

Straphanger

Port Curtis Sailing Club Inc

Est. 1941

October 2014

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GARTH BREAYLEY ENJOYING THE START OF THE NEW SEASON AROUND PCSC

YOUNG DINGA'S DIATRIBE

BY COMMODORE JOHN IBELL

Hi all,

Welcome back to the 2014/15 season all. What a fantastic start to the season we have had as a club! The overall club atmosphere seems bigger and busier this year which gives us all a buzz and makes us keen to compete or assist wherever possible. Speaking of assisting, the rescue and start boats are always looking for volunteers, so if you know someone who would like to be on the water every Saturday, roaring around in someone else's boat and gaining the experience of helping someone out when in trouble, please point them towards any member of the sailing committee. They will be welcomed with open arms!

The start of the season began with our AGM which saw 98% of the positions filled and yet again a strong field of committee members, a huge thanks for volunteering your precious time towards a great club. Other thanks goes to Marina for yet again being our photographer and putting the face of the club into the general public's eye and also to Cary Scotton, aka Mr Fairfax, for taking the weight of the Straphanger from our VC Sue. Cary and Sarah in reception have produced a quality product which allows Sue some much deserved freedom! Remember if you have anything for the Straphanger please let Cary or Sarah know!

Hats off yet again to Patron Baz for his donation of his trainee to the club which I accepted on our behalf. There are plans for the trainee to be sailed on special occasions and for all other times for it to be displayed in the clubhouse to show everyone how dinghies used to be built. Sails will have to be made for her and Helen Joseph has kindly offered to supply the sails, thank you Helen. I will work with a sail maker in Yeppoon to ensure the sails are as close as possible to the originals. We have an original set to work with but I dare not put them up as they are older than me, and that's old! Now to find the right place for the trainee!

The annual Lady Skippers event was well patronised, thanks Lynne for organising yet again. If I knew there was a time trial and the wind was going to be non-existent I would have bolted an outboard on the back of Restless. It was a case of whoever had the best motoring skills won the day. The ladies on all vessels enjoyed themselves with Brian and Karen putting on a lovely afternoon tea. From all accounts all ladies vowed to return!

The season is on now in earnest and the boat numbers seem to have grown. We reached double figures in the dinghies for a couple of weekends and since then we have had two more dinghies join the club. The club also purchased another two Pacers and we own Bics also which is ensuring we are allowing more people on the water for a minimal cost. Great to see! Yachts and trailer sailors are holding their own so the season for them will again be interesting.

Talks are still ongoing with a number of groups in regards to future leasing of the club past our current 10 years, with an offer of 25 years being placed on the table now, with some financial conditions that we haven't had to meet before. The committee is drafting a plan for the best way forward as there are a few scenarios that we have to consider. If you have any queries or comments please don't hesitate to contact me.

The club traded above forecast budget this period which is good to see the club's recording and reporting system is allowing us to forecast reasonably confidently now. There will be some highs and lows while the town goes through a continuing change of people and industry changes, however Brian and the team are keeping their finger on the pulse as much as possible. Bookings into and over the Christmas period are looking good so if you are thinking of having an end of year celebration then please book early.

YOUNG DINGA'S DIATRIBE

BY COMMODORE JOHN IBELL

Just a few notes on the sailing scene;

Please ensure your Cat 7 and/or Cat 5(Fairway Buoy) YA audit forms are submitted as per our Sailing Instructions or your vessel **will** receive a DNS. We are all here to enjoy our sailing and I know the sailing committee do not want to DNS anyone however we have been requesting this audit form for at least 18 months now so it should not be a surprise to anyone.

- ⇒ If your vessel is compliant it should take you about ten minutes to complete. Email, fax, personally or send it by carrier pigeon but please get it in! For those that have completed them, a huge thank you!
- ⇒ A contingent of Impulse sailors are heading to Hervey Bay next month for the State titles and in preparation for the National titles in Yeppoon over Christmas. The Qld association is looking at 20 boats attending which is great news. Good luck to David Mann, Maria Mohrholz, Scott Patrick and Ray Hobbs, go get them team!

Continue to enjoy your sailing and the Club's facilities and many thanks again to the large number of volunteers that continue to assist with all facets of the club. It is truly appreciated!

Yours in sailing,
Young Dinga.

