



Armed Forces

William Charles Bragg, son of Ceibert C. Bragg of Box 242, Greenwood, has enlisted in the U. S. Air Force's Delayed Enlistment Program.  
Bragg is a 1974 graduate of

Woodbridge High School, Bridgeville, and following his basic training will enter technical training in the administrative career field.  
He is scheduled to attend the Air Force six-week basic training course on Aug. 27.

Howard Emmett Caskey of Rt. 3, Felton, has enlisted in the U. S. Air Force. Upon graduation from the Air Force's six-week basic training course he will receive technical training in the electronics career field.  
Caskey is a 1974 graduate of

Lake Forest High School and is the son of Mr. and Mrs. Boyd F. Caskey of Felton.

Navy Seaman Recruit Michael E. Smith, son of Mr. and Mrs. Amos S. Jones of Road 3, Felton, has graduated from recruit training at the Naval Training Center, Orlando, Fla.  
He is scheduled to report to Commissaryman School, San Diego, Calif.

Coast Guard Seaman Robert C. Berger, son of Mr. and Mrs. M. C. Berger of Route 3, Felton, has completed the Electronics Technician School at the Coast Guard Training Center at Governors Island, N. Y.

Electronics technicians maintain radios, radar and sonar aboard Coast Guard cutters and at shore stations.  
John W. Joseph, foster son of Mr. and Mrs. William F. Plack Jr., 507 Seabury Ave., Milford, is undergoing ten weeks of basic military training at the Coast Guard Training Center, Cape May, N. J.  
He will receive instruction in seamanship, damage control, close order drill, first aid, marksmanship, Coast Guard history and military regulations.

Don't be a victim of highway hypnosis. The Delaware Safety Council advises motorists to take rest breaks at the first sign of fatigue.

Motorcyclists, driving with your headlight on even during the day increases your safety margin reports the Delaware Safety Council.

# A Young Man: An Old Sailor

## Chasing fish in a headboat from Bowers Beach

By Gary P. Andres

When he's annoyed, Bill narrows his eyes. The thick, brown brows snap down and, through the slits, the irises focus sharply. William G. Morris is no ordinary boat captain. He is probably the youngest head boat captain in Delaware, with an unlimited license for a 24-ton boat.

Seven days a week he takes fishing parties out of the Tradewinds dock in Bowers Beach. Thirty years ago, before the bay shoved sand down the throat of the Murderkill River, Bowers was a tough dock town which hosted bars and brothels for the crews of 80-foot crafts. The seaside village still has a colorful cast of local characters: Patty Cake, Aspirin, Gummy and Big Boy, to name a few, but the big boats went out before the shallower water rolled in.

Fish heads, scales, knives and pliers little the piers among the inlookers and seagulls. Salty breezes still travel through the rows of bleak houses and weedy lawns. Heartbreak Hotel, with the bent porch and slanted floor, is still winter and evening quarters for the veteran seamen who for six months between May and October have to make a year's worth of groceries. But the era, when Hemingway's stark realism and bitter conquest dominated life in Bowers, is over.

Until a few years ago, when Route 10 cut it in half, Bill Morris lived on a farm near Dover. Then he had more concern for corn and soybeans than he did for fish and boats. But he took his boyhood attraction to water seriously after his father bought 1,000 acres of Bowers at a sheriff's sale a few years ago.  
It took a few years for the Morris family to get organized into the head boat business, but last year Bill began in earnest to search for the tasty sea trout and fast-swimming blues. When the wind was out of the wrong quarter, he learned to fish the shallower shoals where the flounder and smaller trout fight for habitat with the oyster crackers. Any captain knows that fishing is gambling and the house edge goes to the wind, sea and the fish. In time, a captain learns to win often but never always.

he is a high school student at Lake Forest, but during the summer he earns \$15 a trip resetting lines, netting fish and assuring that "the customer stays happy."

