



Sun Ship Historical Society's Ships History Page

Site: www.sunship.org

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Name: *New York Sun*
Hull No: 676

Note 1: While due diligence has been applied in the research of this information, responsibility for any errors is the ultimate responsibility of the end-user.

Note 2: Information has been obtained from various sources to enhance the history of Sun Ship and where possible, sources have been identified

"Any work of history is necessarily a joint venture" Author Unknown

Thank You,
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SSHS
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1. Ship's Record:

Hull No: 676⁵
Name Orig: *MV New York Sun*⁵
Sailing Port: Wilmington Del⁵
Contract: Pending
Keel Laying: 1978.03.01⁵
Launched: 1979.09.22 from #8 Shipway⁵
Delivery: 1980.12.05⁷
L-B-D: 612'0", 90'0", 49'6"⁵
Tons Disp: 40,000⁵
Tons DWT: 31,000⁵
Type: Product Carrier Capable of carrying 6 different fuel products⁵
Propulsion: Diesel-One Sulzer RND-M type⁵
BHP: 14,200⁵
Propeller(s): 1-19'6" Diameter/5-Blade⁵
Speed-Knots: 15.5⁵
Complement: Pending
Classification: Tanker⁴
ID No: 772816⁴
Sponsor: Mrs. Ginny Thornburgh
Owner: Sun Transport⁵
Renames: *Allegiance*-Maritrans Tankers (1997)⁴
Allegiance-Maritrans Allegiance (1999)⁴
Allegi (2007)⁴

Disposition:
Broke-Up: Chittagong, Bangladesh (2007.07.07)⁴

2. History Sources:

- 1-Unknown
- 2-Independence Seaport Museum
- 3-Hagley Museum and Library
- 4-Miramar Ship Index
- 5-SSHS
- 6-Sun Oil
- 7-Tim Colton

3. History Notes:

3.1: 1978.11:

From Sun Ship's 'Sun Log's' Nov. 1978 edition⁵
SSHS: 706_7811_03-a1

Product Carriers At Halfway Mark

"Hulls 676 (*'New York Sun'*) and 677 (*'Philadelphia Sun'*), the two 30,000 deadweight ton product carriers being built for Sun Transport, Inc. have reached the halfway point in hull construction. 4,500 tons of steel have been erected on each ship. The keels for both vessels were laid in the early part of 1978. Delivery is scheduled for August and November of 1979.

The 612-foot product carriers will transport refined oil products such as gasoline, heating oil and kerosene. The type of vessel is designed to carry six different products at one time. These particular ships will operate in the Gulf and East Coast coastwise trade.

The construction of these vessels brings up some interesting points in the shipyard's history. These vessels are the first product carriers to be built by Sun Ship in many years. Additionally, they are the first diesel powered vessels to be built in this yard since the *'GLOMAR EXPLORER'* (Hull 663) which had diesel electric engines. Before this, however, the last Sun-built ship having a diesel engine was the *'BRANDYWINE'* (Hull 232) delivered in 1943. Finally, the construction of the product carriers marks the first time in nearly a decade that this shipyard has constructed a vessel for a member of the Sun family... The last ship built for the parent company was the *'AMERICA SUN'* (Hull 648) delivered in 1969.

3.2: 1979.09.22:

SSHS: 500_676_004_004⁵

Ship's launching & Family Day (Introductions by: Joseph Kleschick, VP and Peter Hepp, President).

This was the last ship launched from inclined shipway No.8.

"Guests, employees and their families attended.

Addition of the *'New York Sun'* (H-676) and *'Philadelphia Sun'* (H-677) will increase Sun Transport's U.S. flag tankers by approximately 25%.

Each vessel is capable of carrying six different types of refined petroleum products at once, including gasoline, kerosene, jet fuel, heating oil and naphtha.

The tanker's other features include automation which permits control of entire speed and direction from the ship's bridge, air-conditioned crew quarters, and an elevator connecting four superstructure decks with the engine room.

Environmental features include a segregated ballast system which ensures that only clean salt water is pumped overboard during the de-ballasting cycle during cargo loading and a sewage storage and treatment system assuring that no raw sewage is discharged at sea.

