



MM&P Notice to Members

Email: mmpinfo@bridgedeck.org

410-582-7046

OSG FLEET & ATC FLEET NEWSLETTER 172ND EDITION

AUGUST 14, 2026

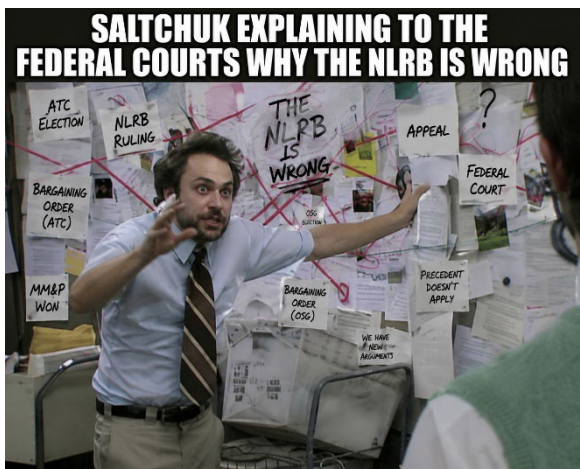
91st MM&P Convention Turns Spotlight on Saltchuk

At MM&P's 91st Convention, Aug. 3-5, delegates from across the union voted unanimously to stand in solidarity with ATC and OSG Licensed Deck Officers in the fight for a first contract.

Resolution #4 (see below) recognized the historic organizing victory at ATC and OSG, the years of resistance from Saltchuk, and the determination of LDOs who have remained united throughout the fight.

MM&P announced the formation of Port Solidarity Committees to give members around the country a direct way to support ATC and OSG mates. These committees will mobilize members, allies, political forces, government agencies and others to build pressure and support as the campaign enters its next phase.

"Our 91st Convention brought together mariners from across the country to chart the future of our union. We reaffirmed that your fight is our fight. MM&P is mobilizing the strength, experience, and commitment of our entire membership to support your fight, and we will stand with you every step of the way," commented Captain Don Josberger, International President of Masters, Mates & Pilots



Get in the Conversation! Join the

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<https://rebrand.ly/ATCOSHWHATS>



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MM&P Delegates voted unanimously to pledge support for OSG and ATC mates and turn the heat up on Saltchuk



Sara Nelson, International President of Association of Flight Attendants-CWA issued words of support for a first contract at OSG and ATC.



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THE NATIONAL LABOR RELATIONS BOARD HAS RULED: OSG MUST BARGAIN

Another **Victory** for Union Mates, One Step Closer to a First Contract

375 NLRB No. 24

Overseas Shipholding Group, Inc. and
International Organization of Masters,
Mates & Pilots. Case 12-CA-386056

DECISION AND ORDER

August 4, 2026

KEY FINDINGS

"The Respondent **admits**
its **refusal to bargain** . . ."

"We find that the Respondent's
conduct constitutes an **unlawful**
failure and refusal to recognize
and bargain with the Union."

"The Union continues to be the
exclusive collective-bargaining
representative of the unit employees."

WHATS NEXT?

The company is taking this fight to federal court, continuing its effort to delay bargaining for a short while longer. Challenging the unanimous ruling and bargaining order of the nation's highest labor agency is an attack on the rights of union workers everywhere. **We will use the months ahead to build momentum, strengthen our Bargaining Committees, unite OSG and ATC mates, and prepare to bargain a strong first contract.**

HOW WAS THIS WON?

- ✓ LDOs Decisive Vote for MM&P Representation
- ✓ Sound Legal Strategy
- ✓ Group Calls and Ship Visits
- ✓ Member-to-Member Outreach
- ✓ Emails and Newsletters to Fleet
- ✓ Political and Labor Movement Support

Get in the Conversation, Join the MM&P LDOs
WhatsApp: <https://rebrand.ly/ATCOSHWHATS>



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IOMM&P 91ST Convention

RESOLUTION #4

Resolution in Solidarity with ATC and OSG Mates Fighting for a First Contract

WHEREAS, the International Organization of Masters, Mates & Pilots (IOMMP) is the premier Licensed Deck Officer union in the United States, representing the highest standards of professionalism, safety, and labor power on the high seas; and

WHEREAS, the IOMM&P executed the largest, most successful maritime organizing drive in half a century; and

WHEREAS, this historic mobilization culminated in an unprecedented 90% voter turnout and supermajority vote for IOMM&P representation; and

WHEREAS, Saltchuk actively attempted to splinter and weaken this historic momentum through challenges at the National Labor Relations Board (NLRB), attempts that were skillfully and decisively defeated by the IOMM&P legal team; and

WHEREAS, despite intense corporate resistance, the IOMM&P has successfully forged an unbreakable bond across the fleet, utilizing robust, transparent communication channels that keep mariners united across thousands of miles of ocean; and

WHEREAS, the union's shipboard presence and aggressive representation have materially improved the daily working lives, morale, and dignity of LDOs; and

