



MM&P Notice to Members

Email: mmpinfo@bridgedeck.org

410-582-7046

OSG FLEET & ATC FLEET NEWSLETTER 152ND EDITION

MARCH 27, 2026



OSG/ATC MM&P Members Slam Jones Act Waiver

The recent March 17 decision to grant a 60-day Jones Act waiver is facing intense pushback from MM&P union members within the nation's largest Jones Act tanker fleet. LDOs are taking a proactive stance against the waiver, using their limited time on breaks while at sea to contact Congress and advocate for legislative support.

"I am a career United States Merchant Marine Officer, and I am writing to express my profound outrage and vehement opposition to the Administration's recent 60-day waiver of the Jones Act. This decision is a direct betrayal of American mariners, a reckless gamble with our national security, and a capitulation to foreign shipping interests at the direct expense of the American working class," wrote Justin Pollock of ATC to his Congressman.

A statement to the U.S. President by MM&P President Don Josberger echoed these concerns:

"Maritime labor calls on the Administration to reverse course and work with stakeholders on real solutions that address energy costs without sacrificing American jobs, national security, or the long-term strength of the U.S. maritime industrial base."

Since OSG and ACT voted to be represented by MM&P, the focus has remained on organizing for safe, high-quality LDO tanker positions. LDOs are also determined to forge a decisive voice in protecting their craft. For those on the bargaining committee, securing a union contract is seen as a vital step toward



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reinforcing their professional standing and ensuring that politicians maintain the American standards essential to our national maritime industry.

ATC/OSG Masters, Mates & Pilots 

ACTION ALERT

THE TRUMP ADMINISTRATION JUST ISSUED A 60-DAY BLANKET JONES ACT WAIVER. THEY SAY IT WILL LOWER GAS PRICES. THE EXPERTS SAY OTHERWISE.



Write Your Congressperson

Go to bit.ly/JonesActMMP or Scan QR:



Displaces American workers and threatens domestic supply chain.

DISPLACES AMERICANS & NATIONAL SECURITY



Experts show <\$0.01/gallon impact.

**MAX SAVINGS:
LESS THAN A PENNY**



Foreign vessels charging near **DOUBLE** current rates.

**FOREIGN GREED:
RATES DOUBLED**

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Preparing for What's Next

Our NLRB victory was a major accomplishment and testament to the power LDOs at ATC and OSG built over the last few years. With the new demand to bargain, we need to redouble our effort to get organized. 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. **Show Solidarity and Build Visibility:** Print the Save the Jones Act attachment below and take a photo, send it in to MM&P to be shared as a fleet-wide effort to show support for the Jones Act.



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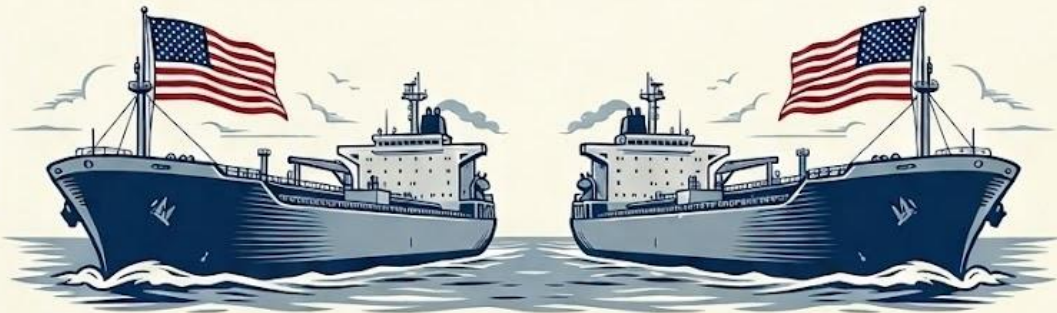
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OSG and ATC MM&P MEMBERS SAY:

SAVE THE JONES ACT.



Economic Security  American Workers



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IN THE NEWS

NLRB RULES IN FAVOR OF OSG AND ATC LICENSED DECK OFFICERS SEEKING MM&P REPRESENTATION

In two separate decisions, the National Labor Relations Board has affirmed the right of licensed deck officers at Overseas Shipholding Group and Alaska Tanker Company to join the International Organization of Masters, Mates & Pilots and bargain collectively with their respective employers.

The Board's unanimous March 18 ruling came more than a year and a half after licensed deck officers at OSG and ATC voted by a wide margin to be represented by MM&P.

An overwhelming majority of the chief mates, floating chief mates, second mates, and third mates employed by the company voted in the representation election.

"We are prepared to move forward promptly and in good faith toward negotiating a first collective bargaining agreement," MM&P told OSG officials in a formal demand to bargain.

The MM&P Offshore Membership Group campaign to represent the OSG and ATC LDOs was led by MM&P Atlantic Ports Vice President Captain Tom Larkin, with the support and assistance of the other members of the MM&P Offshore Advisory Committee, pensioner member Captain Shawn Tucz, and numerous others.

"Thank you to all for staying the course," Larkin told the OSG and ATC licensed deck officers after the NLRB ruling was issued.

"This is a major win for all of us and a testament to your perseverance.

"You have our unending respect for standing with us. MM&P will not waiver in protecting and promoting your interests."

ATC operates four US-flag Alaska-class crude oil tankers transporting crude oil from Alaska to refineries along the West Coast. OSG operates another 13 vessels that are part of the successful organizing effort.



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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/>