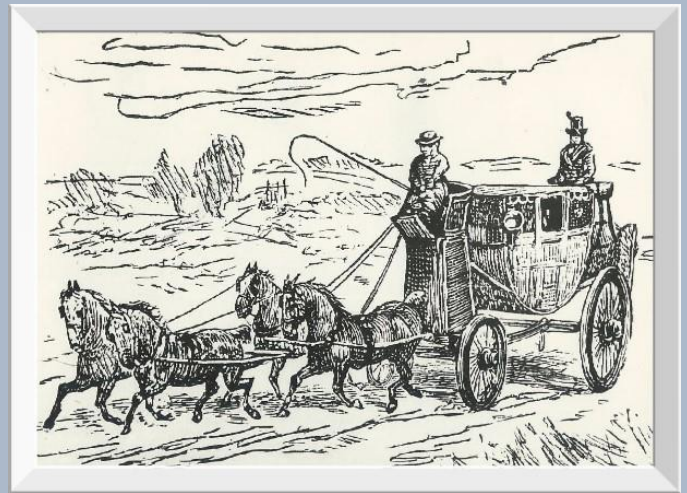


GUEST HOUSE, FOGAS, BORHARAPÓ

One of the most valuable Baroque buildings in the downtown of Siófok is the Guest House. The building with a porch and an open corridor, built in the 18th century, was later named Fogas (pike perch) and then Borharapó (Wine-snappers). The listed building was renovated in 1986 according to the plans of György Szigetvári, an Ybl Prize-winning architect. At the time of the construction of the Guest House, and even at the beginning of the 19th century, Siófok – formerly known as Fok – was a disorderly settlement with a population of barely 800. It's inhabitants were fishermen, farmers, grain and cattle traders. In the place of today's "Borharapó", the inn of the Veszprém Chapter represented the hospitality

The inn was leased to Pál Lauron by the Chapter at the end of February 1823. The contract concluded with the tenant defined the conditions of operation:

"Our inn is located on a main road, therefore many high-ranking and noble people visit, so the innkeeper must keep the rooms, beds and table utensils so clean that no complaints are made to us or our officials. The price of food, drink and services should be moderate so as not to alienate the guests, but rather to accustom them. He should also try to keep the yard, especially the area around the well and the stables clean, so that no damage is caused, especially by pipes and various people coming and going."



This meant a change in the development of Siófok's bathing resort, as more and more people got to know and love the area. When the first bathing booth was built, and later the large hotels of the beach resort were built, the tourism of Siófok and the settlement developed rapidly.

But returning to the Guest House, the former appearance of the building was dreamed up by István Z. Soós - a painter who lived in Kaposvár - based on the floor plans kept in the Veszprém Archdiocesan Archives.

Among the former tenants of the inn, we should mention the names of Mátyás Muth, Gusztáv Bárány, Gyula Karlberger and Ferenc Cservenyi.



Borharapó

Hospitality and catering had a long tradition in this region. Before the World War I, guests who knew Balaton knew that the best grilled fogas (pike perch) fillet was baked at Uncle Cservenyi's restaurant in the Fogas Hotel, and that Nándor Sovánka's music could be enjoyed there. The Viennese beef bone and the chicken soup were the most velvety at Karpelesz Janka, in the Balaton Hotel. On the waterfront, in the restaurant of the settlement, Gyula Várady – the father-in-law of Gyula Krúdy – was the place for lovers of French food and roasts. At Várady's, the famous innkeeper of the Royal Hotel in Pest, Imre Magyarai played music and gave concerts.

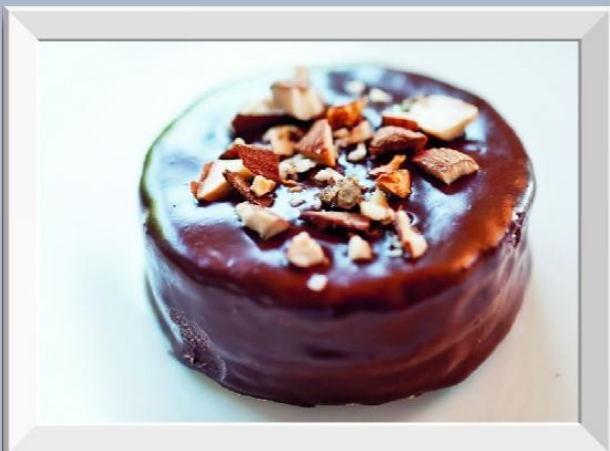
The memory of the famous guests of the Fogas inn was preserved by the tales of our grandfathers and great-grandfathers. **Csokonai** loved artichoke and asparagus dishes when he visited **Ádám Pálóczi Horváth** in Szántód. Pálóczi himself was also a frequent guest at the inn.



