



MM&P Notice to Members

Email: mmpinfo@bridgedeck.org

410-582-7046

OSG FLEET & ATC FLEET NEWSLETTER 150TH EDITION

MARCH 13, 2026



A First Contract Will Strengthen National Security

With Middle East tensions rising, the Jones Act is facing a coordinated attack from corporate think tanks that are exploiting the crisis to demand immediate waivers. This external threat is mirrored by Saltchuk's internal tactics: both are gambling on a future where the U.S. maritime workforce is a replaceable commodity rather than a strategic national asset. While think tanks capitalize on global instability to push for a suspension of the Act, Saltchuk is exploiting delays within the NLRB to stall negotiating our first contract.

This delay is more than a corporate tactic; it is a direct threat to the industry's stability. By undermining the professional standards and security of LDOs, Saltchuk contributes to the "labor crisis" that lobbyists use as an excuse to justify bringing in foreign flags. A strong union contract is the only way to reverse this race to the bottom. Beyond fair wages, a strong contract codifies accountability and safety standards, ensuring OSG and ATC are legally bound to prioritize American expertise over corporate cost-cutting. Sustainable work forces require appealing career paths, work-life balance, and respectful treatment.



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While Saltchuk sees delays as a way to disrespect and exhaust us, we must see it as an opportunity to build an unbreakable foundation. Every day they stall is another day we must spend strengthening our networks and hardening our resolve. When we step into that room for bargaining, we will bring the collective power of a workforce that has proven it can outlast them and will be prepared not just to better our coworker's livelihood but to save our industry and protect the national security of the United States.

President Don Josberger Coauthors Letter to Defend Jones Act:



March 12, 2026

President Donald J. Trump
The White House
1600 Pennsylvania Avenue NW
Washington, DC 20500

Dear President Trump:

On behalf of the undersigned American maritime labor unions, we write to express our strong opposition to any administrative waivers granted under the Jones Act in response to rising energy price concerns.

As you know, Jones Act waivers are granted only in rare, exceptional circumstances, typically on national security grounds where U.S.-flag vessel capacity is unavailable. Should concerns exist regarding tanker capacity, Congress has already addressed this through the Tanker Security Program, which ensures the availability of U.S.-flag vessels crewed by American mariners to move critical energy supplies when needed. Domestic tanker rates remain stable under long-term charters, while international shipping markets are highly volatile, with foreign-flag tanker rates often exceeding Jones Act rates due to global instability, including disruptions in the Strait of Hormuz. Waiving the Jones Act would do nothing to reduce gasoline prices. In fact, the primary driver of gasoline prices is the cost of crude oil, not domestic shipping costs. Several studies have shown the impact of domestic shipping on nationwide fuel prices is negligible, and any marginal savings would be unlikely to reach consumers. A Jones Act waiver would instead create opportunities for foreign-flag operators that avoid paying U.S. taxes, rely heavily on low-wage labor, and operate under regulatory regimes that circumvent international labor and vessel safety standards in direct conflict of America's national security and economic interests.

At a time when the Administration is working to strengthen our nation's shipyards and expand the international U.S.-flag fleet under the recently unveiled Maritime Action Plan (MAP), a Jones Act waiver would undermine these core policy objectives. The Jones Act is foundational to maintaining a strong merchant marine, sustaining maritime employment, supporting shipbuilding capacity, and preserving the domestic industrial base essential to national security. Waiving this law when U.S. vessels are available would outsource American jobs and weaken the long-term resilience of the maritime industrial base. While we genuinely share the collective goal of lowering energy costs for consumers, such waivers would do little to achieve that outcome while harming American workers and domestic industrial capacity.

Thank you for your consideration of our views. We stand ready to work with you to identify meaningful solutions to rising energy prices that protect American workers and strengthen our maritime and industrial base.

Sincerely,

Willie Barrere, American Maritime Officers
Kelly Anderson, President, American Radio Association
Don Josberger, President, International Organization of Masters, Mates and Pilots
Anthony Poplawski, President, Marine Firemen's Union
Adam Vokac, President, Marine Engineers' Beneficial Association
Matt Henning, President, Sailors' Union of the Pacific
Greg Regan, President, Transportation Trades Department, AFL-CIO (TTD)







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Now is the time to:

1. **Scale up on communication:** Get LDOs signed up to the all-LDO Whatsapp. Contact the union to update your new address, phone number, ship transfer, etc.  
2. **Document:** Emailing yourself or the union is a great way to have time-stamped documentation. Safety concerns, violations to employee handbook, stressful communications with front office, or adverse situations on the job are all important things to hold onto.
3. **Tell Your Story:** Use the Story Survey to document real life examples of what LDOs go through. Whether it's kept anonymous just for general knowledge or if you're willing to share publicly, getting into the practice of giving real life examples that connect to future contract demands is extremely effective for winning support and contract demands: <https://www.surveymonkey.com/r/9MMV96C>  
4. **Build union culture:** plan an educational meet-up with coworkers and a union rep, whether it's at a time of ship transfer or digital. When meeting notices go out, attend and share. Read and discuss the newsletter together. Wear union stickers and gear. Becoming visual, educated, and vocal union members is a simple way to show Saltchuk we're not going away and it's time to bargain.
5. **Remain vigilant** and pay attention to union communications. This is an important time and a lot of options are on the table to get to our first contract.



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IN THE NEWS

MM&P CAPTAIN JIM STAPLES INTERVIEWED IN FOX NEWS SEGMENT ON RISKS TO SHIPPING

MM&P Captain Jim Staples discussed the challenges of a seafaring career in a Fox Business News [report](#) focused on the risks to shipping in the Strait of Hormuz.

“What is the one thing you want people to understand about the crew and the captains of these ships and the dangers they undertake?” he was asked by host Liz Claman in the interview, which was broadcast on March 4.

“Going to sea is a tough job,” Staples said. “It’s a difficult job. You’re away from home for long periods of time.

“Some of these sailors can be gone from 10 to 12 months. And they’re facing Houthis, they’re facing the Iranians now.

“We’re always going into harm’s way.”

The interview is posted on the [Fox Business News site](#).



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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.

1,080 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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OSG and ATC First Contract **PROGRESS BAR**



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

Looking for more information about MM&P?

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

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