



Sun Ship Log



Volume 8, No. 8

Sun Shipbuilding & Dry Dock Company

December 1973

HUGHES GLOMAR EXPLORER



Mrs. Gloria S. Leach, spouse of the Hughes Glomar Explorer, holds up the bottle of champagne prior to successfully reaching 12 hours the ship's first diving sounding. Mr. Thompson stands behind her.

Family Day festivities centered around the launching of one of the most exciting ships to be built at Sun Ship in a decade or more. The **HUGHES GLOMAR EXPLORER**, a deep-sea mining ship, was launched November 8 in the celebratory ceremony of over 5,000 employees who witnessed the occasion along with many notable guests who came from Texas and California.

Sun Ship is building the vessel for Global Marine Inc. of Los Angeles for the company's use in prototype deep-sea mining operations. With dimensions of 44 ft. in length, 17 1/2 ft. wide and an estimated top speed of 16 1/2 knots, the mine shaft, dredge and deep-sea mining vessel will

be capable of operating at speeds up to 12 knots.

The last construction stages of the **HUGHES GLOMAR EXPLORER** will feature a series of tests into the shipyard's new \$10,000 diving barge to place in position a number of large assemblies including the after deck house, the vessel's own derrick system, the heavy lift crane structure, the A-frame structure and the tripod mast.

The last of the **HUGHES GLOMAR EXPLORER** occurred on December 8, 1973, and the vessel is scheduled for completion and delivery to Global Marine Inc. in early 1975.



With one eye winking, Mrs. Leach, wife of the vessel's captain of Hughes Tool Company, made the ship successfully at her ship.



Lost Wallet Returns Home Safely

At the end of the day shift, December 15, Edwin Bowden (29-538) was on his way through the parking lot when he spotted a wallet containing \$526. Turning it into the Guard Department, and specifically Captain Howard Smith, it was later returned to be the property of fellow employee, Graham Moore (29-1402). He was notified and returned his property.

Without the least of loss and integrity of Mr. Bowden, this case could not have ended so happily. However, actions such as those by our employees without any personal concern for fellow employees, has resulted in writing an example for everyone in our working community.

CONGRATULATIONS.



The three participants in the return of a wallet containing \$526 found in the Parking Lot are: Graham Moore (29-1402), the man who discovered the wallet; Captain Howard Smith, Guard Department; and Edwin Bowden (29-538), the man who turned the wallet over to the Guard Department.



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Metal Sculptures - Brad & Bev Knowlton



Driftwood - Mr. & Mrs. Eugene Jalbert



Mrs. Margaret Hibbert

Metal Sculpture on canvas
Mrs. Phyllis Rooker

Harry Edmundson



Frank April



Continuing demonstration in the craft of rug making by J. Gibbs



Sculpture - Judy Barnhart



Bill O'Sullivan

Painting contributors to the clothesline segment of the arts and crafts show were: Bob Lutz, Harry Edmundson, Bill O'Sullivan, Bill McMonnies, Mrs. Phyllis Rooker, Ed Washington, Joseph Ruda, Carolyn Stahl, John Holden, and Charles and Eve Dooley.

Those with table displays were: Thomas Thompson, leathercraft; George Shahadi, ceramics; Mr. and Mrs. Ed Larkin, ceramics; John "Gabby" Gibbs, punch needle rug work; Jack Knowlton, wood working and carving; Brad and Bev Knowlton, metal sculptures; Mrs. Eugene Jalbert, driftwood displays and ceramics; Mrs. Margaret Hibbert, ceramics; Frank April, glass jars encasing ships; Mrs. Charles Maley, floral displays under glass; Nancy Garber, wood carving; John Laird, jewelry; Eva Hutchinson, needlework; and Judy Barnhart, sculptured Indian head.

These people lent their time, talents, and artistic achievements to the exhibit. All deserve loads of credit and honorable mention for the high quality of their presentations, and the time they devoted to setting up the displays. The pictures here are an attempt to recapture some of the skills represented.

Of the artists, Bill McMonnies had to "borrow" back many of his paintings from

his customers to show the wide range of his talents. One unique aspect of his show was a polaroid presentation showing viewers the steps that went into completing a portrait he was commissioned to do—from start to finish. It added to the dimension of his show considerably—and to the understanding of all of us on the immense work it takes to produce a canvass.