**If it makes you
smile, giggle or laugh..
Do it again..**

KBSC SEASON REGATTA & VAL SISLEY

BY MARIA MOHRHOLZ

KBSC 6th and 7th September

Saturday

Opening of the Season Regattas Heats 1 & 2

Sunday

Opening of the Season Regatta Heats 3, 4, & 5 and Val Sisley Heats 1, 2 & 3

Saturday:



7 Impulses came out of the wood works for this Regatta, as KBSC will be hosting the Impulse Nationals after Christmas this year. The wind forecast was 15-20 Knots and the wind knew about it. Average winds were between 12-15 Knots which made for good sailing on Saturday.

Starting at 1pm with still a bit of cool in the wind but sunshine for 2 races. The course set was triangle, sausage, triangle.

Everything looked fine as I pushed off the beach. I pulled my rudder cord to get it down and it ripped with 10mins to the start. Quick! Get the boat back to the beach on to the dolly. Got the rudder off to inspect the damage. I Raced to the car for another cord and knotted the two strings together. It worked and I was back on the water just in time.

I got to the starting line for the 20 second tussle and got promptly yelled at. With no time to find my bearings or setting, I was just heading to windward sorting everything as I go. I got so left behind on the windward mark, but regained ground on the two fast reaches. Still it took the whole first race to settle. The wind was building in the second race, but I could improve 3 places.

Val Sisley Heats 1, 2 & 3:



A calm Sunday morning at KBSC. The forecast was also 15-20 knots and the wind woke up slowly. Averaging 15 knots and gusting up to 18-20 knots by 9.30am.

The PCSC showed up with Peter and Christopher Mann sailing Spinout, David Mann sailing Tarfun, Ray Hobbs sailing JFK, Scott Patrick sailing Magic and me, sailing Windspiel. The other 9 boats in the Monohull class were starting for KBSC with 3 other impulses in their fleet. Also a Junior and Multihull/faster boat class was set for a rematch later in the year with PCSC. Everyone agreed on 3 races one after the other so we could finish at lunchtime.

KBSC SEASON REGATTA & VAL SISLEY

BY MARIA MOHRHOLZ

It was a hard windward slog as the wind was building, the tide was going out and the waves starting to stand up. Again course was triangle, sausage, triangle providing 2 fast reaches for the impulses. The runs to the bottom mark became more difficult and very fast, which did not allow breaking concentration for a second. I had to sit almost on the transom to keep my nose in the air and manoeuvred carefully down the waves, so not to fill the cockpit with water and capsize.

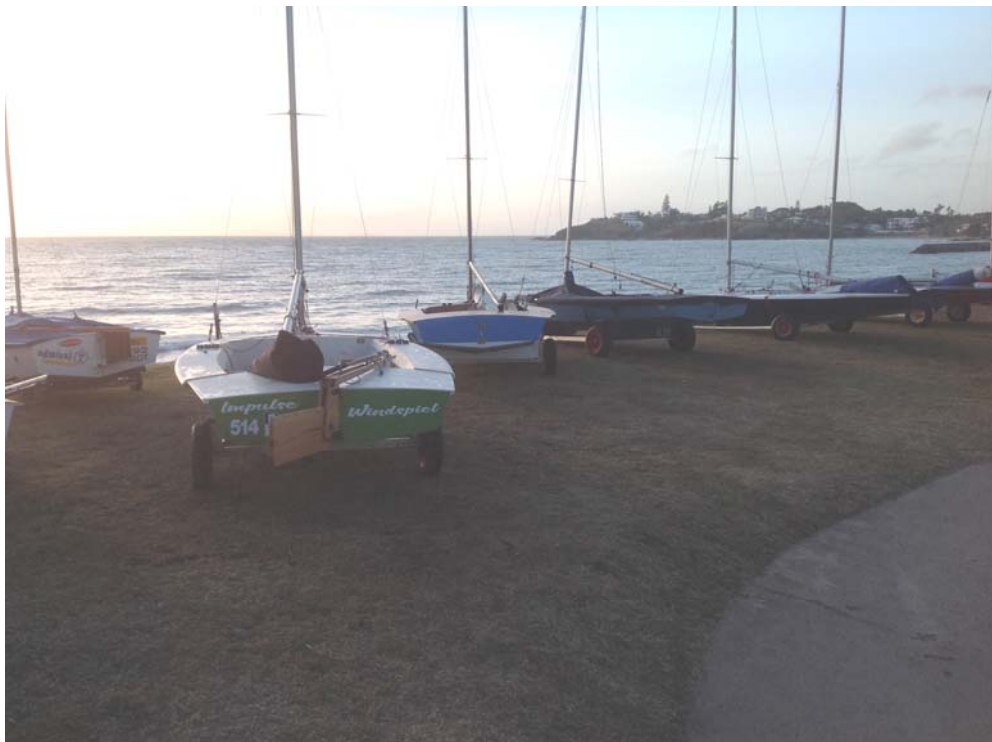
Side by side with Ray Hobbs to the windward mark in the last race. And the same again to the gybing mark. There was a tangle of boats on the mark and I gave it more space to gybe safely. Reaching towards to bottom mark, and going so fast. I have never before sailed my boat that fast. It was exhilarating! Sooo Good!