He is a polite, easy-going kid from Frederica with a blue baseball cap with the yellow shield of a swordfish on front. From underneath the cap, thick blond hair creeps down his ears as he marinates sliced squid in salt water.

"Most people are good sports," he said. Yet at times he has been both disappointed and amused by the public. Once he hauled a \$20 rod from 40 feet of salt water by the hook for a man who never even said "Thanks." Another time a man who hadn't had a bite in three hours said to himself: "The hell with Starkist, Charlie, grab a hold of my line; I'll take ya."

At six-foot-two, 180 pounds, Bill Morris is a tall, intense young man. His natural height lets him see easily from the flying bridge the landmarks and floating buoys which are used in navigation. Before he throttles the 600-horsepower diesels down, he shouts to no one in particular, "If anyone loses a rig, it will cost him one skin."

Most of the year he is a sixth grade teacher at W. B. Chipman in Harrington. But in the summer he "makes a few bucks" running his father's boat, trying to connect incompetent fishermen with competent fish. The head boat run lasts until 2 p. m., but 30 or 40 times a year he will run a mid-afternoon charter fishing expedition. On a charter run the crowds are smaller but the price, \$125 a day, is larger.

At 23, he is one of four head boat captains to run out of Bowers. Among his tradesmen his age is a source of envy, resentment, kindness and compassionate advice. Old men can be as selfish as infants or generous as grandfathers; it depends on their temperament, mood and moment. In any event, whatever Bill lacks in experience he makes up in alert determination.

He points to a white finger on the navigation chart. "We're moving in here," he says. A glance marks the position as deeper water. He cuts the forward lever, pulls out a knob on the instrument panel and the engines choke to death in peaceful harmony. "We'll change sides on every drift," he says. "Drop 'em down."

As the trout rigs peel off the 20-pound line on their way to the bottom, people realize what he meant. Even with the four-ounce sinker, those on the tide side of their boat find their lines carried underneath the hull, while those on the opposite side watch the bait put the leaders straight down. With veteran fisherman the problem is not even an inconvenience, but the novice feels cheated because he tends to tangle gear.

The first five drifts didn't produce a solid hit for any of the 15 passengers despite the red flashes on the machine. Actually "the machine" is a sonar type of depth finder, which bounces an electric echo off the bottom and catches it on the rebound to measure distance. Obstructions, which appear on the gauge, are called "marks" and are assumed to be fish.

Since fish travel in schools, the captain's job is to locate them, and then time the drift of the boat by cutting the engines to allow the bait a chance

to approach them. It is not unusual to travel 15 miles or more scanning for marks. In the jargon of the trade, "picks" are references to the fish a boat takes on a drift.

The sixth drift, about 9 a. m., was the best of the day. The captain and his mate couldn't handle the nets fast enough. Four "double-headers" (a fish on each hook) were taken and, in all, more than two dozen fish were boated in ten minutes.

For the next three hours the fishing was consistent as the boat took several picks on every drift. A plump woman in a plain dress "set the steel" to a pair of sea trout on the tide side in back; a lady with a German accent took a pair of three-pounders on the same side at the front. A father and son team, veteran fishermen, both hooked doubles at the same time off the prow.

Under a blue sky in his own darkness a blind black man handled the equipment as well as anyone, and better than some. While taking a few fish on the day, he refused to ask for or accept any more help than any other guest. From the stern the gentlemanly fellow baited his own rigs and through nimble fingers felt the line hit bottom. Along the side an old man took three or four fish while rooting in vain for his elderly companion to do the same.

The 15-mile-per-hour winds the WDOV fishing report had promised in the morning began to arrive at 1 p. m. The early breeze from the southwest picked up power and waters that had lain down were becoming waves trying to stand up. As the white crests looked around for boats to rock, lunch started turning upside down in the stomach and sea sickness began to board the relaxed atmosphere.

