter, the Commission denied a petition by the former checker for leave to reapply as a checker and the former checker instituted a court proceeding in the Supreme Court of New York to review the Commission's order denying such leave to reapply. The checker contended that he had been improperly denied a hearing upon his petition for leave to reapply and further that he had been free of any misconduct since then.

The Supreme Court rejected these contentions and affirmed the Commission's order denying leave to reapply for registration as a checker. Upon appeal by the checker, the Appellate Division unanimously affirmed the Supreme Court and a motion for leave to appeal by the checker was dismissed by the Court of Appeals as being untimely.

Court Carpentry and Marine Contractors Co., Inc. v. Waterfront Commission (Unreported)

This proceeding involves the validity of a Commission regulation requiring contractors with licensed stevedores or with carriers of freight by water who perform cooorage, carpentry, maintenance, or other related services incidental to the movement of waterborne freight to become licensed as limited stevedores. Under the Waterfront Commission Compact, waterfront workers who do carpentry, maintenance and other work incidental to the movement of waterborne freight are required to be registered as longshoremen.

A contractor with a carrier who did lashing and other work incidental to the movement of waterborne freight filed an application with the Commission for a limited stevedore's license. The Commission commenced an investigation of such company's application which continued over a period of some months. Upon the completion of its investigation, the Commission issued a notice of hearing upon the company's application for a limited stevedore's license. The notice of hearing charged, in substance, the existence of illicit relationship between the company and the president of the union that represented the company's employees. The notice of hearing also charged one of the company's officers with fraud and deceit in a Commission interview.

After the Commission issued its notice of hearing, the company and two officers thereof (including the officer charged with fraud and deceit) instituted an action for a declaratory judgment and injunction to invalidate the Commission's regulation requiring the licensure of limited stevedores and to enjoin the Commission's hearing upon the company's application for a limited stevedore's license. The company argued that the Commission's limited stevedore regulation was unauthorized because the law did not specifically provide for the licensing of firms who did work only incidental to the movement of waterborne freight. The Supreme Court of the State of New York ruled that the Commission's limited stevedore regulation was beyond the Commission's statutory powers and granted summary judgment in favor of the plaintiffs and against the Commission. The Commission appealed this decision to the Appellate Division, which affirmed the summary judgment in favor of plaintiffs. The Commission is presently applying for leave to appeal to the Court of Appeals.

People of the State of New York v. Colozzo, 54 Misc.2d 687, 283 S.2d 409 (Sup. Ct., Kings. Co. 1967)

In a criminal prosecution against certain individuals, labor unions and employers, for violating Section 8 of the Waterfront Commission Act, which prohibits the collection of dues for waterfront unions having officers, agents, or employees who have been convicted of certain crimes, the defendants demurred to the indictment. The defendants contended that Section 29 of the former Penal Law (making it a misdemeanor to violate a statute which itself imposed no penalty) was inapplicable to Section 8; that, therefore, Section 8 was not a criminal statute because Section 8 did not itself impose any penalty; that, even if Section 29 was applicable to Section 8, Section 29 was unconstitutional upon the ground of vagueness; and that also Section 8 was unconstitutional because it was violative of due process as applied to the employers who check off union dues in failing to require *scienter* or knowledge.

The Supreme Court of the State of New York dismissed the indictment upon the ground that Section 8 of the Waterfront Commission Act was unconstitutional and, alternatively, that Section 8 was not a criminal statute. The District Attorney and Waterfront Commission have filed a joint brief in an appeal now pending in the Appellate Division in support of the validity of Section 8 as a criminal statute.

Conclusion

For the reasons set forth in this Annual Report, the Waterfront Commission of New York Harbor finds and determines that public necessity exists for the continued registration of longshoremen, the continued licensing of the occupations 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

