

After the meeting was over, I received a telephone call from Eddie Florio, who informed me of the stewards' complaint and asked for my reaction. I told him that in my opinion, since stewards on the New York side of the port were getting "ship's time," it would only be fair to treat stewards in Hoboken in the same manner. Florio then stated that he felt the same way about it and would immediately take the matter up with Captain Wypler, Jarka's superintendent in Hoboken, and Captain Yates, Jarka's general superintendent.

During the morning of the next day, I was called to a meeting in Captain Wypler's office. In addition to me, Captain Yates, Captain Wypler, Eddie Florio, and Anthony (Tony All The Time) Altamura, shop steward at Pier 1, Hoboken, a Jarka pier, were present.

The discussion at that meeting was concerned with "short ganging" and "ship's time" for stewards. During the course of the meeting, the two subjects became tied in together. It appeared that the longshoremen were bitterly complaining to their shop stewards of the extra work they had to do by reason of the "short gang" system. This complaint was based upon the fact that, notwithstanding the use of "short gangs," each hiring boss was determined to obtain as much production from a "short gang" as he could normally obtain from a full gang.

The stewards, in turn, were threatening to bring these complaints out in the open unless their share of "short gang" profits was increased. It was proposed by Florio, Yates, and Wypler to appease the stewards by granting their demand for "ship's time," which had been made on the previous day. It was stated by Florio, Yates and Wypler, that if this were done, the stewards would refrain from publicly airing Jarka's "short ganging."

At the outset both Altamura and I were opposed to this plan. I felt strongly about the "short gang" evil. It was my conviction, openly expressed at this meeting, that "short ganging" was extremely unfair to the longshoremen who worked in those gangs. For this reason, although other hiring bosses in Hoboken shared in the profits of "short ganging," I never did. I, therefore, was steadfast in my opposition to "short ganging" throughout the meeting.

As the meeting wore on, however, Altamura was won over to Jarka's point of view with respect to "short ganging" by Sypler's promise to him that, in addition to "ship's time," he would be guaranteed at least 3 days of employment a week, whether or not a vessel was being worked at his pier.

Because my opposition to "short ganging" thereafter became so open and so vehement, I was discharged by Captain Wypler on August 1, 1950.

"Short ganging" still continues on Jarka's piers in Hoboken. It is especially prevalent on Pier 9. For this reason, Jarka is unable to operate that pier with steady gangs. Presently, when Jarka's hiring agent appears at the Bi-State Waterfront Commission hiring hall in Hoboken, to shape longshoremen for Pier 9, only those men will accept employment there who are unable to find work elsewhere.

Not only was I discharged by Jarka on August 1, 1950, but I was also blackballed by all other members of the New York Shipping Association. Notwithstanding my wealth of experience in longshore work, I have found it impossible to obtain waterfront employment in the Port of New York since the date of my discharge by Jarka. Many of the persons holding supervisory positions on the Hoboken piers were appointed through connivance between stevedoring companies and the IIA.

Jarka Corporation was scheduled to start operations at Pier 2, Hoboken, in May 1950. Actually, because of what I am about to relate, Jarka's opening of Pier 2 did not occur until June or July of that year.

Early in May 1950, a meeting was held in my office on Pier 9 for the purpose of designating the hiring foreman, assistant hiring foreman, and dock boss for that pier. Jarka was represented at this meeting by Captain Wypler and Captain Yates. The IIA appeared through Edward "Eddie" Florio, then an international organizer; John "Meatballs" Moody; and Anthony "Tony Marconi" Aufigemma; and John "Fifi" De Robertis, respectively, delegates of Locals 306, 1198, and 881. I was present, although I took no part in the discussion. Captain Yates stated that Jarka was desirous of appointing one Frank "Hank" Scoggimaro as hiring foreman on Pier 2. Scoggimaro, however, was not acceptable.

to Florio, whose designee for the position was Leonard Fabiano, a member of Local 1198, IIA. Florio let it be known that if Fabiano were not appointed, the pier would not open because the longshoremen would strike. Before and after that meeting, Florio told me that the IIA wanted Fabiano to get the job of hiring foreman because it "could do business with him" - that Fabiano would pick men at the daily shapeup, in accordance with Florio's directions.

Although no agreement on the matter of appointing a hiring foreman was reached at this meeting, Captain Wypler later told me that Jark^a and the IIA had entered into a compromise whereby Scoggimare was appointed as a hiring foreman and Fabiano as his assistant.

