



MM&P Notice to Members

Email: mmpinfo@bridgedeck.org

410-582-7046

OSG FLEET & ATC FLEET NEWSLETTER 159TH EDITION

MAY 15, 2026

Interview with MM&P Captain Paul Coan

Q: You recently visited with LDOs who work the OSG Martinez. Who are you? Why was this visit important?

I am Captain Paul Coan. I worked for many companies, mostly with MM&P, from pumpman to Master. I joined the union in 1987, right out of school, and was on a ship within weeks. This is a big deal at ATC and OSG, a proud moment. My first ships in MM&P were some of the tankers. I heard many of the great stories from coworkers on them. There is a long history to be proud of.

Q: You've worked with many different personalities over the years. What is the one core value you found that unites every good union member?

Willingness to jump in and help. The members are the union and the more people with this mentality the stronger we are.

Q: For the LDOs right now who are frustrated and tired of the stall from management, what would you say about hard-fought contracts being worth the wait?

Be patient, it will all be worth the wait. In shipping there are many times it is important to be patient. Certainly in the beginning, there are times with discouraging thoughts. I experienced the same, but I would tell my younger self that there was no reason to worry about many things, it all worked out great.

Q: Can you describe the peace of mind that comes from knowing your pension and benefits were won through collective bargaining rather than being left to the whims of a corporate board of directors?

Over my career paying attention to the contract negotiations I could see the distinction between the company/corporate and MMP and saw that MMP was bargaining to improve our benefits. After the first few years I felt secure that I could get a job at any time and became confident I could provide for my family. Equally important is the health care plan that MMP provides is much better than most of all I've seen.

Q: Why is it important for a retiree like yourself to stay connected and supportive of the guys fighting for their first contract right now?

It goes without saying. You always support the up-and-coming members.



MM&P Retiree Paul Cohn and MM&P Tanker Captain Edward Markusky visit OSG Martinez



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LDOs Launch New Wave of Strategic Training

LDOs are using Saltchuk delays to undergo comprehensive trainings, ensuring full preparedness for any operational contingencies on the road to a first contract. For a second time, LDOs from OSG and ATC came together for a more extensive training on contracts, bargaining, union history, and more. Special guests included MM&P/Maersk negotiating committee member Captain Mike LaMaina, MM&P Plan Administrator Ken Ryan, and MM&P political liaison Jim Patti.

“Every union’s origin story begins the same way: with workers talking to one another, sharing their experiences, and discovering common ground. Long before there are contracts, votes, or negotiations, there is conversation — the quiet but powerful act of individuals choosing to stand together rather than alone.” Commented MM&P Vice President Captain Tom Larkin. “We are proud to help create the space for those conversations to take place, and we thank the LDOs of OSG and ATC whose participation, honesty, and solidarity continue to shape this collective effort.”

The next training will be coming early June, announcement coming soon.

Three ways we can meet the challenge of company delays and regulatory attacks:

- 1) Get in the conversation and join the MM&P LDO Whatsapp. We’re strongest in negotiations when members are informed and give feedback.
<https://rebrand.ly/ATCOSHWHATSAPP>
- 2) Sign the letter to demand bargaining, it’s not too late and important that your voice is heard.
<https://rebrand.ly/ATCOSGLETTER>
- 3) Defend the Jones Act! Sign the new letter to Congress.
<https://app.oneclickpolitics.com/campaign-page?cid=D7hGRVqesfAuvjJcFM3SA&sslid=Mzc1szC2sLQwMTcwAwA&sseid=MzEAAUNjAzNLMONLEwA&jobid=6994fbc8-dba5-4ff6-9d12-6233c0b0bf9c>



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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 WAIVER CAUSING “MASSIVE UNCERTAINTY” AMONG CADETS

The administration’s broad Jones Act waiver is causing students and prospective students to rethink their decision to enter the maritime industry, leaders of the state maritime academies have told US Transportation Secretary Sean Duffy.

The heads of the six state maritime academies told the transportation secretary in an April 28 letter that the waiver is creating “massive uncertainty for students and prospective students” considering a maritime career.

Each year, the state maritime academies produce about 75 percent of US licensed officers.

Most of them go on to work in the domestic maritime industry in the Jones Act trades.

In their letter, the academy leaders thanked the administration for its gestures of support for maritime, while also expressing serious concerns about the negative impact of the waiver on those who are deciding whether or not to enter the industry.

“Thank you for your clear, strong interest in American mariner education and the need to address the national mariner shortage,” the academy leaders told Duffy.

“We are extremely grateful for the Trump Administration’s historic commitment to revitalizing the American maritime industry.

“Today, however, we write to you about the Administration’s recent decision to extend the 60-day Jones Act waiver by an additional 90 days for over 600 products.

“By outsourcing US mariner jobs to foreign mariners, this waiver is completely contrary to efforts to revitalize the American maritime industry,” they noted.

“[It] will undermine your efforts to address the national mariner shortage.

“Further, this broad waiver is particularly surprising because there are other, more narrowly scoped ways to waive the Jones Act when absolutely necessary, including requiring that American vessels are given the first chance to transport any necessary cargo, something the current waiver does not do.”



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The letter was signed by the leaders of Great Lakes Maritime Academy, Cal Poly Maritime, State University of New York Maritime, Texas A.M. University at Galveston, Massachusetts Maritime Academy and Maine Maritime Academy.

The academy heads said they would welcome the opportunity to discuss the impact of the waiver on current students and prospective students who are considering a career in the American maritime industry.



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.

1,083 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 OR CALL 410-582-7046

Looking for more information about MM&P?

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