I felt the wind getting stronger and nearly lost the boat on the run down a wave. I concentrated so much on the last triangle and the last fast reach to the bottom mark and to the finishing line that I had no time to look around and see how everybody else was doing.

Fighting with a Tasar to the finish line and I won the tussle. Back to the Beach. Overall I got 6th place of 15 boats. I'm happy with this and so enjoyed these races very much. Steve Gunter sailing Brownie's Toy won for KBSC and Scott Patrick sailing Magic got second for PCSC.

David Mann and Ray Hobbs had equipment failure. Peter and Christopher Mann finished after two races, with Christopher showing blue lips and getting very cold.

Val Sisley Heats 4, 5, & 6 will be held in Gladstone later in the year.



NO MORE - IT'S THE LAW

Recently, changes have been made to the Liquor Act 1992 preventing the sale or supply of liquor to unduly intoxicated persons. The change, which is part of a broader review of liquor supply, was introduced for two reasons: firstly to clarify the definition of "unduly intoxicated" empowering persons serving or supplying liquor to make a more accurate assessment whether or not the customer should be refused service: secondly, to make it easier for Licencing Police to prosecute staff, establishments, management and individuals for serving, supplying or permitting intoxicated persons on the premises. Clarifying the definition "unduly intoxicated" removes any ambiguity surrounding breaches of the Liquor Act.

Quote: For this Act, a person may be taken to be unduly intoxicated if

- ⇒ (a) the person's speech, balance, coordination or behaviour is noticeably affected; and
- ⇒ (b) there are reasonable grounds for believing the affected speech, balance, coordination or behaviour is the result of the consumption of liquor, drugs or another intoxicating substance.

Management advises all Members and Visitors that compliance with the Liquor Act is mandatory and as such intoxicated persons will be refused service then asked to leave the venue or be refused entry. Penalties apply for non-compliance of the Act.



REASON TO LIVE CAMPAIGN

BY MARINA HOBBS



The experience of travelling to Halifax as part of a support team for Peter Beard and Rachael Cox was always going to be intense and exhilarating to say the least. In reality it provided many challenges; reclaiming the Skud 18' from the container, only to find it damaged in transit; repairs, tuning, fine tuning, and maintenance were all part of Rays daily routine. Fortunately one of his greater skills is in resourceful sourcing of materials and parts – epoxy, fibreglass, hair dryers etc. (It may be sticky, but we can still use it!).

Maintaining Peter's health and ability to sail was a challenge for wife Yve and a demanding task for her, which gave us all some anxious moments. Disabled athletes are prone to infection and other medical issues and those 6 hours on the water each day can be challenging to manage. Once Graeme Boyd, the team's chief fundraiser and manager arrived, along with Peter's brother Phil Beard and wife Rosemarie we settled into a cohesive team for the main event.



Before leaving home, I had fortunately registered as part of the 'official media' for the event, which gave me access to lots of information, insider knowledge and ultimately the contacts which enabled the Canadian Broadcasting Commission, (CBC) and the ABC in Australia to pick up Peters story, and his 'Reason To Live' campaign.

Our Canadian hosts at the Royal Nova Scotia Yacht Squadron were wonderful to all competitors, all with such grace, respect and humour. The organisation of the event was precise and well planned, with 200 volunteers alone for the 6 day Worlds event.

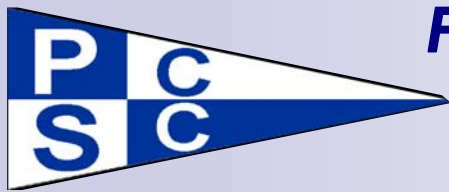
The pre world North American Championships were more relaxed and gave Ray and me an opportunity to assist on the mark boats and start boats. This had the advantage of making us known to the Canadian organising committee, who were grateful for the assistance and returned the favour ten - fold. It was great fun and a terrific experience to be part of that event; and it also gave us a bit of knowledge about the local conditions, currents, prevailing winds etc.