Because of these negotiations, Pier 2 did not open in May of 1950 as planned. It was finally scheduled to open on a Monday late in June or early in July 1950. On the Saturday before the scheduled opening, on which day I was a patient in St. Mary's Hospital, Hoboken, a meeting was held at the Riverview Hotel in Hoboken. The matter for discussion at this meeting was the appointment of a dock boss on Pier 2. Captain Wypler represented Jarka, and Florio; Jerry Callahan, Secretary-Treasurer of Local 1261, IIA; and Peter Lynch, Delegate of Local 1261, IIA; represented the IIA. Also present at this meeting were Michael Borfello, then commissioner of Public Safety, Hoboken, New Jersey; William Mc Cormack, then assistant dock boss at Pier 1, Hoboken; and Eugene "Red Stingaree" Pensar, and Andrew Finnizzio, then public loaders at the Sea Train Pier, Edgewater, New Jersey.

Captain Wypler stated that he wanted to promote Mc Cormack to the position of dock boss on Pier 2. Florio's candidate was Frank "Tiny" Del Baccio. Florio prevailed and Del Baccio was appointed. Later that day, Borfello, who is my cousin, visited me at the hospital. He told me that "Florio just knocked Mc Cormack out of the box".

On the following Monday, I was present at Pier 2 at opening time. Mc Cormack, Florio, and Captain Wypler were also there. I heard Mc Cormack say to Wypler, "Why don't you give me the job. You promised it to me". Wypler's reply was "Look, Florio wants Del Baccio, and I can't do anything about it".

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Leonard Fabiano is still assistant hiring foreman on Pier 2, and Frank "Tiny" Del Baccio is still dock boss on that pier. Jarka Corporation was scheduled to commence operations on Pier 3, Hoboken, in about March 1953. As was usual in such cases, a meeting was held prior to the pier's opening between representatives of Jarka and the IIA for the purpose of selecting a hiring foreman. This meeting took place at Myers Hotel, Hoboken, about 10 days before the scheduled opening. Captain Wypler attended for Jarka. John "Meatballs" Moody; Anthony "Tony Marconi" Aurigemma; John "Fifi" De Robertus, and Edward Nolan, respectively, delegates of IIA Locals 306, 1198, 881, and 867, and John Nolan, IIA international organizer, appeared for the IIA. Jarka's designee, endorsed by Moody, Aurigemma and De Robertus, was a man known to me only as "Fat" Kelly. The Nolans, on the other hand, were in favor of William Mc Namara. They, however, were outvoted and Kelly got the job. The dissatisfaction of the Nolans with Jarka's decision was apparent to everyone. On the night before Pier 3 was scheduled to open, Kelly was shot to death. Kelly's murder left Jarka without a hiring foreman. The pier's opening was, therefore, delayed while Jarka conducted a search for a substitute for Kelly. This was no easy matter, because no one wanted the job. Everyone seemed to be afraid.

The Nolans finally persuaded their original candidate, Mc Namara, to take the job. He is still hiring foreman on Pier 3, Hoboken.

As I stated above, I was fired from my position as hiring foreman on Pier 9, Hoboken, on August 1, 1950. About two weeks later, Captain Wypler, with the connivance of Ed Florio and "Tony Marconi" Aurigemma, appointed August "Gus" Magarelli to succeed me.

Aurigemma and Florio, in addition to obtaining Magarelli's appointment as my successor, completely on their own, and without even any consultation with a Jarka officer, offered the job of assistant hiring foreman to one of my friends Jerry "Pat" Petrozzelli. Upon Petrozzelli's refusal to accept, Florio and Aurigemma offered the job to Morris De Santis,

who took it. Thereupon, Florio and Aurigemma notified Captain Wypler, Jarka's Hoboken Superintendent, that they had given the job of assistant hiring foreman on Pier 9, Hoboken, to Morris De Santis.

When Pier 9 was opened by Jarka in 1948, Peter Lynch, then and now a delegate of IIA Local 1261; and Jerry Callahan, another officer of that Local, presented William Crosby to Captain Wypler as their candidate for the position of dock boss. Although Crosby at that time had no longshore experience whatsoever, having previously been employed by the Police and Fire Departments of Jersey City, New Jersey, he was, upon the insistence of Lynch and Callahan, appointed to the important and responsible position of dock boss on Pier 9.

Magarelli, De Santis, and Crosby are still employed by Jarka on Pier 9 as hiring foreman, assistant hiring foreman, and dock boss.

