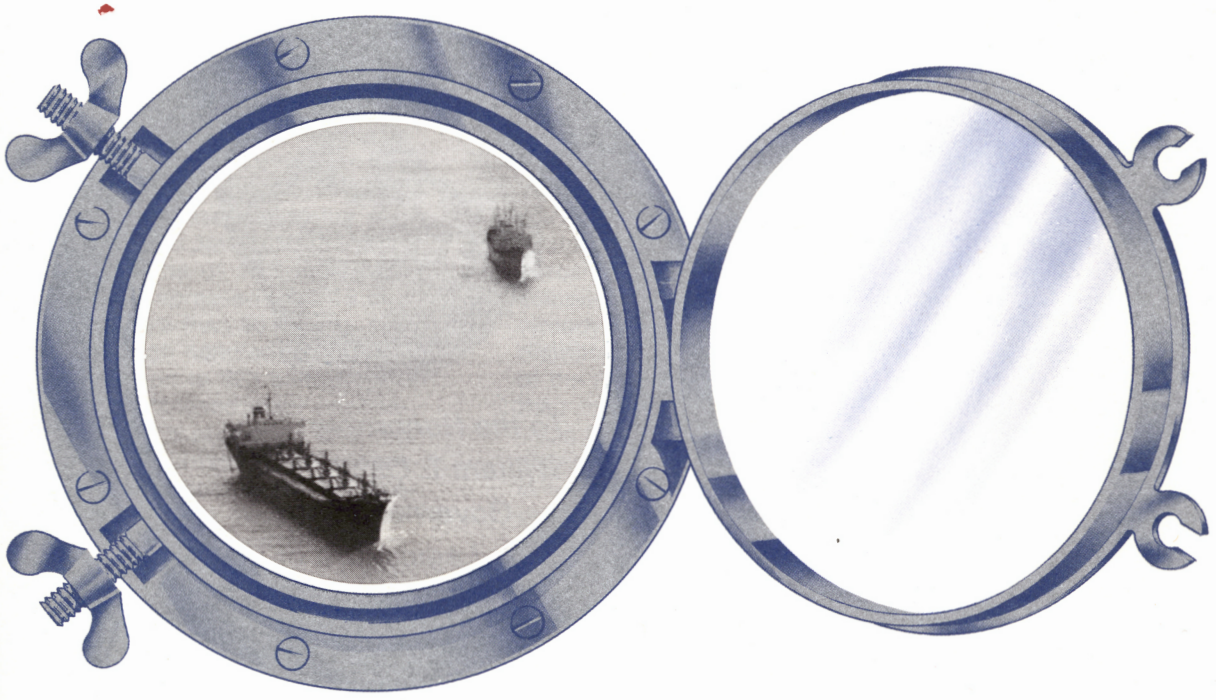
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# WATERFRONT COMMISSION of NEW YORK HARBOR

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# 1972-1973

# ANNUAL REPORT

# THE WATERFRONT COMMISSION OF NEW YORK HARBOR

*"... The Legislature has created an expert administrative body to deal with the especially difficult problems of crime and corruption on the waterfront, to promote the interest of port workers and to further port commerce ..."*

*(Court of Appeals, CC Lumber Co. v. Waterfront Commission. 31 NY 2d. 350. 1972)*

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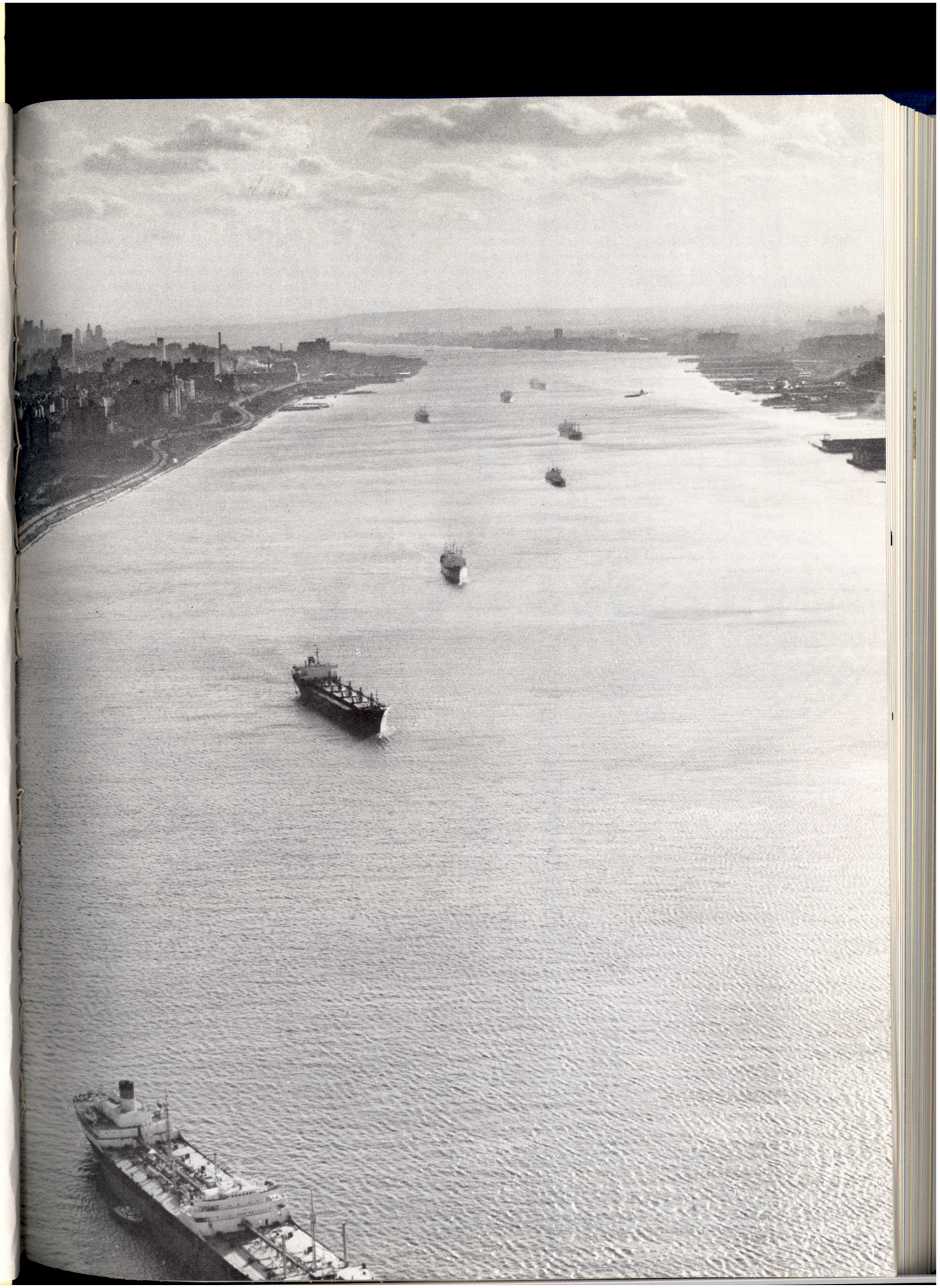
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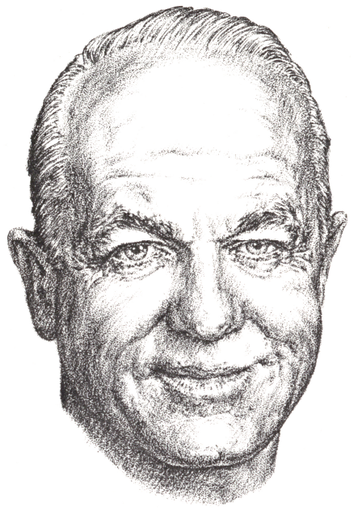



# WATERFRONT COMMISSION OF NEW YORK HARBOR

**1972-1973**

**ANNUAL REPORT**





*To the Honorable*
*William T. Cahill,*
*Governor,*
*and the Legislature of*
*the State of New Jersey*



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

## THE PORT OF NEW YORK-NEW JERSEY—TODAY

The Waterfront Commission of New York Harbor presents its twentieth annual report with the observation: *WHAT A DIFFERENCE TWO DECADES CAN MAKE;* two decades marked by continuing improvement of the activities and atmosphere in the Port of New York and New Jersey as a result of the reforms brought about through the steadily increasing understanding and cooperation of the New York Shipping Association and the International Longshoremen's Association with the Waterfront Commission. This teamwork on the waterfront has greatly enhanced the lifestyle and economic status of the hundreds of thousands of persons in the metropolitan area whose well-being and future depend on the stability and vitality of the nation's largest harbor.

As the Commission begins its twenty-first year of fulfilling the mandate given to it by the legislatures of New York and New Jersey in 1953—to correct and improve the moral climate and working conditions on the piers—the beneficial results of this three-way cooperation of industry, labor and government are reflected in the vast projects and plans now underway to increase the status and stature of the New York—New Jersey Harbor.

