

**Paul Hall**



**Aug. 20, 1914**

**June 22, 1980**



## A Legacy of Trust

by SIU President Frank Drozak

**F**OR virtually his entire life, Paul Hall worked in total dedication to build this Union—our Union—an organization of, by and for seamen.

He was a man of action and tremendous ability. The words 'quit' or 'rest' never found their way into his vocabulary.

He was a leader in every sense of the word. And he led our Union with strength, courage, compassion and integrity.

Paul Hall backed down from no one. No matter how big, tough or powerful the opposition appeared to be, if there was a fight that had to be fought, Paul Hall fought it.

I stood by his side in many of our Union's toughest battles. He led us in these fights with skill, tenacity and tireless enthusiasm. He never did anything half way.

As a result, the SIU usually came out on top holding the banner of victory. But win, lose or draw, one thing is for sure. Paul Hall never lost his motivation to surge headlong into a battle. He hated the idea of complacency, because he understood that the survival of our Union depended on the ethics of hard work and constant vigilance. He lived out these ethics every day of his life.

He had a deep realization that he was a product of his times. He, along with thousands of other seamen, suffered the indignities of the early days. He sailed during a time when a seaman was considered and treated as a third class citizen.

He tasted the bitterness of indecent wages and conditions. He saw the despair of oldtimers who had no where to go and nothing to show for a lifetime at sea.

Paul Hall's life was a constant struggle to right these wrongs—to continually improve the lives of American seamen—to insure that seamen could always live, work and eventually retire in dignity.

Paul Hall believed in people. He believed in youth. He understood a young person's needs, desires and aspirations.

He never passed up an opportunity to give a young person a break. He gave me my first break when I was 16 years old.

He has done the same for thousands more throughout the nation. The Harry Lundeberg School of Seamanship is a living monument of his belief in the youth of this nation.

Above all else, though, Paul Hall realized that no man is indestructable. He always worked and planned for the future. He fought to accomplish things and achieve things that would endure beyond his lifetime.

He did the things he did because he felt they were right for seamen and right for the SIU.

During his lifetime, Paul Hall achieved more for American seamen as a class of workers than anyone in the history of the seamen's movement.

For his efforts, he gained the respect and admiration of the entire labor movement and the entire American maritime industry.

He has left us a Union strong of character, deep in tradition and united in purpose. He has left us a legacy of achievement, fortitude and trust.

The best tribute that we can pay to Paul Hall is to continue his work. We must continue to build upon the cornerstones of his achievements. We must continue to move forward. And we must do these things in the best tradition of Paul Hall and the SIU—with aggressiveness, brotherhood and dignity.

As his successor, I pledge myself toward achieving these goals.

# Paul Hall Dies of Cancer at 65

**P**AUL Hall, the man who built our Union with brawn and brains from a struggling organization of 500 seamen into the number one maritime union in the world, died on June 22, 1980 at the age of 65.

Brother Paul Hall, H-1, whose legendary battles emblazoned the SIU's history with a deep tradition of victory, succumbed after an eight-month fight against cancer. It's one of the few battles Paul Hall ever lost.

Announcement of his death sent shock waves throughout the American labor movement and the world maritime industry. Union Headquarters was flooded with letters and telegrams from the ships at sea and from around the nation. They expressed deep sorrow and regret for the passing of one of the giants of American labor. They also vividly showed the tremendous amount of respect and admiration Paul Hall earned in his life-long struggle to constantly improve the lives of American seamen.

Hundreds of mourners, including SIU members and labor, industry and government leaders, paid their respects at Paul Hall's wake on June 23-24. Then, 500 people jammed SIU headquarters for his funeral on June 25. Among the 500 were Vice President Walter Mondale, AFL-CIO President Lane Kirkland and New York Governor Hugh Carey.

## The Story Begins

Paul Hall's amazing story begins in the tiny town of Inglenook, Alabama. His early years were marked by poverty. The son of a railroad engineer, Paul managed to get through eight years of schooling.

But his lack of education in no way deterred him from becoming one of the truly remarkable public speakers of our time.

He was a self made man in the best traditions of America. He left home at an early age for work. In his own words, "I did a little bit of everything, from riding the rails to boxing."

He started shipping as a teenager in the very early '30s. He shipped mostly in the black gang as wiper and FOWT. He earned an Original 2nd Engineers license, but never sailed under it choosing to stay with his unlicensed brothers.

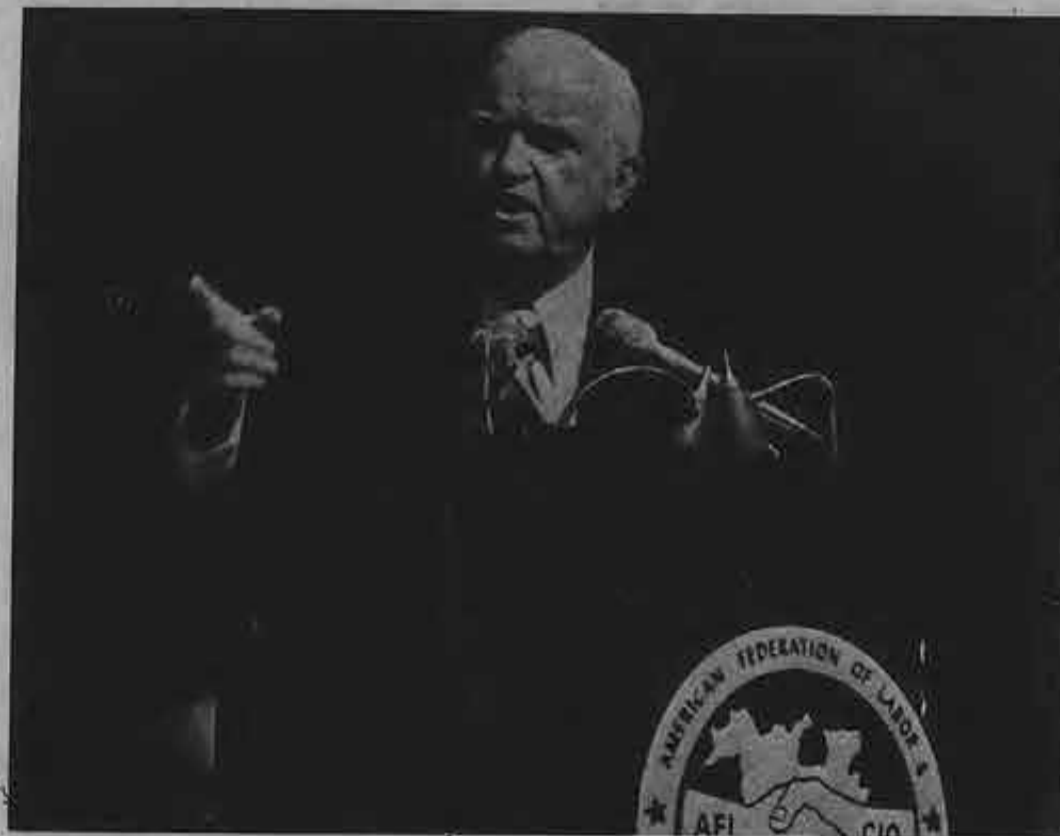
He shipped throughout the '30s and into World War II. He was a member of the old International Seamen's Union. When the SIU was founded in 1938, Paul Hall was there with a small group of other seamen determined to block the East Coast seamen's movement from the very real threat of a takeover by card carrying communist party members.

He was very proud of his charter member book in the SIU, H-1.

Paul Hall made his presence felt immediately. He was a tough, hard nosed union activist who backed down from no one. The early waterfront battles left him with ugly knife scars on his arms and legs.

His first official post in the Union was as patrolman in the port of Baltimore in 1944. He rapidly moved up to become port agent in New York and then Director of Organizing for the SIU Atlantic and Gulf District.

Then in 1947, he became chief executive officer of our Union, the SIU-AGLIWD, at the age of 32. He held this post until his



death last month.

Paul Hall led the SIU in the General Strike of 1947 when seamen won unprecedented gains in wages and conditions. He also keyed organizing breakthroughs for the SIU in bringing Isthmian lines (125 ships) and Cities Service Tankers under the SIU banner.

The Isthmian victory was the single largest organizing victory in the history of the deep sea sailor's movement. And Cities Service was the most notoriously anti-union company on the waterfront.

Paul Hall, through collective bargaining, also established for the SIU membership the Seafarers Welfare, Pension and Vacation Plans, which today provide SIU people with the best, most secure benefits in the industry.

Paul Hall was always the champion of the underdog. By 1954, the SIU had aided with, as Paul used to say, "money, marbles and chalk" a total of 75

brother unions in strikes and organizing campaigns. These constant battles to help other unions earned Paul Hall the lifelong reputation of one who got things done and who could always be counted on for help no matter what the problem.

## Succeeds Lundeberg

In 1957, Paul Hall became President of the SIUNA succeeding the late Harry Lundeberg, a post he held until his death. In the same year, he became President of the AFL-CIO Maritime Trades Department. When Hall took over the MTD it was a struggling organization made up of only six small unions. He built it into the most active and

*Continued on Page 38*

## Donations Can be Sent to Cancer Fund

The family of Paul Hall requests that anyone wishing to make donations, please make them in the name of Paul Hall to the American Cancer Society Fund.

## Frank Drozak Takes Over The Helm of the SIU

Frank Drozak now holds the reins of leadership for the SIU. Drozak succeeds the late Paul Hall as President of the SIU for the remainder of President Hall's term of office.

Drozak takes over as president as a result of an earlier decision by the SIU-AGLIWD Executive Board.

Under provisions of the SIU Constitution, the Executive Board unanimously adopted two motions at a meeting on Dec. 27, 1979 at Union Headquarters.

First, the Executive Board moved that by reason of Paul

Hall's illness and incapacity, Exec. Vice President Frank Drozak was to assume the President's duties and discharge the authority, powers and obligation of the office pending Paul Hall's return. Since then, Frank Drozak has ably discharged the office of president.

The Executive Board also ruled that in the event of President Hall's death prior to the expiration of the term of his office, that Exec. Vice President Drozak be automatically appointed as President for the balance of the unexpired term.

The Exec. Board members

who unanimously voted to make the recommendations on Dec. 27, 1979 were: Joe DiGiorgio, secretary treasurer; Angus "Red" Campbell, vice president in charge of contracts and contract enforcement; Leon Hall, vice president in charge of the Gulf Coast; Mike Sacco, vice president in charge of the Great Lakes and Inland Waters, and Frank Drozak, executive vice president and chairman.

The Executive Board's action was adopted by the membership at all regular membership meetings in the month of January 1980.

This month, at the July membership meeting at Headquarters, Frank Drozak was given a rousing vote of confidence in his ability to discharge the office of President.

During 'Good and Welfare' at the July meeting, Drozak pledged himself "to carry out the duties of President under the Constitution of the SIU to the best of my abilities."

He also affirmed that "nothing will interfere with this ship. I intend to keep our Union on a steady course, 24 hours a day, 7 days a week."

# Paul Hall Always 'Kept the Faith;' It's Our Turn

by George McCartney, M-948

**T**HERE is a very large mural in the church of St. Paul the Apostle in New York City which shows St. Paul before he was put to death by the Romans. At the bottom of the mural is a quotation from one of St. Paul's epistles to Timothy which reads: "I have finished my course. I have fought a good fight. I have kept the faith." These were St. Paul's last words.

Paul Hall was an admirer of St. Paul and familiar with this particular quotation. In fact, one of Paul Hall's favorite expressions of farewell was "keep the faith."

Paul Hall has now, too, finished his course which was at times a very difficult one. But he somehow always managed to

steer a true course, one which kept our Union on an even keel in spite of the often stormy seas that we have sailed through.

As far as having fought a good fight, I don't believe there ever was, or ever will be a fighter the equal of Paul Hall.

He was a battler who loved the challenge of a rough, tough fight of which, during his life, there were many.

He thrived on a good fight. One need only ask his opponents or check his record, as Paul would say, to confirm this.

When it came to keeping the faith, Paul Hall did exactly that and then some. He kept the faith with all of us. Now it is our turn to keep the faith with him. I feel very strongly that this is the least we can do. It is what Paul Hall would want and expect from us.

How do we do this? We do it by following the course laid out for us by Paul Hall. We have a new man at the helm, Frank Drozak, steering that course. But Frank is "new," only in the sense that he has just taken over the wheel. He is not a first tripper. He is a qualified quartermaster and has the discharges to prove it.

He is a disciple of Paul Hall, the same as I am. Under Frank's leadership we must pull together. We must work together as a team united in our efforts to reach those goals that Paul Hall has set for us and if we follow his guidance we will succeed in our effort.

We have some very rough seas ahead of us. The fight is far from over. There are many battles yet to be won, but then life itself is a

battle. That is the way it always has been and probably always will be.

Paul Hall has headed us in the right direction. It is our responsibility now to keep headed in that direction. We must not change course. We must not break the faith.

I first met Paul Hall when I was 18 years old and just starting out in our Union. It was my good fortune to have had the opportunity to work for him and with him down through the years. The experience of having known him was one of the greatest and most rewarding that anyone could have asked for.

He was a tough skipper, but there never was a better or fairer one.

So long, Paul, "smooth sailing."

## 'He did what he did because he felt it was right'

**T**HE first time Ed Mooney met Paul Hall was in a bar on the West Side of Manhattan. Mooney was the bartender and Paul Hall was port agent in New York. The year was 1944.

It was a seamen's bar, and a good place for Paul to jaw with the membership while having a few cold ones.

Being a big friendly Irishman, who could play the roles of detective or priest better than the real thing, Ed Mooney became friends with many a seaman and then with Paul Hall.

Before long, Ed Mooney was on a ship in the steward department praying to God he wouldn't be blasted out of the water by a German torpedo and cursing

Paul Hall for having put him there.

After the war, Mooney came ashore and worked for the Union as an organizer, patrolman and agent. When he retired a few years back, he held the office of Headquarters Representative. He had never lost that big Irish ability to make friends.

But on June 25, 1980, the day he helped bury Paul Hall, there was no tantilizing smile on Ed Mooney's face. Tears welled in his eyes as he performed the solemn duty as honorary pallbearer.

When it was all over, Ed Mooney found it hard to talk, to recall the old days. But after awhile, the words spilled out

from the man who is never at a loss for something to say.

Mooney started out with endearment: "When we were young, Paul was a rough son of a bitch. You know, everyone thinks that Paul Hall only shipped in the black gang. But that's not true. He shipped awhile in the steward department. One trip, Paul was sailing cook and baker. He made some corn bread this particular day, and some of the crew refused to eat it and started complaining about it. The next thing you know, Paul comes flying out of the galley looking to kick the pants off anyone who wouldn't eat it."

The words continued to flow. "There wouldn't be an SIU today if it wasn't for Paul Hall. Nobody could crack Isthmian Lines or Cities Service. They were the biggest finks on the waterfront. But Paul Hall cracked them, and we got nearly 150 ships."

Mooney continued: "The main thing about Paul is that if you came to him with a problem, he made it his problem. You never got lip service from Paul Hall. If you needed money, or someone was sick in the family, Paul would take it out of his own pocket and give it to you and then ask if it was enough. The money wasn't a loan either. He gave it to you and wouldn't take a repayment.

"Paul did so many things for the community. He helped all the local churches and charities with money, manpower and time, and



As an organizer, patrolman, port agent and Headquarters representative Ed Mooney was in the thick of many a fight for the SIU. But the toughest job of all came June 25, 1980, the day Mooney helped to bury his friend and Union brother of 35 years, Paul Hall.

never asked for a thing in return. He felt very strongly about community activities. He felt it was our responsibility to be active and helpful in community affairs."

Mooney continued: "Paul was no armchair general. He never asked you to do anything he wouldn't do himself. If you worked 12 hours a day, he worked 20. If you stood on a picket line for 8 hours, he stood 12."