Jókai loved pot dishes. His favorite dish was "smoked pig's trotter cooked in beans". It did not contain any vegetables, sausage slices, pieces of ham or pinched, as Jókai bean soup is made today. According to the great storyteller, "... it needs beans as big as the rosary of Greek monks, and the crumbly smoked pig's trotter is golden in color and shaped like the shoes of angels...".

Lujza Blaha, the Nightingale of the Nation, was also praised by the contemporary newspapers for her cooking, especially her lentil stew with smoked meat.

Many of her friends, acquaintances and guests visited Lujza Blaha's apartment and holiday home in Siófok. Although we do not have reliable data on whether she also offered it on the shores of Lake Balaton, her favorite dessert was the donut named after her. The "Nightingale of the Nation" filled the - flavored and "enriched" with almonds - delicacy with vanilla cream and covered it with chocolate before serving it to her admirers and supporters. According to gourmets and pastry chefs who revive the recipe, the donut is a special and delicious, but fattening dessert. No wonder the saying about its creator spread, which says: "What is good in life is either fattening or immoral". Lujza Blaha was an outspoken woman. It is conceivable that she was the one who invented and spread this sharp remark. (Balázs Dravezky)



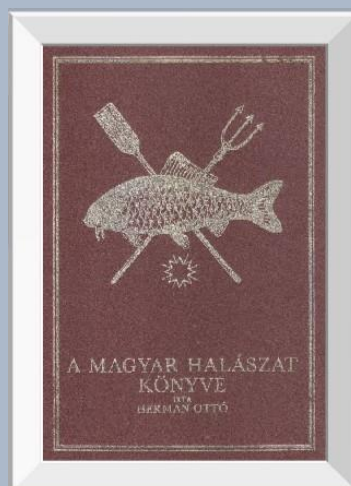
Endre Ady - famous Hungarian poet -, as recorded by Zsófia Dénes, loved all forms of „puliszka” - Ground Cornmeal Porridge -, even as a dessert. The cottage cheese pancake with dill was also among his favorites.

Gyula Krúdy was a frequent guest at the famous Siófok horse races, and during the wine tastings he often ate pickled sausage with onions, or the so-called kofadög (cold gypsy roast). In the picture you can also see Gyula Krúdy.

He asked for radishes with caraway seeds, knakk (patéed rye bread bites), sörbomba (vinegar salami) or ájnspenner (a piece of sausage in stew) as beer snacks.

Ottó Hermann, when he was collecting data for his book "Hungarian Fisheries" in Siófok and Balatonkiliti, among other places - invited to Siófok by János Magyar, the parish priest, founder of the Siófok Choir and member of parliament - mainly liked fish dishes, as well as stuffed cabbage.

Józsi Jenő Tersánszky, who visited Siófok in 1932 organized by the Economic Association of the Writers, ate a huge portion of plum dumplings in the company of Attila József, József Berda and János Kodolányi - recalled Gyula Antalfy.



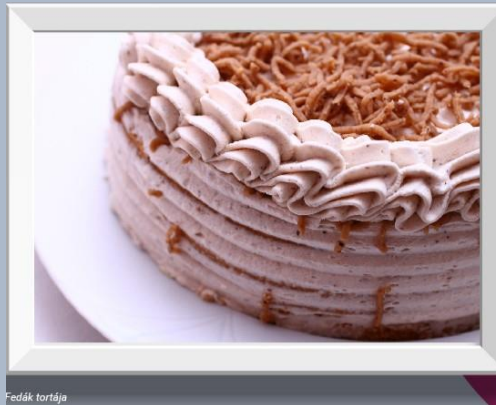
Tersánszky és József Attila a Balatoni Íróhétén (kép forrása: konyvesmagazin.hu)

Imre Kálmán and his classmates also celebrated the festive jubilee of Adolf Rónai, the Jewish headmaster-teacher, at the Fogas restaurant. The then world-famous composer paid the full cost of the anniversary, as my grandfather told me. The menu included foie gras, breaded chicken, pikeperch and pastries. Imre Kálmán loved the Badacsony Szürkebarát and Csopak Rizling. He mentioned them as inspiring wines, just like the wine of Kőhegy in Zamárdi.