Universal Terminal & Stevedoring Co. was awarded the stevedoring contract at Piers 15 and 16, Hoboken, late in 1951. Without objection from Universal, Edward Florio and Anthony Aurigemma installed Nicholas Barletta, and Leonard Porcelli as hiring foreman and assistant hiring foreman. Barletta and Porcelli are still employed in these capacities on Piers 15 and 16, Hoboken.

Christopher (Red) Glazer, a member of Local 306, IIA, is shop steward at the 5th Street Pier, also known as the Holland-America Line Pier, and at Pier 8, both in Hoboken. The 5th Street Pier has two decks. The upper deck is used for receiving and stacking cargo until its removal from the pier. The work of receiving and stacking the cargo is performed by longshoremen. Unstacking and moving the cargo to loading chutes is done by workmen called extra laborers.

Prior to about December 1, 1953, extra laborers were shaped in from day to day as needed. Since that date, however, about 20 men have been steadily employed on the 5th Street Pier as extra laborers, without being required to shape each day. Additional extra laborers, when required, are obtained through normal channels, at the Bi-State Waterfront Commission's hiring hall in Hoboken.

Of the 20 steadily employed extra laborers, two, Fred Glazer and Harry Glazer, are respectively brother and nephew of Christopher (Red) Glazer, the shop steward on that pier. Two, Pasquale (Pat) Patoliano and Lawrence (Larry) Napolitano, are nephews of Eddie Florio, formerly an International organizer for IIA; and two, known to me only as Big Joe and Big Mike, are Florio's friends. In addition, all of the steady extra laborers are members of IIA.

The following facts in respect to the boss public loaders as they existed prior to December 11, 1953, at the various piers in Hoboken and Edgewater, N.J., are known to me, personally, as being true and correct:

Pier and
Stevedoring Co:

Sea Train,
Edgewater, N.J.

Boss Public Loaders and Comments:

Eugene Pensari (Red Stingaree)

Andrew Finizio (nephew of Ed Florio, IIA organizer and president of local 306 IIA, in prison since Jan. 3, 1953)

William Van Beekum (Sec.-Treas., local 867 IIA.)

Pensari and Finizio were placed on this job as boss public loaders about 1946-1948 by Ed Florio. This is personally known to me who, together with two other individuals, namely, Benny Bendotti and Peter Turso (Turso now dead), were at that time trying to get the boss loader concession at the Sea Train pier. At that time Ed Florio informed me and my aforementioned associates, that the loading concession at this pier belonged to Pensari (Red Stingaree) and Andy Finizio. At the time of the joint meeting when I was informed that I could not have the loading concession on the Sea Train pier, it was openly discussed with Ed Florio, that he, although not a boss loader at the pier, was to receive 25% of the receipts from the loading operation at that pier.

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John Nolan, delegate from local 867 IIA, placed Van Beekum on the job as an additional boss public loader partner. There were three additional boss loader partners at this pier, -however, I do not know their names.

In view of the fact that the particular cargo handled at this pier is unloaded from freight cars rather than from ships, all of the loading work is done by hand and no loading equipment is necessary.

Piers 15 and 16,
Hoboken
(Universal Stevedoring Co.)

Passelle (Bought out Thomas Musto's share
1951 - Musto is currently
Trustee of local 1198 IIA.)

Anthony Napolitano

Anthony "Don" Malfetti

Musto, Malfetti and Napolitano were made boss public loaders sometime prior to 1951, by Ed Florio and Ed Florio at the time personally informed me that these three persons were getting the loading operation at piers 15 and 16. Napolitano was not a longshoreman, but was taken out of Bethlehem Steel Co. where he had been employed for approximately 15 years.

The public loaders at piers 15 and 16 owned only one small size Hi-Lo, and continually borrowed and utilized cranes and Hi-Los owned by the stevedoring company. These facts are personally known to me. I am a personal friend of Passelle.

Long Dock (Pier 10)
Ft. of 8th St.,
Hoboken
(Seaboard Loading
Co.)
(Mr. Johnson)

George (Babe) Harper (not an official in IIA.
Was the sole boss public
loader until 1948, when
Ed Florio forced him to
accept 4 partners.)

Jos. Del Boccio (no official IIA status.)

John Naparano (no official IIA status.)

Jos. Aurigemma (no official IIA status - cousin
of Anthony Aurigemma, delegate and
business agent of local 1198, IIA,
and cousin of Andrew Aurigemma
(Sgt. at Arms local 1198 IIA.)

Albert Rocco (no official IIA status - designated as
one of the partners by Anthony
Aurigemma.)

Albert Rocco (no official IIA status - designated
as one of the partners by Anthony
Aurigemma.)