The words came slower now as Ed Mooney fought back a few more tears. "Paul didn't like fanfare. He didn't like publicity. He did what he did because he thought it was right."



In happier days, attending the 13th Biennial SIUNA Convention in 1967. Flashing that big Irish smile is Ed Mooney (left) with close friends (l-r) Rose Hall, Paul Hall and Marguerite Bodin, switchboard operator at Union Headquarters for many years.

# Paul Hall, the Man: A Look Inside

by Max Hall

**P**AUL Hall's death leaves those who knew him with a void that can only be filled by remembering who he was and what he believed in. He was one of the towering figures of the modern seaman's movement. It is fitting that this edition of the *Log* contain remembrances of him by many of his friends and associates, for no one person could ever do him justice: he was a complex man who had many interests and a seemingly infinite capacity for growth.

Paul Hall's life read like a beautifully crafted picture book: one compelling image followed another. His childhood was filled with illness and crushing poverty. His later years were years of personal triumph. He lived to see the union he helped establish become the bedrock of the American maritime industry.

While many segments of the maritime industry have foundered, the Seafarers International Union has held its own. Because of Paul Hall's perseverance and leadership, the union is working successfully in Washington to reverse the decline of the American flag Merchant Marine. It is branching out to the rivers so that it can protect the rights of seamen there, and it has helped its members improve the quality of their lives by providing them with safer working conditions and increased wages, expanded career opportunities, and top-notch educational facilities.

## The Early Years

Paul Hall's early years were rugged ones. His father died when he was 11 years old. The pension that was supposed to have supported the Hall family never materialized. A friend of the family stole it and left Mrs. Hall and her six children impoverished.

At the age of 14, Paul Hall was

## IBT Local 810 Gives \$10,000

Local 810 of the International Brotherhood of Teamsters has donated \$10,000 in the name of Paul Hall to the New York University School of Medicine Cancer Center. Dennis Silverman, president of the New York based Teamsters Local, called Paul Hall "a staunch friend and fearless fighter for economic justice." Silverman said his union was calling for contributions from others as well.

forced to leave home and seek employment. He boxed men twice his age for a quarter a fight. He hoboed. He lugged groceries from sun-up to sun-down. He sent every extra penny he earned home so that his mother and younger brother could eat.

His first big break came when he decided to ship out. He often told friends that he owed everything to the maritime industry for giving him the chance to make something of himself. As bad as conditions were in the merchant marine fifty years ago, they were infinitely better than the ones Paul Hall had to cope with as a fatherless transient roaming a South plagued by economic collapse.

## Seamen Were Family

He had a Southerner's sense of the extended family. When he joined the merchant marine, seamen became part of his bloodline. Even after he became one of the most powerful and respected labor leaders in the country, when he met with Presidents and conversed routinely with cabinet members, every old-timer was his brother and every trainee his son.

That he included seamen in his definition of family is a tribute to them, for there was a special bond between the children of Robert and Minnie Belle Hall. Even though they were often separated, they possessed a closeness that never weakened.

Paul Hall, his sister and four brothers were always conscious of being heir to a proud family tradition. Their father had been an engineer for the Louisville-Nashville Line at the time when railroads were exotic and powerful. But Robert Hall was more than just a railroad engineer. He was a union member. To be a member of the union in the South at the turn of the century was to take a stand against social injustice, often at the threat of physical violence.

The sailing life suited the young Paul Hall. He was able to provide his mother with a decent income. And while a \$1.60 a day wasn't much, the money was steady and the work honest.

His favorite ports were New Orleans and Baltimore. He loved them because they were cosmopolitan. To a young Alabama boy, they were down-right contagious, with their strange sights, pulsating streets, and colorful honkey-tonk sections.

On a cool night, on leave from



a ship, with money in his pocket, it was heaven.

## Loyalty His Principle

The seaman's life helped form Paul Hall. It provided him with a set of iron-clad principles.

To be more precise: seamen value one quality above all others, and that is loyalty. Either one is loyal to one's friends, or one isn't. To be able to quote Cicero in Latin is a wonderful thing, but if a person turns his back on you when you're in trouble, then to hell with him and to hell with Cicero.

When Paul Hall joined the Merchant Marine, it was in a state of turmoil. Effective control of the seaman's movement had passed out of the hands of Andrew Furuseth, the self-appointed patron saint of the seaman's movement and one of the truly great labor leaders of the twentieth century.

Less competent men were in charge, and they could not, or would not, live up to Furuseth's legacy. Conditions worsened. The fire that had burned brightly with the passage of the Seaman's Act of 1916 dwindled, and expired.

Out of the ashes of a failed seaman's movement arose two unlicensed unions, the SIU and the NMU. Paul Hall was one of the 500 men who followed Harry Lundeberg's lead and became charter members of the SIU.

## Lundeberg an Inspiration

Lundeberg was an inspiration to the men who followed him. He would fire seamen up with speeches; move them with rhetoric. Paul Hall would often study Harry Lundeberg's public persona. Like any newcomer, he

imitated what he admired in others. Soon, however, he developed his own forceful style, one unique to him. Others began to imitate Paul Hall. The clear speaking voice, the polished delivery, the controlled yet unmistakable Southern accent.

He often told people that it was Lundeberg who first made him aware of the importance of communication. "You could be the most brilliant man in the world," he'd say, "and it wouldn't mean a thing if you couldn't communicate your ideas to other people. Lundeberg taught me that. He could read the telephone book and still capture people's attention."

During World War II Paul Hall sailed as an oiler, even though he had received a second engineer's rating. Years later, when he would take time to talk to a trainee or upgrader, he would discuss the war years and his second engineer's rating: "I sat for my second engineer's license because I wanted to prove to myself that I was as good as any s.o.b. onboard ship. I never had any intention of sailing as a licensed engineer. I liked being down in the foc's'l too much to leave it. For me, a poor Alabama boy with only eight grades of education, getting that endorsement was just something I had to do. It was a test of my will."

After the war, he was elected to various union positions, including Patrolman and Port Agent. In 1948 he became Sec.-Treas. of the SIU and Chief Officer of the Atlantic and Gulf District.

Within five years of his election as Chief Officer, magazines as different in style as *Fortune* and *Reader's Digest* were running

*Continued on Page 7*

# Political Fights: No One Fought 'em Better

**T**HE late President Lyndon Johnson was philosophizing about politics this particular day as he entertained a group of labor leaders at an informal White House luncheon.

Johnson had the reputation as a tough, hardnosed politician earned during his tenure as a Congressman and later as a Senator. But he knew well the realities of American politics.

Johnson sat back and told the labor leaders, "nobody gets everything he wants in politics. Not even the President of the United States." Then he leaned forward and pointed toward Paul Hall and said, "just ask Paul Hall. He knows what I'm talking about."

Johnson was talking about a bill he had introduced realigning certain government agencies. Part of Johnson's bill was to take the Maritime Administration out of the Department of Commerce and stick it into the Department of Transportation.

Paul Hall didn't like that idea since he felt maritime would be swept into the background in the Transportation Department, which handled the airlines, trucking and railroads.

President Johnson's bill went through Congress almost exactly as he wanted it, with one slight change. The Maritime Administration was not touched. It stayed in the Department of Commerce.

At the time, one observer said, "Paul Hall won that one singlehandedly."

The fact that Paul Hall could almost singlehandedly "beat" the President of the United States on a particular issue is no doubt the highest compliment that can be



Paul Hall supported Jimmy Carter in his 1976 Presidential bid and was the founder of a Labor Committee for Carter's 1980 re-election. Here Paul Hall meets with President Carter and former Energy Secretary James Schlesinger at the White House.

paid to his ability in the political arena.

But why did Paul Hall, the president of a relatively small international Union, wield such a big stick in Washington?

The answer is not a simple one. But probably the best way to put it is that no one was able to parlay the resources of the labor movement better than Paul Hall.

From his early days in labor, Paul Hall and the SIU were always the first to lend a hand, walk a picket line, send assistance to a brother union. People do not forget this kind of support. And in later years, when the SIU needed support on an issue, the support was there.

But there's more to it than that. In the sometimes cutthroat world of politics, Paul Hall was known as a man of his word, as a man who stood by his commitments no matter what.

For instance, Paul Hall and the SIU supported Richard Nixon in his reelection bid in 1972. After the Watergate mess hit the fan, Nixon's bandwagon of sup-

porters started deserting the sinking ship in droves.

The AFL-CIO Executive Council took a vote in support of impeaching Nixon. Only one man on the Executive Council voted no. Paul Hall. There was tremendous pressure on Hall to make the vote unanimous. But Hall stood by Nixon because he had made a commitment to him.

Another case! In the last race for the mayor of New York, the SIU supported Mario Cuomo in the Democratic primaries against Ed Koch and a host of other contenders. The first primary was undecided. There was a runoff. The SIU stepped up its support of Cuomo against Koch. Koch won.

However, Cuomo got the Liberal Party endorsement and stayed in the race. Almost all of Cuomo's supporters jumped to Koch after the primaries because the polls showed him way ahead

of Cuomo. Paul Hall and the SIU stuck with Cuomo. He almost upset Koch. Today, Mario Cuomo is Lieutenant Governor of the State of New York.

Politicians, through experience, knew that Paul Hall's word was his bond. They knew they could depend on him for his support. So in return, the politicians more often than not gave the SIU theirs.

There was another ingredient in Paul Hall's success, though. He had a special charisma, and an innate ability to move people, whether those people were standing beside him on a picket line or rubbing elbows with him in the White House.

Paul Hall did not win all his political battles. He'd be the first one to admit it. But you can be sure he won a lot more than he lost.



The support and advice of Paul Hall was sought after by Democratic and Republican Administrations alike. In the photo above, Paul Hall lends an ear to John Dunlop, secretary of labor under President Gerald Ford.



Paul Hall never backed down from a political fight. When it came to the jobs and well-being of American maritime workers, he was in there for the duration, as many a politician from Presidents on down, found out. President Lyndon Johnson, shown speaking with Paul Hall following a 1964 Maritime Advisory committee meeting, was well acquainted with Hall's political tenacity.

# He Cracked Tough Nuts, Isthmian, Cities Service

Paul Hall "was never too pressed to forget organizing."

So eulogized AFL-CIO chief Lane Kirkland who remembered that "in his early years, it was his genius for organizing that brought Hall to the forefront of his union...."

Retired Gulf Vice President Lindsey J. Williams recalled that "he never lost the desire for organizing."

"Hard work, long hours and the ability to weld together an organization for organizing drives and getting people to work together in harmony," was Hall's "genius," Lindsey pointed out.

Shortly after President Hall was first elected to Union office as Baltimore patrolman, he was named SIU Director of Organizing of the Atlantic and Gulf District.

Under his leadership, the SIU was victorious in 1947 in a major organizing breakthrough—the

unionization of the Isthmian Steamship Co. Line—the last of the big freighter companies to be organized.

Isthmian—a U.S. Steel Corp. subsidiary—with 125 ships and 3,500 jobs, was strictly anti-union and an open-shop proposition. Low pay, long hours and sub-standard working and living conditions prevailed.

While N.Y. port agent in 1945, Hall set up an Organizing and Strike Committee with the late Atlantic SIU Vice President Earl "Bull" Shepard (then New Orleans agent) as field director, Lindsey Williams as Gulf director and Mobile Port Agent Cal Tanner and now New York Patrolman Ted Babkowski. Aiding them were a host of rank-and-file voluntary organizers who rode the Isthmian ships.

Two years later after a nationwide organizing drive, the first and biggest in maritime history, an Isthmian fleet ship-by-ship

NLRB vote had the SIU the winner by 1,256 votes over the NMU's 813.

An SIU contract was signed then by the then largest shipping company in the world the day before the Taft-Hartley Act went into effect. The contract had hiring hall and rotary shipping board provisions included.

The next year Hall was elected SIU-AGIWD secretary-treasurer and Lindsey Williams was named director of organizing. In 1950 another major SIU organizing breakthrough came about when a Cities Service Oil Co. contract was won with 85 percent of the vote after a four-year fight. The pact won reinstatement for pro-union seamen in their fleet who had been fired.

In hearings in 1950, before a U.S. Senate labor subcommittee probing labor-management relations in the East Coast oil tanker industry, especially the anti-union Cities Service Oil Co. of

Pennsylvania, the committee found that, "It is almost unbelievable that any union could continue in existence in the face of this combination of legal stalling and violent anti-union activity. Certainly a smaller, poorer and less persistent union would have been destroyed."

"The probe revealed Cities Service's stalling tactics and massive anti-union operations, including a sophisticated and elaborate labor spy system used to ferret out pro-union seamen in their fleet. On one of their ships in 1949, 28 of the 32-man crew were fired for union activity.

With the company, Paul Hall testified extensively before the committee on Cities Service's use of "crimp houses and joints" in Bayonne, N.J., Jacksonville and Boston, Mass. and how the company fostered a company-dominated Cities Service Tankermen's Assn. union.

## Paul Hall, the Man: A Look Inside

*Continued from Page 5*

articles on him, describing him as being "a six foot blondish Viking who stands out physically, morally and intellectually."

### Fought Racketeers

Most of the early publicity centered around his efforts to curtail the influence of organized crime on the waterfront, efforts which made him a favorite target of would-be-assassins. Despite the threats against his life, he pressed on, for he felt that the corruption on the waterfront robbed seamen of their dignity. It angered him that seamen were lumped together with crooks and gangsters in the press and in the public mind.

His whole career was aimed towards imbuing seamen with a sense of their own worth. He loved seamen, and wanted them to love themselves as much as he loved them.

The '50s were a productive time in the career of Paul Hall and in the history of the SIU. It was the era of causes: good and

### Independence Crew Donates \$200

The crew of the passenger liner *SS Oceanic Independence*, which just recently finished her maiden run with her SIU crew in Hawaii, has donated \$200 to the American Cancer Society in the name of our late president, Paul Hall.

bad would never again be so clearly or comfortably defined. The union fought Communist influence in labor. It fought mob control of the waterfront. It brought integration to the maritime industry, because in the words of Paul Hall, "segregation was as demeaning to whites as it was to blacks." It helped lay the foundation for financially sound welfare and pension benefits.

The beefs were larger than life, and so were the participants. Take the great Cities Service Campaign. The union fought corporate espionage, abusive hiring practices, wiretapping and crimping. It fought to legitimize the concept of union hiring halls. It fought to preserve the dignity of seamen. It fought to prevent men from having to go to waterfront bars and company flophouses to seek employment. If fought, it fought, it fought, it fought.

They were all involved in that beef: Paul Hall, Bull Shepard, Lindsey Williams, Cal Tanner, Al Bernstein. So was Rose Hall, only she wasn't Rose Hall then, she was Rose Siegel. They all worked together, like a team. They were young and full of idealism. The issues that they were fighting for were the kind of issues that capture the imagination of good thinking people everywhere. There was a shared dream.

In 1957 Harry Lundeberg died and Paul Hall succeeded him as International President. His career entered a new phase.

The issues that had dominated the fifties gave way to new ones. New issues brought new styles and new techniques.

Paul Hall looked around him and realized that gang wars and labor strikes were only part of the answer. Power was shifting from organized crime to something more unmanageable, Congress. There was little use in fighting other seamen on the docks of New York, if some obscure Congressman could decimate the American flag Merchant Marine with one flick of a pen.

It was the realization that led Paul Hall to actively pursue a policy of reconciliation with other unlicensed maritime unions. One of his proudest moments came when the MC&S decided to merge with the Atlantic and Gulf Districts in 1978.

By 1960 he was making a concerted effort to establish a presence in Washington. He became active at the national level of the labor movement. In 1962 he was named to the Executive Council of the AFL-CIO. It was unprecedented for the Council to appoint someone from such a small union, but Paul Hall had special qualities. He was

able to accentuate his strengths, even if at times they were severely limited in number and in scope.