Bob Lutz, a railroad buff and very knowledgeable of his subject, combines his interest and talents in producing watercolor sketches of various famous trains and lines.

Harry Edmundson of the Fab shop was once again present, bringing a new collection of oils and sketches. His work is being seen more frequently, particularly in vari-

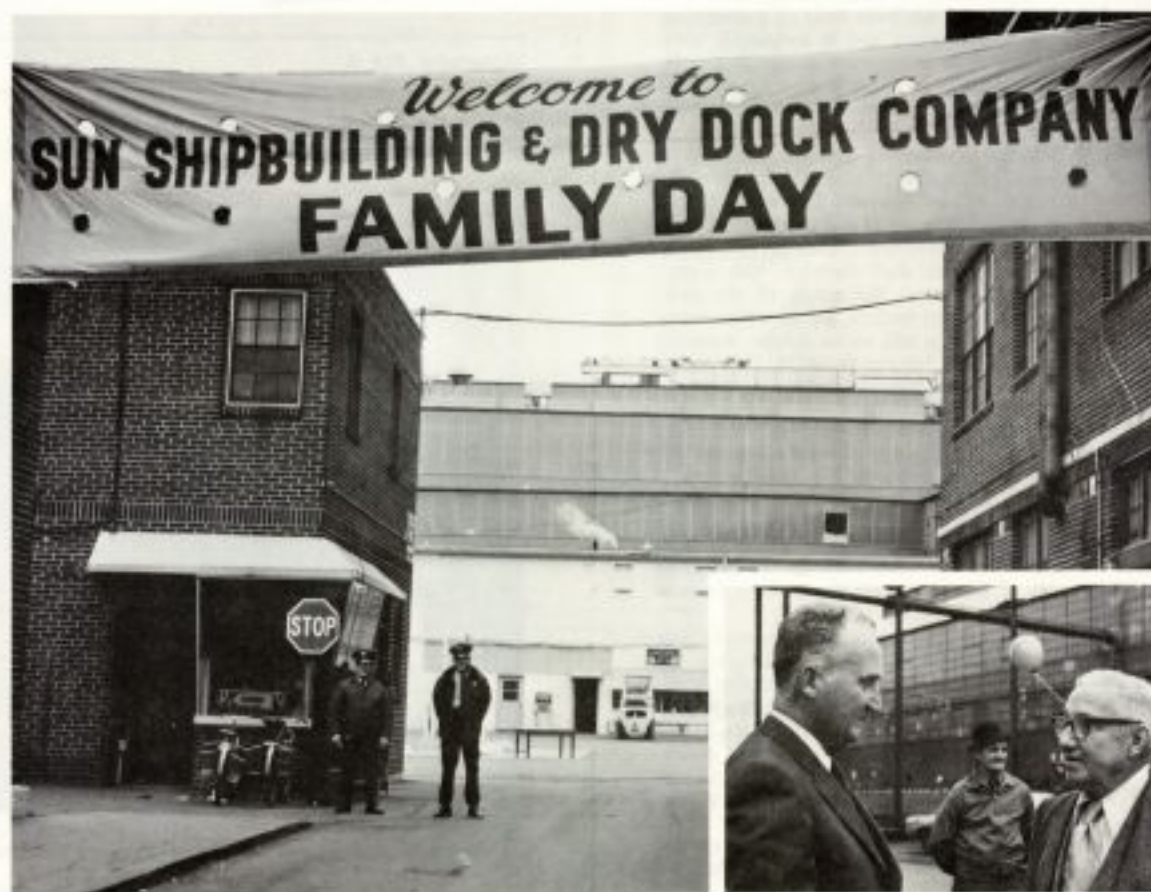
ous Southeast National Bank lobby displays.

Bill O'Sullivan, who was on vacation at the time of last year's art show, occupied a prominent place in this year's show, particularly with his paintings of ships and sea scenes.

Mrs. Phyllis Rooker, wife of Sun Ship engineer Peter Rooker, maintains a small studio of her work in Wilmington. She brought a varied collection of paintings ranging from oils to driftwood to metal sculpture.

