EVALUATION OF PAINTS FOR STRUCTURAL STEEL - NORMAL ATMOSPHERE

FINAL REPORT

by

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SYNOPSIS

The overall objective of this study was to arrive at the most economical paint system suitable to the State of Louisiana for atmospheric exposure void of any chemical or salt environment and to attempt a correlation between accelerated exposure in a carbon-arc weatherometer and field exposure.

After studying a number of paint systems, it was the conclusion of this report that aluminum paint due to its ability to reflect light and heat was the most effective topcoat. In addition, in the majority of cases studied, almost any type of long oil primer was satisfactory.

Correlation of the accelerated exposure device indicated that the only detrimental factor which could be effectively considered was ultraviolet light. With this in mind, the average correlation coefficient in all areas studied was one hour of accelerated exposure equal to 16 hours of field exposure. Therefore, on the basis of this report as far as ultraviolet light is concerned, the fading properties of a given coating system may be predicted with confidence, using the carbon-arc weatherometer accelerated exposure apparatus.

INTRODUCTION

Corrosion, as we know it today, is the loss of metal due to some type of chemical action. Any type of estimate of the dollars lost annually from the corrosion of iron and steel is impossible. However, a rather conservative estimate is approximately 2% of the total tonnage of steel or iron produced annually is lost through corrosion.

A great many methods of prevention have been employed to attempt retardation of corrosion. The most common method of corrosion protection is through coating systems. There are numerous coating systems available on the market today depending upon the type desired.

Louisiana is faced with a rather severe exposure climate. The southern region lies within close proximity to a salt water atmosphere as well as heavy industrial complexes which vent industrial wastes to the atmosphere daily. A high concentration of sunlight together with high humidity also produces extreme corrosive environments.

Based on this high concentration of sunlight together with high humidity conditions, Louisiana has initiated this paint study. No attempt was made to evaluate paints which are resistant to heavy maritime climates or heavy industrial complexes.

PURPOSE

The purpose of this study was to determine the most economical atmospheric paint system for structural steel. Three sites in Louisiana selected for study were Baton Rouge, Chase, and Houma, Louisiana.

Another objective of this study was to develop a relatively simple test method for measuring durability and resistance of paint systems to environmental changes in the laboratory. This was done by use of a weatherometer. The main advantages of the weatherometer are the simplicity of creating environmental conditions in a laboratory and the ability to accelerate environmental conditions. The correlation between weatherometer exposure and atmospheric exposure should indicate the ability of the weatherometer to reproduce different environmental conditions.

METHODS OF PROCEDURE

Approximately 327 panels were prepared for field exposure. These panels were placed in three different locations (Baton Rouge, Houma, and Chase) to determine the most economical atmospheric paint system for structural steel. The actual arrangement of the panels together with respective coatings are listed in Table III of the Appendix.

The panels used for this study conformed to the physical and chemical requirements described in ASTM Designation: A 7-61T, Steel Specifications. All steel panels used were sand-blasted to remove any mill scale which may have been present on the surface of the panels. The panels were kept free of rust by placing them in an oven maintained at a temperature in excess of 300°F. The panels used were 4" wide, 8" long, and 1/8" thick.

Panels were painted by spray methods in a dust-free room, and allowed to dry before recoating. Film thicknesses were measured by means of an elcometer. Four thickness measurements were made on each panel. A qualified painter was used to spray the coatings onto the panels. Wooden exposure racks were built to give the panels exposure of 45°.

The following list represents the field panels exposed and the dates these panels were placed in the field:

Chase:	1-82	Installed	11-23-63
	83-142		4-2-64
	143-158		5-2-64
	159-192		6-17-64
	193-240		7-22-64
	241-272		10-20-64
	273-316		6-7-65
	317-327		7-1-65
Baton Rouge:	1-82	Installed	11-24-63
	82-142		3-31-64
	143-158		5-11-64
	159-192		6-16-64
	193-240		7-24-64
	241-272		10-22-64
	273-316		6-9-65
	317-327		7-3-65

Houma:	1-82	Installed	11-22-63
	83-142		4-17-63
	143-158		5-13-64
	159-192		6-13-64
	193-240		7-21-64
	241-272		10-21-64
	273-316		6-7-65
	317-327		7-2-65

Most of the chemical specifications governing the various paints have been obtained. In some instances, there was no need to obtain these specifications due to inferior paint systems. Also some manufacturers did not supply specifications for their paints.

The infra-red analysis, the physical properties, and the chemical requirements governing the paint systems are enough criterion to obtain identical formulations of paint systems.

The thicknesses of all the coating systems are listed in Interim Reports 1 and 2 previously submitted. In most cases, an adequate thickness of respective coatings was obtained. However, in the case of low solid paints, such as vinyl and epoxy coatings, a good milage was hard to obtain. Consequently, these coatings were relatively thin compared to the long oil pigmented paints. Practically speaking, it was felt that even though these coatings were relatively low on milage, these were problems that would be encountered during actual field conditions providing these paints proved successful. Therefore, it was decided to continue use of these panels regardless of the total milage.

In the Appendix of Interim Reports 1 and 2, the weatherometer panels prepared for the carbon-arc accelerated weathering chamber are listed. These panels were prepared as duplicates to field panels. The weatherometer panels were polished - not sand blasted - therefore, there was no anchor pattern present for the coatings to adhere to. Thus, in the case of the inorganic and organic zinc paints, weatherometer exposure was impossible. In addition, all paints could not be prepared for weatherometer exposure, bacause the conditions of the coatings in the container was such that any additional panel preparation was practically impossible.

The physical testing of the paints evaluated for field exposure are listed in the Appendix of Interim Reports 1 and 2. The following list includes all of the physical tests used in this research.

TEST	METHOD
Pigment (%) & Volatile (%)	ASTM D-1208-52T
Volatile (%) & Non-Volatile (%)	ASTM D-1208-52T
Viscosity	ASTM D-562-55
Weight/gallon	ASTM-D-1475
Dry to Touch	Test I
Dry Hard	Test II
Flexibility	Test III
Resistance to Alkali	Test IV
Resistance to Acid	Test V
Ease of Redistribution	Test VI
Condition in Container	Test VII

Test I - Dry to Touch

A given coating will be brushed onto a tin panel with an approximate dry film thickness of 1.0 mils. The panel will then be allowed to dry at room conditions. When the finger is pressed upon the panel and no paint adheres, then the test is completed.