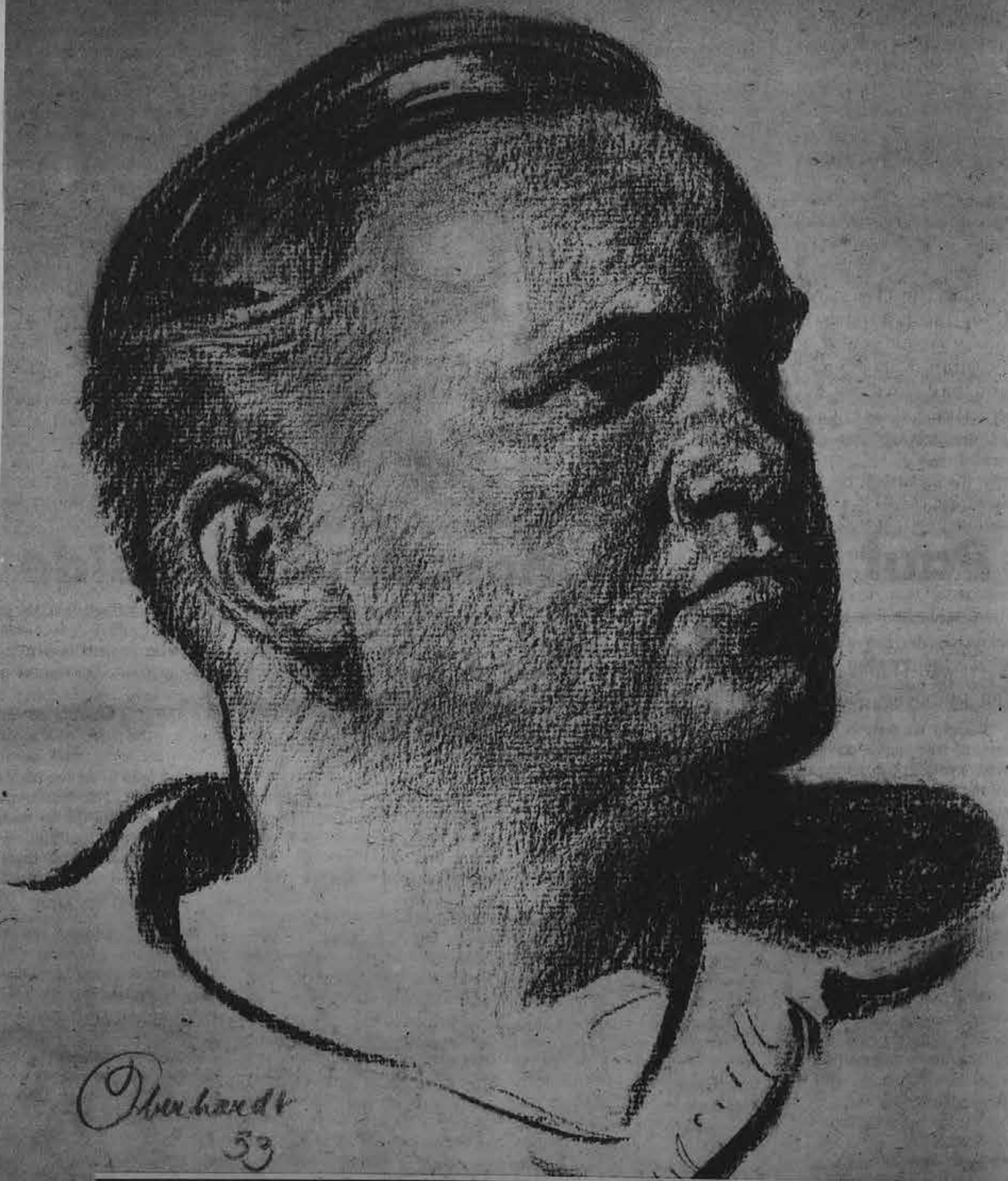
The Seafarers were numerically insignificant. They didn't have the funds available to larger unions. But they had members who were loyal, who would go out and help other unions if they were asked. The Seafarers developed a reputation for standing by their friends, and that reputation was what helped them get established on the national level.

### MTD President

Paul Hall became the President of the Maritime Trades Department at the same time he became President of the SIUNA. From a small paper organization in the early fifties, the MTD has grown to encompass some 43 unions representing nearly 8.5 million workers. It gave Paul Hall the power base he needed to become politically active. "It is one thing," he would tell a class of recertified bosuns when they visited headquarters, "for Congress to overlook a handful of us broken down old sailors. It is quite another thing for Congress to ignore 8.5 million potential workers."

Thanks in large part to the Maritime Trades Department, Paul Hall was able to get the Merchant Marine Act of 1970 passed. It was the single most

*Continued on Page 34*



*"That big red Alabama heart of Paul Hall is now still, but the strong beat of it carries on . . . in the brighter and richer lives of thousands of young people who got a better chance in life because of him."*

Lane Kirkland, June 25, 1980



# Paul Hall Laid to Rest

THE men who stood outside SIU Headquarters in Brooklyn on a hot June morning were Paul Hall's Union Brothers and his friends. They had stood side by side in many a battle for seamen's rights over the last 40 years. And today they stood shoulder-to-shoulder again, white caps on, in a final tribute to the 'Old Man.'

On Wednesday, June 25, 1980, three days after his death at age 65, SIU President Paul Hall was brought to Union headquarters for the last time. His casket was laid out on a white draped dais on the Union hall's second deck where Paul had presided at countless monthly membership meetings.

Hundreds of people came to pay their last respects to Paul Hall on that Wednesday morning. Hundreds more had come on the two preceding days to his wake held at Riverside Chapel in Brooklyn.

There were politicians and union presidents. Shipping company executives and port officials. But mostly, there were Seafarers, the men Paul Hall loved best.

Quietly they filed past the casket. The oldtimers who well remembered the days when they'd hit the bricks



An SIU old-timer waits outside Union Headquarters to say farewell to Paul Hall.



Funeral services for SIU President Paul Hall were held on the second deck of the Brooklyn Union hall. The dais from which Paul Hall had presided over countless monthly membership meetings was draped in white and covered with flowers for the service.

with Paul, picket signs held high; when more than one battle had to be fought for decent wages and working conditions for seamen. And the young men, fresh out of Piney Point, the heirs of those early struggles.

For two hours they filed past, stopping to speak with Paul Hall's family; his beloved wife, Rose; son, Max; daughter, Margo; and his two surviving brothers, Robert "Sailor" Hall and Peter.

At 11:00 A.M., before 500 invited guests who crowded into the Union hall for the funeral services, the Vice President of the United States, **Walter Mondale**, walked to the podium at the front of the room.

"Paul Hall loved his country and his country loved him back," the Vice President began, delivering an eloquent eulogy which spoke of Paul's leadership, loyalty and dedication to every decent cause in America.

Mondale read a message from President Carter in which the President said "America has lost one of its finest leaders, and I have lost

a close advisor and friend." Following the Vice President's address, **Governor Hugh Carey** of the State of New York, a long-time friend and political ally of

Paul Hall's delivered a moving eulogy.

"We are here to celebrate a life, not just to mourn a passing," said Carey, who

*Continued on Page 10*



Paul Hall's casket was borne between a double row of pallbearers who were chosen from among his closest friends and Union brothers. The 14 pallbearers donned their white caps in a final tribute to Paul Hall. They were Lindsey Williams, Cal Tanner, Frank Drozak, Joe DiGiorgio, Ray McKay, Frank Mongelli, Jack Caffey, Ed Turner, Roman Galewicz, Ralph Guinonenez, John Yarmola, Leon Hall, Steve Leslie and Anthony Scotto.



This mourner was among the hundreds who came to Union Headquarters on June 25 to pay their last respects.



Attending the funeral service and also serving as pallbearers were two of Paul Hall's longtime friends, retired SIU Vice President Lindsey Williams (left) and Senior SIU West Coast Representative Ed Turner.



Steve Troy, SIU West Coast Representative, says farewell.

*Continued from Page 9*

spoke of Paul's passionate commitment "to the men and women of this Union." He talked of Paul's "fierce loyalty," of his greatness, and of the "tremendous difference" Paul's life had made to the lives of working people in America.

Lane Kirkland, the president of the AFL-CIO, gave the final eulogy. He called Paul, who had been the senior vice president of the AFL-CIO, the Federation's "strong right arm," adding that Paul had enriched all parts of the American labor movement "with his vitality, imagination and leadership."

"A life so fully spent," Kirkland said, "is a triumph, not a tragedy." But, visibly shaken at the loss of a man on who's judgement he had relied so often, Kirkland appeared to take little comfort himself from the words meant to console others.

A short funeral service, offered by the Reverend Robert H. Peoples, director and Chaplain of the Seamen's Church Institute of Philadelphia, followed the eulogies.

At the end of the quiet and dignified services, Paul Hall's casket was once again borne between a double row of white-capped seamen, the honorary pallbearers, who included: Lindsey Williams, Cal Tanner, Frank Drozak,

Joe DiGiorgio, Ray McKay, Frank Mongelli, Jack Caffey, Ed Turner, Roman Gralewicz, Ralph Quinonez, John Yarmola, Leon Hall, Anthony Scotto and Steve Leslie. The men in the white caps stood at attention with tears in their eyes as Paul Hall's coffin passed between them.

On the afternoon of

Wednesday, June 25, Paul Hall was laid to rest in Greenwood Cemetery, close to the Brooklyn waterfront he loved. Herbert Brand, president of the Transportation Institute, gave a special eulogy before the interment.

Several hundred people crowded close to hear Brand, his words illuminating Paul Hall's deep and abiding

commitment to his Union and to all working people, which had been the driving force of his life.

When he finished speaking, Brand spoke quietly with Paul's family. He was followed by politicians and union presidents, shippers, shipbuilders and seamen. And the men in the white caps.



New SIU President Frank Drozak (far left) sits with the three men who delivered eulogies at the funeral services held at the Union Hall. The men reflect the prestige and respect that Paul Hall had earned. They are, from left: Vice President Walter Mondale; New York State Governor Hugh Carey, and AFL-CIO President Lane Kirkland.



NMU President Shannon Wall (right) expresses his condolences to Paul Hall's widow, Rose, and his son, Max.



## Lane Kirkland

As the senior Vice President of the AFL-CIO and as President of the Maritime Trades Department, he was the champion of every beleaguered branch of the whole family of labor—from the struggling farm worker in the field to the white-collar worker behind the desk or counter.

He was the strong right arm of the AFL-CIO in all of its activities—*organizing, political and legislative action; economic, energy and trade policy; international affairs*; wherever we needed his experience, brains and vigor.

No man ever had more demands made of his time, yet he never shirked or sidestepped a plea for help from his trade union brothers. A friend in a jam always knew that he could count on Paul Hall to go the route, all the way and no questions asked.

Paul Hall was a great educator, who lifted horizons and opened the doors of opportunity for untold thousands of his fellow men and women.

There are many of us who can testify to what we have learned from Paul Hall, both by day and through the long watches of the night. But his proudest achievement was the creation, in 1967, of the Harry Lundeberg School of Seamanship in Piney Point.

THOSE of us who were privileged to watch this school grow from a dream in Paul's fertile imagination to its present state know the scope and range of that achievement. To Paul, it was far more than a matter of improving the level of preparation for the seafaring trade, important as that was to the union and to the industry.

He saw it also as a way to give some of the most underprivileged young people from the city ghettos and the hills and backwoods of Appalachia their first real break in life—a chance to free themselves from the trap of poverty and the shackles of ignorance.

As part of the mission of the school, Paul established a High School Equivalency Program, through which more than 1,200 school dropouts have received high school degrees, as well as training and employment as seamen.

He was ever generous of his time and counsel with young people, whether of high or low degree or station in life. Paul Hall lives still in the lives of all of us whose paths he touched and raised.

Paul Hall was a tireless agitator for the cause of workers, for more vigorous approaches to their needs, and for the interests of SIU members and their trade and industry. His constant agitation was often all that kept alive measures necessary to keep American-flag shipping afloat in the face of its enemies.

Somehow I know that Paul would not appreciate our letting an assembly of this size pass without a good word for maritime. He knew, as too few people in power seem to know, that this nation cannot hope to survive, strong and free, with the disappearance of the brotherhood of the sea and the extinction of the opportunity for Americans to choose to go down to the sea in ships.

That big red Alabama heart of Paul Hall is now still, but the strong beat of it carries on in the love of his family, in the memories of his friends, in the union he built, in the solid works that he did, and in the brighter and richer lives of thousands of young people who got a better chance in life because of him.

Take it on a slow bell, Paul. We'll not soon see your like again.

FOR months, we have all feared this moment and berated the unkind fate that brought it to pass. None of us has been ready to accept the fact that Paul Hall's generosity and strength would no longer be here for us to lean on and draw upon. It is hard for any of us to offer consolation to others where we can find so little for ourselves. More time will be needed for that.

You well know that a life so fully and remarkably spent, though far too short, is a triumph, not a tragedy. The fruits of Paul Hall's life and works extend far above and beyond the normal call of duty for any man of any span of years. They ought to be celebrated here rather than mourned.

As much as any man ever did, Paul Hall combined the historic mission of the trade union movement: to agitate, educate and organize.

As a sailor, he was one of the small band of founding members who formed the Seafarers International Union in 1938. As a great organizer, he built the SIU into a vital force in the maritime industry and in the labor movement at large. As President of the SIU since 1957, complacency never caught up with him, nor did other burdens ever distract him from the challenge of organizing the unorganized.

He was always a sailor's sailor, but he was determined that the waterfront not become an isolated segment of trade union and national life. He fought to keep the seafarers squarely in the mainstream of the labor movement and in so doing enriched all its parts with his vitality, imagination and leadership.



## V. P. Walter Mondale

**P**AUL HALL loved his country, and his country loved him back.

He understood the American story—knew the dignity of work; saw the goodness in our soul; felt the sting of our injustice; pushed our values into action.

There wasn't a decent cause in America that Paul Hall didn't advance. Human rights, civil rights, civil liberties, education, rehabilitation: every fight for social justice had Paul Hall as an ally.

He put his muscle into the merchant marine—and made our nation more secure. He put his heart into the free labor movement—and made our nation more just. He was a friend not only to maritime labor, but to every one of his working brothers and sisters—reaching out in solidarity to the needle trades, to AFSCME, to the farmworkers, to the taxi drivers, to workers everywhere.

He wrote the textbook on leadership. If he talked bluntly, and he did—it was because he wanted you to know how he felt. If he worked around the clock, and he did—it was because he didn't know what "half way" meant. If he stuck by his friends when they were down, and he did—it was because he believed that loyalty runs deeper than fashion. If he stood by his commitments, and

*"There wasn't a decent cause in America Paul Hall didn't advance. Human rights, civil rights, civil liberties, education, rehabilitation. Every fight for social justice had Paul Hall as an ally."*



Close to 500 people crowded into Union Headquarters in Brooklyn, N.Y., to hear SIU President Paul Hall eulogized by Vice President Walter Mondale, N.Y. Governor Hugh Carey, and AFL-CIO President Lane Kirkland.

he did—it was because his integrity and honor meant everything to him.

And if he stood by you, he did it the way Paul Hall always did—"Money, marbles, and chalk."

One man Paul Hall stood by is the President of the United States. I spoke with him yesterday when he was in Yugoslavia, and he asked me to read this message:

"America has lost one of its finest leaders; the labor movement has lost one of its most respected champions; and I have lost a close personal advisor and friend.

"Paul Hall embodied the best in the American character—fundamental decency, unquestionable integrity, a deep love of his country, a strong commitment to public service, and a lifelong dedication to the highest ideals of the labor movement. A poet once said, 'Every one of us is given the gift of life, and what a strange gift it is. If it is preserved jealously and selfishly, it impoverishes and saddens. But if it is spent for others, it enriches and beautifies.'

