



# MM&P Notice to Members

Email: [mmpinfo@bridgedeck.org](mailto:mmpinfo@bridgedeck.org)

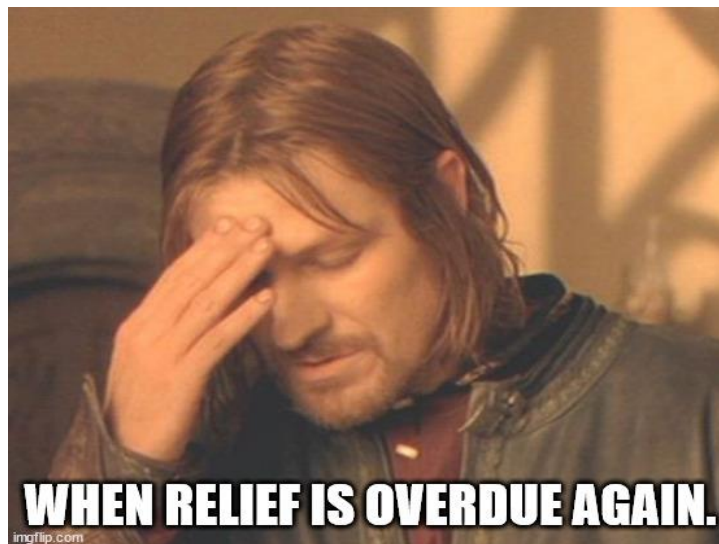
410-582-7046

## OSG FLEET & ATC FLEET NEWSLETTER 61ST EDITION

JUNE 28, 2024

### OSG FLEET UPDATE

### 116 DAYS UNTIL THE BALLOTS ARE COUNTED



### CONTRACT GOALS

AT MM&P, WE UNDERSTAND THAT TANKERS ARE AMONG THE HARDEST WORKING VESSELS IN THE INDUSTRY. AS A TANKER MATE YOU NEED IRONCLAD TERMS AND CONDITIONS OF EMPLOYMENT TO PROTECT YOUR QUALITY-OF-LIFE ABOARD SHIP. YOU ALSO NEED SUPPORT IF THINGS GO WRONG OR IF YOU DECIDE TO MOVE ON IN OUR PROFESSION. WHEN YOU JOIN MM&P, YOU WILL NEVER BE ALONE. WHEN IT COMES TO NEGOTIATING OUR FIRST CONTRACTS WITH ATC AND OSG, WE WILL NEGOTIATE A TANKER AGREEMENT THAT MEETS OUR INDUSTRY-LEADING STANDARDS. WE WILL DO THIS TOGETHER. IT WILL BE WORTH ALL THE SWEAT AND ANXIETY YOU HAVE BEEN EXPERIENCING OVER THE LAST MANY MONTHS. WE WILL ELEVATE THE STANDARDS TO REFLECT THE SIGNIFICANT RISKS, SKILLS, AND DEDICATION REQUIRED OF A LICENSED DECK OFFICER ON A TANKER. SHOULD THINGS GO WRONG AS YOU PROGRESS IN YOUR CAREER, YOU WILL HAVE OUR EXPERIENCED LICENSED DECK OFFICER REPRESENTATIVES, THE STRENGTH OF OUR 5000 DECK OFFICER MEMBERS AND OUR EXPERT LEGAL TEAM STANDING ALONGSIDE COMMITTED TO RENDER ASSISTANCE.



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IF YOU HAVE HAD ENOUGH AND NEED A SEA-CHANGE, YOU WILL HAVE MANY OPPORTUNITIES TO MOVE ON WITHOUT SKIPPING A BEAT. SOME OF OUR GOALS THAT HAVE BEEN COMMUNICATED TO US SO FAR THROUGH THE MANY CONVERSATIONS WE HAVE HAD ARE BELOW:

