



MM&P Notice to Members

Email: mmpinfo@bridgedeck.org

410-582-7046

OSG FLEET & ATC FLEET NEWSLETTER 160TH EDITION

MAY 22, 2026

LDOs Triumph in Landmark NLRB Ruling: Summary Judgment Granted Against ATC

MM&P LDOs at ATC have achieved a historic and definitive victory in our two-year fight for proper representation. Following the NLRB's decisive March 18 ruling that shattered the company's desperate attempts to exclude our Chief Mates from the bargaining unit, the NLRB has officially delivered the final blow. On Tuesday, May 19, the Board issued a formal *Decision and Order Granting Motion for Summary Judgment* against ATC holding that the company had committed an unfair labor practice by refusing to bargain with MM&P. The Board flatly rejected the employers' ongoing stall tactics, explicitly ruling that their refusal to recognize and bargain with MM&P is a direct violation of federal labor law. This is a massive vindication of our solidarity and a defeat for the company's legal gymnastics. MM&P filed the unfair labor practice charge in Region 19 of the NLRB when ATC refused to bargain with the Union again after the Board's last decision. A similar unfair labor practice charge was filed against OSG in Region 12 of the NLRB, and that charge is moving to summary judgment as well.



With its options completely exhausted at the administrative level, ATC has taken its losing fight to a federal appellate court to challenge the NLRB's decision. Let there be no mistake about what this means: **the company is now forcing a direct legal showdown with the United States Government itself.** In federal court, they are actively suing a federal agency to overturn a federal mandate. The weight of federal law, the backing of the United States government, and the unbreakable solidarity of this membership stand squarely on our side. Our legal team is entirely prepared for this next phase, and we will not rest until the company finally honors your vote and sits down to negotiate the landmark contract you have rightfully earned.



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MESSAGE FROM THE LDO BARGAINING COMMITTEE:

Fellow Licensed Deck Officers,

The Bargaining Committee for the Licensed Deck Officers of Overseas Shipping Group and Alaska Tanker Company has reviewed Sam Norton's recent communication regarding the National Labor Relations Board's unanimous decision to uphold your right to have a union.

What concerns us deeply is Norton's dismissive tone toward the decisions already rendered by two Regional Directors and the National Labor Relations Board itself. After licensed officers overwhelmingly voted for representation through MM&P, the company's objections were thoroughly vetted and decisively rejected at every level.

Norton says he expects a "more balanced and fair hearing" in federal court. We should reflect carefully on what that statement truly means. The NLRB administers federal labor law, supervises elections, and protects our rights under the National Labor Relations Act. This was a framework our maritime predecessors fought, bled, and died to secure. The National Labor Relations Board, which currently has a majority of conservative appointees, ruled unanimously in our favor. Suggesting that repeated rulings against the company were somehow biased ignores the law simply because the company lost, undermining the very system that guarantees our democratic voice.

For nearly two years, we have continued performing our duties professionally while awaiting meaningful progress toward a collective bargaining agreement. Throughout that time, the core issue has remained unchanged. We overwhelmingly voted for union representation, and that decision has now been upheld repeatedly. While the company continues to focus primarily on protecting its own interests, it fails to recognize that the strength, stability, and success of the company are inseparable from the wellbeing and voice of the Licensed Deck Officers who operate its vessels every day.



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At some point, continued litigation stops looking like a search for clarity and starts looking like an effort to indefinitely postpone bargaining. Our position remains straightforward. The election occurred. The results were upheld. It is time to respect the decision of OSG and ATC officers and move forward with good-faith negotiations.

Let us remember exactly what a union is. It is not a group in Washington D.C. The union is us. Every single Licensed Deck Officer that keeps our ships moving. No executive or high-status law firm can fracture our resolve or exhaust our patience when we stand together.

In Solidarity,

The MM&P LDO Bargaining Committees at OSG and ATC





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Four 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>
- 4) LDOs have been holding smaller group calls with union reps and onshore visits. Call or email MM&P organizer Daniel and we will plan something: 443-628-8343 / DGinsberg@Bridgedeck.org



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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 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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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

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