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WATERFRONT COMMISSION of NEW YORK HARBOR

1971-1972

ANNUAL REPORT



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





The Waterfront Commission of New York Harbor enters its twentieth year of operations, charged with the responsibility of improving the climate and atmosphere of the Port of New York and of bringing peace, progress and prosperity to the waterfront. The Commission is convinced it is fulfilling its mandate. In its capacity as a governmental regulating agency in the port, it has helped to eliminate the depressing and degrading working conditions of the dock worker, restore the confidence of the shipping industry in its ability to manage its own affairs without intimidation and re-establish the port's reputation as one of the most progressive seaports in the world.

Since the Commission was established in 1953 it has been a vital factor in encouraging and developing a greater spirit of cooperation and understanding among those engaged in or affected by shipping and, through its official actions, has served notice on those who once preyed on the port that the days of piracy and underworld dominance of the piers are over. And today, while exerting its influence for greater dignity on the docks, the Commission is adopting new procedures and regulations to keep pace with current improvements in modern cargo handling technology as the shipping industry strives toward a brighter economic future for the port.

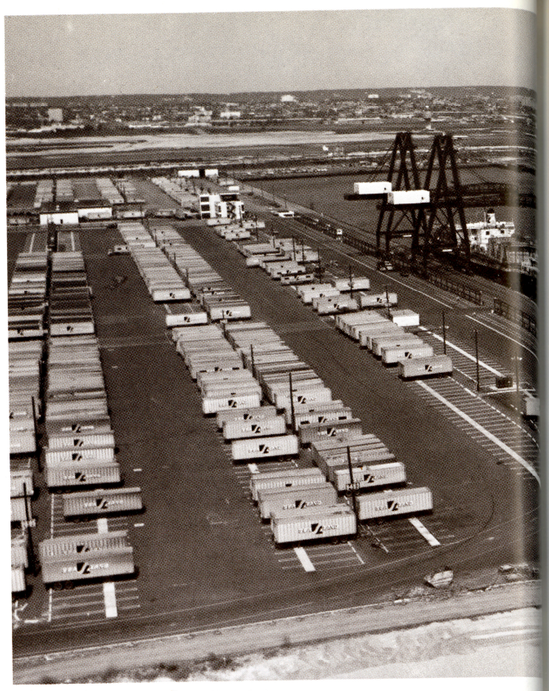
THE COMMISSION AND THE PORT

The port area over which the Waterfront Commission performs its regulatory and law enforcement functions is one of the largest in the world and encompasses 740 miles of developed waterfront within the states of New York and New Jersey—450 miles in New York and 290 miles in New Jersey. The port district extends approximately twenty-five miles in all directions from the Statue of Liberty and covers within its 1500 square-mile radius a population of well over 12 million people, making it the largest consumer market in the world. It contains 250 berths for deep water vessels, and utilizes the services of a work force of almost 22,000 persons licensed by the Commission. The port's vast facilities include extensive terminal areas with huge floating and land-based heavy lift equipment and scores of multi-purpose warehouses to accommodate the constant flow of all types of import and export cargo.

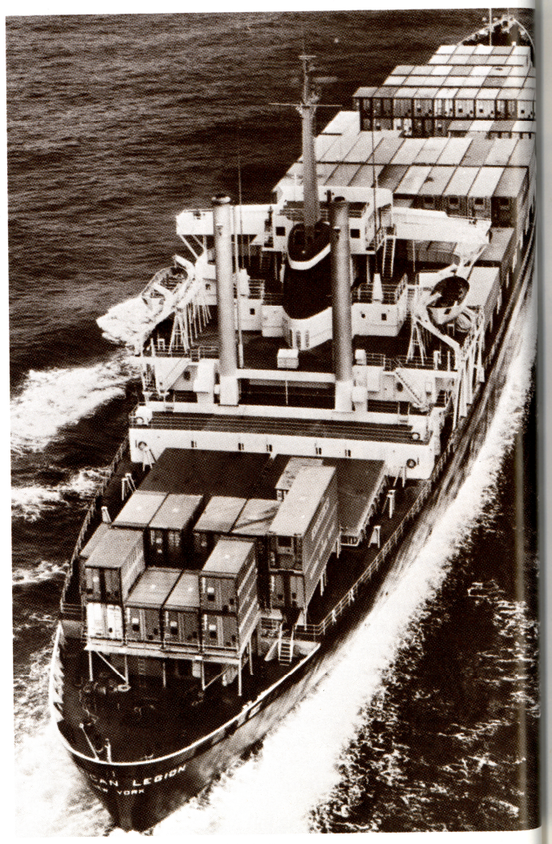
Despite a fifty-nine day waterfront strike in 1971, the port handled 18,000 ship arrivals and departures—at a rate of one every half hour—carrying over 739,000 incoming and outgoing passengers and hauling over one hundred million tons of cargo. In that year the port's foreign trade totaled approximately 53,000,000 tons valued at over fourteen billion dollars. Total exports last year were over 5,000,000 tons, while total imports were almost 48,000,000 tons. It is also estimated that the Port of New York-New Jersey in 1971 handled 65,000,000 tons of ocean-borne coastal, intercoastal and governmental shipments in addition to foreign cargo, which brought total shipments through the port of New York-New Jersey to approximately 118,000,000 tons.

Since the creation of the Waterfront Commission and its establishment as a major element of the reform program launched in 1953 to prevent the decline of the harbor, the port has experienced a continued and vigorous growth with millions invested by government agencies and private industry in improving the port's facilities. Particular emphasis is being placed on the development of container facilities with the port already known as the nation's leading container port. It has been estimated that within three years more than 65% of the total general cargo moving through the port will be accomplished by full container ships or combinations of break-bulk and container vessels.

Millions of people living and working in this vast port complex are vitally affected by the flow of commerce, approximately one of every four persons in the port area depends directly or indirectly on the health of the waterfront economy for his livelihood, and the increase or decrease in the port's trade reflects itself in the economic welfare of most residents of both states. Therefore, the continued growth of the economic life of the harbor—unhampered by a criminal atmosphere—is of the utmost importance not only to industry and labor but to the states of New York and New Jersey and their citizens. The Waterfront Commission has long recognized its role in preserving the moral climate of the port so that legitimate business can thrive devoid of unhealthy influences. The Commission is determined to continue and expand that role for the greater good of all.



Container facility—Port Newark



Containership sails out with full cargo

The Waterfront Commission: Its Authority and Structure

The Waterfront Commission is a regulatory and law enforcement agency of the States of New York and New Jersey, unique in its jurisdiction over waterfront activities. It was created in 1953 by a compact enacted by the Legislatures of both states and signed into law by the respective Governors. The Compact was approved by Congress on August 12 of that year and the Commission began its operations on October 1, 1953.

The reform program of the Legislatures granted to the Commission broad powers, including the authority to:

. . . investigate waterfront conditions generally and make recommendations to the States upon all matters relating to the accomplishment of the objectives of the Waterfront Compact;

. . . license the stevedore companies operating on the piers and terminals and adjacent areas in the port district who contract to move waterborne freight or perform services incidental to such movement;

. . . license the hiring agents and pier superintendents, who are management representatives at the piers;

. . . license and establish standards for the pier guards engaged by the stevedores and steamship companies to protect cargo;

. . . register longshoremen, checkers and other waterfront workers performing services incidental to the movement of waterborne cargo;

. . . establish and operate employment information centers in both states through which waterfront labor is furnished information on employment opportunities and is hired;

. . . keep the labor force in equitable balance with the need for waterfront labor;

. . . audit the books and records of waterfront employers to deter and uncover possible violations of law;

. . . prohibit persons with serious criminal convictions from holding positions in unions representing waterfront workers;

. . . and maintain civil actions in either state to compel compliance with or prevent violations of the Compact.

