

THE NAUTICAL MILE

SPRING 2026 / VOLUME 23. NO.1

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NEWSLETTER OF THE MID-ATLANTIC CHAPTER OF THE ANTIQUE & CLASSIC BOAT SOCIETY, INC.



ATLANTIC CITY BOAT SHOW

THE QUARTERDECK

Following are the current lists of both elected and appointed positions for December 2025 through November 2026. For questions send to: info@Mid-Atlanticacbs.org.

APPOINTED POSITIONS

- ACBS Awards:** Brian Gagnon / Carmen DeLeo
- ACBS Judging:** Brian Gagnon
- Atlantic City Show:** Ed Andrews
- Boat Show Chapter Sales Table:** Appointed per show
- Budget Committee:** Elected Board plus any others appointed by the President
- Chapter Cruises:** Carmen DeLeo
- Chapter Merchandise:** Brian Gagnon, Ed Andrews
- Recording Secretary:** Austin Berndlmaier
- Face Book:** Gloria Gartner Private / Georgette Luna Public
- Grant Committee:** President – Vice President – Treasurer – Sea Scout liaison
- Investment Committee:** Jack Brooks, Brian Gagnon, Joe Gartner
- Mahogany & Steel Boat Show:** Carmen DeLeo
- Membership Acquisition & Retention:** Austin Brendlmaier
- Name Badges:** Brian Gagnon
- Nautical Mile Coordinator:** Pat Ahearn
- Nominations:** Past President
- Pt. Pleasant Boat Show:** Ken Motz, Jack Brooks
- Website:** Georgette Luna / Steve Ingraham

ELECTED POSITIONS

- President:** Dave Bernard (1st year of two-year term)
- Vice President:** Steve Ingraham (1st year of two-year term)
- Secretary:** Austin Brendlmaier (2nd year of two-year term)
- Treasurer:** Jack Brooks (Carmen DeLeo, administrator) (2nd year of two-year term)
- Director:** Carmen DeLeo (1st year of one-year term)
- Director:** Ed Andrews (1st year of two-year term)
- Director:** Georgette Luna (1st year of two-year term)
- Director:** Pat Ahearn (1st year of one-year term)
- Director:** Robert Tabas (1st year of one-year term)
- Director:** William Murphey (1st year of one-year term)

ADVERTISING RATES

- "In support of" listings\$35 per year
 - Business card ads.....\$80 per year
 - Half page ads.....\$300 per year
 - Full page ads.....\$500 per year
- Payment is due in advance of running. Ads will run for four issues. 3 digital 1 printed.
Payment should be made to: "Mid-Atlantic Chapter of ACBS" at this link.
<https://www.paypal.com/ncp/payment/5AYKFKU3NHBDO>
Ads also include posting on our Web site under "Our Supporters"
Website ad and link on the chapter website alone..... \$75 per year
Advertiser must supply a digital version of the proposed ad suitable for printing.
"FOR SALE" ads featured on our web site are
- Members.....\$25 per year
 - Non-members.....\$50 per year
- A digital picture should be provided to: info@Mid-Atlanticacbs.org.



The Mid-Atlantic Chapter of the ACBS, Inc. is a 501c3 entity.

This Issue of The Nautical Mile was designed by Catalyst Communications.

Article contributions by Mid-Atlantic Chapter Members or as noted.

CHAPTER EVENTS 2026



Photo: Holly Weber

HIGHLIGHT EVENT: Our 5th annual Mahogany & Steel Boat & Car Show will take place on May 30, 2026

APRIL

AC BOAT SHOW

2/25 - 3/1
Atlantic City Boat Show
Atlantic City Convention Center

CHAPTER OPEN HOUSE

Membership Drive
4/11 (Rain Day 5/3)
The Estuary
Spruce Street Harbor

MAY

MAHOGANY & STEEL

5/30 (Rain Day 5/31)
5th Annual Mid-Atlantic Chapter ACBS
Mill & Radcliffe Sts.
Bristol, PA 19007

JUNE

BOAT SHOW

6/13/2026
Hopatcong Show
Lake Hopatcong ACBS 49th.