"Paul used his gift of life, always, for others: for his family, whom he loved; for the Seafarers, whom he led so ably; and for his country, which he served with all his heart and ability. The trade union movement is a more vital institution; New York is a more humane, progressive state; and America is a freer, more just, stronger nation because of Paul Hall's life and work. My heart and prayers go out to Rose, to Max and Margo; to Frank Drozak and the Seafarers Union; and to all those who will remember Paul, as I will, with love and respect and warm memories." **Signed, Jimmy Carter.**

Paul loved to read. He loved history, and poetry, and anything that had to do with the sea. And I recall this morning some words he knew by heart:

**"I must down to the seas again, to the lonely sea and the sky,**

**And all I ask is a tall ship and a star to steer her by...**

**And all I ask is a merry yarn from a laughing fellow-rover,**

**And quiet sleep and a sweet dream when the long trick's over.**

Paul's quiet sleep and sweet dream have come. We are blessed to have had him among us.



Seafarers and politicians, shippers and union presidents filed through SIU Headquarters on the morning of June 25 to pay their last respects to Paul Hall.



## Gov. Hugh Carey

ONCE or possibly twice in each of our lifetimes we meet someone who sums up for us all the things we had imagined a great man to be.

Paul Hall was such a man.

A self-educated workingman incapable of pomposity or pretense, he was as much at home with deckhands as presidents.

Although he lived and struggled in the rough and tumble world of the labor movement, he was a gentle man, devoted to his wife Rose and their two children.

An idealist and a reformer, he never forgot the make-it-or-break-it arithmetic of a paycheck, nor was there any group of workers so lowly or unimportant that he didn't care about their rights, their wages and their future.

Above all else, Paul was a battler.

Some of the battles he chose himself.

Others were forced on him by those who imagined they could turn the labor movement to their own ends.

Yet union busters couldn't break him.

Extremists couldn't break him.

He was a man who couldn't be bought off, or compromised, or dismissed or silenced.

And at the end, in the face of what he knew was a terminal illness, where there might have been despair, there was still that same indomitable spirit.

Paul simply didn't know how to give up.

Sooner or later, anyone who worked with him or fought against him learned that he was willing to die as well as live for what he believed in.

And because Paul lived by this faith, because he believed the Bill of Rights meant what it said, because he was fiercely loyal to working people, his life made a difference—a tremendous difference.

I say that first of all because he was my friend.

In the hours I spent with him in this hall he shared with me the dreams and visions he had for the labor movement.

I saw and heard for myself the depth, the passion of his commitment to the men and women of this union.

But his outpouring of energy and spirit sought nothing in return.

His friendship came without I.O.U.'s.

That friendship is the common bond here this morning, drawing together people of different regions and races and religions.

It reaches out beyond these walls to the millions of working people who didn't know Paul personally but who are better clothed and fed and educated because he cared about them and made their struggle his struggle.

To Paul it was all summed up in what he called "The Movement."

The Movement was everything, that worked to create human happiness and dignity and freedom.

It embraced seamen, taxi drivers, farm workers, whether black, or white, male or female, Northerner or Southerners.

The Movement was like the ocean Paul had grown up on—boundless, inexhaustible, relentless.

And for many of us, Paul himself came to embody that Movement, its strength and breadth and soul.

Now it is his legacy to us, a legacy enriched by his example and his memory.

Perhaps then, in spite of the real and terrible sense of loss we feel today, we should remember that death is too weak a thing to obliterate the goodness and greatness of this man's work.

That we are here to celebrate a life and not just to mourn its passing.

I think Paul would have wanted it that way, choosing for himself the words with which his namesake, St. Paul, took leave of his friends:

You and I were together in the same fight.

You saw me fighting before you and, as you have heard, I am fighting still.

*"Death is too weak a thing to obliterate the goodness and greatness of this man's work."*



All of New York mourned Paul Hall's death as flags at all government buildings flew at half mast on June 24 and 25 by order of N.Y. Governor Hugh Carey.



United States Vice President Walter Mondale (right) and SIU President Frank Drozak listening to eulogy during funeral services for Paul Hall on June 25.



Plumber's Union President Martin J. Ward, who served with Paul Hall on the AFL-CIO Executive Council was one of many union presidents who attended the funeral.



## Herbert Brand

**T**HIS is the moment when we must take leave of Paul. But it is a separation that is only physical. Our ties to Paul and memories of him will be everlasting because he is bound in us and we are bound to him.

We have heard stirring and accurate things said about Paul in the earlier eulogies, but there are other sides of our dear friend that we must recall. Paul's great love was people. He loved to be among them and he was fascinated with being involved with people as they were fascinated by him. His relationship with people really was his religion.

Paul enjoyed his life, which was full, although too

short. He crowded 100 years of action and achievement into his 65 years.

We knew Paul to be kind and we knew him to be tender, and we knew him to be loving, and we knew him to be tough. And in a world that could be cruel, Paul could be cruel when the situation demanded it. He was careful not to openly show affection, but we know that beneath that veneer there was a humaneness and a compulsion to help others. And, particularly, he was attracted to the cause of the underdog.

Paul's passion about people cut across all lines. Who among us has not felt the warmth of his charm and affability? Who among us has not been a beneficiary of his generosity and charity? Who among us has not been inspired by his words of encouragement and support in moments of stress and darkness? Who among us has not been strengthened by his unswerving loyalty and commitment?

Yes, to us Paul was a man of love with a tremendous compassion for people. All of us have been lifted by his inspiration in times of defeat and despair. Of course, Paul would deny that he was a man of love. He would deny it for fear it would be taken as a sign of weakness in a world where it was necessary to be tough and sometimes even cruel to survive.

Paul was a most magnanimous man. He cared greatly for his family, his friends and trade union brothers. And the measure of his caring were his deeds. His style, his thinking, his values have had a profound influence on the lives of all of us.

And so, Rose, Margo, Max, Robert and Peter, it is for these reasons that now begins what will be our everlasting memories of this great man who was a dear friend to us all.



Herb Brand (in photo upper left of page) delivers the final eulogy to Paul Hall as SIU President Frank Drozak listens along with scores of other mourners. In photo above, the final resting place.



The year 1946. Paul Hall, agent in New York at the time, explains shipping rules to Cong. Augustine Kelly at the old Headquarters on Beaver St.



Paul Hall, lower right, signs contract with Waterman Steamship Co. in 1946.



The earliest photo we have of Paul Hall, an I.D. picture for his union book.

## Paul Hall—A History In Pictures



Here's a pix of the first ever convention of the Seafarers International Union. The year 1947. It was held in Chicago. Paul Hall is third from right in middle row. Also in photo are, from left, bottom: Earl Smith, John Morgan, Harry Lundeberg, R.D. Thompson, and Charles Brenner. Middle row, from left John Massey, W.H. Simmons, Bob Dombroff, Sonny Simmons, Paul Hall, Morris Weisberger and Ed Coester. Back row from left: Red Gibbs, Einar Nordaas, Fred Farnen, Cal Tanner, Tom Hill, Herbert Jansen and William McLaughlin.



The SIU was always out front to aid brother Unions. Here Paul Hall, left, presents an official of the insurance workers a check to help in a strike effort in Brooklyn.



Paul Hall lead a band of white hatted Seafarers up Broadway in a Labor Day Parade in New York in 1959.



Walking the picket line in the late '50s, Paul Hall, left, joins then NMU president Joe Curran protesting against the influx of run-away flag ships into the U.S. trade.



In 1947, the Shipyard Workers gave Paul Hall an award for the help the SIU gave them in a strike beef. Along with him in the photo is now retired SIU Vice President Lindsey Williams, center.



Paul Hall joins SIU members on the picket line in support of the Building Trades Unions in a beef in 1962 in New York.



Paul Hall, left, with "some of the boys" in 1946 at the old hall on Beaver St. From the left are: Hall, then New York Agent; the late "Bull" Shepard, J.P. Shuler, Joe Algina and Gene Dauber.



The year 1959. Paul Hall, seated left, signs historic document with NMU President Joe Curran, forming pact to fight the runaway flags.



Walking the picket line, 1962.





You couldn't miss the SIU float as it passed the N.Y. Public Library on Labor Day, 1960, and you couldn't miss the scores of white-capped Seafarers marching behind it.



Paul Hall and Bull Shepard buckled down to work on the Isthmian organizing drive in 1947.



A big step forward! Paul Hall announcing increases in disability pensions for Seafarers at the March, 1953 membership meeting at SIU Headquarters.



At the dedication of the Pete Larsen Memorial Clinic which opened at SIU Headquarters in 1957, Sen. Warren G. Magnusson (D-Wash.) cuts the ribbon as Paul Hall stands by.



Stumping on the campaign trail in 1960, Paul Hall listens as former President Harry S. Truman addresses a crowd in Philadelphia.



Paul Hall gave the keynote speech at the Seventh Annual Humanitarian Award Dinner, held in New York City on Feb. 1, 1964. The award recipient that year was ILA Vice President Anthony Scotto.



At the 1967 AFL-CIO Convention, Paul Hall shares a story with A. Philip Randolph who bucked the nation's biggest railroads to found the Brotherhood of Sleeping Car Porters. Randolph, the Porter's first president, was a life-long activist for civil rights, organizing the 1963 March on Washington, the largest demonstration of its kind in U.S. history.



Paul Hall greeting one of labor's most dedicated supporters, Vice President Hubert Humphrey, in 1967.



Senator Robert F. Kennedy and Paul Hall in the early 1960's.



When the SIU received a Certificate of Life Membership to the NAACP in June, 1964, the Rev. Martin Luther King, Jr., was on hand to congratulate SIU President Paul Hall.



The Anti-Defamation League of B-nai B'rith named Paul Hall their "Man of the Year" at an Award dinner in 1968.



Governor Muñoz of Puerto Rico (left) confers with SIU President Paul Hall during SIU Convention in 1961. Puerto Rico's first governor, Muñoz was a staunch friend of working people and the SIU.



Paul Hall made sure maritime labor's voice was heard in the White House. Here he attends a luncheon meeting with then-President John F. Kennedy and AFL-CIO President George Meany (to Kennedy's right) in 1963, along with members of the AFL-CIO executive council.



In Sept. 1964 Paul Hall (third from left) was one of several labor leaders flanking President Johnson at a press conference held on the steps of the White House. Also present were AFL-CIO President George Meany (to Johnson's right) and UAW President Walter Reuther (at Johnson's left).



Paul Hall held a "shirt sleeve" press conference in Jan. 1961, following a meeting with N.Y. Governor Nelson Rockefeller and N.Y. Mayor Robert F. Wagner.



Paul Hall welcomes NMU President Joe Curran at SIUNA Convention held in 1959.

Hanging from a lamp post in 1945, Paul Hall stirs a rally of AFL seamen and dockworkers against an effort by communist dominated CIO unions to muscle in on the New York waterfront.





Testifying before Congress in 1984.



At a recent Port Agents conference, SIU President Paul Hall makes a point as Frank Drozak, then SIU Executive Vice President listens on.



Paul Hall paid frequent visits to the Harry Lundeberg School in Piney Point, Md. This one was in the spring of 1979.



At a noontime Merchant Marine Memorial service held on May 18, 1971, Paul Hall spoke while (l-r) American Institute of Merchant Shipping Pres. James Reynolds; Shipbuilders Council Pres. Edwin Hood; Asst. Secretary of Commerce for Maritime Affairs, Andrew Gibson and U.S. Merchant Marine Academy Chaplin Rev. Cmdr. Donald F. Kingsley look on.



It's a very young Sen. Edward M. Kennedy greeting Paul Hall at an SIUNA Convention held in the late 1960's.



Picking up an award at a testimonial dinner in New York in 1972. Presenting the award to Paul Hall is Lane Kirkland who was AFL-CIO Secretary-Treasurer at that time.



SIU President Paul Hall administers oath to 10 new full book Union members in 1970 as Leon Hall, then New York Port Agent, looks on.



Paul Hall (second from right) in California as part of an AFL-CIO Committee to observe Farm Workers' elections in California in 1975.



Paul Hall was the only labor representative named to the U.S. delegation to the Eighth Maritime Conference and 55th Session of the International Labor Organization in 1970.



Heading up the Union's delegation to the 1976 AFL-CIO Convention is SIU President Paul Hall. SIU delegates included SIUNA Vice President John Yarmola (center) and then-Executive Vice President Frank Drozak.



Paul Hall with AFL-CIO President George Meany at Federation convention in 1976.



As Harry Lundeberg's portrait gazes down, Paul Hall and NMU President Shannon Wall confer at SIU headquarters in 1973.



MTD President Paul Hall welcomes Puerto Rico's Governor Carlos Romero Barcelo (left) and Secretary of Labor Ray Marshall at MTD Convention in 1977.



Kicking off the Maritime Trades Department's mid-winter Executive Board meeting in March, 1979 is MTD President Paul Hall.



SIU President Paul Hall appreciates a story told by President Richard M. Nixon at 1973 SIUNA Convention in Washington, D.C.



At 1977 MTD Convention, Paul Hall gets together with MTD Executive Secretary-Treasurer Jean Ingrao (center) and National Field Coordinator John Yarmola.



At a Senate Committee hearing in 1974, Paul Hall testifies in favor of the Oil Cargo Preference bill.



Paul Hall greeting Sen Daniel Inouye (D-Hawaii) at 15th Biennial SIUNA Convention.



At the 16th Biennial SIUNA Convention in 1973, Paul Hall thanks House Majority Leader P. "Tip" O'Neill for addressing Convention delegates.



Paul Hall was no stranger in the Oval Office. Here he meets with President Gerald Ford in March, 1975, following an earlier meeting with Ford, Hall and other maritime leaders.



At 1979 MTD Executive Board meeting, Paul Hall introduces Rep. John Murphy, chairman of the House Merchant Marine & Fisheries Committee.



At AFL-CIO Convention in 1977 are senior AFL-CIO Vice President Paul Hall and AFL-CIO President George Meany.



Following a meeting of President Carter's Export Council the President speaks with SIU President Paul Hall, vice chairman of the Council and other Council members.



Paul Hall with President Nixon in Oct., 1972, following announcement that Hall was heading up an industrial-maritime commission for the President's re-election.





SIU President Paul Hall and President Gerald Ford have a tete-a-tete in the Oval Office.



Following a 1976 General board meeting of the AFL-CIO, Paul Hall and President Jimmy Carter exchange a few words.



At 1977 AFL-CIO Convention SIU President Paul Hall greets AFL-CIO President George Meany and I.W. Abel (center) president emeritus of the United Steelworkers of America.



Both long-time advocates of international human liberty Paul Hall (left) and AFL-CIO President George Meany (right) flank exiled Soviet Aleksandr Solzhenitsyn at 1975 AFL-CIO Convention.



SIU President Paul Hall addressed a monthly membership meeting at Union Headquarters for the last time on Nov. 5, 1979, where he told Union members about the Union's progress on the organizing, collective bargaining and political fronts. Listening to Paul Hall detail the nuts-and-bolts of the SIU's activities are (l-r): Leon Hall, SIU vice president; Jack Caffey, N.Y. port agent and Red Campbell, SIU vice president.

# Telegrams From the Ships at Sea

## Brothers:

The crew of the *Overseas New York* would like to express their sadness at the passing away of brother Paul Hall, a man pivotal in making the Seafarers International Union the institution it has become in the last two decades. As one we mourn the death of an exceptional leader and a man which history may very well call great. Please accept this short note as an expression of our regret and an offer of condolences to his family.

Respectfully,  
Curly Welch, Bosun  
and crew of the  
*Overseas New York*

\* \* \*

Crew of the *SS Sea-Land Exchange* sends their deepest sympathy for the passing of our fine President Paul Hall.

Verner Poulsen, Ship's Chairman  
*SS Sea-Land Exchange*

\* \* \*

Sympathy and love to the family and loved ones of Paul Hall from the crew and officers of the *Cove Communicator*. We share your grief and great loss to seamen and the marine industry.

