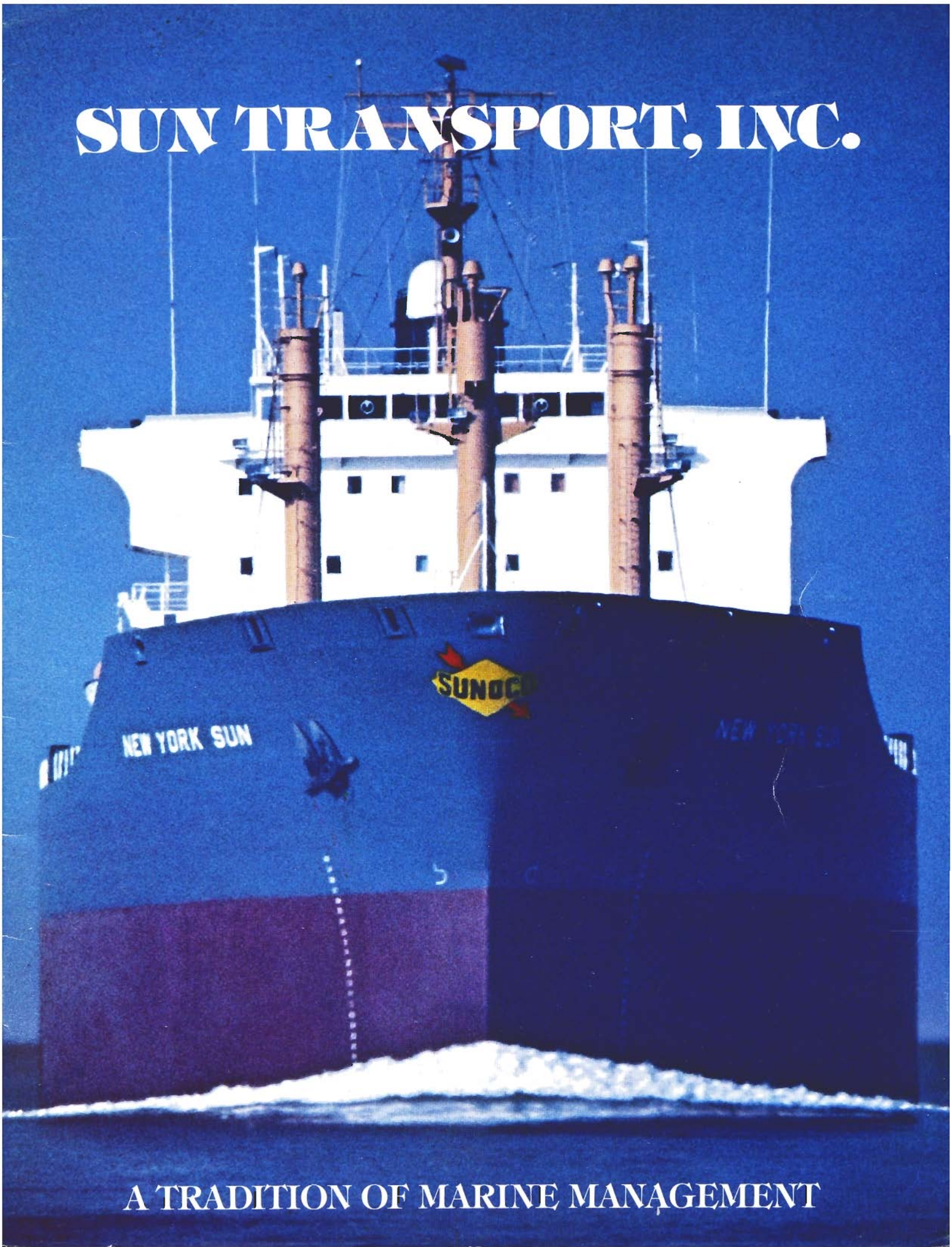
SUN TRANSPORT, INC.



A TRADITION OF MARINE MANAGEMENT

Sun Transport/Sun Corp

The heritage of Sun Transport, Inc., is a proud history of shipping service dating to the dawn of the 20th Century and the modern petroleum industry.

That heritage dates to 1902. Crude is gushing from the world's greatest oil discovery, the Spindletop Field of East Texas. Meanwhile, 1,750 miles to the northeast on the Delaware River at Marcus Hook, Pennsylvania, Sun Company is completing construction of its new refinery. Recognizing the need to establish the most efficient means of transportation between the two points, Sun creates a marine department.

For its first vessel, the department acquires the Steam Ship Paraguay, built two years earlier as a Great Lakes ore carrier. Refitted under department supervision, the ship is converted into a tanker. On March 20, 1902, the SS Paraguay steams up the Delaware River with its first cargo of Texas crude.

And thus was launched the predecessor organization of Sun Transport, reconfigured in 1979 as a wholly-owned operating subsidiary of Sun Company.