BOAT SHOW

6/19 - 6/21
Chesapeake Chapter ACBS 39th
St Michale's, MD Judged Show

CRUISE/LUNCH

TBD
Delaware North
Deptford to Bristol docks

JULY

CRUISE/SHOW

7/11/2026
C&D Canal South
Chesapeake Bay & Mid-Atlantic Chapters

AUGUST

BOAT SHOW

8/8/2026
Harveys Lake Chapter ACBS
Harveys Lake, PA

CRUISE/LUNCH SUGAR HILL INN

8/22/2026
Egg Harbor River
Mays Landing, NJ

SEPTEMBER

BOAT FESTIVAL

9/12/2026
Barnegat Bay 42th
Bay Head, NJ

OCTOBER

BOAT DISPLAY

10/17/2026
Historic Bristol Day
Bristol, PA
Boat Display

BOAT SHOW

10/17/2026
Historic Somers Point Day
Somers Point, NJ

DECEMBER

HOLIDAY PARTY

12/6/2026
Mid-Atlantic Christmas Party
Williamstown, NJ

**Note: visit our WEB site under
Event Calendar for updates.**

THE PRESIDENT'S MESSAGE

DAVID BERNARD

MID-ATLANTIC CHAPTER MEMBERS

THE INTRODUCTION


I want to introduce myself as your new Chapter President. I was introduced to boating at a very young age. Actually, I was not even born yet. My mother, an avid water skier, was still skiing while pregnant with me, much to her doctor's chagrin. My father bought his first boat with his mustering out pay after serving in the Pacific Theater as a Navy Seabee. They owned a series of boats by the time I came around. My fate was sealed! My parents had a little river house on the Great Egg Harbor River. My father bought an old 1930 50' Seabright Sea Skiff. It was an old rum runner converted to a cabin cruiser. After installing a straight eight Packard surplus engine we went everywhere in that boat. Norfolk Va. To the New York Worlds Fair in 1964 (no reverse on that trip). My mom was a first-rate varnisher, the cabin sides gleamed of Man-O-War spar varnish.

My first boat I owned was found abandoned and I salvaged it. Powered by oars, it built my character and my muscles. A series of other small boats followed, powered by small outboard engines.

My neighbor, through the years, had a couple of mahogany boats. First. He had a mid-fifties Chris Craft Continental that was absolutely beautiful. A leaky bottom caused him to sell that boat and was replaced by a couple of fiberglass boats. Then shortly after Nancy and I got married, my neighbor bought another mahogany boat. Its name was Ripp-Off with a home port of Pampano Beach Fl. After a couple of years I noticed that he didn't put it in the water one summer. When I asked about it, he said that it was too much work. I then asked if he wanted to sell it. After a few cocktails a deal was struck. I was now the proud owner of a 15.5' Century.

We named it *Mr. Breeze* (a Lynard Skynyrd song). After using the boat for a few years it was evident that some bottom work was needed. 5 frames and 2 planks later and back on the water. When I bought the boat it had a V-8 Chevy motor. Although too much for a boat that small, I have kept a V-8 in it since. The boat continued to recycle the Great Egg Harbor River thru it several times a day and something had to be done. Life intervened and the boat went into storage for 27 years.

Meanwhile, Nancy and I bought a 1969 31' Chris Craft Commander (*Breezin*) with twin 327 Q's and shortly thereafter Nancy gave birth to Twins Ashle & Britne. We traveled as a family in that boat from Manisquan to Delaware Bay to Lower Chesapeake Bay. I raised them to be river rats. They are avid boaters along with their husbands and children and spend weekends plying in the waters.

Fast forward to Thanksgiving 2016. At our annual dinner, my daughter Britne, who was planning a destination wedding at Lake George, NY, came to me with puppy dog eyes and asked, "Daddy, can you have the Century ready for my wedding?" This was just the kick in the butt I needed. Some loose ends were tied up and preliminary work started. Work started in earnest in February. 

(to be continued)



A STORM, CLASSIC BOATS, AND COMMUNITY SPIRIT: THE 2026 ATLANTIC CITY BOAT SHOW By Ed Andrews

The Atlantic City Boat Show has been a staple at the historic Atlantic City Convention Center since 1980, drawing boating enthusiasts from across New Jersey and the greater Mid-Atlantic region. Its convenient coastal location has long made it an accessible and beloved event for both residents and visitors, and for the past nine years, the Mid-Atlantic Chapter of the Antique & Classic Boat Society (ACBS) has proudly taken part.

Each year, the chapter showcases an impressive array of antique, classic, and vintage fiberglass boats, complemented by a curated display of restored outboard motors. Volunteers from the chapter staff the booth daily, sharing the history, craftsmanship, and stories behind these remarkable vessels. Many new members first discover ACBS at this very event, making the show an invaluable opportunity to connect with the public and preserve the legacy of classic boating.

A NOR'EASTER TO REMEMBER

The 2026 event brought with it challenges—and stories that won't soon be forgotten. As a powerful nor-easter formed along the East Coast, forecasts predicted heavy snowfall from Sunday afternoon through the scheduled Monday move-in. The storm delivered on its promise: parts of New Jersey were blanketed with more than two feet of snow.

Fortunately, show officials made the rare decision to push the move-in to Tuesday, allowing exhibitors time to dig out and regroup. While some ACBS members were unable to retrieve their boats due to the extreme conditions, enough participants arrived to create a visually striking and diverse display—one that resonated with both longtime enthusiasts and new onlookers. →



The Sea Scout Ship 117 was there to help answer questions about the antique boats and promote its own activities on the water.