In two decades, the volume of all oceanborne cargo in foreign trade has increased from 16 million long tons a year to more than 60 million, and the dollar value of the cargo handled in the port has expanded from $7 billion to $23 billion.

In that period, more enlightened labor negotiations between the Shipping Association and the Union and the continued regularization of the labor force by the Commission, keeping it in balance with the work needs of the port, have led to increases in the average earnings of registered longshoremen and checkers from about $2,500 a year in 1953 to over $10,000 annually now, plus additional fringe benefits, and a new dignity for the dock workers.

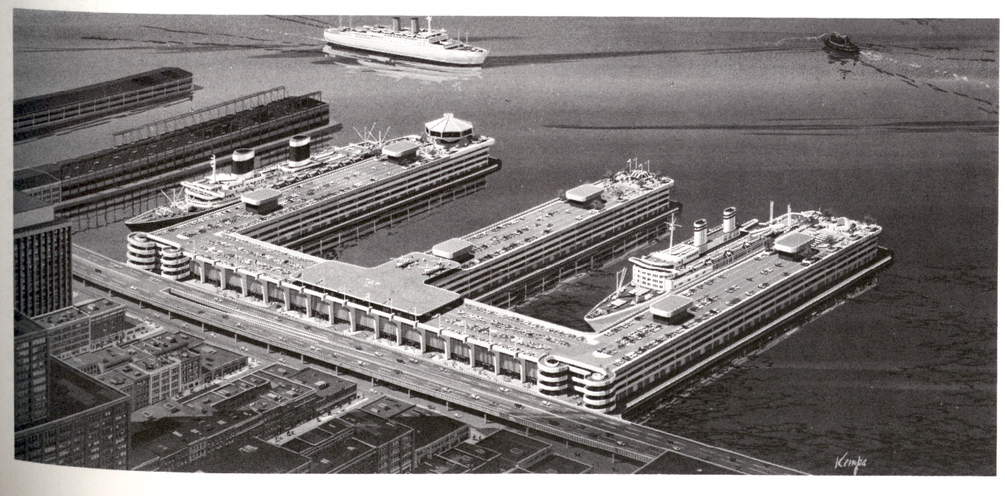
This encouraging progress has stimulated the investment of millions of dollars by private business, state, local and federal governments for new projects in the port and improvement of the piers on both sides of the Hudson.

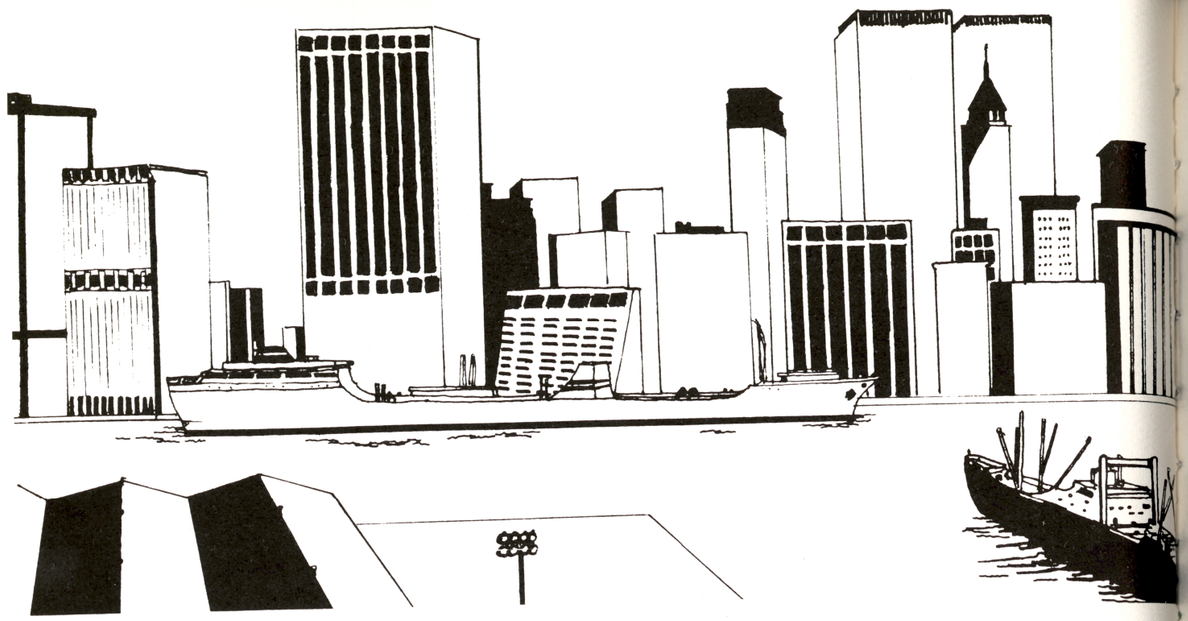
A modern passenger terminal for the port is in the offing. The Port Authority of New York and New Jersey, at the request of the City of New York, has embarked on the construction of a $35.9 million dollar modern passenger ship terminal on the West Side of Manhattan to accommodate new generations of ocean liners and travelers. Scheduled for completion in 1974, the project involves a complete rehabilitation and rebuilding of Piers 88, 90 and 92—between 48th and 52nd Streets—and the use of existing Pier 40 at Hudson Street as a companion three-berth facility.

In the Red Hook section of Brooklyn, plans have been approved for a new cargo terminal where a combined container and breakbulk facility will be constructed. A joint venture of the Port Authority and New York City, it is comprised of 218 acres and is expected to cost $21 million and create 6,740 new jobs for waterfront workers. . . . In midyear, the world's largest container crane was put into operation at Northeast Marine Terminal in Brooklyn. A second crane has been ordered for installation by the end of the year. . . . Construction of a deepwater cargo facility and refrigerated warehouse at the Hunt's Point Food Center in the Bronx is planned, where eventually a large scale percentage of meat imports for northeast consumption will be handled. The 200-acre center already is the world's largest food assembly and distribution unit, supplying the 16 million residents of the metropolitan area with about 90 percent of their fruits and vegetables.

On the New Jersey side, construction is moving ahead to meet the demand for containership space in what is now known as "The Container Capital of the World." There are fifteen container cranes servicing thirteen fully equipped container berths at Port Newark and Port Elizabeth, and five more berths are under construction. The Newark and Elizabeth complex contains 32 new cargo distribution buildings with a total of 3¾ million square feet available for storage, and has over 660 acres of transit and open area storage space. Last year, about half of the general cargo tonnage of the port was handled in containers or on roll-on/roll-off ships.

* * *





### *The Commission's Structure and Functions*

The Waterfront Commission, a specialized regulatory and law enforcement agency, protects the rights of the workers, the public and the industry, and preserves the integrity of the port. Although comparatively small, it crosses state, county and city lines to carry out its bi-state mandate. It has kept its staff at a reasonable minimum, despite increased functions. Its staff has been reduced from a high of 278 in 1957 to its present total of 228. In the past fiscal year, the Commission was able to manage a saving of almost 10 percent in its approved budget of $4,433,395 and, through careful expenditures, underspent $430,087, thus enabling the Commission to fix its assessment rate at 1.88 percent. (The Commission funds come not from the tax dollars of the citizens of each state, but through assessments on the payrolls of waterfront employers. The budget is reviewed and approved by the States of New York and New Jersey each year. Under the law, the Commission is authorized to assess the employers of waterfront labor up to 2 percent of their payrolls. Under law, any additional funds must be obtained from the legislatures of both states. In its twenty years, it has never been necessary for the Commission to seek funds from either state.)

The Commission is empowered by the legislatures to investigate waterfront conditions generally, to register longshoremen, checkers, waterfront warehousemen and other pier workers, to license hiring agents and pier superintendents, to license the stevedoring companies and other waterfront employers, and to license, train and establish standards for the private pier guards employed by stevedore and steamship companies to protect their cargo.

One of its most important functions is to establish and operate the employment information centers in each state and furnish information on hiring opportunities through official and legitimate channels; an equally significant function is to keep the labor force in equitable balance with the fluctuating needs of the port. In addition, the Commission is authorized to audit the books and records of waterfront employers, to prohibit persons with serious criminal convictions from gaining or holding positions in unions representing the workers on the piers, and to issue subpoenas compelling the attendance of witnesses and the giving of testimony in Commission hearings and investigations. Its sixty-eight police officers have free access to all vessels, piers and waterfront terminals to make necessary investigations.

