

LEAD INDUSTRIES ASSOCIATION

430 ~~LEAD INDUSTRIES ASSOCIATION~~ 60 East 42nd Street
NEW YORK 17, N. Y.

Pigments and Chemicals Division

January 25, 1957

SUBJECT: REPORT OF W. E. ADAMSON
ON U.S.S. VOGELSANG
RENTY AND ROBINSON

To Members of the Red Lead Technical Committee:

The following are excerpts from a report dated January 16th from Mr. W. E. Adamson, which is self-explanatory and which will be placed on the agenda for the next meeting:

This morning I was at the Norfolk Naval Shipyard to get copy of the Shipyard's official report on the service test of LL #328 paint on the U.S.S. Vogelsang (DD-862), the inspection of which I reported in my letter of December 15, 1956. Since the official report covers tests of other experimental paints which are sponsored by other (outside) interests, I am not at liberty to transmit it. The performance ratings are:

Port Side, bottom

Remarks

Area 1 (bow-midship)
Paint: 117/LLM/LSHPW
(Std. System)

F.R. 100%
C.R. 99.5 plus
A.P. 99.5

Few small areas (1' to 2') where AF
sealed to AC coat below bilge keel.

Area 2 (midship-Frame 157)
Paint: 117/LL 328/15 HPW

F.R. 100%
C.R. 99 plus
A.P. 95 (peeling)

AF paint sealed to AC underneath in
localized area about 20' x 8' between
bilge keel and waterline.

Area 3 (Frame 157 - stern)
Paint: LL328/LSHPW

F.R. 100%
C.R. 99 plus
A.P. 99 (plus) blistering
and peeling.

Slight blistering in localized area
about 5' in extent just below the
waterline. Antifouling paint missing
below the drain in a 12" wide area
extending down 10 feet.



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Starboard side, bottom

Area 4 (stern-midship)

Paint: 117/LLN/15HPN

(Standards)

F.R. 100%

C. R. 99.5 plus

A.F. 98 - peeling

Few scattered areas to 2' extent where antifouling has scaled to AC. One area about 10' square between waterline and bilge keel where AF coat sagged, probably due to heat from water tanks.

Area 5 (midship-Frams 52)

Paint: LIA 328/ 15 HPN

F.R. 100%

C.R. 99.5

A.F. 98 peeling

Paint scaling to AC undercoat and also to metal in areas 2' - 3' extent, particularly below bilge keel.

Area 6 (Frams 52 - bow)

Paint: 117/ LIA 328/ 15 HPN

F.R. 100%

C.R. 100%

A.F. 99.5 peeling

F.R. means "Fouling Resistance"; Grade 100% means no fouling.
C.R. means "Corrosion resistance"; Grade 100 means no corrosion.
A.F. means "Antifouling Paint System"; Grade means extent to which physical condition remains perfect.

No significant difference in performance between the LIA-328 anticorrosive and the standard LLN anticorrosive was demonstrated in this service test.

In my letter of December 15th I stated that arrangements were made to continue this test. I was present when Mr. Francis was promised that no work of cleaning the bottom would be done at this docking. However, the management failed to function properly and all the paint on the bottom was sanded off - thus stopping this test. When representatives of other experimental paints (on rudders and struts) arrived to inspect, there was nothing to inspect. A service test on another bottom in same drydock (test of a hot plastic anticorrosive paint) got similar treatment.

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Service tests of LIA #328 paint continue on the U.S.S. Healy (DD-672) and the U.S.S. Robinson (DD-562). There has been one inspection of test on the Healy but the Robinson has not been docked since the paint was applied in October 1954. I am promised to be notified when these vessels are to be docked.

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This morning I noted that the shipyard has approx. 200,000 pounds of dry red lead on hand and approx. 300,000 pounds being purchased for work orders on hand. The manufacturing of red lead primer has been scheduled throughout the next six months at rate of 20,000 to 25,000 gallons per month. This is in addition to similar work at Mare Island Naval Shipyard, Mare Island, Cal. I think we now have the navy back into using red lead paint, and this should continue unless something unforeseen arises. I am glad to have had a part in getting this better practice brought about.

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Very truly yours,

Ward M. Proctor
Secretary to the Committee