COMPARISON OF EARNINGS OF PIER GUARDS

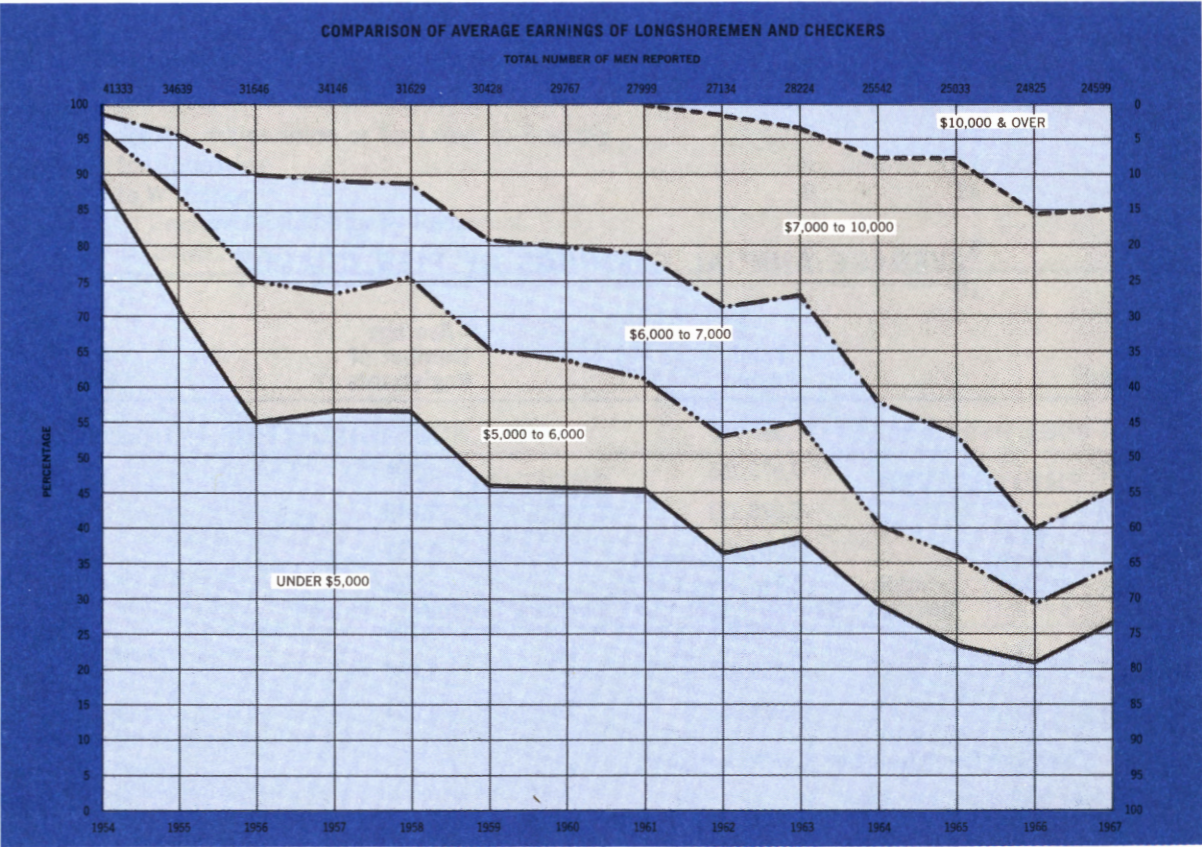
	1954	1965*	1966*	1967*
\$7,000 and over	5	436	461	560
\$6,000 to \$7,000	21	279	295	244
\$5,000 to \$6,000	137	145	154	130
\$4,000 to \$5,000	735	107	113	102
\$3,000 to \$4,000	546	101	109	89
Less than \$3,000	1,977	655	693	527
Total Reported	3,421	1,723	1,825	1,652
Total Earnings	\$7,707,271	\$7,845,717	\$8,087,551	\$8,265,214
Total Hours Worked	4,400,903	2,946,529	2,985,829	2,942,993
% Hours Overtime	29.14%	32.0%	30.2%	30.8%
Average Annual Wage*	\$2,252	\$4,554	\$4,432	\$5,003

