



MM&P Notice to Members

Email: mmpinfo@bridgedeck.org

410-582-7046

OSG FLEET & ATC FLEET NEWSLETTER 147TH EDITION

FEBRUARY 20, 2026

Stalling the Inevitable: A Lesson from Saltchuk Family History

Who is Saltchuk?

Saltchuk is a private empire with nearly **\$6 billion** in annual revenue. They are the largest family-owned corporation in Washington State, operating dozens of independent companies that span from the Arctic to the Caribbean. Mike Garvey, the founder of Saltchuk, was the son of a Seattle longshoreman and grandson to a coal miner. Garvey's father didn't just support unions; he put his life on the line for the cause. During the bloody 1934 West Coast waterfront strikes, Garvey's father was a member of the "tough-guy squad" tasked with keeping strike-breakers off the ships. He believed that a worker's only protection was their collective voice, a belief passed down to a son who built a global business empire.



Legacy on the Line

As Saltchuk moves into its third generation of family leadership under Mike Garvey's daughters and sons-in-law, the scale of their wealth has reached a level that Garvey's father could have never imagined. In 2024, Saltchuk acquired OSG for \$950 million, and just this month, they announced a \$1.5 billion deal to acquire Great Lakes Dredge & Dock. Yet, while the company makes billion-dollar deals on new acquisitions, they have met the overwhelming union vote at OSG and ATC with a stall game, hiding behind the NLRB rather than recognizing the workers who overwhelmingly voted in a union and keep their fleet moving.



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(continued)

Power in Numbers

It is no coincidence that just one year after Garvey's father stood his ground in the 1934 strike, the U.S. government put those rights into law. The National Labor Relations Act of 1935 was passed specifically to move labor disputes from the picket line to the bargaining table. The Act explicitly declares it is the policy of the United States to mitigate industrial strife "by encouraging the practice and procedure of collective bargaining." Since the days of Garvey's grandfather, we have had these legal mechanisms in place to ensure that workers aren't just heard but are negotiated with as equals.

This moment calls on us to build organization across every ship in the fleet and get ready to take things to the next level. Getting stalled by legal technicalities while the company moves billions of dollars in capital will be exposed. The Saltchuk family must take responsibility for their actions. They must look to their own family history and understand that a workforce that has already found its voice can be shamefully delayed but never silenced.

Introducing **The Thea Foss**: We haul the cargo that pays for their cruises!

- Built for Hollywood royalty, now owned by Saltchuk
- Estimated value: 5-10 Million
- Annual upkeep estimate: \$1 million
- Annual crew cost estimate: \$750,000
- Rare, old-growth Mohogany woodwork, estimated to cost over \$100,000 annually for specialized labor to hand-sand and apply coats of high-end marine varnish to keep the wood nice and shiny





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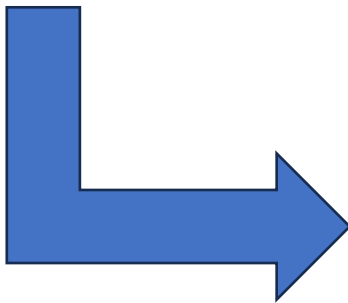
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New Safety Survey

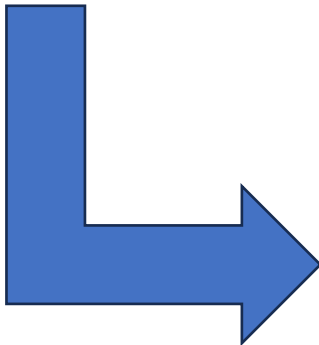
Please participate in this new safety survey. We are actively collecting data, consulting with health and safety officials, and will begin advocating for what we need in our contract.

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



Join Our New MM&P WhatsApp Chat!

All LDO's Welcome to Join





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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 comptroller@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.

1,078 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

US-FLAG FLEET WELCOMES RESTORATION OF A KEY SOURCE OF CARGO

The US Department of Agriculture has announced its first major commodities purchase for Title II PL 480 Food for Peace, a major source of cargo for the American Merchant Marine.

The agency made the announcement a year after USAID, which had previously overseen the program, was shuttered by a White House executive order.

Under federal law, at least 50 percent of all foreign aid cargoes shipped by the government must be carried on US-flag ships.

PL 480 food aid cargoes have traditionally been the largest source of non-defense preference cargo carried by the US-flag fleet.

Last week, USDA announced an agreement with the UN World Food Program to purchase up to \$432 million in mixed commodities to support American diplomatic efforts abroad, specifically by combating food insecurity and in support of emergency food relief in the Democratic Republic of Congo, El Salvador, Ethiopia, Guatemala, Haiti, Kenya and Rwanda.

Besides support for the maritime industry, the program benefits the nation's farmers and millers because the food it supplies is all produced in the US.



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Legislation that is pending in Congress, HR 1207 and S 525, would ensure the long-term stability of the program by permanently transferring it to USDA.

MM&P and MIRAID are part of a coalition of maritime unions and agricultural groups that have worked together over the course of the past year to encourage the administration to move the PL 480 food aid program to USDA.

“USDA is purpose-built to serve the farmers that grow the food that feeds our country and the world, including through the Food for Peace program,” the coalition wrote in a letter last year to Secretary of State Marco Rubio and USDA Secretary Brooke Rollins.

“Food for Peace offers critical support for the US-flag fleet and American union workers who move cargo, load, and crew the ships that transport our commodities across the globe.”



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 OR CALL 410-582-7046

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