This year's exhibit featured a beautifully preserved 1947 Ventnor, a sleek 1979 Pantera, and a distinctive 1923 Morin. Fully restored outboard motors—including models from Chris-Craft, Elgin, and others—added depth and nostalgia to the exhibit, drawing steady interest from attendees.

MORE THAN AN EXHIBIT—A COMMUNITY EFFORT


As always, chapter members played a crucial role in bringing the display to life. Their knowledge and passion helped educate visitors about the artistry and heritage embodied in these vessels. Across the weekend, their presence created an inviting atmosphere that encouraged curiosity, conversation, and connection.

A highlight of the show was the participation of Sea Scout Troop 177. Supported in part by the chapter, the troop arrived in full force on both Saturday and Sunday, assisting with booth operations while also raising funds to support their own programs. Their enthusiasm and professionalism impressed many—and offered a glimpse of the next generation of boating enthusiasts and stewards of maritime tradition.

A TRADITION WORTH CELEBRATING

Despite the weather challenges, the 2026 Atlantic City Boat Show proved once again why it remains such an iconic annual event. The resilience of participants, the dedication of volunteers, and the support of community partners transformed a potentially difficult week into a memorable celebration of classic boating.

The Mid-Atlantic Chapter extends heartfelt thanks to all members who contributed their time, energy, and passion. Gratitude also goes to the leaders and young members of Sea Scout Troop 177, whose involvement continues to inspire.

As the chapter looks ahead, one thing remains clear: the spirit of classic boating—its craftsmanship, camaraderie, and history—is alive and well in Atlantic City. 

GALLERY →



ACBS Booth setup.



Evelyn II - Lee and Robert Tabas' 1947 Ventnor, showing the classic fin, the style of the time.



Evelyn II - 1947 Ventnor.



2026 Atlantic City Boat Show visitors.



Hangin by a thread John Pierce's 1979 Pantara Sport GT.



Miss Pennsbury - George Hulse's 1923 Triple Cockpit Morin



Hangin by a thread John Pierce's 1979 Pantara Sport GT.



The antique outboard display.



Some of the Mid-Atlantic ACBS staff helping at the Show. From L to R; Carmen Deleo, Chris Stock, Dave Luttenberger, Georgette Luna.



Admiring Crowd.



Miss Pennsbury and the Morin Crowd.



John Pierce and Carmen Deleo setting up John's *Hangin by a thread*.





Answering some questions.



Visitors.



Young lady admires the Pantara.



GEORGE HULSE'S MORIN THE MISS PENNSBURY


By George Hulse

George Hulse, ACBS MidAtlantic and Adirondack Chapters member, recently launched, after extensive restoration, his 1923 28ft. (7 ft. beam) Morin Craft triple-cockpit mahogany speedboat, built by the Morin Brothers of Greenwood Lake Launch Works on Greenwood Lake in Sterling, NY.

The Morin Brothers were building boats on Greenwood Lake from the early 20's through WW II during which they built specialty launches for the US Navy. This boat is double planked on the bottom, and single planked with battens on the sides, and is all bronze riveted. The bottom has been epoxy'd West System.

George got the boat with a running Scripps 302, V-12 engine in need of complete refurbishing. That engine (a 1951) was obviously not original to the boat in 1923 and

is now being rebuilt for display at the Antique Boat Museum in Clayton, NY. George replaced that beast with a Mercruiser 350 MAG, with a 1.95 to 1 Velvet Drive reduction gear for the purpose of using the boat in addition to showing it. She will cruise comfortably at 24 mph at 2,500 RPM, and about 26 MPH a 3,000 RPM with a full complement of passengers.

This boat is believed to be only one of two presently operational (one in derelict condition in upstate NY. The other (a 1940 24 ft.) is owned by John Painter of the Adirondack ACBS Chapter who shows it on Lake George. She was relaunched in Burlington NJ April 2023. 

