

RED LEAD MANUFACTURERS
LEAD INDUSTRIES ASSOCIATION Minutes of Second
 Meeting

New York, N.Y.

December 4, 1941

The second meeting of members of the Lead Industries Association manufacturing red lead was held in the Association offices, Friday, December 4, 1941. The following were present:

PRESENT

A. F. Goetz
 E. W. McKullen
 J. O. Johnstone
 Owen Shobe
 J. W. Gardiner

P. L. Hallett
 E. A. Werson
 Alex. Stewart
 W. Van Loo

REPRESENTING

The Farle-Picher Lead Company
 The Eagle-Picher Lead Company
 Hammond Lead Products Inc.
 Metals Refining Co. (The Glidden Co.)
 John T. Lewis & Bros. Co. (National
 Lead Company)
 National Lead Company
 National Lead Company
 National Lead Company
 The Sherwin-Williams Company

P. E. Vornser, Secretary
 P. L. Pierfeld, Assistant Secretary
 J. Leland Benson

The meeting was called to order at 10:45 A.M. by Mr. Vornser.

Mr. Werson summarized the work of the first meeting and suggested that after general discussion of the purposes of the meeting, the members adjourn to the Brooklyn laboratories of the National Lead Company to review the results of experimental work done there and at Sayville and to discuss similar work which has been done by other companies.

Mr. Vornser read the following letter from Mr. C. P. Engleman of the Chemical & Pigment Company, of Cleveland, calling attention to the U.S. Army Paint Specifications:

"In view of the wide-spread interest in the U.S. Army Specifications, we wrote to the office of the Chief of Engineers, War Department, Washington, requesting copies of some of their recent Specifications. Among these was Specification T-1600 'Primer, Rust - Inhibiting; T-1601 'Primer, Red Lead, Iron Oxide; T-1602 'Primer, Phenolic, Water Insoluble.'

"T-1600 calls for no Red Lead but calls for Zinc Yellow Chromate, Iron Oxide and Zinc Oxide. T-1601 Specification gets away from the Standard Red Lead Primer formulation which the Lead people have always recommended, as you well know. T-1601 has no special pigment requirement.

"Mr. Engleman suggested that these Specifications may be something that you may want to bring to the attention of the Committee of Red Lead Primers."

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Mr. Stewart said that most of the data on specifications were on file in the laboratory and mentioned the experimental work of another laboratory which is exposing its samples at the Bayville Marine Basin.

Mr. Wormser read the following letter from Mr. Harvey Anderson of the Conservation Division of the War Production Board:

"Your letter of October 28 to Mr. Andrew Leith, Deputy Chief, Ferrous Alloys Branch, VPP, suggesting the use of red lead in place of zinc chromate as a paint primer for hull plates on naval vessels, has been referred to this division for reply.

"We certainly appreciate your efforts to cooperate in our conservation and substitution work, but the particular substitution that you suggest has already been considered and investigated by the Conservation Division.

"The Navy Department has apparently investigated pretty thoroughly the relative merits of red lead versus zinc chromate as a paint primer, and appear to feel that the zinc chromate is superior. Consequently, the question of requesting the Navy to substitute red lead, which to their mind is not as satisfactory, revolves around that of which is more critical, the zinc chromate or the red lead.

"The Zinc Branch advises us that at the present time, zinc oxide, which is the basic material for zinc chromate, is relatively free and consequently is in the same group classification of our 'Materials List' as lead. Since both materials are equally available and in view of the Navy's feeling regarding their relative qualities, we feel that to request a substitution of red lead for zinc chromate would not be advisable at this time.

"We trust that this information answers all of your questions concerning this substitution, since apparently you have requested similar information from other sources in the War Production Board."

A general discussion brought forth the opinion that, although the Navy is at present committed to the use of zinc chromate for priming paints, a thorough study of the comparative merits of red lead and zinc chromate paints would be necessary to provide the facts on which to base a campaign to hold present business and attempt to regain what has been lost.

Mr. Stewart stated that the Navy's decisions are based on their study of results obtained from salt water exposure tests and experience, but that "while zinc chromate is being used by the Navy, they have not been satisfied."

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It was decided that before any program of promotion of red lead was instituted, the manufacturers of red lead should determine conclusively, the comparative merits of red lead and zinc chromate for various types of exposures.

In the discussion it was suggested that drying time and, therefore, vehicles were important factors to be considered and that the cost element would probably make it necessary to consider multi-pigment or extended paints.

Mr. Goetz stated that he and Dr. McMullen understood that the established policy was committed to work on 100% red lead pigment.

It was agreed that the study should consider all phases of the problem and not be confined to 100% red lead pigmentation, and that the facts derived would be at the disposal of the technical staffs of all participating companies; that the best red lead paints that could be made with various types of slow and fast drying vehicles should be compared with the best zinc chromate paints in any types of vehicles. Then costs and competitive formulations could be considered on the basis of a definite scientific background.

Mr. Wormser pointed out that it was decided at the first meeting to break the program down into three exposure classifications -

- 1 - atmospheric
- 2 - salt water
- 3 - fresh water

Mr. Van Loo discussed tests at Gibson Island, and his observations on the superiority of an oil vehicle over a resin for both red lead and zinc chromate paints which are subject to mechanical abrasion, particularly in relation to the prevention of "corrosion creep."

Mr. Stewart mentioned the help he had received from Dr. Clegg of the Woods Hole Laboratories who has been acting as consulting biologist in the study of paints exposed to marine life.

Mr. Gardiner suggested that inquiries be made into the various requirements of users of metal protective paints, government, railroads, construction industry, etc. Then the technical study should determine how best to meet these requirements, thus building up a background of shared consistent information which would be presented to paint users uniformly, thus reducing the confusion in their minds. Then if 100% red lead is definitely the best, its use should be recommended,

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but if specific requirements such as quick drying, etc., make mixed pigments desirable, information would be available for use in formulating the best paint for the particular purpose. It is best for all manufacturers to have consistent recommendations for each particular use.

Mr. Goetz stated that he believed specifications were more often than not based on the recommendations of men in whom the specifying engineer or architect had confidence and that parallel information from various red lead paint manufacturers would be of direct benefit to all.

Mr. Merson then discussed plans for the meeting in the afternoon at the Brooklyn laboratories and the visit to Sayville on Saturday morning.

The meeting was adjourned at 12:15 P.M.

Secretary