The Commission consists of two members, one appointed by the Governor of each state, and its chief executive officer is the Executive Director. Its staff is assigned to six divisions: The EXECUTIVE DIVISION—administers the Commission's operations in accordance with the policies formulated by the Commissioners and directs the activities of the other five divisions: The LAW DIVISION—conducts administrative hearings and participates in investigations of violations of the Waterfront Commission Act; The DIVISION OF LICENSING—processes applications for licensing and registration and administers the Commission's program to keep the available supply of labor in balance with the work needs of the port; The DIVISION OF LAW ENFORCEMENT—conducts investigations concerning criminal activities and the identities of persons involved in such misconduct, conducts surveys of security conditions at waterfront facilities and makes recommendations to terminal operators for the improvement of security and works closely with all other law enforcement agencies to eliminate crime on the waterfront; The DIVISION OF EMPLOYMENT INFORMATION CENTERS—regulates the daily hiring of longshoremen and checkers throughout the port and establishes the procedures by which job opportunities in one part of the port are made known and available to workers at other parts; and The DIVISION OF ADMINISTRATION—provides administrative services to the other divisions with its staff of hearing reporters, stenographers, clerks and accountants to meet the specialized needs of each division and the overall functions of the Commission.



## THE YEAR'S ACTIVITIES AND ACCOMPLISHMENTS

For a hundred years—and more—before the creation of the Waterfront Commission, law enforcement on the New York and New Jersey piers was a scattered and haphazard endeavor carried out as more or less an incidental function by numerous police agencies in whose jurisdictions the docks happened to lie. As a result, the miles of developed waterfront and the events that occurred on them were largely overlooked under the pressures of other police problems. With the inception of the Waterfront Commission, whose responsibilities are primarily concerned with the problems of the port, all law enforcement efforts became more coordinated and a more cohesive anti-waterfront crime effort was inaugurated, with the Commission spearheading the drive.

During its twenty years of acting against crime on the waterfront, the Commission has gathered volumes of information about the racketeers who once considered the docks their private and profitable domain, and as a result has become known as the greatest repository of information pertaining to the underworld at the piers. Commission agents unearth a great deal of their information through undercover work. A simple observation or overheard remark often leads to investigation which produces outstanding arrests and leads to the break-up of a criminal conspiracy.

### *Frozen Sea-Food Racket Smashed*

One such case culminated, after a painstaking nine-month investigation, in the indictment and arrest of twenty officers and employees of a trucking firm, headed by a reputed member of an organized crime family, which specialized for years in the thefts of huge quantities of frozen seafood from the piers. Also arrested were a pier superintendent and two dock delivery clerks whose aid in falsifying tally sheets enabled the ring to operate successfully and to divert hundreds of thousands of dollars worth of shrimp and lobsters into the illegal market each year. The investigation began when the Commission received reports that large batches of shrimp were disappearing from shipments in Brooklyn. Preliminary investigation focused on particular dock employees and patient surveillance by Commission Special Agents established a pattern of criminal behavior among the drivers for the trucking firm and the dock clerks. Together with agents of the United States Customs Service and the United States Department of Justice Crime Strike Force in Brooklyn, an overall investigation was launched. Additional thefts were uncovered at a Staten Island pier. Patiently, the law enforcement teams gathered information and observed methods used to extract the shipments from the trucks, accomplished mainly by altering tally sheets so that greater amounts of the cargo were taken from the piers than noted in the shipping records. The reams of evidence and the streams of suspects were taken before a Federal Grand Jury. Along with the three pier workers, who were suspended by the Commission from working on the docks, all twenty-three were indicted for conspiracy to steal foreign shipments of frozen seafood and transporting the goods across state lines to cities along the East Coast. Included in the group was the president of the company. All are now awaiting trial in Federal Court, Brooklyn.

### *The Watch on Organized Crime*

The hands and minds of organized criminals lurk behind many of the crimes exposed on the waterfront. Discovering the behind-the-scenes operators is a long and exhausting task. For more than a year, Commission agents watched and filmed the comings and goings of scores of well-known organized crime figures as they congregated daily in a storefront office on the lower East Side of Manhattan. The members of the group, many of whom had been expelled from positions of power on the waterfront after Commission exposure and action, cleverly avoided the appearance of criminality or any criminal acts at their meeting place, but Commission agents continued their surveillance. Soon they began to notice the continued visits of a known labor racketeer once influential in the trucking field and discovered he had been listed as an officer in a firm which had applied for a Commission license to work at waterfront facilities in the port. Further investigation revealed that the man, along with another former convict, had in some manner become the partners of the original owner of the firm. Commission accountants discovered that the two had increased the annual sales of the company from $421,000 to $1,500,000 in four years—largely through contracts with a company dependent on its trucking—and had assumed a three-quarter share of the company profits.

Armed with legislation passed in 1969 which required companies performing auxiliary services on the waterfront to be licensed as stevedores, the Commission began a full investigation. Soon after, the two labor racketeers divested themselves of their stock in the company at a profit of over $300,000. The original owner was summoned to hearing to determine whether his association with known criminals deprived him of a right to a license because of lack of good character and integrity. During the hearing, a number of organized crime figures observed associating with one of the labor racketeers was summoned to the witness stand and refused to testify. Films of their meetings were shown and entered in evidence. The Commission is now waiting the report and recommendations of the hearing officer who presided at the action.

### *Cargo Security*

The primary responsibility for cargo security in the Port of New York-New Jersey rests with the pier, terminal and shipping operators who employ almost a thousand private pier guards daily to patrol the docks and watch over the billions of dollars worth of goods annually moving into and out of the port. The legislatures, in enacting the Waterfront Commission Compact, did not give the Commission the responsibility to protect cargo, yet Commission investigators, in their motorized checkups of the docks, keep a sharp lookout for anything unusual in order to apprehend persons engaged in stealing cargo.



### *Spot Arrest*

Last February, a team of agents in an unmarked Commission police vehicle was driving around the Port Elizabeth area when the agents became aware that two private automobiles carrying four men kept turning up at regular intervals in the trucking areas. They began to "tail" the two cars while checking on the registrations of the vehicles. When they were notified that the registration of one car had expired and that the other was a rented car long overdue, they ordered the men out. Together with Port Authority police, they searched the automobiles and discovered two loaded guns, several ski masks, and a set of fictitious truck placards—all necessary equipment for a truck hi-jacking. The men were arrested for possession of dangerous weapons and burglar tools and are awaiting trial.

### *Observation Arrest*

Another arrest occurred in Manhattan where a team of agents patrolling under the West Side Highway noticed two trucks parked tail to tail—a practice that usually goes unnoticed. As they approached the trucks, they noted two men transferring cartons from one of the trucks to the other. Their investigation revealed that the cartons contained Japanese knitted slacks valued at more than $3,000 which were part of a shipment from a Brooklyn pier slated for delivery to a firm in New Jersey. The men were charged with theft from interstate commerce and held for Federal trial.

### *Recovery Arrest*

Agents arrested two men who had stolen forty-eight cases of electric can openers, valued at $5,000, from a warehouse at Port Newark. In the course of their investigations, a warehouse employee admitted falsifying the shipping papers and named a friend as his accomplice who drove the stolen cargo off the pier. The agents were alerted to the theft when the company for whom the goods was designated complained they had never received the shipment. Both men are awaiting trial in Essex County Court.

### *Co-operative Arrests*

Another apprehension and recovery involved the theft of seventy-five cases of imported Scotch valued at $6,000 from a Brooklyn warehouse. Commission agents, working with agents of the F.B.I., traced two cases of the stolen Scotch to the trunk of a 1972 gold Cadillac owned by a worker in a nearby lumber yard. After questioning, he led the agents to his house where twenty-three more cases of the Scotch were found. He claimed he bought the whiskey from the traditional "unidentified truck driver," but was charged with theft from interstate commerce and faces Federal trial.

In still another case, Commission and F.B.I. agents combined to arrest five men for the theft of twenty-seven stereo radio sets valued at $4,300 from a pier at the Brooklyn Army Terminal. The suspects included an Army doctor, three sailors, and a civilian pier guard. One of the sailors also moonlighted as a pier guard. Both guards lost their licenses and all five are awaiting Federal trial.

### *Gambling Arrest*

Aware that illegal gambling profits are the source of revenue used to finance other underworld enterprises, the Commission made numerous gambling arrests during the year at piers in many sections of the two states. All of those seized were observed by Commission agents accepting numbers and money from various persons, mostly other dock workers. One of the most unusual cases involved a longshoreman observed by agents nonchalantly conducting his betting business while seated on a stringpiece at Port Newark. A steady stream of customers consulted him and placed their bets. When he was arrested, he was found to have notations of 125 plays and $167 in cash. Further investigation led to the arrest of twenty-two other persons off the waterfront in Hudson, Union and Bergen Counties in a joint operation by the police and prosecutors' offices in each area.



### *Loan Shark Arrest*

The heightened status and improved salary of the longshoreman has in large measure enabled him to escape the clutches of the once powerful waterfront loan shark, who seems to be finally becoming a relic of the past. The principal reasons seem to be that the dock worker is no longer dependent on the shark, since he can now—like every other worker—obtain a bank loan, something denied him in the past because of his once uncertain employment record, and the elimination of the "shape-up" which often forced the dock worker to borrow money for kickbacks if he wanted to be hired. Yet, from time to time, agents discover a "shark" still preying on workers desperate for loans because of their gambling habits. One such shark was found to be a sixty-year old cooper at a Brooklyn pier who used his office as his "bank." It took months of Commission surveillance to obtain the necessary evidence, since he operated only on the day after payday. A search warrant was obtained based on the weekly observations of his transactions, and the search uncovered records containing the names of thirty-one "customers" and the amounts they owed—a total of $7,000. The man was suspended, brought to Commission hearing, and his license to work on the piers was revoked.