GALLERY →



George's Morin docked at the Mahogany and Steel boat show in Bristol PA

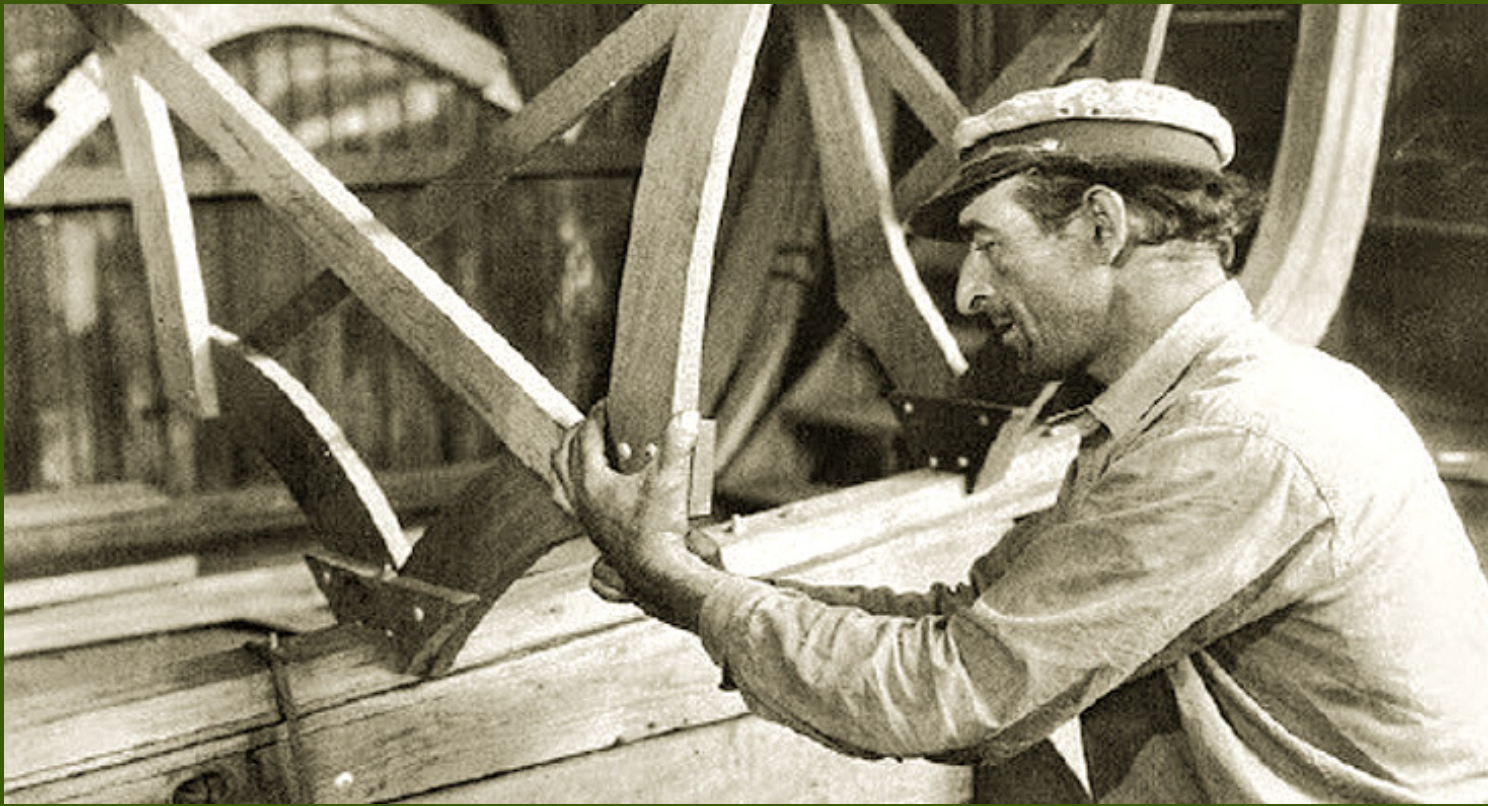


George's giving rides in his Morin to interested attendees at the Mahogany and Steel boat show in Bristol PA

THAT ENGINE (A 1951) WAS OBVIOUSLY NOT ORIGINAL TO THE BOAT IN 1923 AND IS NOW BEING REBUILT FOR DISPLAY AT THE ANTIQUE BOAT MUSEUM IN CLAYTON, NY.



Morin's classic lines on the water



GREENWOOD LAKE LAUNCH WORKS AND THE MORIN BROTHERS

By John Painter

The greatest war to end all wars was brewing in Europe. There would be 40 million casualties before World War One ended in one of the deadliest conflicts in human history. The Morin family lived on the island of Lussin, Croatia, located south of Venice, Italy, in the Adriatic Sea. In 1912 two years before the War, the father arranged to send his sons to America. The father of three boys had a brother in the United States who was employed by the New Jersey Railroad. The railroad operated barges on the Hud-son River, crossing over to New York City and required oak timbers to keep the barges in repair. When Otto, Nick and Mike Morin immigrated past the statue of Liberty and joined up with their uncle, they were given employment in the Greenwood Lake, NY area, 40 miles north of New York City, cutting down timbers to build and repair barges.

After settling in Sterling Forest, NY area, the boys remarked how similar Greenwood Lake was to their local harbor in Lus-sin. It didn't take long for the young men to buy an idle boat building shop and service yard business on the east side of Greenwood Lake. Otto, Nick, and Mike established their business in 1913 and called it the Greenwood Lake Launch Works. In the early years, the brothers built round bottom, wooden boats, narrow launches, and gaff-rigged, wooden sailboats used by local sailing clubs. One of company's newest boats was a very popular ice sailing boat built on Greenwood Lake.

