



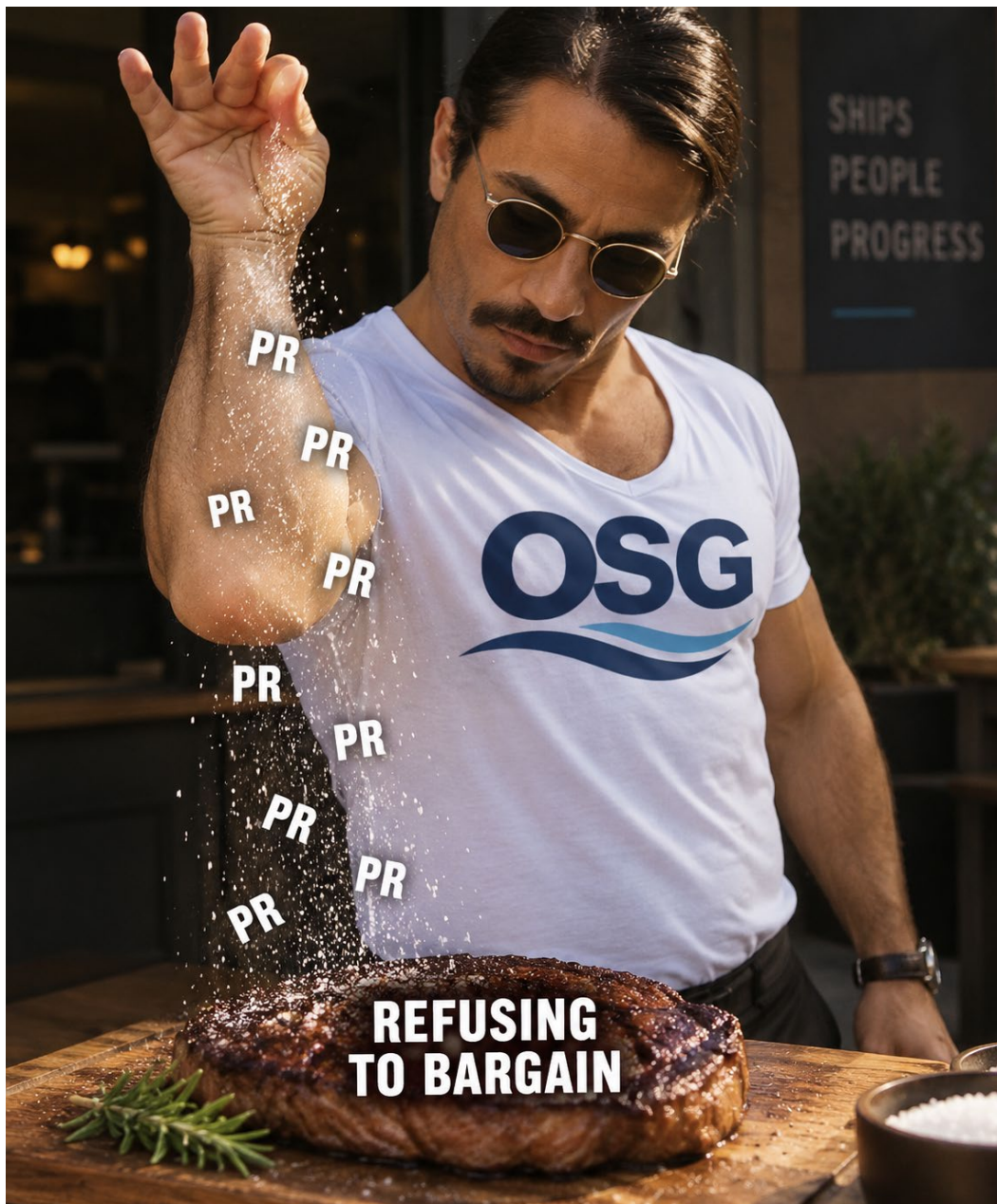
MM&P Notice to Members

Email: mmpinfo@bridgedeck.org

410-582-7046

OSG FLEET & ATC FLEET NEWSLETTER 176TH EDITION

SEPT. 11, 2026





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What OSG Says and What OSG Does

OSG has had a lot to say about unions lately. In addition to commenting for a recent story in *Maritime Executive*, the company took to social media on Labor Day to “celebrate” the working people who keep its ships moving. More media coverage is coming, and so are more occasions when OSG will have something to say about workers and their right to collectively bargain. As our fight for a first contract continues, let’s compare what OSG says with what OSG actually does.

