



MM&P Notice to Members

Email: mmpinfo@bridgedeck.org

410-582-7046

OSG FLEET & ATC FLEET NEWSLETTER 80TH EDITION

NOVEMBER 8, 2024

OSG AND ATC FLEET UPDATE

FIRST MEETING

WE'RE SCHEDULED TO MEET WITH OSG ON MONDAY, NOVEMBER 18, 2024 TO KICK OFF A PRELIMINARY DISCUSSION ON EXPEDITING NEGOTIATIONS FOR BOTH ATC AND OSG. OUR PRIMARY OBJECTIVE IN THIS MEETING IS TO GET THE COMPANY TO DISPENSE WITH THE LEGAL OBSTACLES, ESPECIALLY THE PENDING "REQUEST FOR REVIEW,".

NO CONTRACTUAL OR FINANCIAL TERMS WILL BE PROPOSED OR AGREED UPON DURING THIS MEETING. WE ARE COMMITTED TO ENSURING THAT ANY FORMAL PROPOSALS ARE THOROUGHLY REVIEWED AND PRESENTED BY OUR NEGOTIATING COMMITTEES AS A UNITED FRONT.

AS ALWAYS, WE ARE APPROACHING THE COMPANY IN GOOD FAITH. WE EXPECT THE SAME IN RETURN. HOWEVER, WE'RE PREPARED TO KEEP PUSHING FORWARD IF THE COMPANY CHOOSES TO DELAY. AT THE END OF THE DAY, IT'S YOU THE LDOs WORKING ON BOARD THAT HOLD THE POWER. YOU KEEP THESE SHIPS ON CHARTER DELIVERING THE COUNTRY'S ENERGY BY SEA. THE OIL MAJORS NEED YOUR PROFESSIONALISM FOR A SAFE,



EFFICIENT, AND FRANKLY INSURABLE TRANSFER OF LIQUID CARGO. **HOLD FAST**, WE'LL KEEP YOU INFORMED AS UPDATES COME IN. AS ALWAYS, FEEL FREE TO REACH OUT WITH ANY QUESTIONS OR INFORMATION AT [MMPINFO@BRIDGEDECK.ORG](mailto:mmpinfo@bridgedeck.org).



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THE MM&P LICENSE ADVANCEMENT FELLOWSHIP IS NOW OPEN TO OSG LDOs!!
FOR OSG AND ATC LDOs WHO ARE INTERESTED IN UPGRADING THEIR LICENSE
PLEASE FOLLOW THE BELOW CHECKLIST:

MM&P LICENSE ADVANCEMENT FELLOWSHIP CHECKLIST

- STEP 1: APPLY FOR MM&P MEMBERSHIP BY EMAILING BOTH AVICTORIO@BRIDGEDECK.ORG AND 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 OR OSG, 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 AN “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 COMPTROLLER@BRIDGEDECK.ORG AND MMPINFO@BRIDGEDECK.ORG.
- STEP 3: WE WILL REIMBURSE YOU VIA CHECK FOR THE QUALIFYING COURSES TAKEN AT MMP’S SCHOOL.
- MORE INFORMATION WILL FOLLOW FOR OSG (OR ATC) LDOs WHO MAY BE UNFAMILIAR WITH THE PROGRAM.



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IN THE NEWS

UNION LEADERS HAVE VOICED SERIOUS CONCERNS OVER THE POOR CONDITION OF NATO MEMBER COUNTRIES' MERCHANT NAVIES, AT A MEETING OF THE NATO TRANSPORT GROUP ON 5TH NOVEMBER.

THEY CALLED ON ALLIED NATIONS TO MAKE SUBSTANTIAL INVESTMENTS IN MARITIME CAPABILITIES, STRENGTHEN THEIR MERCHANT MARINES, AND SUPPORT THEIR MARITIME PROFESSIONALS.

CAPTAIN DON MARCUS, PRESIDENT OF THE INTERNATIONAL ORGANIZATION OF MASTERS, MATES AND PILOTS (IOMMP), AND MARK DICKINSON, DIRECTOR OF THE NAUTILUS FEDERATION, ADDRESSED THE NATO TRANSPORT GROUP MEETING AT NATO HEADQUARTERS IN BRUSSELS. THEY WERE INVITED FOLLOWING A STATEMENT ISSUED BY THE NAUTILUS FEDERATION AT NATO'S 75TH ANNIVERSARY SUMMIT IN WASHINGTON, D.C. IN JULY 2024. IN THIS STATEMENT, FEDERATION AFFILIATES FROM NATO COUNTRIES VOICED SHARED CONCERNS OVER HOW THE RISE OF FLAGS OF CONVENIENCE, SUCH AS THOSE FROM PANAMA, LIBERIA, AND THE MARSHALL ISLANDS, HAS UNDERMINED NATIONAL MERCHANT MARINES.