By the 1920s, their business was prominent in the local area. They changed the name to Morin Craft. From the 1920's through 1942 the brothers concentrated on building mahogany V-bottom speedboats ranging in size from 18-32 feet long. On average Morin Craft built 10-12 boats a year on Greenwood Lake, all powered by Scripps, Kermit and Lycoming engines. →

AT THE CONCLUSION OF WW II AND WITH THEIR WAR BOAT CONTRACTS EXPIRING, MIKE MORIN WENT HOME TO GREENWOOD LAKE, NY TO RESTART THE HIGH-SPEED MAHOGANY RUNABOUT BUSINESS. MIKE MORIN CONCENTRATED ON 23-FOOT RUNABOUTS AND BUILT SEVERAL BOATS A YEAR AT THE GREENWOOD LAKE LAUNCH WORKS SITE.

In 1941, America once again was about to send its youth to war in Europe and the Pacific. America needed a vibrant boat building industry of all types and the Morin brothers moved their business to Arverne, NY, near Rockaway Beach. They rented a plant in Belle Harbor, Long Island for the next four years as they built 45-foot Air Sea Res-cue Boats (called Crash Boats) powered by Hall-Scott gasoline engines. The Morin Brothers' business thrived during the war years as their wooden boats were easily delivered to various Navy terminals throughout the New York City area.

("Line Check" being loaded for restoration)


At the conclusion of WW II and with their war boat contracts expiring, Mike Morin went home to Greenwood Lake, NY to restart the high-speed mahogany runabout business. Mike Morin concentrated on 23-foot runabouts and built several boats a year at the Greenwood Lake Launch Works site.

In the 1940's many famous New York City residents flocked to Greenwood Lake for summer boating. One of the more famous boat enthusiasts left his upper NY West Side apartment, drove across the George Washington Bridge, and headed up the Palisades Parkway before turning west toward Greenwood Lake. Babe Ruth purchased three Morin Craft boats from Mike Morin and used them every summer during his retirement years. Babe stored his boats every winter at Morin's Greenwood Lake Launch Works. Morin Crafts were considered leaders in style as well as design. Morin Craft boats were one of the first to offer rear engine, twin cockpit forward runabouts as early as the late 1930s.

In 1937 during a regatta on Greenwood Lake (for 200 HP Scripps Class powered boats), Mike Morin won the race with a Morin Craft, stealing the thunder from the Hackers, Gar Woods and other builders present. The trophy still stands in a place of honor in his son's house. Mike Morin was also a Gar Wood dealer from 1937 until Gar Wood stopped boat building. Mike Morin continued building Morin Craft boats until the arrival of fiberglass around 1955. He sold his Greenwood Lake Launch Works in 1986.

After Mike Morin's death, his cousin who owns and operates the Southampton Ship Yard, knew of several deteriorated old Morin Craft boats still sitting around Greenwood Lake. Fred Scopinich Jr. drove up to Greenwood Lake over 10 years ago to investigate the possibility of refurbishing the old 1946 Morin Craft boats that had been left for dead some 50 years earlier. Fred Jr. and his son who now owns and operates the Southampton Ship Yard, picked up what was said to be Babe's old boats, brought them back to their ship yard and spent many years rebuilding and refurbishing the Bronx Bomber's boats.

Today Fred Jr. is 93 years old, retired, but still answering the ship yard's phone for Fred and Liz Scopinich.

*Information provided by Fred Scopinich Jr., Bob Speltz's book "Racing Runabouts", and John Painter's interview with Mike Morin's son. 



RESCUE FROM THE WOOD PILE

PART 1 OF A MULTI-PART SERIES

By David Luttenberger

Forty years of Southern New Jersey summer sun bleached her deck white. Four decades of rain and snow painted her brass work with a sea-green patina and tarnished her remaining brightwork until it was brown and pitted.

Too many years setting on an ill-fitting roller trailer had hogged her hull. A flat right tire sunk axle-deep in mud created a hard list to starboard, causing rain water to pool and fall leaves to collect and rot at the intersection of the chine and transom. The result was a hole big enough through which a 20-inch ring buoy could easily pass.

According to the sawyer in whose log yard near Mullica Hill, NJ, where she had been grounded, the boat was destined to be chain-sawed in half length-wise and sold at auction as wall art in some Chesapeake or New England nautical-themed bar. But David Luttenberger, a retired Marine and accomplished custom wood smith envisioned another, more fitting fate.