### *Further Arrests and Recoveries*

No cargo is safe from the greed of the thief, whether he be a dock worker operating alone or in conjunction with a crooked truck driver or some other partner in crime. Here is a brief summary of the types of articles stolen and the types of perpetrators involved: A checker, a longshoreman, a truck driver, and a storekeeper were arrested by Commission agents and charged with the theft of butane cigarette lighters valued at $100,000 from a Brooklyn pier. The agents had traced the stolen cargo to a shop in Brooklyn and surprised the driver unloading the loot. Further investigation led to the two dock workers. . . . Four armed gunmen entered a pier in Brooklyn and escaped with two trailers of frozen shrimp valued at $80,000, after assaulting two pier guards. Commission agents, together with the F.B.I., recovered most of the stolen seafood in a nearby garage within a week . . . A truck carrying bags of coffee from a pier was tailed by Commission agents who found that the driver could only account for 300 of the 315 bags he carried. A return to the pier showed they were short fifteen bags. The driver and the owner of the warehouse where he was dropping off the excess cargo were arrested. . . . A container loaded with typewriters valued at $70,000 was hi-jacked after leaving a New Jersey pier. A day later, the trailer—its cargo intact—was recovered by the F.B.I. in a nearby town.

### *Employment Information Services*

The Commission continued its planned program of consolidation of employment information centers to provide a more effective utilization of waterfront manpower. In Brooklyn, Centers 7, 8, 9 and 14 were successfully merged into one new center at Third Avenue, between 59th and 60th Streets, which accommodates more than 2,000 men a day when necessary. Plans are underway to consolidate Centers 1, 2, 3 and 4 in Manhattan at a new location on Hudson Street, just north of Canal Street. This center will serve all the longshoremen in Manhattan, as well as the Manhattan carpenters, and handle all cooper and checker hiring for the entire port. In New Jersey, the Commission is preparing plans to consolidate Centers 12, 13 and 16 in Hudson County and is now seeking a suitable location. Until the consolidation plans are complete, Center 2 has been merged into Center 3 and Center 16 is now operating out of Center 12 in New Jersey.

Casual hiring in the centers has been substantially reduced with the greater utilization of the Prior Day Ordering System which uses an industry computer to make it possible for hiring agents at the centers to select and assign men for the following day. This method of ordering enables the casual longshoreman to call, rather than report to, his hiring center and to report directly to his assigned pier the following morning.

### *Licensing*

During the year, the Licensing Division eliminated the distribution of show-up cards to registrants, which had been issued when work was not available. These cards, distributed since the inception of the Commission, were tabulated every six months, together with the earning records of the men, to determine whether they met the minimum work and show-up requirements needed to maintain their registration. In its place, the Commission has established the badge-out program through the Employment Centers. This no longer makes it necessary for a registrant to appear and obtain a show-up card since the badge-out, now in effect, becomes the show-up card. The decasualization computer program—which weeds out men who only seek dock work from time to time—was revised so that a man who badged in and out and was unable to obtain work was given credit for seeking employment and spared from unfair decasualization. During the year, there were two decasualization actions: one, on September 27, 1972, 523 inactive men were dropped from the rolls; the second, on April 9, 1973, released an additional 930 men.

## LITIGATION

In its twenty-year existence, there have been a number of challenges of Commission determinations in the courts. The Commission's findings have seldom been upset. This record continued last year and some of the cases argued and won by the Commission's Litigation and Review Unit follow:

* * *

*[C. C. Lumber Co. vs. Waterfront Commission, Court of Appeals, 31 N.Y. 2d. 350. 1972]*

The Court of Appeals, the state's highest court, upheld the Commission's denial of a license to a carpentry company on its finding that the company had overbilled its customers more than $74,000, that one of its officers had committed fraud at a Commission hearing, and that the company had violated the labor law by participating in financial transactions with a union official who represented some of their employees. The Court stated that the Commission's determination was "supported by substantial evidence." The Court of Appeals emphasized that, in establishing the Waterfront Commission, "the Legislature has created an expert administrative body to deal with the especially difficult problems of crime and corruption on the waterfront, to promote the interest of port workers, and to further port commerce. . . ."

* * *

*[Drost vs. Waterfront Commission, Decision of Special Term, Supreme Court]*

During the Commission's investigation of a private watching agency's billing practices, the Commission subpoenaed an officer of the agency in charge of its accounting procedures. The officer moved to quash the Commission's subpoena on the basis of an affidavit by his doctors that he was too ill to testify. The Commission contended it was entitled to have the officer examined by an independent physician. The court agreed and ordered the officer to submit to an examination by a court-appointed physician. When the doctor declared that the officer was physically able to testify, the court denied the motion to quash the Commission's subpoena and the investigation resumed.

* * *

*[DiBella vs. Waterfront Commission, 39 A.D. 2nd 653]*

The Commission revoked the registration of a longshoreman who had been found to have aided and abetted a pier phantom (a person who collects wages although not working) to misappropriate about $2,200 from his employer. The Commission also found the longshoreman guilty of fraud in denying that he had ever written the phantom's name on certain pay stubs. The Appellate Division unanimously upheld the Commission's determinations and rejected the longshoreman's contention that the evidence did not support the Commission's findings and that punishment of revocation was too harsh. The Court of Appeals denied the longshoreman's petition for leave to appeal.

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*[Paliotta vs. Waterfront Commission, Appellate Division's decision not yet reported]*

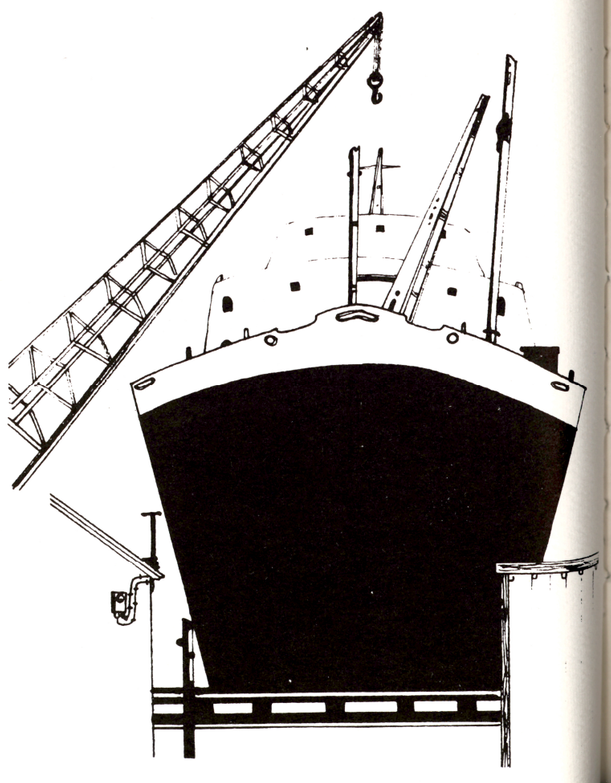
During a Commission investigation of the theft of a truckload of transistor radios worth $80,000 from a North River pier, a port watchman was found to have falsely denied in a Commission interview that he had changed the number on a truck gate pass issued by him on that date and to have falsely denied that he had told anyone of the change. The truck for which he had changed the number was found to have been the truck that picked up the stolen shipment. The Commission revoked the watchman's license for lack of good character and integrity because of the fraud, and its determination was unanimously sustained by the Appellate Division.