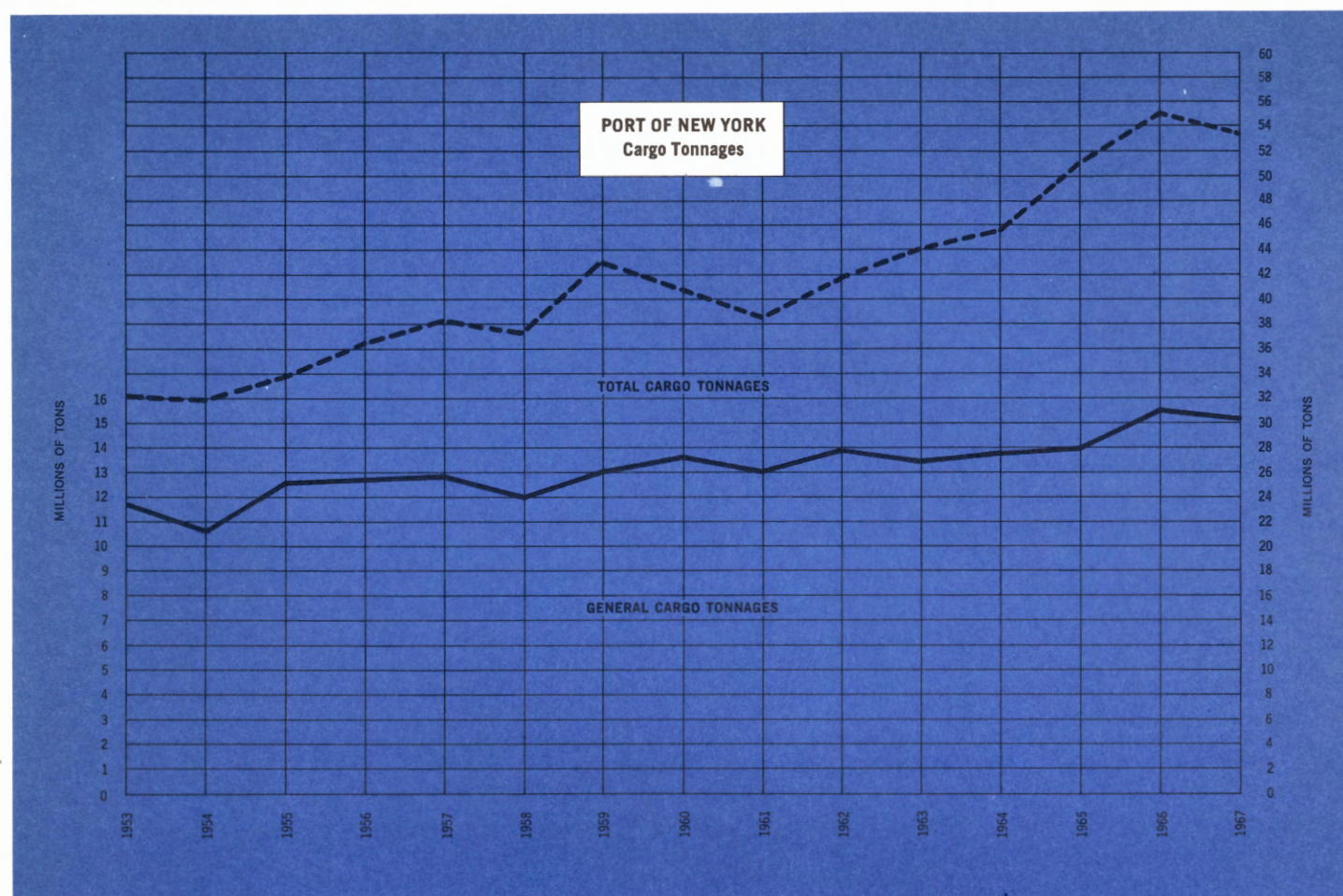
* Does not include fringe benefits.

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

NOTE: Wages increased from \$11.18 per day in 1954 to \$17.08 per day in 1963; \$17.56 per day in 1964; \$18.12 per day in 1965; \$18.68 per day in 1966; \$19.24 per day in 1967; and to \$19.80 per day in January, 1968. The average annual wage for Port Watchmen indicated above represents an increase of 12.9% over the previous year, 1967, and an increase of 121% over the year 1954.

SOURCE: New York Shipping Association for fiscal year ending September 30, 1967.





AVERAGE ANNUAL EARNINGS OF PIER GUARDS

For Fiscal*	Total Payroll	Average Number of Registrants	Average Earnings**
1960/1961	\$8,397,935	2,028	\$4,141
1961/1962	7,973,755	1,998	3,991
1962/1963	8,028,333	1,819	4,414
1963/1964	8,003,427	1,731	4,624
1964/1965	8,410,423	1,745	4,820
1965/1966	8,858,295	1,706	5,192
1966/1967	9,155,820	1,634	5,603
1967/1968	8,921,905	1,654	5,394

SOURCE: Waterfront Commission of New York Harbor.

* Fiscal year begins on July 1st.