Test II - Dry Hard

The above panel from Test I will be allowed to dry hard, i.e., until no tackiness remains, under the same conditions,

Test III - Flexibility

The above panel from Test II after drying, will be bent sharply over a 1/8" rod to determine flexibility of the coating.

Test IV - Resistance to Alkali

A panel will be prepared by brushing with a coating thickness of 1.0 - 1.5 mils. dry film. This panel will be submerged in a 0.1 N NaOH solution for a period of 24 hours. The panel will be removed and rinsed clean with water. Any blistering, peeling or cracking will then be noted.

Test V - Resistance to Acid

A panel will be prepared by brushing with a coating thickness of 1.0 - 1.5 mils. dry film. This panel will be submerged in a 0.1 N HCl solution for a period of 24 hours. This panel will be removed and rinsed clean with water. Any blistering, peeling or cracking will then be noted.

Test VI - Ease of Redistribution

After periodical intervals of 6 weeks, each can of paint will again be agitated by spatula until the pigment is completely dispersed in the vehicle medium. A subjective rating will be employed in order to ascertain which paint goes into solution with the least amount of energy expended.

Test VII - Condition in Container

Every 6 weeks each can of paint will be viewed to determine the condition of the paint in the container.

MATERIALS TESTED

The following is a complete list of paints presently being tested in the Paint Research Program. It includes 68 paints. Paints such as inorganic zinc, organic zinc, epoxy primers and topcoats, barium metaborate rust inhibitor primers, phenolic and alkyd topcoats, and vinyl paints are included.

PAINT NO.	TYPE OF PAINT
	LDH Specifications
1	Red Lead Paint
2	Aluminum Paint
3	Terrace Green Alkyd
	State of Florida Research Program
4	A - 1
5	B - 2
6	C - 3
7	C - 2
	Steel Structures Painting Council Paint Specifications
8	SSPC-Paint-5-55T
9	SSPC-Paint-11-55T
10	SSPC-Paint-2-55T
11	SSPC-Paint-8-55T
12	SSPC-Paint-9-55T
13	SSPC-Paint-101-55T
14	SSPC-Paint-104-55T
15	SSPC-Paint-105-55T
Independent Manufacturers	
	Glidden Paint Company
16	Vinyl Wash Primer
17	Vinyl Red Lead
18	Vinyl Brown Lead
19	Nu-Pon Epoxy
20	Vinyl Aluminum
21	Vinyl Green
22	Rustmaster

PAINT NO.	TYPE OF PAINT
23	Pheonlic Green - G1 - 68611
24	Tinted Alkyd
25	Aluminum Alkyd
	Buckman Laboratories
26	Buckman's Paint No. 8
27	Buckman's Paint No. 16
28	Buckman's Paint No. 20
29	Buckman's Paint No. 25
30	Buckman Topcoat
	Coast Paint and Lacquer Company
31	Copon CM-4 - 20
32	Copon EA - 850
33	Copon SCZ
34	Copon MLP - 93
35	Copon Chemcure
	Dupont Chem Company
36	Dupont Black Antoxide - 373 - 844
37	Dupont Red Lead - 67 - 800
47	Dupont Dulux Topcoat
	Carbolene of Texas
38	Carbolene "Corroless"
39	Carbolene Inorganic Zinc
40	Carbolene Grey Alkyd
	National Lead Company (Defense in Depth)
41	T - 9822
42	T - 13486
43	T - 13487
	Cook Paint Company
44	Corotar Epoxy
45	Aluminum Epoxy
46	Corocryl
	Tnemec Paints
48	Tnemec 69
49	Tnemec 6-R
50	Tnemec-Grey
51	Tnemec Bridge Aluminum

PAINT NO.	TYPE OF PAINT
	Mobile Paint Company
52	Vinyl Wash Primer
53	Vinyl Top Coat
	Tropical Paint Company
54	Tropoxy Red
55	Tropoxy White
	Sonaguard Paint Company
56	Sonaguard Red Oxide
57	Sonaguard Medium Orange
58	Sonaguard Green
59	Sonaguard White
60	Sonaguard Black
	ZRC Coatings
61	Zinc Rich Coatings
	Glidden Paint Company
62	Glidden Bridge Rail Paint
	Eagle Pitcher Paint Company
63	R - 107
64	R - 3776
65	R - 3778
66	R - 583
67	R - 582
	Jessop Steel Company
68	Jessop Steel Structural Paint

DISCUSSION OF RESULTS

Evaluation of all paint panels were made by three independent technicians who were thoroughly familiar with the project. Their analysis is listed in the Appendix under Table I. Table II of the Appendix lists a comparative evaluation of the paint systems studied for three different locations: Baton Rouge, Chase and Houma.

LEAST CORROSIVE ATMOSPHERE:

The objective of Table II was to determine the least corrosive atmosphere. In all probability, each area studied may require a different paint system. For simplicity, a numeral value of 3 was given for the best panel studied in each area, a value of 2 for the next best panel and a value of 1 for the worst panel, and no value was given for a discarded panel. These values were tabulated and totaled. It was found that Chase, Louisiana had a total of 630 points and therefore was the least corrosive atmosphere encountered. Baton Rouge, Louisiana had 320 points and was the second most corrosive environment encountered. Houma, Louisiana had 316 and therefore had practically the same corrosiveness as Baton Rouge. Although Baton Rouge and Houma were very similar according to corrosion points, the environments were different. Baton Rouge is enveloped within a very heavy industrial complex excreting heavy waste material to the atmosphere; whereas, Houma is situated near a maritime area and there is no industrial air waste prevalent.

COATING SEPARATION BY CLASSES:

In order to facilitate an easier understanding of such a large number of paint systems, it was decided to separate the panels into various classes according to performance. This was done in Table III of the Appendix. Class I of Table III shows the best paint panels for each respective area. Class II of Table III indicates the next best paint panels for each respective area. There are seven classes listed for each area. The evidence is very conclusive indicating that panels topcoated with aluminum pigmented paints were superior in the majority of cases. The primer coatings varied and appeared to be less significant in determining the total paint system. Therefore, for straight atmospheric exposure with only a mild chemical or maritime climate prevalent, it appears that any number of primers would be satisfactory providing an aluminum topcoat is used. In areas where the climate is more corrosive and actual contact between the paint system and some type of chemical spillage or salt spray takes place, then aluminum paint and the primers of Class I are not necessarily adequate for good protection.

CORRELATION OF WEATHEROMETER PANELS TO FIELD PANELS:

Originally, it was decided to use some quantitative means of measuring reflectances for the weatherometer panels and the field panels. Reflectivities of paint films, at different wavelengths of light were used. Readings were taken at 50 millimicron intervals for a range from 400 to 650 millimicrons. The Bausch and Lomb Spectronic 20 with reflectance attachment was used to measure these reflectivities. Readings were taken on panels before exposure and periodically during exposure.