The legacy of Sun Transport is one of leadership in fleet management and service, technological innovation, shipping

any: A Growing Heritage

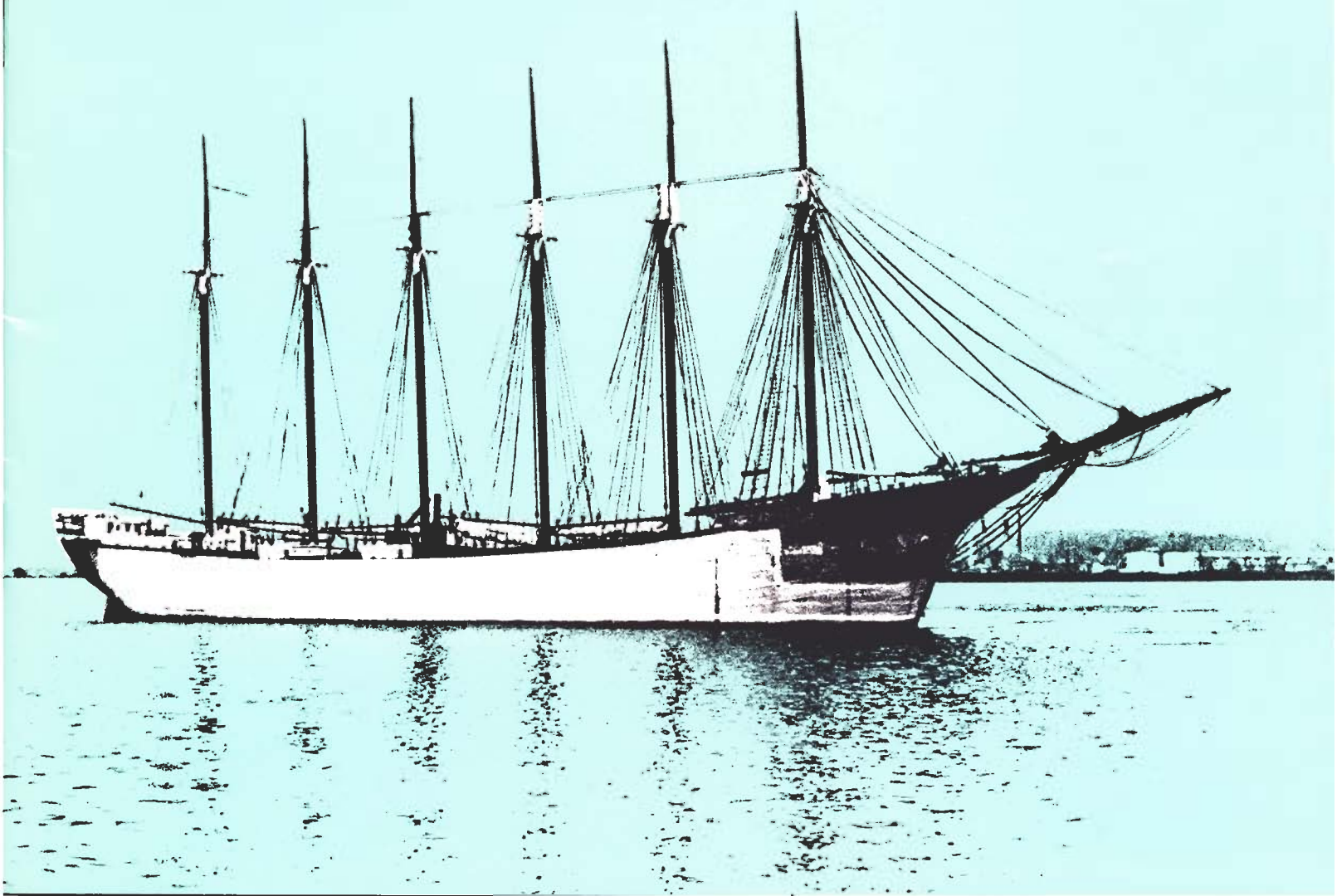
safety and concern for our employees.

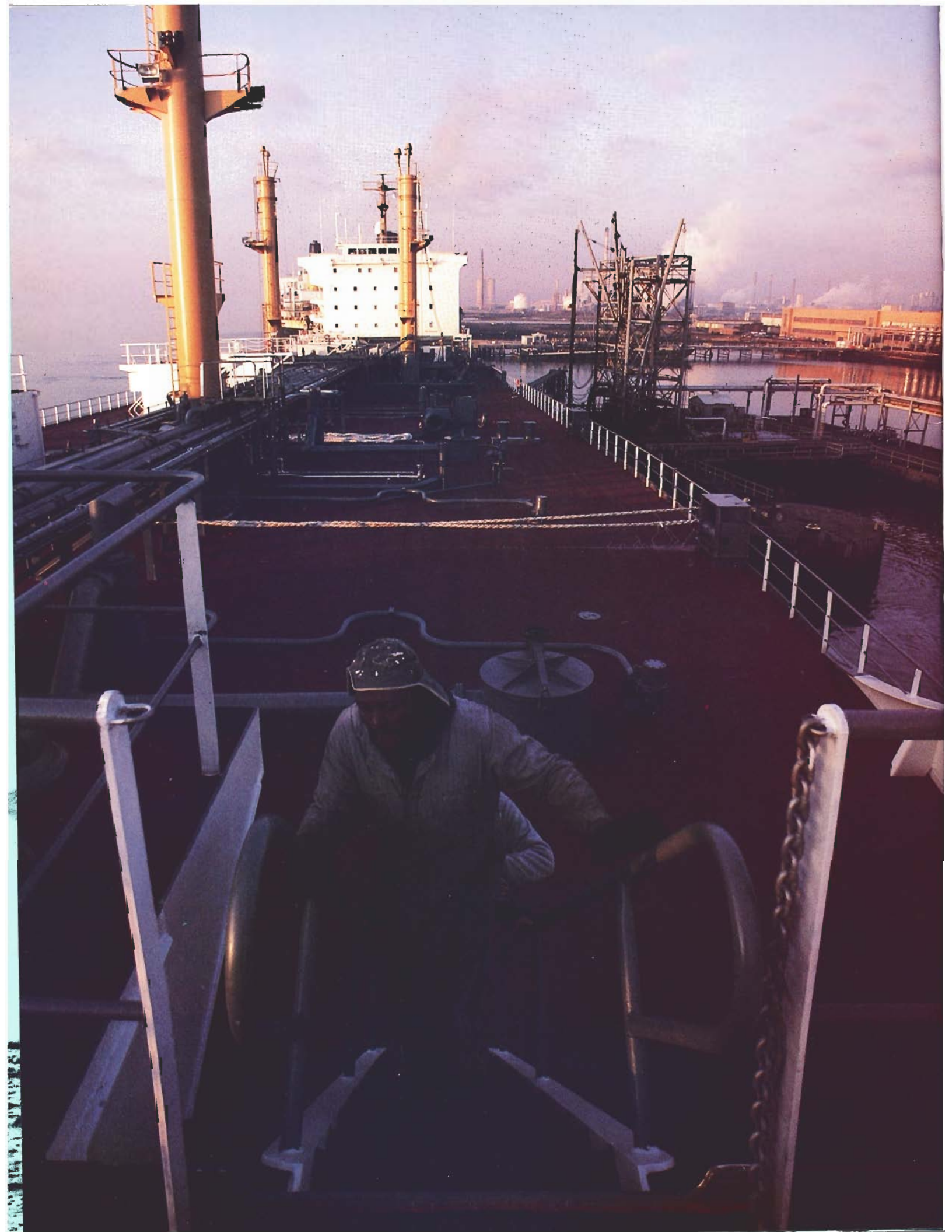
In 1920 we put into service the first tankership ever to provide individual living accommodations for all crew members. In that same year, Sun-designed cargo venting launched a new era in shipping safety, further improved in the 1930's when inert gas systems were installed in all Sun tankers.