* * *

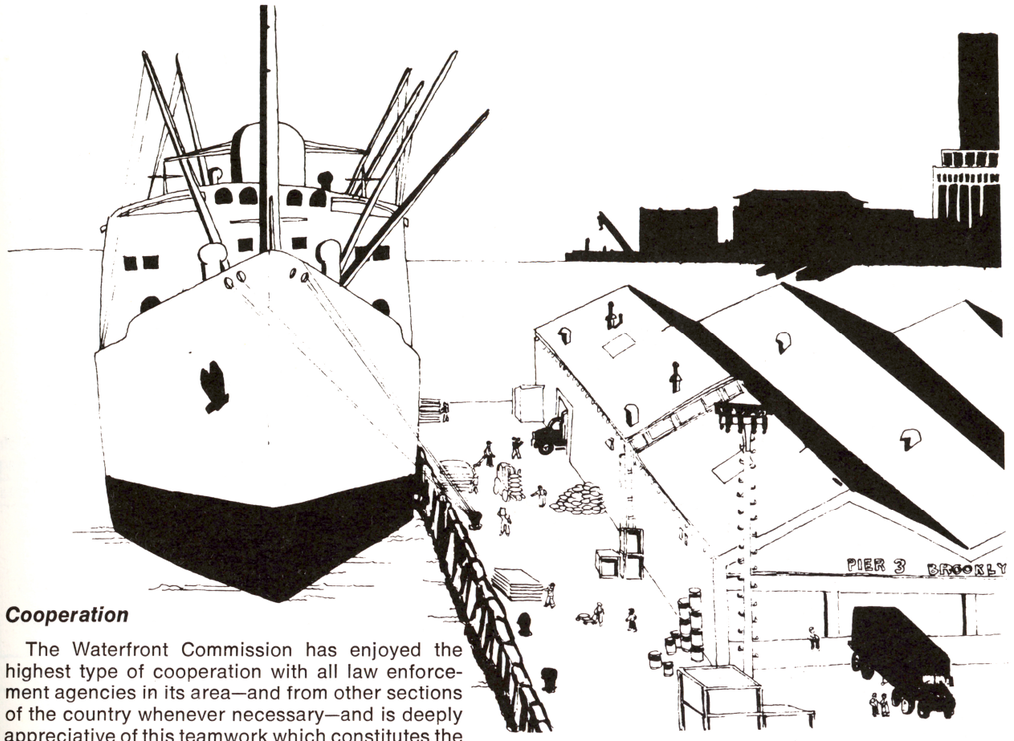
*[Alicea vs. Waterfront Commission, Appellate Division's decision not yet reported]*

A determination of the Commission revoking the registration of a longshoreman who had committed two serious assaults on a New York police officer in uniform was unanimously affirmed by the Appellate Division. The court rejected the longshoreman's contention that the Commission's order of revocation, charging him with being a danger to public peace and safety on the piers, was not valid since the assaults were committed off the waterfront.

* * *








### *Cooperation*

The Waterfront Commission has enjoyed the highest type of cooperation with all law enforcement agencies in its area—and from other sections of the country whenever necessary—and is deeply appreciative of this teamwork which constitutes the keystone of effective police work. The Commission is a member of the Department of Justice Crime Strike Forces in the Southern and Eastern Districts and in New Jersey and members of its executive branch and staff are associated with the International Association of Chiefs of Police, the Police Chiefs Associations of New York and New Jersey, and the International Association of Port Police. This year, for the first time, one of its special supervisory agents, Joseph Stivala, was selected to attend the National Academy of the Federal Bureau of Investigation and graduated at the top of his class. The waterfront expertise of the Commission was called on by other ports and during the year the Commission completed special security surveys for the Port of Wilmington, Delaware and the Burns Waterway Port in Indiana. Such surveys were financed by the respective ports and undertaken by the Commission on the theory that plugging the security chinks in other ports improves the security of the Port of New York. As a prime example of all-out cooperation, the Commission held an unusual meeting of representatives of all police agencies who viewed for a full day the films taken by the Commission of the daily meetings of known organized crime figures to a hitherto unknown gangland meeting place. The identities and backgrounds of the visitors were supplied to the various agencies and the mutual exchanges of information have been of aid in other current investigations of organized crime. The Commission received the fullest cooperation also from the prosecutors—state, federal and local—in all areas. The Commission also extends its appreciation to the various civic and community groups in both New York and New Jersey which have cooperated in its regulatory and informational activities.

### *Farewells*

The year saw the regretted departure of the Commission's Comptroller, Anthony Angelico, who retired after almost twenty years of service. Other retirees, who had served the Commission long and faithfully, included: Anthony Ciborski, Andrew J. Davis, Frank F. Ferchland, Sr., Marguerite Malone, John J. Marshall, Chester A. McGuire, Grace Netherwood, John T. O'Dea, James P. Petrosino, Joseph Prefer, James J. Ringwood and Emanuel Scavone.

## CONCLUSION

Throughout the years, the Waterfront Commission has used its regulatory powers to enhance the health and safety and well-being of the people of New York and New Jersey and to maintain the economic stability and security of the Port. The preservation of the gains so far accomplished and the need for constant watchfulness and improvement on the waterfront requires that the Commission finds, and hereby finds and determines, that public necessity still exists for the continued registration of longshoremen, the continued licensing of the occupations and employment as mandated by the Waterfront Commission Compact and its amendments, and the continued operation of the Employment Information Centers as provided in Article XII of the Compact.

Respectfully submitted,

JOSEPH KAITZ
Commissioner for New York

RICHARD J. VANDER PLAAT
Commissioner for New Jersey

## WATERFRONT COMMISSION
## EMPLOYMENT INFORMATION CENTERS

### Showing Comparison of Hirings for the Years 1972-1973 and 1971-1972

| Center and Location | Piers and Areas | Hirings 1972-1973 | Hirings 1971-1972 | Increase or Decrease | % Change | % Share of Port Employment 1972-1973 | % Share of Port Employment 1971-1972 |
|---|---|---|---|---|---|---|---|
| 659 11th Avenue | Piers 64-99 North River including Irvington and Yonkers | 83,168 | 95,354 | — 12,186 | —12.78 | 03.1 | 03.5 |
| 34 Renwick Street | Piers 18-62 North River | 71,161 | 77,475 | — 6,314 | —08.15 | 02.6 | 02.9 |
| 125 Greenwich Street | Piers 1-17 North River<br>Piers 4-68 East River | 98,573 | 89,868 | + 8,705 | +09.69 | 03.7 | 03.3 |
| TOTAL—MANHATTAN | | 252,902 | 262,697 | — 9,795 | —03.73 | 09.4 | 09.7 |
| Brooklyn Center<br>5914 3rd Avenue | Brooklyn Port Authority Piers, Long Island City, Greenpoint and Williamsburg | | | | | | |
| | Atlantic and Erie Basins, Breakwater and Gowanus | 1,171,547 | 1,255,804 | — 84,257 | —06.71 | 43.4 | 46.4 |
| | Bush Docks | | | | | | |
| | 21st Street, Green Docks and 39th Street | | | | | | |
| TOTAL—BROOKLYN | | 1,171,547 | 1,255,804 | — 84,257 | —06.71 | 43.4 | 46.4 |
| 10 22 Wave Street | Staten Island | 157,712 | 129,984 | + 27,728 | +21.33 | 05.9 | 04.8 |
| TOTAL—STATEN ISLAND | | 157,712 | 129,984 | + 27,728 | +21.33 | 05.9 | 04.8 |
| 11 117 Tyler Street<br>Port Newark | Port Newark and Port Elizabeth<br>Perth Amboy and Carteret | 782,043 | 777,257 | + 4,786 | +00.62 | 29.0 | 28.7 |
| 12 34 Exchange Place<br>Jersey City | Jersey City and Bayonne | 203,558 | 151,245 | + 52,313 | +34.59 | 07.5 | 05.6 |
| 13 60 Hudson Street<br>Hoboken | Hoboken, Weehawken and Edgewater | 130,432 | 130,572 | — 140 | —00.11 | 04.8 | 04.8 |
| TOTAL—NEW JERSEY | | 1,116,033 | 1,059,074 | + 56,959 | +05.38 | 41.3 | 39.1 |
| PORTWIDE TOTALS | | 2,698,194 | 2,707,559 | — 9,365 | —00.35 | 100.0 | 100.0 |



# Commission Actions

## COMMISSION DETERMINATIONS — Year Ended June 30, 1973

### APPLICATIONS AND REVOCATIONS

| | Denied | Granted | Revoked | Revoked L/R | Suspended | Reprimand | Dismiss Charges | Suspend P/H | Totals |
|---|---|---|---|---|---|---|---|---|---|
| Longshoremen | 13 | 4 | 16 | 32 | 21 | 0 | 3 | 9 | 98 |
| Checkers | 0 | 0 | 4 | 7 | 4 | 0 | 2 | 7 | 24 |
| Hiring Agents | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 |
| Pier Superintendent | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Port Watchmen | 12 | 1 | 5 | 0 | 0 | 0 | 0 | 3 | 21 |
| Stevedores | 3 | 2 | 0 | 0 | 1 | 0 | 0 | 3 | 9 |
| Maintenance | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| Totals | 35 | 8 | 25 | 39 | 27 | 0 | 5 | 22 | 161 |

## PETITIONS — Year Ended June 30, 1973

| | Denied | Granted | Totals |
|---|---|---|---|
| Petitions for Reconsideration | 33 | 8 | 41 |
| Petitions for Leave to Reapply | 28 | 25 | 53 |
| Petitions for Rehearing | 1 | 1 | 2 |
| Petitions to Withdraw | 1 | 8 | 9 |
| Petitions to Remove Ineligibility | 4 | 0 | 4 |
| Petitions to Vacate Order of Temporary Suspension | 5 | 8 | 13 |
| Totals | 72 | 50 | 122 |



## DIVISION OF LAW — Year Ended June 30, 1973

| | |
|---|---|
| Investigations Conducted and Completed | 193 |
| Recent Arrests Conducted and Completed | 141 |
| Hearings Ordered | 149 |
| Hearings Completed | 95 |
| Petitions: For Reconsideration or Leave to Reapply | 94 |
| Probations | 125 |
| Witnesses | 795 |