Reflectivities of paint films for ultra-violet wavelengths of light gave poor results because these short waves were destructive to all paint systems studied. Based on these ultra-violet wavelengths of light, it was observed that the coating is absorbing or reflecting this range of light waves and quite often performance can be predicted.

An evaluation of paint reflective values for correlation of weatherometer and field exposures gave invalid results. Therefore, it was necessary to evaluate the paint by visual inspection. Panels were inspected subjectively during different periods of exposure and their physical characteristics noted by three inspectors. Table I of the Appendix is a list of the visual ratings of these panels.

The actual correlation of weatherometer and field panels were obtained according to visual inspection of each. The calibration of weatherometer exposure at a given cycle to field panel exposure was determined by duplicating the ratings of visual inspection. Only a few coatings were evaluated due to the inadequacy of the coatings to resist shelf life. The correlation data of weatherometer and field data occurs in Table IV of the Appendix. For all areas studied, a total of 125 coatings systems indicated approximately 1 hour of weatherometer exposure was equivalent to 16 hours field exposure regarding light absorbency only. The conditions in the weatherometer were as follows:

Dry Bulb Temperature: 145°F
Wet Bulb Temperature: 105°F
Relative Humidity: 85 - 100%
Cam: 102 minutes light and 18 minutes water spray at 20 psi
Black Panel Temperature: 160°F

FREQUENCY OF CORRELATION COEFFICIENT:

Correlation data of weatherometer and field panels were used to plot the frequency of the correlation coefficient for the three different locations.

Graph 1 is a graph of the frequency distribution of the correlations coefficients for all three areas. Correlations coefficients were plotted along the x-axis while frequency (the number of times each correlation coefficient occurred) was plotted on the y-axis. This gave a trimodal curve, with 1 - 10, 16.6, and 23.3 being the highest points of each distribution. The average correlation coefficient was 16.04. Graph 2 plotted the frequency distribution of correlation coefficients for the Baton Rouge area. This graph produced a bimodal curve with the highest points of each distribution being 1 - 10 and 1 - 22. The average correlation coefficient was 15.29. Because of its chemical environment, the Baton Rouge panel area either gave high correlation coefficients for which paint systems resisted chemical exposure or gave low correlation coefficients which indicated extreme physical deterioration due to reactivity with the chemical environment. Graph 3 is a graph of the frequency distribution of correlation coefficients for the Chase area. This graph produced a unimodal curve indicative of its lack of extreme environmental conditions which are detrimental to most paint systems. The highest point in this distribution was 1 - 18. The average correlation coefficient was 17.13. Chase area panels gave the best results and therefore should be considered as the control area.

Graph 4 is a graph of the frequency distribution of the correlation coefficients for the Houma panels. Graph 4 gave a trimodal curve with the highest points of distribution being 1 - 10, 1 - 18 and 1 - 22. The average correlation coefficient was 15.64. Houma had a lower correlation coefficient because of its environment which was detrimental to most paints studied. Houma has a maritime climate and as such was a detrimental environment for the paints studied.

ADVANTAGES AND DISADVANTAGES OF COATING TYPES:

A. Inorganic and Organic Zinc Coatings:

Advantages and disadvantages of these paints are based on the zinc metal and zinc oxide which are the chief components of these paints. Inorganic zinc coatings give galvanic protection upon the addition of a catalyst to the paint. Organic zinc paints have substantial activators already mixed in the paints. The main disadvantages and advantages of these paints are as follows: Commercial sand-blasting was not adequate for these paints. Zinc coatings must be applied to pure white sand-blasted steel. Coatings must be applied immediately before any moisture condenses on the sand-blasted surface for good galvanic protection. Because these are mainly 2-component systems; time was lost mixing components. Because of the heavy pigment used in these paints, agitation must be constantly maintained. No top coat was necessary. Although they were expected to give the best protection under environmental conditions, some zinc paints were discarded

because of rust over 50% of the painted surface, probably due to inadequate application.

B. Epoxy Coatings:

Epoxy coating systems did not give high mil thicknesses due to low solids content. These paints had relatively short lives, but were durable during the life span. These paints are very tough, resilient, and retarded the intrusion of detrimental compounds to the steel area. However, they are short life paints and weathering destroys the coating at a faster rate, causing chalking, discoloration, loss of milage, pin holing, etc. These coatings are fairly exotic and cannot be recommended for long life atmospheric exposure. They are more advantageous as a topcoat in heavy marine or chemical environments where actual spillage occurs frequently.

C. Barium Metaborate Rust Inhibiter Primers:

Barium metaborate rust inhibiter primers were added to other paint systems in order to reduce chalking and discoloration. These primers were supposed to enhance the beauty of the paint systems. In all cases the topcoat seemed to be wearing well. Spectrometric readings showed that this topcoat absorbed a great deal of ultra-violet light and heat compared to an aluminum or white topcoat. This light and heat was transferred by conduction to the primer coats. The reflectance values indicated that the point of the greatest reflectivity in the 400 - 650 millimicrons range was 550 millimicrons. For a pastel green color, the topcoat performed well, but was no comparison to an aluminum topcoat.

D. Phenolic and Alkyd Coatings:

These paints showed excessive to moderate discoloration and chalking with slight to moderate molding and corrosion along the edges of the panels studied. The Baton Rouge and Houma panels showed more deterioration than either Chase panels or the weatherometer panels. Because the vehicle component in these paints decomposes with sunlight, phenolic and alkyd paints are not suitable as topcoats. Alkyd topcoats absorbed 80% of the ultra-violet light and heat in the lower wavelengths, and reflected 50% of the heat and light at the higher wavelengths.

E. Vinyl Coatings:

These paints did not give high mil thicknesses due to low solids content. Although these paints had relatively short lives, they exceeded the life spans of the epoxy topcoats and primers. One disadvantage was that application required more paint because of low solids content. However, vinyl paints

gave good resistance to both alkaline and acid deposits. Vinyl paints showed moderate chalking and discoloration. Vinyl paints exhibited fading and corrosion on edges in the Baton Rouge location, but showed slight to moderate fading with very slight corrosion along the edges in Houma and Chase locations. Vinyl paints remain in good condition in both Houma and Chase locations. Spectrometric readings indicated that a great deal of ultra-violet light and heat were being absorbed by these paints. However, during exposure, when chalking appeared, light and heat were being reflected away from the primer coats.