Imre Kálmán's cook often made roast goose, he loved pike-perch from Lake Balaton, but he didn't despise roast chicken either. Once he accompanied his guests to the station, and there he surprised them with another roast chicken, saying: they could not eat enough of it at the table. Imre Kálmán also loved cottage cheese strudel, Napoleon slices and chocolate covered loaf. When he went home, there was always a stick of Hungarian salami in his luggage. The Kálmáns had an excellent cook. First Mrs. Antal from Siófok, then Mária Pervich from Budapest, who had previously worked at the Mágnás Casino, the wife of Governor Horthy would have been happy to employ her.



Kálmán Imre, Vera és Pervich Mária



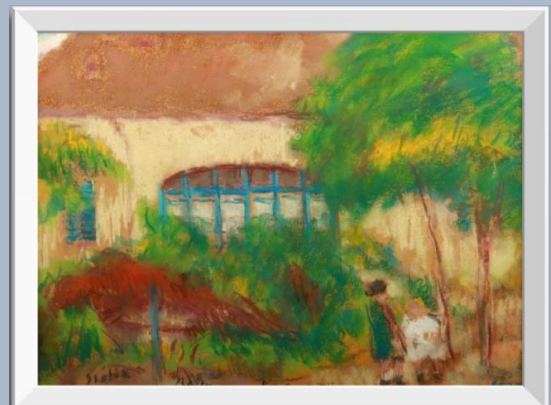
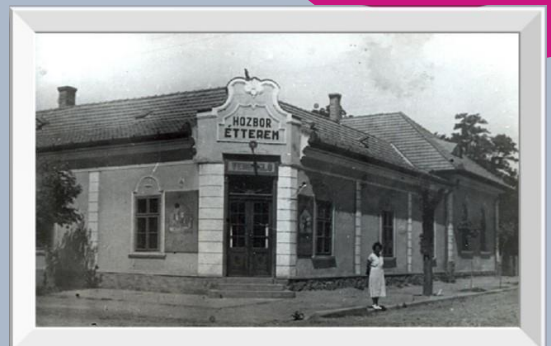
Fedák tortája

Sári Fedák, as the wife of writer Ferenc Molnár, but better known for her leading role in *János vitéz*, loved excellent pastries (Fedák's pancake, Fedák's cake).

Hungarian hospitality has reached the world level thanks to the Gundel family, and their real dessert - which Zoltán Latinovits' mother, Aunt Tirka, told me about - was the Gurdel pancake. Frigyes Karinthy and Jenő Rejtő also frequented the Fogas, although their main haunt was the Hozbor restaurant - as his grandson Márton Karinthy confirmed. They also swore by fish dishes and foie gras and often ate carp.

The following recipe for making fish soup was once recorded in Siófok:

"They gather all kinds of fish, the more they mix the better it is. They put them into a pot, cut them up, salt them, and put a handful of onions and peppers in between them, and stew them. After that they make a little yellowish sauce, which they mix with red wine, a little parsley and thyme, and serve it once boiled."



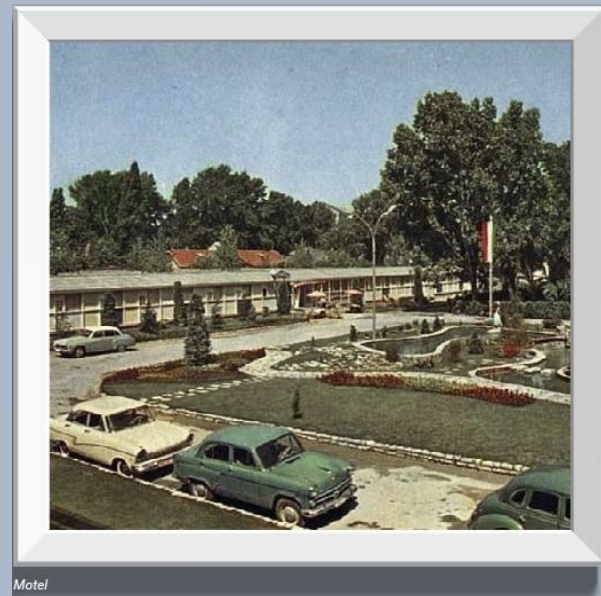
Between 1917 and 1925, József Rippl-Rónai spent most of his summers in Siófok with his models. With Zorka Bányai in the pension of Miklós Vitéz. Rippl-Rónai painted mostly small-scale sunny pastels of Lake Balaton and Siófok, but sometimes he painted portraits of the owner and his wife for the board.

