

Atop the forecastle head was positioned a very large texas cabin which had four portholes in its front and five down each side. There was one door on each side, positioned between the second and third porthole, and sheltered by a prominent windscreen. Additional access was provided in the aft bulkhead of the texas. On the bridge deck located on the texas roof, there was much open space and there was a closed steel dodger (above which a canvas weathercloth could be raised for additional protection from the elements), the rest of the deck having only an open pipe rail. There were no flying bridgewings as the ship originally was built.

In the centre of the bridge deck was situated the large pilothouse, raised a few steps above the surrounding deck. This house was larger than on earlier classes of Pittsburgh steamers, and had eleven big windows in its rounded front, with two more windows on each side behind the pilothouse door. A prominent sunvisor ran around the front and sides of the house above the windows. For most of her years, the HARVEY carried a large Carley float on top of the pilothouse roof in order to provide additional lifesaving protection for the forward crew in case they were not able to get all the way aft to the lifeboats in the event of emergency. The tall pole foremast rose out of the texas, abaft the pilothouse, and it boasted a pleasing rake.

Aft, there was a large cabin providing accommodations for the engine and boiler room crews, as well as pantry, galley and messrooms. The mainmast, tall and raked to match the foremast, rose out of the deck immediately in front of this cabin. A very tall and heavy smokestack, larger than that given to any other ship of the fleet for some twenty years, rose out of the cabin near its forward end. Originally, no stack liner could be seen, but in later years, the liner was extended so that it protruded noticeably above the top of the outer funnel. The boarding ladders were, as was the custom of the fleet, suspended from pulleys on either side of the stack near the top. A large lifeboat was set on either side of the boat deck, and around the base of the stack was located a forest of ventilator cowls to draw fresh air into the machinery spaces. Several large tanks for potable water and fuel for auxiliary equipment were also carried on the boat deck, abaft the smokestack.

A. F. HARVEY was painted up in the usual colours carried by the Pittsburgh fleet's ships, with an ore-red hull, white cabins, green trim, and a silver stack with a broad, black smokeband at the top. The HARVEY saw two minor changes in these colours during her thirty seasons of service as a "tin-stacker". By about 1950, the words 'Pittsburgh Steamship Company' were painted in large, white letters, "billboard-style", down both sides of each of the company's ships, including the HARVEY, and at either end of this legend appeared the corporate logo, the white letters 'U₃S' (the middle letter one-half lower than the other two) inside a white ring. By 1952, to reflect a change in the corporate organization of the United States Steel Corporation's operating divisions, the word 'Company' in the billboards down the ships' sides began to be changed to 'Division', although some of the ships were not repainted until 1953. These billboards on the ships' sides were removed totally at the beginning of the 1957 season, but by that time, the HARVEY no longer was a "tinstacker".

The houseflag that the HARVEY flew was a very distinctive one, and because we cannot recall ever having described it in "Scanner", and many of our members will never actually have seen it, we should take a moment to recall it. The houseflag was actually a long swallow-tail, flown from the foremast. It was, for the most part, white, with a red bar along the top and bottom, and on each of these bars appeared eleven white stars. In the luff of the flag, and starting out the full height of the flag, pointing toward the fly, was a blue isosceles triangle, on which appeared a large, white letter 'P'. This was one of the most impressive houseflags ever used by a Great Lakes fleet, and it is regrettable that its use was discontinued in the 1960s.