F. Lead Pigments in Long Oil Vehicles:

The main advantages of these paints are as follows: They are relatively low in cost, no expensive sand-blasting to white metal is required, can get by with wire brushing. The main disadvantages are too many coats for adequate protection; too long for drying; too many scaffolding procedures due to excessive number of coatings.

G. Aluminum Coatings:

These paints are very good coatings which reflected up to 80% light and heat. Generally, aluminum paints were used with other paints systems. They are responsible for the protection of the primer. These paints exhibited from very slight to moderate corrosion along the edges of the field panels tested. Reflectance readings indicated wear due to the reflected amount of ultra-violet light and heat from the aluminum surface. Aluminum topcoats were in superior condition after long atmospheric exposure.

CONCLUSIONS

1. For extended atmospheric exposure with no adverse contaminants such as chemical vapor or salt, presently used LDH material of Red Lead and Aluminum is more than adequate.

2. Epoxy paints should not be applied whenever long life atmospheric exposure is required. They should be used only in excessively harsh corrosive media.

3. Vinyl paints may be applied in areas whenever a fairly long life is required when the corrosive media is moderate.

4. Zinc paints are very difficult to use and must be applied over white sand-blasted steel. These paints are good in heavy marine atmospheres where salt water is constantly coming into contact with the coating.

5. Weatherometer exposure is very good for determining the discoloration, fading, and chalking of coatings. The correlation coefficient of the weatherometer using a dry bulb temperature of 145^{o}F and a wet bulb temperature of 105^{o}F, 102 minutes of light and 18 minutes of water spray at 20 psi, is 1 hour to 16 hours field exposure for light deterioration only.

6. The most economical paint system studied for straight atmospheric exposure is a long oil primer and an aluminum topcoat. Presently used LDH material proved to be extremely satisfactory.

RECOMMENDATIONS

Based on the results of this report:

1. Presently used LDH material, Red Lead and Aluminum should be modified as follows:

   a. Shop Coat (red lead) 2.0 mils dry.
   b. Field Coat (red lead) 2.0 mils dry.
   c. Topcoat (aluminum) 1.5 mils dry.

This material may be used in all areas where no harsh marine or chemical environment occurs.

2. In a marine environment where constant salt spray contacts the coating, an investigation into various zinc coatings should be studied with the possibility of an epoxy or vinyl topcoat.

3. In an area where there is no presence of harsh environmental contaminates, LDH Red Lead and Aluminum may be used.

4. All Paints which are to be submitted to LDH for evaluation should withstand weatherometer exposure of 500 hours with no evidence of physical breakdown.

5. In the event that colors are to be used, light colored material should be used in lieu of dark colors.

GLOSSARY

DISCOLORATION
A deviation of color based on retention of light waves in visible spectra.

PIN-HOLES
Holes in the coating, minute in size, with no particular pattern.

SPOTTING
Circular colored areas which appear bleached, approximately 5 mm in diameter.

MOLDING
Bacteria culture development appears as black spots approximately 5 mm in diameter.

CHALKING
Deterioration of paint vehicle exposing pigment with no binding.

RUST SPOTS
Small areas of iron oxide in the coating.

FLAKING
Small chips from loss of adherence of the topcoat to the primer.

PRIMER BLEED
Appearance of primer through the topcoat due to excessive milage loss of the topcoat.

CRACKING
Numerous extended lines through coating with no apparent pattern.

STREAKING
Bleached lines throughout topcoat.

RUST STAIN
Iron oxide film deposited over topcoat usually from the edges and washed over the surface.

CHIPPING
Small areas of coating removed due to some exterior force.

PHYSICAL BREAKDOWN
Loss of adhesion, discoloration and chalking of the coating system.

RUST BLEED
The appearance of a rust film through the topcoat not necessarily from the edges.

ALLIGATOR CRACKING
Extended cracking over the panel coating in a definite type of pattern.

REFERENCES

ASTM Designation D-822-46 T. Rec. Practice for Operating Light- and Water-Exposure Apparatus (Carbon-Arc Type) for Testing Paint, Varnish, Lacquer and related Products.

ASTM Designation D-1208-52T. Test for Common Properties of Certain Pigments.

ASTM Designation D-562-55. Test for Consistency of Paints Using the Stormer Viscosimeter.

ASTM Designation A-7-61T. Specification for Steel for Bridges and Buildings.

ASTM Designation A-283. Specification for Low and Intermediate Tensile Strength Carbon Steel Plastes of Structural Quality.

Henry F. Payne, Report No. 14: Project 5018. Corrosion Resistant Coatings: Traffic Marking Paints for Florida State Road Department. March 1, 1959.

APPENDIX

TABLE I
FINAL EVALUATION
OF
PAINT SYSTEMS

VISUAL INSPECTION OF FIELD PANELS

PANEL NUMBER	NUMBER AND TYPES OF COATING	BATON ROUGE	HOUMA	CHASE
1	3 Red Lead Primer 1 topcoat Aluminum	Moderate discoloration and moderate corrosion along edges.	Panel was lost.	Slight discoloration and moderate corrosion along edges.
2	3 Red Lead Primer 1 topcoat Terrace Green Alkyd	-	Excessive chalking, fading, and moderate corrosion along edges.	-
3	2 A-1 Primer 1 topcoat Aluminum Alkyd	Moderate discoloration, molding, and slight corrosion along edges.	Moderate discoloration, molding, slight corrosion along edges and slight rust bleed.	Slight discoloration, and moderate corrosion along edges.
4	2 A-1 Primer 1 Tinted Alkyd	Moderate discoloration and slight corrosion along edges.	DISCARDED	Excessive chalking and moderate molding.
5	2 A-1 Primer 1 Phenolic Green	Moderate chalking, molding and slight primer bleed.	Same as Baton Rouge	Moderate chalking and moderate molding.
6	2 A-1 Primer	Same as Chase	Same as Chase	Moderate chalking and moderate molding.

