



MM&P Notice to Members

Email: mmpinfo@bridgedeck.org

410-582-7046

OSG FLEET & ATC FLEET NEWSLETTER 177TH EDITION

SEPT. 18, 2026

BARGAINING COMMITTEE MEETS AS CAMPAIGN MOVES FORWARD

The ATC and OSG bargaining committees met this week to assess the latest developments and plan the next phase of the campaign. Mates across the fleet continue driving the fight for recognition and a strong first contract.

THEY TRUST US WITH A TANKER, BUT NOT THE INTERNET?

Management is offering excuses for inadequate internet access, including the suggestion that mates might waste time if access were unlimited. Think about what that argument says: Licensed Deck Officers are trusted to navigate oil tankers, protect crews, cargo, and the environment while making critical decisions at sea and in port. Suggesting that these same professionals cannot be trusted with ordinary internet access is insulting. Our Bargaining Committee demands better.



COMPANY COMING ABOARD? DOCUMENT WHAT YOU HEAR.

Company representatives are visiting vessels and have been reported to be talking about the union among other things. When these conversations occur, promptly write down:

- The date, time, and vessel
- Who spoke
- Where discussions one-on-one or in a group
- If in a group, who else was there
- Where you on shift or on our time off
- Whether attendance was expected or required
- The specific claims, questions, promises, or warnings made



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- Whether slides, handouts, emails, or other materials were used

As always, it is important report any changes to working conditions.

LEGAL FIGHT MOVES FORWARD

The parties recently participated in mediation mandated by the Court; arguments are not being prepared for submission to the Court as the case moves forward. ATC and OSG can prolong the process, but delay cannot erase the Mates' votes or the NLRB's decisions.

POLITICAL PRESSURE IS BUILDING

MM&P continues meeting with elected officials and their staffs to explain how Saltchuk's ATC and OSG are treating Licensed Deck Officers who voted for union representation. Politicians are particularly interested in the taxpayer money OSG and ATC may receive through the MSP and TSP.

The Saltchuk lobbying summit in D.C. is also approaching. We will make sure policymakers hear from the mariners whose labor keeps these vessels and this industry moving.

MORE MEDIA COVERAGE COMING

The campaign is attracting growing media attention, with additional stories now in development. We have a compelling story. ATC and OSG Mates voted for MM&P, prevailed before the NLRB, and after two years continue to fight for recognition and a first contract with a large company that receives tax dollars.

CAMPAIGN SOCIAL MEDIA LAUNCHING SOON

A new social media page supporting the ATC and OSG Mates is nearly ready. It will amplify worker voices, distribute campaign news, share media coverage, and give supporters concrete ways to act. Launch details will be shared soon and looking forward to feedback.

Get in the
Conversation! Join the

[MM&P ATC/OSG](#)

[WhatsApp](#)



<https://rebrand.ly/ATCOSH>

[WHATS](#)



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When Comp Time Never Comes

Integrity in Recording STCW and OPA 90 Hours

Fully loaded, OSG and ATC's 17 tankers can carry more than 9 million barrels of petroleum products—nearly one day of U.S. gasoline consumption. Only Sixty-eight mates and 17 captains oversee their safe loading, carriage, and discharge. That responsibility makes honestly recording every hour of work and rest essential. These records are not just paperwork—they are safeguards written in the names of mariners who never made it home and those whose livelihoods were forever changed by maritime disasters. Our industry is regulated by tragedy.

APRIL 15, 1912 RMS TITANIC	The Titanic struck an iceberg and sank in the North Atlantic, killing more than 1,500 passengers and crewmembers. The disaster led to the first SOLAS convention in 1914 and international requirements for lifeboats, emergency communications, and shipboard safety.
FEBRUARY 12, 1983 SS MARINE ELECTRIC	The Marine Electric sank in a winter storm off Virginia, killing 31 of its 34 crewmembers, many from hypothermia. The tragedy led to mandatory immersion suits in cold waters and stronger vessel-inspection standards.
MARCH 24, 1989 TANKER EXXON VALDEZ	The fully loaded oil tanker Exxon Valdez struck Bligh Reef and spilled approximately 11 million gallons of crude oil into Prince William Sound. The catastrophe led directly to OPA 90 after Congress recognized that fatigue aboard a tanker can have catastrophic consequences and mandated crew-rest protections.

Licensed Deck Officers must balance operational demands with legal and safety obligations. When petroleum is moving through a Chiksan loading arm at 100,000 barrels per hour—or you are navigating a fully loaded tanker—you must be rested, alert, and capable of making the right decision.

We understand the pressures that come from companies and charterers to complete the job, especially when Sunoco changes loads or ports without warning. But it took an act of Congress, passed after one of America's worst environmental disasters, to mandate rest aboard tankers.

Record every hour honestly. Your integrity may be the final barrier between a safe voyage and the next tragedy on this timeline.



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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.

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

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



“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
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IN THE NEWS

NATIONAL MARITIME CENTER LAUNCHES NEW DIGITAL CREDENTIALING SYSTEM

The Coast Guard launched its new digital credentialing system, Navita, on Sept. 14 at 8:00 a.m. EST.

The agency says the new system “represents a significant modernization of the credentialing process and is designed to provide mariners with a more intuitive, guided application experience.”

It says Navita will help applicants identify applicable requirements, provide required information and documentation, and submit more complete applications.

The improvements are expected to reduce delays associated with incomplete submissions and—over time—streamline application processing.

Starting on Sept. 14, mariners will submit applications electronically through Navita, which will provide guided workflows intended to simplify the application process and help ensure that the applications that are submitted are complete.

To prepare for the launch, the National Maritime Center is taking the following steps.

Key Information

- A Navita user guide will be available on the NMC website homepage.
- The Application Submission and Additional Information Portal (ASAP) will be discontinued and will no longer be available.
- The IASKNMC email address will be discontinued for submitting inquiries to the NMC.

Mariners and other stakeholders will submit inquiries to the NMC directly through Navita using the Case function.

The agency said this transition will provide a centralized method for submitting and managing inquiries and will ensure that correspondence is associated with the appropriate applicant or application.



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-- Although paper applications will still be accepted, the Coast Guard intends to phase out this submission method within the next 12 months.

Mariners are strongly encouraged to submit credential applications via Navita to ensure they receive timely, first-in, first-out processing and status of their application.

Paper applications, whether submitted by mail or in-person, will take significantly longer to process.

-- REC personnel will continue to review application documents presented during an appointment for completeness; however, applicants are encouraged to submit through Navita after the review.

REC personnel may assist with questions pertaining to the use of Navita and submissions, but computers or internet access at the RECs for mariner use will not be provided.

The agency said that although Navita will improve the application and credentialing process, its launch will not immediately reduce current processing timelines.

Applications received prior to Sept. 14, as well as applications submitted through Navita, will continue to be processed on a first-in, first-out basis.

Applications that have been previously submitted to the NMC should not be resubmitted through Navita. Duplicate submissions will delay application processing times.

Requests for expedited processing will be considered only for applications demonstrating a clear and documented nexus to national defense.

The agency says that mariners using Navita should continue to apply early.

Renewal applications may be submitted up to 8 months before expiration and may be postdated up to 8 months, allowing people to apply early without losing validity on their existing credential.

Mariners and employers should continue to plan accordingly and submit applications early to avoid potential disruptions to employment or vessel operations.



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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-



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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

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