The daily blog <http://passiontosail.blogspot.com.au> records the event as we experienced it. There were highs and lows as one expects, but ultimately the story is one of amazing effort and achievement. Peter and Rachael sailed 21 races over 11 days in two regattas. Some days there were two, three or four races a day. They held their own in a fleet comprised of World class para- Olympic sailors, and World Champions; and remember these are still fit athletes. The crowning moment came in Race 8 of the World Championships when Peter and Rachael found the breeze and sailed home to a glorious victory winning the race by a good 100 metres. The Joy of all rival competitors and race officials was wonderful as Peter and Rachael were cheered and clapped into the dock to the rousing sounds of Aussie! Aussie! Aussie! Oi! Oi! Oi!

Ultimately Peter, was awarded the Regatta Sportsman Award, presented with a trophy from the Australian Team, and made an honorary member, and was part of the winning Australian Team for the Nations Cup Trophy.





FROM YOUR SAILING COMMITTEE

**SOCIAL SAILING on Sunday 5th October
POSTPONED until Australia Day long weekend**

Ahoy me Hearties
Listn' up all ye lads and lasses
PIRATE DAY on Sunday 5th October 1400 postponed until Australia Day long weekend.

With lots of activity this weekend ... some Members are away with the school holidays or long weekend, others are competing in the Impulse State Titles in Hervey Bay, some are working, others are repairing their boats and we'll be light on helpers too, so sadly have postponed sailing this weekend.

No Sailing on Saturday 4th October either.

All **me Hearties** are welcome to help with our Adult Start Sailing group on Sunday 5th October 8am to 12noon. This is the first session for this group so great day to meet the new sailors and help with rigging, de-rigging, buddy sailing or safety boat operations.



Safety Boat Roster

Thanks to everyone who has volunteered a turn on the Support Boats, much appreciated. Please keep us in your mind if you're not sailing, we're only just scraping through each week. The rostered Principle Race Officer (PRO) is shown on the sailing calendar with a phone number each week, if you are willing to help please let the PRO know as early in the week as possible.

Upcoming Events

Head Harbour heat 2 – 11th October 1400
Club Championship heat 2 – 18th October 1400
Head Harbour heat 3 – 25th October 1400
Head Harbour heat 4 – 1st November 1400
Fairway/Tripod – 8th November 1300

DATE CLAIMER - Sailors Christmas Party – 13th December 1300

SAILING AROUND PCSC

PHOTOS COURTESY OF MARINA HOBBS



HERRESHOFF'S AMARYLLIS

BY TONY CONSTANCE

Herreshoff's 1876 Amaryllis was the first racing catamaran

By Jack Griffin – Preface by Tony Constance

Australians love the underdog, the little man, the little battler. It's a part of our culture that I for one am proud of – our willingness to empathise with the little guy. In 1876 a young man of virtually my age was indeed the small fry in his sailing community. [Nathanael Greene Herreshoff](#), at the age of 28 designed and built Amaryllis – a 24 foot catamaran that the sailing fraternity at his Club, the New York Yacht Club, initially thought of as quite a flimsy joke. Alas Herreshoff, in true little guy style, set out against the odds racing yachts over 4 times his length with the 'professionals' on board. After an amazing achievement he was unfortunately robbed of some glory. In reading this piece of history, hopefully we can recognise and pay homage to Herreshoff's innovation. His story is as follows...

- Tony

Twenty-eight-year-old [Nathanael Greene Herreshoff](#) confounded the New York Yacht Club by taking line honors in their Centennial Regatta in June 1876. Larry Ellison's plans for the 2013 San Francisco America's Cup are equally exciting and unconventional.

America's Cup fans try to come to grips with the monster AC72 catamarans with their 130-foot tall wing sails that will be racing on San Francisco Bay in summer 2013. Imagine the puzzlement of the 35 yachts entered in the New York Yacht Club's 1876 regatta when they saw Herreshoff's *Amaryllis*. Thousands of spectators came out on the excursion steamers that beautiful June day. The New Yorkers were celebrating 100 years of US independence and thinking about the third defence of the America's Cup, to be sailed later that summer.