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

DIVISION OF INVESTIGATION

Year Ended June 30, 1968

Investigations conducted	5,487
Arrests by Waterfront Commission Investigators:*	
for theft or pilferage	42
for gambling	28
for other offenses	43
Active Waterfront Commission registrants arrested by other law enforcement agencies	128

* These arrests include registrants and non-registrants.

DIVISION OF LAW

Year Ended June 30, 1968

Applications investigated and processed	23
(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	159
Petitions for Reconsideration or Leave to Reapply	35
Investigations Conducted and Completed	324
Recent Arrests Investigated and Completed	196
Probationary Cases Investigated and Completed	92
Hearings Ordered	191
Witnesses Questioned	1,098

PETITIONS

Year Ended June 30, 1968

	Denied	Granted	Totals
Petitions for Reconsideration or for Leave to Reapply	19	23	42
Petitions for Rehearing	0	1	1
Petitions to Withdraw	0	21	21
Petitions to Remove Ineligibility by Reason of Criminal Conviction	0	6	6
TOTALS	19	51	70

COMMISSION DETERMINATIONS

Year Ended June 30, 1968

	APPLICATIONS				REVOCATIONS			Totals
	Denied	Granted	Revoked	Revoked With Leave To Reapply	Sus-pended	Repri-manded	Sus-pended Pending Hearing	
Longshoremen	37	1	20	12	19	3	25	117
Checkers	2	0	2	2	5	0	3	14
Hiring Agents	1	0	1	0	2	0	0	4
Pier Superintendents	0	0	0	0	1	0	0	1
Port Watchmen	24	3	4	0	3	0	5	39
Stevedores	1	0	0	0	0	1	0	2
Totals	65	4	27	14	30	4	33	177

APPLICATIONS AND REAPPLICATIONS RECEIVED AND PROCESSED DURING FISCAL YEARS

As of June 30th

	1954*	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968
Longshoremen	36,272	5,196	3,681	7,296 ^a	5,940	3,491	3,983	2,926	2,141	3,189	1,640	1,566	1,283	3,107	1,557 ^d
Checkers				4,077 ^a	618	320	398	265	134	613	171	453	286	276	320 ^d
Pier Guards ^b	2,890	458	265	2,893	573	350	2,415	335	168	321	199	418	2,081	472	699 ^d
Pier Superintendents	457	88	87	69	81	59	88	73	84	176	41	37	47	73	116 ^d
Hiring Agents	787	147	103	129	102	77	127	107	119	103	66	51	127	92	169 ^d
Stevedore Companies ^c	77	7	54	4	45	4	45	0	36	1	29	0	53	5	53 ^d
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	4,024	2,914

* 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.

(d) Figure includes reapplications as follows: longshoremen, 757; checkers, 123; pier superintendents, 4; hiring agents, 14; stevedore companies, 45; pier guards, 311 of which 277 are renewals.

REGISTRATIONS AND LICENSES IN EFFECT DURING FISCAL YEARS

As of June 30th

	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968
Longshoremen				27,537 ^a	27,948	24,967	24,182	22,661	22,079	22,691	20,408	19,792	19,110	18,352	17,026
Checkers	35,117	31,639	27,050	4,062	4,381	4,173	4,268	4,140	4,095	4,503	4,197	4,511	4,397	4,220	4,115
Hiring Agents	612	592	597	618	645	630	622	589	607	609	578	565	606	631	600 ^c
Pier Superintendents	355	365	379	380	407	408	411	392	403	438	418	417	414	430	417
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	1,630	1,654
Stevedores	54	52	48	45	46	45	39	36	33	29	29	28	49	49	50 ^d
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	25,312	23,862

(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.

