



## Sun Ship Historical Society's Ships History Page

Site: [www.sunship.org](http://www.sunship.org)

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Name: *Philadelphia Sun*  
Hull No: 677

**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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### 1. Ship's Record:

**Hull No:** 677<sup>5</sup>  
**Name Orig:** *MV Philadelphia Sun*<sup>5</sup>  
**Sailing Port:** Wilmington Del<sup>5</sup>  
**Contract:** Pending  
**Keel Laying:** 1978.03.10<sup>5</sup>  
**Launched:** 1980.07.26 from #6 Shipway<sup>5</sup>  
**Delivery:** 1980.08.27<sup>5</sup>  
**L-B-D:** 612'0", 90'0", 49'6"<sup>5</sup>  
**Tons Disp:** 40,000<sup>5</sup>  
**Tons DWT:** 34,400<sup>5</sup>  
**Type:** Product Carrier - Capable of carrying 6 different fuel products<sup>5</sup>  
**Propulsion:** Diesel-One Sulzer RND-M type<sup>5</sup>  
**BHP:** 14,200<sup>5</sup>  
**Propeller(s):** 1-19'6" Diameter/5-Blade<sup>5</sup>  
**Speed-Knots:** 15.5<sup>5</sup>  
**Complement:** Pending  
**Classification:** Tanker<sup>4</sup>  
**ID No:** 772804<sup>4</sup>  
**Sponsor:** Mrs. William J. Green<sup>5</sup>  
**Owner:** Sun Transport<sup>5</sup>  
**Renames:** *Perseverance* (1997)<sup>4</sup>  
*France* (2007)<sup>4</sup>

**Disposition:**  
Broke-Up: Chittagong, Bangladesh (2007.03.20)<sup>4</sup>

### 2. History Sources:

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

### 3. History Notes:

3.1: 1978.11:

From Sun Ship's 'Sun Log's' Nov. 1978 edition<sup>5</sup>  
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-build 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: 1980.07.26:

SSHS: SSA-0791-002<sup>2</sup>

Ship's launching and Yard's Family Day with tour of USS *'Portland'*. (Launching Address by Robert Campbell, President).

"Over 8,000 guests, employees and their families attended. Retirees had a chance to renew friendships in the Hospitality suite in the North Yard.

Robert H. Campbell (Sun Ship President) presented a special tribute to Sun's 4,600 employees whom he described as "shipbuilders in the Philadelphia tradition..."

