



MM&P Notice to Members

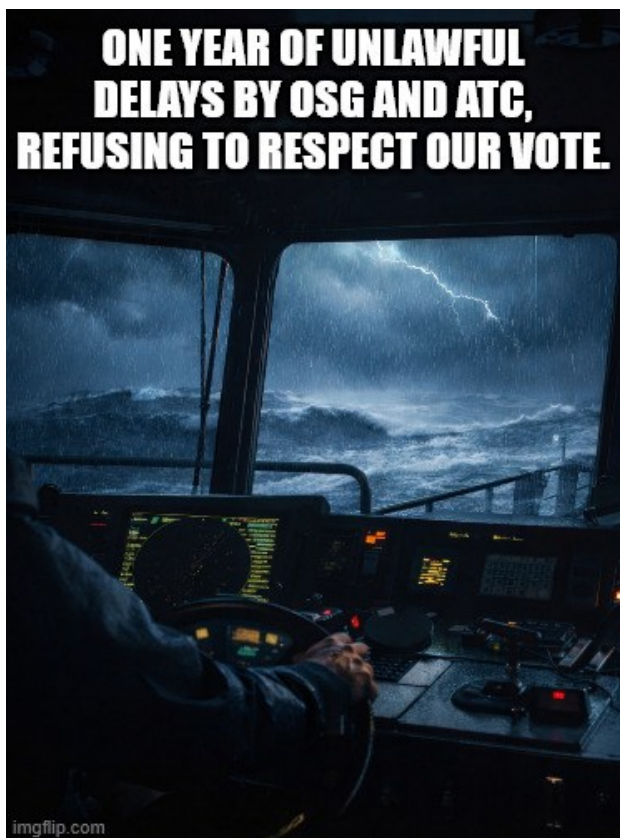
Email: mmpinfo@bridgedeck.org

410-582-7046

OSG FLEET & ATC FLEET NEWSLETTER 144TH EDITION

JANUARY 30, 2026

OSG AND ATC FLEET UPDATE



2026 IS OUR YEAR!

IT'S EASY TO FEEL DISCOURAGED—AND EVEN LOSE HOPE—WHEN OUR VOICES ARE IGNORED AND OUR VOTE IS DISRESPECTED. BUT AS WE MOVE INTO 2026, WE DO SO WITH RENEWED FOCUS, RESOLVE, AND MOMENTUM. THIS YEAR, WE WILL ASSERT OUR RESPECT. OUR LONG VOYAGE TOWARD A CONTRACT IS NEARING ITS END. IN 2026, WE WILL STAND SHOULDER TO SHOULDER AT THE BARGAINING TABLE AS A UNIFIED BARGAINING UNIT—FOR THE FIRST TIME IN 42 YEARS. **OUR CONTRACT. OUR VOICE. OUR YEAR.**



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JOIN OUR NEW MM&P OSG LDO WHATSAPP CHAT. THIS GROUP WILL BE USED TO SHARE UPDATES ON OUR PROGRESS TOWARD A FIRST CONTRACT AND TO DISCUSS THE CONTRACT PRIORITIES THAT MATTER MOST TO YOU. ALL LDOs IN THE BARGAINING GROUP ARE WELCOME TO JOIN. PLEASE SCAN THE QR CODE TO PARTICIPATE.

Join the MM&P OSG LDOs
WhatsApp Group





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OSG AND ATC LDOs CAN UPGRADE TO CHIEF MATE THROUGH THE MM&P LICENSE ADVANCEMENT FELLOWSHIP BY APPLYING FOR MM&P MEMBERSHIP VIA COMPROLLER@BRIDGEDECK.ORG AND MMPINFO@BRIDGEDECK.ORG FOR REIMBURSEMENT. THE FELLOWSHIP REIMBURSES 50% OF NON-REIMBURSED TRAINING COSTS UP TO \$10,000 PER LDO FOR APPROVED COURSES. FOR MORE INFORMATION, EMAIL MMPINFO@BRIDGEDECK.ORG.