The Commission's law enforcement powers also include the authority to issue subpoenas throughout both states to compel the attendance of witnesses and the giving of testimony in Commission investigations and administrative hearings, gives its agents full and free access to all vessels, piers and waterfront terminals to make inspections, and allows it to confer immunity from prosecution to a witness after consultation with other appropriate law enforcement officials who might have an interest in the matter.



Executive Director William P. Sirignano confers with Commissioners Joseph Kaitz and Richard J. Vander Plaat

The Commission is headed by two Commissioners, one selected by the Governor of each State. The chief executive officer is the Executive Director. Its staff consists of 245 persons assigned to six divisions: Executive, Law, Licensing, Law Enforcement, Employment Information Centers, and Administration. Each division operates within specified authority under a director.

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; prepares proposed legislation and rules and regulations; authorizes investigations and administrative hearings; administers the Commission's probationary system for registrants and licensees readmitted to the waterfront after being disciplined for misconduct not serious enough for permanent barring,* prepares contracts and leases, handles all litigation, prepares the Commission budget and administers all assessments and disbursements; its accountants audit the books and records of the various waterfront firms for the proper collections of such assessments.

*The Commission has always realized the importance of striking a fair balance between its need to protect the public interest on the waterfront and the need to recognize the legitimate claims of ex-offenders to rehabilitate themselves by seeking and obtaining employment on the piers. This realization is illustrated by the fact that about 24 per cent of the currently registered longshore and checker work force have had some sort of brush with the law. Each applicant who is denied a license is entitled to a full administrative hearing; some applicants are granted licenses or registrations administratively despite a criminal history, if the prior conduct is regarded as not recent or not serious enough to warrant hearing. The Commission also introduced a probationary system in 1957 and granted probationary licenses to 843 persons. Since then, only 41 of the 843 probationers subsequently engaged in misconduct and, as a result, were removed from the Commission's rolls. This low rate of recidivism among waterfront workers is evidence to the Commission of the success of its probationary system.

LAW DIVISION: Conducts administrative hearings, presided over by independent Hearing Officers, to determine whether licenses and registrations issued by the Commission to waterfront businesses and workers should be revoked, cancelled or suspended for misconduct; participates in investigations of violations of the Waterfront Commission Act, and other penal and regulatory statutes concerning the waterfront, working closely with the Commission's Division of Law Enforcement and when appropriate with Commission accountants on all problems adversely affecting the peace and prosperity of the port.

DIVISION OF LICENSING: Processes applications for licensing and registration by the Commission; presents evidence in administrative trials to determine whether licenses should be granted or denied; administers the Commission's "decasualization" program designed to remove excess labor from the waterfront and provide a balanced labor supply to meet the needs of the port.

DIVISION OF LAW ENFORCEMENT: Conducts investigations and collects intelligence concerning criminal activities and persons involved in such activities; makes apprehensions of persons violating criminal laws and the Waterfront Commission Act, conducts surveys of security conditions at waterfront facilities and makes recommendations to terminal operators for the improvement of security. Its special agents have full police powers in both states.

DIVISION OF EMPLOYMENT INFORMATION CENTERS: Supervises, in accordance with Commission regulations, the hiring and assignment throughout the port of longshoremen, checkers and pier guards in Commission employment centers in the States of New York and New Jersey; maintains the Commission's records of such hiring on a seven-day-a-week basis and provides the procedures by which job opportunities in one part of the port are made available to workers in other parts of the port.

DIVISION OF ADMINISTRATION: Provides administrative services to the other divisions with its staff of hearing reporters, stenographers and clerks.

* * *

In the past fiscal year the Commission, through drastic belt-tightening, was able to effect a saving of about a quarter million dollars in its approved budget of $4,136,939, keeping its expenditures to $3,888,756 and thus underspending $248,183. The Commission's budget is financed by assessments on the payrolls of waterfront employers and is reviewed and approved by the States of New York and New Jersey.



The New Employment Center for Brooklyn



Longshoremen check in at Employment Center

THE YEAR'S ACTIVITIES

Prior to the creation of the Waterfront Commission, law enforcement on the New York and New Jersey docks was not a concentrated effort, but merely an incidental function of the numerous police agencies having authority over the miles of waterfront within their respective boundaries. Today the drive against crime in the Port is spearheaded by the Waterfront Commission, whose special jurisdiction is concerned solely with the problems of the harbor.

The following is a summary of some of the outstanding investigations conducted during the past year by the Commission's law enforcement team of attorneys, special agents, and accountants. These cases illustrate the range of the Commission's law enforcement efforts and accomplishments.

Containers Recovered

Commission agents last year solved a $500,000 hijacking of four tractor-trailers, arrested ten men and recovered more than $300,000 worth of the stolen cargo, including clothing, tools, generators, furniture and pharmaceuticals. The four tractor-trailers were stolen from a freight company yard in Brooklyn on a Sunday when the yard was inactive. Armed thieves invaded the terminal, overpowered a private security guard, handcuffed him to a truck and drove off with the trailers. Commission special agents immediately began an investigation and three days later, after an all-night surveillance of a trucking company in another section of Brooklyn, discovered the four containers, and a fifth, which also contained stolen cargo. The agents moved into the yard before the containers could be taken to another location and seized three men. In the trucking company office, they found cans of green paint which had been used to paint over the original markings of the stolen trailers. Further Commission investigation, in cooperation with agents of the Federal Bureau of Investigation, led to the arrest of seven other men, most of them truck drivers. All ten are now awaiting trial in Federal Court.

Cargo "Drop" Revealed

In another case, Commission agents in co-operation with the District Attorney's Office of Kings County, arrested twelve men and a woman in possession of stolen property valued at over $125,000. In this case, the surveillance of a truck company in Queens led to the discovery of a "drop" where cargo stolen from a Brooklyn pier was recovered. The illicit merchandise included 300 cartons of raincoats and eleven handguns, along with containers of gunpowder, shotgun shells, and a large quantity of pistol and rifle ammunition.

Stolen Money Orders

An investigation in New Jersey led Commission agents to members of a theft ring anxious to dispose of $28,000 worth of stolen negotiable money orders. The agents, in conjunction with the Essex County Prosecutor's Office, arrested three men and seized the money orders. After further investigation of the case, three other men were arrested and the Commission recovered $12,000 worth of stolen jewelry and a quantity of weapons.

Weapons Found

In another weapons seizure, the Commission arrested a waterfront checker in Brooklyn in possession of stolen merchandise valued at more than $8,000, which included six cases of women's and children's clothing. In a search of the checker's home, agents found three unregistered rifles, a .38 caliber revolver, a .45 caliber automatic, five home-made bombs, two knives and over 1,000 rounds of ammunition. The checker's license was suspended by the Commission, barring him from work on the docks. The criminal trial for possession of stolen property and violations of the Federal Gun Control Act is pending.



ission Agents found five stolen containers in this group

A Vital "Tip"

As with other effective law enforcement agencies, the Commission receives information from various sources concerning criminal activities. One such source led the Commission to investigate the theft of a quantity of imported shoes and slacks from a truck shipment in the city. After considerable investigation and surveillance, Commission law enforcement personnel raided two garages in Brooklyn owned by a limousine service and recovered 150 cartons of expensive Spanish shoes, part of a shipment of 477 cartons delivered from Spain to Kennedy International Airport and en route to a dealer in upstate New York. Three brothers who operated the limousine service as well as two accomplices were arrested and charged with theft from an interstate shipment.

