

LEAD INDUSTRIES ASSOCIATION

488 LEXINGTON AVENUE
NEW YORK 17, N. Y.

RED LEAD DIVISION

TENTATIVE DRAFT

CONFIDENTIAL

SUBJECT TO REVISION

RED LEAD TECHNICAL COMMITTEE

New York, N. Y.

August 5, 6, 1948

A meeting of the Red Lead Technical Committee of the Lead Industries Association was held on August 5, 6, 1948, in the offices of the Association. The following persons were in attendance:

Present

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

Representing

National Lead Company
Eagle-Picher Company
Hammond Lead Products, Inc.
Glidden Company

Mr. R. L. Ziegfeld, Secretary, Lead Industries Association
Dr. L. L. Carrick, Director of Red Lead Research, Meeting Chairman
Mr. C. J. Vander Valk, Technical Director

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

The Committee convened at 10:00 A.M. on Thursday, August 5. The meeting was begun with a discussion of the July 1, 1948 draft of "The Incidents of Health Hazards from Lead Paint and Zinc Chromate Paint in Modern Construction, Maintenance and Scrapping of Ships" by Dr. E. S. Brown.

The advisability of publishing this paper was discussed. A majority of the Committee members agreed that this paper should be published after the elimination of the sections containing data and discussion on zinc chromate paints. Thus the paper would be devoted exclusively to the results of the survey on the incidents of health hazards from lead paint in the shipbuilding industry. When several errors and inconsistencies relating to the Naval painting practices were brought to the attention of the Committee, Mr. Ziegfeld recommended that Mr. Diehlman and Mr. Goets meet with the Technical Director after the regular session of the Committee meeting to go over the paper and make recommendations for correcting these variances.

In compliance with Mr. Ziegfeld's request, the paper was reviewed by those designated, on Thursday evening, and several recommendations and pertinent revisions noted. These were given to Mr. Ziegfeld for transmission to Mr. Bowditch, Director of Safety and Hygiene of the Lead Industries Association, and Dr. Brown.



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PROJECT NO. 14 - ATMOSPHERIC TEST PROGRAM

The Committee members representing companies participating in the Atmospheric Program all stated that the test specimens would definitely be exposed on or about August 15, 1948. The Technical Director read a telegram from Mr. A. P. Pahl, Director of Research, of W. P. Fuller and Co. stating that a complete set of flat panels specimens, prepared as directed in the program outline, would be exposed on their test fence at South San Francisco by August 15, 1948.

PUBLICITY FOR THE ATMOSPHERIC TEST PROGRAM

The greater part of the meeting time was taken up in the discussion and organization of an initial report on the atmospheric program. It is planned to publish this report in a suitably attractive form and circulate it to all parties interested in metal protective paints shortly after commencement of the test. This initial report will describe the project in detail and be followed at practical intervals by periodic inspection reports.

An introductory paragraph and a preface, submitted by the Technical Director at an earlier meeting and revised by the advertising department of the Eagle-Picher Company, was reviewed and approved after some further revision. Other sections of this initial report were also considered both as to content and method of presentation. The recommendations made will be incorporated by the Technical Director into a complete draft of the proposed brochure and submitted to the members of the Red Lead Technical Committee for inspection prior to the next meeting.

RED LEAD PAINTS FOR ALUMINUM METAL

It was decided to consider a program on the painting of aluminum alloys at the next meeting of the Committee. The Technical Director was requested to contact members of the Aluminum Industry and obtain recommendations for types of aluminum specimens best suited for this program. The committee members were requested to come prepared with any pertinent information they have available on this subject.

STATUS OF PAPER FOR PUBLICATION; ATMOSPHERIC PRIMER SYSTEMS FOR MARINE ENVIRONMENTS

The Committee was informed that the final draft of the paper entitled "Atmospheric Primer Systems for Marine Environments" was complete except for the inclusion of detailed formulations on the seven best paints listed in this paper. This was not available in the Black Book and since the Glidden Company prepared these paints, Mr. Shobe said he would submit these formulations at the earliest possible date.