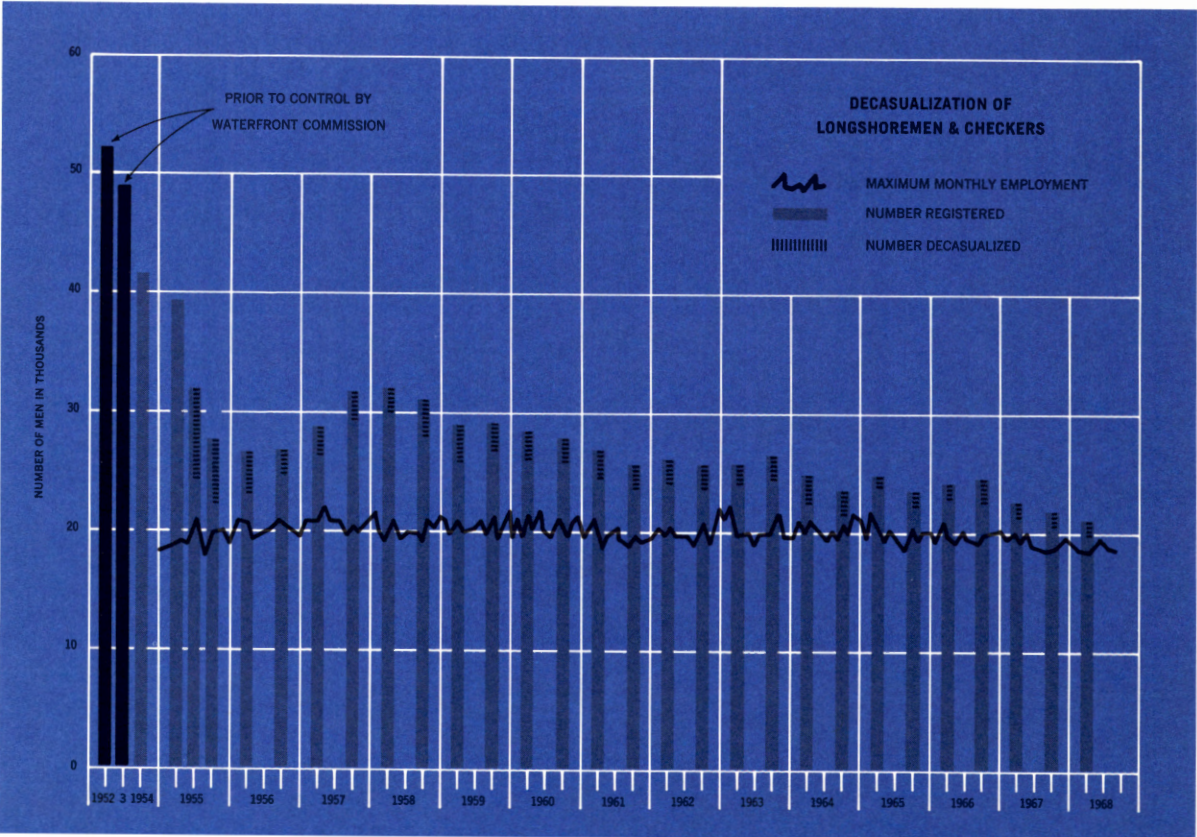
(c) 41 of whom are hiring agent assistants.