High-Speed Chase

Among the scores of cases which led to arrests and apprehensions of dock thieves, one of the most exciting this past year was highlighted by a pre-dawn, high-speed automobile chase in Brooklyn, as Commission agents followed a Brooklyn longshoreman who tried to evade arrest as he was leaving a pier with a quantity of stolen goods. The agents noticed the man loading his car with a quantity of women's pantsuits and men's shirts and when they approached, he jumped into the driver's seat and stepped on the gas. He was closely followed by the two agents through the rain-drenched city streets and, at times, both cars hit speeds of over sixty miles an hour. The chase ended when the fugitive's car crashed into an oil truck. The agents carried the longshoreman out of the wrecked automobile and called for an ambulance. He was booked on charges of theft, suspended from waterfront work and faces trial in Brooklyn Criminal Court.

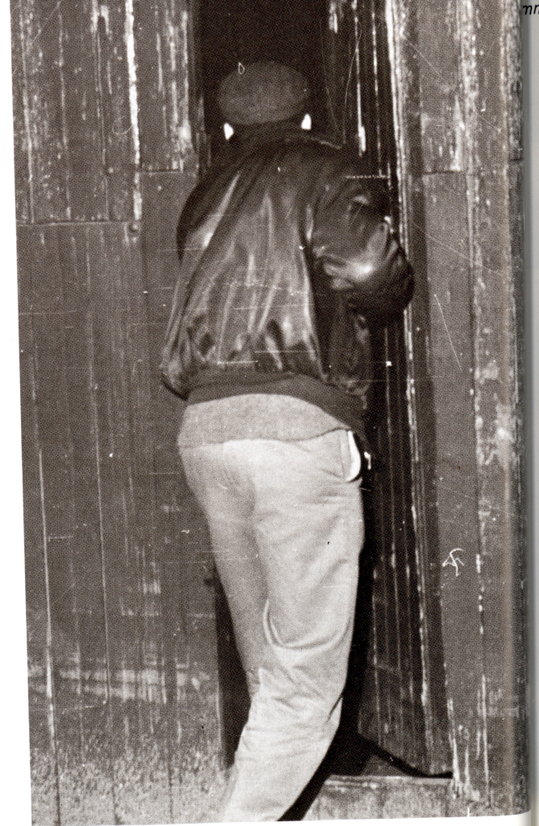
Anti-Gambling Activity

While illegal gambling may be given a low priority in some law enforcement areas, the Waterfront Commission continues to concentrate on waterfront gambling activities, recognizing that the proceeds of such activities are used to finance other underworld operations, particularly narcotics.

Last year, observations by Commission agents resulted in thirty-one arrests of dock workers for illegal gambling, mainly in the operations of policy on the piers. One case involved a dock boss in Port Newark; another, a longshoreman in Brooklyn, who was apprehended as he took a bet on the numbers from a pier guard. In still another case, the agents uncovered a longshoreman who took policy bets, not only on an East River pier, but used a convenient bar across from the pier as his headquarters. When he was arrested, he was found to have 127 policy plays in his pockets. A hearing showed that the longshoreman was acting both as a policy collector and a pick-up man in the illegal gambling operation. Appropriate action was taken against the men involved. This constant Commission attention has led organized gamblers in many instances to move the scene of their activities from the piers to other locations.

Organized Crime Watch

An important Commission investigation last year was the continuing probe into the activities of visitors to an underworld meeting place at 100 Madison Street in Manhattan. Begun a year ago with funds supplied by the Federal Law Enforcement Assistance Administration, Commission agents followed and filmed many persons with organized crime backgrounds meeting at the storefront headquarters. Prominent among these visitors were men who had been banished from waterfront jobs and thrown out of positions of power in waterfront locals almost twenty years ago by the Commission. Many were brought before Commission attorneys in executive session and declined to answer questions on the grounds that any answers might tend to incriminate them. Despite their refusals, important information concerning the efforts of some to reestablish a foothold on the piers was developed and will be forthcoming at Commission hearings. In keeping with its policy, the Commission furnished intelligence gathered from this investigation to other interested law enforcement agencies.



Undercover Commission Agent inspects shed



mmission Agents check pier activity

Payroll Probe

In the Port of New York-New Jersey the protection of cargo is primarily the responsibility of the waterfront terminal operators. To provide such protection these terminal operators employ either directly, or through private security agencies, pier guards who are required to be licensed by the Waterfront Commission. The Commission also requires that the records of their tours of duty be kept by the terminal operators. While reviewing these records, Commission attorneys, accountants and investigators uncovered possible irregularities in the furnishing of pier guards by one private security agency. The Commission subpoenaed certain pier guard employment and assignment records of the agency in the course of its investigation. The agency sought to quash the Commission subpoena but its motion was rejected by the courts and the investigation is continuing.

A New Identification Card

During the history of the Commission it has processed over 101,000 applications from individuals and companies seeking licenses to work or operate businesses on the waterfront. Such processing includes obtaining the full personal, employment and criminal backgrounds of the applicant. Once an individual applicant is approved for temporary or permanent registration or license, the Commission issues him an identification card which he must carry at all times while working on the piers. This past year the Commission developed and issued an improved card with the necessary data concerning the holder detailed in a more discernable manner. The card contains the man's photograph and his waterfront craft and his seniority status in distinctive color, as well as other pertinent personal information identifying the licensee. The cards are being distributed on a planned basis and are designed to be compatible with computer machinery in the Commission's employment information centers used in the hiring and assignment of waterfront workers.

License Denials

Among the 853 applications processed for licensing this year, the Commission denied the application for a license as a stevedore submitted by a firm doing container repair work at Port Newark after its inquiry disclosed that the president of the corporation and its major shareholder had been convicted only three months before the application was submitted for unlawfully conspiring to bribe members of a local New Jersey town zoning board. The Commission determined that the corporation lacked the requisite good character and integrity for licensure and barred it from operating within the port area.

In another case, the Commission's investigation of a longshore applicant uncovered the fact that he had used a false name and a false United States Social Security number in obtaining employment with a waterfront firm and had thereby defrauded the Social Security Administration of almost $3,500 in a two-and-a-half year period. The Commission denied the application and, as with other violations of law involving other agencies, turned the information revealed in this case over to the appropriate agency for further action.

Decasualization

Prior to the inception of the Waterfront Commission, some 50,000 men daily came to the waterfront seeking the approximately 20,000 jobs available at that time in the port district. They were forced to gather in outdoor "shape-ups" where their employment depended upon the whim of a hiring agent and as a result of this out-moded and degrading system were the victims of kickbacks, loansharking, extortion and other criminal operations. To correct the situation, the Commission was given the power to regularize waterfront employment and started by abolishing the shape-up and setting up Commission hiring centers. To stabilize waterfront employment and establish better job opportunities for regular dock workers, the Commission began its "decasualization program," aimed at removing casual and haphazard labor from the waterfront. Under this program a registrant must work or seek work a certain number of days during a six-month calendar period, as established by the Commission, in order to remain on the register. A registrant who fails to meet this requirement may still remain on the register if his failure to work or appear for work resulted from illness, military service or other good cause. Requests to be retained on the register are investigated to assure that only bona fide workers are permitted to remain registered. This program which continued this past year, has brought the longshore and checker work force into balance with the demands for waterfront workers. The present register totals 17,335 dock workers—13,778 are longshoremen and 3,557 are checkers.