WHEREAS, securing a first collective bargaining agreement is the critical milestone required to lock in these hard-won gains, establishing fair wages, good benefits, dignified working conditions, and enforceable safety protections; now, therefore, be it



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RESOLVED, that the International Organization of Masters, Mates & Pilots, assembled at our 91st Convention, stands in total, unwavering solidarity with the Licensed Deck Officers (LDOs) at ATC and OSG as they fight to secure the first contract they have justly earned; and be it further

RESOLVED, that this Convention celebrates the monumental organizing victory that will bring these LDOs into our ranks, affirming that the courage of the ATC and OSG LDOs and the unrivaled strength of the IOMM&P have set a new benchmark for maritime labor; and be it further

RESOLVED, that the IOMM&P pledges the full weight of our union's collective resources, strategic power, and membership mobilization to back these Licensed Deck Officers until an acceptable first contract is signed, sealed, and delivered; and be it finally

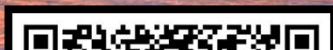
RESOLVED, that a copy of this resolution be transmitted directly to the LDOs at ATC and OSG as a testament to our shared bond, and to the executives of ATC and OSG as a formal warning that the entire IOMM&P stands united behind our brothers and sisters on these vessels.

OSG/ATC MM&P LDOs
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

PRESIDENT TRUMP EXTENDS JONES ACT WAIVER FOR ANOTHER 90 DAYS

President Donald Trump has extended for an additional 90 days his unprecedented waiver allowing foreign-flag ships to move commodities between American ports.

The waiver—which was first imposed for 60 days on March 17 and was later extended for an additional 90 days—covers more than 600 products.

The latest extension will take effect on Aug. 17, when the current extension expires.

The administration has said that going forward, rather than proceeding under blanket exemptions as in the past, individual voyages granted under the waiver will be subject to review by the Pentagon and the Maritime Administration and will focus on energy and agricultural commodities.

More than 200 voyages that would otherwise have been prohibited had taken place under the waiver as of July 31.

The American Maritime Partnership, of which MM&P and MIRAID are members, released the following statement.



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“President Trump’s decision to require a case-by-case review before allowing foreign vessels to carry domestic maritime commerce is an improvement over the previous blanket Jones Act waiver, which took work from American mariners and shipbuilders and froze investment in the maritime industrial base.

“However, we are disappointed that the waiver has been extended when the public record is clear: the waiver has not lowered fuel prices for American consumers and has been used to increase oil traders’ margins, not meet military needs.”

The International Organization of Masters, Mates & Pilots strongly opposes the administration’s decision to again extend the unwarranted and failed waiver of the Jones Act.

Notwithstanding claims to the contrary, the waiver has not achieved its stated purpose of lowering the price of gasoline.

Rather, its impact thus far has only been to outsource American maritime jobs and undermine confidence in the future of America’s domestic maritime industry.

For well over a century, the Jones Act has been a cornerstone of American maritime policy: in fact, no domestic maritime policy does more to protect and strengthen America’s economic, military, and homeland security than the Jones Act.

It ensures that our coastal waters, rivers, non-contiguous trades and Great Lakes are navigated by vessels constructed and operated to the world’s highest safety standards and owned and operated by American citizens.

Most importantly, the Jones Act supports the development of a highly trained, skilled workforce that can be called upon in times of war and national emergency.

UK CIVIL SERVICE MARINERS WIN PAY RAISES FOLLOWING YEARS OF LABOR STRIFE



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The unions that represent England's civil service mariners have reached an agreement with the government after years of strikes and other job actions.

The civilian mariners and their ships—supply vessels, support vessels, and tankers—are operated by the Royal Fleet Auxiliary, the logistics arm of the Royal Navy and the Royal Marines.

They are represented by Nautilus International and the National Union of Rail, Maritime and Transport Workers.

To win their new contract, they staged two 24-hour strikes in May.

They had scheduled another protest for June but called it off after the government signaled it was open to an additional wage increase.

The UK Consumer Price Index increased by about 40 percent between 2010 and 2023 and by an additional 3-4 percent last year and the year before.

The unions had engaged for years in negotiations over wages, calling for increases to reflect the impact of years of inflation on take-home pay.

Their situation has been exacerbated by the fact that RFA employees have consistently been paid less than other essential workers, such as members of the armed forces, the police, firefighters and ambulance personnel.

Under the newly signed agreement, more than 1,750 civilian ratings, officers and apprentices will receive a 4.5 percent pay raise backdated to April 1, 2025, and a 3.6 percent pay raise backdated to April 1 of this year.

The new contract also includes increased time off to compensate for time spent at sea, a bonus and a one-time option to sell unused leave back to the government.

Besides ending the labor disputes, the agreement is also expected to address the critical recruitment and retention problems that have been compromising the operations of the RFA for years by interfering with its ability to crew its vessels.



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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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