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MR DICKINSON SAID:-

“ACROSS EUROPE, MANY STATES ARE FACING HISTORIC LOWS IN SEAFARER NUMBERS AND NATIONAL FLAGGED MERCHANT VESSELS. DIMINISHED MERCHANT MARINES AND A SHORTAGE OF QUALIFIED OFFICERS AND RATINGS IMPAIR OUR COLLECTIVE AND INDIVIDUAL ABILITY TO SUPPORT MILITARY LOGISTICS AND SECURE ESSENTIAL SUPPLY CHAINS FOR ENERGY, FOOD, AND MEDICAL SUPPLIES DURING CONFLICTS AND HEALTH EMERGENCIES. THIS DECLINE EXPOSES OUR NATIONS TO SEVERE RISKS, WITH POTENTIALLY DISASTROUS CONSEQUENCES.

“WE WERE THEREFORE VERY PLEASED TO ACCEPT NATO’S INVITATION TO PRESENT ON THE CRUCIAL ROLE OF OUR MARITIME PROFESSIONALS TO THE SECURITY OF NATO AND TO PROVIDE AN UPDATE ON THE IMPORTANCE OF COMMERCIAL TRANSPORT WORKFORCE IN SUPPORT OF MILITARY MOVEMENTS.”

AND

“‘SEA BLINDNESS’ BLIGHTS OUR INDUSTRY, FROM SCHOOLS UNAWARE OF CAREER OPPORTUNITIES IN SHIPPING TO GOVERNMENTS THAT SIDELINED SEAFARERS DURING THE COVID-19 PANDEMIC. THERE IS WIDESPREAD IGNORANCE OF THE VITAL ROLE OF SEAFARERS AND SHIPPING. WE MUST WORK TOGETHER TO BOOST INVESTMENT IN AND RECOGNITION OF OUR MARITIME PROFESSIONALS.”

CAPT. MARCUS ADDED:-

“IT IS CRITICAL THAT NATO RECOGNIZES THE VITAL ROLE OF OUR MARINERS AND THE MERCANTILE MARINE IN NATIONAL RESILIENCE, SECURITY AND DEFENSE. NATO’S ATTENTION TO THIS ISSUE IS WELCOMED ESPECIALLY IN TODAY’S VOLATILE GEOPOLITICAL LANDSCAPE WITH THE VULNERABILITY OF SUPPLY CHAINS MOST GRAPHICALLY ILLUSTRATED DURING COVID.

“WITH RISING GEOPOLITICAL TENSIONS THREATENING EUROPE, WAR IN UKRAINE, ESCALATING VIOLENCE IN THE MIDDLE EAST, AND AS WE WITNESS EFFORTS BY OTHER NATIONS TO DOMINATE THE HIGH SEAS, OUR MESSAGE IS THAT NATO MUST



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CONFRONT THE ALARMING DECLINE IN THE NUMBERS OF QUALIFIED NATIONAL MERCHANT SEAFARERS AND NATIONAL-FLAGGED MERCHANT VESSELS.”

THE PAIR WERE GIVEN A WARM WELCOME BY THE COMMITTEE CHAIRMAN WHO INVITED THEM TO SET OUT THEIR CONCERNS. NATIONAL CASE STUDIES OF THE UK AND USA WERE USED TO ILLUSTRATE LACK OF INVESTMENT AND THE ONGOING DECLINE IN THE NATIONAL FLEET AND NATIONAL SEAFARERS.

MR DICKINSON EMPHASIZED THE LACK OF INVESTMENT IN THE ROYAL FLEET AUXILIARY (RFA), NOTING THAT HIS UNION HAD WARNED AS EARLY AS 2002 ABOUT THE UK'S DECLINING CAPACITY TO SUPPORT MILITARY OPERATIONS. HE POINTED OUT THAT, ALTHOUGH THE SITUATION WAS CONCERNING AT THE TURN OF THE MILLENNIUM — WHEN THE UK HAD 55,000 SEAFARERS AND 5.3% OF THE WORLD FLEET BY GROSS TONNAGE — IT HAS SINCE WORSENERED, WITH FEWER THAN 5,000 UK SEAFARERS TODAY AND A NATIONAL FLEET NOW REPRESENTING LESS THAN 0.5% OF THE GLOBAL FLEET.

CAPT MARCUS SAID THERE ARE ONLY, APPROXIMATELY, 180 US OCEAN-GOING MERCHANT VESSELS WHICH, IF COMBINED WITH US FLAG MILITARY CHARTERS, GOVERNMENT OWNED AND OPERATED AUXILIARY VESSELS AND US READY RESERVE VESSELS, MEANS A TOTAL OF 320-340 VESSELS AT MOST — AND 12,000 US DEEP SEA-QUALIFIED MARINERS WITH AN AVERAGE AGE OF 46.

THE UNIONS CONCLUDE THEIR BRIEFING BY CALLING FOR CONTINUED DIALOGUE WITH NATO TO TACKLE THE ‘SEA BLINDNESS’ AFFECTING THE INDUSTRY AND THOSE SERVING IN THE MERCHANT NAVY



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PICTURED: CAPT. DON MARCUS, PRESIDENT OF THE INTERNATIONAL ORGANIZATION OF MASTERS, MATES AND PILOTS (LEFT) WITH MARK DICKINSON, GENERAL SECRETARY OF NAUTILUS INTERNATIONAL AND DIRECTOR OF THE NAUTILUS FEDERATION AT NATO HEADQUARTERS, BRUSSELS, 5TH NOVEMBER 2024.





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WE ARE STRONGER TOGETHER

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 OR CALL 410-582-7046

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