In the spring of 2022, Luttenberger had been milling and slabbing black walnut logs at the Lockman Hardwoods lot. He had spied the 17-foot, dual-cockpit runabout among spiers of goldenrod, stalks of teasel, massive clumps of crabgrass, and flitches of stacked walnut slabs on several occasions. Despite the bleached deck, tarnished metal, and rotting hull, he was taken aback by the art-deco-inspired curves of her bow and the elegance with which the gunwales arched their way around the forward cockpit and disappeared toward the stern.

“I just couldn’t let that boat be cut up and used to decorate a bar or restaurant,” said Luttenberger. Despite having never owned a boat other than a wood strip kayak he built a few years prior he decided to give her a second life.

Initially the plan was to restore the boat. But after further inspection by ACBS member Steve Ingraham, who Luttenberger had found via the internet, and who →



ACBS Mid-Atlantic member Steve Ingraham traveled from Williamstown, NJ, to Mullica Hill, NJ, to give an early assessment of the boat.



After cutting away weeds and moving logs, the full scope of the boat was revealed.

graciously agreed to take a trip to see the boat in person, revealed it was too far gone to save. Not to be dissuaded, Luttenberger shifted his plan from restoration to a complete rebuild.

The next, and probably most important step, was to join the Mid-Atlantic Chapter of the ACBS. "Hours of internet research, YouTube videos, and Facebook browsing told me I knew nothing about the proper way to go about building a classic wood boat," confessed Luttenberger. "I quickly found ACBS veterans who were eager to help with written resources, historical insight, and even personal engagement and encouragement." ACSB members also believe the boat, which bears no name plate, and is only listed as "unknown make/model" on a 1986 registration card found in a forward storage compartment, is homemade and from the

1930-ish era. Said registration card is well-chewed, likely by a racoon, who skeletal remains were found in the storage compartment as well.

On several occasions, Luttenberger was invited to the garage of current Mid-Atlantic Chapter President Dave Bernard, who lived about 45 minutes away in Buena, NJ. There, the two enjoyed a few "cold beverages"

together around the Mr. Breeze, Bernard's 1941 Century 16 ft. Utility boat. Bernard was even kind enough to share several pieces of white oak that had been felled on his property and used in the reconstruction of his own boat's keel.

To date, Luttenberger has completed schematic diagrams of the boat from multiple angles. He has dismantled it plank by plank, batten by batten, corroded brass screw by corroded brass screw. Prior to dismantling it he marked and photographed every piece.

It goes without saying that the process has been a bit humbling – taking more research, time, and patience than initially thought. "But I am enjoying the process," says Luttenberger, who's father owned a small wood Thompson in the 1980s that he acquired in trade for service work on a washer and dryer.

At this stage a strongback has been built. White oak frames and battens have been cut using the crumbling originals as templates. The keel has been cut and three transom knees have been shaped. One of the more interesting pieces so far, according to Luttenberger, is the transom. →



Beyond repair or restoration, the boat was methodically taken apart plank by plank, with each piece being marked to be later used as templates.

“Several years ago, when the Battleship New Jersey began to undergo a complete redecking, I was lucky enough to strike a deal with the Museum to buy all the salvaged teak decking being taken off the ship,” explains Luttenberger. “I have sold reclaimed teak deck planks across the US, Canada, and even in Europe, and designed and crafted such custom pieces as tables, flag cases, keepsake boxes, and even a salon door for a yacht in Maryland from the historic teak.” Luttenberger also saved a few prime planks for himself, which have been used for the transom of his boat. Besides the teak and white oak, his plans are to use mahogany for the hull and deck planks. “I’m also planning to do a custom Marine Corps logo inlay on the deck,” says Luttenberger, a proud 23-year Marine veteran. The runabout was originally powered by some sort of outboard motor. The plan is to re-power it with a small outboard, but not something vintage. “I can build anything from wood, but I’m not a mechanic. The plan is to use a new motor and perhaps wrap or paint it in a period-correct art-deco scheme.

While Luttenberger hopes to have his boat in the water late in 2026, the best laid plans, well...you know how it goes with boats. But for now, he is enjoying the camaraderie of his ACBS Mid-Atlantic chapter friends – especially ACBS National President Ed Andrews, who gave Luttenberger the thrill of piloting his 1982 Roosevelt model Grandcraft, “Rum Runner” during a chapter outing on the Delaware River this past August. “Once he learned I had my boating license, Ed put me right in the captain’s chair, helped me with some finer points of navigation, and watched smile for the next 25 miles up the river,” exclaimed Luttenberger. “That experience made me even more eager to pursue and finish my own boat.” TNM

To be continued...

