



Charles B. Harvilicz, PCS.

Firstly, let me give you some historical background of Mr. Charles Harvilicz since his early times were way harder than our times, even in these times of Covid-19 pandemic.



Figure 1: “The Battle of Bulge¹” during WW2, Source: Wikipedia

Born on Dec. 11, 1944 in South Baltimore, Maryland, US. towards the end of the 2nd World War WW2, he never had the chance to see his father - a coal miner from Pennsylvania - until he was about around 2-3 years old since he was fighting Nazi's at the Battle of the Bulge¹. His father was Charles and her mother's name was Elizabeth (nee Koontz) He had 4 brothers, Charles the 1'st who died in Infancy, hence he got his name. Next was his brother Michael, then brother Joseph, brother David, and his sisters Carol, Jackie, and Helena. He is wellknown with his nickname “**Buddy**”!

Having had several turning points in his life, below are his 2 striking memories that are most string ones:

¹ https://en.wikipedia.org/wiki/Battle_of_the_Bulge



Figure 2: An American *Los Angeles*-class nuclear attack submarine , *Source:* Wikipedia

Resim 2: Bir Amerikan Los-Angeles-sınıfı nükleer hücum denizaltısı , *Kaynak:* Wikipedia

The first was having a Chemistry Teacher in High School, who he believe, made such an impression on him, that his Teaching enabled him to understand the Chemistry behind Coatings and their ability to adhere to the various substrates. The second was, he was sure -without any doubt- that he was going to be dead in less than a minute, three different Times. They all occurred during his time of 6.5 Years of Duty on a *Navy Nuclear Submarine*². He was obviously wrong since he is still living in a good shape! The why, he cannot discuss, but the “Feeling”! Well it taught him every millisecond of your existence should be savored! Also, and this applies to work, “**Never Give up**”! *If you have to lose, lose fighting to win.*

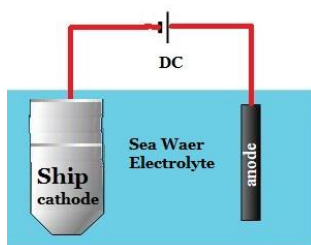


Figure 3: Simple impressed current cathodic protection system , *Source:* Marinesite

His first job after the Navy was as a 4 year apprenticeship which resulted in becoming a Journeyman Electrician for a Company in Baltimore, Maryland, called *Koppers Co.*, little did he realized how much that experience and knowledge would help him understand the **Corrosion Process** and how to control it through the use of **Cathodes** (Other Metals) and **ICCP Systems**. He had a friend who was working at a marine paint company in Baltimore, “**Baltimore Copper Paint Co.**” that had been established sometime around 1870, by the Reeder Family, of which the last male descendent, Mr. Oliver Reeder was operating when he joined as a *laboratory assistant*. They also made Coatings for Jotun Paints Of Norway. After working in the Laboratory, Testing Batches, Checking Coatings Production, Etc. He has moved into the Sales Department for their Yacht and Workboat line, Regatta Seaproof. They made a particularly great Coating for Racing Sailboats, called “**Baltoplate**”, which they eventually sold to **International Paint Co.**



Figure 4: : Baltimore Copper Paint Co Regatta Yacht Paint Sign, *Source:* invaluable

² https://en.wikipedia.org/wiki/Nuclear_submarine

Then he moved over into their Commercial Ship Line where he became a Certified Inspector, **NACE CIP 206**, which he still maintains, along with his **SSPC Professional Certifications**. He eventually became the Manager of Technical Service and Chief Diver of this company. Years passed and Jotun Marine Coatings became a Partner of his company, then they became the owners. (It is now **Jotun Americas**)



Figure 5: Baltimore Copper Paint Company - JOTUN joint-venture, *Source: epa.gov*

Resim 5: Baltimore Copper Paint Company – JOTUN ortaklığı *Kaynak: epa.gov*

He left Jotun Americas after 26 years and opened his own Coatings Inspection Co. in Baltimore, called “**Atlantic Coatings and Corrosion Control Ltd.**” which ran for about 8 years, until he took a job at **Newport News Shipbuilding (NNS)**, working in their “Coatings Technical Group” X-51 Dept., for the **Double Eagle Dual Hulled Tankers Program**.



Figure 6: Aerial view of the Newport News shipyard in 1994. *Source: Wikipedia*

Having retired after 22 years, he is currently teaching Surfaces Preparation and Coating courses at a local Community College, in Tidewater, VA, USA.