Employment Information Services

Recently, the Commission, in view of prior-day ordering of longshoremen and checkers, changes in work rules agreed to by waterfront management and labor, and the increased use of containers to ship cargo, determined that a consolidation of its employment information centers would provide a more effective utilization of waterfront manpower by the port's employers. Under the system of prior-day ordering a dock worker who does not have employment for the following day at his regular pier, may contact the Commission employment information center by telephone where he is advised whether he has been assigned for employment the next day. If he has been so assigned, he need not report to a center the following day but goes directly to his pier assignment. This in large measure reduces the necessity for many unemployed longshoremen and checkers of reporting to the employment information centers, eliminates a great deal of confusion and more effectively meets the shifting manpower needs of the port's operation.

Thus this past year, the Commission established a centrally located hiring center in Manhattan which is now utilized port-wide by checkers who previously had been hired at five different centers throughout the port. The Commission also perfected its plans for the consolidation of the four hiring centers in Brooklyn, aimed at eliminating centers 7, 8, 9 and 14 and combining them in one convenient location at Third Avenue between 59th and 60th Streets in Brooklyn. The Commission's consolidation program contemplates the reduction of the old chain of fourteen hiring centers to six. In addition to the new centers already established in Manhattan and Brooklyn, there will be one center each for Staten Island, Port Newark and Port Elizabeth and the piers in Hudson County. The new moves are expected to result in greater efficiency, greater convenience for the worker and a reduction in costs throughout the port, since less time will be lost in assignment and more time devoted to the loading and unloading of cargo.

CONCLUSION

The last year witnessed the retirement of Mr. Samuel P. Lisman, Director of Administration, who was a member of the Commission since its inception, and noted with deep sorrow the deaths of Michael Geller, a Senior Clerk with the Division of Employment Information Centers and Raymond J. Taylor, a Validating Clerk with the same Division. Mr. Geller died on May 16, 1972 and Mr. Taylor died on June 20, 1972.

Once again the Commission expresses its grateful appreciation to the numerous local, state and federal agencies, as well as the civic and community organizations in both states, which have assisted the Commission in its efforts to maintain the Port as the finest in the world.

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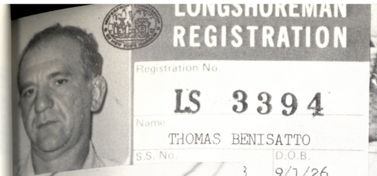
For the reasons set forth in this Annual Report, the Waterfront Commission of New York Harbor finds and determines that the public necessity still exists for the continued registration of longshoremen, the continued licensing of the occupations and employment as required by the Waterfront Commission Compact and its amendments, and the continued public operation of the 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 Port of New York and to achieve the objectives of the Compact.

Respectfully submitted,

JOSEPH KAITZ
Commissioner for New York

RICHARD J. VANDER PLAAT
Commissioner for New Jersey

Photographs on pages 3, 13, 23 & 24, courtesy of The Port Authority of New York and New Jersey; all others by Waterfront Commission.

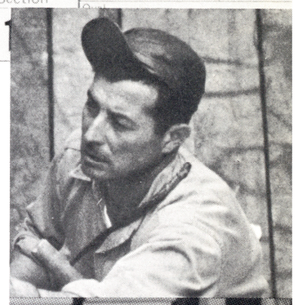












THE WATERFRONT WORKER TODAY

The New York-New Jersey waterfront has changed dramatically in the last two decades—and so has the waterfront worker.

The longshoreman of today bears slight resemblance to his forbears. He has attained his rightful place in urban society as a conscientious and hard-working member of the labor community.

The Commission's contacts with the men of the docks, and its recent studies of the waterfront worker, show that he has not only improved his economic lot by taking advantage of greater opportunities for regular employment, but has planted his roots in new neighborhoods and become a responsible and respected member of his community.

The average longshoreman today is about forty-eight years old.

He has worked consistently on the piers for ten years or more, as have 75 per cent of the port's dock force.

He comes from every racial and ethnic background and is representative of the vast melting pot which is America.

He is no longer forced by circumstances to exist in substandard housing surrounding the docks, but is now a resident of almost every community in a fifty-mile radius of the port and, like other middle-income Americans, has in many cases purchased his own home and is sending his children to college.

He possesses a new dignity and independence won by enlightened work and hiring procedures and increased salary and fringe benefits, comparable to union workers in other industries.

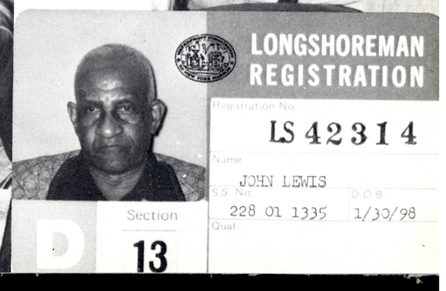
And he is among the 76 per cent of the 17,335 registered longshoremen and checkers in New York and New Jersey who have never been involved in any way with the police or the courts.