In line with the decision of the Committee at the meeting on June 25 to have this paper presented before paint and varnish production clubs, a letter was submitted by Dr. Carrick from Mr. Odell of the Houston Club and read to the Committee. Mr. Odell stated in his letter that the Paint Production Clubs at both Houston and Dallas would probably welcome the presentation of this

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paper at their meetings in the Fall. A copy of this letter is attached to these minutes as exhibit "A". Meanwhile Mr. Vander Valk has contacted the New York, Philadelphia and New England Clubs for permission to present the paper.

NEW RED LEAD TECHNICAL LETTER

The Committee was informed by the Technical Director that Red Lead Technical Letter No. 3, revised and approved at the June 24 meeting of the Committee was completed except for the listing of two of the companies manufacturing Red Lead. They were also informed that the essentially completed final draft of the letter had been submitted to several printing companies for bids.

COOPERATIVE PROJECTS WITH THE NAVY(NORFOLK) - PROJECT NO. 16

The Committee was told of the acknowledgment of receipt by the Norfolk Naval Base both for the paints submitted for test under the Navy's latest hot and cold plastic antifouling paints and for the information on their composition and application. This letter is attached to these minutes as exhibit "B". The Technical Director also informed those present that no acknowledgment had been received to date from the Bureau of Ships in Washington, D. C. for the letter of transmittal and information on this project.

COOPERATIVE PROJECTS WITH THE NAVY(PHILADELPHIA) - PROJECT NO. 17

It was reported that all nine primer paints were ready for shipment for tide range tests under the supervision of the Philadelphia Navy Yard.

The Technical Director informed the Committee of his visit on August 4 with Mr. Walter Cranmer, of the Paint Test Laboratory, at the Philadelphia Navy Yard. Paint formulations and test procedures for the cooperative project were discussed during this visit. Mr. Cranmer voiced his approval of the type of formulations being submitted by the Lead Industries Association and outlined his tentative plan of test for these primer paints as follows:

Two coats of each of the nine primers will be sprayed on duplicate 6" x 12" panels at a controlled film thickness of 1.5 mils per coat. Following the usual Navy practice acid pickled, phosphate treated hot rolled mild steel panels will be used. Systems comprising two coats of primer without a finish coat are to be exposed at least in duplicate and systems comprising two coats of each primer under two coats of 52-P-45 are to be exposed on at least one panel. The panels are to be exposed at half tide level at Miami, Florida. L.I.A. Paint No. 113, containing 50% linseed oil in the vehicle solids will be exposed on wire brushed surface as well as on standard acid pickled and phosphate treated panels to test its performance as a general maintenance and touch-up primer.

The current and new tentative Navy zinc yellow primers as well as Bakelite vinyl systems will be exposed among the controls.

The exposure date has been tentatively set for October 1, 1948.

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Mr. Cramer agreed to prepare an extra panel of each LIA system for simultaneous tide range exposure at Sayville.

FEDERAL SPECIFICATION #1 - P - 86a

A letter from Mr. Diehlman, dated August 3, 1948 reporting on the status of the pending revision of the federal specification for red lead base ready-mixed paints was read to the Committee. This letter included the following quotation from Mr. E. F. Nickson, Chairman of the Federal Specifications Board concerning the specifications:

"In reply to your letter of July 8, the specification was accepted by the technical committee on June 17. However, some changes were made in the draft dated December 2, 1947 based on comments from the trade (copy enclosed).

"I am enclosing 20 copies of the second draft dated June 17, 1948. This draft (just run off) will be sent to the Government Department for comment. (This may run into two months waiting for comments).

These comments will be returned to me and I will have to hold another meeting of the technical committee to pass on the comments. I do not expect that there will be any technical changes in this second draft. The Departments of the Army or Navy may want Section II revised to fit their needs, but I believe that the requirements as to composition, as given in the enclosed draft, will hold."

Copies of the June 17, 1948 draft of the specification were distributed and reviewed by the members of the Red Lead Technical Committee. It was agreed that the specification was satisfactory in its present form except for Paragraph 2-5K pertaining to storage stability which reads:

"When specified by the procuring agency, the paint shall show no thickening, curdling, gelling, or caking when stored for 6 months in a full tightly-covered container at a temperature of 21°C to 32°C (70° to 90° F)."

