



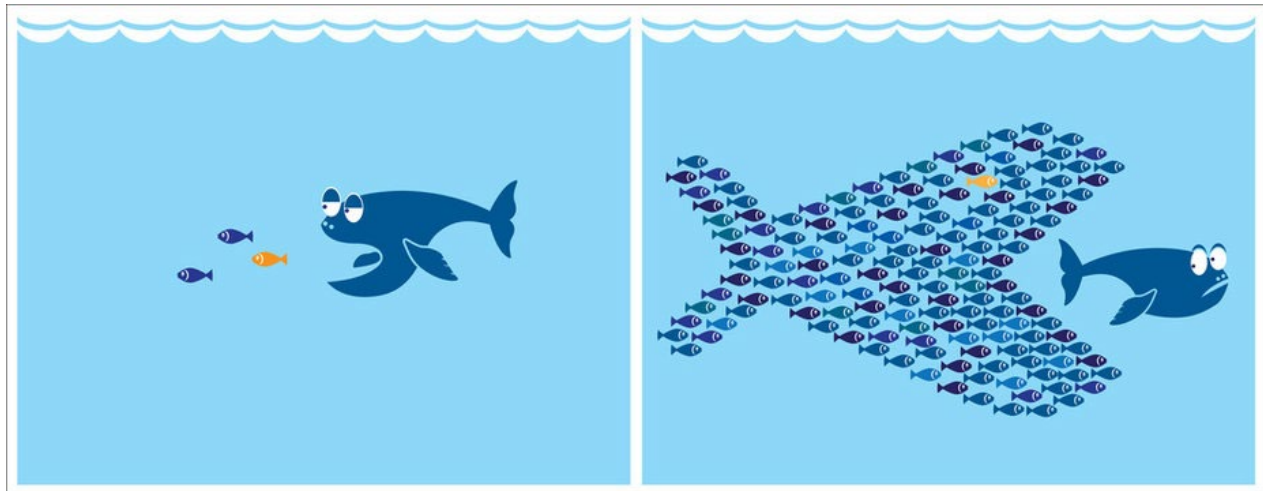
# MM&P Notice to Members

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

410-582-7046

OSG FLEET & ATC FLEET NEWSLETTER 157<sup>TH</sup> EDITION

MAY 1, 2026



## Standing Firm on Union Standards and Jones Act

For over a century, the proud tradition of maritime unionism has driven the industry standard for wages and working conditions. Uniting in professional organization is how we establish leverage to improve our lives. The strength of the organization always relies on the members active engagement because the members are the union.

Our next task is to secure an acceptable first contract at ATC and OSG. We expect in short time the NLRB to file in federal court to enforce their decision in our favor. If Saltchuk chooses to throw one last Hail Mary in the federal courts, we will use the time to prepare.

Additionally, the Jones Act is facing a renewed challenge. On April 24, the administration issued a 90-day extension of the existing waiver, now set to run through August 17, 2026. MM&P has pushed back and continues to join with the broader maritime labor movement to demand an end to these waivers.



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## Region 19 Pushes for Summary Judgment in ATC case.

The NLRB's General Counsel is asking the Board to skip a full trial and rule immediately that the company broke the law by refusing to bargain with the union.

They argue this is a "test of certification" case, meaning the company is just re-arguing issues it already lost—like whether Chief Mates are supervisors and what the proper unit is.

Under NLRB rules, the company is not allowed to relitigate those issues unless it has new evidence, which it does not.

Because of that, the Region is pushing the Board to issue a quick ruling that the company violated the law by refusing to recognize and bargain with the union.

If granted, this fast-tracks the case toward a formal bargaining order and eventual enforcement in federal court.

What is our case status now:

Track the OSG case with the NLRB here: <https://www.nlr.gov/case/12-RM-32709>

Track the ATC case with the NLRB here: <https://www.nlr.gov/case/19-CA-336972>

### 5 Ways to Push Back on Delays and Move Forward

1. Stay Connected – Join the MM&P LDO WhatsApp to stay informed and provide input.  
<https://rebrand.ly/ATCOSHWHATSAPP>
2. Make Your Voice Heard – Add your name to the demand-to-bargain letter.  
<https://rebrand.ly/ATCOSGLETTER>
3. Get Informed – Register for the All-LDO Call on May 13 (ATC & OSG).  
<https://www.surveymonkey.com/r/atcosg>
4. Defend the Jones Act – Take action and sign the letter to Congress.  
<https://app.oneclickpolitics.com/campaign-page?cid=D7hGRVqesfAuvjJcFM3SA>
5. Stay Engaged – Join small group calls or schedule a ship visit.  
Contact Daniel: 443-628-8343 | [DGinsberg@Bridgedeck.org](mailto:DGinsberg@Bridgedeck.org)



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## **MEETING ANNOUNCEMENT:**

### **ATC/OSG MM&P LDOS**

**WEDNESDAY, MAY 13, 12PM EST ON TEAMS**

**REGISTER  
HERE:**



**LEGAL UPDATES**

**MM&P PLAN ADMINITRATOR Q&A**

**KNOW YOUR RIGHTS TRAINING**

**CONTRACT PLANNING**

QUESTIONS: [DGINSBERG@BRIDGEDECK.ORG](mailto:DGINSBERG@BRIDGEDECK.ORG) / 443-628-8343





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## OSG/ATC MM&P LDOS

[WWW.BRIDGEDECK.ORG](http://WWW.BRIDGEDECK.ORG)

### SUPPORT UNION LABOR

# NO JONES ACT WAIVER

**AS UNION MEMBERS OF A JONES ACT FLEET, WE DEFEND THE WORKERS, VESSELS, AND INDUSTRIES THAT KEEP AMERICA MOVING. EXTENDING THE JONES ACT WAIVER HELPS FOREIGN SHIPPING COMPANIES AT THE EXPENSE OF U.S. MARINERS, SHIPYARDS, AND THE FLEET OUR MILITARY DEPENDS ON.**

## Take Action





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## IN THE NEWS

### **JONES ACT ALERT—SPECIAL EDITION**

The Trump Administration has extended its broad Jones Act waiver.

This hands domestic business to foreign ships, stifles investment in U.S. shipyards, and hurts America's maritime workforce.

Congress must oppose the extension. There is no need for broad waivers like this when targeted options already exist.

The law is clear: waivers exist strictly "in the interest of national defense" and "to address an immediate adverse effect on military operations."

The last 41 days have proven this waiver is being misused, abused and confused with an open-ended handout.

Make your VOICE heard.

Tell your Representatives and Senators to stand up for American workers.

The link below will take you to that option.

### **USE YOUR VOICE**

*MM&P and MIRAID belong to the American Maritime Partnership and are working with the other unions and the carriers in opposition to this unwarranted Jones Act waiver.*

*We are calling on all our friends and supporters to join us to oppose the extension and any expansion of the Jones Act waiver.*



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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](mailto:comptroller@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.

**1,083 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](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/>