MM&P Notice to Members

Email: mmpinfo@bridgedeck.org

410-582-7046

OSG Fleet & ATC Fleet Newsletter 180th Edition

Oct. 16, 2026

Support Grows as MM&P Members Take the Campaign Further



The fight for first contracts at ATC and OSG continues to gain support from Congress, fellow unions, academics, faith leaders, and the broader public.

This week, Congresswoman Sarah Elfreth, a member of the House Armed Services Committee, wrote to Saltchuk Chairman Mark Tabbutt urging bargaining without further delay. Her letter states that companies receiving federal support for maritime security should uphold the rights of the American mariners who make that mission possible. See her letter below.

The Chicago Teachers Union, the third largest in the country, also called on Saltchuk, ATC, and OSG to end the delays and negotiate fair first contracts. Its letter connects our fight to the interests of the communities we serve: “Teachers’ working conditions affect students’ learning. Mates’ working conditions affect the safety of crews, ports, and coastal communities.” See the CTU letter below.

Other campaign efforts are approaching new milestones:

- 70 academic signatures on the open letter from scholars of law, maritime studies, labor, and related fields.
- 620 signatures on the public petition demanding bargaining.
- 10 faith leader signatures on the religious solidarity letter.

Media attention is growing, too. Fight Back! News published a new story on the campaign, joining recent coverage in Truthdig.

In addition to this, MM&P members on other ships have now joined the campaign, with more than 100 MM&P members stepping forward. Our recent volunteer call brought participants from that growing network together to discuss how to put their support into action on Capitol Hill, on social media, and aboard their ships.

Members are helping prepare congressional outreach and political visits, spreading the petition and solidarity letters, and bringing the campaign to fellow mariners. Members can also take a solidarity

photo aboard their vessel with the campaign placard, showing ATC and OSG mates that their union stands with them.

Help spread the word:

Facebook: Mates United
Instagram: @mates_united
Public petition: tinyurl.com/MatesUnited

Get in the Conversation!
Join the MM&P ATC/OSG WhatsApp

https://rebrand.ly/ATCOSHWHAT

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REP. SARAH ELFRETH 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. Rep. Sarah Elfreth and other elected leaders are calling on Saltchuk, owner of OSG and ATC, to respect mariners' rights and bargain without delay.

> **"Companies entrusted with federal funds to strengthen our nation's maritime security, including OSG's participation in the Tanker Security Program, should uphold the rights of the American mariners who make that mission possible."**
> **— Congresswoman Sarah Elfreth, October 14, 2026**



SARAH ELFRETH
3rd District, Maryland

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House Committee on Natural Resources

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Congress of the United States
House of Representatives
Washington, DC 20515

October 14, 2026

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

Dear Mr. Tabbutt:

I write regarding the ongoing 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 encourage collective bargaining, as codified in the National Labor Relations Act (NLRA), I urge both parties to bargain in good faith and reach 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 representatives, and heard concerns over the impact an extended dispute could have on the community.

Section 7 of the National Labor Relations Act provides workers the right to organize, engage in protected activity, and advocate for improvements in their wages and working conditions through their chosen representatives. 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 national security. Companies entrusted with federal funds to strengthen our nation's maritime security,

including OSG's participation in the Tanker Security Program, should uphold the rights of the American mariners who make that mission possible.[1]

I strongly believe that coming to a timely agreement will benefit all parties and our community. I urge ATC and OSG to begin bargaining in good faith with these workers, in accordance with the NLRA, without delay.

I appreciate your attention to this critical matter.

Sincerely,

Sarah Elfreth

Congresswoman Sarah Elfreth

[1] https://www.osg.com/overseas-shipholding-group-awarded-government-contract-2/

SIGN PETITION:

tinyurl.com/MatesUnited

FOLLOW US:

IG: Mates_United

FB: Mates United

MATES UNITED | ATC & OSG

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CHICAGO TEACHERS UNION STANDS WITH ATC & OSG MATES

Third-largest teachers union calls on Saltchuk to end the delays and negotiate fair first contracts.