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\_677\_09\_01r



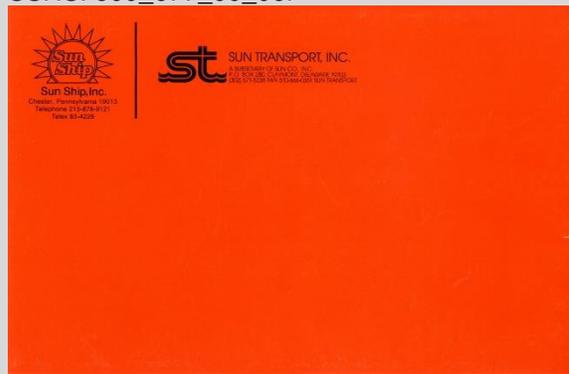
SSHS: 500\_677\_09\_04r



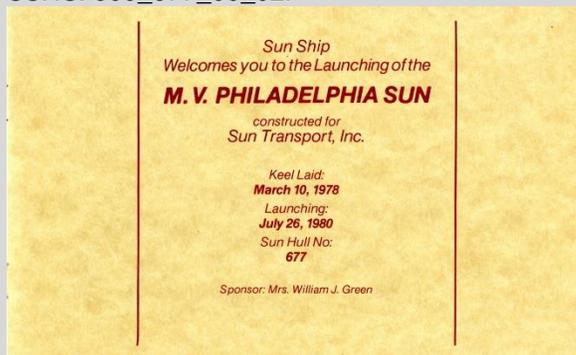
SSHS: 500\_677\_09\_05r

ABOUT THE VESSEL	CHARACTERISTICS
<p>The M. V. PHILADELPHIA SUN is the second of two 34,400 deadweight ton product tankers being built by Sun Ship for Sun Transport.</p> <p>Sun Transport's design for these two vessels anticipated the changes that have evolved since construction of these vessels began. The M. V. PHILADELPHIA SUN incorporates many of the environmental and safety features that succeeding legislation was to make mandatory for tanker designs in the future.</p> <p>Features of the M. V. PHILADELPHIA 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.</p> <p>Other features of the vessel include segregated ballast, an oil/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.</p>	<p><b>HULL</b></p> <p>Length, Overall ..... 612'0"</p> <p>Breadth, Molded ..... 90'0"</p> <p>Depth, Molded ..... 49'6"</p> <p>Draft ..... 36'8 1/2"</p> <p>Brake Horsepower, Maximum ..... 14,200</p> <p>Speed, Knots ..... 15.5</p> <p>Displacement Tons ..... 40,000</p> <p>Deadweight Tons ..... 34,400</p> <p><b>MACHINERY</b></p> <p>Main Engine— One Sulzer RND-M type slow speed marine diesel</p> <p>Propeller—One 19' 6" diameter, 5 blades</p>

SSHS: 500\_677\_09\_06r



SSHS: 500\_677\_09\_02r



SSHS: 500\_677\_09\_03r



**5. Photos:**

5.1 Pat Green, wife of Philadelphia's Mayor William Green smashes the traditional bottle of champagne against the bow of the '**Philadelphia Sun**'  
SSHS: 706\_8009\_3ar<sup>5</sup>



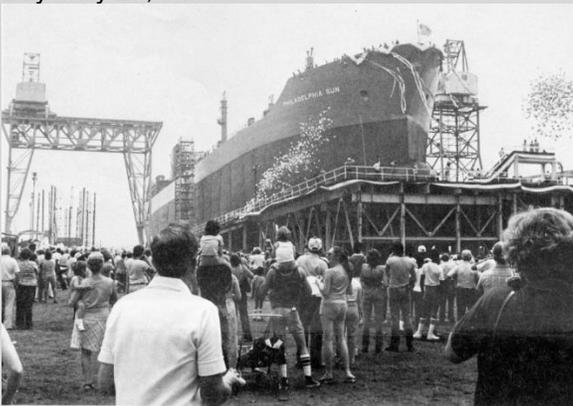
5.3 Ship undergoing 'Outfitting' at 3-Pier South, Sun Ship.  
SSHS: 500\_677\_09<sup>1</sup>



5.4: Ship on Sun Ship's No.4 Dry Dock undergoing final hull work and painting prior to delivery-Forward View  
500\_677\_03a<sup>1</sup>



5.2 '**Philadelphia Sun**' the last ship to launch from inclined shipway No.6 in the Central Yard on 'Family Day' July 26, 1980<sup>5</sup>



5.5: Ship on Sun Ship's No.4 Dry Dock undergoing final hull work and painting prior to delivery-Aft View  
SSHS: 500\_677\_04a<sup>1</sup>



5.6: Ship underway  
SSHS: SO\_19977265\_08<sup>6</sup>



5.9: Ship as renamed, the Maritrans '*Perseverance*'  
SSHS: 500\_677\_08<sup>5</sup>. Courtesy of John Curdy  
Note: Escorting tug is the '*Carly Turecamo*' ex-'*Newark Sun*'



5.7: Ship's 'Belt-Buckle' photographed at SSHS-  
Delaware County Historical Society Display c: 2007.10.  
SSHS: 500\_677\_14\_83-3<sup>5</sup>



5.8: Ship's 'Belt-Buckle' owner photographed at SSHS-  
Delaware County Historical Society display c: 2007.10.  
Note: If anyone can identify this gentleman, we would be very  
appreciative.  
SSHS: 500\_677\_14\_85r<sup>5</sup>