By the end of the decade, Sun would be called upon by the United States government to design the all-welded T-2 tanker, to become the backbone of the U.S. tankship fleet in World War 2.

In two world wars, Sun tankers voyaged time after time under enemy fire to deliver vitally needed petroleum products to American and allied troops. Enemy torpedoes sent seven Sun ships to the bottom with a loss of 141 Sun seamen.

Much else has happened since that first shipment of Texas crude reached Marcus Hook. Today, Sun Transport's fleet of inter-ocean and coastal carriers serves Sun Company's marine transportation needs. Our vessels are also moving crude oil, petroleum products and petrochemicals around the world for a growing number of other customers.





The captain gives orders to line handlers as the tanker gets underway from Sun's Marcus Hook refinery with cargo for U.S. East Coast and Gulf Coast markets. The tanker heads for sea. Its segregated cargo system can carry up to six different kinds of refined petroleum products.

Bringing Energy to People

Sun Transport has grown in many directions since its creation in 1979 as a subsidiary of Sun Company. We continue to serve the marine transportation needs of other Sun Company operating units. We also move products and crude, and provide chartering and ship design and engineering services for a growing number of new customers.

Transportation costs figure importantly in the ultimate costs of crude oil, fuels, lubricants, petrochemicals and other products carried aboard Sun Transport vessels.

Consequently, Sun Transport strives continually to maintain highly efficient and safe marine service on each of its inter-ocean and coastal vessels, as well as in its shoreside operations.

Our business mission is to provide expert marine management and services to our customers.

Within just the past few years, six new vessels have been brought into Sun Transport service. These additions bring to 20 the number of crude, product and chemical carriers which we own, operate or charter in U.S. coastal and inter-ocean routes.

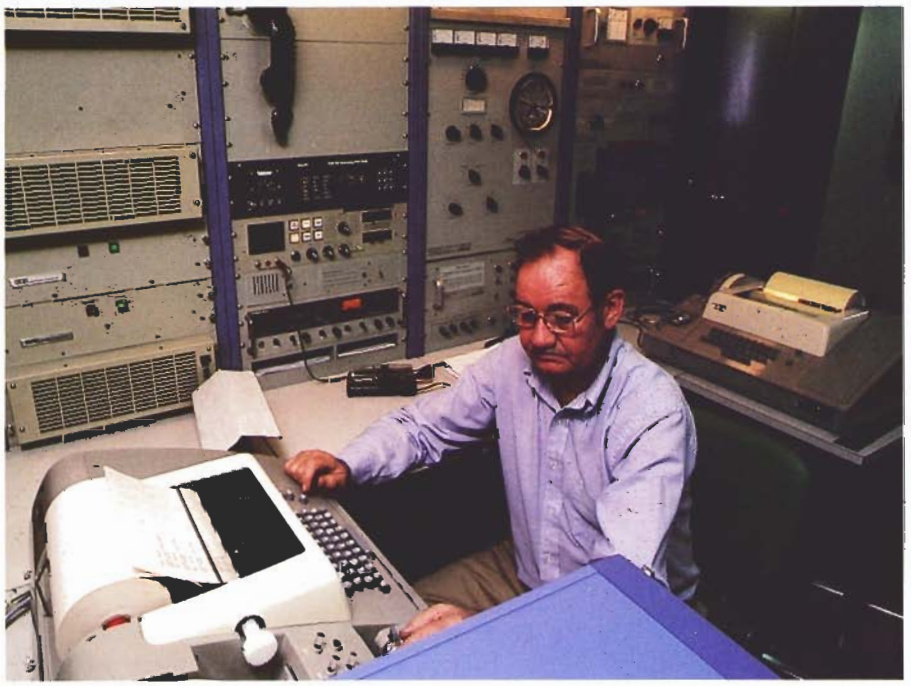
All six vessels were built under Sun Transport supervision. Each is highly efficient and incorporates the latest in human safety features and environmental safeguards.

