

It is to the HARVEY that we now turn our attention. At the time she was built, she was the flagship of the Pittsburgh Steamship fleet, and she was named for the president of the shipping company. A. F. Harvey had been vice-president of the Pittsburgh Steamship Company for a number of years, and became president early in 1924 upon the resignation of Harry Coulby, who had served in that position for nineteen years. Coulby, who had been associated both the Pittsburgh fleet and the Interlake Steamship Company, of Pickands Mather & Company, was leaving to spend the majority of his time with Interlake, although he retained the position of chairman of Pittsburgh Steamship. Interestingly, A. F. Harvey also had been an employee of Pickands Mather, and when Coulby took over the positions of president and general manager of Pittsburgh in 1904, he brought Harvey with him as assistant general manager of the "Steel Trust" fleet. Harvey later was elected vice-president of Pittsburgh and was in active charge of the fleet's operations for many years.

The new A. F. HARVEY was the second vessel in the fleet to bear the president's name. The first was a 420-foot freighter built in 1903 by the Superior Shipbuilding Company for the Hawgood interests as (a) WISCONSIN (16). Along with five other near-sisterships, she was acquired by Pittsburgh from the Hawgoods on January 1, 1916, and she then was renamed (b) A. F. HARVEY (I). In 1927, upon completion of the new HARVEY, the older ship was renamed (c) A. H. FERBERT (I). In 1943, when a new FERBERT (the "Super") appeared, the older ship again was renamed, this time becoming (d) HERMAN C. STROM. Traded in to the U.S. Maritime Commission for new tonnage in 1943, the STROM operated under charter back to Pittsburgh for the duration of World War Two, and she was scrapped at Hamilton by the Steel Company of Canada in 1946.

A. F. HARVEY (II) was enrolled at Duluth under U.S. Official Number 226492. She was 588.3 feet in length between perpendiculars (580 feet along the keel and 604 feet overall), with a beam of 60.2 feet and depth of hull of 27.8 feet. Her Gross Tonnage was 7973, the Net was 6352, and she had a cargo capacity of 12,000 long tons. The HARVEY was launched on Saturday, April 9th, 1927, and her sponsor at the christening was Sarah Harvey, a 15-year-old niece of A. F. Harvey.

The HARVEY was a typical single-deck freighter of her period. Her steel hull was of arch construction, with longitudinal framing under the deck and in the bottom, and transverse framing at the sides. She had a double bottom and hopper-type side tanks. Her hull was divided into three cargo holds, and there were three watertight bulkheads. There were 18 hatches on 24-foot centres, which were equipped with telescoping steel hatchcovers worked by means of pulleys and steel cables run from the deck winches.

The steamer was powered by a triple expansion engine built by Great Lakes Engineering Works as its engine number 588. It had cylinders of 24½, 40 and 65 inches diameter and a stroke of 42 inches, and was originally rated at 2,100 Indicated Horsepower, although later sources show the horsepower as 2,200. Steam at a working pressure of 190 p.s.i. was produced by three coal-fired, single-ended, Scotch boilers which were manufactured for the ship by the Manitowoc Shipbuilding Corp. There were six furnaces, with 148 square feet of grate surface and 6,867 square feet of heating surface, and the boilers measured 14 feet by 11 feet, 6 inches, each.

The HARVEY was completed in May of 1927, and she was a fine looking ship, indeed. She had a straight stem, a handsome counter stern, and a pleasant sheer to her deck. Her main anchors were carried in rectangular pockets set near the stem and just above the loaded waterline, while a stern anchor was carried on the starboard side of the fantail. There was a full topgallant forecastle with a closed rail for most of the length of its head, and the quarterdeck aft was flush with the spar deck. An open post and wire rail ran down the sides of the spar deck, but there was a closed steel taffrail aft.