## DIVISION OF LICENSING — Year Ended June 30, 1973

| | |
|---|---|
| Applications investigated and processed | 465 |
| Witnesses and applicants questioned | 734 |
| Summary Proceedings completed | 12 |
| Petitions | 43 |
| Investigations conducted and completed | 78 |
| Requests for Reinstatement for Withdrawal and Decasualization | 93 |
| Total Hearings ordered by the Licensing Division | 41 |
| Total Hearings conducted and completed by the Licensing Division | 37 |
| Probationers Reviewed | 27 |

## DIVISION OF LAW ENFORCEMENT — Year Ended June 30, 1973

| | |
|---|---|
| Investigations conducted (including those for administrative hearings, licensing applications, intelligence files, pier security evaluations, etc.) | 5,460 |
| Arrests and Apprehensions | |
| for theft | 130 |
| for gambling | 50 |
| for other offenses | 8 |
| Active Waterfront Registrants Arrested By Other Law Enforcement Agencies | 169 |

## AVERAGE ANNUAL EARNINGS OF LONGSHOREMEN AND CHECKERS
## PORT OF NEW YORK

| For Fiscal* | Total Payroll | Average Number 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 |
| 1968/1969*** | 166,503,418 | 20,922 | 7,958 |
| 1969/1970 | 200,640,587 | 20,493 | 9,791 |
| 1970/1971 | 192,875,192 | 18,197 | 10,599 |
| 1971/1972**** | 166,053,950 | 17,654 | 9,406 |
| 1972/1973 | 153,257,642 | 16,106 | 9,516 |

SOURCE: Waterfront Commission of New York Harbor.

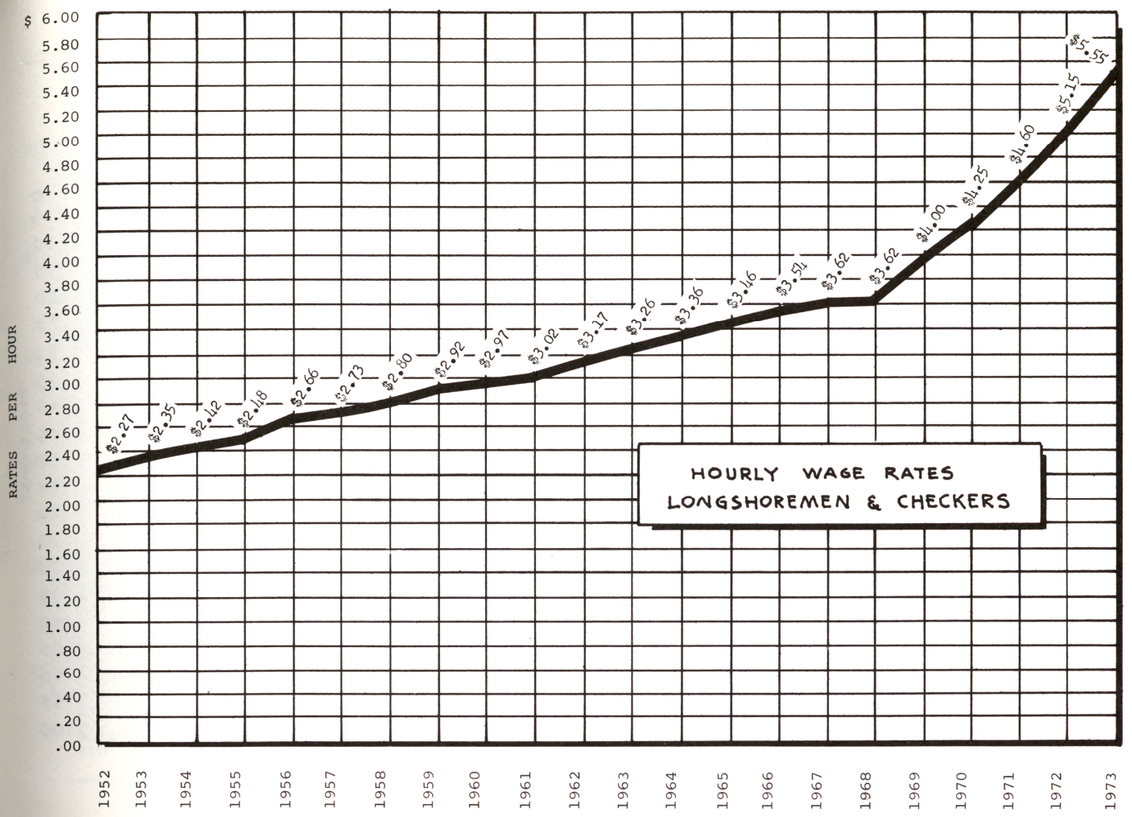
* Fiscal year begins July 1st.
** Fringe benefits, with the exception of vacations and holidays, are not included.
*** Includes 56-day Longshoremen's Strike (12/21/68 to 2/14/69.)
**** Reduction due to 59-day strike in 1971.

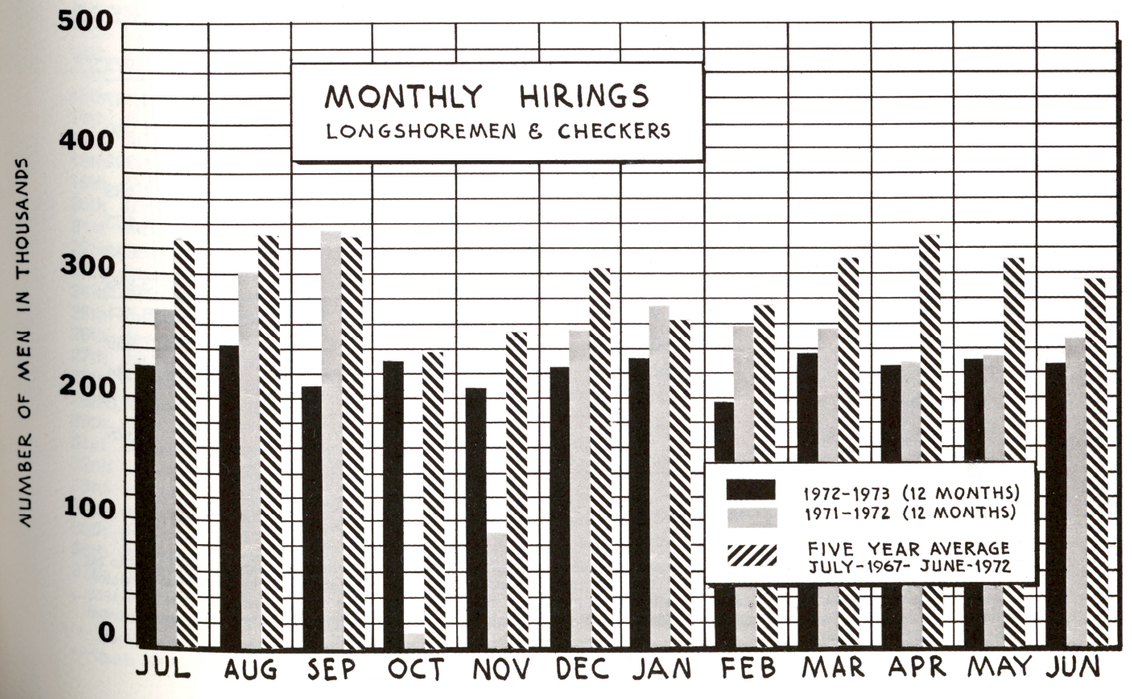
## AVERAGE ANNUAL EARNINGS OF PRIVATE PIER GUARDS