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PLEASE [CLICK THIS LINK](#) TO SIGN ELECTRONICALLY.

1,066 SIGNATURES AND COUNTING...

PETITION TO CEO SAMUEL NORTON AND PRESIDENT & COO TIMOTHY DIPIETROPOLO
OVERSEAS SHIPHOLDING GROUP AND ALASKA TANKER COMPANY

WE, THE UNDERSIGNED LICENSED DECK OFFICERS OF OVERSEAS SHIPHOLDING GROUP (OSG) AND ALASKA TANKER COMPANY (ATC), ALONGSIDE THE LEADERSHIP AND MEMBERSHIP OF THE MASTERS, MATES, AND PILOTS (MM&P) UNION, RESPECTFULLY CALL ON CEO SAMUEL NORTON AND PRESIDENT & COO TIMOTHY DIPIETROPOLO TO ENGAGE IN GOOD-FAITH NEGOTIATIONS WITH US.

ON APRIL 19, 2024, CEO SAMUEL NORTON ADDRESSED THE OSG AND ATC FLEET IN AN EMAIL, STATING:

"TO AVOID ANY CONFUSION AND TO REPEAT THE MESSAGE THAT I HAVE COMMUNICATED SEVERAL TIMES OVER THE PAST FEW WEEKS: IT IS UP TO THE LDOs TO DECIDE IF THEY WANT A UNION, AND IF SO, WHICH UNION. OSG RECOGNIZES AND RESPECTS THE RIGHT OF OUR EMPLOYEES TO DECIDE WHETHER THEY WILL BE REPRESENTED BY A UNION. WE ALSO NOTE THAT ABOUT HALF OF OUR LDOs ARE SUPERVISORY AND HAVE DIFFERENT RIGHTS AND RESPONSIBILITIES. THAT SAID, OSG WILL ACCEPT THE REPRESENTATION DECISIONS OF OUR LDOs, INCLUDING, SHOULD IT BE THE CASE, THE RIGHT TO REMAIN UNREPRESENTED."

WE HAVE EXERCISED THAT RIGHT AND VOTED FOR MM&P REPRESENTATION IN A FREE AND FAIR ELECTION, CERTIFIED BY THE NATIONAL LABOR RELATIONS BOARD (NLRB). EVERY DAY, WE REPORT TO DUTY ABOARD YOUR VESSELS WITH DEDICATION AND PROFESSIONALISM, ENSURING THE SAFE AND EFFICIENT OPERATION OF OSG AND ATC VESSELS—CONTRIBUTING DIRECTLY TO THE COMPANY'S SUCCESS AND REPUTATION.

NOW, WE ASK THAT YOU STAND BY YOUR WORD AND RESPECT OUR DECISION. WE URGE YOU TO MEET WITH US WITHOUT DELAY TO BEGIN MEANINGFUL NEGOTIATIONS. OUR SHARED OBJECTIVE IS THE CONTINUED SUCCESS OF OSG AND ATC, AND WE ARE COMMITTED TO WORKING COLLABORATIVELY TOWARD A FAIR AND JUST AGREEMENT.



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IN THE NEWS

MORE THAN HALF OF AMERICAN MARINERS INTEND TO LEAVE THEIR JOBS IN THE NEXT FIVE YEARS

MORE THAN HALF OF AMERICAN MARINERS RESPONDING TO A NEW SURVEY SAY THEY PLAN TO LEAVE THEIR JOBS IN THE NEXT FIVE YEARS.

THIS IS ONE FINDING OF AN [INTERNATIONAL STUDY](#) BASED ON RESPONSES FROM 4,372 MARINERS, INCLUDING 500 AMERICANS, SAILING IN A RANGE OF BILLETS ABOARD DIFFERENT TYPES OF COMMERCIAL VESSELS.