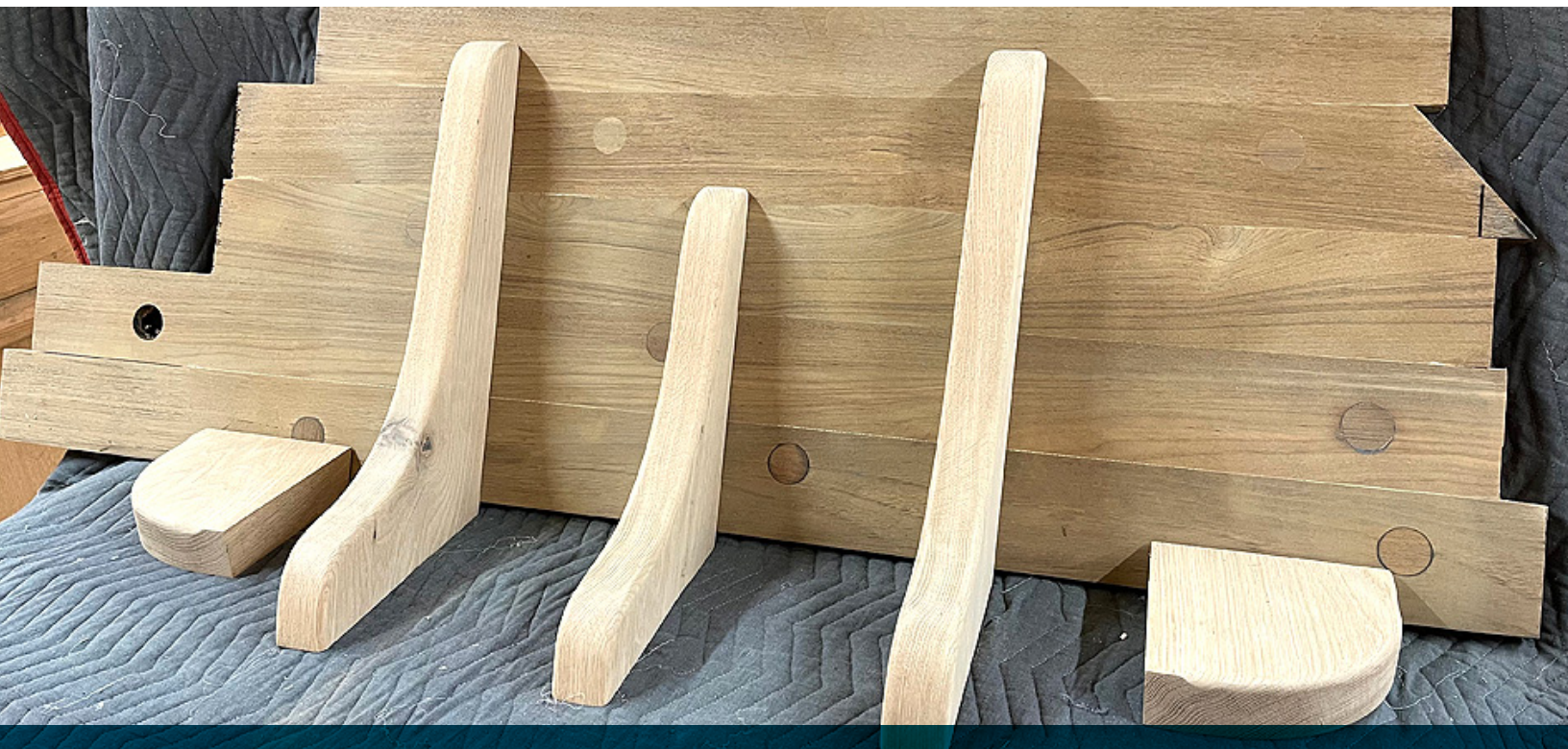
[GALLERY](#) →



Sexy Deck lines.