TABLE I (CONT'D)

PANEL NUMBER	NUMBER AND TYPES OF COATING	BATON ROUGE	HOUMA	CHASE
7	3 A-1 Primer 1 topcoat Aluminum Alkyd	Moderate discoloration, slight molding and slight pin holing	Same as Baton Rouge	Slight discoloration and slight to moderate corrosion along edges.
8	3 A-1 Primer 1 topcoat Tinted Alkyd	DISCARDED	DISCARDED	Excessive chalking and moderate molding.
9	3 A-1 Primer 1 topcoat Phenolic Green	DISCARDED	Excessive chalking, molding and moderate primer bleed.	Moderate chalking and moderate molding.
10	3 A-1 Primer	Same as No. 6	Moderate chalking and discoloration.	Moderate chalking and moderate molding.
11	2 B-2 Primer 1 topcoat Aluminum Alkyd	Moderate discoloration and moderate pin holing.	Same as Baton Rouge	Slight discoloration and slight to moderate corrosion along edges.
12	2 B-2 Primer 1 topcoat Tinted Alkyd	Excessive chalking, moderate pin holing and slight corrosion along edges.	Same as Baton Rouge	Excessive chalking and moderate molding.
13	2 B-2 Primer 1 topcoat Phenolic Green	DISCARDED	Excessive chalking and molding.	DISCARDED
14	2 B-2 Primer	Moderate discoloration and excessive molding.	Moderate discoloration and molding.	Excessive chalking and moderate molding.

TABLE I (CONT'D)

PANEL NUMBER	NUMBER AND TYPES OF COATING	BATON ROUGE	HOUMA	CHASE
15	3 B-2 Primer 1 topcoat Aluminum Alkyd	Same as No. 11	DISCARDED	Slight discoloration, slight to moderate corrosion along edges.
16	3 B-2 Primer 1 topcoat Tinted Alkyd	Same as No. 12	Excessive chalking and moderate molding.	Excessive chalking and moderate molding.
17	3 B-2 Primer 1 topcoat Phenolic Green	Same as No. 11	DISCARDED	DISCARDED
18	3 B-2 Primer	Same as No. 14	Same as Chase	Moderate chalking and moderate molding.
19	2 C-3 Primer 1 topcoat Aluminum Alkyd	Slight discoloration, very slight pin holing and slight molding.	Same as Baton Rouge	Slight discoloration and slight to moderate corrosion along edges.
20	2 C-3 Primer 1 topcoat Tinted Alkyd	Same as No. 12	Same as Chase	Excessive chalking and moderate molding.
21	2 C-3 Primer 1 topcoat Phenolic Green	DISCARDED	DISCARDED	Excessive chalking with approximately 20% prime bleed.
22	2 C-3 Primer	Excessive discoloration, chalking and excessive molding.	Same as Baton Rouge	Moderate to excessive chalking and moderate molding.
23	3 C-3 Primer 1 topcoat Aluminum Alkyd	Slight discoloration and slight molding.	Same as Baton Rouge	Slight discoloration and slight to moderate corrosi along edges.

TABLE I (CONT'D)

PANEL NUMBER	NUMBER AND TYPES OF COATING	BATON ROUGE	HOUMA	CHASE
24	3 C-3 Primer 1 topcoat Tinted Alkyd	Same as No. 20	Same as Chase	Excessive chalking and moderate molding.
25	3 C-3 Primer 1 topcoat Phenolic Green	Excessive chalking and excessive primer bleed.	DISCARDED	DISCARDED
26	3 C-3 Primer	Same as No. 22	Same as Chase	Excessive chalking and moderate molding.
27	2 C-2 Primer 1 topcoat Aluminum Alkyd	Same as Chase	Same as Chase	Slight discoloration and slight to moderate corrosion along edges.
28	2 C-2 Primer 1 topcoat Aluminum Alkyd	Same as No. 26	Excessive chalking, moderate molding, and moderate rust bleed.	Excessive chalking and moderate molding.
29	2 C-2 Primer 1 topcoat Phenolic Green	Moderate discoloration and moderate molding.	DISCARDED	DISCARDED
30	2 C-2 Primer	Same as No. 22	Moderate chalking and moderate molding.	Excessive chalking and moderate molding.
31	3 C-2 Primer 1 topcoat Aluminum Alkyd	Moderate discoloration and moderate molding.	Same as Baton Rouge	Slight discoloration and slight to moderate corrosion along edges.
32	3 C-2 Primer 1 topcoat Tinted Alkyd	Excessive chalking, moderate pin holing and slight corrosion along edges.	Same as Baton Rouge	Excessive chalking and moderate molding.

TABLE I (CONT'D)

PANEL NUMBER	NUMBER AND TYPES OF COATING	BATON ROUGE	HOUMA	CHASE
33	3 C-2 Primer 1 topcoat Phenolic Green	DISCARDED	DISCARDED	DISCARDED
34	2 C-2 Primer	Excessive chalking, excessive molding and moderate corrosion along edges.	Same as Baton Rouge	Excessive chalking and moderate molding
35	1 Vinyl Wash Primer	DISCARDED	DISCARDED	DISCARDED
36	1 Vinyl Wash Primer 1 topcoat Vinyl Aluminum	DISCARDED	DISCARDED	DISCARDED
37	1 Vinyl Wash Primer 1 topcoat Vinyl Green	DISCARDED	DISCARDED	DISCARDED
38	1 Vinyl Wash Primer 1 topcoat Vinyl Red Lead	DISCARDED	DISCARDED	DISCARDED
39	1 Vinyl Wash Primer 1 Vinyl Red Lead 1 topcoat Vinyl Aluminum	Slight discoloration, moderate pin holing and excessive corrosion along edges.	DISCARDED	DISCARDED
40	1 Vinyl Wash Primer 1 Vinyl Red Lead Primer 1 topcoat Vinyl Green	Same as Chase	DISCARDED	Excessive chalking an moderate rusting alon edges.

TABLE I (CONT'D)

PANEL NUMBER	NUMBER AND TYPES OF COATING	BATON ROUGE	HOUMA	CHASE
41	1 Vinyl Wash Primer 1 Vinyl Red Lead 1 topcoat Vinyl Brown	DISCARDED	DISCARDED	Moderate pin holing and excessive rusting along edges.
42	1 Vinyl Wash Primer 1 Red Lead 1 Vinyl Brown Lead Primer 1 topcoat Vinyl Aluminum	DISCARDED	DISCARDED	Moderate pin holing and excessive rusting along edges.
43	1 Vinyl Wash Primer 1 Vinyl Red Lead 1 Vinyl Brown Lead Primer	DISCARDED	DISCARDED	Excessive chalking ar moderate rusting alor edges.
44	1 T-9822 1 T-13486 1 T-13487	Excessive chalking, moderate primer bleed and moderate corrosion along edges.	Excessive chalking and moderate primer bleed and moderate corrosion on edges.	Excessive chalking ar moderate rusting alor edges.
45	1 T-9822 1 T-13486 1 T-13487	Excessive chalking, moderate primer bleed and moderate corrosion along edges.	Excessive chalking and moderate primer bleed and moderate corrosion on edges.	Excessive chalking ar moderate rusting alor edges.
46	1 T-9822 1 T-13486 1 T-13487	Excessive chalking, moderate primer bleed and moderate corrosion along edges.	Excessive chalking and moderate primer bleed and moderate corrosion on edges.	Excessive chalking ar moderate rusting alor edges.
47	3 Nu-Pon Epoxy	DISCARDED	DISCARDED	Moderate chalking moderate discoloratio and moderate to excessive rusting alor edges.