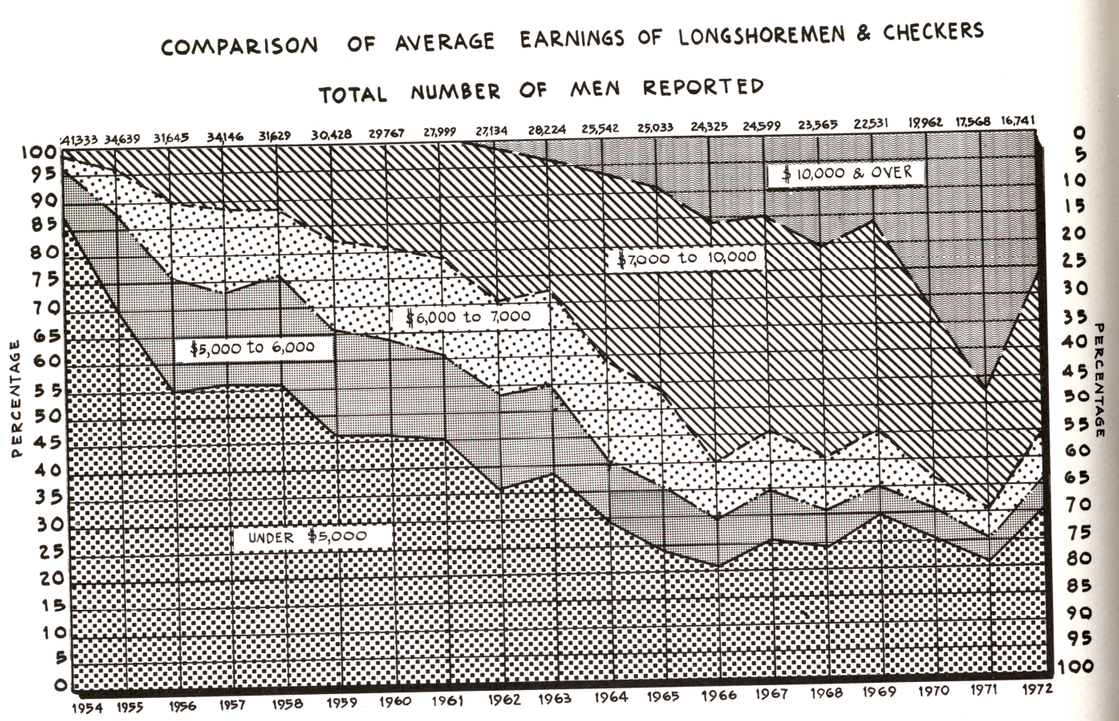
| For Fiscal* | Total Payroll | Average Number of Registrants | Earnings** |
|---|---|---|---|
| 1960/1961 | $8,397,935 | 2,028 | $4,141 |
| 1961/1962 | 7,973,755 | 1,998 | 3,991 |
| 1962/1963 | 8,028,333 | 1,819 | 4,414 |
| 1963/1964 | 8,003,427 | 1,731 | 4,624 |
| 1964/1965 | 8,410,423 | 1,745 | 4,820 |
| 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 |
| 1968/1969 | 9,042,859 | 1,639 | 5,517 |
| 1969/1970 | 9,468,153 | 1,557 | 6,081 |
| 1970/1971 | 9,741,941 | 1,515 | 6,430 |
| 1971/1972*** | 8,435,778 | 1,416 | 5,957 |
| 1972/1973 | 8,286,921 | 1,356 | 6,111 |

SOURCE: Waterfront Commission of New York Harbor.

* Fiscal year begins July 1st.
** Fringe benefits, with the exception of vacations and holidays, are not included.
*** Reduction due to strike of 1971.






## COMPARISON OF AVERAGE EARNINGS OF LONGSHOREMEN AND CHECKERS

| | 1954 | 1970 | 1971 | 1972*** |
|---|---|---|---|---|
| $10,000 and over | ( * ) | 6,523 | 8,233 | 4,147 |
| $ 7,000 to $10,000 | 406 | 6,107 | 4,155 | 4,960 |
| $ 6,000 to $ 7,000 | 802 | 1,195 | 874 | 1,202 |
| $ 5,000 to $ 6,000 | 2,589 | 1,082 | 751 | 1,183 |
| $ 4,000 to $ 5,000 | 6,330 | 914 | 668 | 1,103 |
| $ 3,000 to $ 4,000 | 7,013 | 906 | 534 | 893 |
| UNDER $3,000 | 24,193 | 3,235 | 2,353 | 3,253 |
| TOTAL REPORTED | 41,333 | 19,962 | 17,568 | 16,741 |
| Total Earnings | $102,061,108 | $161,063,292 | $165,172,465 | $122,627,969 |
| Total Hours Worked | 37,813,991 | 32,853,146 | 30,849,623 | 22,627,084 |
| % Hours Overtime | 24.3% | 24.0% | 25.8% | 21.6% |
| AVERAGE ANNUAL WAGES** | $ 2,469 | $ 8,068 | $ 9,402 | $ 7,325 |

*Records incomplete for 1954.

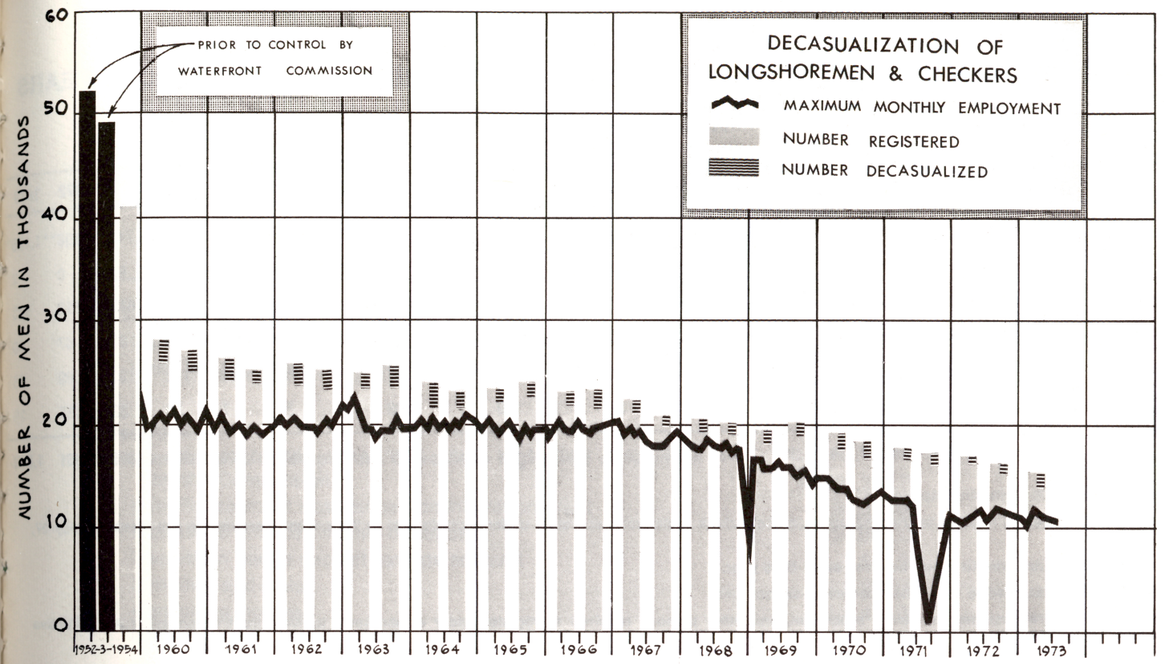
**DOES NOT INCLUDE FRINGE BENEFITS.

***57 Day Portwide Strike—Started 10-1-71 ended 11-26-71.

NOTE: This table includes craftsmen such as carpenters, coopers, maintenance men and miscellaneous personnel required to be registered as longshoremen effective May 27, 1957, but does not include most persons required to be registered as waterfront warehousemen and in other capacities effective September 1, 1969. 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 ended September 30, 1972.






## DECASUALIZATION OF LONGSHOREMEN AND CHECKERS

| | | Number Decasualized | Remaining Registrants |
|---|---|---|---|
| 1st decasualization | June 3, 1955 | 7,141 | 31,574* |
| 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 |
| 28th decasualization | October 18, 1968 | 770 | 20,384 |
| 29th decasualization | April 22, 1969 | 999 | 19,973 |
| 30th decasualization | October 3, 1969 | 1,022 | 20,627** |
| 31st decasualization | April 13,1970 | 1,098 | 19,512** |
| 32nd decasualization | October 30, 1970 | 1,012 | 18,651** |
| 33rd decasualization | April 2, 1971 | 715 | 18,115** |
| 34th decasualization | September 30, 1971 | 514 | 17,742*** |
| 35th decasualization | March 30, 1972 | 227 | 17,626*** |
| 36th decasualization | September 27, 1972 | 523 | 16,316*** |
| 37th decasualization | April 9, 1973 | 930 | 15,368*** |

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

** Does not include warehousemen, container repairmen, and other persons required to be registered on or after September 1, 1969.

*** Does not include 1969 Legislation registrants.

## APPLICATIONS AND REAPPLICATIONS RECEIVED AND PROCESSED DURING FISCAL YEARS

**As of June 30th**

| | 1955 | 1956 | 1957 | 1958 | 1959 | 1960 | 1961 | 1962 | 1963 | 1964 | 1965 | 1966 | 1967 | 1968 | 1969 | 1970 | 1971 | 1972 | 1973 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Longshoremen | 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 | 1,846 | 4,810 | 1,741[d] | 1,196** | 1,126** |
| Checkers | | | 4,077[a] | 618 | 320 | 398 | 265 | 134 | 613 | 171 | 453 | 286 | 276 | 320 | 516 | 1,233 | 87 | 0 | 2 |
| Pier Guards[b] | 458 | 265 | 2,893 | 573 | 350 | 2,415 | 335 | 168 | 321 | 199 | 418 | 2,081 | 472 | 699 | 1,014 | 858 | 612 | 612 | 573 |
| Pier Superintendents | 88 | 87 | 69 | 81 | 59 | 88 | 73 | 84 | 176 | 41 | 37 | 47 | 73 | 116 | 57 | 131 | 82 | 67 | 60 |
| Hiring Agents | 147 | 103 | 129 | 102 | 77 | 127 | 107 | 119 | 103 | 66 | 51 | 127 | 92 | 169 | 66 | 172 | 139 | 69 | 63 |
| Stevedore Companies[c] | 7 | 54 | 4 | 45 | 4 | 45 | 0 | 36 | 1 | 29 | 0 | 53 | 5 | 53 | 7 | 99 | 32 | 117 | 19 |
| TOTALS | 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 | 3,506 | 7,303 | 2,693 | 2,061 | 1,843 |

**Includes 631 1969 Legislation Applicants.

(a) Craftsmen required to register as longshoremen, and checkers registered separately under amendments to Waterfront Commission Act 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) Includes 640 warehousemen, container repairmen, and other persons required to register under amendments to Waterfront Commission Act, effective September 1, 1969.