3.3 c:1997.07

(Note: This information was acquired in 2008.03.13 from the following site: <http://www.globalsecurity.org/military/systems/ship/taot-1201.htm>

In July 1997 Maritrans Inc signed agreements to purchase the remaining marine assets of Sun Transport Inc. in a deal valued at approximately \$30 million. Maritrans agreed to acquire six vessels in the transaction The vessels are: the *MT 'New York Sun'* which is a 34,000 dwt. Petroleum tanker currently on charter to the Military

Sealift Command; the **MT 'Philadelphia Sun'**, the sister ship of the **'New York Sun'**, which continued to be employed by Sun Company in its lube oil trade; two tug and barge units, the Puerto Rico **'Sun/Borinquenn Sun'** and the **'Seminole Sun/Caribe Sun'**, which will remain in service to Sun's Puerto Rico operations.

The **MT 'New York Sun'** was renamed **'Allegiance'** and the **MT 'Philadelphia Sun'** was renamed **'Perseverance'**.

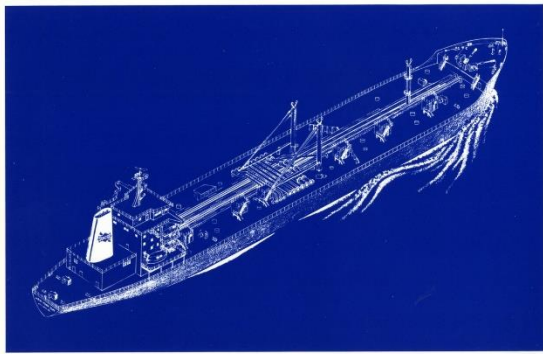
3.4 c:2005-2007

Source: <https://robindesbois.org/wp-content/uploads/2014/10/shipbreaking-2007.pdf.pdf>

"Perseverance (ex-Philadelphia Sun). Tanker. 196 m long, 9,946 t. Tuvalu Islands flag. Owned by Maritrans Operating Company (United States). Detained in 2007 in Marsaxlokk (Malta). On the European Maritime Safety Agency (EMSA) list of single hull tankers banned from transporting heavy fuel in European waters since 2005. Sold for demolition to Bangladesh she arrived under the name of France after passing from the flag of the United States to Tuvalu."

4. Launching Program

SSHS: 500_676_04_01⁵



SSHS: 500_676_04_02

Sun Shipbuilding Welcomes you to the Launching of the

M.V. NEW YORK SUN

constructed for
Sun Transport, Inc.

<p>Sponsor: Mrs. Ginny Thornburgh</p>	<p>Keel Laid: March 1, 1978</p> <p>Launching: September 22, 1979</p> <p>Sun Hull No: 676</p>
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SSHS: 500_676_04_03

About the Vessel:

The M.V. NEW YORK SUN is the first of two 31,000 deadweight ton product tankers being built by Sun Ship for Sun Transport. Sun Transport has placed the vessel on long term charter with Sun Petroleum Products Company to carry refined petroleum products between Sun facilities in Puerto Rico, Texas and the East Coast. Features of the M.V. NEW YORK SUN include automation, permitting control of engine speed and direction from the bridge; air conditioned

crew quarters; and an elevator connecting four superstructure decks with the engine room. Six pumps are installed to discharge the tanker's 247,000 barrel cargo in 15 hours. Other features of the vessel include segregated ballast, an oily water separation system, a sewage storage and treatment system, a collision avoidance system and a satellite navigation system that will enable it to pinpoint its position at any given time.

Characteristics

Hull	
Length, Overall	612'0"
Breadth, Molded	90'0"
Depth, Molded	49'6"
Draft Design	34'0"
Brake Horsepower, Maximum	14,200
Speed, Knots	15.5
Displacement Tons	40,000
Deadweight Tons	31,000

Machinery

Main Engine - One Sulzer RND-M type slow speed marine diesel
Propeller - One 19'-16" diameter, 5 blades

SSHS: 500_676_04_04

M.V. New York Sun / Launching Program
Saturday, September 22, 1979 - 1:45 P.M.
No. 8 Shipway

