

GREAT LAKE MEMORIES**GEORGIAN BAY LINE***Inter-Office Correspondence*From **Chief Steward**Date **10/21/67**Subject: **LUNCHEON - MONTREAL - SATURDAY, - 10/21**To **Passengers & Crew**

**FRA SOUP**  
**LAKE FISH**  
**SAUTEED PORK CHOPS - APPLE SAUCE**  
**CORNEB BEEF HASH WITH POACHED EGG**  
**Parsley Potato      Buttered Beets**  
**Sherbet      Vanilla Pudding**  
**Muffins**  
**Tea      Coffee      Milk**

*Captain's Lunch.*  
*Capt. Joseph A. Testyon*  
*Master*  
*S.S. South American*

As we write this, it is forty years, almost to the day, since the decommissioning of the last major Great Lakes overnight passenger vessel, the famous SOUTH AMERICAN of the Chicago, Duluth and Georgian Bay Transit Company, familiarly known as the Georgian Bay Line. The 1914-built steamer would not have been allowed to operate beyond 1968 as a result of more stringent safety of life at sea requirements in the wake of the YARMOUTH CASTLE fire. But in September of 1967, after NORTH AMERICAN sank at sea during delivery to the Maryland training facilities of the Seafarers' International Union, the S.I.U. made to the Georgian Bay Line an offer for SOUTH AMERICAN that the company could not refuse. She was to be turned over to the S.I.U. during October.

SOUTH AMERICAN had not been operating on her usual upper lake service during 1967, instead running from Detroit to Montreal to take passengers to Expo 67, the World's Fair at Montreal. Plans quickly were prepared for a "Bon Voyage Cruise". Upbound from her previous trip, SOUTH AMERICAN made her final call at Cleveland on October 15 and, in the pouring rain, her final tearful departure from Detroit was made on Monday, October 16. The SOUTH's melodious Crosby-type chimed whistle answered salutes from many passing vessels throughout the trip, two of the most memorable being from the Detroit steam firetug JOHN KENDALL as she departed, and an equally ear-pleasing one from DOLOMITE in the Welland Canal. The weather was, fittingly, awful all the way to Montreal. "Even the Heavens were weeping!"

There was a layover of several days at Montreal before the decommissioning ceremony, allowing passengers to visit Expo 67 (despite having to walk there from Victoria Pier due to a transit strike). On Saturday, October 21, there was held a special "Captain's Lunch" with no printed menu but rather a typed memo from the Chief Steward to passengers and crew. Your Editor's copy of the menu (above) was personally signed by the SOUTH's much-loved master, Captain Joseph A. Testyon, who was to remain a close friend for many years.

It was the loss to the travelling public and shipping enthusiasts of SOUTH AMERICAN that led us to champion so staunchly the survival of the SOUTH's contemporary, the DELTA QUEEN.

\* \* \* \* \*