The German lady left the side to sit in back; the blind man was helped to the cabin; the father and son team moved off the prow, and the plump lady began to look uncomfortable. When she made a motion to return to shore, the "eyes" clearly had it, with two or three abstaining.

Captain Bill fired the engines. As he turned the prow to run with the tide, he adjusted the speed to the waves. The boat passed the buoy off Stone Beach and ran the deep shoal to Bowers. Behind it, in the north, thunder clouds were gathering behind the exhausts.

Past the shipping lanes a tanker was sitting low in the water because of the heavy oil in its bowels, but the 50 fish on the deck of the Tradewinds made no difference in its speed. There was no immediate need to strain the engines. At six knots it was running below its top speed of 15.

On board, as the thrust of the engines stabilized the boat, seasickness faded. Near 2 p. m. the boat was moving through the channel and along the piers. Bill gave two blasts on the horn to return the waves and shouts from shore.

As he reversed one engine and straddled the other, the boat gently slid sideways into the dock. His father helped secure the lines and helped passengers disembark. With her white dress flaring against the wind, Bill's mother stood on the terrace of the boat's headquarters and watched her son's contented face. Beneath the brown curly hair, his eyes were a vast radiant blue.

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It took Mildred Williams some 60 hours to paint this handsome tray. She makes up her own designs, but works in the traditional tole style. The fruits and leaves on this piece hark back to designs of the 19th century.

### Delaware's Women Keep Heritage Skills Alive

As a child Abbie Perkins remembers her mother weaving cornshuck seats for the chairs that went around the family dinner table. She doesn't know who taught her the art, but figures it dates from way back. She also recalls wondering how it was possible to turn those wispy shucks into such strong cord, so neatly woven.

Now, though, this amazing woman practices the same art herself. Between chores on the farm near Bridgeville she's operated single-handedly for years, she's usually got at least one weaving project under way. And you'll find many of her sturdy shuck-bottomed chairs and stools in homes around Sussex county.

Just down the road from Abbie Perkins lives Mildred Williams, another longtime resident of the area who's helping to keep alive another heritage skill—the art of tin painting.

Mrs. Williams learned tin painting — or tole painting, as it's called traditionally — about 15 years ago. Since then she's produced some beautiful examples of the art. She says the best metal to use is old block tin and she's had fun collecting the tobacco cans, coca cola trays, tin bread baskets and other objects that she uses.

There's a lot of work to preparing and decorating the tin.

The metallic paints used in true tole pointing comes in powdered form. They have to be dabbed onto a sticky varish known as "japan drier" to make the design. It's a slow job, with lots of different steps — but a skilled craftsman like Mrs. Williams makes it look well worth the effort.

Mildred Williams and Abbie Perkins will be demonstrating their skills along with 10 other Delaware craftsmen at the University of Delaware's Farm and Home Field Day, Wednesday, August 14, at the Georgetown Substation. Demonstrations are scheduled to take place from 10:00 to 11:30 a. m. and 2:00 to 3:30 p. m. in the Substation meeting room.

This special program on Delaware's Heritage Skills is being sponsored by the state Home Economics Extension Service. The program is free and open to the public. Besides the cornshuck weaving and tole painting, visitors can expect to see demonstrations of wood carving, tin work, quilting, macramé, rug hooking, lampshade decoration and spinning.

#### Asbury United Methodist Church

10 a. m.—Sunday School  
11 a. m.—Worship Service  
Rev. John E. Jones

### Kent General Hospital Notes

7-23-74 to 7-30-74

ADMISSIONS  
Calvin MInner, Harrington  
Bertha Meding, Felton  
Orivva Walker, Felton  
Betty Lou Stiffler, Frederica  
Shawn Griffith, Felton  
Barbara O'Toole, Frederica  
Diane Flanagan, Felton

DISCHARGES  
May Wiled  
Jeanette Lewis  
Betty Lou Stiffler  
Barbara O'Toole

### St. Stephen's Episcopal Church

Sunday, Aug. 11 — Morning Prayer and Sermon (Family Service, 9 a. m.; AA Meeting, 8 p. m.)  
Wednesday, Aug. 14—Evening Prayer and Healing Service, 7 p. m.