1. **WAGES** – INCREASES THAT ARE KNOWN AND SCHEDULED IN A CONTRACT. THIS IS POSSIBLE THROUGH UNION NEGOTIATIONS.
2. **RETIREMENT** – BETTER RETIREMENT SECURITY WHICH CAN INCLUDE INCREASED CONTRIBUTIONS TO THE CURRENT DEFINED CONTRIBUTION PLAN, ADDITIONAL DEFINED BENEFIT PENSION, RETIREE HEALTHCARE. THE GOAL IS TO COMPLETE THE MISSING LEGS OF THE "THREE LEGGED STOOL" APPROACH TO RETIREMENT AS DESCRIBED IN OUR 6<sup>TH</sup> EDITION OF THE NEWSLETTER [HERE](#). THIS IS POSSIBLE THROUGH UNION NEGOTIATIONS.
3. **HEALTHCARE** – BETTER COVERAGE, LOWER PREMIUMS, AND FEWER OUT OF POCKET EXPENSES. OUR HEALTH PLAN IS SECOND TO NONE AND OUR PLANS DEPARTMENT PROVIDES PERSONALIZED CARE FOR ALL OF OUR ACTIVE AND RETIREE MEMBERS AND THEIR FAMILIES. THE BIGGEST FANS OF OUR HEALTH PLAN ARE THE SPOUSES AND FAMILIES WHO KNOW THEY CAN MAKE A PHONE CALL AND GET A PERSON ON THE PHONE WHO UNDERSTANDS THEIR BURDENS WHILE THEIR SIGNIFICANT OTHER IS AT SEA. THIS IS POSSIBLE THROUGH UNION NEGOTIATIONS.
4. **TRAINING** – NO OUT-OF-POCKET EXPENSES FOR TRAINING AND LICENSE UPGRADES. ACCESS TO TAKE CLASSES AT OUR FIRST CLASS TRAINING FACILITIES AT EITHER MITAGS EAST (BALTIMORE) OR WEST (SEATTLE) AS A TRUST STUDENT. THE FREEDOM OF CHOOSING CLASSES THAT YOU WANT WITHOUT HAVING TO GO THROUGH THE COMPANY OFFICE FOR APPROVALS OR REIMBURSEMENT. THIS IS POSSIBLE THROUGH UNION NEGOTIATIONS.
5. **TOUR LENGTHS AND LEAVE OF ABSENCE PROVISIONS** – DEVELOP HITCH LENGTHS MAXIMUMS AND CONTRACTUALLY ENFORCEABLE PROTECTIONS TO RETAIN YOUR JOB WHEN YOU HAVE TO TAKE A TRIP OFF AND CAN'T RETURN TO THE SHIP WHEN THE COMPANY WANTS YOU TOO. THIS IS POSSIBLE THROUGH UNION NEGOTIATIONS.
6. **OPPORTUNITY** – WITH AN "A" BOOK IN OUR UNION THERE IS OPPORTUNITY TO WORK ACROSS A WIDE VARIETY OF COMMERCIAL VESSELS ALL BACKED BY COLLECTIVE BARGAINING AGREEMENTS. YOUR BENEFITS AND "A" BOOK FOLLOW YOU TO ANY CONTRACT YOU WORK ON IN THE OFFSHORE DIVISION OF MM&P.

ALL OF THESE ITEMS ARE SUBJECT TO NEGOTIATION WITH THE EXCEPTION OF THE "A" BOOK.



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### I DIDN'T GET A BALLOT. HOW DO I REQUEST ONE?

ANYONE WHO HAVE NOT RECEIVED A MAIL BALLOT KIT AT THEIR HOME MAY REQUEST A DUPLICATE MAIL BALLOT KIT DIRECTLY BY PHONE AT (813) 228-2470 OR (813) 228-2238, OR BY SENDING AN EMAIL TO:

[CHASTITY.PABON-LOCKLEY@NLRB.GOV](mailto:CHASTITY.PABON-LOCKLEY@NLRB.GOV)

INCLUDE YOUR FULL NAME AND THE COMPLETE ADDRESS TO WHICH YOU WANT THE DUPLICATE MAIL BALLOT KIT SENT.



**VOTE MM&P**



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**FOR ALL ATC LDOs WHO WANT TO APPLY FOR THE MM&P LICENSE ADVANCEMENT FELLOWSHIP PLEASE FOLLOW THE BELOW CHECKLIST:**

## MM&P LICENSE ADVANCEMENT FELLOWSHIP CHECKLIST

- STEP 1: APPLY FOR MM&P MEMBERSHIP BY EMAILING BOTH [AVICTORIO@BRIDGEDECK.ORG](mailto:AVICTORIO@BRIDGEDECK.ORG) AND [MMPINFO@BRIDGEDECK.ORG](mailto:MMPINFO@BRIDGEDECK.ORG). WE WILL SEND YOU AN APPLICATION AND WILL REQUEST ADDITIONAL DOCUMENTATION AS NEEDED TO COMPLETE YOUR APPLICATION.
- UPON APPLICATION, YOU WILL BE RESPONSIBLE TO PAY THE ADJUSTED BALANCE OF THE REGULAR QUARTERLY MEMBERSHIP DUES AND REMAIN CURRENT THEREAFTER AT \$125.00 PER QUARTER. AS PROMISED, THERE IS NO OBLIGATION FOR INITIATION FEES.
- AS YOU ARE A PERMANENT EMPLOYEES WITH ATC, YOU WILL BE REGISTERED AS A COMPANY EMPLOYEE (CE). YOUR SENIORITY STATUS WILL BE “APPLICANT” UNTIL A FIRST CONTRACT IS RATIFIED. AFTER RATIFICATION YOU WILL BE UPGRADED TO A “A” BOOK AND THE DEFERRED INITIATION FEE WILL BE WAIVED.
- AS A COMPANY EMPLOYEE APPLICANT, YOU CAN BID ON OPEN PORT RELIEF OFFICER (PRO) JOBS SUBJECT TO OUR SHIPPING RULES.
- STEP 2: SUBMIT YOUR TUITION/BOARD RECEIPTS FROM THE CHIEF MATE/MASTER UPGRADE COURSES YOU TOOK AT EITHER MITAGS EAST OR MITAGS WEST TO [COMPROLLER@BRIDGEDECK.ORG](mailto:COMPROLLER@BRIDGEDECK.ORG) AND [MMPINFO@BRIDGEDECK.ORG](mailto:MMPINFO@BRIDGEDECK.ORG).
- STEP 3: WE WILL REIMBURSE YOU VIA CHECK FOR THE QUALIFYING COURSES TAKEN AT MMP’S SCHOOL.