Ed Washington and Joseph Ruda, both of 59 department and both important

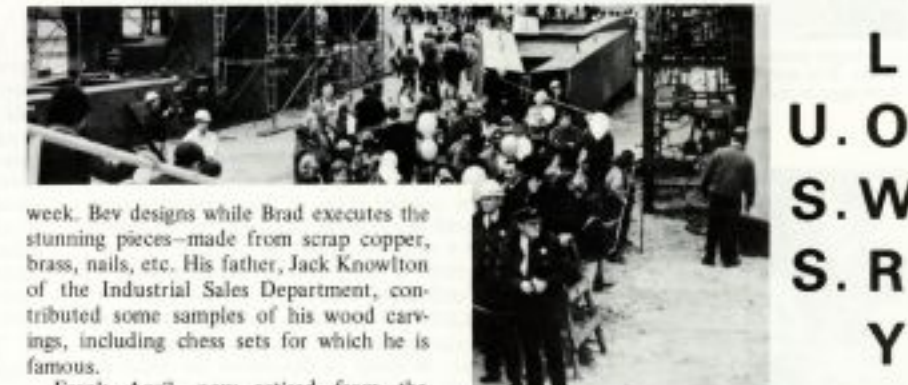
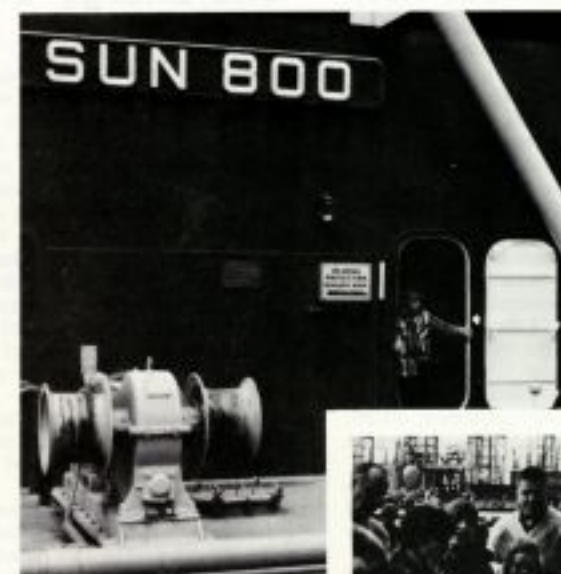
FAMILY DAY



challenge.
Family Day at Sun Ship was the very first one I have ever attended.
I thought everything went along fine considering the numerous people who came to see so many pieces of machinery.
I was amazed at the size of the Hughes Helicopter. I contend it will be a magnificent ship when it is finished. The trip through the U.S.S. Tower was both fascinating & informative. They depict gratitude to the Captain and crew, and especially you, the executives at Sun Shipbuilding & Dry Dock Co. for giving us the opportunity to tour the facility.
However, I thought the

procedure for speculating the Sun 800 was unfortunate. My family & I waited on line for 20 min., then only to wait longer to permit other people who were already on, off. The boat another 15 minutes. I got so frustrated, we never did see it. Except from a distance.
If it possible, should the Sun 800 be available for speculation in the future, to have an "Up & Down" ramp? It would permit an even flow of traffic & keep things moving.
The Arts & Crafts at Boston was simply beautiful. You should encourage more of your employees to participate. Again my thanks

to these people who gave us the privilege to view their handiwork.
It was an eye-opening experience for me & my family. We enjoyed it very much. Everything was so clean & very beautiful. Including the ladies rest room.
I have enjoyed my heartiest appreciation to everyone at Sun Shipbuilding & Dry Dock Company for making this a most memorable occasion for me.
Sincerely,
The B. Stahl
(51-480)



week. Bev designs while Brad executes the stunning pieces—made from scrap copper, brass, nails, etc. His father, Jack Knowlton of the Industrial Sales Department, contributed some samples of his wood carvings, including chess sets for which he is famous.

Frank April, now retired from the chippers but looking younger than ever, brought his glass jugs in which is captured a fully rigged ship. Battery operated, it proved delightful for the children.

John "Gabby" Gibbs developed a following with his punch needle rug work. He covered two tables with his assortment of designs, and standing room only was the order of the day around where he gave demonstrations.

The driftwood collection of Mrs. Eugene Jalbert, who markets her work under the name of "Flora Wood" shows why she is in demand as a lecturer on the subject.

Jewelry hand wrought by John Laird in silver and copper filled another of the display tables.

Nancy Garber contributed a wood carving of a dog, and Judy Barnhart lent her Indian head for the display. Mrs. Eva Hutchinson, wife of H. Hutchinson, displayed a sample of her push pin weaving.



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