

LEAD INDUSTRIES ASSOCIATION

488 LEEDINGTON AVENUE

NEW YORK 17, N. Y.

Pigments and Chemicals Division

SUBJECT TO REVISION

RED LEAD TECHNICAL COMMITTEE MEETING MINUTES

New York, N. Y.

November 17, 1955

A meeting of the Red Lead Technical Committee was held in the offices of the Lead Industries Association on Thursday, November 17, 1955.

PRESENT

L. L. Carrick, Chairman
R. P. Bates
J. O. Johnston
O. F. Shobe
Paul Whitford

REPRESENTING

Lead Industries Association
National Lead Company
Hammond Lead Products, Inc.
The Midden Company
The Eagle-Picher Company

C. E. Cherry Jr., Lead Industries Association
Secretary to the Committee

The meeting was called to order at 10:00 A.M. with Dr. Carrick presiding. The minutes of the previous meeting of July 15, 1955 were approved as circulated.

TECHNICAL LETTER NO. 10

Red Lead Technical Letter No. 10, "L.I.A. Formula 3-7, A Red Lead-Alkyd Vehicle Primer for Industrial and Marine Environments" was put finally in the form of the attached draft. The letter will be issued as soon as determination can be made of dry to handling time, dry to recoat, consistency, and thinner for spraying and also of what companies currently make available materials that closely approximate L.I.A. Vehicle No. 27.

L.I.A. PROJECT NO. 23

The following revisions were decided upon for L.I.A. Project 23.

1. Change the angle irons to be exposed at Perth Amboy, N. J. from duplicate rusty and single sandblasted to one mill-scaled, one rusty and one single sandblasted angle.
2. Add an exposure at New Orleans, La. of project paint systems on duplicate sandblasted plates.
3. Add a tide range test at Sayville, N. Y. of two coat primer and one coat tray enamel systems on duplicate sandblasted plates.



Red Lead Technical Committee
Meeting Minutes

- 2 -

November 17, 1953

4. Pending the outcome of work underway at the Glidden Co. in which it appears the vehicle for paint L.I.A. 505 cannot be made suitably, this paint will probably be dropped from the test.

5. For the alkyl resin solution (Fed. Spec TT-B-266, Type III) in paints L.I.A. 505 (if used) and 506, the straight linseed oil type was selected.

6. As a result of investigation at National Lead Co. paints L.I.A. 508, 509 and 510 are dropped from the test.

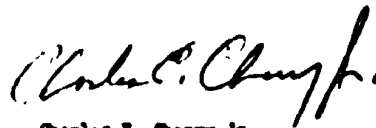
7. Mr. Whitford reported work underway by his company, and by E. I. duPont de Nemours & Co., Inc. on red-lead pigmented, Hypalon-base vehicle paints. If any paints currently under investigation by the two companies seem promising, they will be included in the project.

8. A deadline of February 1, 1956 was set for all paints to be received by Mr. Lominska at the Testing Station, Sayville, N. Y. All panels will be prepared there.

ADVERTISING OF COMPETITIVE COATINGS

The committee discussed the advertising claims set forth for coatings that reputedly can be used over rust. On the basis of non-extensive evidence available at the meeting it was felt that the nature of these advertisements was such that nothing could be done in the way of appeals to the Federal Trade Commission. It was agreed, however, that a study of these advertisements over a long period would be in order.

The meeting adjourned at 4:00 P.M.


Charles E. Cherry Jr.
Secretary to the Committee

DECEMBER, 1955

L.I.A. FORGIA 3-7

A RED LEAD-ALLOY VEHICLE PUMPER

FOR
INDUSTRIAL AND MARINE ENVIRONMENTS

	PAGE
FOREWORD.....	2
MANUFACTURERS OF RED LEAD.....	2
RED LEAD-ALLOY VEHICLE PUMPER FOR INDUSTRIAL AND MARINE ENVIRONMENTS.....	3

Red Lead Technical Committee
LEAD INDUSTRIES ASSOCIATION
420 LEXINGTON AVENUE
New York 17, N. Y.

RED LEAD
TECHNICAL LETTER
NO. 10

PAGE TWO

Foreword

Red Lead-Alkyd Vehicle Primer Formula 3-7, described in this Technical Letter is suggested to industrial users as a primer for paint systems to protect steel surfaces exposed in chemically contaminated atmospheres and marine environments such as storage tanks, ship superstructures, bridges and dock installations.

Formula 3-7 has been thoroughly test evaluated and is in commercial use, and has been adopted as a standard primer, by a major oil company.

This formula appeared some time ago in Red Lead Technical Letter No. 3 simply as a marine paint primer suggestion with which the Red Lead Technical Committee had excellent test results. Its wider adaptability and practical commercial use warrant its being pointed out specifically to industrial users and paint manufacturers.

As with other fast drying primers, application on steel free of rust, grease and other foreign matter is essential for best performance.

Inquiries on this formulation or on specific painting problems are welcome and should be addressed to the Lead Industries Association or to the designated individuals in the cooperating companies listed below.

Cooperating Companies

Page Three
 L.I.A. FORMULA 3-7
 A RED LEAD-BASED VEHICLE PRIMER
 FOR
 INDUSTRIAL AND MARINE ENVIRONMENTS

Formula 3-7

	Percent	Pounds	Gallons
PIGMENT: Red Lead (97% Trade)	55	518	7.0
Zinc Yellow	10	94	3.3
Zinc Oxide	10	94	2.0
Iron Oxide (85% Fe ₂ O ₃)	7	65.8	1.9
Magnesium Silicate	10	94	4.0
Diatomaceous Silica	8	75.3	3.9
	<u>100</u>		
VEHICLE: L.I.A. Vehicle No. 27*	74.9	436	54.5
Mineral Spirits	23.7	138	22.5
	<u>1.4</u>	<u>8</u>	<u>0.9</u>
	100.0	1523.1	100.0

Pigment = 61.8%
 Vehicle = 38.2%
 Wt./Gal. = 15.23 lbs.
 PV = 40

Dry for handling -
 Dry for recoating -
 Consistency -
 Thinner recommendation for spraying -

*L.I.A. Vehicle No. 27
 Dehydrated Castor Oil Fatty Acids.....31.0%
 Glycerine.....15.0
 Phthalic Anhydride.....19.0
 Mineral Spirits.....35.0
100.0%

Cooking Procedure: Heat the first three items to 356°F. for 40 minutes with good agitation and under carbon dioxide gas, preferably in a closed kettle. Slowly increase the temperature to 475°F. and hold for approximately 105 minutes. Cool and reduce.

Properties: Non Volatile = 66% by weight
 Viscosity = 2 (Gardner-Holdt)
 Acid Number = 5-10 (on solids)
 Phthalic Anhydride = 30% (on solids)

NOTE: A vehicle of similar characteristics may be made starting with dehydrated or raw castor oil and with appropriate changes in raw materials, quantities and cooking procedure. The vehicle is also closely approximated by

Information note: The vehicle portion of this formula, as printed in uncorrected versions of Red Lead Technical Letter No. 3, is in error.