A similar paragraph had been criticized in the earlier draft of the specification dated December 2, 1947 and the Committee reiterated its earlier opinion that this indefinite statement on storage stability placed manufacturers of these specification paints in a very unfavorable position. In the opinion of the Committee this paragraph should be deleted or at least changed to read: - - - -, the paint shall show no thickening, curdling, gelling, or hard caking in a full, tightly covered can stored at normal temperatures after six months from date of shipment from the factory of the U.S.A."

Since the paragraph in question is of direct concern to the paint industry, it was decided to request Mr. J. C. Moore, of the Scientific Section, to take action on this in the name of the National Paint, Varnish and Lacquer Association.

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COMMENT ON PUBLICATION ON ZINC YELLOW PRIMERS

Mr. Ziegfeld read a letter dated August 2, 1948, from Mr. P.E. Sprague, of the Glidden Company relating to an article published in the July 22, 1948 issue of Paint, Oil and Chemical Review under the title "Corrosion Inhibiting Primers For Ferrous Metals." The following is an excerpt from Mr. Sprague's letter. "I want to call your attention to the article which has just appeared in the July 22 issue of Paint, Oil and Chemical Review by W. G. Haskell and H. S. Davidson of Imperial Paper and Color Corporation on 'Corrosion Inhibiting Primers For Ferrous Metals.' I father had the idea from reading some of the minutes of the Red Lead Technical Committee that the Zinc Institute and the Lead Industries Association were trying to get together, but this article certainly is a first-class crack at red lead in favor of zinc chromate.

"I maintain the position, that it seems to me from the start it has been imperative for those interested in red lead to keep the technical magazines full of promotional matter in favor of our product.

"I have no doubt that our Technical Committee will critically study this paper of Imperial's and decide where its weaknesses are and what effective steps to take regarding it."

The paper referred to is based on the performance of a series of test paints comprising pigmentations composed of various combinations of zinc chromate with lead pigments, iron pigments and fillers in six different vehicles. A few red lead specification primers were included among the controls. Some of these are obsolete and have been superseded by improved specifications, e.g. 52-MC-23 and MC-52-4-1, Class XIII.

The Committee agreed that this article was vulnerable to many criticisms both as to method of presentation and content. However, it was felt that the most effective answer to such unfavorable publicity would be frequent and wide spread publicity for red lead in the trade journals. It was the opinion of the Committee that the latest paper on atmospheric primers for marine environments, the new issue of the Red Lead Technical Letter, the proposed extensive publicity for the atmospheric test program, and the technical papers planned for the future offer the best means of combatting unfavorable comment and misleading information on red lead paints. To insure ample and frequent publicity for Red Lead the committee requested that the association investigate the possibility and cost of retaining, as needed, the services of a qualified ghost writer or publicity agent who would rewrite information now available so that it could be published in a wide variety of technical magazines.

NEXT MEETING

It was decided to hold the next meeting of the Red Lead Technical Committee on October 7 and 8 1948, in the offices of the Lead Industries Association.

The meeting was adjourned at 5:00 P.M. August 6, 1948

C. J. Vander Valk
C. J. Vander Valk
Technical Director

COPY

EXHIBIT "A"

JAMES BOTE COMPANY

Paints, Glass and Wall Paper

Houston, Texas

L. B. Odell, Technical Director
Paint Manufacturing Division

July 14, 1948

Dr. L. L. Carrick, Professor
University of Michigan
Department of Chemical & Metallurgical Engineering
Ann Arbor, Michigan

Dear Dr. Carricks

It was a pleasure to have your letter of June 29 which was forwarded to me from Dallas. As you see, I am now with the James Bote Company in Houston, Texas.

I believe that the Houston Paint and Varnish Production Club would be very happy to have Mr. Vander Valk give a talk here this fall, and at the same time he possibly could give one in Dallas since it is our practice to schedule the same speaker for the two cities.

I am referring your letter to Mr. Leslie Martin, Humble Oil & Refining Company, who is chairman of our Program Committee and I am certain that you will hear from him shortly.

Sincerely yours,

L. B. Odell

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