He was a central figure in local social life at the turn of the century. The cafés were also popular meeting places for daily communication between the social and political life. With their individual image, homely comfort and special services (newspapers, games, food and drink), they were the place for many regulars and their cuisine made them frequented by artists. The restaurant and café at the baths was built in 1896. Frigyes Karinthy, Sándor Hunyady, Imre Békessy, Jenő Rejtő and Rippl-Rónai were frequent visitors here and in the Hozbor tavern. Together with Frigyes Karinthy, Rippl-Rónai was on the jury of the competition for the Balaton Fairy on King Stephen's Day in 1925. According to restaurateur József Hozbor, Rónai often sat down in the satellite behind the restaurant - eating a salted crescent and then having a glass of beer.

Based on the manuscript by József Matyikó

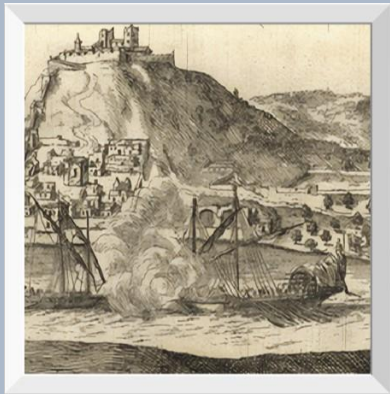
The history of Balaton motels

A little known fact about the history of hotel tourism in Balaton is that the 1958 Brussels World Outlook provided the idea for how to meet the demand for accommodation. In Brussels, there was of course a Hungarian restaurant next to the Hungarian pavilion, with a full house at all times - a showcase for Hungarian gastronomy. The hosts had built a barracks for those working on the world view, with all the comforts of a one-star hotel. After the event, they were sold and some were built on the shores of Lake Balaton, thus ensuring that accommodation needs would be met for a few years. This marked the beginning of the motel programme, with the first motel opening in Siófok in 1959.

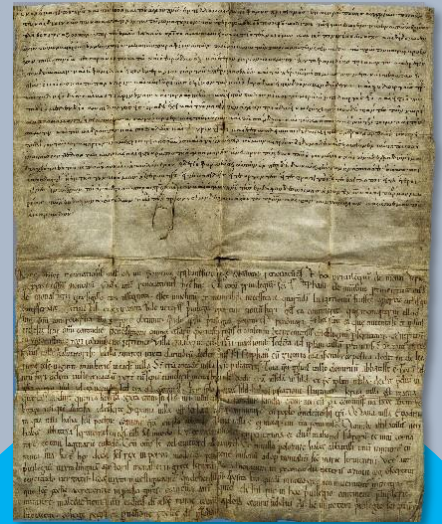


SAILING

The history of sailing on Lake Balaton dates back to ancient times and it was already sailed in Roman times. The Roman altar stone exhibited in the Veszprém Museum, which was erected to Neptune, the god of the seas and waters, presupposes shipping traffic on Lake Balaton. The Romans were advanced shipbuilders.



The advance of the Turks reached the line of Lake Balaton in the 1550s. The Turks built a huge fortress in Siófok, on the site of today's granary. The "water aga" was headquartered here. His fleet in the Foki port was suitable for a thousand people.



The founding letter of the Tihany Abbey issued in 1055 mentions the Tihany-foki port. The copy of the founding letter from 1109 of the Veszprém-valley nuns lists 17 fishermen and 7 ferrymen among the listed servants.



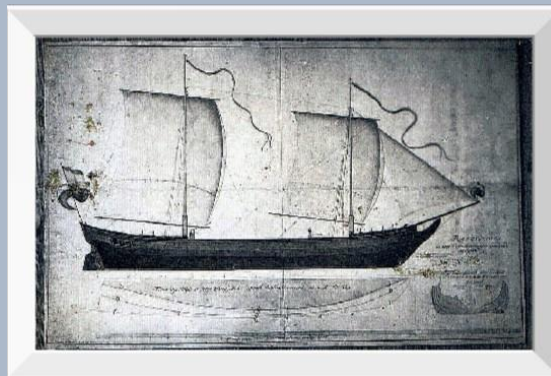
After the expulsion of the Turks, the nasad, which served military purposes, lost its importance. Instead of the old ships, new ones were not built, only fishing boats and boats remained on the lake. The most characteristic of these is the ancient bödön-bodon ship, which was made of oak. It was usually 3-4 meters long and provides space for one to four people and the equipment.