TABLE I (CONT'D)

PANEL NUMBER	NUMBER AND TYPES OF COATING	BATON ROUGE	HOUMA	CHASE
48	3 Nu -Pon Epoxy Primer 1 topcoat Vinyl Green	DISCARDED	Excessive chalking and discoloration.	Excessive chalking a moderate rusting alo edges.
49	3 Nu -Pon Epoxy Primer 1 topcoat Vinyl Aluminum	DISCARDED	Moderate discoloration and slight corrosion along edges.	Moderate rusting alo edges.
50	2 Nu -Pon Epoxy	DISCARDED	Moderate discoloration and chalking and moderate corrosion along edges.	Excessive chalking, discoloration and moderate to excessiv corrosion along edges
51	2 Nu -Pon Epoxy	Same as Chase	Same as No. 48	Excessive chalking ar moderate corrosion along edges.
52	2 Nu -Pon Epoxy Primer 1 topcoat Vinyl Aluminum	Moderate rust on edges, moderate discoloration and slight pin holing.	Moderate discoloration, molding and moderate pin holing.	Moderate corrosion along edges and slight discoloration.
53 & 54	3 Buckman's No. 8 Primer 1 topcoat Buckman's topcoat	Moderate chalking, excessive discoloration moderate primer bleed, moderate rust on edges.	Moderate molding and discoloration moderate primer bleed.	Excessive chalking and moderate corrosi along edges.
55 & 56	3 Buckman's Paint, No. 16 1 topcoat Buckman's topcoat.	Moderate chalking, excessive discoloration moderate primer bleed, moderate rust on edges.	Moderate molding and discoloration moderate primer bleed.	Excessive chalking and moderate corrosi along edges.

TABLE I (CONT'D)

PANEL NUMBER	NUMBER AND TYPES OF COATING	BATON ROUGE	HOUMA	CHASE
57 & 58	3 Buckman's No. 20 Primer 1 topcoat Buckman's topcoat.	DISCARDED	DISCARDED	DISCARDED
59 & 60	3 Buckman's Paint No. 25 1 topcoat Buckman's topcoat	Same as Nos. 53 & 54	Same as No. 53	Same as Nos. 53 & 54
61 & 62	2 Carbolene "Corroless" Primer	DISCARDED	DISCARDED	DISCARDED
63	2 Carbolene "Corroless" Primer, 1 topcoat Carbolene Gray Alkyd.	DISCARDED	DISCARDED	DISCARDED
64	1 Carbolene Inorganic Zinc Primer, 1 topcoat Carbolene Gray Alkyd.	DISCARDED	DISCARDED	DISCARDED
65	2 Carbolene Inorganic Zinc Primer, 1 topcoat Carbolene Gray Alkyd.	DISCARDED	DISCARDED	DISCARDED
66	2 Carbonlene Inorganic Zinc	DISCARDED	Moderate discoloration and moderate rust bleed and excessive corrosion along edges.	Excessive discoloration and excessive corrosion along edges.

TABLE I (CONT'D)

PANEL NUMBER	NUMBER AND TYPES OF COATING	BATON ROUGE	HOUMA	CHASE
67 & 68	2 Dupont Black Antoxide 373 and 844	DISCARDED	Excessive chalking and moderate rust bleed and slight corrosion along edges.	Moderate chalking ar moderate molding.
69 & 70	2 Dupont Red Lead 67-800 Primer	Excessive chalking and discoloration, moderate rust along edges.	Excessive chalking and discoloration.	Excessive chalking a slight corrosion alon edges.
71 & 72	2 Copon CM-4-20	Very slight chalking, slight corrosion along edges.	Slight chalking and slight molding.	Very slight chalking.
73 & 74	2 Copon CM-4-20 1 topcoat Copon Chemcure	Excessive chalking and moderate primer bleed.	Excessive chalking and moderate discoloration, excessive primer bleed.	DISCARDED
75	2 Copon EA-850 Primer 1 topcoat Copon Chemcure	DISCARDED	DISCARDED	DISCARDED
76 & 77	2 Copon EA-850 Primer	DISCARDED	Excessive chalking and discoloration.	Excessive chalking to excessive discoloratio
78	2 Copon SCZ	Same as Chase	Moderate discoloration and moderate corrosion along edges.	Moderate discoloratio and spotting.

TABLE I (CONT'D)

PANEL NUMBER	NUMBER AND TYPES OF COATING	BATON ROUGE	HOUMA	CHASE
79 & 80	1 Copon SCZ Primer 1 topcoat Copon Chemcure	Excessive chalking and moderate rusting along edges.	Excessive chalking and discoloration.	Excessive chalking
81	1 Copon MLP-93 Primer	DISCARDED	DISCARDED	DISCARDED
82	2 Copon MLP-93 Primer	DISCARDED	DISCARDED	DISCARDED
83, 84 85, 86 87, 88	3 Red Lead Primer 1 topcoat Aluminum Paint	Slight discoloration, moderate molding and slight corrosion along edges.	Slight discoloration and slight to moderate corrosion along edges.	Slight chalking, sli discoloration and s chipping and corro along edges.
89 & 90	2 Red Lead Primer 1 topcoat Terrace Green	Excessive discoloration and chalking alligator cracking.	DISCARDED	DISCARDED
91	3 A-1 Primer 1 topcoat Aluminum Alkyd	Slight discoloration and slight to moderate molding and slight corrosion on edges.	Slight to moderate discoloration and slight pin holing.	Slight discoloration slight rusting along edges.
92	2 A-1 Primer 1 topcoat Aluminum Alkyd	Slight discoloration and slight to moderate molding and slight corrosion on edges.	Slight to moderate discoloration and slight pin holing.	Slight discoloration slight rusting along edges.
93	3 A-1 Primer 1 topcoat Tinted Alkyd	DISCARDED	DISCARDED	Excessive chalking excessive corrosion along edges.

