

LEAD INDUSTRIES ASSOCIATION

450 LEXINGTON AVENUE
NEW YORK 17, N. Y.

RED LEAD DIVISION

File

June 4, 1948

To the Members of the Red Lead Technical Committee:

SUBJECT: RED LEAD TECHNICAL COMMITTEE
MEETING MINUTES - MAY 6, 7, 1948

You will find attached the final draft of the Minutes of the Red Lead Technical Committee held in the offices of the Association on May 6, 7, 1948.

Very truly yours,

C. J. Vander Valk
C. J. Vander Valk
Technical Director
Red Lead Division



N2786

FINAL DRAFTCONFIDENTIALSUBJECT TO REVISIONRED LEAD TECHNICAL COMMITTEE

New York, N. Y.

May 6, 7, 1948

A meeting of the Red Lead Technical Committee of the Lead Industries Association was held on May 6, 7, 1948 in the offices of the Association. The following persons were in attendance:

Present

Mr. George Diehlman
 Mr. A. J. Eickhoff
 Mr. A. C. Goets
 Dr. J. O. Johnstone
 Mr. O. F. Shobe

Representing

National Lead Co.
 National Lead Co.
 Eagle-Richer Co.
 National Lead Products, Inc.
 Glidden Co.

Mr. R. L. Ziegfeld, Secretary, Lead Industries Association
 Mr. L. L. Carrick, Director of Research, Meeting Chairman
 Mr. C. J. Vander Valk, Technical Director
 represented the National Lead Company in Mr. Diehlman's absence on May 7.

DR. BROWN'S PAPER - HEALTH HAZARDS FROM LEAD PAINT IN SHIPBUILDING

The Committee convened at 10:00 A.M. on Thursday, May 6. The meeting was begun with a brief verbal report by Mr. R. L. Ziegfeld on the status of Dr. Brown's paper.

Mr. Ziegfeld informed the Committee members that he had received a second draft of Dr. Brown's paper on March 30 and that all of the changes recommended for the first draft by the Red Lead Technical Committee and by Mr. Ziegfeld had been incorporated into the paper. This included a paragraph stating that neither red lead base nor zinc chromate base paints could be considered as health hazards in shipbuilding and repair when proper precautions were exercised.

Mr. Ziegfeld told the Committee that both he and Mr. Rowditch, Director of Health and Safety of the Lead Industries Association had edited the paper and returned it to Dr. Brown with recommendations for the preparation of a final draft. Then asked whether the members of the Red Lead Technical Committee would have an opportunity to see and comment on the final draft, Mr. Ziegfeld said that he intended to circulate copies of the paper to them for comment prior to publication.

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PROJECT NO. 14 - ATMOSPHERIC TEST PROGRAM

Because of earlier delays in the preparation and distribution of paints and interference with urgent intra company test fence exposures, the previously set exposure date of June 15, 1948 was deemed impractical and the date was advanced to August 15, 1948.

After reviewing the control paint formulations in the program it was suggested that Type IV paint of the new proposed revision of Federal Specifications TT-P-86 be included. The other three specification types were already included either in the list of test paints or as controls. It was so decided and Mr. Eickhoff agreed to furnish six pints of this paint. The inclusion of the latest revision of Navy Specification paint 52-P-18 was also agreed upon. Mr. Shobe volunteered to furnish six pints of this paint for the various participants in the program.

Mr. Shobe called the attention of the Committee to a few panels containing atmospheric program control paints that were apparently insufficiently ground. Mr. Coats agreed to have the paints in question remade and distributed to all of the companies preparing test panels.

It was also decided to change the required thickness of the aluminum finish coats to 1 mil instead of 1.5 mil thickness specified in the Atmospheric Program outline.

Since the methods of application and recommended film thickness of the coats for the vinyl systems included in the list of control paints differs from the others, Mr. Shobe, who is supplying these paints, agreed to send the latest recommended procedures for application to the Technical Director for distribution to the program participants.

BROCHURE FOR PUBLICIZING THE NEW ATMOSPHERIC PROGRAM

At a previous meeting of the Red Lead Technical Committee it was agreed that the value of the new atmospheric program would be considerably enhanced if it were widely publicized at its commencement by means of an attractive brochure containing a comprehensive description of the project and with progress reports at practical intervals during the test.

An outline for the proposed brochure was submitted to the Committee for consideration. After a careful review of this outline it was suggested that special emphasis be put on the steps taken by the Committee to incorporate into the program all the suggestions and recommendations of recognized authorities on various types of primers and primer mix materials. The emphasis of the inclusion of government specification formulas was also suggested.

The Technical Director noted the above suggestions and editorial changes for inclusion in a complete draft of the proposed brochure.