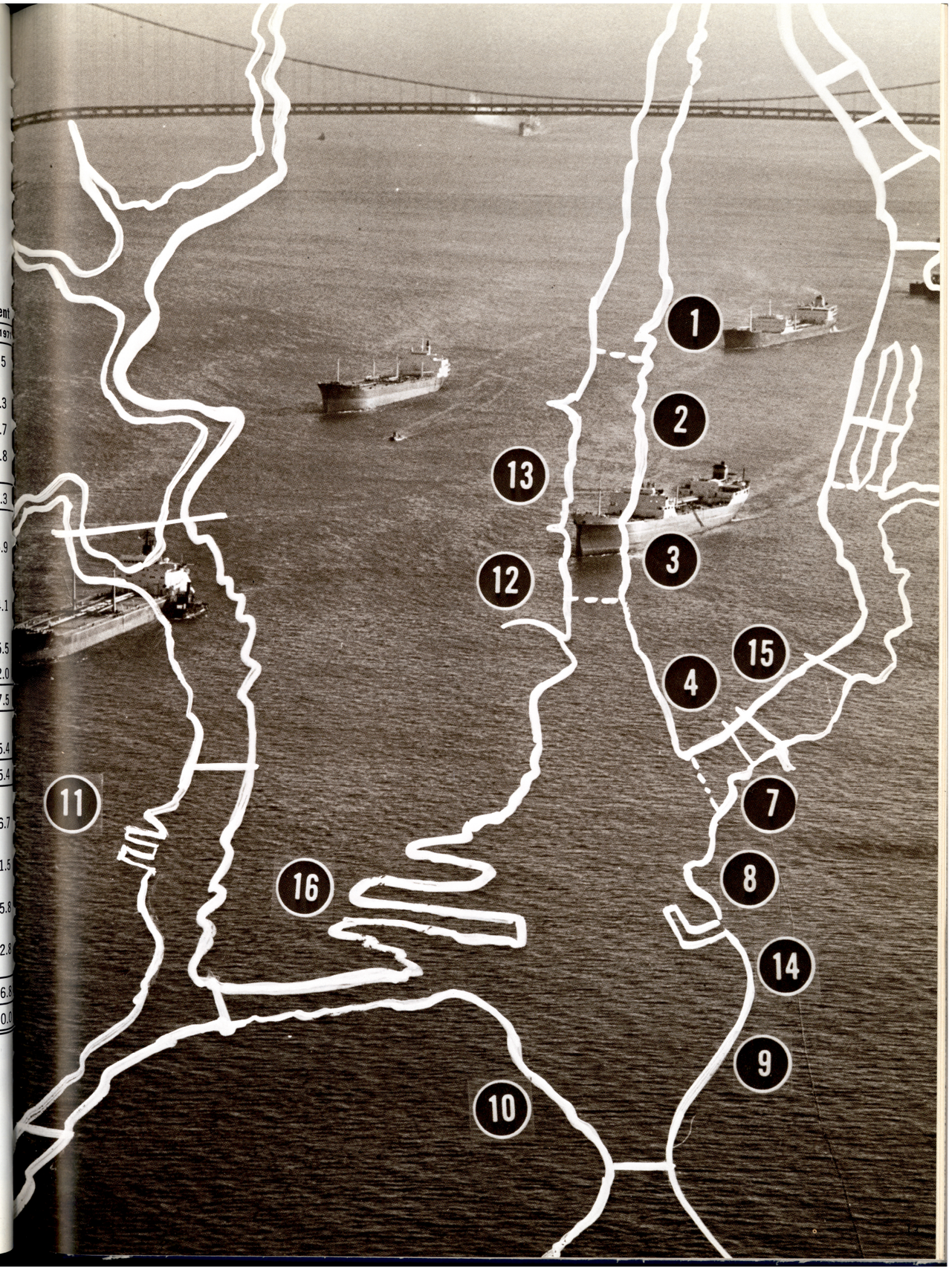


WATERFRONT COMMISSION
EMPLOYMENT INFORMATION CENTERS

Showing Comparison of Hirings for the Years 1971-1972 and 1970-1971

Center and Location	Piers and Areas	Hirings 1971-1972	Hirings 1970-1971	Increase or Decrease	% Change	% Share of Port Employment 1971-1972	% Share of Port Employment 1970-1971
1 659 11th Avenue	Piers 64-99 North River including Irvington and Yonkers	95,354	147,226	— 51,872	—35.23	03.05	04.5
2 455 West 16th Street	Piers 53-62 North River	12,588	11,326	+ 1,262	+11.14	00.5	00.3
3 34 Renwick Street	Piers 18-52 North River	64,887	88,679	— 23,792	—26.82	02.4	02.7
4 125 Greenwich Street	Piers 1-17 North River Piers 4-68 East River	89,868	94,700	— 4,832	—05.10	03.3	02.8
TOTAL—MANHATTAN		262,697	341,931	— 79,234	—23.17	09.7	10.3
7 100 Columbia Street	Brooklyn Port Authority Piers, Long Island City, Greenpoint and Williamsburg	415,541	527,337	—111,796	—21.20	15.3	15.9
8 132 Van Dyke Street	Atlantic and Erie Basins, Breakwater and Gowanus	345,205	466,768	—121,563	—26.04	12.8	14.1
9 5504 Third Avenue	Bush Docks	223,683	180,966	+ 42,717	+23.60	08.3	05.5
14 37th and Marginal Streets	21st Street, Green Docks and 39th Street	271,375	395,123	—123,748	—31.31	10.0	12.0
TOTAL—BROOKLYN		1,255,804	1,570,194	—314,390	—20.02	46.4	47.5
10 22 Wave Street	Staten Island	129,984	176,870	— 46,886	—26.50	04.8	05.4
TOTAL—STATEN ISLAND		129,984	176,870	— 46,886	—26.50	04.8	05.4
11 117 Tyler Street Port Newark	Port Newark and Port Elizabeth Perth Amboy and Carteret	777,257	880,751	—103,494	—11.25	28.7	26.7
12 34 Exchange Place Jersey City	Jersey City	45,712	48,618	— 2,906	—05.97	01.7	01.5
13 60 Hudson Street Hoboken	Hoboken, Weehawken and Edgewater	130,572	193,088	— 62,516	—32.37	04.8	05.8
16 Rt. 169 & East 32nd Street Bayonne	Bayonne	105,533	90,078	+ 15,455	+17.15	03.9	02.8
TOTAL—NEW JERSEY		1,059,074	1,212,535	—153,461	—12.65	39.1	36.8
PORTWIDE TOTALS		2,707,559*	3,301,530	—593,971	—17.99	100.0	100.0

*Part of the total decrease can be attributed to the fifty-nine day strike beginning October 1, 1971.



Commission Actions

COMMISSION DETERMINATIONS — Year Ended June 30, 1972

APPLICATIONS AND REVOCATIONS

	Denied	Granted	Revoked	Revoked L/R	Sus-pended	Repri-manded	Dis-missed Charges	Sus/ Pending Hearing	TOTALS
Longshoremen	35	21	44	52	93	1	8	22	276
Checkers	3	1	10	17	10	2	9	10	62
Hiring Agents	2	0	2	0	3	0	0	1	8
Pier Superintendents	3	1	0	1	0	0	0	0	5
Port Watchmen	17	2	10	1	15	0	0	4	49
Stevedores	1	0	0	0	0	0	0	0	1
TOTALS	61	25	66	71	121	3	17	37	401

PETITIONS — Year Ended June 30, 1972

	Denied	Granted	Totals
Petition for Reconsideration or Leave to Reapply	87	68	155
Petition for Rehearing	3	7	10
Petition to Withdraw	1	4	5
Petition to Remove Ineligibility by Reason of Criminal Conviction	0	3	3
Petition to Vacate Order of Temporary Suspension	12	12	24
Petition to Lift Physical Ineligibility	5	0	5
TOTALS	108	94	202

DIVISION OF LAW — Year Ended June 30, 1972

Investigations Conducted and Completed	320
Recent Arrests Conducted and Completed	223
Hearings Ordered	259
Hearings Completed	296
Petitions: For Reconsideration or Leave to Reapply	148
Probations	97
Witnesses	1,477

DIVISION OF LICENSING — Year Ended June 30, 1972

Applications investigated and processed	853
Witnesses and applicants questioned	771
Summary Proceedings completed	14
Petitions	65
Investigations conducted and completed	114
Requests for Reinstatement for Withdrawal and Decasualization	93
Total Hearings ordered by the Licensing Division	62
Total Hearings conducted and completed by the Licensing Division	63

The above legal activity involves only those matters processed and completed by attorneys assigned to this division and does not include matters processed and completed by the Division of Law.

DIVISION OF LAW ENFORCEMENT — Year Ended June 30, 1972

Investigations conducted (including those for administrative hearings, licensing applications, intelligence files, pier security evaluations, etc.)	7,238
Arrests and Apprehensions*	
for theft	101
for gambling	50
for other offenses	3
Active Waterfront Registrants Arrested By Other Law Enforcement Agencies	182

NOTE: Portwide Strike 10/1/71-11/29/71

* Includes registrants and non-registrants.

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	10,196
1971/1972****	166,053,950	17,654	9,406

SOURCE: Waterfront Commission of New York Harbor.