Having been a member of SSPC for about **20 Years**, and NACE International around **38 years**, he has several professional certifications from these internationally well-known and respected such as;

- **Master Coatings Inspector No. 0002**
- Concrete Coatings Inspector No. 31075
- **Protective Coatings Inspector No. 45066**
- Protective Coatings Specialist No. 1105-1010-1485
- **NAVSEA Basic Coatings Inspector No. 010064**
- C-7 Abrasive Blaster No. 070024, and
- **CIP Inspector No. 206**

When it comes to the proudest moments of his career, he states that there have been many. Just to mention a few:



Figure 7: Aerial view the famous Pacific Princess ship from the Love Boat TV series, Source: Wikipedia

Back in 1977 in US, there was a TV Show called “**The Love Boat**”!. That show ran on TV for ten years. The Ship was called the “**Pacific Princess**”. (Actually, there were three ships, Sun Princess, Pacific Princess, and Island Princess). He was the Paint Manufacturer’s (Jotun) Representative for seeing that *the coatings were applied correctly to specification!* Knowing that Millions of People were going to be seeing that ship on TV in the U.S. and elsewhere in the World! They drydocked them every two years (staggered) in California, (San Pedro) and Victoria Island, in Vancouver, B.C. They had some issues but was able to resolve them every time. He claims that he was so proud of that work!



Figure 8/9/10: Scuba diving under VLCC for coating inspection, Sources: Charles. B Harvilcz, Wikipedia, Defense.gov

The second proudest moments of his career is his diving job for doing a condition report on the underwater area of a **VLCC** (Very Large Crude Carrier) **Tanker Pierside, in Los Angeles Harbor**, with the other diver from Jotun USA, who ran out of air while underneath the Flat Bottom. That ship was around *1,500 feet /457 meter* long, *225 feet/68.5 meter* wide and a draft of *66 feet/ 20 meter* down. Neither of them ever had dove on a ship that big. It was so dark down there, they could not see either side. He had two regulators on his tank, so he gave the other diver one, and he felt for

a big weld seam, hoping it was going Port to Starboard, and not Bow to Stern. They managed to get to the surface before both of us ran out of air! Again, *the takeaway is never give up!*



Figure 11: A view of the gantry crane over drydock #12 at Newport News Shipbuilding in Newport News.
Source: Adrin Snider / Daily Press

There many moments in his life especially memorable to him. (both personally and professionally) One of is the new **315 Metric Ton Goliath Gantry Crane**. He was asked to *write the coatings specification* for it. He did, (for an estimated 15 to 20 years) and then he was asked to go with the Facilities Engineering Dept. to several countries in Europe, Amsterdam, Paris, Germany, and Poland, to help with the Coating Inspection of the Crane. His spec was accepted. (It was a bridge spec, actually, as a Gantry Crane has much in common with a Bridge in terms of materials of construction, environment, etc.) It came out beautiful, and now after more than 4 years, from final coat to removal in parts from their ships, construction, it is still beautiful and a continuing source of pride in an accomplishment. A very prominent part of the shipyard skyline, for all to see....!!



Figure 12/13: Homebrewing process and various homebrewed beers, Source: highgravitybrew.com/ beerandbrewing.com

His interests & hobbies outside of work, are certainly, not what they once were, since he recently turned 76 years of age, but *home-brewing Ales, Lagers, and Meads* is the major one, and a very tasty one that is! (As a side note,he generally brew about 5-6 Gallons a batch 😊!!



His favorite saying (He is not sure where he has ever heard it, he may have made it up himself!) is about the *Power of Negative Thinking*! Remember, “*it’s the snake you don’t see, that bites you*”! He tells that to all his students, and instruct them to try to think about everything that can go wrong with a job, before they start it. If they are aware of all the things that CAN go wrong, from start to finish, involving *Safety, Surface Preparation, Coating Application, Weather Conditions, Forecasts, Etc.* from ***Start to Finish***, They will be prepared to combat it. It will enhance their opportunity for “*First Time Quality*”, “*Doing It Right the First Time*”. Saving their Company and their Customer Money and Quality Work.

With all of this wiseness, professional certifications and over 40 years of Corrosion & Protective Coating work experiences esp. in the fields of ship-building, and the related facilities (Shipyards, and their Structures, Cranes, Dry docks, Buildings, etc.), his 77-years life story still continues and that’s how he got there.

Having read this interesting inspring life-story of Mr **Charles B. Harvilicz, PCS.** -if you want reach him directly- you can use his social media accounts below:

 <https://www.linkedin.com/in/charles-harvilicz-3995a626/>
 <https://www.facebook.com/charviliczandmarie>

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Tolga DIRAZ, PCS. /13.03.2021