Few paid any attention to Herreshoff's 24-foot long curiosity, which was described in the press as a "half-liferaft cigar boat" and a "sea monster." *Amaryllis* got off to an unspectacular start in light air for the 20-mile race off Staten Island, but when the breeze freshened after almost two hours of racing, *Amaryllis* began to show her "wonderful speed... passing yacht after yacht as if they were anchored," according to the New York World's account of the race. When *Amaryllis* was unable to point high enough to pass a boat to windward, Herreshoff would dive off to leeward and sail right through the other boat's dirty air. As the breeze freshened more, *Amaryllis* "kept jumping along" moving like a "frightened porpoise."

When only the *Susie S* remained in front of her, things got more entertaining. Herreshoff powered up and flew past *Susie S* at about 20 knots, but then almost pitchpoled. *Amaryllis* stood on both bows for 30 seconds and *Susie S* passed her back. The crew of *Susie S* thought Herreshoff's "*pointe*" was an intentional stunt. *Amaryllis* settled down and flew into the lead again, taking line honors.

Herreshoff had sent a description of *Amaryllis* to the race committee with his entry. It was approved. Some of the unhappy owners of the monohulls protested after the race. *Amaryllis* was disqualified on the grounds that she was "not a yacht" – you could not sleep on board. Herreshoff showed the tent that he rigged over the boom, which provided standing room and wonderful sleeping quarters. He explained, "To those who are truly in love with aquatic sports, the tent affords sufficient shelter, and if anyone wants a cabin, it is clear in my mind he doesn't want a catamaran."

The NYYC consoled Herreshoff with a medal and a certificate declaring *Amaryllis* the world's fastest [sailing](#) vessel. He remained bitter, noting that the club's constitution included a clause that the purpose of the club was "to encourage naval architecture."

HERRESHOFF'S AMARYLLIS

BY TONY CONSTANCE

Since *Amaryllis* did not point as well as the monohulls, many claimed that a catamaran was no good to windward. Herreshoff understood race course geometry well and wrote that when sailing upwind he could gain a mile in an hour against any other sailing craft and offered to wager on it. He might sail further than the other boat, but *Amaryllis's* speed advantage would win out.

In a letter to the editor of the New York Herald, Herreshoff wrote, "I'll throw down the gauntlet to anything that floats, be it catamaran, yacht, or steamer!" No one took him up on the challenge. Herreshoff also had some advice for handling "the death zone" in which Oracle's AC 72 catamaran capsized last October. "If, in a catamaran, you are sorely pressed by wind or wave, turn her bow to leeward. There you will find comfort and consolation, so light she is, and presents so little resistance, that the wind blows her along like a bubble floating in the air."

The journalist for the New York World certainly understood what he saw: "It behooves the owners of the large schooners to take counsel together lest somebody should build an *Amaryllis* a hundred feet long and convert their crafts into useless lumber. It is a matter quite as important as keeping the America's Cup." Not having read this 1876 report, many sailors have complained that the current event disregards tradition. Perhaps they should take comfort in Herreshoff's enthusiasm for multihulls. And perhaps the organizers should give a bit more credit to Captain Nat for his visionary design from 1876.



