



# MM&P Notice to Members

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

410-582-7046

## OSG FLEET & ATC FLEET NEWSLETTER 146TH EDITION

FEBRUARY 13, 2026

### ON SAFETY, COLLECTIVE POWER, AND STALL TACTICS



THE HERO AT THE WHEEL.—From Harper's Weekly, by Permission.

From: <https://www.cowneck.org/copy-of-seawanhaka-disaster>

In the summer of 1880, the steamship Seawanhaka erupted in flames off the coast of New York, claiming dozens of lives. The disaster was rooted in faulty equipment and corporate greed. Because mariners had no union, the captain was dragged before the courts and the public as a scapegoat while safety issues on the vessels remained in the hands of the owners.

This tragedy was the breaking point for professional mariners and the founding of our union. They began local clubs, many meeting in secret, and seven years later founded the IOMMP. It took 48 more years, to 1935, until employers were legally required on a federal level to come to the table for negotiations.

**Stall tactics have always been a classic employer strategy, but our predecessors taught us one thing: don't wait.** In their unprotected decades, mariners organized anyway and transformed the wage scales and working conditions of the entire industry.

### **Next Steps: A Contract Campaign**

The days of the company having the only say on Deck Officer's wages and working conditions are being replaced by a new era of professional accountability with mates at the table. This moment began by the movement to vote in a union. While we have faced delays due to excuses, obstruction, and gratuitous legal challenges, the tide is turning.

The next steps are to use this delayed time to build structure, undergo training, get unified on a set of demands for our first contract, and advocate. **The contract is the destination, but the union is what we are building right now.** See safety survey next page.



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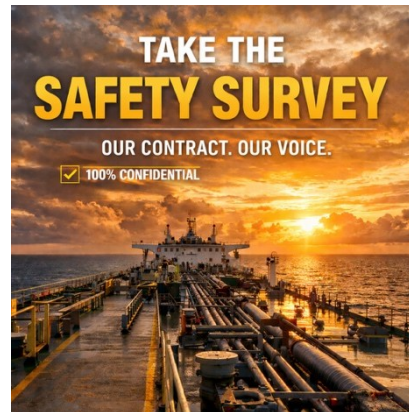
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## New Safety Survey

Please participate in this new safety survey. We are actively collecting data, consulting with health and safety officials, and will begin advocating for what we need in our contract.

Scan QR Code or Click this [link](#).



## All-LDO Call

On Tuesday, February 24, 2:30pm EST, we will be conducting an all LDO at ATC and OSG Teams Call for contract campaign updates. Please spread the word!

Scan QU Code below or click this [link](#)





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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](mailto:COMPROLLER@BRIDGEDECK.ORG) AND [MMPINFO@BRIDGEDECK.ORG](mailto: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](mailto: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

### CREW OF PASHA HAWAII'S MV GEORGE II INTERVIEWED IN PROFESSIONAL MARINER MAGAZINE

MM&P members working aboard Pasha Hawaii's George II were interviewed by a journalist from Professional Mariner last fall while they sailed from Long Beach to Honolulu.

Tim Henry was dispatched to the ship in November to profile the officers and describe their work for one of the magazine's regular columns, "Vessels at Work."

George II is owned and operated by Pasha Hawaii, which purchased it in 2015 from Horizon Lines.

The vessel started life 45 years ago as the LASH ship Edward Rutledge.

It was sailing as the Horizon Reliance when Pasha bought it and launched an ambitious overhaul, refitting it with a MAN B&W 8G60ME-C10.5-GI-EGRBP engine, an eight-cylinder, two-stroke 'ME-GI' dual-fuel power plant equipped with exhaust-gas recirculation and a blower-pump boost system.



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The 27-person crew makes the voyage between Long Beach and Hawaii twice a month.

While the journalist was aboard the ship, he interviewed Captain Mark Tuck, Chief Mate Sorin Rosca, Third Mate Antonette ‘Tony’ Gomowad, Third Mate Christian Ranosa and Jack Crawford, a cadet at the US Merchant Marine Academy.

The resulting article, “Pasha’s Pure Pineapple Run Keeps the Hawaiian Islands Stocked,” was published in the January 2026 edition of Professional Mariner.

“MM&P is proud that Professional Mariner interviewed our members aboard Pasha’s George II,” said MM&P President Don Josberger. “It’s a great run with a great company.”



**WE ARE STRONGER TOGETHER**

**MM&P IS HERE TO LISTEN**



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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?**

**Click on the link below for past editions of the newsletters:**

<https://bridgedeck.org/osg-newsletters/>