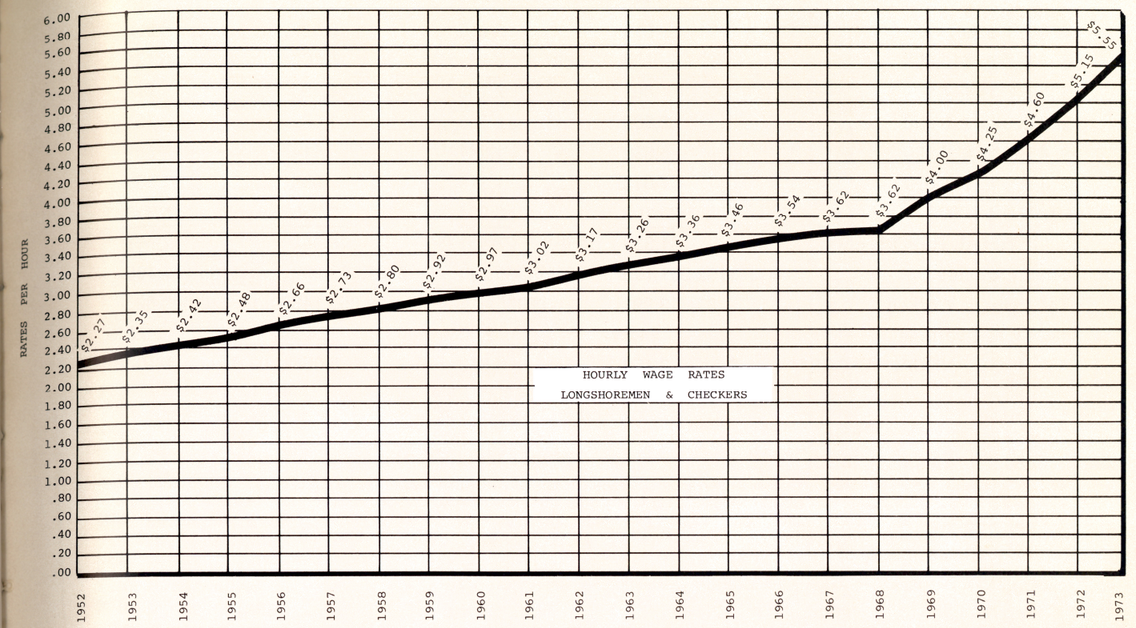
* Fiscal year begins July 1st.
** Fringe benefits, with the exception of vacations and holidays, are not included.
*** Includes 56-day Longshoremen's Strike (12/21/68 to 2/14/69.)
**** Reduction due to 59-day strike in 1971.

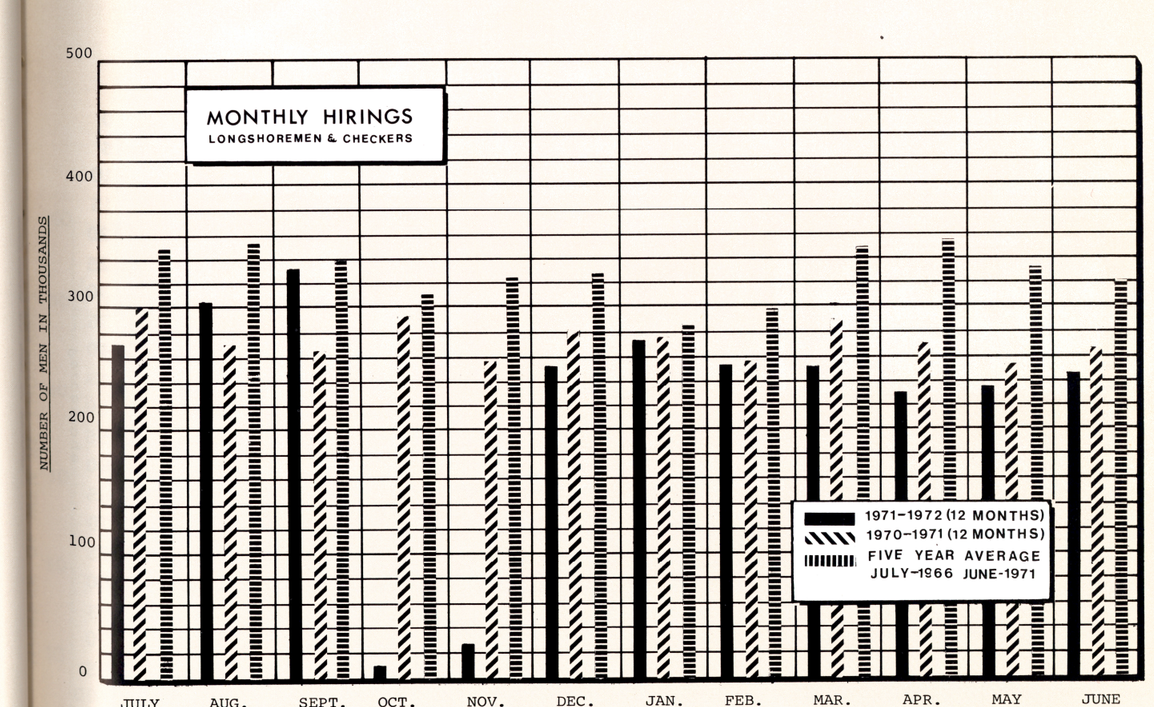
AVERAGE ANNUAL EARNINGS OF PRIVATE PIER GUARDS

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

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

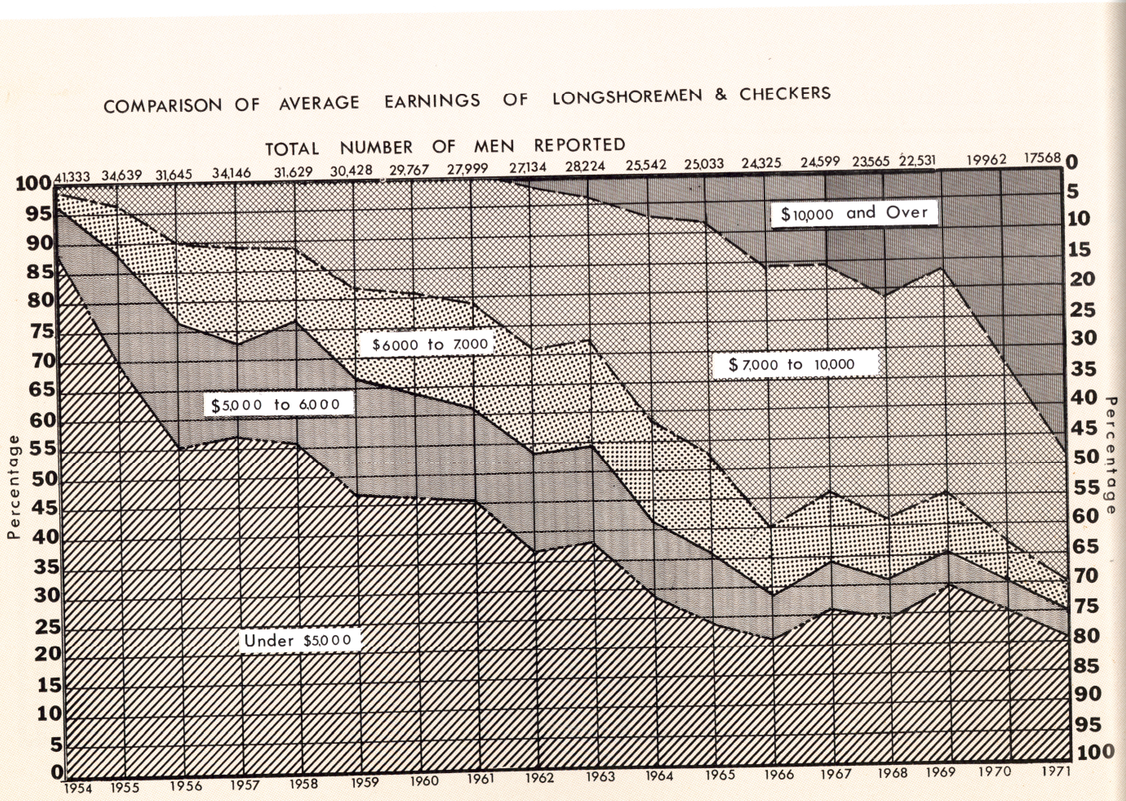
	1954	1969	1970	1971
$10,000 and over	(*)	3,910	6,523	8,233
$ 7,000 to $10,000	406	8,381	6,107	4,155
$ 6,000 to $ 7,000	802	2,183	1,195	874
$ 5,000 to $ 6,000	2,589	1,503	1,082	751
$ 4,000 to $ 5,000	6,330	1,241	914	668
$ 3,000 to $ 4,000	7,013	1,319	906	534
UNDER $3,000	24,193	3,994	3,235	2,353
TOTAL REPORTED	41,333	22,531	19,962	17,568
Total Earnings	$102,061,108	$154,996,290	$161,063,292	$165,172,465
Total Hours Worked	37,813,991	33,935,416	32,853,146	30,849,623
% Hours Overtime	24.3%	27.0%	24.0%	25.8%
AVERAGE ANNUAL WAGES**	$ 2,469	$ 6,879	$ 8,068	$ 9,402