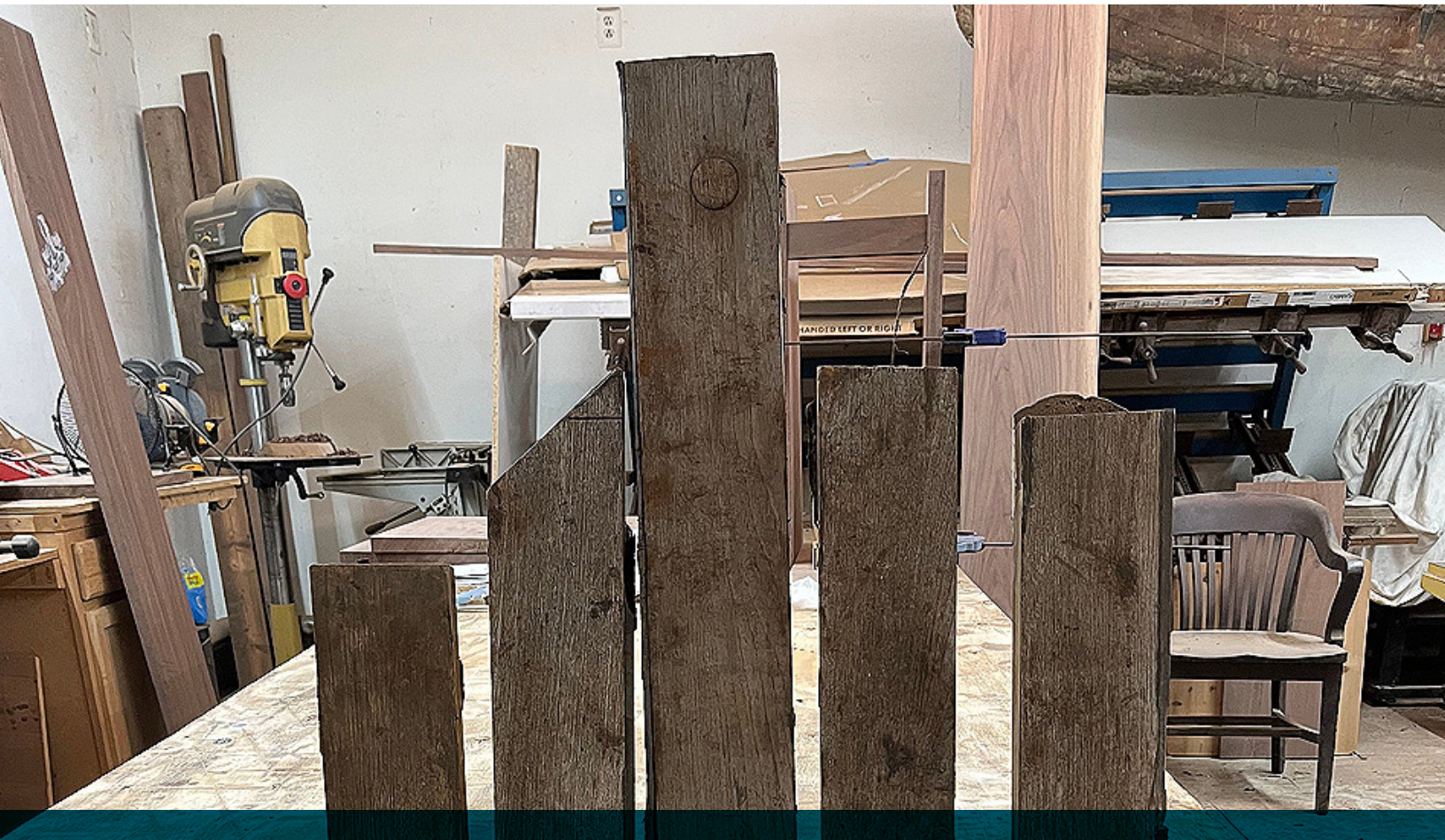
Marking ribs for templates.



A strongback was built to facilitate accurate frame and rib positioning during the first stage of the build project.



A track saw was used to cut the keel and battens, helping to ensure straight cuts and proper width



Rough transom planks as they came off the Battleship New Jersey.



Mahogany and Steel



2026 Boat & Car Show

on the Delaware



Saturday, May 30, 2026

Location: Bristol Wharf at Mill and Radcliffe St. Bristol,

Show time: 10am-3pm

Rain date: May 31st.

Experience a spectacular display of **Antique & Classic Boats** from legendary builders including **Chris-Craft, Hacker, Century, Garwood, and more**, representing **over 100 years of boat-building craftsmanship**. These timeless boats will be showcased **both on land and in the water** at historic **Bristol Wharf**.

Enjoy a rare ride in a **classic wooden speedboat** on the scenic **Delaware River**, and explore an impressive collection of **Antique, Classic, and Modern Performance Cars** including **Corvettes, Camaros, Mustangs, Firebirds, Challengers, Thunderbirds, Street Rods, and Exotics**.

Celebrate the **beauty, history, and craftsmanship** of classic boats and automobiles while connecting with fellow enthusiasts along the waterfront.

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Vote your favorite antique or classic car and boat as People's Choice Award

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Stay around for car cruise down Radcliffe Street at 3 PM watching your favorite antique or classic drive by...



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AHOY, MID-ATLANTIC CHAPTER MEMBERS OF ACBS!

One of the many benefits of Chapter membership is a magnetic-backed name badge — provided at no charge. It's a small item, but it goes a long way in helping us connect dockside, at shows, and during our events throughout the season.

Please consider wearing your badge at all Chapter gatherings. Whether we're on the docks, at a show field, or around the hospitality table, it helps fellow members (especially new ones!) put names with faces.

If your badge has been misplaced, weathered, or otherwise "lost at sea," simply send me an email and I'll make sure it's included in our next fulfillment order for replacement.

Thank you for being a valued member of the Mid-Atlantic Chapter of ACBS — and wear your badge with pride.

Carmen DeLeo

NEW MEMBERS

No new members have come aboard in the last 30 days.