In 1948, Ed Florio, president local 306 IIA, together
with Anthony Aurigemma, (delegate local 1198), and "Meat Ball"
Moody (delegate local 306 IIA) went to Johnson & Somerville, who at
that time was the stevedoring company at this pier. I was not
present. However, prior to that incident, I was informed, in
the presence of the aforementioned Moody and Aurigemma, that
they were going to see Johnson & Somerville chase George (Babe)
Harper out and put six different ones in as boss public loaders.
At the time Florio informed me the 5 or 6 were, namely, John
Naparano, Jos. Aurigemma, Jos. Del Boccio, Albert Rocco and
Anthony Mastracci.

I understand that Johnson & Somerville insisted
that Harper and his nephew continue as sole boss public
loaders. However, due to subsequent pressure put on Johnson &
Somerville, in which both Mayor De Sapio and Police Commissioner
Borelli were involved on the side of Ed Florio, Johnson & Som-
erville agreed to let them place 4 additional boss public loaders
on the pier, provided Harper and his nephew were permitted to
remain as boss public loaders. I was personally present at a
joint meeting where this agreement was worked out.

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Harper, when sole boss public loader, used the equipment of the stevedoring company to a considerable extent, since he owned only one Hi-Lo. Subsequent to Harper's unwilling acceptance of the 4 partners, the public loaders, thereafter, borrowed equipment from Jarka Stevedoring Corp., at Pier 9, Hoboken, with the consent of Capt. Wypler who has general charge of all New Jersey piers for Jarka. I have personal knowledge of such equipment borrowing from Pier 9 (equipment already gassed up) up to 1950, at which time I ceased to be Asst. Stevedore (assistant hiring boss) at Pier 9. Although I have no personal knowledge, I believe the practice continued until December 11, 1953.

Pier 9, 7th St.,
Hoboken
(Jarka Corp.)

Frank R. Aurigemma (no official IIA status - cousin of Anthony Aurigemma, who is delegate of local 1198.)

Frank Pasquale (no official IIA status - cousin of Anthony Aurigemma.)

"Pepe" Mascolo (no official IIA status - related to Anthony Aurigemma.)

I was employed as assistant stevedore at this pier until discharged August 15, 1950. Public loaders had no equipment of their own until 1950, but even thereafter their equipment was insufficient to handle the work load, and they constantly borrowed equipment from Jarka Stevedoring Co. and sometimes took such equipment, including Hi-Los, without permission. I was continually complaining to Capt. Wypler, Jarka general superintendent, relative to such use of equipment by the loaders, leaving me without sufficient equipment for my own work. The public loaders bought one Hi-Lo in 1950, but continued to use Jarka cranes and Hi-Los. The public loaders normally use their own operators on the equipment borrowed from Jarka, but did on occasion "kidnap" both the equipment and the operator. In such instances, the public loader normally tipped

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the equipment operator, who also received his regular pay from Jarka. Although I have no personal knowledge beyond the date of my discharge (August 15, 1950), I believe the public loaders continued to use Jarka's equipment right up to the time public loaders were banned under the new Bi-State law. I believe that the aforementioned 3 former public loaders are now employed as loaders by the Jarka Stevedoring Corp.

While the aforementioned public loaders employed other longshoremen from time to time, as needed, they frequently borrowed longshoremen from the stevedoring company for short periods of time. I believe that the longshoremen on such occasions were paid by the stevedoring company and were not reimbursed by the public loaders.

Pier Holland-
America, Ft. of
5th St., Hoboken
(Jarka Corp.)

Ed Florio, organizer and Pres. of Local 306, IIA and Boss Loader at Fifth St. Pier (Holland-America) Hoboken, has been in prison since Jan. 1953. He did not physically participate in the loading operations but was very active in connection with the adjustment of disputes at the Jarka piers. After being sent to prison those functions pertaining to the disputes were taken over by Eugene Pensari and Andrew Finizio, Public Loaders at Sea Train Pier, Edgewater.

Joseph Branda (no official IIA status - head boss loader actually on pier.)

Rocky Florio (nephew of Ed Florio - loading foreman since December 10, 1953.)

Louis Florio (nephew of Ed Florio.)

Ralph Florio (" " " ")

Sam Napolitano (" " " ")

Andrew Cosmano (relative of Ed Florio.)

Anthony Festa

Anthony T- (also known as "the big kid".)

There are 11 boss public loaders in all, including those above mentioned.