* Records incomplete for 1954.

** 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, 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, 1971.



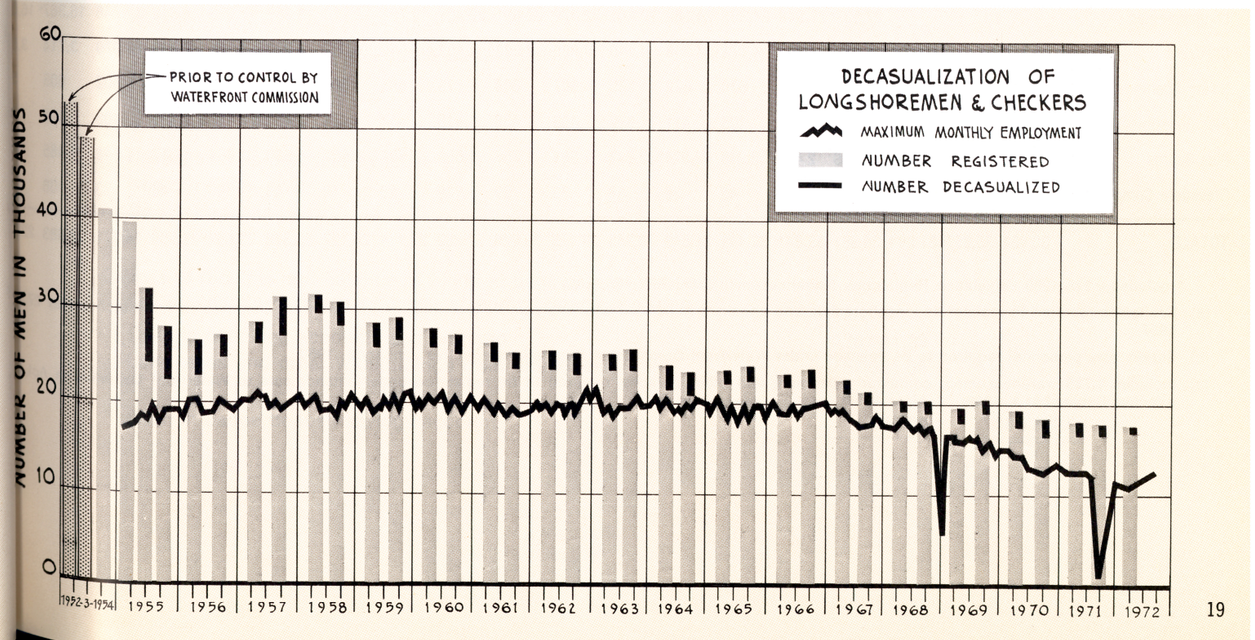
DECASUALIZATION OF LONGSHOREMEN AND CHECKERS

		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
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***

* 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

	1954*	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	197
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	1,846	4,810	1,741[d]	1,19
Checkers				4,077[a]	618	320	398	265	134	613	171	453	286	276	320	516	1,233	87	
Pier Guards[b]	2,890	458	265	2,893	573	350	2,415	335	168	321	199	418	2,081	472	699	1,014	858	612	61
Pier Superintendents	457	88	87	69	81	59	88	73	84	176	41	37	47	73	116	57	131	82	6
Hiring Agents	787	147	103	129	102	77	127	107	119	103	66	51	127	92	169	66	172	139	9
Stevedore Companies[c]	77	7	54	4	45	4	45	0	36	1	29	0	53	5	53	7	99	32	11
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	3,506	7,303	2,693	2,0

*Initial year of Commission operations.

**Includes 533 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 3

	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	19
*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
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	4,335	3,979	3,714	3
Hiring Agents	612	592	597	618	645	630	622	589	607	609	578	565	606	631	600	559	602	605	
Pier Superintendents	355	365	379	380	407	408	411	392	403	438	418	417	414	430	417	365	403	406	
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	1,637	1,548	1,485	1
Stevedore Companies	54	52	48	45	46	45	39	36	33	29	29	28	49	49	50	46	93	106	
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	23,554	24,271	22,683	22

*Includes 2,128 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, 1972

Balance of funds at beginning of year:		
Cash balance (net of amounts withheld from employees' earnings)		$101,828.40
Cash in badge deposit savings account		11,385.00
Time certificate of deposit		100,000.00
		213,213.40
Receipts:		
Assessments on employers of persons registered or licensed by the Commission	$3,749,653.98	
Law Enforcement Assistance Administration grant	59,171.00	
Interest on United States Treasury bills	2,808.00	
Interest on time certificates of deposit	24,161.55	
Interest on badge deposit savings account	637.03	
Penalties and fines	1,111.78	3,837,543.34
		4,050,756.74
Disbursements:		
Salaries	2,637,439.97	
Rentals	270,221.90	
Retirement, group insurance and social security taxes	589,262.60	
Law Enforcement Assistance Administration grant expenditures	81,594.69	
Special services and expense	45,027.48	
Communications	63,413.82	
Carfare, auto and travel expense	46,657.07	
Leasehold alterations	5,686.11	
General office expense	25,748.33	
Repairs and maintenance	47,435.13	
Furniture, fixtures and equipment	17,974.79	
Hearing officers, auditors and consultant fees	31,145.00	
Insurance	54,407.38	
Light, heat and power	29,970.27	
Printing	17,711.66	
Miscellaneous overtime expense	2,944.35	
Seniority plan costs	3,711.15	
Badge deposits (net)	55.00	3,970,406.70
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	126,941.39	
Less taxes and other withholdings from employees	57,921.35	
	69,020.04	
Cash in badge deposit savings account	11,330.00	$80,350.04