T. R. McDuffie, Ship's Chairman  
and Capt. Hiram Glotfelter  
*SS Cove Communicator*

\* \* \*

## Mrs. Paul Hall and Family:

May we extend our sympathy and share the grief and sorrow over the loss of your husband and father our President and good friend, Mr. Paul Hall.

The Officers and Crew aboard  
*The SS Point Susan*

\* \* \*

The crew of the *LNG Gemini* mourns with thousands of others the passing of Paul Hall. He will be sorely missed. Accept and forward our condolences to his family and all our brothers.

Fraternally,  
Crew of the *LNG Gemini*

\* \* \*

On the passing of our President Paul Hall, we feel a great loss. Condolences and our deepest sympathy to his family.

Crew of *SS Santa Clara*

\* \* \*

The Crew and Officers of the *SS Walter Rice* send their regrets on the passing of a giant of industry and mankind, our brother, Mr. Paul Hall. He will be missed and never forgotten.

Ship's Committee,  
*SS Walter Rice*

\* \* \*

Our deepest sympathy on the loss of Paul Hall, a great Union leader and Union brother. We will all miss Paul Hall. He has helped many a young man.

Crew of *Cove Navigator*

\* \* \*

Our sincere sympathy to wife and family on the passing of our President, Paul Hall.

The Crew of the *SS Boston*

\* \* \*

Deepest sympathy for Mr. Paul Hall's passing away.

Crew *SS Bayamon*

It is with deep regret that we receive the news of the passing of Paul Hall.

While he will no longer be with us personally, he leaves behind a living memorial through the American ships at sea today, and every seaman aboard them.

Because of his lifelong work, on behalf of his shipmates, each of us can walk proudly, better persons, with better conditions under which to live and work.

No man can strive to do more. He will be sorely missed.

Officers and Crew,  
*SS LNG El Paso Arzew*  
Edgar Anderson, Ship's Chairman

\* \* \*

## Mrs. Rose Hall:

The news of your sorrow has just reached us. I think I can realize your loss because I know how empty my world seemed when we heard of the passing of our Union President Paul. It will be very hard for all of us who knew him well to carry on without him. But we can be glad it was our privilege to have come in contact as long as we did with such a very lovely person. We shall always remember his kindness and strength.

Very sincerely,  
Ship's Chairman and  
S/S *Caguas Crew*

\* \* \*

In reply to the message received that our Union President passed away, we express sadness and condolences to Paul Hall's family.

Crew of *SS John Tyler*

\* \* \*

Officers and crew of *S/T Ogden Yukon* join in expressing heartfelt regret and sympathy over the untimely loss of our great leader, Mr. Paul Hall, who certainly will not be forgotten.

Officers and Crew  
*S/T Ogden Yukon*

\* \* \*

Brother Seafarers aboard *S-L Leader* sadly acknowledged news of the death of President Paul Hall expressing profound regret at this great loss to the family of Paul Hall and the Seafarers International Union.

Joseph Puglisi, P-474,  
Ship's Chairman, *S-L Leader*

\* \* \*

The crewmembers of the *Point Margo* would like to express their warmest sympathy for the survivors of our late President Paul Hall and regret the loss of a leader considered irreplaceable by many.

Crew *Point Margo*

\* \* \*

The crew of the *M/V Sea-Land Adventurer* extends their deepest sympathy on the death of Paul Hall, one of the greatest maritime leaders of the world.

Crew *Sea-Land Adventurer*

\* \* \*

Our deepest regrets on the passing of our President Paul Hall.

Ship's Chairman and Crew  
*Sea-Land Panama*

\* \* \*

## Mrs. Paul Hall:

With sincere sympathy on your loss from the officers and crew of the *SS Massachusetts*.

\* \* \*

Our sorrow for the loss of Brother Paul Hall.

Chairman/Crew  
*Zapata Rover*

\* \* \*

Deeply saddened by Brother Paul Hall's passing. It's a great loss to membership and industry. Please convey sympathies to family.

Crew *Sea-Land Resource*



As the chief architect of the Merchant Marine Act of 1970, Paul Hall labored long and hard forging the legislation and lobbying it through Congress. But when President Nixon signed the crucial maritime bill into law (above) Paul Hall didn't attend the ceremony. His object was always to get the job done and leave the fanfare and publicity to the other guys.

## U.S. Maritime Can Thank Paul Hall for '70 Act

**M**ORE than any other person, Paul Hall was responsible for the passage of the vital Merchant Marine Act of 1970.

As the Vietnam War wound down, Hall saw that a huge stimulus was needed if the U.S. merchant marine was to survive in the 1970's.

With that goal in mind, Hall became the architect and father of the modern merchant marine.

He was to initiate and fight for many measures to revitalize the U.S. merchant fleet. The 1970 Merchant Marine Act was his greatest achievement in this area.

The feat of getting this Act passed by Congress in the fall of 1970 was suitably described at the time by AFL-CIO Secretary-Treasurer Lane Kirkland, who is now president of the Labor Federation. He called the bill the "miracle of the 91st Congress."

The reason for that description was that the bill was passed in a year when Congress and the Administration had curtailed defense spending, grounded the SST, and cut back federal construction.

In a roll-call vote, the House approved the Act by 343 to 4. The Senate, with nearly 70 senators on the floor, adopted the measure

by a voice vote without a dissent being heard.

The bill was the most important legislative action aimed at revitalizing the merchant fleet since the Merchant Marine Act of 1936. That Act had initiated federal subsidies for the merchant marine's liner trades.

At the time of the 1970 Act's passage, Hall said that the bill "offers the mechanism to bring a new life of vigorous activity to an industry that has been nearly knocked to its knees."

Among the provisions of the Merchant Marine Act of 1970 were the following:

- authorization for federal funds to help construct 200 new cargo vessels over a 10-year period.
- tax deferment privileges for all American-flag operators. Previously, under the Merchant Marine Act of 1936, these privileges had only been available to 14 liner companies operating on fixed routes.
- extension of both construction and operating subsidies to bulk carriers. These subsidies had been available only to the handful of liner operators since 1936.
- authorization for the Secretary of Commerce to administer

and police cargo preference laws.

- elimination of the interest on the construction debt owed by the St. Lawrence Seaway Development Corporation, as well as the future interest on the debt.

- a system to phase out the "runaway" fleets of the unsubsidized operators.

- stipulation that all components of all American-flag ships be made and assembled in the United States.

Chief spokesman for the bill on the Senate floor was Senator Russell Long (D-La.). He characterized the measure as "a program to revitalize our Merchant Marine Act so that it will be viable and workable in wartime and in peace."

Senator Warren G. Magnuson (D-Wash.), one of the sponsors of the Act, told his fellow senators that, "The bill lays the legislative groundwork for a long overdue rehabilitation of our maritime capability to meet the urgent needs of our commerce and defense."

However, the Merchant Marine Act of 1970 was only a beginning. With his usual astuteness, Paul Hall realized that no matter how good the Act was, it was still only a first step. In a column he wrote in the *Log* in

1970 concerning passage of the Act, Hall correctly observed:

"After we have enjoyed the view, we can shake ourselves back to the reality of the fight that is yet to be won.

"That fight involves cargo.

"A thousand new ships anchored at every American port won't provide a single new job unless we do our share in the effort to put cargo in the holds."

Hall did exactly what he said must be done. During the next decade, he fought for cargo preference laws, for bilateral trade agreements, and for full implementation of the law that provides American ships with no less than 50 percent of government cargoes.

But Hall's success in getting the Merchant Marine Act of 1970 passed by Congress and signed by President Nixon will probably go down as his most outstanding legislative victory.

As Hall himself wrote, the Act "closes out an era that began 34 years ago, and introduces a new set of rules designed to allow the U.S.-flag fleet to compete in the trade patterns of today."

One of the best tributes that could be paid to Paul Hall will be the continuance and full use of this Act.

# Tributes from Congress

Following are the remarks of three United States Senators upon learning of Paul Hall's death. These statements were made a permanent part of the Congressional Record.

## United States Senate

Congressional Record—June 25, 1980

Congressional Record—June 25, 1980

### Senator Jacob Javits (R-N.Y.)

Mr. JAVITS. Mr. President, this past Sunday, Paul Hall, the president of the Seafarers International Union died of cancer in New York. The entire American labor movement mourns the passing of Mr. Hall, who served not only as president of the SIU but also as a vice president of the AFL-CIO.

Hall devoted his entire working life to seafarers and to the welfare of seafarers. He began his working life on the sea as an engine room wiper earning \$1.60 per day in the 1930s. In 1938 Hall participated in the founding of the Seafarers International Union, in an effort to develop a labor organization for seamen that was free of Communist domination then prevalent on our Nation's waterfronts.

After service in the merchant marine in World War II, Hall returned to New York where he became a port patrolman, and was elected the SIU's Port agent for New York. In 1948, Hall became chief officer of the SIU's Atlantic, Gulf, Great Lakes and Inland Waters District—one of two component organizations of the SIU, the other being the

Sailor's Union of the Pacific which was headed by Harry Lundeberg, the founder and the president of the SIU. Upon Lundeberg's death in 1957, Hall became president of the SIU and also became president of the AFL-CIO's Maritime Trades Department.

Last April 10, I had the privilege of addressing the thousands of labor union officials and members who gathered to honor Hall at the annual dinner of the New York Harbor Festival Foundation. The great outpouring of affection for Paul Hall expressed on that occasion amply demonstrated his contributions to seafaring generally, to the Port of New York, and, of course, to the members of the SIU.

Paul Hall was truly one of America's great modern labor leaders who came to leadership during the turbulent decades of the 1940's and 1950's. He admirably served not only the seafarers he represented, but all American workers in his vision of economic progress and social justice for all. I join with the members of the SIU and with the entire labor movement in mourning the passing of this distinguished labor leader.

### Senator Bill Bradley (D-N.J.)

Mr. BRADLEY. Mr. President, I would like to pay tribute today to Paul Hall, leader of the Seafarers International Union, vice president of the AFL-CIO, and a truly great resident of New Jersey.

Paul Hall was a most unique convergence of intellectual capacity and the common touch, strength and sympathy, and idealism and practicality not often found even in outstanding leaders.

He fought the good fights—first against the Communists who sought to subvert the purposes of the Seafarers International Union during its beginning and, later, against racketeers attempting to infiltrate union halls and ships manned by his members.



Paul Hall stood for integrity and enlightened leadership in the American labor movement and in the affairs of our Nation. We have lost a special citizen of our country.

Congressional Record—June 24, 1980

### Senator Ted Stevens (R-Alaska)

Mr. STEVENS. Mr. President, it is with deep regret that we note the passing of Paul Hall, president of the Seafarers International Union of North America for nearly a quarter of a century. Mr. Hall has been one of the driving forces in the development of U.S. maritime policy and leaves behind him a legacy to be carried on by his 80,000-member union.

Mr. Hall has had a long and distinguished career of public service. He has served as Presidential appointee to committees or commissions under four Presidents—Johnson, Ford, Nixon, and Carter. During his distinguished career in the American labor movement, he rose to the position of senior vice president of the AFL-CIO.

Mr. Hall has received numerous awards for his work both in and outside of the American labor movement. In 1973, he received the labor rights award

from the Jewish Labor Committee. In 1968, he received an award from the State of West Virginia for his help in providing jobs for disadvantaged Appalachian youth. In 1962, his work in the urban areas of this country was noted when he received the Civic Center of New York humanitarian award for his work in rehabilitating youth offenders.

The list of Paul Hall's awards and achievements are seemingly endless. Perhaps, his impact on the maritime community is best felt through the graduates of the Harry Lundeberg School of Seamanship in Piney Point, Md., which was established by Mr. Hall. The school's graduates presently sail on more than 200 American-flag deep sea ships world-wide and nearly 500 tugs and towboats throughout the United States.

This country has, indeed, lost not only a great driving force in the maritime community but also a man of enormous civil achievement.



# Tributes from Congress

Following are the remarks of several United States Congressmen on the floor of the House of Representatives after they had learned of the death of SIU President Paul Hall. These statements were then printed in the official Congressional Record.

## House of Representatives

Congressional Record—June 24, 1980

### Representative Mario Biaggi (D-N.Y.)

Mr. BIAGGI. Mr. Speaker, I wish to note with extreme regret and deepest sympathy for his family, the passing of one of America's truly great leaders, Paul Hall, president of the Seafarers International Union of North America.

I have known Paul Hall for many years and have been the grateful recipient of his personal support and the support of his organization.

In his nearly four decades as a labor leader, he has been one of the most articulate, forceful, and effective spokesmen for the working people of this Nation. His contributions to our society, and in particular to the society of the maritime industry, are important, progressive accomplishments which I predict will stand the test of time.

As an active member of the Merchant Marine Committee, I understand the importance of having Paul Hall on your side.

His help and support in passing the Merchant Marine Act of 1970 was indispensable. Without him, I do not think it an over-



statement to say, there would have been no Merchant Marine Act.

I truly feel that Paul Hall deserves the thanks and recognition of Congress and the nation for his contributions to the betterment of our way of life.

And for his unsurpassed achievement in giving the U.S. maritime industry a present and a future, I would like to offer a title for Paul Hall fitting his accomplishments. With great pride for a true friend, I suggest the simple phrase "Father of the Modern American Merchant Marine."

Congressional Record—June 25, 1980

### Representative John Dingell (D-Mich.)

Mr. DINGELL. Mr. Speaker, a good friend of the Seafarers and a dominant force in America's maritime labor movement for four decades, Mr. Paul Hall, passed away Sunday afternoon, June 22, at Columbia Presbyterian Hospital.

Mr. Hall was president of the Seafarers for nearly a quarter of a century. He joined the union as a charter member in 1938, in 1944 he was elected the New York port agent of SIU's Atlantic and Gulf district, and was elected the chief executive officer of SIU's Atlantic and Gulf district in 1947.

Mr. Hall was also a senior vice president of the AFL-CIO and, since 1957, president of its 8-million-member Maritime Trades Department. MTD grew from a small struggling organiza-

tion to the largest and most active and politically influential department of the AFL-CIO.

For his contributions to the maritime labor movement and for his decision toward the advancement of the disadvantaged youth of this Nation, Mr. Hall has received numerous awards.

Mr. Hall's proudest achievement, was the establishment of the Harry Lundeberg School of Seamanship in Piney Point, Md., in 1967 for the training of young people for careers in the merchant marine. Graduates of this school can be found aboard more than 200 American-flag deep sea ships and 500 tug and tow boats throughout the United States.

We will remember Mr. Hall's achievements, his friendship, and his devotion to the labor movement.

Congressional Record—June 25, 1980

### Representative John Murphy (D-N.Y.)

Mr. MURPHY of New York. Mr. Speaker, the death of Paul Hall, one of America's most exceptional and distinguished public figures, removes from the scene one of the American labor movement's finest statesmen. I numbered him among my closest friends, and I am therefore doubly saddened by his passing.

Paul exemplified the best in public-spirited, highly motivated, and patriotic service to his brother seafarers, the maritime industry, and his country. He was a giant of a man whose remarkable successes in life never altered his modest, self-effacing way.

Paul Hall was a tireless proponent of an improved merchant marine and an aggressive advocate for improved working conditions for American seamen. No stranger to the legislative process, he always insisted upon taking the high road in developing laws to enhance the standing of the seagoing work force.

Paul Hall was a gentleman of



great distinction, high accomplishment, and vast wisdom. His loss, while severe, is made easier by the realization that he leaves behind one of America's finest labor unions, the Seafarers International, under strong new leadership, fashioned in his image.