The native oaks in the Balaton region became extinct by the beginning of the last century. The ships made from these giant trees were replaced by the "lenta"

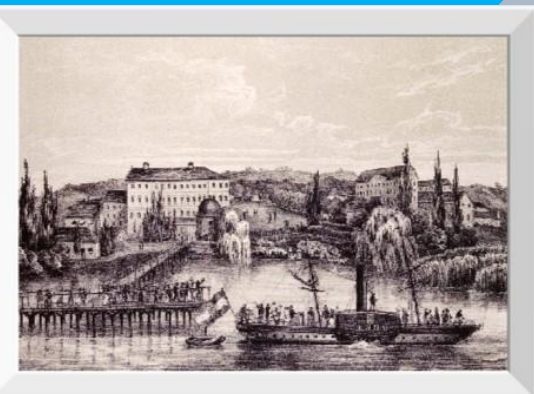




In the first half of the 18th century, the Festetics family bought an estate in the southwestern part of Lake Balaton. They built their ships from the old oaks of Szentgyörgy, Vörs, and Sávoly at the shipyard next to the Fenékpusztá port. A whole arsenal of ships came from the Fenékpusztá site.



In 1753, the CHRITOPH galley was built, capable of holding 12 carts of salt, which became the first unit of the Balaton fleet. Then, in 1796-97, the PHÓNIX was built, which was capable of holding 20 wagonloads and became the pride of Lake Balaton.



On September 21, 1846, on the birthday of Count István Széchenyi, the Kisfaludy steamer, the ship of the previously established Balaton Steamship Company, was launched in Füred. In 1869, the ship was extensively renovated, so it carried passengers until September 21, 1887.



During the revolution and the war of independence, only the supply of the fighting troops was ensured by shipping, and regular passenger traffic resumed from 1852.

In 1861, the construction of the Southern Railway brought Lake Balaton closer to the world. The crowds of guests heading to Siófok by train and then to Füred soon recognized the advantages of the location of the town on the Sió coast and partly stayed there. From 1861, a sailing ferry operated on the Révfülöp - Boglár crossing, and from 1872, the Balaton steamer of the Zala-Somogy Steamship Company operated.

With the shutdown of the Kisfaludy, the life without scheduled shipping brought decline to the shores of Lake Balaton. It was also in the interest of the members of the Stefánia Yacht Club and the Southern Railway Company to restart the steamship service. On October 21, 1888, the Balatontavi Gőzhajózási Rt. (Lake Balaton Steamer Joint Stock Company) was established to handle regular passenger and freight transport on Lake Balaton. In 1889, the company's first ship, the Kelén side-wheel steamer, was launched, which was renamed Baross in April 1891.



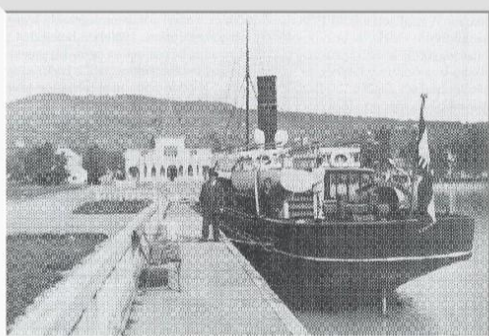
In June 1890, the Company put into service its second ship, the Rohan passenger and tug screw steamer. In 1891, two new screw steamers were built, which were assembled in Siófok and named Kelén and Helka. The fleet was further expanded in 1909 with the Kisfaludy and in 1913 with the Jókai screw steamers, thus closing the era of steamship construction on Lake Balaton.



In 1935 the Boglár and in 1938 the Szent István, the Szent Miklós and several 15-25 passenger motor-ships were also put into service on a long-term lease. The shipping division of the company operated under the name BHRT Siófoki Kirendeltsége (BHRT Siófok Branch) from 1931. Balaton shipping experienced its darkest period after the World War II. Not a single member of the fleet remained intact after the front passed. Only the screw steamer Kelén and the motor-ship Tünde escaped total destruction, which were saved from being blown up in the Révfölöp port thanks to their crew by opening the bottom valves and thus sinking the ship.

In the 1920s, scheduled shipping generated a greater loss year by year, and due to lack of funds, even the mandatory repairs could not be carried out on the ships.