## REGISTRATIONS AND LICENSES IN EFFECT DURING FISCAL YEARS

**As of June 30th**

| | 1955 | 1956 | 1957 | 1958 | 1959 | 1960 | 1961 | 1962 | 1963 | 1964 | 1965 | 1966 | 1967 | 1968 | 1969 | 1970 | 1971 | 1972 | 1973 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| *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 | 16,612 | 17,646 | 16,367[c] | 16,006 | 14,22 |
| Checkers | 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 | 4,335 | 3,979 | 3,714 | 3,557 | 3,17 |
| Hiring Agents | 592 | 597 | 618 | 645 | 630 | 622 | 589 | 607 | 609 | 578 | 565 | 606 | 631 | 600 | 559 | 602 | 605 | 545 | 49 |
| Pier Superintendents | 365 | 379 | 380 | 407 | 408 | 411 | 392 | 403 | 438 | 418 | 417 | 414 | 430 | 417 | 365 | 403 | 406 | 424 | 37 |
| Pier Guards | 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 | 1,637 | 1,548 | 1,485 | 1,405 | 1,29 |
| Stevedore Companies | 52 | 48 | 45 | 46 | 45 | 39 | 36 | 33 | 29 | 29 | 28 | 49 | 49 | 50 | 46 | 93 | 106 | 109 | 11 |
| TOTALS | 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 | 23,554 | 24,271 | 22,683 | 22,046 | 19,67 |

*Includes 2,110 1969 Legislation Registrants (warehousemen, containermen, etc.)

(a) Craftsmen required to register as longshoremen, and checkers registered separately under amendments to Waterfront Commission Act effective May 27, 1957.

(b) Supervisory personnel required to be licensed under Waterfront Commission Regulations effective January 1, 1960.

(c) Includes 1,785 warehousemen, container repairmen, and other persons required to be registered under amendments to Waterfront Commission Act, effective September 1, 1969.



# FINANCIAL STATEMENT
# WATERFRONT COMMISSION OF NEW YORK HARBOR

**Statement of Cash Receipts and Disbursements**
**for the Year Ended June 30, 1973**

| | | |
|---|---|---|
| Balance of funds at beginning of year: | | |
| Cash balance (net of amounts withheld from employees' earnings) | | $ 69,020.04 |
| Cash in badge deposit savings account | | 11,330.00 |
| | | 80,350.04 |
| Receipts: | | |
| Assessments on employers of persons registered or licensed by the Commission | $4,303,325.75 | |
| Law Enforcement Assistance Administration grant | 85,513.00 | |
| Interest on time certificates of deposit | 26,905.12 | |
| Interest on badge deposit savings account | 511.94 | |
| Penalties and fines | 9,250.00 | |
| Consulting income | 3,430.38 | |
| Badge deposits (net) | 50.00 | 4,428,986.19 |
| | | 4,509,336.23 |
| Disbursements: | | |
| Salaries | 2,673,553.41 | |
| Rentals | 309,081.07 | |
| Retirement, group insurance and social security taxes | 670,015.65 | |
| Law Enforcement Assistance Administration grant expenditures | 94,729.36 | |
| Special services and expense | 39,604.55 | |
| Communications | 62,834.06 | |
| Carfare, auto and travel expense | 39,095.56 | |
| Leasehold alterations | 4,700.00 | |
| General office expense | 23,307.52 | |
| Repairs and maintenance | 40,302.33 | |
| Furniture, fixtures and equipment | 41,164.00 | |
| Hearing officers, auditors and consultant fees | 16,215.15 | |
| Insurance | 34,236.64 | |
| Light, heat and power | 24,799.05 | |
| Printing | 15,992.43 | |
| Miscellaneous overtime expense | 3,698.53 | |
| Seniority plan costs | 4,706.31 | 4,098,035.62 |
| 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 | 254,230.28 | |
| Less taxes and other withholdings from employees | 77,309.67 | |
| | 176,920.61 | |
| Cash in badge deposit savings account | 11,380.00 | |
| Time certificate of deposit | 223,000.00 | $ 411,300.61 |

S. D. LEIDESDORF & CO.
CERTIFIED PUBLIC ACCOUNTANTS
100 EAST 42ND STREET
NEW YORK, N.Y. 10017

AREA CODE 212 697-0200
TELEX: 12-5278 LEIDESDORF NYK

## ACCOUNTANTS' REPORT

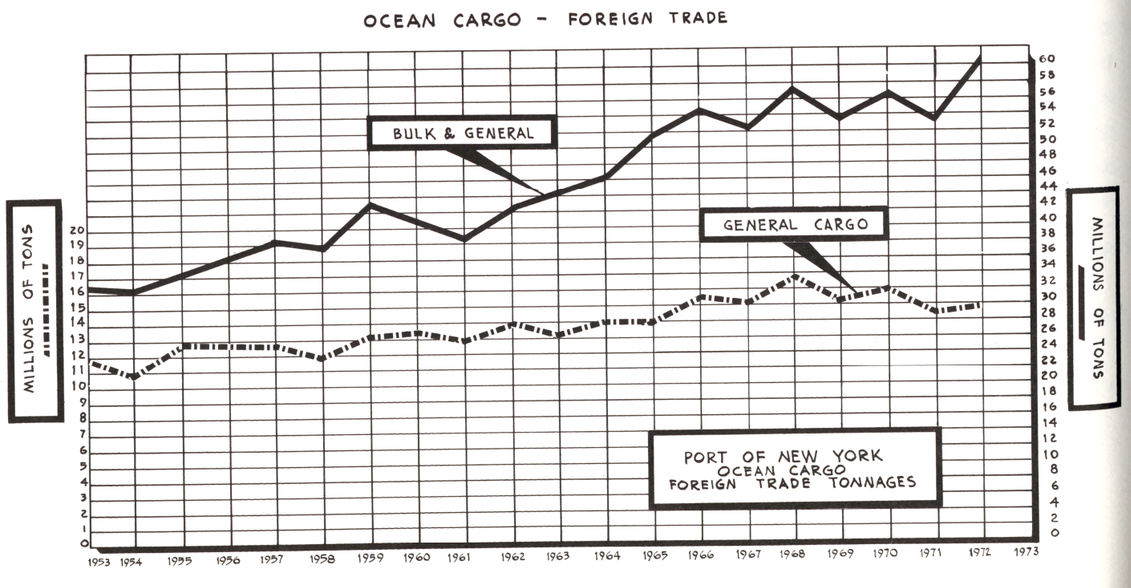
To the Commissioners
Waterfront Commission of New York Harbor

We have examined the statement of cash receipts and disbursements of the Waterfront Commission of New York Harbor for the year ended June 30, 1973. 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, 1973, on a basis consistent with that of the preceding year.

S. D. Leidesdorf & Co.

New York, N. Y.
July 24, 1973




# WATERFRONT COMMISSION OF NEW YORK HARBOR

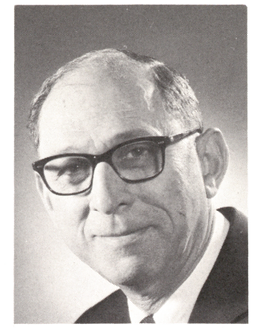
## 1972-1973



Richard J. Vander Plaat
*Commissioner for New Jersey*



William P. Sirignano
*Executive Director*



Joseph Kaitz
*Commissioner for New York*

Charles J. Harrington, Jr., *General Counsel*

Joseph E. Filippone, *Secretary to the Commission and Director, Administration*

Jerome J. Klied, *Assistant to Executive Director and Administrative Counsel*

Irving Malchman, *Director, Litigation and Review*

Thomas F. Jones, *Director, Division of Law Enforcement*

Leonard Maran, *Director, Division of Law*

Jesse O. Langston, *Director, Employment Information Centers*

Anthony Angelico, *Comptroller**

Elmer H. Williams, Jr., *Finance Officer*

Carmine A. Cardone, *Director, Licensing Division*

Walter Arm, *Director of Information*

*Retired June 30, 1973

15 Park Row, New York, N.Y. 10038
212-964-3520


WATERFRONT COMMISSION
OF NEW YORK HARBOR
EXCELSIOR
LIBERTY AND
1776
PROSPERITY