Two of these ships, the NEW YORK SUN and PHILADELPHIA SUN, substantially increase the capacity and efficiency of Sun Transport in moving petroleum products to U.S. coastal markets. Each of these 34,400 deadweight ton sister ships can simultaneously carry up to six kinds of refined products, including gasoline, kerosene, jet fuel, heating oils and naphtha.

Fully automated boiler system on Sun Transport vessel NEW YORK SUN supplies steam for heating, galley and other services on 34,400-deadweight-ton tanker.

JACK LARNER

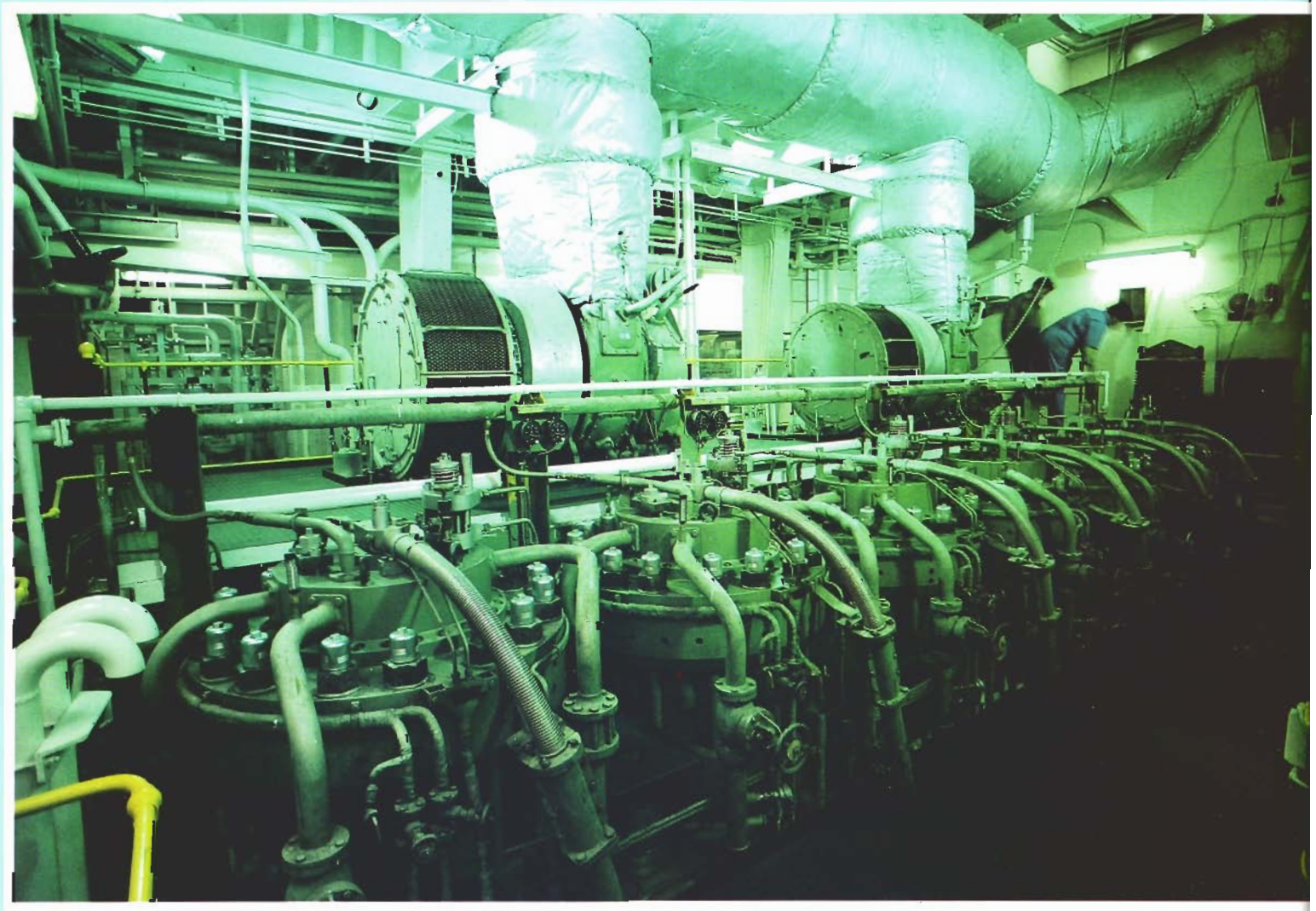
Collision avoidance and automatic fire detection systems complement crew experience to ensure secure cargo shipment.



Incorporated as shipping safety features aboard Sun Transport tankers are the latest in satellite communications and weather facsimile systems. Additional investments in crew safety and environmental protection include inert gas and segregated ballast systems. The latter assures clean salt water releases during deballasting.

With long experience in the business of moving liquid bulk materials, Sun Transport's future could include the marine transportation of coal and other commodities.

Latest Sun Transport vessels have fully automated engine room control systems.



Sun Transport's new low-speed, diesel-powered tankers are among the most fuel-efficient vessels in service today.

