



MM&P Notice to Members

Email: mmpinfo@bridgedeck.org

410-582-7046

OSG FLEET & ATC FLEET NEWSLETTER 174TH EDITION

AUGUST 28, 2026



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[ATC/OSG WhatsApp](#)



<https://rebrand.ly/ATCOSHWHATS>

Why did 80% LDOs at ATC vote to go union? Individually, we have limited power to influence what a company pays or what standards it maintains. When LDOs come together, we can negotiate collectively over wages, benefits, vacation, relief, safety, and working conditions into an enforceable contract. We will be part of an organization of experienced LDOs, representatives and legal professionals who will have your back to protect and assert your rights.

America's merchant marine has dramatically declined over generations while maritime companies have become larger and more consolidated. At the same time, the Jones Act and U.S.-flag shipping continue to face political pressure. Being part of MM&P gives us the strength beyond any single ship or employer to stand for U.S.-flag jobs, maritime standards, and the future of our profession. You will have employment options if your current employer fails or if conditions aboard ship deteriorate.

It's time for Saltchuk subsidiaries ATC and OSG to sit down and negotiate. The National Labor Relations Board has determined ATC and OSG violated federal labor law and ordered the companies to bargain. Rep. Chellie Pingree, a senior member of the House Appropriations Committee, recently joined the growing list of public officials turning their attention to Saltchuk's anti-union behavior.



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REP. CHELLIE PINGREE CALLS ON SALTCHUK TO BARGAIN WITH MM&P

Two years after voting to unionize, Licensed Deck Officers at Overseas Shipholding Group and Alaska Tanker Company are still waiting to negotiate a first contract because the companies have refused to bargain. The National Labor Relations Board has ordered OSG and ATC to bargain. Now, Rep. Pingree joins Rep. Pramila Jayapal and other elected leaders in calling on Saltchuk, owner of OSG and ATC, to respect mariners' rights and bargain without delay.

“Honor their obligations under federal law and begin bargaining in earnest without delay.”



Dear Mr. Tabbutt and Captain Josberger:

I write regarding the ongoing labor dispute between Saltchuk subsidiaries Alaska Tanker Company (ATC) and Overseas Shipholding Group (OSG) and the International Organization of Masters, Mates & Pilots, AFL-CIO (MM&P), which represents approximately 140 licensed deck officers serving aboard ATC and OSG vessels in domestic and international trade. In accordance with the settled policy of the United States to facilitate collective bargaining, as codified in the National Labor Relations Act (NLRA), I urge both parties to bargain in good faith and conclude a fair contract without further delay.

MM&P has asked to bargain with ATC and OSG to negotiate wages, benefits, safety, and other working conditions for the MM&P represented deck officers. I have been informed by my constituents that ATC and OSG have declined to bargain with their employees' chosen representative.

This refusal comes despite clear and repeated affirmations of these officers' right to representation. ATC and OSG bargaining units were deemed appropriate by the Regional Directors of the National Labor Relations Board (NLRB) offices in Seattle and Tampa. ATC's licensed deck officers voted to organize in an NLRB-conducted representation election on January 18, 2024, while OSG's licensed deck officers won their NLRB-conducted representation election on October 22, 2024.

ATC and OSG filed Requests for Review with the NLRB — which subsequently issued formal bargaining orders, finding that OSG and ATC have unlawfully refused to recognize and bargain in good faith with the union.

The officers who crew these vessels play a significant role in our nation's maritime infrastructure and deserve to exercise their legal right to organize. OSG's participation in the federally funded Tanker Security Program makes this continued refusal to bargain especially troubling. Companies entrusted with federal funds to strengthen our nation's maritime security should uphold the rights of the American mariners who make that mission possible.

I strongly believe that coming to a timely agreement will benefit all parties, and I urge ATC and OSG to honor their obligations under federal law and begin bargaining in earnest without delay.

I will continue to follow these negotiations closely, and I appreciate your attention to this critical matter.

Sincerely,

Chellie Pingree
Member of Congress

“Companies entrusted with federal funds to strengthen our nation's maritime security should uphold the rights of the American mariners who make that mission possible.”



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2354 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, D.C. 20515

PHONE: 202-225-6116
FAX: 202-225-5590

WWW.PINGREE.HOUSE.GOV



CHELLIE PINGREE
CONGRESS OF THE UNITED STATES
1ST DISTRICT, MAINE

COMMITTEE ON AGRICULTURE

COMMITTEE ON APPROPRIATIONS
SUBCOMMITTEES:

INTERIOR, ENVIRONMENT, AND
RELATED AGENCIES (RANKING MEMBER)

AGRICULTURE, RURAL DEVELOPMENT,
AND RELATED AGENCIES

August 24, 2026

Mr. Mark Tabbutt
Chairman
SALTCHUK
450 Alaskan Way South, Ste 708
Seattle, WA 98104

Captain Don Josberger
International President
Masters, Mates & Pilots, AFL-CIO
700 Maritime Blvd., Suite B
Linthicum Heights, MD 21090

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2 PORTLAND FISH PIER, SUITE 304
PORTLAND, ME 04101
PHONE: 207-774-5019
FAX: 207-871-0720

1 SILVER STREET
WATERTOWN, ME 04901
PHONE: 207-873-5713
FAX: 207-873-5717



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Chellie Pingree
Member of Congress

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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>



International Organization
of Masters, Mates & Pilots
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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

WHITE HOUSE OFFERS DETAILS OF PLAN TO BUILD NAVY VESSELS IN FOREIGN SHIPYARDS

President Trump has signed a national security presidential memorandum (NSPM) aimed at fixing problems in the Navy's shipbuilding programs.

Under the terms of the [NSPM](#), foreign shipbuilders will be permitted to build up to two Navy vessels in shipyards located abroad.

The memo specifies that, to qualify, the foreign shipbuilder will have to maintain a US presence and commit to transferring production of the remainder of each series to an American shipyard.

Under current law, the Navy must build its ships in the US.

Some members of Congress on both sides of the aisle have expressed opposition to plans to offshore Navy shipbuilding.

"The United States maritime industrial base did not decline overnight," Sen. Mark Kelly (D-Ariz.) said at a Senate hearing that took place earlier this year.

"It happened over decades."

Offshoring Navy shipbuilding, he said, would be "treating the symptom instead of fixing the underlying problem."

Maine Sen. Angus King (I) has also expressed opposition to the idea, citing security concerns as well as the fact that it would deny American shipyards the resources needed to rebuild their own operations here in the US.

Legislators on the House Armed Services Committee added language to the defense policy bill earlier this year that would bar the Navy from using funds allocated for FY 2027 to purchase ships from foreign builders.

US shipbuilders have also spoken out against the offshoring plan.

Shipbuilders Council of America President Matthew Paxton said in a statement that offshoring shipbuilding would undercut the President's own Maritime Action Plan, diverting jobs and



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industrial capacity from American shipyards at a time when the administration says it is seeking to revitalize them.

“Every hull built abroad is demand, jobs, and industrial capability diverted from American shipyards this Administration pledged to rebuild,” Paxton said.

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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.

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?](#)

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