I have personal knowledge that Ed Florio received 10% of the total intake from the loading operation at this pier, the balance being shared equally by the others. None of the above, with the exception of Ed Florio, have or had any official status in the IIA.

During the past year, while Ed Florio has been in prison, his son Lawrence, a lawyer, has been known to visit the pier periodically to collect the 10% for his father, Ed Florio.

The aforementioned public loaders owned no equipment until 1949. Prior to that time they used all Jarka equipment, using as many as 8 to 10 Hi-Lo's per day. I worked at this pier when there was no work at Pier 9, and frequently found it necessary to order the loaders off the Jarka equipment so I could use the equipment in connection with Jarka's own work. The loaders purchased one Hi-Lo machine by 1950 and another later on. However, I believe that the borrowing of equipment continued up until the time the public loaders were banned.

It was not unusual for the loaders to appropriate the operator as well as the equipment, in which case the public loader paid the driver, on the side, who, incidentally, also received his regular pay from Jarka. I frequently complained to Captain Wypler about the company's equipment not being available to me. Wypler would usually make some comment that it would be available in a little while. On one occasion, it became necessary for me to actually pull one of the Florios off a Jarka Hi-Lo because the equipment was needed and he

refused to return it. (Florio (the driver) threatened to report the matter to Capt. Wypler. I have personal knowledge that Captain Wypler knew that the Hi-Lo operators got paid on the side by the loaders while receiving their regular pay from Jarka. I understand that all of the aforementioned boss public loaders, except for Ed Florio, are now employed as loaders by Jarka. It is also my understanding that some of the above mentioned Florios appeared on the eligible list of voters in the N. L. R. B. election, although they did not work as longshoremen during the eligibility period.

Pier 1 Hoboken
Jarka Corp.

Jos. Dunn (no official IIA status)

Edward Cassler (no official IIA status.)

These public loaders owned 2 Hi-Lo machines but also used some Jarka equipment from time to time. They very rarely used any Jarka operators and on those occasions when they did, the public loaders paid the operators their wage instead of Jarka.

I have no knowledge as to how Dunn and Cassler originally became public loaders, since they had been on the pier in that capacity from, approximately, 25 to 30 years.

Pier 2, Hoboken
Jarka Corp.

Anthony Magstracci (no official IIA status.)

Pat Patiozelli (no official IIA status.)

Frank Capri (no official IIA status.)

Dunn and Cassler had the loading concession on Pier 2 prior to closing of the pier about 1948 or 1949. On June 5, 1950, Ralph Pelecchi, in my presence, was given the loading concession at Pier 2 by Ed Florio. At that time, in my presence, arrangements were made that Ed Florio would receive 25% of the intake from

the loading operations at this pier, although he was not to be boss loader, or perform any work at that pier. Pelecchi had no equipment of his own and used all Jarka equipment, which resulted in trouble with Captain Wypler. As a result of these difficulties, Pelecchi was forced off the pier as public loader. Subsequently, I was informed by Anthony Marstracci that he was getting the loading concession at Pier 2 from Ed Florio. However, Marstracci did not comment as to whether Florio was to continue getting his cut of 25% as before. I have no knowledge as to whether any of these former public loaders are now employed by Jarka at this pier.

Pier 8, 6th St.
Hoboken
(Jarka Corp.)

<u>Eugene Pensari (Red Stingaree)</u>	(no official IIA status)
<u>Andrew Finizio</u>	" " " "
<u>James Finizio</u>	" " " "

Pensari and Andy Finizio were given the boss loading concession at Sea Train pier, Edgewater, about 1948 and thereafter James Finizio ran the loading operation at Pier 8. While I was employed at Pier 9 by Jarka, I used to go to Pier 8 and play Pinochle with public loaders when there was nothing to do, and recall that Jimmie Finizio asked his associates what was going to happen when Red and Andy went to the Sea Train pier. Red and Andy informed him that they would share 25% with Ed Florio and that Andy could have the remaining 75%.

The public loaders at this pier owned no equipment at all and used Jarka equipment exclusively in their loading operations. However, I have no knowledge of the loaders using Jarka operators on such equipment.

Pier 3, Hoboken
(Jarka Corp.)

Tom Dunn

Fred (Cassiver ?)

Dunn and Cassiver were public loaders until about 1949 or 1950. The undersigned has no knowledge as to who the public loaders have been on the pier since that time.

I have carefully read the preceding affidavit, consisting of 16 pages, and swear that the facts contained therein are true to the best of my knowledge.

(Signed)

Anthony De Vincenze

Sworn to before me this day
of 1954.
