



MM&P Notice to Members

Email: mmpinfo@bridgedeck.org

410-582-7046

OSG FLEET & ATC FLEET NEWSLETTER 165TH EDITION

JUNE 26, 2026

Key Takeaways from the ATC & OSG Joint Unity Call

On June 24, Mates representing ATC and OSG vessels dialed in for a critical joint unity call led by MM&P VP Captain Tom Larkin. The meeting focused on legislative strategies to protect our industry, knowing legal rights to secure our collective voice, and ATC/OSG Mates' NLRB victories and key legal updates to securing a first contract.

"We are having joint ATC and OSG calls to equip mates as effective advocates right on deck and for our industry," commented Billy Dick, 2nd Mate, Alaskan Legend. Pictured right, MM&P Secretary Treasurer Lars Turner and Billy Dick.



Mates Push for Faster Labor Contracts Act and Defend Jones Act

A briefing on the Faster Labor Contracts Act and Jones Act Waivers brought a lively discussion. MM&P members are backing the Faster Labor Contracts Act, which officially passed the U.S. House of Representatives on June 9 and now heads to the Senate for consideration. The bill would eliminate company stalling tactics by establishing strict, federally mandated timelines that force employers to negotiate first contracts in good faith or face binding arbitration. Concurrently, the fleet unified around a strict defense against foreign cargo waivers, reinforcing that protecting the integrity of the Jones Act is vital to securing American maritime livelihoods. Mates warned that even one more Jones Act waiver could bring catastrophe to the industry by allowing foreign ships to enter U.S. trade for the first time. This threatens vital investments, triggering terminated contracts, and leaving key charters un-renewed.

Saltchuk Continues Delay in Federal Court

Parallel to this legislative momentum, the briefing underscored recent landmark legal victories ATC and OSG Mates had at the National Labor Relations Board (NLRB). The Board recently ended two years of corporate stalling by issuing decisive, unanimous rulings against both ATC and OSG. The NLRB officially granted a summary judgment finding that ATC violated federal labor law by refusing to bargain, ordering executives to the table immediately and forcing them to post compliance notices across the fleet. This follows the Board's rejection of OSG's appeals, which soundly defeated the



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company's aggressive attempts to exclude Chief Mates from the union by falsely labeling them "supervisors". While OSG CEO Samuel Norton is desperately trying to drag these battles out further by appealing the NLRB's decisions to federal court, the Board's rulings have explicitly solidified our certified bargaining units. Their desperate legal maneuvers cannot erase our historic victories, and the fleet stands ready to force these companies to the negotiating table and skill up in the meantime.

Mates Have Federally Protected Rights

Mates also took part in a comprehensive "Know-Your-Rights" training specifically focused on NLRB Sections 7 and 8(a). This segment provided clarity on the federal protections governing protected concerted activity. Leaders emphasized that when mates stand together to address workplace issues, the law firmly protects them against employer retaliation:

- The Right to Act Collectively (Section 7 Protection): Even without a signed first contract, you are fully protected when acting together. Section 7 guarantees your right to engage in "protected concerted activity," meaning two or more mates can discuss wages, working conditions, safety concerns, and contract strategy without management's interference.
- Protection Against Employer Retaliation (Section 8(a)): It is an unfair labor practice under Section 8(a) for the company to restrain, coerce, or retaliate against you for union activity. Management cannot threaten your job, change your rotation, pass you over for assignments, or discipline you for standing together to demand a contract.
- Maintaining the Status Quo: Because you successfully voted the union in, the law prohibits the company from making unilateral changes to your existing terms of employment (like pay, benefits, or work rules) without bargaining with your union representatives first. This prevents the company from squeezing the crew while dragging out negotiations.

Ultimately, the true takeaway of the call was a resounding demand for united action. The legal and legislative tools are aligned in our favor, but they only work if the fleet remains organized, informed, and vigilant. By exercising our rights, keeping our crews educated, and maintaining a solid, unified front, we will secure our industry, protect the Jones Act, and win the first contract we deserve.



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Yesterday marked the International Day of the Seafarer, observed this year under the theme, **"Carrying World Trade, Carrying the Risk."** On this occasion, we pause to recognize the extraordinary dedication and sacrifice of all seafarers. We extend our deepest respect and gratitude to the OSG Licensed Deck Officers who continue to serve aboard vessels operating in and around conflict zones or calling at ports in nations affected by war.



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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 SERIOUS DAMAGE TO OUR INDUSTRY

The administration's Jones Act waiver is damaging the domestic maritime industry, causing jobs to be lost and investments to be put on hold—all without any gas price relief.

The American Maritime Partnership (AMP)—of which MM&P and MIRAID are members—is closely tracking the toll of the waiver on the American Merchant Marine, US shipping companies and US shipyards.

“The waiver is now being used for routine domestic commerce rather than emergency relief, completely contradictory to its purpose,” AMP says.

The Maritime Administration reports 127 movements under the waiver, an increase of 18 movements since last week, despite the US-Iran conflict having ended.

Chinese operators are among the biggest beneficiaries of the waiver, displacing US-flag tonnage: one-third of all completed waiver voyages have ties to China, and many of these shipments occurred even when Jones Act-compliant tonnage was available.

“U.S.-flag vessels are available to move the commodities, but Chinese vessels are coming into American waters and moving American goods instead, solely because of the waiver,” AMP says.

Uncertainty around the waiver is also harming domestic maritime investment.

The Shipbuilders Council of America has warned that the waiver places more than \$2.6 billion in active shipyard contracts and planned expansions at risk.

That uncertainty has been compounded by a statement from Energy Secretary Chris Wright, who said recently that the administration may extend the waiver beyond its current August 17 expiration date.

“This is exactly the kind of uncertainty that is devastating to the industry, particularly when the war has ended and the waiver can no longer be justified for national security reasons,” AMP says.

On June 19, AMP released the second part of its “End the Waiver” campaign.

It describes the harms of the waiver including lost jobs, foreign intervention in domestic shipping, and slowed investment in American shipyards, all without any gas price relief.

The Jones Act is foundational to maintaining a strong merchant marine, sustaining maritime employment, supporting shipbuilding capacity, and preserving the domestic industrial base essential to national security.



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Waiving this law when US vessels are available outsources American jobs and weakens the long-term resilience of the domestic maritime industrial base.



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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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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