THE STUDY WAS CONDUCTED BY WORLD MARITIME UNIVERSITY WITH SUPPORT FROM THE OFFICERS' UNION OF INTERNATIONAL SEAMEN (OUIS), OF WHICH MM&P AND MEBA ARE MEMBERS.

THE THREE LARGEST GROUPS WERE FROM INDIA (25.1 PERCENT), THE PHILIPPINES (15.8 PERCENT) AND THE US (11.5 PERCENT).

US SEAFARERS REPORTED THE LONGEST WORKWEEKS—79 HOURS.



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ADDITIONALLY, 94.8 PERCENT OF AMERICAN SEAFARERS REPORTED NOT HAVING A WEEKLY DAY OFF, AND 87.6 PERCENT OF THEM STATED THAT THEY HAD NOT HAD A FULL DAY OFF DURING THEIR ENTIRE CONTRACT PERIOD.

"WHILE US SEAFARERS BENEFIT FROM SHORTER CONTRACTS, THIS ADVANTAGE IS HAMPERED BY

EXCESSIVE WORKLOADS, DEMANDING ADMINISTRATIVE BURDENS, EXTENDED WORK HOURS, HIGH WORK STRESS, AND SEVERELY LIMITED SHORE LEAVE," THE RESEARCHERS SAID.

"THE COMBINED EFFECTS OF INSPECTION PRESSURE, ADMINISTRATIVE BURDEN, AND CHALLENGING COMMUNICATION WITH COMPANIES DANGEROUSLY ELEVATE UNSUSTAINABLE STRESS LEVELS AMONG SEAFARERS, PARTICULARLY US SEAFARERS."

"WITHOUT SERIOUS, IMMEDIATE CONSIDERATION FOR SEAFARERS' WELFARE, THE SHIPPING INDUSTRY AS A WHOLE, AND THE US MARITIME SECTOR IN PARTICULAR, MAY FACE A RECRUITMENT CRISIS AND THE LOSS OF VITAL OPERATIONAL KNOW-HOW."

BASED ON THE SURVEY RESULTS, NEARLY HALF OF SEAFARERS GLOBALLY REPORT THEY INTEND TO QUIT WITHIN THE NEXT FIVE YEARS.

US SEAFARERS HAD THE LOWEST INTENTION TO STAY (40.2 PERCENT), FOLLOWED BY FILIPINO AND INDIAN SEAFARERS.

"FROM THE NUMEROUS STATEMENTS BY WORKING SEAFARERS IT BECOMES EVIDENT THAT A MAJOR CHANGE IS REQUIRED IF THE INDUSTRY IS TO NOT ONLY RETAIN THOSE EXPERIENCED SEAFARERS... BUT ALSO TO RECRUIT THE NEXT GENERATION," SAID OUIS EXECUTIVE DIRECTOR NICK BRAMLEY.

"MM&P OFFICERS PARTICIPATED IN THIS STUDY TO SHINE A LIGHT ON THE REALITIES OF MODERN SHIPBOARD LIFE," SAID MM&P ATLANTIC PORTS VICE PRESIDENT TOM LARKIN.

"THESE FINDINGS MAKE IT CLEAR THAT FATIGUE, STRESS, AND WORK-LIFE IMBALANCE ARE NOT JUST QUALITY-OF-LIFE ISSUES—THEY ARE SAFETY ISSUES.



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"ADDRESSING THEM IS ESSENTIAL TO PROTECTING MARINERS, VESSELS, AND THE INTEGRITY OF THE US MARITIME INDUSTRY."

THE SURVEY WAS CONDUCTED BY CAPTAIN BIKRAM S. BHATIA, A WMU PROFESSOR, CAPTAIN RAPHAEL BAUMLER AND WMU PROFESSOR MARIA CARRERA-ARCE.

THE ENTIRE STUDY IS POSTED ON THE MM&P WEBSITE, BRIDGEDECK.ORG, UNDER NEWS AND ANNOUNCEMENTS.



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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