Port Curtis Sailing Club Calendar 2013-14

Wk	Date	Start	Briefing	Event	PRO	MV Jack Mortensen Starter	Herc	Rescue Red	Duty Boat	Tides
						Roster Duty Boat 2 members capable of performing duties on board support boats				
						Quoin Area is the preferred dinghy course - weather permitting				
	Saturday 11-10-14	1400		Head of Harbour - heat 2	Tim Williams 0411 710 466	Barry Austin				1057 4.11 1711 0.75
	Sunday 12-10-14	0800 1200		Adult Start Sailing - Session 2	Colleen Sawatzki					0517 0.78 1141 3.89
	Saturday 18-10-14	1400		Club Championship - heat 2	Peter Mann 0418 138 182	Barry Austin				1141 1.36 1750 3.51
	Sunday 19-10-14	0800 1200		Adult Start Sailing - Session 3	Colleen Sawatzki					0631 3.31 1228 1.17
	Saturday 25-10-14	1400		Head of Harbour - heat 3	Tony Constance 0410 678 459	Barry Austin				0947 4.02 1605 0.73
	Sunday 26-10-14	0800 1200		Adult Start Sailing - Session 4	Colleen Sawatzki	Sue Away				1023 4.50 1644 0.82
	Saturday 01-11-14	1400		Head of Harbour - heat 4		Barry Austin				0957 1.27 1627 3.73
	Sunday 2-11-14	0800 1200		Adult Start Sailing - Session 5	Colleen Sawatzki					0513 3.44 1113 1.06
	Saturday 08-11-14	1300	1130 briefing	Austin Family Fairway/Tripod (yachts only)	Barry Austin	Barry Austin				0952 4.30 1612 0.65
	Sunday 9-11-14	0800 1200		Adult Start Sailing - Session 6	Colleen Sawatzki					0413 0.62 1032 4.17
	Saturday 15-11-14	1400		Club Championship - heat 3	Sue Doyle 0419 649 764	Barry Austin				0944 1.75 1543 3.27
	Saturday 22-11-14	1400		Handicap Series - heat 1		Barry Austin				0852 4.19 1512 0.71 2108 3.64
	Sunday 23-11-14	1000		YA National Discover Sailing Day (national day 26-10-14)						
	Saturday 29-11-14	1400		Club Championship - heat 4		Barry Austin				0813 1.34 1446 3.74 2119 1.01
	Saturday 06-12-14	1400		Handicap Series - heat 2		Barry Austin				0855 4.34 1517 0.74 2116 3.57
				Aquatic Permit to here						
				Start School Holidays Sat 13-12-14 to Monday 26th January 2015						

19th October 2014

Dear Commodore,

It is with great pleasure that I inform you of Yachting Queensland's partnership with 'Melanoma Patients Australia'; a charity dedicated to raising awareness of Melanoma and reducing its impact in Australia.

Yachting Queensland decided to make this multiple year partnership to help make a significant difference within an issue that affects us all, Melanoma. You do not need to go far to learn of the pain our members receive at the hands of Melanoma. It is the Board's vision, that by selecting a single charitable partner, over a multi-year time frame, that we can concentrate our effects and make a significant contribution to reducing the impact of Melanoma through our partner MPA.

As most of us are aware, Melanoma is mostly caused by exposure to UV radiation in sunlight and is the most common cancer in Australians aged 15 – 44. Sailors out enjoying the water are obviously at risk and unless something is done, Melanoma is projected to become the third most common cancer in Australia by the year 2020. Without the proper support and awareness against this cancer, everyone, especially sailors out in the sun, is at risk.

Melanoma Patients Australia was co-founded by Daniel Belcher, who is a recreational and competitive sailor and brother to Olympian Mathew Belcher. Both Belcher and MPA (head office at the Wesley Hospital) are proud home-grown Queenslanders.

The aims of this partnership are three-fold: Help raise awareness and educate the community, Occupational Health and Safety Awareness education of what clubs can do to reduce risk to Melanoma and early detection promotion. By focussing on these objectives we can do our part in reducing the prevalence of melanoma in Australia.

To offer support from the sailing community we are asking that all the clubs get behind this initiative and help Yachting Queensland and MPA reduce the risks of melanoma.

I will be writing to you again in the coming weeks with a more detailed list of initiatives and ideas of ways we can raise awareness, and provide support. But I would initially ask you to visit their website to become familiar with the organisation. www.melanomapatients.org.au

I would like to encourage you and other clubs to share information with the public, educate your officials and members about the charity partnership

The Board would also like to encourage all clubs to donate or fundraise a minimum of \$100 to the cause. A relatively small amount of a large number of people will amount to a significant contribution. For perspective, \$100 from each club would equate to over \$5,500 in support.

More information on fundraising events and how your club can get involved will be distributed soon. Our aim for 2014 is to combine a state-wide MPA fundraiser and awareness with the Discover Sailing on October 26.

Thank you for your assistance in this matter and together we can help make a difference. Together we can help raise awareness and together we can minimise health risks in sailing.