NATIONAL ANTHEM	Chester City Band
INVOCATION	Reverend Robert H. Peoples Director & Chaplain Merchant Seamen's Center
INTRODUCTIONS - LAUNCHING PLATFORM AND OTHER GUESTS	Joseph J. Kleschick Vice President Sun Shipbuilding & Dry Dock Co.
FAMILY DAY WELCOME	Peter S. Hepp President Sun Shipbuilding & Dry Dock Co.
COMMENTS BY SUN COMPANY REPRESENTATIVE	William G. Kay, Jr. Executive Vice President Sun Company
SPONSOR'S REMARKS	Mrs. Ginny Thornburgh
CHRISTENING	Mrs. Ginny Thornburgh

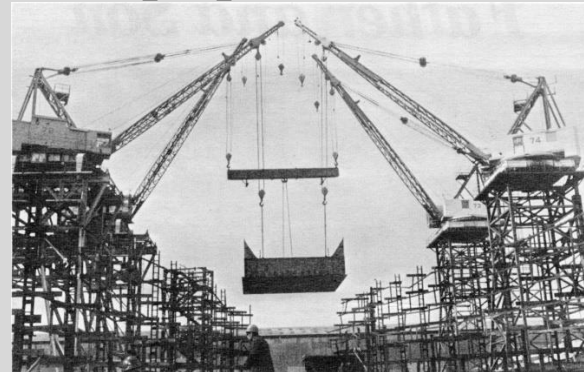
Sun Shipbuilding and Dry Dock Company
Chester, Pennsylvania



5. Photos:

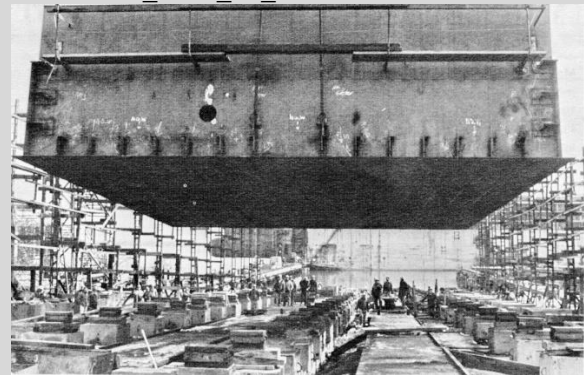
5.1: Four 50-ton gantry cranes work as a single unit to place the first sub-assembly of Sun Hull No. 676 on No. 8 shipway.

SSHS: 706_8009_3ar⁵



5.2: Close-up view of first sub-assembly being landed on keel blocks on No. 8 Shipway

SSHS: 706_7804_05_3⁵

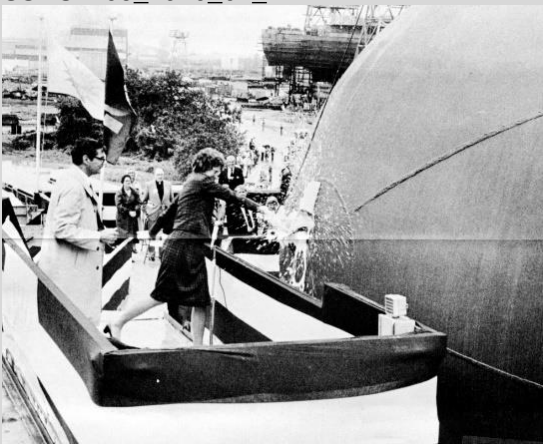


5.3: Placement of the ship's prow by two 50-ton gantry cranes on No. 8 Shipway.
SSHS: 709_01_1_2r⁵



5.4 '**New York Sun**' the last ship to launch from inclined shipway No.8 in the Central Yard on 'Family Day' September 22, 1979⁵

Ginny Thornburgh christens the M.V. 'New York Sun' with the traditional bottle of champagne against the bow of the '**New York Sun**'. The launching was the highlight of the of the shipyard's annual Open House and Family Day. At left is Vice President-Marketing Joseph J. Kleschick.
SSHS: 706_7910_01_1r⁵



5.5: 'New York Sun' leaving No. 8 Shipway for the Delaware River.
(Courtesy of Hagley Museum and Library)
HML: 74.319.3586



5.6: Ship underway
(Photo courtesy of Hagley Museum and Library-Sun Oil Collection
HML-SO: 19977265_0009³



5.7: Ship's 'Belt-Buckle' Courtesy of Fred E.
SSHS: 500_676_09⁵



5.8: Ship as renamed, the Maritrans '*Allegiance*'
C:1980⁴
(Photo courtesy of John Curdy)
SSHS: 500_676_03⁵