Sun Transport places strong emphasis on expanding its capabilities to serve external customers, as well as the needs within Sun Company. Indicative of this, we bid on and won a U.S. government contract to operate the NEW YORK SUN under charter to the Military Sealift Command.

The addition of the NEW YORK SUN and PHILADELPHIA SUN gives Sun Transport a leadership position within the marine transportation industry. They are the first U.S.-constructed, low-speed, highly fuel efficient diesel-powered vessels introduced into service in several decades.

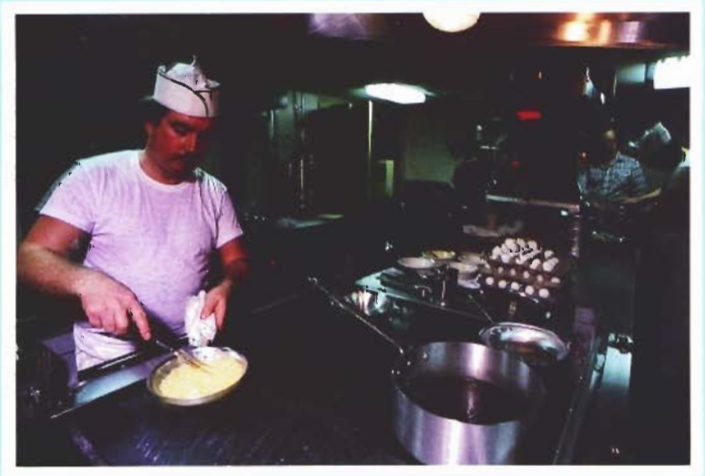
Enhanced operational efficiencies, coupled with quick vessel turnaround capability, enable us to be more competitive and flexible in serving Sun Company and third party customers.

A third recent addition to Sun Transport's fleet, the coastal tanker NORTHERN SUN, is of the same fuel-efficient diesel class. This 21,500 barrel capacity vessel joins our fleet of seven self-propelled barges and tug/barge units in service between the U.S. East Coast, the Gulf of Mexico and the Caribbean Sea.

Capable of carrying three segregated cargoes and clean salt water ballast as an environmental safeguard, the NORTHERN SUN transports petroleum products to distribution centers in U.S. Northeastern coastal areas.

Sun Transport also serves as operator for two new chemical/product carriers, the SUNCOR CHIPPEWA and NORDIC SUN. These two 20,000 deadweight ton ships are operated under a joint venture between Sun Transport, Suncor Inc. (Sun Company's Canadian subsidiary) and Sun International, Sun's overseas marketing arm.

Principal service for the two carriers is moving petrochemical raw materials from Suncor's refinery at Sarnia, Ontario, to Sun International customers in Europe. When not in this service, the ships will be placed in other routes.



Consideration for crew comfort is a hallmark of Sun Transport operations. Crew members dine on fine food prepared on modern equipment by skilled cooks.

Crew safety and health are trademarks of Sun Transport operations.

'Round The World Service

Sun Transport brings to its business more than 60 years' experience in overseas transportation of liquid bulk commodities. For most of those years, our inter-ocean vessels moved crude oil and petroleum products for operating units of Sun Company.

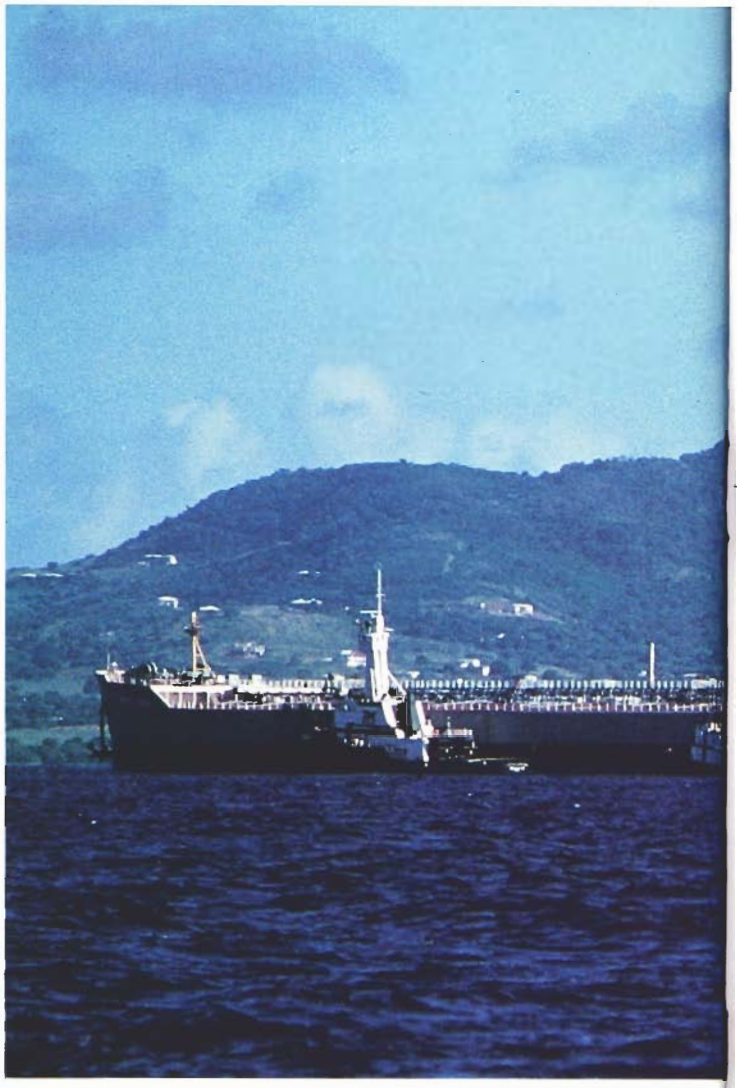
Today, not only is the list of Sun Transport's customers growing, but so is the number of commodities carried, petrochemical feedstocks being one recent example.