TABLE I (CONT'D)

PANEL NUMBER	NUMBER AND TYPES OF COATING	BATON ROUGE	HOUMA	CHASE
94	2 A-1 Primer 1 topcoat Aluminum Alkyd	DISCARDED	DISCARDED	Excessive chalking excessive corrosion along edges.
95	3 A-1 Primer 1 topcoat Phenolic Green	DISCARDED	DISCARDED	DISCARDED
96	2 A-1 Primer 1 topcoat Phenolic Green	Excessive chalking, excessive cracking and primer bleed.	Excessive chalking, cracking and moderate rust bleed.	DISCARDED
97	3 A-1 Primer	Moderate chalking and moderate molding.	Excessive chalking and moderate molding.	Excessive chalking and excessive moldi
98	2 A-1 Primer	DISCARDED	Excessive chalking and moderate molding.	Excessive chalking and excessive moldi
99	2 C-2 Primer 1 topcoat Aluminum Alkyd	Slight discoloration and slight corrosion along edges.	Moderate discoloration and corrosion along edges.	Moderate chalking, discoloration and sli to moderate corrosi along edges.
100	2 C-2 Primer 1 topcoat Aluminum Alkyd	Slight discoloration and slight corrosion along edges.	Moderate discoloration and corrosion along edges.	Moderate chalking, discoloration and sli to moderate corrosi along edges.
101	3 C-2 Primer 1 topcoat Tinted Alkyd	Excessive chalking and discoloration moderate corrosion edges.	Excessive chalking and discoloration moderate corrosion edges.	Excessive chalking a excessive corrosion along edges.

TABLE I (CONT'D)

PANEL NUMBER	NUMBER AND TYPES OF COATING	BATON ROUGE	HOUMA	CHASE
102	2 C-2 Primer 1 topcoat Tinted Alkyd	Excessive chalking, discoloration and moderate corrosion on edges.	Excessive chalking, discoloration, and moderate corrosion on edges.	Excessive chalking ar excessive corrosion along edges.
103	3 C-2 Primer 1 topcoat Phenolic Green	DISCARDED	DISCARDED	DISCARDED
104	2 C-2 Primer 1 topcoat Phenolic Green	DISCARDED	DISCARDED	DISCARDED
105	2 C-2 Primer	Excessive chalking, discoloration, moderate corrosion on edges.	DISCARDED	DISCARDED
106	3 C-2 Primer	Excessive chalking, discoloration, moderate corrosion on edges.	DISCARDED	DISCARDED
107	2 C-2 Primer 1 topcoat Aluminum Alkyd	Same as Nos. 99 & 100	Same as Nos. 99 & 100	Slight to moderate discoloration and sligl to moderate corrosion along edges.
108	3 C-3 Primer 1 topcoat Aluminum Alkyd	Same as Nos. 99 & 100	Same as Nos. 99 & 100	Slight to moderate discoloration and sligl to moderate corrosion along edges.

TABLE I (CONT'D)

PANEL NUMBER	NUMBER AND TYPES OF COATING	BATON ROUGE	HOUMA	CHASE
109	3 C-3 Primer 1 topcoat Tinted Alkyd	Excessive chalking, molding, and rusting along edges.	Same as Baton Rouge	Excessive chalking a excessive corrosion along edges.
110	2 C-3 Primer 1 topcoat Tinted Alkyd	Excessive chalking, molding, and rusting along edges.	Same as Baton Rouge	Excessive chalking a excessive corrosion along edges.
111	3 C-3 Primer 1 topcoat Phenolic Green	DISCARDED	DISCARDED	DISCARDED
112	2 C-3 Primer 1 topcoat Phenolic Green	DISCARDED	DISCARDED	DISCARDED
113	2 B-2 Primer 1 topcoat Aluminum Alkyd	Slight discoloration and slight corrosion along edges.	Moderate discoloration and corrosion along edges.	Slight to moderate discoloration and slig to moderate corrosio along edges.
114	3 B-2 Primer 1 topcoat Aluminum Alkyd	Slight discoloration and slight corrosion along edges.	Moderate discoloration and corrosion along edges.	Slight to moderate discoloration and slig to moderate corrosio along edges.
115	3 B-2 Primer	DISCARDED	DISCARDED	DISCARDED
116	3 B-2 Primer 1 topcoat Tinted Alkyd	DISCARDED	DISCARDED	DISCARDED

TABLE I (CONT'D)

PANEL NUMBER	NUMBER AND TYPES OF COATING	BATON ROUGE	HOUMA	CHASE
117	2 B-2 Primer 1 topcoat Phenolic Green	DISCARDED	DISCARDED	DISCARDED
118	3 B-2 Primer 1 topcoat Phenolic Green	DISCARDED	DISCARDED	DISCARDED
119	2 B-2 Primer	Excessive chalking, discoloration and moderate rust bleed.	Same as Baton Rouge	Excessive chalking, molding and moderate rust bleed.
120	3 B-2 Primer	Excesive chalking, discoloration and moderate rust bleed.	Same as Baton Rouge	Excessive chalking, molding and moderate rust bleed.
121 & 122	1 Vinyl Wash Primer 1 Vinyl Red Lead 1 Vinyl Brown Lead Primer 1 topcoat Vinyl Aluminum	Slight discoloration and excessive corrosion along edges.	Same as Baton Rouge	Slight to moderate discoloration and moderat corrosion along edges.
123 & 124	1 Vinyl Wash Primer 1 Vinyl Red Lead 1 Vinyl Brown Lead Primer 1 topcoat Vinyl Aluminum	Excessive chalking, discoloration and excessive corrosion along edges.	Same as Baton Rouge	Excessive chalking and moderate corrosion along edges.
125	2 Nu-Pon Epoxy Primer	DISCARDED	DISCARDED	DISCARDED

TABLE I (CONT'D)

PANEL NUMBER	NUMBER AND TYPES OF COATING	BATON ROUGE	HOUMA	CHASE
126	2 Nu-Pon Epoxy Primer 1 topcoat Vinyl Aluminum	Slight discoloration and excessive corrosion along edges.	Slight discoloration, moderate molding and corrosion along edges.	Slight to moderate discoloration and sligh to moderate corrosion along edges.
127	2 Nu-Pon Epoxy Primer	DISCARDED	Excessive chalking, discoloration, and moderate corrosion along edges.	DISCARDED.
128	3 Nu-Pon Epoxy Primer 1 topcoat Vinyl Aluminum	Same as No. 126	Moderate discoloration and corrosion along edges.	Slight to moderate discoloration & slight to moderate corrosion.
129 130 131 132	2 Dupont Black Antoxide-373-844 Primer 1 topcoat Dupont Dulux 2 Dupont Red Lead 67-800 Primer, 1 topcoat Dupon Dulux.	Excessive chalking, excessive discoloration and excessive corrosion along edges.	Same as Baton Rouge	Excessive chalking an moderate corrosion along edges.
133	2 Carbolene "Corroless" Primer, 1 topcoat Carbolene Gray Alkyd	DISCARDED	DISCARDED	Excessive chalking an moderate corrosion along edges.
134	1 Carbolene Inorganic Primer, 1 topcoat Carbolene Gray Alkyd.	Excessive chalking and moderate corrosion along edges.	Same as Baton Rouge	Excessive chalking an moderate corrosion along edges.
135	2 Carbolene Inorganic Primer	Moderate discoloration	Slight chalking and discoloration.	Moderate rusting and moderate discoloratio

