



MM&P Notice to Members

Email: mmpinfo@bridgedeck.org

410-582-7046

OSG FLEET & ATC FLEET NEWSLETTER 175TH EDITION

SEPT. 4, 2026



MM&P Takes ATC and OSG First Contract Fight to the International Stage

This week, MM&P joined a U.S. labor delegation alongside the International Brotherhood of Teamsters, the International Association of Fire Fighters, the Oregon Nurses Association, the American Federation of Government Employees, and other labor-supporting organizations to build international solidarity with union leaders across East Asia representing millions of workers. MM&P used the international stage to highlight Saltchuk's continued delays and the fight by ATC and OSG licensed deck officers for a first contract.

"Saltchuk may have hoped this fight would remain isolated, but it is becoming anything but. Trade unionists representing millions of workers around the world are learning what is happening at ATC and OSG, and that circle of solidarity will continue to grow. These mariners are not standing alone, and they are not going away. Saltchuk can continue delaying, or it can respect the vote, abide by the law, and bargain a fair first contract," commented MM&P Senior Organizer Daniel Ginsberg-Jaeckle

Labor Day 2026: ATC and OSG Mates Carry the Fight Forward

Labor Day grew out of a labor movement in which workers organized together and fought for recognition. Licensed deck officers at ATC and OSG are writing the next chapter. Standing together for more than two years of company delays and continuing to demand the most basic principle which is collective bargaining means mates are carrying it forward.



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Happy Labor Day MM&P LDOs at OSG and ATC, history is on your side, your fight is growing support in the media, in Washington D.C., and amongst unions both nationally and globally. In the last month, more Congresspeople and unions have joined the fight and dozens of media outlets have chimed in with much more to come.





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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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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

www.bridgedeck.org





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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

LEGISLATION INTRODUCED IN CONGRESS TO EXTEND FOREIGN SOURCE INCOME EXCLUSION TO MERCHANT MARINERS IN FOREIGN TRADES

The US-flag fleet is pushing for passage of a bipartisan bill that would extend the foreign source income exclusion to merchant mariners working aboard US-flag vessels in the foreign trades.

The bill was introduced in the House of Representatives on Aug. 27 by Reps. Brian Fitzpatrick (R-Pa.), Tom Suozzi (D-N.Y.), Nicole Malliotakis (R-N.Y.) and Brendan Boyle (D-Pa).

A key factor in the decline of the US-flag fleet has been that it can't compete on cost with China and other foreign adversaries that operate in open registries and pay little or no US taxes.

Virtually every major maritime nation shields seafarers' wages from individual income tax but under current law, American merchant mariners are subject to income tax on wages earned while working in international commerce.

This places them and the US-flag shipping companies that employ them at a significant competitive disadvantage.

"This legislation would go a long way towards equalizing the tax treatment given to American and foreign mariners," said MM&P President Don Josberger.

"We applaud the bill's cosponsors in the House of Representatives for taking this critically important step to help level the playing field."



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Passage of the legislation, he added, would have a positive impact on recruitment and retention and help ensure access to the professional mariner workforce necessary to support the nation's economic and military security.

The bill, HR 10153, has been referred to a House committee.



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