



MM&P Notice to Members

Email: mmpinfo@bridgedeck.org

410-582-7046

OSG FLEET & ATC FLEET NEWSLETTER 167TH EDITION
JULY 10, 2026

Interview with MM&P President Emeritus Captain Don Marcus: *Victory calls for perseverance and unity*

1. Please tell us a little about your work history and service as a union official. What did you like about being union and what inspired you to become so involved?

I was intent on joining MM&P when I got my license. What appealed to me most was the freedom of the merchant seaman's lifestyle – licensed and unlicensed -- when shipping out of a democratic, transparently-operated hiring hall. The freedom to work when you wanted, to select the port, ship and route you wanted was of great appeal. Of course, during hard times and as an Applicant that selection may be limited and require patience, but being a free agent, with a license and seabag as a young LDO was worth its weight in gold. "Have license will travel!"



I shipped out of San Francisco, my hometown, for the better part of my sea-going career. Initially sailing "Off-the Board" as Third Mate and Second Mate, and later as a "Company" senior officer. I also shipped out of Baltimore and was able to work aboard just about every class of vessel: tankers, bulkers, breakbulk, PCTC and container. The experience was excellent. I got familiar with the different cultures at various companies and mindsets on opposite coasts. I also had the freedom to live in the UK for a couple years early in my career and later to attend law school during my time off. I was the captain of my own ship – at least my wife let me believe that!

"Be proud of being part of something greater than the individual. There is not one bona fide labor union that did not start without a battle. You are living it and winning it!"



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2. **You've been involved in the OSG/ATC campaign from day one, and you've seen your share of contract negotiations over the decades. Why is Saltchuk using these delay tactics, and what is the secret to outlasting them?**

Delay is standard operating procedure for companies hoping to prevent their workers from having a voice. Victory calls for perseverance and unity. Once the company exhausts its legal obstructions and fails to entice or coerce their employees into abandoning their goals, they will come around. If they can't break you, they will learn to live with you.



3. **For a new mate who has never sailed under a union contract, what does that first piece of paper actually change regarding their life on a tanker?**

For me it was a feeling of independence and self-respect. Many of us have experienced the phenomena that aboard one ship nothing seems to go right while aboard another they can do no wrong. With a Union contract and a hiring hall, you have your rights and you have your choices. Being bound to one company, a tyrant aboard ship or in a management office and having no choice except to start from scratch is unacceptable. Personal freedom is worth sacrificing for. Having a home in the union and a solid organization behind you builds confidence and self-respect.

4. **As licensed mates, there are strict legal and operational duties. How do you advise a young officer to handle that professional responsibility while still showing management you're demanding an MM&P contract?**

Masters, Mates & Pilots and our craft as Ships' Officers have been built on professionalism. At all times do your duty and be professional. This does not include surrender if you are being abused. Do your job honestly and professionally but maintain your personal integrity. If you make a mistake: own it. However, standing up for yourself with composure and with rectitude is sometimes necessary aboard ship – particularly if dealing with bullies. With that said, unless something is sorely out of line, the best policy is to "work now and grieve later." That is why having Union representatives ashore who know the ropes is essential to a respectful workplace.





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5. **You know how grueling this specific fight has been at ATC and OSG. If you were talking to an exhausted LDO standing watch tonight, what is your message to them?**

Hold fast and dreadnaught. Building a Union contract takes endurance. You are constructing it brick by brick. Be proud of being part of something greater than the individual. There is not one bona fide labor union that did not start without a battle. You are living it and winning it!



