

The HARVEY entered service in late May or early June of 1927, and served her owners well. She was the company's flagship until the next new class of vessels was built for the fleet in 1929-1930. The five ships of this group were very similar to the HARVEY, having the same tall stacks (or perhaps even a bit taller) and a pilothouse just a bit larger, but their hull dimensions were about the same as the HARVEY. The ships of this later class were WILLIAM G. CLYDE, HORACE JOHNSON, THOMAS W. LAMONT, EUGENE P. THOMAS and MYRON C. TAYLOR. The TAYLOR was built with a triple-deck bridge structure and a "doghouse" on deck abaft the first hatch, these improvements designed to accommodate company guests who would be carried aboard the flagship, and she assumed this role from the HARVEY when she entered service.

As long as she kept the A. F. HARVEY name, the steamer seemed to lead a successful and relatively uneventful career. She was, however, involved in one rather serious accident which occurred in only her second season of operation. On Friday, May 18, 1928, in a dense fog out on Lake Huron, the HARVEY came into collision with a former fleetmate, the whaleback steamer JOHN ERICSSON. The ERICSSON, built in 1896 as the American Steel Barge Company's Hull 138, had served the Pittsburgh Steamship Company from 1901 until she was sold late in 1926. At the time of her altercation with the HARVEY, the ERICSSON was owned by the Bunce Transit Company, of Cleveland, which was managed by Frank J. Peterson.

We do not have much detail concerning the collision except that damage to the HARVEY was relatively minimal while, as might be expected, the ERICSSON sustained much heavier damage. Both vessels remained afloat and both were later repaired. No lives were lost in the incident.

The HARVEY continued in "Steel Trust" service through the years of the Great Depression and World War Two, and like the other vessels in her class and the next, she most likely would have run as a straight-decker for the fleet into the 1980s, had not her owners developed other plans for her in the mid-1950s. To tell what led up to this decision, we must digress and take a leap back into time.

In 1910, Henry H. Hindshaw and W. F. White formed the Michigan Limestone and Chemical Company, and it set about working a limestone quarry and building a crushing plant at Calcite, Michigan, on the upper west shore of Lake Huron. The plant was completed in 1912, but to carry the stone coming from the plant, the company had built, by the Detroit Shipbuilding Company at Wyandotte, Michigan, the 416-foot, self-unloading steamer CALCITE. This ship, owned by the affiliated Calcite Transportation Company, Detroit, carried the first load of stone out of the Calcite plant in June of 1912, bound for the United States Steel mills at Gary, Indiana. A second ship was needed by 1915, and the self-unloader W. F. WHITE was built at Lorain that year for another affiliate, the Limestone Transportation Company, of Rogers City, Michigan. A third self-unloader, CARL D. BRADLEY (I)(27), which later served the same operators as (b) JOHN G. MUNSON (I)(51) and (c) IRVIN L. CLYMER, and which only was retired in 1990, was built at Lorain in 1917. This steamer was placed under the ownership of the Bradley Transportation Company.

Other vessels were added to the operation as the years passed, but in 1923, the entire shipping operation became known as the Bradley Transportation Company, that firm having been reorganized when it acquired the Calcite Transportation Company and the Limestone Transportation Company. In 1928, the United States Steel Corporation acquired the Michigan Limestone and Chemical Company and the affiliated Bradley Transportation Company, although these operating names were retained. In 1952, Michigan Limestone and Chemical Company became known as the Michigan Limestone Division, United States Steel Corporation, while the Bradley Transportation Company became the Bradley Transportation Line.

In 1955, the Michigan Limestone Division began production at its new dolomitic limestone quarry and plant at Cedarville, on the Lake Huron shore of