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NEW RED LEAD TECHNICAL LETTER

The Committee considered a draft of a proposed new technical letter on recommended red lead primer formulations for atmospheric exposure. This draft contained the first three formulations of the four contained in the new proposed revision of Federal Specification TT -P- 86 and the formulations of several primers that have shown outstanding performance in Lead Industries Association atmospheric test projects.

Mr. E. F. Hickson, Chairman of the Committee on Paints and Varnishes, Federal Specifications Board, was contacted by phone when the question arose as to the advisability of reference to the new proposed revision of Federal Specification TT -P- 86 in connection with formulas in the Technical Letter conforming to Types I, II and III. Mr. Hickson assured the Technical Director that he had no objections to such a reference as long as "Federal Specification TT -P- 86" is prefixed with "proposed pending revision."

It was decided to omit two of the L.I.A. mixed pigment formulations because they contained vehicles based on obsolete resins. It was also decided to omit descriptions of test panels and test data with the L.I.A. formulations.

The Committee agreed to the addition of the following primer formulations to those in the draft:

- (1) Proposed TT -P- 86a, Type IV
- (2) 52 -MC- 201 (Maritime Commission red lead mixed pigment primer in alkyd vehicle)
- (3) Proposed TT -P- 86a, Types II and III pigmentations in alkyd vehicle conforming to TT -P- 86b

Since a statement in the introductory part of the proposed new letter refers the reader to the Lead Industries Association or its member companies for information on specific paint problems it was decided to include a list of those Lead Industries Association members manufacturing red lead with their addresses and branch offices.

PAPER FOR PUBLICATION ON ATMOSPHERIC PRIMERS FOR MARINE ENVIRONMENTS

The first draft of a proposed paper for publication was considered by the Committee. This was based on the results obtained on test panels exposed approximately three feet above high tide level at the Sayville Marine Test Basin. The projects upon which this paper was based comprised:

- (1) A study of alkyd and phenolic resin vehicles (L.I.A. Nos. 19, 26, 27, 29) with a few mixed red lead pigmentations (L.I.A. Nos. 20, 16, 72) in paints of various pigment-volume ratios.
- (2) A study of the effects of graphitic mica in red lead and red lead multiple pigment formulations.

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After detailed consideration of the draft the Committee advised a review of the data to determine whether additional conclusions might be drawn on results obtained on variations in pigmentation. The Technical Director stated his intention to redraft the paper prior to the next meeting with the proposed additions and editorial changes.

PAINTS FOR THE NAVY (NORFOLK) - PROJECT NO. 16

Mr. Diehlman advised the Committee that the five primers to be furnished by the National Lead Company for application under the Navy's latest anti-fouling paints for total immersion tests were ready for shipment to Norfolk. Formulation sheets for all five paints (L.I.A. Nos. 33, 35, 137, 327, 328) were distributed to the Committee members.

Mr. Shobe informed the group that the vinyl vehicle paints to be furnished by the Glidden Company had been prepared and were ready for shipment to the National Lead Company Laboratories in conformance with the decision reached at an earlier Red Lead Technical Committee Meeting to ship all of the paints at the same time from a common point. The Technical Director requested Mr. Shobe to submit detailed formulations of the paints for Norfolk to him for distribution to the Committee and to the Navy.

L.I.A. Paint Numbers 336 and 337 were assigned to the Bakelite P-10 (red lead in a vinyl copolymer) primer and Navy anti-fouling paint AF-14, respectively.

PAINTS FOR PANAMA CANAL - PROJECT NO. 15

The Committee was informed that Mr. Goots had consented to furnish the paints selected for submission to the Panama Canal at the March 18, 19, 20, 1948 Meeting. It was further reported that these paints were in the process of preparation and would be shipped to the Panama Canal as soon as ready with the detailed information requested by Colonel Stratton, (Supervising Engineer, Special Engineering Division, The Panama Canal Zone) in his letter of January 14, 1948 (Exhibit B, January 29-30, 1948, R.L.T.C. Minutes).

The Technical Director also stated that ten gallons of test paint had been supplied to The Panama Canal for priming under cold application bituminous paint for total submersion in compliance with the request in a letter from Colonel Stratton, dated March 12, 1948. The following Lead Industries Association paint was supplied for this purpose:

L.I.A. PAINT NO. 316

PIGMENTATION NO. 156

Red Lead	60%
Sublimed White Lead	30%
Mica	15%
Magnesium Silicate	10%
Iron Oxide	5%

VEHICLE NO. 19

60% 6 Gallon Linseed - Phenolic
-Cumar Varnish.
40% Linseed Modified Glyceryl
Phthalate Alkyd(34% P.A.)

PI = 60%

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NEXT MEETING

It was decided to hold the next meeting of the Red Lead Technical Committee on June 24, 25, 1948 in Detroit, Michigan.

The meeting was adjourned at 4:00 P.M. on May 7, 1948.

C. J. Vander Valk
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Technical Director