



MM&P Notice to Members

Email: mmpinfo@bridgedeck.org

410-582-7046

OSG FLEET & ATC FLEET NEWSLETTER 162ND EDITION

JUNE 5, 2026

THE RIGHT TO SAY "NOT WITHOUT MY UNION": THE WEINGARTEN STORY

It was June 1972 in Houston, Texas. Hurricane Agnes was battering the East Coast, but another storm was quietly brewing inside a Weingarten supermarket. America was a different country then. Many workers expected to spend their entire careers with a single employer. Strong unions had negotiated pensions, seniority protections, and career paths that transformed jobs into livelihoods and provided a measure of security in retirement.

One of those workers was Leura Collins. For nearly eleven years, she had reported to work as a cashier at Weingarten Supermarket, serving customers and building a reputation for honesty. Then she was accused of stealing \$2.98 worth of chicken.

Collins denied the accusation and repeatedly requested that her union representative be present during management's investigation. Her requests were denied. Instead, she was questioned alone and forced to defend her integrity against allegations that threatened not only her job, but the reputation she had spent more than a decade earning.

Ordinarily, this is the kind of story that never leaves the walls of a workplace. An employee is accused, management conducts an investigation, and the matter disappears from public view. But Collins was represented by Retail Clerks Union Local 455, and the

NEXT ALL-LDO Teams Call:

Wednesday, June 24, Noon EST

Legal Updates and Know Your Rights Training

Join the MMP WhatsApp for call info:

<https://rebrand.ly/ATCOSHWHATSAPP>





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union refused to let the issue pass. It filed an Unfair Labor Practice charge, arguing that management had violated her rights by denying her request for representation.

In the end, Collins was cleared of all wrongdoing. The investigation revealed that she had paid for the chicken she purchased. She had simply used a larger box because the store had run out of smaller ones. The accusation disappeared. The principle did not.

What remained was a question that would reach the Supreme Court of the United States:

Can an employer force a union employee to face a disciplinary investigation alone after that employee has requested union representation?

The Court answered no.

From that decision came what are now known as **Weingarten rights—the right of a union employee to have representation present during an investigatory interview that could lead to discipline.** Those rights were not granted voluntarily by an employer. They were not created by politicians. They were won because a worker stood up for herself, a local union stood behind her, and both refused to accept that management alone should control the process.

Today, those same rights belong to every Licensed Deck Officer at OSG and ATC because you chose union representation. To invoke Weingarten representation, and employee must request that a union representative be present at an interview that the employee suspect could lead to discipline. Management is required by law to discontinue the interview until a union representative is present. While there are no specific “magic words” required to invoke your rights, the following is an example of how to request it:

WEINGARTEN RIGHTS

If this discussion could in any way lead to my being disciplined or terminated or have any effect on my personal working conditions, I respectfully request my union representative, officer or steward to be present at this meeting. Without union representation, I choose not to participate in this discussion.



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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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AMERICAN MARITIME PARTNERSHIP LAUNCHES CAMPAIGN OPPOSING JONES ACT WAIVER

The American Maritime Partnership has announced a new national campaign calling on President Trump to end the unprecedented 150-day Jones Act waiver and put American workers, American businesses and American maritime strength first.

The **campaign** will feature television, connected TV, radio, digital advertising, and the voices of some of the 650,000 men and women of American maritime.

It will air in prominent maritime states, including Louisiana, Mississippi, Florida, Virginia, Alabama, Georgia, South Carolina and Tennessee, in the months leading up to—and following—America’s 250th birthday.

“Clearly, President Trump has been led to believe that waiving the Jones Act is a way to lower gas prices, when we all see that prices have not gone down,” said AMP President Jennifer Carpenter.

“While it may be a convenient talking point for Kevin Hassett and others pushing this failed attempt to lower prices, it directly undermines the very policies that President Trump campaigned on—buy American, hire American, and strengthen our national might.

“The President should trust his instincts, follow his outlined policies and put America and our national security first.”

The campaign’s first ad, “End the Waiver,” features the captain of a Jones Act vessel telling the audience that American maritime is the quintessential America First industry.

It ends with a call to President Trump to end the waiver and “Put Americans back to work.”

Recent independent analysis puts the waiver’s price impact at just \$0.000157 per gallon of gas.



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Total fuel moved under the waiver over the first 60 days amounted to roughly 11 hours of national consumption.

Those immaterial benefits are a result of foreign carriers being able to operate free from compliance with US immigration, minimum wage and taxation laws.

Data show that American vessels were available for about 90 percent of those routes.

The uncertainty regarding the waiver has already caused at least one investment platform to halt a planned \$1 billion capital raise for the maritime industry, putting at risk over \$2.6 billion in active US shipyard contracts and billions more in planned expansion.

Hundreds of maritime industry workers have already reached out to their senators and representatives to express their concerns about how this waiver is undermining America's economy.

Will you join them?

You can find contact information for your members of Congress [here](#).

To find out more about AMP and to receive action alerts, visit the AMP [website](#).

MM&P and MIRAID are both members of AMP, a coalition working to defend the Jones Act and support and strengthen the domestic maritime industry.



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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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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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