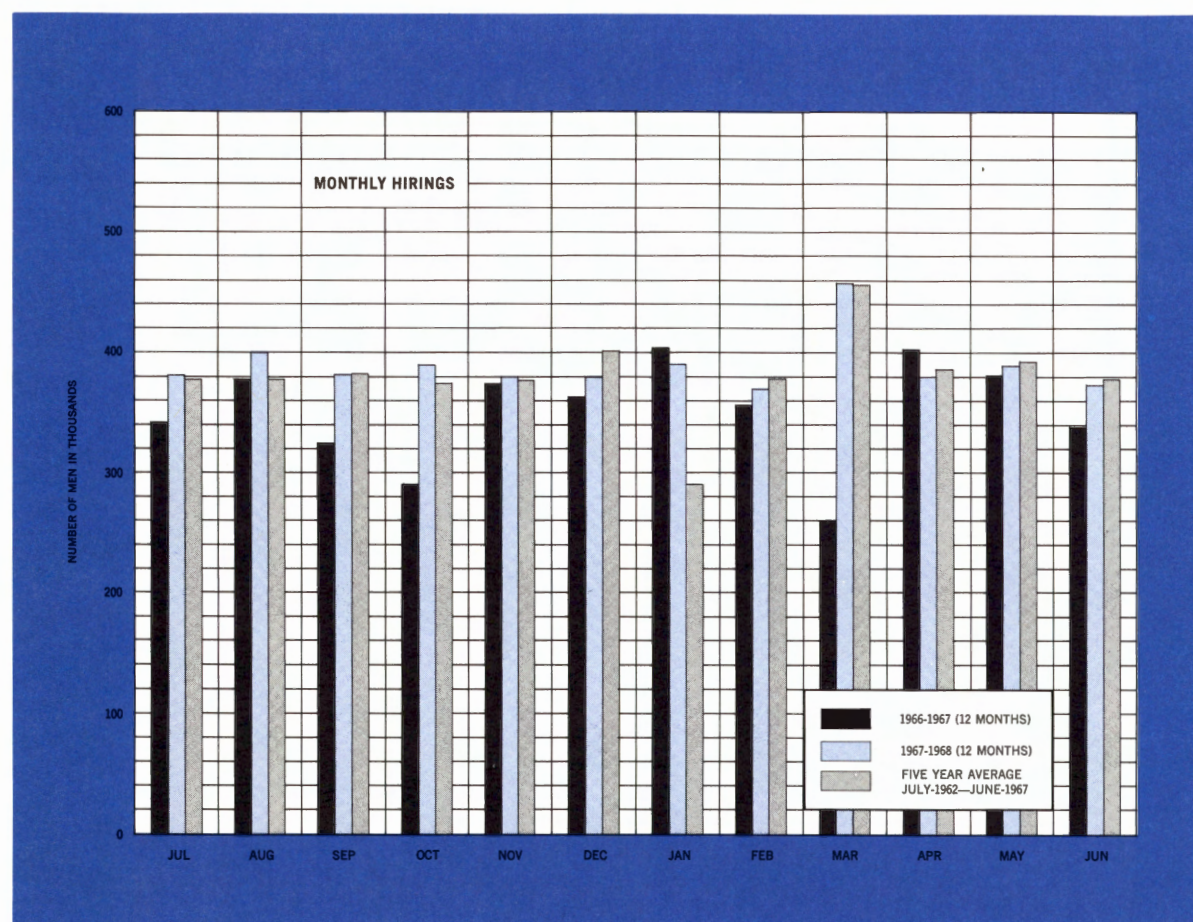
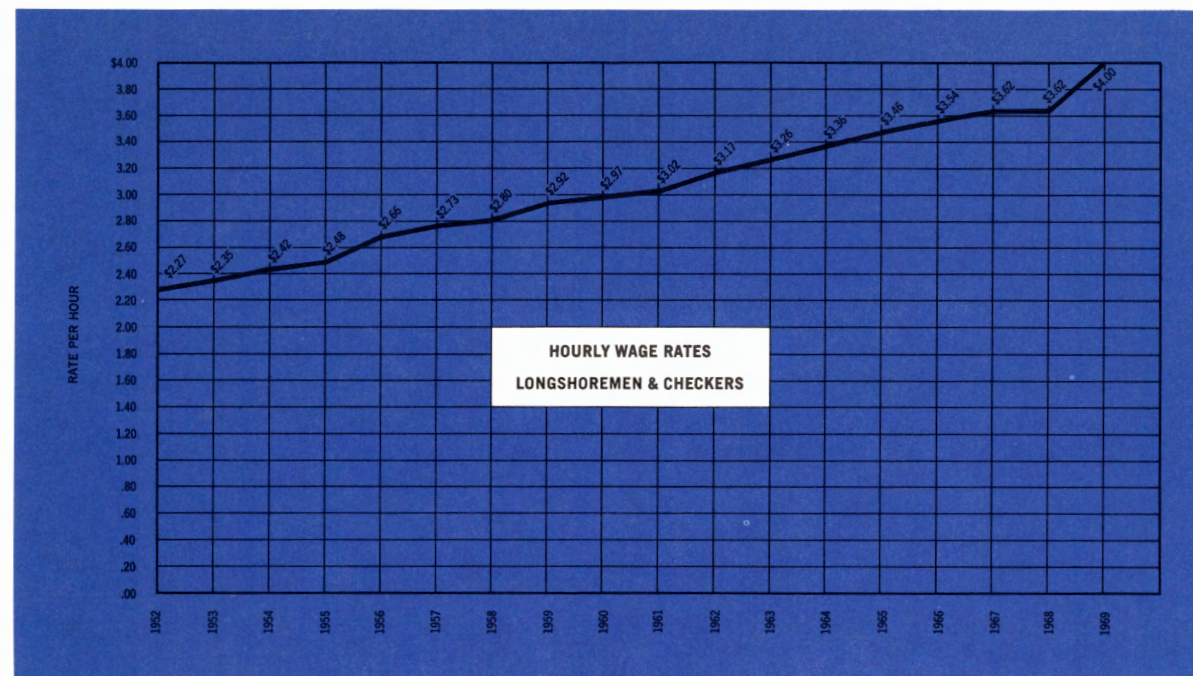
(d) 25 are regular stevedores; 25 perform services incidental to stevedoring work.