Kind Regards,



Ken Hurling
President



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NEW BREAKFAST MENU

Bacon & Eggs Pancake Stack Full Breakfast
Frittata Bacon & Egg Burger Coffee



Available on Sundays 8am ~ 10.30am from the Salty's Kitchen by the waterside

YACHTIES RESTAURANT

Lunch

Mon ~ Thurs 12pm till 2pm
Fri ~ Sun 11:30pm till 2.30pm

Dinner

Sun ~ Thurs 6pm till 8:30pm
Fri ~ Sat 5:30pm till 9pm

DUDLEY'S BAR & SALTY'S KITCHEN

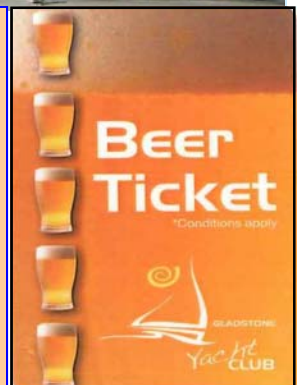
Fri ~ Sat from 2pm
Sun from 10am

SUNDAY BREAKFAST

Sun 8am ~ 10.30am



Price Buster Drink Ticket \$14.00 per ticket for 5 drinks
basic beer, house wine or soft drink.
The vouchers can be used on Fridays from 2pm to 6pm.
Only available to Life Members,
Ordinary Members and Pensioners
Available from the main bar.
(Premium Tap Beer and Ciders Excluded)



CLUB CHAMPIONSHIPS HEATS AT PCSC

PHOTOS COURTESY OF MARINA HOBBS



CLUB CHAMPIONSHIP HEATS AT PCSC

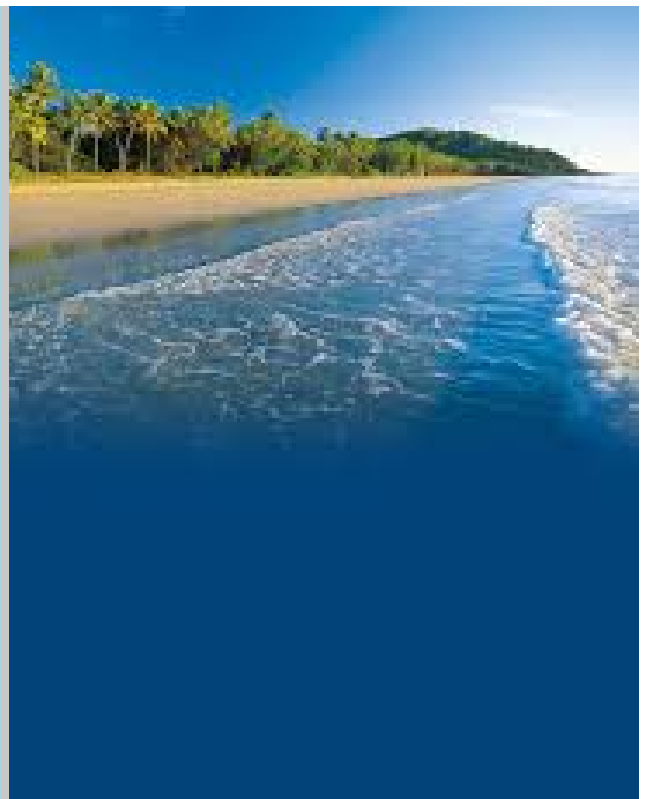
PHOTOS COURTESY OF MARINA HOBBS



RULES ON BOARD

Be Shore of yourself
Come out of your Shell
Take time to Coast
Avoid Pier pressure
Sea life's beauty
Dont get Tide down
Let your cares Drift
away

MAKE WAVES



The PCSC proudly gives thanks to;



Fuel for the Future

Gladstone Yacht Club

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Functions: Karen Dawson - functions@gyc.com.au

F&B Manager: Ferhaan Nana - ops@gyc.com.au

Main Reception - admin@gyc.com.au

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Port Curtis Sailing Club

Commodore: John Ibell (0429 855 180)

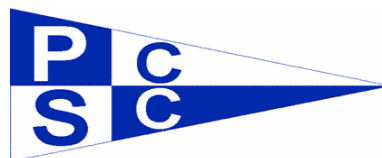
Vice Commodore: Sue Doyle (0419 649 764)

Club Captain: Lex Moran (0418 794 286)

Treasurer: Martin Ten Bensel (0402 810 527)

Secretary: Brian Dawson (0418 722 243)

Sailing Liaison: Sarah Perez (0412 098 673)



Straphanger Contributions

We want to hear what you have to say.

If you would like to contribute to any future editions of the PCSC Straphanger, please contact Straphanger Editor Cary Scotton by email at: c_scotton@bigpond.com or reception on: Ph: 07 4972 2294 or Email: admin@gyc.com.au

If you would like to unsubscribe to this Newsletter, please email your Name and Membership Number to admin@gyc.com.au

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*FAMOUS for our Food, FAMOUS for our Wines,
FAMOUS for our Sailing, FAMOUS for our Service.*