



# MM&P Notice to Members

Email: [mmpinfo@bridgedeck.org](mailto:mmpinfo@bridgedeck.org)

410-582-7046

## OSG FLEET & ATC FLEET NEWSLETTER 178<sup>TH</sup> EDITION

SEPT. 25, 2026

### ATC and OSG Mates Build Public Pressure for First Contracts

The campaign for first contracts at Alaska Tanker Company (ATC) and Overseas Shipholding Group (OSG) is gaining support well beyond the ships. MM&P has launched **Mates United** on Facebook and Instagram, where posts have already drawn thousands of views.

In its first 48 hours, a petition calling on the companies to stop delaying and bargain collected more than 320 signatures from mariners, public officials, and other supporters.

The Mates are organizing on several fronts. A letter is circulating among scholars in labor, law, logistics, and maritime studies for their signatures. Additional news coverage is bringing the campaign to wider audiences, while political outreach is putting the companies' conduct before more elected officials.

Saltchuk is making this the maritime industry's Amazon or Starbucks: workers vote for a union, and the employer drags out the fight for years to keep a first contract out of reach. But OSG and ATC's licensed deck officers are United in their resolve to fight through to a first contract. Follow Mates United on [Facebook](#) and [Instagram](#). [Sign and share the petition](#).



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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>**





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## IN THE NEWS

### Starbucks faces another union boycott, activist investor pressure

(<https://www.restaurantdive.com/news/starbucks-workers-united-boycott-investor-board-chair-ceo-proposal/829158/>)

The union and the coffee giant have had intermittent contract bargaining sessions since April 2024, and have made tentative agreements on a number of subjects, but have not reached a contract.

During the period of intermittent negotiation, Starbucks hired Brian Niccol as CEO and undertook a major turnaround drive, which has seen it return from significant traffic and same-store sales deficits and post some of its strongest single-day sales in North American history.

In a statement supporting its proposal, the SOC IG claimed that Starbucks abandoned several of the tentative agreements and said that under Niccol the company has seen “significant backsliding in labor relations.”

The IG also claimed that shareholder engagements with board directors have decreased, and that separating the CEO and board chair roles would increase the board’s independence. At the same time, the IG said its proposal gives the CEO a greater ability to “to focus on the Company’s day-to-day business, while increasing management accountability and improving the Board’s ability to monitor management performance.”

The proposed policy would “apply prospectively so as not to violate any contractual obligations,” according to the SOC IG.

Starbucks did not immediately respond to a request for comment.

SBWU has previously attempted to enlist consumers in pressuring the company, calling for a boycott on gift cards in 2022. The union and its allies in student organizing groups have also put pressure on major universities to cut ties with the company.



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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](mailto:comptroller@bridgedeck.org) and [mmpinfo@bridgedeck.org](mailto: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](mailto: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](mailto:MMPINFO@BRIDGEDECK.ORG) OR CALL 410-582-7046

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