Congressional Record—June 25, 1980

### HON. FRANK THOMPSON, JR. OF NEW JERSEY IN THE HOUSE OF REPRESENTATIVES Tuesday, June 24, 1980

Mr. THOMPSON. Mr. Speaker, the Nation and the labor movement are diminished today by the death of Paul Hall, who guided the Seafarers International Union for the past 23 years as its president. Paul Hall's impact on the labor movement went far beyond his role as leader of the SIU. He was an effective and vocal spokesman for the rights of all working men and women and for the Nation they served. Paul was one of a relatively small group of seamen who joined together in 1938 to organize the SIU. He knew at first-hand the problems of the men who man our ships for he sailed himself as a wiper and as an oiler. He knew the men who were his shipmates and he devoted his life to improving their wages and

working conditions and as we know, he was an articulate and outspoken proponent of a strong American merchant fleet.

Generations of young men and women who will go to sea in the years to come will be indebted to Paul Hall and his leadership in establishing the Harry Lundeberg School of Seamanship which opened in 1967 in Piney Point, Md., to train our young people for maritime careers. It is my hope that the graduates of that school will honor Paul Hall's faith in them, and dedicate their careers in the American merchant fleet to his memory.

Mr. Speaker, I join with my colleagues to extend our sympathy to Mrs. Hall and their children in this hour of their grief.



Congressional Record—June 24, 1980

**Representative Joseph Addabbo (D-N.Y.)**

**PAUL HALL: "THE FATHER OF THE MODERN AMERICAN MERCHANT MARINE" 1914-80**

**Mr. ADDABBO.** Mr. Speaker, on Sunday, June 22, Paul Hall, one of the greatest labor leaders and humanitarians in this Nation's history, passed away. In honor of his remarkable life, I would like to take this opportunity to pay tribute to a man many consider "the father of the modern American merchant marine." I am sure my distinguished colleagues present today will agree when I say that America has lost a fighter, and friend to the millions of Americans who earn their living from the sea.

I had the honor of meeting Paul very early in my Washington career. I knew at the very outset of our friendship that Paul was a very special man, full of dignity, foresight, and compassion. For four decades he gave all the energy his body could muster to the American maritime worker and for the American maritime industry. Paul was President of the Seafarers International Union of North America since 1957. He was chief executive officer of the SIU Atlantic, Gulf, Lakes and Inland Waters District since 1947, as well as serving as president of the 8 million member AFL-CIO Mari-

time Trades Department, and senior vice president of the AFL-CIO. He was no stranger to working with Presidents, serving on various commissions and committees dealing with maritime needs since the Johnson administration.

He was the chief architect of the Merchant Marine Act of 1970, legislation many consider the most important piece of maritime legislation to be passed in 50 years. This act enabled the American merchant fleet to vault into the age of automation and high technology of this and future generations.

Perhaps his proudest achievement was the establishment in 1967 of the Harry Lundeberg School of Seamanship in Piney Point, Md., for the training and upgrading of young people for careers in the merchant marine. He believed in the youth of America, considering them a precious resource that must be utilized to full potential. For his work on behalf of youth, Paul was awarded numerous awards for his work in providing jobs for young Americans, especially for disadvantaged youths.

Paul Hall's passing has left a void in the maritime industry that will be hard to fill. His tremendous contributions will long be remembered by those who have benefited from his work. My prayers go with him and are with his devoted wife Rose and his children in this difficult time.



**Hon. Leo C. Zeferetti**  
of New York

**In the House of Representatives**  
Tuesday, June 24, 1980

**TRIBUTE TO PAUL HALL,  
OUTSTANDING AMERICAN  
MARITIME LEADER.**

**Mr. ZEFERETTI.** Mr. Speaker, it is with deep sadness and regret that I pay tribute to the memory of the late Paul Hall, president of the Seafarers International Union of North America (SIU), who died June 22 at the age of 65.

As a close personal friend of Paul, I can attest to his unique leadership qualities as well as his warmth as a human being.

Paul Hall represented the epitome of the American work ethic, having begun his career in the 1930's as a fireman sailing out of his home port of Mobile, Ala. He joined the SIU as a charter member in 1938 and worked his way up through the ranks to become president of the union in 1957, where he worked tirelessly in shaping the organization into a thriving and vibrant union with a membership of more than 80,000. In addition to his role in the SIU, Mr. Hall served as president of the AFL-CIO Maritime Trades Department, which he built into the largest department within the AFL-CIO, comprising 43 national and international unions with 8 million American workers.

During his brilliant career, Paul served as an adviser to Presidents since the days of Harry Truman, and he was a central figure in the passage of

the Merchant Marine Act of 1970, perhaps the most important piece of maritime legislation ever enacted by Congress. The act enabled a faltering American merchant marine fleet to rebuild and become more competitive with foreign shipping fleets.

As a result of Brooklyn's proximity to the sea and the many docks and shipping piers within my congressional district, Paul and I earned a mutual admiration and respect, both on a personal and a professional level. We worked together on a number of projects designed to revitalize the New York City Harbor, and the increasing volume of maritime trade and commerce passing through the city's harbors stands as a testament to Paul's leadership within the industry.

Above and beyond his professional achievements, Paul Hall never lost the warmth and charm that made him so popular with his many friends and acquaintances. We became fast and lasting friends, and I will sorely miss his expertise and advice in the years ahead, a time so crucial to our merchant marine fleet.

Mr. Speaker, I want to express my deepest sympathies to Paul's wife, Rose, and to his family. I also want to assure Frank Drozak, acting president of the union, of my ongoing support in attaining the goals for which my good friend, Paul Hall, worked so long to achieve. He has certainly left us with a good foundation upon which to build.

*'Paul Hall, Father of the Modern American Merchant Marine'*

# Syndicated Columns

Victor Riesel is a long time syndicated columnist for the Field Newspaper Syndicate. Mr. Riesel, a long time friend of Paul Hall, has specialized in labor reporting for many years.

## Requiem for the Seafarers' Paul Hall

by Victor Riesel

**NEW YORK**—"They" tried to frame Paul Hall, the Seafarer. They, the mob, failed. They tried to execute him. They couldn't. They assigned a red-headed hood to walk into a Chicago Chinese restaurant and shove a loaded gun in his face. The thug was crushed.

I met Paul Hall long ago when I ran all the way to the Seafarers International Union headquarters when it was in lower Manhattan on a tip that a man was hanging out a window dripping blood.

This wasn't a man. This was a goon with a gun who had shoved a hot pistol in Hall's gut demanding a card to ship out. Instead, after Hall slugged him, the gunman was bounced off the ceiling and the walls and was hung out to dry.

Paul Hall, SIU chief since 1957, won most of his bouts—like beating the Chicago underworld in the fight over taxi jurisdiction or standing in front of the Teamsters' Jimmy Hoffa's sleeping quarters once, hollering, come on out and fight you gutless—and bring your troops. Hoffa didn't stir.

Last Sunday, battling as he had lived, Hall lost his final fight. He died of cancer. For almost a year he had defied it. Then they came to mourn. Some from the White House. Some from waterfront joints. Most of the nation's labor chiefs. And some of the country's major corporations' chief executives.

For it wasn't all blood and guts. Hall, at 65, was the AFL-CIO's senior vice president. He could "belly up" to the bar in any stinking dockside slop joint. And he could scatologically outrace the language of any sailor without a year of shore leave.

Yet when he sat in the AFL-CIO Executive Council or with Presidents of the U.S. and their most powerful aides or with such corporate chairmen as General Electric's Reginald Jones, he was an erudite ocean transport scientist, a self-made scholar in governmental operations, taxation, health services costs and cooperative labor-management planning for the national good.

Paul Hall, once a 6-foot blondish Viking type, also ran the most polished, heavily-financed political machine in the land. Once I heard a world famous analyst observe, "Hall is Talleyrand, Machiavelli, Disraeli, Golda Meir and John L. Lewis all in one."

For years, Hall dealt in presidents and with presidents. He knew Jerry Ford when most labor leaders didn't know the Michigan congressman from a Pinto. In 1976, Hall could have re-elected Ford because "Paul" always played arithmetic politics. He had the votes to throw to his old friend Ford. But the ex-president, after having invited Paul to Vail, Colo., for conference, refused to back a cargo preference bill which would have put considerable oil and grain tonnage in American vessels.

Jerry Ford vetoed that on principle. Hall vetoed Ford, as he had vetoed other Presidents. Years ago, some union chiefs lunched with the late President Lyndon Johnson. Irked by Hall's beating him on a congressional bill, Johnson pointed to "Paul" and said, "There's the one man in Washington I can't beat."

When Jerry Ford killed the cargo preference bill and vetoed the extended construction trades common situs picketing bill, Hall geared up his political machine. He worked with the construction trades unions to support Carter, as he had for Dick Nixon because the latter had been a "good maritime president."

Hall made certain that Jerry Ford would lose New York state.

But first, Hall got candidate Jimmy Carter to sign a long letter in the Park Sheraton Hotel here promising to deliver a cargo preference bill.

Paul Hall watchers knew he could swing the "swing-state" of New York.

In 1974, he rolled out the barrels of campaign funds, the bandwagons, the loudspeakers, the strategy sessions, the precinct campaigners and pushed a relatively unknown Congressman, Hugh Carey, through the primaries. And then helped make him governor. Hall wasn't a one-man band. There were the other waterfront unions, the longshoremen and marine engineers, et al. But Hall was the organizer.

He always played for the big political money. It was to Paul Hall, in the early '70s, that the late Nelson Rockefeller sent Spiro Agnew to ask for help. In the late '70s Jimmy Carter dispatched his men to woo "Paul." He didn't need urging. He knew the value of an incumbent president. So, he gabbed one-on-one with Hamilton Jordan—who listened and won. And Hall sat one-on-one with Charley Kirbo—who listened, too. And in 1979, Paul Hall created the Carter labor committee. But Hall didn't go to the White House. When he got such invitations, he'd defer to his chief, the late AFL-CIO President Meany.

Hall was "George's" centurion, when the Old Man was healthy or ill. And for years, Hall built incumbent AFL-CIO President Lane Kirkland's power base. It always was "Paul" who kicked off the discussions at the Council meetings which made final AFL-CIO policy. The newer Council members, and Lane, looked to Hall.

This is a requiem for Seafarer Paul Hall and not the "movement." But there will be changes. Who knows what?



In the early 1950's Paul Hall, then head of the SIU A&G District, meets with columnist Victor Riesel at Union Headquarters.

# Syndicated Columns

Gus Tyler is a syndicated columnist and a long time official of the International Ladies Garment Workers Union.

## Paul Hall: America's No. 1 Sailor

By GUS TYLER

Paul Hall is dead. After many decades of brawling and battling, daring and doing, dreaming and scheming on a global scale, the angel of death came to him on a mission of mercy.

To those who never knew or even know of Paul (and they are millions) I should say that he carried the prosaic title of President of the Seafarers' International Union. Paul would refer to himself as America's Number One Sailor.

That title—Number One Sailor—was much more than a statement of where he stood in the hierarchy. To Paul, the phrase summoned up the spirit and the tradition of the men who go down to the sea in ships and especially of those who fought the long bloody battles to free the tars from the tyranny of the despotic captains and their mates.

If you met Paul and judged by his bulk, you would conclude that this man never got beyond talking in four letter words. If you saw him on a picket line, targeted by some gangsters, you would conclude that he was "The Hulk" in action.

That was one side of Paul and a side he displayed proudly. The seas were not made for sissies, especially in earlier days. The elements were mean. The bosses were brutal. The colleagues were not concocted out of sugar and spice. The enemies were bestial and brutal. To survive, you needed guts, gumption, and an appetite for more.

But then there was the other Paul, the one with whom my wife and I spent a long afternoon and evening at his training school in Piney Point, Maryland—the Paul who spoke with flawless grammar and rolling rhetoric, with many passing courtesies to the fair sex, and with regular references to the

men who wrote the Great Books of Western Civilization.

Paul could read and he did read widely. He was a quick study, picking up by intelligence and by intuition. And, here too, he was a sailor, because among the wanderers over the waters, there is a long and honored tradition of intellectuality.

America's greatest playwright, Eugene O'Neill, was a sailor. So was Richard Henry Dana, product of Harvard, who wrote "Two Years Before the Mast." So was John Masefield, Britain's Poet Laureate, who wrote, "I must go down to the seas again." So was Joseph Conrad. So was my good friend, Noah Greenberg who founded and led the New York Pro Musica.

The lure of the sea was hypnotic to many of these creative minds. The ship was the gateway to exotic worlds. The oceans were an escape from the insularity of the landlubber. The idle hours were moments for reading and contemplation. Sailing was as enriching for the mind as it was toughening to the body.

In the councils of American labor, Paul commanded the highest respect. Many unions owe their life—their existence and their success—to Paul's muscle and mentality. He gave of both generously. In the top body of the AFL-CIO, he was known as George Meany's strong right arm among the international presidents.

When Paul came to seafaring he was just a kid out of Alabama. He had distinguished himself as a bit of a prizefighter. Then one day, he discovered a great big world out there and he bullied and brained his way into it—to taste it, to enjoy it, and then to play his role in remaking it nearer to the heart's desire. Copyright, 1980, Gus Tyler Columns.



Members of the Labor for Carter Committee that Paul Hall founded in 1979 meet with Evan Dohelle (far left), national chairman of the Carter/Mondale Campaign Committee. Shown with him from the left are: Glenn Watts, president, Communications Workers of America; Paul Hall; William H. Wynn, president, United Food and Commercial Workers International Union, Sol Chaikin, president, International Ladies' Garment Workers Union; Murray Finley, president, Amalgamated Clothing and Textile Workers Union, and Jack Otero, vice president, Brotherhood of Railway and Airline Clerks. Not pictured but part of the Committee is Jacob Sheinkman, secretary-treasurer, Amalgamated Clothing and Textile Workers Union.



# Letters, Telegrams From Across the Nation

Union Headquarters was flooded with letters and telegrams from every part of the country when Paul Hall's death was announced on June 22. Here are some of those letters.

Paul Hall was the best company in the world.

I met Paul Hall at the AFL-CIO merger convention in 1955. He was already something of a figure, lately in the lead in the fights on the New York waterfront. We started talking about the Seafarers and then about everything else, about ports of call and grand strategies and the qualities of men, and never stopped until recent years, talking sometimes into first light in Brooklyn and Piney Point and the Coachella Valley and other places. I always hated the talking to end.

There was a heroic air about him, a sense of special fitness for the job, the taste of almost unlimited courage of any variety, the utter commitment you read about in Andrew Furuseth and knew in Harry Lundeberg, the quality of the rock you saw in George Meany, the look in the eyes and the bearing of the captain that reminded you so much of John L. Lewis. We all knew that nobody in the labor movement of his or any other time had given or gambled more of himself for his brethren and his country, that he was a special kind of man.

He was a marvelous friend.

**John Hutchinson**  
Professor of Industrial Relations  
University of California at  
Los Angeles  
Graduate School of Management

Maritime labor has lost a giant of a man with the passing of Paul Hall. He leaves behind a heritage of accomplishments that will enshrine him in the memory of every seaman. The officers and members of the National Maritime Union mourn his loss and offer our deepest condolences to his widow and members of his family.

**Shannon J. Wall,**  
President,  
National Maritime Union

**Mrs. Rose Hall and family**

My deepest sympathy is with you at this time at the loss of your husband from a friend who had the honor of serving under him. A member of the brotherhood of SIU.

**Peter J. Garay**  
Book G-929

Please accept my deepest sympathy on the passing of your international president and my longtime associate, AFL/CIO executive council member, Paul Hall. For me to praise him would be senseless since his tremendous record of achievement for his members and for all other workers will always speak for itself.

My heart goes out to you and the members of the family in this great loss.

**Matthew Guinan**  
International President Emeritus  
Transport Union of America,  
AFL/CIO

**Mrs. Rose Hall and family**

With saddened hearts we've learned of Paul's death over the weekend, and I hasten, on behalf of the officers and members of the Marine Firemen's Union to extend our sincere and heartfelt sympathy on your great loss—a great loss not only to you, his family, but to the great Union he so competently guided as president until he was stricken, and his many friends in the maritime industry and the labor movement as a whole.