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### IN THE NEWS

#### MM&P CHARLESTON HARBOR PILOTS SAVE THE DAY WHEN OUTBOUND SHIP LOSES PROPULSION CONTROL

THE CHARLESTON HARBOR PILOTS ARE CREDITED WITH AVERTING WHAT COULD HAVE BEEN A CATASTROPHIC COLLISION ON JUNE 5 WHEN AN MSC CONTAINERSHIP EXPERIENCED A FAILURE OF ITS PROPULSION CONTROL SYSTEMS WHILE TRAVELING OUTBOUND FROM THE NORTH CHARLESTON CONTAINER TERMINAL.

THERE HAS BEEN NO WORD YET FROM INVESTIGATORS ABOUT WHAT CAUSED THE VESSEL, THE MSC MICHIGAN VII, TO LOSE ENGINE CONTROL AND ACCELERATE TO 17 KNOTS AS IT HEADED TOWARDS THE ARTHUR RAVENEL JR. BRIDGE.

“IT WAS UP TO THE HARBOR PILOTS ON THE WATER TO USE THEIR TRAINING AND EXPERIENCE TO GET THINGS UNDER CONTROL IN MINUTES,” REPORTED WEBB WRIGHT OF ABC NEWS 4.



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THE HARBOR PILOTS HAD FEW OPTIONS AND LITTLE TIME TO ACT, CONFIRMED CAPTAIN JOHN CAMERON, THE EXECUTIVE DIRECTOR FOR THE CHARLESTON BRANCH PILOTS ASSOCIATION.

“THE ENGINE WAS LOCKED ONTO A HIGH SPEED,” CAMERON SAID, “SO THE TRANSIT WAS OCCURRING AT ABOUT TWICE THE NORMAL OR THE TYPICAL SPEED.”

“THE PILOT AND THE CAPTAIN, WHO ARE ALWAYS WORKING TOGETHER ON THE SHIP, CAME TO A CONSENSUS THAT AMONGST THEIR VERY FEW OPTIONS WAS TO PROCEED WITH THE VOYAGE AT SPEED.”

LOCAL FIRST RESPONDERS, ALERTED BY THE CHARLESTON HARBOR PILOTS DISPATCHER, SHUT DOWN THE BRIDGE FOR A SHORT TIME AND CLEARED THE SHIPPING CHANNEL WHILE THE VESSEL PASSED.

“THE SKILL AND THE EXPERIENCE OF THAT PILOT LENT TO HIS ABILITY TO MAINTAIN THE SHIP IN THE DEAD CENTER OF THAT CHANNEL ALL THE WAY OUT,” CAMERON TOLD ABC News 4.

“THAT’S THE JOB OF THE PILOT, TO BE AS FAMILIAR AS POSSIBLE AND TO APPLY THE SKILLS, THE TRAINING, AND THE EMERGENCY SHIP HANDLING TRAINING THAT WE’VE BEEN THROUGH FOR TWO DECADES.”

THE PILOTS SAFELY NAVIGATED OUT THROUGH THE CHANNEL AT HIGH SPEED, AND THE SHIP ANCHORED NINE MILES OFFSHORE TO AWAIT AN INSPECTION.

THE BRIDGE REOPENED ONCE THE SHIP HAD PASSED UNDERNEATH.

“ANY TIME A VESSEL CAN’T CONTROL ITS PROPULSION IT’S CONCERNING,” SAID COAST GUARD SECTOR CHARLESTON DEPUTY COMMANDER RANDY PRESTON AT A PRESS CONFERENCE.

“BUT THANKS TO OUR PARTNERS, OUR MARITIME PARTNERS, OUR LOCAL LAW ENFORCEMENT PARTNERS, IT TURNED OUT WELL AND THAT’S DUE TO OUR INTENSE PARTNERSHIP AND COORDINATION.”



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## AN IMAGE FROM MM&P MEMBERS



**MM&P LDOs PERFORMING UNDERWAY REPLENISHMENT EXERCISES ON THE M/V ALLIED PACIFIC.**



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***WE ARE STRONGER TOGETHER***



[HTTPS://BRIDGEDECK.ORG/REQUEST-A-PLEDGE-CARD/](https://bridgedeck.org/request-a-pledge-card/)

***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

**[Looking for more information about MM&P](#)**

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<https://bridgedeck.org/osg%20newsletters/>