Dear Saltchuk, ATC, and OSG Leadership,

The Chicago Teachers Union stands with more than 125 licensed deck officers at Alaska Tanker Company and Overseas Shipholding Group who voted overwhelmingly in 2024 to join the International Organization of Master, Mates and Pilots (MM&P) and remain without first contracts.

Our union's history demonstrates that protecting workers' professional voice strengthens the communities they serve. Teachers' working conditions affect students' learning. Mates' working conditions affect the safety of crews, ports, and coastal communities. Both require enforceable protections and meaningful collective bargaining.

Challenging National Labor Relations Board (NLRB) bargaining orders while these workers wait for contracts undermines their democratic choice and threatens rights that all unions depend upon. We urge Saltchuk, ATC, and OSG to end the delays, recognize the mates' chosen union, and negotiate fair first contracts.

SIGN THE PETITION. TELL SALTCHUK, OSG AND ATC, TO RESPECT THE VOTE AND BARGAIN NOW.

tinyurl.com/MatesUnited

Facebook: Mates United

Instagram: @Mates_United

MATES UNITED | ATC & OSG

IN THE NEWS

California's biggest state worker union authorizes strike in Newsom's last months

https://calmatters.org/politics/2026/10/seiu-local-1000-strike-authorization/

California's largest state worker union says it's ready to strike in the final months of Gov. Gavin Newsom's administration.

SEIU Local 1000, which represents about 100,000 public employees, announced Thursday morning that its members overwhelmingly authorized a strike with 96% of people who voted in favor of walking out. The union set a date for one-day walkout on Oct. 21. It wants better pay, more affordable healthcare coverage and more flexibility to work from home.

"It is an important step that state employees are taking," said Anica Walls, the union's president. "They're exercising their right to hold the line and say, we deserve to be respected, paid and protected for the work that we do."

The union's contract expired June 30. It's pushing Newsom to provide a larger raise and boost to benefits than the administration offered. The union says the state has room to offer more, pointing to a $20 billion increase in general fund spending over the past two years.

The union also filed a complaint with the state's Public Employment Relations Board, accusing CalHR, the state agency that handles labor negotiations on behalf of the administration, of bad faith bargaining, delaying negotiations and rejecting proposals outright. In late September the board sided with the union, and concluded that CalHR "refused to meet and confer in good faith."

In response to the board's findings, Angela Musallam, CalHR's deputy director of communications, said in an email to CalMatters that "the state has been, and remains open to negotiation, and is prepared to move into mediation to assist the parties in reaching an agreement."

Musallam added that its focus "continues to be on achieving a fair and responsible agreement, and we remain available at the bargaining table."

A strike would be unprecedented for the union. It has never held a statewide walkout in the 44-year history of the labor groups that over time coalesced to become Local 1000. It came close to striking in 2016, but an eleventh-hour deal with then-Gov. Jerry Brown averted it.

The union represents almost half of the state government workforce, and includes a wide range of professionals including nurses, clerks, program analysts, information technology staff and custodians.

Its last three-year contract gave workers represented by Local 1000 three successive 3% raises and many received additional special salary

adjustments. The total contract was expected to increase state spending cumulatively by $1.5 billion, according to estimates from the time.

A state budget crisis disrupted those plans. The deal was supposed to provide an additional 1% raise in 2025 if certain economic conditions were met, but the Newsom administration withheld that increase. Instead, unions in June 2025 agreed to temporary pay reductions that Newsom sought to balance the budget.

The reductions basically negated the contract's promised salary increase. Local 1000 also delayed a raise that was supposed to take effect July 1 until next summer.

Civil servants received additional days off of work in those deals, which they can cash out in the future.

If a strike occurs, some of the immediate effects on Californians could include delayed services at the DMV and the state's unemployment and disability insurance offices, said Walls.

"Realistically we are less than 3% of the budget," said Walls. "We do all the work that keeps all the necessary benefits for the Californians that deserve them. And in order for us to continue doing the jobs that we do, we simply want the administration to bargain with us in good faith."

Asked whether the union is likely to strike a deal with Newsom or if it anticipates waiting until after the election when his successor steps in, Walls said the union would stand firm either way.

“Administrations change, but our demands won’t,” she said.



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.

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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/