It is not necessary that Paul Hall have a monument—his monument is every American flag ship that exists today because of his efforts on behalf of the merchant marine—and every government employe, federal, state and city, and their families have had a much better life because of his unselfish assistance to create one of the largest unions in the American Federation of Labor dedicated to their welfare.

We'll miss his enthusiasm, his foresight, and his ability to keep his ideals in the main stream of his activities, but sincerely believe his legacy will live on and continue to be an inspiration to all of us.

sincerely,  
**Henry Disley,**  
president,  
Marine Firemen's Union  
San Francisco, Calif. 94105

**Dear Frank Drozak:**

I was saddened to learn of Paul Hall's death and wanted to extend my sympathies to you and the Seafarers at this time.

Paul contributed a great deal to the labor movement and his work shall not be soon forgotten.

Sincerely,  
**Birch Bayh**  
United States Senator

## Paul Hall, the Man: A Look Inside

*Continued from Page 7*

important piece of maritime legislation to be enacted in more than thirty years. Because of the role he played in securing its passage, he was dubbed the Father of the Modern Merchant Marine.

Paul Hall's ability to spot trends before they actually occurred was almost uncanny. A case in point is the Harry Lundeberg School of Seamanship. When he first devised the idea of opening a training and upgrading center for merchant seamen, people thought that he had lost all contact with reality. It is only now, 13 years after its inception, that responsible industry figures realize what Paul Hall knew all along: the Harry Lundeberg School of Seamanship is the only thing that stands between this union and extinction. There has been a technological revolution

in the maritime industry, and only those seamen with the proper skills will be able to count on being employed in the future.

### Basically Shy

Despite his many honors and accomplishments, Paul Hall was basically a shy man. He disliked large affairs. His favorite form of entertainment was to go out to dinner with his wife Rose. He preferred quiet conversation to loud parties; elegant dining to conspicuous possessions; history books on the Civil War to anything else.

The last year of his life was the happiest. He nurtured his beloved wife Rose to health after a serious illness. Her recovery brought him great joy. Their lives had been intertwined for more than thirty years. When he came to New York in the forties, she

became his secretary. They came from two completely different cultures: he was a Southern Baptist from Alabama, she a nice Jewish girl from Brooklyn. Each gave something special to the other. He shared his dreams with her. She made him aware of standards and values outside of his immediate world.

When he fell ill, she rarely left his side. Every day for eight months, twelve hours a day, sometimes more, she was at the hospital, guarding him. His family was there, as was his longtime business associate John Yarmola, who chose to stay with his old friend. Long after Paul Hall lost consciousness, members of the hospital staff came to visit him, for he had mesmerized them with his presence. When he died, there was a sense of loss at the hospital. Even people who had barely known him could feel

their lives diminished in some unexplained way.

Some people's lives are linear, others are static. Paul Hall's was full. Every step he took he took with deliberation. At every juncture of his life, he strove to expand his skills and capabilities. He was never without friends or admirers.

Any person who met Paul Hall could expect a cordial reception. More often than not, he was able to bring out something special in the people he met, and this is perhaps the measure of his greatness. He reacted to every person as if that person had something valuable to offer him.

It is the rare man who can do that, the exceptional human being who is able to grasp that no one man or woman understands it all, that even the humblest creature can teach you the most profound lesson.

# When Underdogs Called, Paul Hall Was There

**P**AUL Hall was known as a fighter.

He didn't go out looking for fights, but when his friends needed help—or when someone in the labor movement called on Paul and his "white hats" for assistance, he was always in the front line beside his sailors. Paul especially liked to help the underdog—the little outfit fighting against big odds and needing a friend.

One of the most dramatic examples of his readiness to lead his men in battle for an underdog was in the Chicago cab beefs of 1961 and 1962.

Senator Paul Douglas of Illinois had become interested in the attempt of Chicago cab drivers to get rid of the alleged racket-dominated Teamsters Local 777, which represented the Chicago drivers.

A rival organization had been set up by Dominick Abata, called the Democratic Union Organizing Committee. In his courageous effort to take on the Teamsters, Abata needed all the help he could get.

Douglas, Abata and Irving Friedman, an attorney for the insurgent cabbies, contacted several big unions and asked for help. But they didn't get it. For one reason or another, perhaps because they hated to tackle Jimmy Hoffa's Teamsters, these outfits showed no interest.

Then someone suggested Paul Hall and the Seafarers, which had acquired a reputation for being willing to do battle for an underdog.

When they asked Paul Hall for help the answer was an immediate "yes." Paul felt no qualms about pitting his small union of seamen against the mighty Teamsters, with 100 times as many members. He had done it before in Puerto Rico and he hadn't found Hoffa all that tough.

During the previous AFL-CIO convention Paul had, as the *Chicago Daily News* put it, "denounced Hoffa in words so strong that the official minutes of the convention had to be amended to printable language." The Teamsters had been expelled from the AFL-CIO several years before.

A hard-hitting team of SIU men from New York and other ports went to Chicago to set up machinery for the cab driver's fight.

Joey Glimco, who had headed the Teamsters local, had been described as "Jimmy Hoffa's racketeering henchman." Attorney General Robert Kennedy had described him as "one of Jimmy Hoffa's hoodlum lieutenants."

The Teamsters were sure that they had enough money and muscle to overwhelm the sailors and send them back to the coast in defeat.

But it didn't work out that way.

Paul Hall and Abata and their aides planned a careful strategy to combat the opposition's habit of making the cabbies do what they wanted through threats of bodily injury.

DUOC had previously peti-

tioned the National Labor Relations Board for an election based on the allegation that Glimco's local was engaging in unfair labor practices by resorting to "threats, intimidation and violence." The NLRB agreed. Elections were held, and the DUOC had won the right to represent Chicago drivers as their official bargaining agent. Now Glimco was out to upset this ruling and take over again.

With the help of Paul Hall's sailors, Abata fought off this phony take-over. It was a tough fight, with the mob using violence and intimidation to regain control. DUOC came out on top.

In January of 1962, Paul went to Chicago to present a charter to the new cab union.

"We sought a charter from Hall's union," said Abata, "because it is a clean union, the finest union in the world and is run by an honest man, Paul Hall."

Just before the charter presentation, Paul found himself in the middle of a fight when Glimco's men started a free-for-all at the Hamilton Hotel, where the ceremony was to take place. Paul, Abata and their friends drove the attackers out into the street, with Paul decking several in the process. When it was over, he went back in for the ceremony and the picture taking.

It later became known that this wasn't the first time that Glimco's tough guys tried to rough up the head of the Seafarers—or worse.

When Paul had gone to Chicago late in 1960 to confer

with dock workers and other labor leaders, an attempt was made to shoot him.

They were dining in the Drake Hotel when the president of a Teamsters dock workers local walked up, revealed a gun beneath the hat he held in his hand and said "how do you want it... here or outside?"

Someone diverted the man's attention. Steve Leslie, head of the Operating Engineers Union Local 25, sitting beside Paul, grabbed the gun and a battle broke out with a gang of Teamster sluggers.

"We finally got out of the joint," Paul recounted later, "but we had to fight our way out."

From the Drake, Paul, Leslie and several others went to another hotel where Teamster big shots were holding a confab. Paul went up to them, handed over a paper bag and said, "Here's your gun. I don't want to keep any Teamster property."

Because the cab drivers had not received a wage increase for 12 years and because they lagged behind in various benefits, the union declared a strike in March of 1962. Paul and his men went to Chicago again to help them in this battle.

When Glimco threatened to walk in again and take over by breaking the strike with Teamster help, Paul drove up in front of Teamster headquarters and said, "I dare Glimco or anyone else to send men through our picket lines. Glimco is a fink. This is a battle of the ordinary little guys against the hoodlums. And I say we'll fight like hell."

Glimco and the Teamsters did not accept the challenge.

The strike ended after 20 hours, with the drivers winning a pay boost, a union shop, a bonus plan and other benefits.

The Chicago cab beef can be summed up in these words from a "victory" booklet put out at the time.

"Despite overwhelming odds, a complete lack of finances, the combined weight of the Chicago crime syndicate and the Teamsters, the Chicago cab drivers have won their struggle."

What the booklet didn't say was this. The struggle was won because Paul Hall was a fighter who never held back from leading his men when he thought he was fighting in a good cause. He instilled that spirit into his sailors, the "white hats" of whom he was always so proud.



A committed champion of the underdog, Paul Hall never refused a request to help out in a just cause, no matter what the odds. He took his Seafarers to Chicago in 1961 and waged a successful fight to purge racketeers from the Chicago cab drivers union. In 1962 he presented the cab union with an SIU charter.

# Building Piney Point—It Didn't Come Easy

by John Bunker

**M**Y fondest memories of Paul Hall are from the time I spent at Piney Point during the often-hecky period of turning this former naval station into a training school.

Paul commuted regularly from New York and Washington to Piney Point and there wasn't a detail he ever missed about the progress of construction. Every day he was there. Summer heat or winter cold, he would mount one of the electric golf carts for a building-by-building, foot-by-foot survey of the operation. Several times I was shanghaied on one of these inspections, which meant a four or five hour ride. My job was taking notes.

Some of the things that happened during those construction days didn't seem funny to staffers at the time, but they brought a lot of laughs later. Paul, in retrospect, liked to laugh about them, too.

There was the time, for instance, when he called the staff together in the dining room after dinner for the regular progress reports... reports as to how work was coming along at the motel... if the grey paint had arrived for the docks... if the New York carpenters were doing their job... if the phones were installed on schedule... a hundred and one things that all won his attention.

After these reports were given it was about 9 p.m. It would be bed time at most places, but Paul leaned back in his chair and lit one of those thin cheroots.

He turned to me and said, "Johnny, go up to your store-

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*John Bunker is director of the Seafarers Historical Research Department, and a long time friend and associate of the late Paul Hall.*

---

room with a couple of the boys and bring down all that nautical stuff you've got stored up there."

I had been collecting ship's wheels, lanterns, pictures and other things for eventual decoration at the "Point."

When we had assembled 40 or 50 such items, Paul positioned his chair for a commanding view of all walls and said, "O.K. boys, let's decorate. Start with that big ship's wheel."

There was Eric Klingwald, the steward; Frank Mongelli, Ken Conklin, Bob Matthews, myself and several others.

Paul directed our efforts like a field commander.

"That wheel's too low... up a foot or so... there, there... that's better. Move that picture a little to the left... that harpoon looks better over there... that figure-head should be in the corner... a little to the left."

Around about midnight, when the gear was all hung to Paul's satisfaction he turned to me again and said, "Johnny, we need something big and salty to put in the entrance to the dining room. What have you got?"

Paul never liked answers such as "maybe," "can't," or "I don't know."

The only thing I could think of quickly was one of the ponderous anchors from the old fishing schooner which had just come down from Nova Scotia. She is now known as the *James Cook*.

"A big anchor!" Paul agreed. "Yeah, that's just what we need there."

Turning to Frank Mongelli he said, "Take some of the boys and bring that anchor up here."

Frank hesitated... and with good reason.

The big iron anchor had been dumped over the side into the



Here's Paul Hall, megaphone in hand, at Piney Point back in the late '60s during a dedication ceremony for the *Zimmerman*. Paul Hall made sure that every last detail was handled properly during the building of Piney Point.

harbor mud for use as a mooring. Frank explained the problem.

As far as Paul was concerned, that was no reason why it still wouldn't make a good decoration.

"O.K., Frankie," he said in that soft tone which no one who knew him ever mistook for anything but what it was... irrevocable firmness. "Take some of the boys and bring it up."

Armed with flash lights, grappling hooks, ropes and other gear, Frankie's squad headed for the docks.

Along about three o'clock in the morning the anchor was laying outside the dining hall. It had taken ten men to carry it.

In another hour or so it was flushed clean of harbor muck, scrubbed and painted.

It was then man-handled somehow into the entranceway

and set up with a salty spray of chain and hawser coiled around it in fine nautical style. By then the first hints of dawn were breaking over St. Mary's Bay.

Later, some telephone poles were sawed off and an artistic setting of pilings was created around the anchor to simulate the end of a wharf. But there was no rush about that, Paul said. It could be done after breakfast.

To some folks, fishing an anchor out of an inky black bay at midnight might seem to be a most unusual procedure.

But when Mongelli's "anchor gang" finally cleaned up, warmed up with jamoke, fired up with ham and grits and turned to for another day's work, it wasn't all that unusual.

They knew Paul Hall and they knew that when Paul wanted something done it was "do it now... not tomorrow."

## No Admission Tests! 'Paul' Wanted it That Way

**M**OST schools require tests of some kind or other for admission.

But not Piney Point.

And that's because Paul Hall wanted it that way.

He envisioned Piney Point as a place where young men who had desire and native "smarts" could find a place in life. He knew that references and social position and academic qualifications and all the other rigamorole necessary for admission to most schools would eliminate the young men he most wanted to

help—the youngsters who needed a "boost up" to find a place in life.

He was proud of Piney Point and the men it produced.

Paul was proud of many things.

He was proud of how the SIU under his leadership had become an influential and respected member of the world family of labor unions... influential far beyond the size of its membership.

He was also proud of what he had done to strengthen the American merchant marine.

But when Paul talked to

graduates of the upgrading program at Piney Point he almost invariably mentioned one of the things about his life of which he was most proud and which, he hoped, would encourage these Piney Point boys to keep on striving.

"When I was going to sea in the black gang," he said, "I figured I was as smart as anybody else on the ship. Only I had to prove it. Saying you're smart doesn't make it that way.

"So I got some books and studied for an engineer's license.

There usually wasn't anyone else in the fo'c'sle who could help me with the problems—like figuring out boiler pressure and all those other things they ask you. It takes a certain amount of mathematics. I had to figure it out for myself.

"But after several trips of battling with the books I decided I would sit for my license. And you know what? I made it. Got a good score, too. Got an original second engineer's license. Never sailed on it because I came ashore with the union. But I proved something to myself. Like anyone else can do... if they try."

# He Never Met a Kid He Didn't Like

by Charlie Svenson

**P**AUL Hall once told me that there wasn't a bad kid in the world who couldn't be turned around with a little tough love.

From the very beginning the youngsters who came to Piney Point were the rough, unschooled and often rejected kids from the poverty pockets of America.

At first they came from Appalachia, from the hills and closed-down mining towns of West Virginia. Later they were to come from the inner cities and the farms. They were rough-edged and unschooled, most of them. They had juvenile arrest records, many of them. But they were also proud and restless and eager to prove themselves. They were like Paul Hall, himself.

Paul had a special feeling for these youngsters. I was with him many times when he would be

showing someone or another around the school. One could sense his pride of accomplishment when he pointed out the boats and classrooms and the other remarkable accoutrements of this really unique training center. But there was another feeling when he watched the younger trainees as they marched and worked and played. And one could sense that feeling too. It was that of a loving parent.

Paul didn't show his emotions. He kept that compassionate part of his humanness hidden behind a mask of gruffness. Still, those warm human feelings shone through.

I remember the times I was with him during graduation ceremonies at the school, and I can still hear him talk excitedly about the opportunities that then lay ahead for those young men. And I remember that Paul was

there when the first young man at the school received his diploma after completing the high school equivalency program there. His excitement then was not so much that the G.E.D. program was launched, but rather that one young man had succeeded.

It was Paul Hall's living philosophy that the students at the Harry Lundeberg School of Seamanship be encouraged to succeed. He believed from his own living experience that faith in one's self counted for everything. When he talked with the students that is what he talked about. He told them that they were important. He told them that if they tried they would be all right. He told them that it was okay to succeed.

Paul Hall's encouragement to the young men at the Seafarers Union training school was more than his words alone. He put his

own unique stamp on the educational programs there which encouraged individual effort to succeed. There were no entrance examinations and there were no final grades. Every educational program at the school was designed to help the individual student. Every teacher and instructor looked to develop the individual strengths of the students.