Sun Transport carriers are chartered to customers in both term and spot markets. The 80,000 deadweight ton AMERICA SUN, our largest tanker in the U.S. domestic trade, has been in term charter service moving crude from Valdez to West Coast ports. The 53,000 deadweight ton PENNSYLVANIA SUN has operated under charter for both Alaskan and Panama Canal service.

Two of our foreign flag vessels, the 255,000 deadweight ton ATLANTIC SUN and the MEDITERRANEAN SUN, 136,000 deadweight tons, operate around the world in both charter business and moving crude for Sun.

Sun Transport vessels incorporate advanced operating, safety and pollution control systems.

Highly skilled and dedicated crews are coupled with the solid administrative ability of shoreside staff to assure safe, reliable and cost-effective transportation.



Sun Transport's growing fleet of inter-ocean and coastal carri

Operating on term charter, Sun Transport's largest tanker in U.S. domestic trade, the AMERICA SUN, moves Alaskan crude from Port Valdez to West Coast ports.

s move bulk liquid products for operating units of Sun Company and an increasing number of other customers.

Sun Transport's Growi

The expansion of Sun Transport's coastal fleet reflects our commitment to provide the safest, most efficient service possible on our sailing routes between the Gulf of Mexico, the Caribbean Sea and the U.S. Eastern Seaboard.

Numbered among the vessels of our fleet are the most modern and technologically advanced ships in service today. These advances include:

SEGREGATED BALLAST SYSTEMS, with separate storage tanks for salt water ballasting and deballasting during cargo unloading and loading. A pollution prevention feature, this ensures that only clean salt water is released during the deballasting cycle.

SEWAGE STORAGE AND TREATMENT SYSTEMS to prevent raw sewage from being discharged at sea.

INERT GAS SYSTEMS, a method introduced by Sun Transport more than four decades ago and now adopted as the standard by the marine industry to ensure safe cargo loading and unloading.

SATELLITE NAVIGATION SYSTEMS, for pinpointing ships' positions at all times under all weather conditions.

WEATHER FACSIMILE SYSTEMS to provide up-to-the-minute forecasts.

ng Intracoastal Service

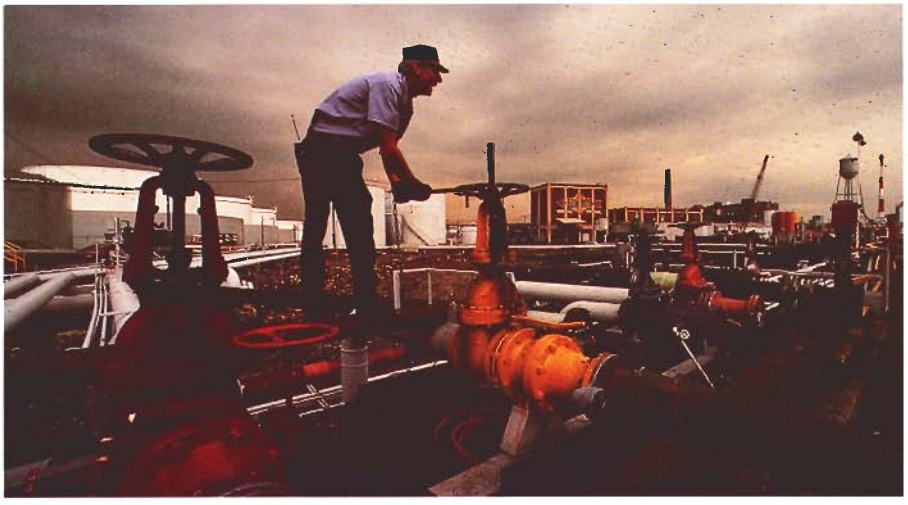
COLLISION AVOIDANCE SYSTEMS.

Crew safety and concern for the environment are hallmarks of Sun Transport service.

We are an industry forerunner in providing emergency medical care training to ships' officers. In addition, all shipboard personnel are given the opportunity to receive instruction in cardiopulmonary resuscitation (CPR).

Other ongoing training and accident prevention programs are aimed at maintaining a healthy and safe environment for officers and crew of all Sun Transport vessels. Also, officers receive intensified instruction in marine fire fighting and oil spill containment techniques.

Pollution prevention is a top priority at Sun Transport. Environmental features on our ships include crude oil washing and stack emission controls. We are also active in both U.S. and international cooperatives for cleaning pollution caused by shipping.



Gasoline, fuel oil and other petroleum products reach U.S. East Coast markets via Sun Transport's fleet of coastal and harbor tankers, self-propelled barge and tug/barge units. The NORTHERN SUN (opposite page) our new 21,500-barrel coastal carrier, has capacity to move three segregated cargoes. Its clean salt water ballast system is designed as a pollution prevention feature.

Application of effective management techniques heightens efficiencies in new ship construction projects.

Sun Transport is more than simply a shipping company. A shoreside staff of naval architects, marine engineers and other skilled technicians carry out ship design, construction, repair and related projects around the world.

More Than Shipping

Shipboard operations are only part of Sun Transport's story. The other part takes place on land. Sun Transport's technical matrix management approach brings into play all necessary disciplines needed for the complete and efficient management of ship design, construction, repair and planned maintenance projects.