WHAT OSG SAYS	WHAT OSG DOES
“We respect the collective bargaining and representation process.” – Maritime Executive, 9/1/26	Refuses to respect the choice its own Licensed Deck Officers made at the ballot box.
Its appeal “is not to oppose union representation.” – Maritime Executive, 8/31/26	Asks a federal court to overturn the NLRB orders requiring it to recognize and bargain with MM&P.
Points to nearly 800 union employees as evidence of its longstanding relationship with organized labor. – Maritime Executive, 8/31/26	Knows how to bargain with unions but still denies its Licensed Deck Officers a seat at the bargaining table after they voted overwhelmingly for MM&P.
It remains committed to “lawful labor relations.” – Maritime Executive, 8/31/26	Was ordered by the NLRB to cease and desist from refusing to bargain and to recognize and bargain with MM&P.
“Honoring the hard work, dedication, and service of workers across the country this Labor Day, both on land and at sea.” — OSG Facebook, 9/1/26	Celebrates mariners on Labor Day while denying its own Licensed Deck Officers the collective bargaining they voted for.
OSG said it is appealing “the interpretation of the supervisory responsibilities of chief mates under federal labor law.” – Maritime Executive 8/31/26	Meanwhile OSG voluntarily recognized an unelected union to represent a bargaining unit that contained the same Chief Mate they say are now supervisors.



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OSG may lie in the press and on social media, but deeds speak louder than words. What matters is what we do together. The company has had plenty of opportunities to divide us, discourage us, and wait us out yet we're still here.



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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

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9/11 BOAT LIFT

TWENTY-FIVE YEARS AGO, A TRAGEDY STRUCK OUR NATION. BORN FROM THE ASHES AND FIRE, OUR COUNTRY UNITED, AND A WAVE OF SOLIDARITY REVERBERATED ACROSS THE LAND. OUT OF THAT DAY CAME COUNTLESS STORIES OF HEROISM. THIS IS ONE OF THEM.

FOLLOWING THE ATTACKS ON 9/11 HUNDREDS OF THOUSANDS OF PEOPLE RAN SOUTH IN LOWER MANHATTAN TO THE WATERS EDGE. EVERY MODE OF TRANSPORTATION WAS SHUT DOWN IN NEW YORK CITY. WITH ALL THE MELEE AND PANIC THERE WAS A VOICE OF DIRECTION ECHOING FROM A VHF RADIO CALL HAILING FROM THE PILOT BOAT NEW YORK. THE USCG WAS ON BOARD THE MM&P'S SANDY HOOK PILOTS BOAT AND CALLED FOR ALL AVAILABLE BOATS TO ASSIST WITH THE EVACUATION OF LOWER MANHATTAN AND REPORT TO GOVERNORS ISLAND IN ORDER TO ORGANIZE WHAT WE NOW KNOW TO BE THE 9/11 BOAT LIFT.

HUNDREDS OF BOATS BEGAN MAKING WAY TOWARDS GOVERNORS ISLAND MANY OF WHICH WERE CREWED BY MM&P MEMBERS. CUTTING THROUGH THE DARK ACRID SMOKE, THESE HEROIC MARINERS BEGAN EMBARKING THE VICTIMS OF 9/11 BY ALL MEANS POSSIBLE. IT WAS AN ALL-HANDS EVENT. THERE WAS NO TRAINING FOR THIS. AVERAGE PEOPLE STEPPED UP AND BECAME INSTANT SHIPMATES. THE 9/11 BOAT LIFT WAS THE LARGEST SEA EVACUATION IN HISTORY. THIS WAS LARGER THAN THE BATTLE OF DUNKIRK IN WORLD WAR TWO WHERE OVER 300,000 BRITISH AND FRENCH SOLDIERS WERE RESCUED OVER THE COURSE OF 9 DAYS.

ON 9/11 NEARLY 500,000 CIVILIANS WERE RESCUED BY BOAT IN LESS THAN 9 HOURS.

AS WE HONOR THOSE WE LOST, WE ALSO HONOR THE HEROISM OF THOSE WHO ACTED. THE LEGACY OF THE 9/11 BOAT LIFT REMINDS US THAT SOLIDARITY IS MORE THAN A WORD — IT IS ACTION, SACRIFICE, AND UNITY IN THE FACE OF TRAGEDY. THIS IS, AND ALWAYS WILL BE, THE SPIRIT OF THE AMERICAN MERCHANT MARINE.



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WATCH THE 9/11 BOAT LIFT VIDEO HERE:
[HTTPS://YOUTU.BE/18LSxFcDrJo?si=Se7PK4H4s8SIKCN](https://youtu.be/18LSxFcDrJo?si=Se7PK4H4s8SIKCN)



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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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