



MM&P Notice to Members

Email: mmpinfo@bridgedeck.org

410-582-7046

OSG FLEET & ATC FLEET NEWSLETTER 170TH EDITION

JULY 31, 2026

ATC and OSG Bargaining Committees Chart the Next Phase of Our Campaign

The ATC and OSG Joint Bargaining Committee recently met with strong participation from representatives across both bargaining units to review legal developments, coordinate our campaign, and continue building the unity needed to win strong first contracts.

Legal Update:

The committee reviewed the latest legal developments in both campaigns. In the ATC case, a procedural step expected in September will likely lead to the federal court scheduling.

OSG is expected to follow a similar path. The committee also reviewed the Board's unanimous decision ordering ATC to bargain and discussed expectations that the NLRB will pursue similar enforcement in the OSG case.

Political Outreach:

Our political outreach continues to expand. Numerous meetings between licensed deck officers and members of Congress have already been scheduled, with many more to come. Every member is encouraged to participate. No experience is necessary. Meetings can be arranged and the bargaining committee can provide everything you need to discuss the importance of the Jones Act, the Faster Labor Contracts Act, and Saltchuk's continued delay of our first contracts while receiving federal maritime support.

91st MM&P Convention:



Get in the conversation and join the
MM&P LDO Whatsapp:

<https://rebrand.ly/ATCOSHWHATSAPP>



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The committee also reviewed plans for the 91st MM&P Convention, where our campaign will be represented by one mate from ATC and one from OSG. Together, they will help lead a comprehensive first-contract program, including a convention resolution, an organizing workshop, and member surveys designed to identify new leaders and unleash the full potential of our membership in support of the first contract campaign.

Building Unity with ATC and OSG:

Committee members discussed the core issues that will shape our first contracts and continued building unity between the ATC and OSG bargaining units. While each company will negotiate its own agreement, the committee represents all licensed deck officers and welcomes member feedback on the priorities we should stand for at the bargaining table.

The committee also discussed the difficult contract negotiations facing our MEBA engineering officers. Members expressed that engineers deserve a fair contract and also that a fully unionized ship is the best way to improve retention, strengthen our industry, and raise standards for everyone sailing under union agreements.

Action Plan:

The committee reviewed plans to significantly expand the public side of our campaign. As we move closer to federal court, we're increasing outreach to journalists, elected officials, and other allies to shine a brighter light on Saltchuk's continued refusal to bargain despite repeated NLRB victories.

Ship visits remain ongoing, and members needing MM&P materials or interested in getting more involved should reach out.

We're getting closer to our day in court and a first contract. Our campaign continues to grow stronger. The pressure on Saltchuk continues to build in the courts, Congress, and across our industry.



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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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The following letter was sent to all ATC and OSG Licensed Deck Officers earlier this month and is being recirculated as a reminder of why winning a first contract matters:

July 15, 2026

Fellow MM&P LDOs,

We all received the email from Deanna Marshall regarding the decision to hold back our traditional July 1 wage adjustments. Management's explanation is that they need to wait for the outcome of separate engineer negotiations before finalizing your pay framework.

We, the members of the OSG and ATC Bargaining Committees, want to be clear: we have been, and we are, ready and willing to bargain in good faith with the companies to deliver the competitive compensation we all deserve. We have requested that the company meet us at the table with that same commitment. Unfortunately, the company continues to ignore our vote for MM&P and is making this unilateral decision, pausing our wage increase and preventing our economic betterment.

This moment is a textbook lesson in why securing a finalized contract for LDOs is so vital. It exposes the fundamental difference between working under corporate policy versus working under a union contract:

- Under a signed collective bargaining agreement, wage increases are locked into a regular, fixed schedule. They cannot be suddenly paused, delayed, or adjusted because corporate executives decide they want to re-evaluate their internal "framework" at the eleventh hour.
- A contract ensures that your wages remain competitive and tied to clear industry standards. It protects your livelihood from being used as a variable or leveraged against separate, unrelated negotiations in other departments.
- True economic security isn't based on a corporate promise of retroactivity. It comes from a legally binding contract that establishes regular, predictable increases as a guaranteed right, not a managerial favor.

This situation is also a reminder that no maritime professional should have compensation delayed because of management's broader labor relations strategy. Every maritime professional, from the wheelhouse to the engine room, deserves fair treatment, stability, and the certainty that comes from enforceable workplace protections. That is exactly why securing our own contract remains so important.

We are ready to bargain in good faith to lock in the stability and competitive pay you have earned. This delay only reinforces why we need enforceable rules, not shifting corporate timelines. We will keep you closely updated as we push the company to sit down at the table and negotiate.

Faternally,

The OSG and ATC Bargaining Committees



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IN THE NEWS

[Corewell Teamster nurses reach tentative agreement with health system](#)

(FOX 2 Detroit, July 30, 2026)

According to the union, a 15% wage increase was agreed to over the three-year agreement with Corewell Health East on Wednesday.

Other victories touted from the deal include:

- Caps on average out of pocket health premiums
- A staff committee allowing nurses from each campus to raise staffing issues to management directly
- Protections on benefits like PTO, bereavement, jury duty, and others so that Corewell cannot unilaterally make changes to policies without bargaining

All registered nurses will be voting on the TA in the coming weeks.

Timeline:

In November, 2024, nurses voted three-to-one **to join the Teamsters** leading to 13 months of collective bargaining.

Nurses walked out of bargaining in December to protest claims of management intimidation, according to the Teamsters.

After complaints regarding negotiations, the union **approved a strike authorization** in March.



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Practice pickets were held in April and May of this year while both sides exchanged proposals back-and-forth.

The efforts to unionize **first began in October of 2023.**



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

[Looking for more information about MM&P?](#)

Click on the link below for past editions of the newsletters:

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