Many of the young men who went through the Harry Lundeberg School of Seamanship never had an opportunity to talk with Paul Hall. That's sad. Still, they all felt in one way or another his encouragement and his belief in them. But if they had talked with Paul they would not have seen harshness nor sentiment. Rather, like those who have been with him, they would have been lifted by his optimism, tempered by his sternness, and encouraged by his genuine interest in them.

## To Paul Hall, Education Was the Key

*"Education is for the total man. As he learns he grows bigger if not in stature, at least in spirit. And learning is one of the most remarkable exercises in all human endeavor."*

Those were Paul Hall's words. More than that, those words formed his commitment to a program to broaden the horizons of all seafarers.

Paul believed that knowledge was the key to growth. He used to say that if we can understand our problems we can then begin to resolve them. To that end he

launched a number of innovative educational programs within the Seafarers Union. They were programs to encourage the growth of an informed membership which could collectively initiate intelligent courses of action. They were also programs to improve the quality of life for the seafarers.

Many of us will remember the "You Be The Judge" forums in the *Seafarers Log*. It was Paul's way to lay out all of the pro's and con's of an issue so that the membership could form a reasoned opinion.

There were the Educational

Conferences where the ship's crews came to the Harry Lundeberg School of Seamanship to discuss and debate crucial issues involving our union and our industry.

There are the recertification programs for bosuns and stewards. And there are the many upgrading programs to improve the skills of working seafarers, and to provide them with a ladder to greater satisfaction in jobs.

Paul was justifiably proud of the educational achievements of the Seafarers Union. He was even more proud of the many individual achievements of those

Seafarers who enriched their lives through the educational programs of the union.

But Paul was quick to point out that the SIU's educational programs were not perfect. We had not done enough, he would say. He knew that our educational programs should be constantly reviewed, and must be readily adapted to meet changing conditions and new challenges.

I remember he said one time, "We must never lose sight of what our education programs are all about. They are for the improvement of the whole man."

## Seafarers Rehab Center—A Living Reminder of a Man Who Loved His Brothers

*Alcoholism is a disease. It affects the individual physically, emotionally and spiritually. It touches all of those around him in the family, on the job and in the community. It is treatable; with help, the alcoholic can become happily and usefully whole.*

It is not easy for one who is not a recovering alcoholic, or one who is not trained in the treatment of recovery, to understand and accept this truth.

Yet Paul came to this understanding in his own unique way.

It was in his nature to want to help his brothers. He had seen the

problem in the broken lives of many of his brothers within our Union. And like many, he felt helpless to affect some kind of change in those who were suffering, some of whom were very close to him.

And so he began to learn all he could about alcoholism. He turned to those who were experienced in the medical and counseling fields. And he talked with recovering alcoholics. He wanted to find out how he could help.

He held a seminar on alcoholism at the Harry Lundeberg School of Seamanship, and he

called in many of the leading medical and counselling authorities. Present, too, were several recovering alcoholics. He was eager to learn all he could, and he held many long night sessions picking the brains and assessing the experiences of those who were closest to the problems of alcoholism.

Paul used to say that our biggest enemy is ignorance. He would say many times that understanding is the key to solving our problems. And here, too, he came to understand that there was a way to help the

alcoholic seafarer to recover and become a useful and whole person.

With the help of those who shared their experiences with him, he set up the Seafarers Rehabilitation Center in Valley Lee, Maryland several years ago.

Somebody said once that you may do all kinds of good works and you may win all manner of public acclaim, but if you do not love it is all worth nothing. This program to help the suffering alcoholic begin his road to recovery is a living reminder of a man who truly loved his brothers.

# Paul Hall Dies of Cancer at 65

Continued from Page 3

effective political force in the family of the trade union movement. At his death, the MTD comprised 43 national and international Unions representing nearly 8 million American workers.

In 1962, Paul Hall was elected by his peers to the AFL-CIO Executive Council. When he died, he was Senior Vice President of the AFL-CIO and one of its most influential members.

Paul Hall's dream for American seamen was all inclusive. He wanted the best of everything for SIU members. But he realized better than anyone, that no one was going to hand it to us on a silver platter. He fought continually at the bargaining table. In the words of SIU Vice President Red Campbell, "Paul Hall would go into a room of shipowners. They'd throw apples and oranges on the table and he'd come out with the fruit salad."

But Paul Hall wanted more than top pay and benefits for the SIU. He wanted SIU members to have an opportunity to advance. And he wanted young people to have the opportunity to take a crack at a career at sea.

This is why he established the Harry Lundeberg School of Seamanship in Piney Point, Md. in 1967. Since then the School has developed into the finest maritime training school in the country. And thousands of SIU members have advanced their skills, and thousands of young people from deprived backgrounds have found employment and a chance in life because of the School.

The School is a living, thriving monument to Paul Hall's belief in education and his desire to see SIU members get a better shake in life.

## Politics is Porkchops

The one thing Paul Hall understood better than anyone is that the future of the American merchant marine depends on the success of this organization in the political arena.

Under his leadership, the SIU became deeply involved in politics at a very early date. Paul Hall helped lobby through Congress the 50-50 Cargo Preference Act in 1954, which reserved for American ships at least 50 percent of all government generated cargoes.

There were many political

victories for Paul Hall, some big, some small. But his biggest victory came with passage of the Merchant Marine Act of 1970, which gave the American maritime industry new life and a future when it appeared that U.S. merchant marine might not survive the decade.

He spearheaded the bill through Congress. And for his efforts, several U.S. Congressmen, in eulogies to him, entitled Paul Hall, "The Father of Modern American Merchant Marine."

## An Advisor to Presidents

Paul Hall has been named to committees and commissions by President Johnson, Ford, Nixon and Carter. His most recent appointment was as Co-Chairman to President Carter's important Export Council.

Other Presidential appointments included seats on the Labor Policy Advisory Committee; the Labor-Management Advisory Committee on Economic Affairs; the Maritime Advisory Committee; the National Commission on Productivity; the National Committee for Industrial Peace, and the Advisory Committee to the Cost-of-Living Council.

Hall has also served with distinction as chairman of numerous important committees for the AFL-CIO, including his most recent assignment as chairman of the Economic Policy Committee.

Paul Hall has received numerous awards for his contributions in and outside the labor movement.

He received the Labor Rights Award in 1973 from the Jewish Labor Committee. In 1968, he was awarded the B'nai B'rith Anti-Defamation League's "Man of the Year" award. Also in 1968, he received an award from the State of West Virginia for his help in providing jobs for disadvantaged Appalachian youth.

In 1964, the National Committee for Rural Schools presented him an award for his "vigorous advocacy of education and economic opportunities for youth of all origins." And in 1962, he received the Civic Center of New York Humanitarian Award for his work in rehabilitating youthful offenders.

In 1968, Paul Hall was elected to the Executive Board of the Boy

Scouts of America, the first labor leader to ever serve in that capacity.

In addition, on April 11, 1980 the New York Harbor Festival Foundation sponsored a testimonial dinner to Paul Hall at which they named him the 1980 winner of the "Mr. Port of New York Award."

## A Legend in His Time

Paul Hall was truly a legend in his time. From the famous Wall Street Beef of 1947 where white hatted Seafarers keyed a strike victory for financial workers, to the tremendous battles between Hall and Jimmy Hoffa's Teamsters Union, Paul Hall stood head and shoulders above his opposition. He beat Hoffa in Puerto Rico in 1960 when he succeeded in winning an election of 2,000 shoreside workers. He beat Hoffa again in the famous Chicago cab drivers' beef of the early '60s.

He survived two assassination attempts by organized crime for his work in trying to rid the waterfront of racketeers.

He reached out to help seamen of other nations. He was a key figure in developing trade union democracy for Canadian seamen.

Toward the end of his career, Paul Hall was one of the most powerful men in the country. He hated fanfare and publicity. He preferred to work behind the scenes and let others take the credit.

But no matter how important he became, Paul Hall always preferred the company of seamen. He said time and time again

that he would rather sit around a table "talking to a few of the boys" than sit in the Oval Office of the White House with the President of the United States.

To the end, he supported the underdog. A few years ago, he could be found tramping through the fields of California in support of the United Farm Workers.

Paul Hall never forgot where he came from. The SIU was his life. Seamen were his brothers. His long-term dream for the maritime labor movement was to have one union for unlicensed seamen and one union for licensed seamen. He was a tremendous proponent of merger and consolidation for strength. He believed deeply in the SIU motto, "Strength in Unity."

It was a year of tragedy for the Hall family. He lost a sister and his brother Bill Hall, also a long time official of the SIU, earlier this year.

He was heartbroken when his old friend "Bull" Shepard, passed away last year.

For Paul Hall, the long struggle is over. But his victory is truly just beginning. Because Paul Hall's spirit of toughness, strength and compassion lives on in the SIU and in every SIU member who has gotten a better shake in life thanks to him.

Paul Hall is survived by his loving wife, Rose; his son, Max; daughter, Margo, and brothers Peter and Robert.

Paul Hall was laid to rest in Greenwood Cemetery on a grassy hill overlooking a pond. It's only a few blocks away from SIU Headquarters in Brooklyn, just the way Paul Hall wanted it.



Following is a reprint of the last Paul Hall column that appeared in the Log just prior to the holidays last year. We feel this particular column embodies as well as anything Paul Hall's sense of compassion, vision and undying belief in the Brotherhood of the Sea.



## A Union of Believers

by Paul Hall



**T**HE holidays have traditionally been a tough time for seamen. It's not much fun spending this time of year in the middle of the ocean or in some port thousands of miles away from home and family.

No matter what anyone says, you never get used to separation. It's one of the drawbacks of this business.

But brothers, no matter where you are this holiday season—whether it be on a ship or a tug or if you are lucky enough to be home—SIU members have something to celebrate.

I say this because as we enter the new decade of the '80s, we as an organization and as a class of workers have a solid, secure future to look forward to.

The same thing could not have been said when this decade began ten years ago. At that time, shipping was tough and getting tougher all the time. Our domestic shipbuilding base was at one of its all time lows.

There were a lot of people in maritime back then who really believed there was no future for the American merchant marine. And you know something, for those people, there really was no future. Because in this business, when you stop believing—when you stop fighting the good fight—and when you start savoring the 'good old days' instead of planning for the future, it's time to close up shop.

I am extremely proud to say that the SIU is an organization of believers, an organization of fighters.

When times were tough, we never hid our faces hoping our problems would all go away. Instead, we took the offensive. We launched new programs. And we did our damndest to create something good and turn things around.

We were faced with an extremely tough situation in 1970. But in the ten years that have passed since then, we have truly turned things around.

We started out the decade by devoting a total effort in Washington. Less than 11 months later, the Merchant Marine Act of 1970 was signed into law.

The 1970 Act gave the industry hope. But it did more than that. It provided our industry with the tools to make a fresh start.

At the same time, we put our training and upgrading programs in Piney Point into high gear. This enabled us to keep on top of the technological changes that were and continue to sweep our industry. As importantly, our educational programs gave us the inside track on nailing down contracts with new companies with dynamic new ideas—like the LNGs.

In addition, we made two extremely important organizational moves involving mergers. In 1976, we in the SIU-AGLIWD and the former Inland Boatmen's Union completed a merger. Just about two years later, we and the former Marine Cooks and Steward Union merged. Both mergers have been extremely successful and beneficial for everyone concerned.

But our Union is an organization of individuals—people with needs and goals. And as the decade of the '70s progressed, it is important to remember that we as seamen made tremendous improvements in our standard of living.

Through hard work and careful planning, we have made monumental gains in our wages and vacation benefits as well as in our Welfare and Pension Plans.

It's not enough to simply have employment. The jobs we fill must also provide all the things necessary to make our lives secure. I sincerely believe we have achieved this level of security in our Union.

So as we close out what in many ways has been a trying decade in our history, we can all feel a great deal of satisfaction. Because the gains we have made and the truly important things we have accomplished were achieved through a collective effort.

Our Union was built on the qualities of **brotherhood, unity and cooperation**. We have progressed through hard work and determination. We will survive by continuing to do the things that have made us what we are today—the best damn seamen's union in the world.



## SOME PERSONAL NOTES:

# Paul Hall: Different, Unique

by Herb Brand

He was different and he was unique.

He was acutely intelligent. He possessed barrels of physical and spiritual courage, and he could define and articulate an issue in a way that would awe them all from the mightiest to the lowliest.

He was, as they say of practical people, pragmatic. But he never swerved from his simple rule of personal loyalty to his brother union seamen and his friends.

He was an easy touch, and he was uncompromisingly tough.

He was absolutely unorthodox in his style and he was challenged by seemingly impossible causes and objectives. He was the consummate gambler in a life that he understood was shaped and influenced in so many ways by the elements of chance.

Yes, Paul Hall was unique and different. Ask anyone who ever was an under-dog and went to Paul Hall when every other means of help had evaporated.

Ask anyone who ever had a good idea that fell on deaf ears everywhere else.

Ask the many with unpopular but good causes who could get plenty of pledges elsewhere but not much backing.

Ask the young kids who had made mistakes and were counted out by their communities and society—that is except for Paul Hall.

Paul Hall was different and unique, all right—and he was so much more.

It is universally agreed by everyone who knew Paul Hall or came into his presence that he enjoyed few things more than a chance to talk to people—strangers or friends, union brothers and corporate heads, college kids and politicians.

Almost to a man they left in awe of his ability to see the world and things around us in the simplest terms. They were truly amazed by his facility for zeroing in on the crux of a problem, and in almost all cases, they were charmed by this seemingly huge man, with his self-described "eight big grades" of schooling—who probably would have been stunted by higher education, although he regretted not having the opportunity.

It was an odd phenomenon—but perhaps not—that first-time visitors to Paul Hall came away with an impression that he was a physical giant, considerably taller and broader in stature than he actually was. He stood at just about six feet, but many would swear he was at least six inches over that, such was the power and strength of his personal magnetism.

Paul Hall conveyed a sense of absolute fearlessness in face of any difficulty or problem, spiritual or physical. But he would be the first to confess to mortal fears: what made him different from his peers in situations of this kind was his overwhelming instinct and desire for survival, and his fascination for challenge.

Stories and recollections of Paul's activities and exploits far and wide as a rank-and-file union seaman and

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as a trade unionist in his crowded and busy years are already legend. He was exhilarated by them all. Though he was but 65, with much more potential for greater contributions in behalf of his union, and his union brothers, and the maritime industry, Paul, in terms of experience, packed 100 years of living into his lifetime. He had decided some time ago to live his life "each day at a time." He was a fatalist but wouldn't be denied the opportunity to influence the events and the life in which he was involved.

There were times, too, that Paul made mistakes. He was the one most able and quick to acknowledge errors in judgement in making tough decisions. But as he said so often, the biggest mistake of all "is not to call a shot at all."

When the issue was a big one, when the shot was a tough one to call, Paul was not lacking in decisiveness or courage. He didn't believe in playing it safe. "You win some and you lose some," he said. Most important, he felt, was being in the game.

Of all the responsibilities of his job as head of the Seafarers and his activities for the national labor movement, the moments he enjoyed most were those spent with his own union membership. He looked forward to his regular talks with each group of seamen as they completed training or upgrading studies at the union's Harry Lundeberg School of Seamanship, which Paul founded. He loved to point to achievements by seafarers who advanced themselves by taking advantage of union-inspired programs and facilities.

Paul Hall was different and unique. And he lived a full, but too short a life.

His talent and his intelligence and his rare style were universally acknowledged by his union brothers and by his colleagues in the maritime industry where the likes of his influence will be a long time in reappearing, if ever.

He was a trade union representative who enjoyed his life and his work.

But leadership was his profession.



Here's an old photo of a young Herb Brand, then editor of the Log, with Paul Hall riding the rails to an SIUNA convention in 1953.