Teams of naval architects, marine engineers, materials management experts and skilled business planning personnel carry out projects around the world. This interdisciplinary approach assures the completion of projects within time and cost constraints.

Customers benefit directly through financial controls that keep operating costs down and allow maximum utilization of assets. The department's computerized financial system provides our marine customers with complete information needed for the continuous monitoring of business performance to enhance profitability. They benefit indirectly through our finance department's experience in obtaining financing.

Operationally, the finance department's longtime experience in the international marketplace enables it to provide required financial services, on a continuing or emergency basis, to our ships anywhere in the world.

Other customer assistance is provided through our DEVAMAR agency, which services both U.S. and foreign flag ships while in port.

Managing for Safety, Quality, Efficiency and Human Growth

There's a difference between finishing first and staying first. Chance and laws of average have a lot to do with a first place finish now and then. Staying on top requires a sustained effort to maintain high standards of quality and excellence.

The innovations introduced by Sun Transport to the maritime industry are the result of the dedication of our employees to provide customers with the very best service possible.

For instance, one ongoing program at Sun Transport seeks to minimize procurement costs through heightened inventory controls. The result: A substantial reduction of spare parts inventory, savings that benefit our customers.

Effective management of planned maintenance speeds turnaround, heightens utilization of shipping assets.

Recent charter contract with U.S. Military Sealift Command reflects new business thrust of Sun Transport.

Sun Transport's human resources philosophy centers on offering employees career growth opportunities.

We will continue to create effective human resource programs to achieve profit targets and personal goals as well.

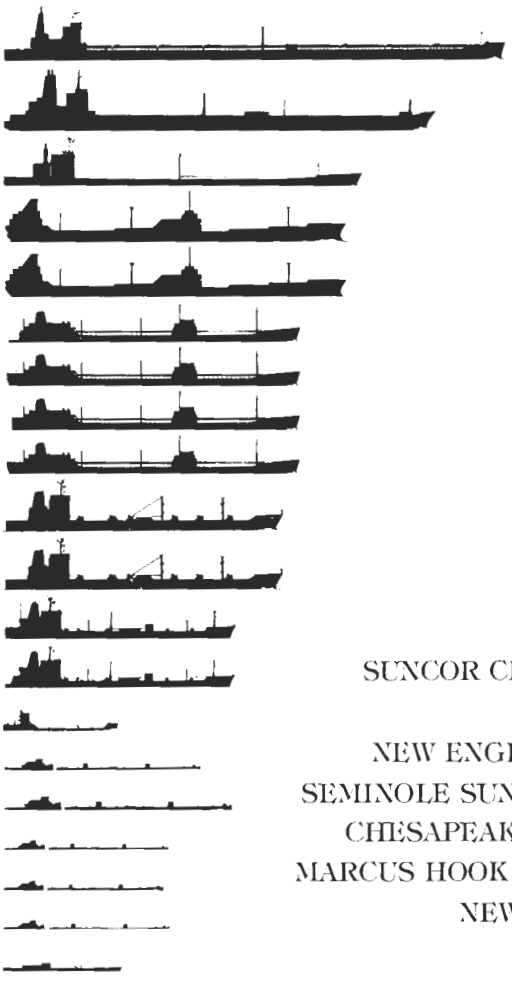
Skilled craftsmen and technicians in marine storehouses, machine shops and elsewhere throughout the Sun Transport organization work in safety-conscious environments to provide customers with quality, cost-effective service.

The computerized program proved so successful that Sun Transport won joint funding from the U.S. Maritime Administration for financing our proposal for shipboard data gathering systems. In so doing, the Maritime Administration declared our plan to review the entire shipboard inventory process as 'worthwhile to the shipping industry'.

The success of any enterprise depends on the skill, dedication and motivation of its people. Sun Transport's human resources philosophy is directed at helping each employee attain personal growth and advance as far as each person's skills, interests and abilities will take them.

Human resources programs aid employees' professional development and career planning. Shipboard personnel also have the opportunity to advance through on-ship training schools approved by the U.S. Coast Guard.

A main goal of these and other programs is to have each employee come to see that his or her own best interests and those of Sun Transport are one in the same. Having this basis of understanding, we stand ready to fully realize the business opportunities that lay before us.



		Dead Weight Tonnage	Length Overall
ATLANTIC SUN	Foreign Flag	255,850	1,117′
MEDITERRANEAN SUN	Foreign Flag	134,844	889′
AMERICA SUN	U.S. Flag	80,735	818′
PENNSYLVANIA SUN	U.S. Flag	53,463	751′
TEXAS SUN	U.S. Flag	53,453	751′
DELAWARE SUN	U.S. Flag	31,884	641′
EASTERN SUN	U.S. Flag	31,884	641′
NEW JERSEY SUN	U.S. Flag	31,884	641′
WESTERN SUN	U.S. Flag	31,884	641′
NEW YORK SUN	U.S. Flag	34,400	612′
PHILADELPHIA SUN	U.S. Flag	34,400	612′
NORDIC SUN	Foreign Flag	19,600	505′
SUNCOR CHIPPEWA (Operator only)	Foreign Flag	19,600	505′
NORTHERN SUN	Coastal Tanker	2,653	245′
NEW ENGLAND SUN/ALBANY SUN	Tug/Barge	5,824	415′
SEMINOLE SUN/CORPUS CHRISTI SUN	Tug/Barge	14,100	516′
CHESAPEAKE SUN/HARTFORD SUN	Tug/Barge	3,410	353′
MARCUS HOOK SUN/PROVIDENCE SUN	Tug/Barge	3,190	345′
NEWARK SUN/REVERE SUN	Tug/Barge	3,360	350′
TOLEDO SUN	Motor/Barge	4,355	300′