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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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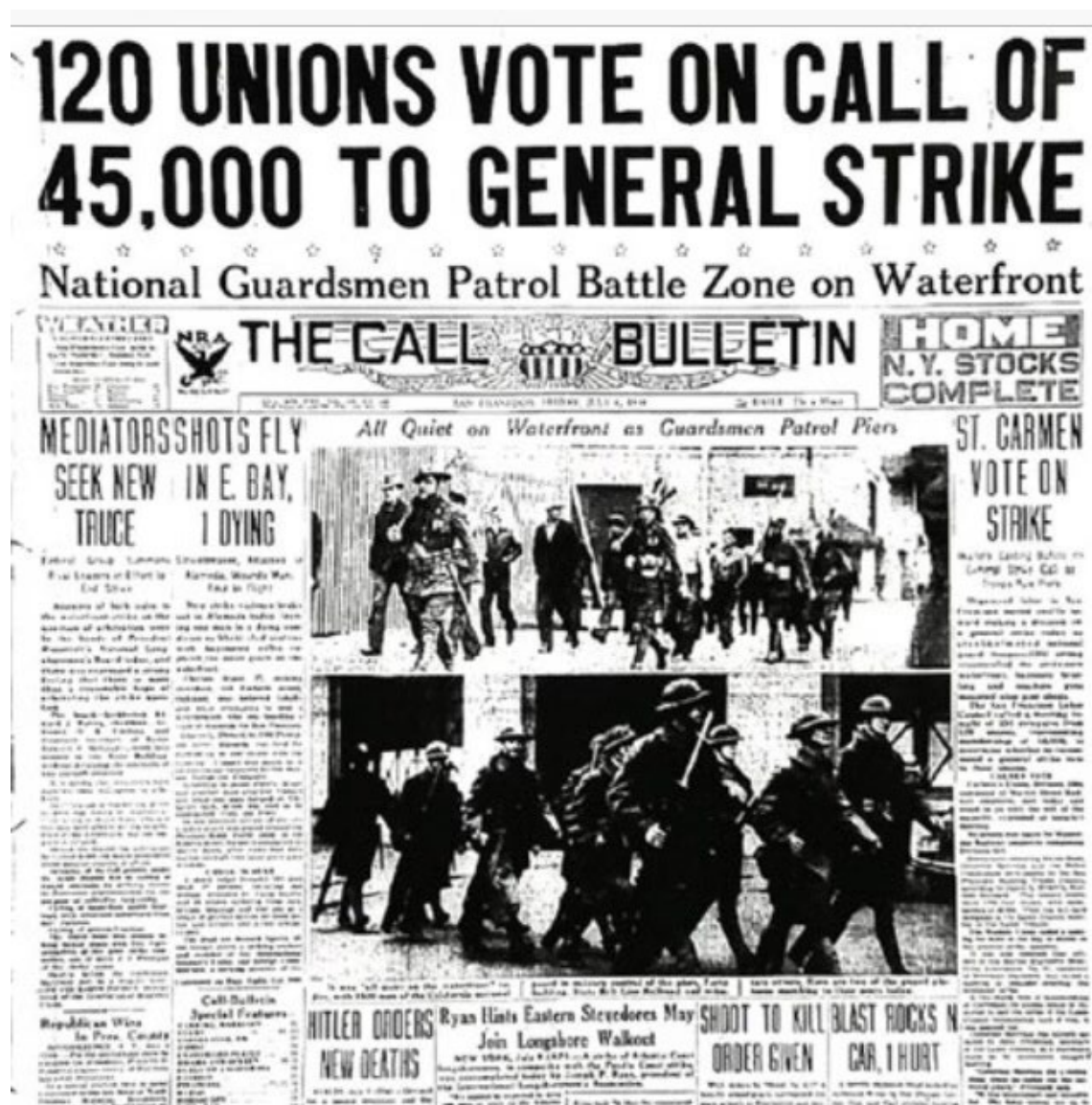
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In the News

In Lieu of "In the News This Week": Honoring Bloody Thursday

This week, MM&P honors the legacy of Bloody Thursday (July 5, 1934), a tragic event of the Great Pacific Coast Maritime Strike. As shown on this historic front page of The Call-Bulletin, police violence against striking dockworkers and seafarers, including MM&P members, sparked a massive, 45,000-worker general strike that forever reshaped maritime labor rights. The safety standards and bargaining power we hold today were forged through the fierce resilience of mariners who stood their ground nearly a century ago. MM&P is proud to share this fighting heritage.





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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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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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