### Harrington Baptist Church

9:45 a. m.—Sunday School  
11 a. m.—Morning Worship  
Rev. George A. Poates, Pastor  
6 p. m.—Children's Choir, Youth Choir, Sunday Night Place  
7 p. m.—Evening Worship, Baptism, Parents' Night for Vacation Bible School.  
8 p. m.—Adult Choir practice  
August 5-9 — Vacation Bible School, 6-8:30 p. m. 4-year-olds thru 6th grade. Youth Workshop for 7-12 grades at same time.  
August 11-15—Youth Week.  
August 12—Baptist Women's meeting.

### Church News

Trinity United Methodist Church, Frederica, 9:45 a. m.—Sunday school; 11 a. m.—Worship service.

Sardis United Methodist Church - 9 a. m.—Worship service; 9:45 a. m.—Sunday school.

Saxton United Methodist Church, Bowers Beach, 10 a. m.—Worship service.  
Rev. R. Gordon Given, pastor.

### Armed Forces

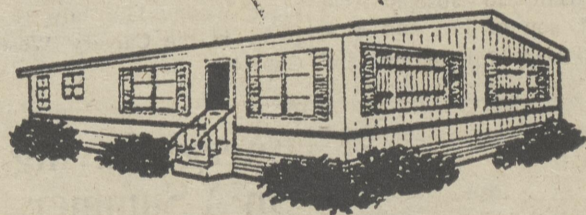
Frank Creadick O'Neal of Benjamin St., Harrington, has enlisted in the U. S. Air Force's Delayed Enlistment Program. He is scheduled to attend the Air Force six-week basic training course on Oct. 7 and will receive technical training upon completion of basic training as a jet engine mechanic.  
O'Neal is a 1973 graduate of Lake Forest High School and is married to Kim O'Neal of Harrington.

### Coming Events

Nazarene Church Vacation Bible School every night, 6:30-9:00 p. m.  
Sept. 15-18—Indoor Campmeeting. Speaker, John Revel musicians, The Aiken Family.

Marine Pvt. Herman S. McBride, son of Mr. and Mrs. John W. McBride of Felton, graduated from recruit training at the Marine Corps Recruit Depot, Parris Island, S. C.

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KOESTER 1/2 LOAF DELI RYE 27¢

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CHICKEN OF THE SEA TUNA	6 1/2-oz. can 49¢
MACARONI & CHEESE DINNERS	4 7 1/4-oz. \$1.00 pkgs.
SLICED BALOGNA	lb. 99¢
OLIVE LOAF	lb. 99¢
GROUND CHUCK	lb. \$1.09
BEEF CUBES—Lean	lb. \$1.39
TROPICANA FRUIT DRINK	4 32-oz. \$1.00 btl.
KLEENEX	box of 250 39¢
CHEF BOY-AR-DEE BEEF RAVIOLA	2 15-oz. 79¢ cans
CHIFFON MARGARINE	lb. 59¢

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MIRROCRRAFT Resort aluminum w. foam flotation	\$410	\$50	\$360
MANAYATE Mark I B w. slider, w-top, Tomass & 18 gallon tank	\$1758	\$263	\$1495
GRADY WHITE 8' w-top, slide, air curtains	\$2360	\$360	\$2000
GRADY WHITE 8' w-top, slide, air curtains, 18 gallon tank	\$3243	\$486	\$2757
GRADY WHITE Sportsman w-top, slide, air curtains, 18 gallon tank	\$3988	\$598	\$3390
ALBUQUERQUE w-top, console, cushions & 50 gallon gas tank	\$4370	\$524	\$3846
ALBUQUERQUE w-top, console, cushions, 100 gal. tank, portable head	\$11,490	\$1300	\$10,190

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