In 1926, the company was purchased and reorganized by the Hungarian Royal State Railways (MÁV) and the Danube-Sava-Adria Railway Company (D.S.A.) under the name Balatoni Hajózási Részvénytársaság (Balaton Shipping Company). The shipping company was modernized, the old steamers were renovated, and in the meantime, the purchase of new passenger ships began. In 1927, the ships Szigliget, Csobánc, Komp I. were added to the Balaton fleet, in 1928 the ships Csongor, Tünde and Gyere velem, and in 1929 the motorless, wooden-hulled rowing ferry Komp II. and the ship Sió were also expanded the fleet.



In 1945, with the superhuman efforts of the surviving Balaton sailors and the workers of the Füred shipyard, the raising and restoration of the sunken ships began, which was completed by 1948. The ships were put back into service under their previous names, except for the motor-ships Szent István and Szent Miklós, which were renamed Tátika and Sió in 1947. The Balatoni Hajózási Részvénytársaság (Balaton Shipping Company) was nationalized. The ferry traffic between the northern and southern shores of Lake Balaton was temporarily made more comfortable by the relocation of three Danube steamers - the Úttörő, the Pajtás and the Ifjú Gárda. Due to the increased traffic on Lake Balaton, the production of a new, large-capacity ship was initiated, and in 1952 the 600-seat motor ship Beloiannis was built in the Balatonfüred shipyard.



Since 1955, Balaton shipping has been operating as part of MAHART (Hungarian Shipping Company). A new type of ship appeared on Lake Balaton from 1956 - the water bus. The first three representatives of the 301 type, which can accommodate 150 people and is equipped with a 170 horsepower engine, were the Csopak, the Tihany and the Lelle.



In 1964, the MAHART Balatoni Kirendeltség (MAHART Balaton Branch) became an independent economic unit under the name MAHART Balatoni Hajózási Üzemigazgatóság (MAHART Balaton Shipping Directorate). In the mid-1960s, the significant increase in traffic at the Szántód-Tihany ferry crossing necessitated the commissioning of new ferries. In 1961, Komp II. (later: Kisfaludy Sándor) was completed in Balatonfüred, followed by Komp III. (Kossuth Lajos) in 1964 and Komp IV. (Széchenyi István) in 1968.



Catamarans appeared on Lake Balaton in the 1980s. The large-capacity ships, which can accommodate 4-600 people, are equally suitable for transporting large crowds at the same time in scheduled traffic and for holding events. The first piece of the series was the Siófok, built in 1979, followed by the Badacsony in the same year



In 1963, the motor-ships Hévíz and Keszthely, built as a 303-type sea water-bus, started their services. These two ships became very popular among the passengers due to their unique shape and large open rear deck. In 1967-68, the increase in traffic necessitated the bringing of new - large-capacity - ships from the Danube to Lake Balaton. This is how Zebegény, Szentendre and Ercsi came to the "Hungarian Sea".

In 1984, the MAHART Balatoni Hajózási Leányvállalat (Balaton Shipping Subsidiary) was created from the MAHART Balatoni Hajózási Üzemigazgatóság (Balaton Shipping Directorate). In 1990, MAHART Balatoni Hajózási Kft. (Balatoni Shipping Ltd.) started operating. In 1991, several Balaton passenger ships were renamed after the geographical regions of Balaton. The nostalgia fleet was further expanded in 1990 with the rebuilt Csobánc, in 1991 with the Kelén, and in 1994 with the Tünde, and the remains of the previously scrapped Helka were bought back, which were renovated on the model of the Kelén and put back into service in 1996, on the 150th anniversary of the start of steamship navigation on Lake Balaton. On June 30, 1996, MAHART Balatoni Hajózási Kft. (Balatoni Shipping Ltd.) was reorganized to form MAHART Balatoni Hajózási Részvénytársaság (Balaton Shipping Company). In 2002, MAHART Balatoni Hajózási Részvénytársaság (Balaton Shipping Company) was reorganized and the independent shipping company Balatoni Hajózási Részvénytársaság (Balaton Shipping Company) was established in Siófok after being separated from the MAHART Group. In 2006, the name of Balatoni Hajózási Részvénytársaság was changed to Balatoni Hajózási Zártkörű Részvénytársaság (Balaton Shipping Closed Joint Stock Company – short form still Balaton Shipping Company). Since 2015, the company has undergone a major modernization.