SUN TRANSPORT, INC. Post Office Box 2224, Aston, Pennsylvania 19014

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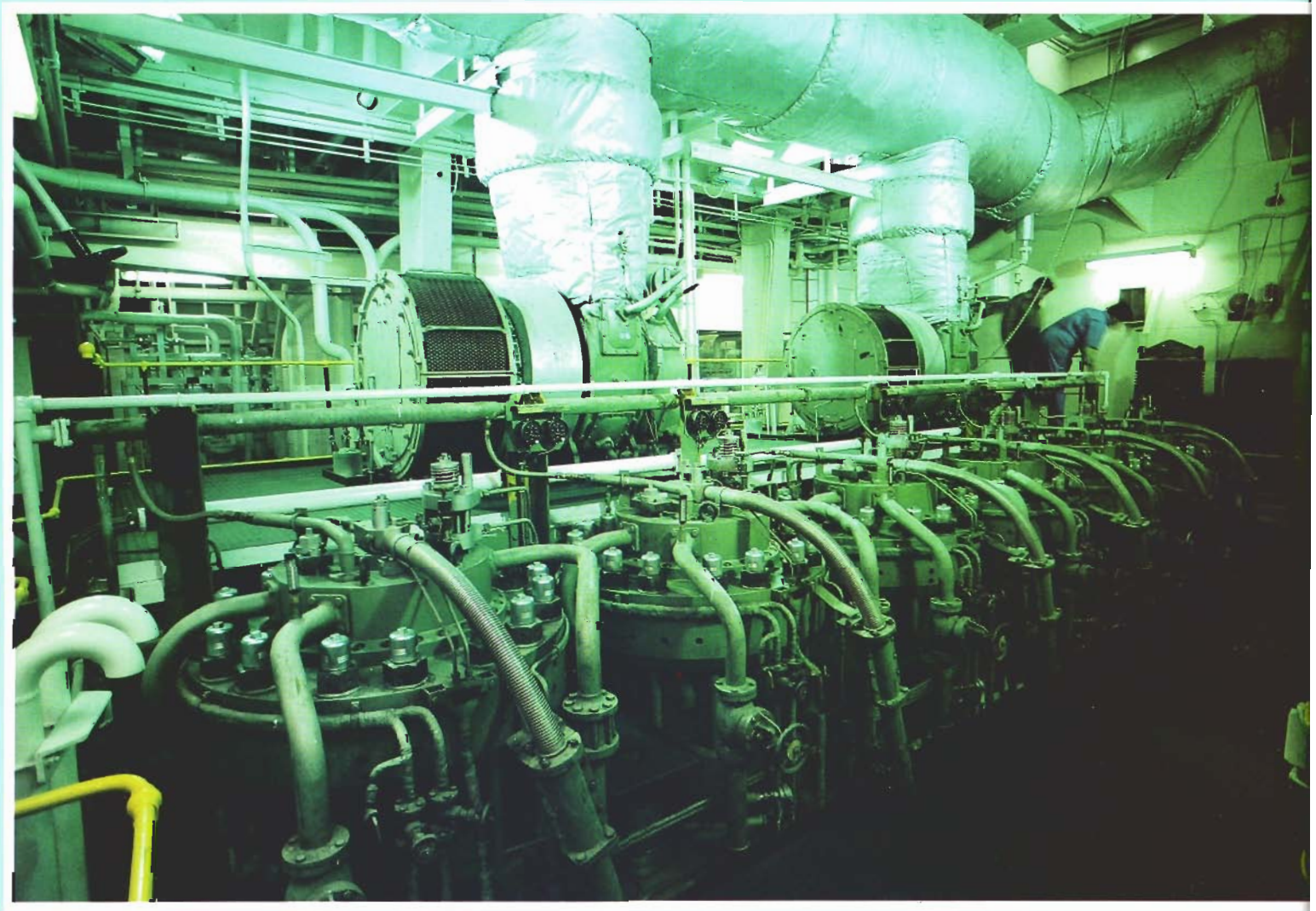

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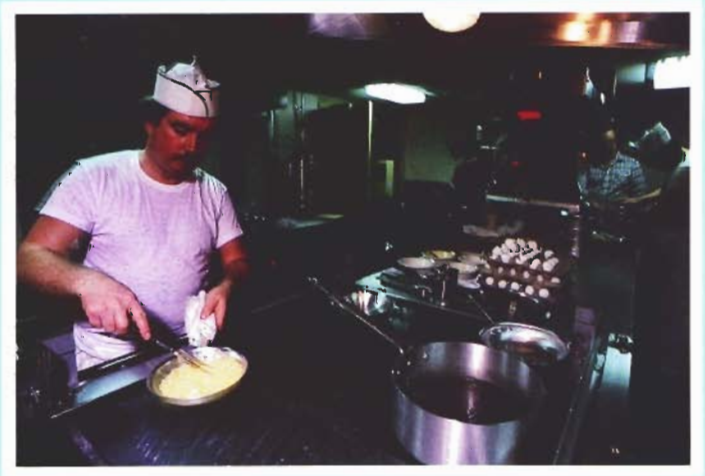

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