



MM&P Notice to Members

Email: mmpinfo@bridgedeck.org

410-582-7046

OSG FLEET & ATC FLEET NEWSLETTER 50TH EDITION

APRIL 12, 2024



SPEED OVER GROUND

WE ARE INBOUND STRAIT OF JUAN DE FUCA WITH HEADWINDS AND A MAX EBB CURRENT RUNNING AGAINST US. THE ORGANIZING PROCESS IS SLOW BUT WE ARE FULL AHEAD AND WILL STAY THAT AWAY UNTIL WE SECURE A FIRST CONTRACT.

EVEN WITH THESE HEAD CURRENTS, IF YOU LOOK ABEAM AT A FIXED POINT OF LAND, WE ARE STILL MOVING FORWARD. WE ARE FORGING UP THE CHANNEL. THE SIMPLE ACT OF A VOTE OR SIGNING A PLEDGE CARD PAIRED WITH CONVERSATIONS BETWEEN SHIPMATES HAVE RESULTED IN WINNING AN ELECTION WITH THE ATC FLEET LDOs AND HAVE US TO THE THRESHOLD OF AN ELECTION WITH THE OSG FLEET LDOs. WE MIGHT NOT BE MOVING AS FAST AS WE WANT BUT WE WILL MAKE IT TO THE DOCK BECAUSE WE ARE RESILIENT.

OUR SPEED OVER GROUND LOOKS MORE LIKE HALF AHEAD DUE TO THE HEAD CURRENTS OF THE COMPANY'S LEGAL DELAY TACTICS, BUT A FIRST-RATE UNION CONTRACT, AN MM&P "A" BOOK AND THE FULL RANGE OF INDUSTRY OPPORTUNITIES REMAIN CLEARLY ON THE HORIZON. **HOLD FAST!**



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IN THE NEWS

GOAL IS TO RESTORE FULL ACCESS TO PORT OF BALTIMORE BY END OF MAY

THE AGENCIES MANAGING THE RESPONSE TO THE KEY BRIDGE COLLAPSE SAID FRIDAY THEY HAVE TENTATIVELY SET A GOAL OF REOPENING THE PORT OF BALTIMORE BY THE END OF MAY.

A VAST DEBRIS FIELD HAS BLOCKED ENTRY TO THE PORT SINCE THE SINGAPORE-FLAGGED CARGO SHIP DALI STRUCK A PYLON EARLY ON MARCH 26, CAUSING THE BRIDGE TO COLLAPSE.

THE WORK TO REMOVE THE SHIP AND THE WRECKAGE IS BEING OVERSEEN BY A UNIFIED COMMAND THAT INCLUDES THE U.S. ARMY CORPS OF ENGINEERS, THE COAST GUARD, THE NAVY, AND THE STATE OF MARYLAND.

"THANKS TO THE EXHAUSTIVE WORK OF THE UNIFIED COMMAND, INCLUDING UNDERWATER SURVEYS AND DETAILED STRUCTURAL ANALYSIS OF THE WRECKAGE, WE'VE DEVELOPED A BETTER UNDERSTANDING OF THE IMMENSE AND COMPLEX WORK THAT LIES AHEAD," USACE COMMANDING GEN. SCOTT A. SPELLMON SAID THURSDAY.



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"A FULLY OPENED FEDERAL CHANNEL REMAINS OUR PRIMARY GOAL, AND WE WILL CARRY OUT THIS WORK WITH CARE AND PRECISION, WITH SAFETY AS OUR CHIEF PRIORITY."

HE SAID THAT ADVERSE WEATHER CONDITIONS OR "CHANGES IN THE COMPLEXITY OF THE WRECKAGE" COULD LEAD TO CHANGES IN THE TIMELINE.

BY THE END OF THIS MONTH, THE UNIFIED COMMAND EXPECTS TO OPEN A CHANNEL 280 FEET WIDE AND 35 FEET DEEP TO SUPPORT ONE-WAY TRAFFIC IN AND OUT OF THE PORT FOR BARGE CONTAINER SERVICE AND SOME ROLL ON/ROLL OFF VESSELS.

CREWS HAVE ALSO BEGUN TO ASSESS WHAT IT WILL TAKE TO MOVE THE DALI, WHICH HAS 3,000 TO 4,000 TONS OF BRIDGE TRUSSES DRAPED ACROSS ITS BOW.

THE PORT GENERATES \$2 MILLION PER DAY IN WAGES, ACCORDING TO THE U.S. DEPARTMENT OF TRANSPORTATION, AND THE SHUTDOWN HAS PUT LONGSHORE WORKERS AND LOCAL BUSINESSES AT RISK.

MARYLAND'S STATE LEGISLATURE IS WORKING ON A BILL TO ALLOW THE GOVERNOR TO USE THE STATE'S "RAINY-DAY" FUND TO PAY FOR WORKER-ASSISTANCE PROGRAMS AND HELP SMALL COMPANIES, LIKE DRAYAGE AND LOGISTICS FIRMS, THAT SERVE THE PORT.



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AN IMAGE FROM MM&P MEMBERS



MM&P LDOs on board the Matson vessel M/V Daniel K. Inouye.

MEME OF THE DAY

When Chuck stares at the sun, it hides behind the moon.



CHUCK NORRIS DOESN'T NEED A SEXTANT TO VIEW THE ECLIPSE.



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WE ARE STRONGER TOGETHER



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THE LICENSED DECK OFFICERS' UNION

MM&P IS HERE TO LISTEN

IF YOU HAVE ANY QUESTIONS, YOU CAN REACH CAPTAIN SHAWN TUCY OR CAPTAIN TOM LARKIN AT [MMPINFO@BRIDGEDECK.ORG](mailto:mmpinfo@bridgedeck.org) OR CALL 410-582-7046

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