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

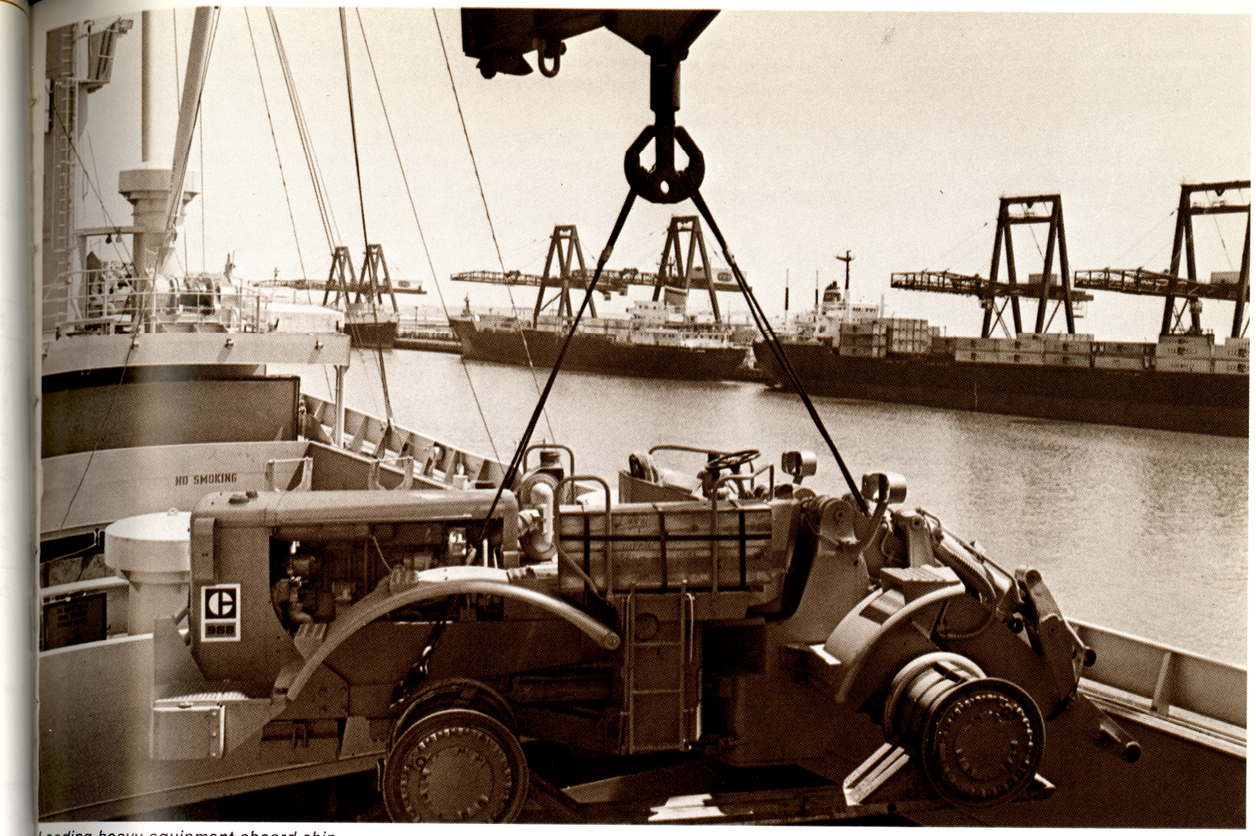
To the Commissioners
Waterfront Commission of New York Harbor

We have examined the statement of cash receipts and disbursements of the Waterfront Commission of New York Harbor for the year ended June 30, 1972. 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.

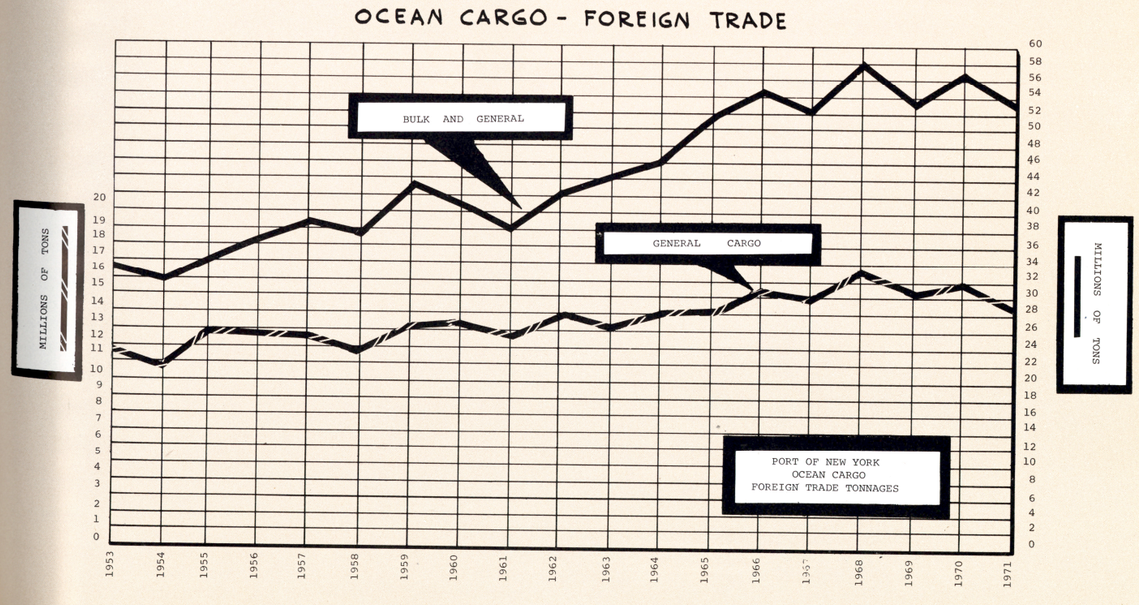
In our opinion, the accompanying statement of cash receipts and disbursements presents fairly the cash transactions of the Waterfront Commission of New York Harbor for the year ended June 30, 1972, on a basis consistent with that of the preceding year.

S. D. Leidesdorf & Co.

New York, N. Y.
July 17, 1972



Loading heavy equipment aboard ship





WATERFRONT COMMISSION OF NEW YORK HARBOR 1971-1972

JOSEPH KAITZ, *Commissioner for New York*

RICHARD J. VANDER PLAAT, *Commissioner for New Jersey*

WILLIAM P. SIRIGNANO, *Executive Director and 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*

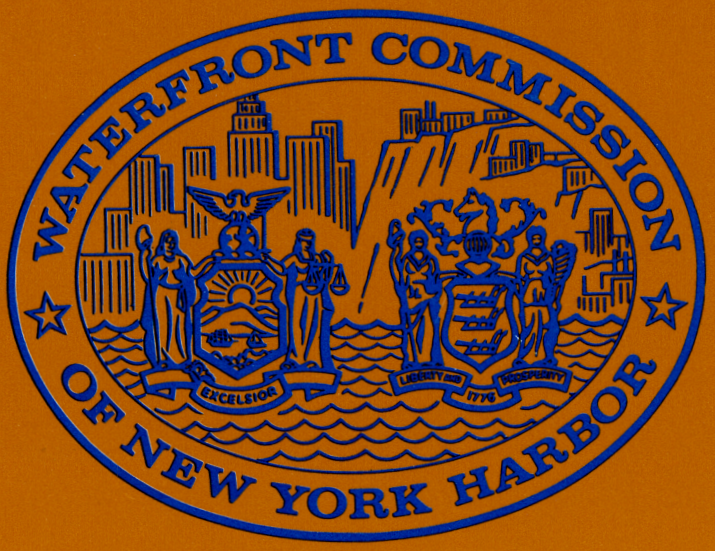
JESSE O. LANGSTON, *Director, Employment Information Centers*

ANTHONY ANGELICO, *Comptroller*

CARMINE A. CARDONE, *Director, Licensing Division*

WALTER ARM, *Director of Information*

15 Park Row, New York, N.Y. 10038


WATERFRONT COMMISSION
OF NEW YORK HARBOR
EXCELSIOR
LIBERTY AND
1776
PROSPERITY