DECASUALIZATION OF LONGSHOREMEN AND CHECKERS

		Number Decasualized	Remaining Registrants
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	25,218
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
24th decasualization	November 7, 1966	1,226	23,471
25th decasualization	March 31, 1967	1,142	22,100
26th decasualization	October 6, 1967	954	21,515
27th decasualization	April 12, 1968	903	20,901

* Do not include craftsmen whose registrations were required on or after May 27, 1957.





AREA SURVEY OF WATERFRONT HIRINGS

(For year ended June 30, 1968)

Piers and Areas	Hirings 1966-1967	Hirings 1967-1968	% Change	% Share of Port Employment 1966-1967	% Share of Port Employment 1967-1968
Piers 64-99 North River					
Irvington-Yonkers	394,327	348,543	-11.61	08.4	08.2
Piers 53-62 North River	382,974	257,402	-32.78	08.2	06.1
Piers 18-52 North River	223,405	167,132	-25.18	04.7	04.0
Piers 1-17 North River					
Piers 4-68 East River	197,814	185,959	-06.00	04.2	04.4
TOTAL—MANHATTAN	1,198,520	959,036	-20.00	25.5	22.7
Long Island City					
Greenpoint and Williamsburg	33,416	34,515*	+03.28	00.7	00.8
Brooklyn Port Authority Piers	663,851	547,269	-17.56	14.2	12.9
Atlantic and Erie Basins					
Breakwater and Gowanus	582,379	552,064**	-05.21	12.4	13.1
Bush Docks	353,926	290,547	-17.91	07.6	06.9
21st Street, Green Docks and 39th Street	595,984	576,649	-03.24	12.7	13.6
TOTAL—BROOKLYN	2,229,556	2,001,044	-10.25	47.6	47.3
Staten Island	118,031	131,430	+11.35	02.5	03.2
TOTAL—STATEN ISLAND	118,031	131,430	+11.35	02.5	03.2
Port Newark and Elizabeth Port Authority, Perth Amboy and Carteret	629,176	731,724	+16.30	13.4	17.3
Jersey City area	111,689	48,893	-56.22	02.4	01.2
Hoboken, Weehawken and Edgewater	302,841	249,919	-17.48	06.5	05.9
Bayonne	95,333	102,955	+08.00	02.1	02.4
TOTAL—NEW JERSEY	1,139,039	1,133,491	-00.49	24.4	26.8
TOTAL—PORT OF NEW YORK	4,685,146	4,225,001	-09.82	100.00	100.00

NOTE: * Employment Information Center # 6 officially closed as of May 17, 1968 and

** All hiring for the Long Island City, Greenpoint, Williamsburg and Navy Yard areas handled at Center No. 8, effective May 17, 1968.



COMPARISON OF EARNINGS OF LONGSHOREMEN AND CHECKERS

	1954	1965	1966	1967
\$7,000 and over	406	11,460	14,559	13,053
\$6,000 to \$7,000	802	4,326	2,984	2,954
\$5,000 to \$6,000	2,589	3,035	1,675	1,932
\$4,000 to \$5,000	6,330	1,807	1,090	1,533
\$3,000 to \$4,000	7,013	1,131	899	1,092
Less than \$3,000	24,193	3,274	3,618	4,035
Total Reported	41,333	25,033	24,825	24,599
Total Earnings	\$102,061,108	\$160,629,874	\$175,112,163	\$166,499,147
Total Hours Worked	37,813,991	40,757,634	43,695,543	40,722,166
% Hours Overtime	24.3%	27.8%	24.8%	23.9%
Average Annual Wages*	\$2,469	\$6,417	\$7,054	\$6,769

* 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 1957-1958 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, 1967.

WATERFRONT COMMISSION OF NEW YORK HARBOR 1967-1968

JOSEPH KAITZ, *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*

LEONARD MARAN, *Director, Division of Law*

JESSE O. LANGSTON, *Director of Employment Centers*

JEROME J. KLIED, *Administrative Counsel in Charge of Licensing*

SAMUEL P. LISMAN, *Director of Administration*

ANTHONY ANGELICO, *Comptroller*

JAMES J. DAVITT, *Assistant to the Executive Director*

IRVING MALCHMAN, *Assistant to the General Counsel*

15 Park Row, New York, New York 10038

DATE 1912

24th

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