TABLE I (CONT'D)

PANEL NUMBER	NUMBER AND TYPES OF COATING	BATON ROUGE	HOUMA	CHASE
136	2 Carbolene Inorganic Zinc Primer, 1 topcoat Carbolene Gray Alkyd	Same as No. 134	Same as No. 134	Excessive chalking and moderate corrosion along edges.
137	2 Copon SCZ Primer	Same as No. 135	Excessive chalking and excessive rust bleed.	Moderate streaking, chalking and moderate corrosion along edges.
138	1 Copon MLP-93 Primer 1 topcoat Copon Chemcure	Moderate chalking, discoloration and moderate rust bleed.	Same as Baton Rouge	DISCARDED
139	1 Copon SCZ 1 topcoat Copon Chemcure	Moderate chalking and discoloration.	Same as Baton Rouge	Moderate chalking and moderate discoloration.
140	1 Copon MLP-93	DISCARDED	DISCARDED	DISCARDED
141	2 Copon MLP-93	DISCARDED	DISCARDED	DISCARDED
142	2 Copon EA-850 1 topcoat Copon Chemcure	DISCARDED	Excessive chalking and moderate discoloration.	DISCARDED
143 & 144	2 Rustmaster Primer 1 topcoat Phenotic Green	Excessive chalking, excessive discoloration and moderate corrosion on edges.	DISCARDED	DISCARDED

TABLE I (CONT'D)

PANEL NUMBER	NUMBER AND TYPES OF COATING	BATON ROUGE	HOUMA	CHASE
145 & 146	2 Rustmaster Primer 1 topcoat Tinted Alkyd	DISCARDED	Same as Chase	Excessive chalking and excessive corrosion along edges.
147 & 148	2 Rustmaster Primer 1 topcoat Aluminum Alkyd	DISCARDED	Moderate discoloration, moderate molding and moderate corrosion along edges.	Slight chalking, slight discoloration and moderate corrosion along edges.
149 & 150	2 Rustmaster Primer	Excessive chalking and discoloration with rust along edges.	Moderate chalking discoloration, and slight corrosion along edges.	Excessive chalking, discoloration and moderate rusting along edges.
151 & 152	2 Rustmaster Primer 1 topcoat Phenolic Green	DISCARDED	DISCARDED	Excessive chalking, discoloration and moderate rusting along edges.
153 & 154	3 Rustmaster Primer 1 topcoat Tinted Alkyd	Excessive chalking, discoloration and slight rust on edges.	Excessive chalking, discoloration and moderate corrosion on edges. No. 154 DISCARDED.	Excessive chalking, discoloration and moderate rusting along edges.
155 & 156	3 Rustmaster Primer 1 topcoat Aluminum Alkyd	Slight chalking and discoloration with slight corrosion on edges.	Slight chalking, discoloration, moderate molding and slight corrosion along edges.	Very slight chalking, discoloration and moderate corrosion along edges.

TABLE I (CONT'D)

PANEL NUMBER	NUMBER AND TYPES OF COATING	BATON ROUGE	HOUMA	CHASE
157 & 158	3 Rustmaster Primer	Excessive discoloration and chalking with moderate corrosion on edges.	Same as Baton Rouge	Excessive chalking, discoloration and moderate corrosion along edges.
159 & 160	2 Corator Epoxy Primer	Slight discoloration and excessive corrosion on edges.	DISCARDED	DISCARDED
161 & 162	3 Corator Epoxy Primer 1 topcoat Corocryl	Slight discoloration and excessive corrosion on edges with pin holing.	DISCARDED	DISCARDED
163 & 164	2 Corator Epoxy Primer 1 topcoat Aluminum Epoxy	Excessive chalking, pin holing and moderate corrosion and cracking along edges.	DISCARDED	Excessive chalking, p holing and moderate corrosion along edges
165 & 166	3 Corator Epoxy Primer 1 topcoat Aluminum Epoxy	Excessive chalking, pin holing and moderate corrosion and cracking along edges.	DISCARDED	Excessive chalking, p holing and moderate corrosion along edges
167 & 168	2 Carator Epoxy Primer	DISCARDED	DISCARDED	DISCARDED
169 & 170	2 Tnemec 69 Primer 1 topcoat Tnemec Gray	DISCARDED	DISCARDED	DISCARDED

TABLE I (CONT'D)

PANEL NUMBER	NUMBER AND TYPES OF COATING	BATON ROUGE	HOUMA	CHASE
171 & 172	2 Tnemec 69 Primer 1 topcoat Tnemac Bridge Aluminum	Slight discoloration and very slight corrosion on edges.	Very slight chalking, moderate discoloration and moderate corrosion along edges.	Slight pin holing, discoloration and slight corrosion along edges.
173 & 174	2 Tnemec 69 Primer	DISCARDED	DISCARDED	Excessive chalking and moderate rust bleed.
175 & 176	3 Tnemec 6-R 1 topcoat Tnemec Gray	DISCARDED	DISCARDED	DISCARDED
177 & 178	3 Tnemec 69 Primer 1 topcoat Tnemec Bridge Aluminum	Slight discoloration and very light corrosion on edges.	DISCARDED	Slight pin holing, sligh discoloration and sligh corrosion along edges.
179 & 180	3 Tnemec 69 Primer	DISCARDED	DISCARDED	Excessive chalking and moderate rust bleed.
181 & 182	2 Tnemec 6-R Primer 1 topcoat Tnemec Gray	DISCARDED	DISCARDED	DISCARDED
183 & 184	2 Tnemec 6-R Primer 1 topcoat Tnemec Bridge Aluminum	Slight pin holing, slight discoloration and very slight corrosion on edges.	DISCARDED	Slight pin holing, discoloration, and slight corrosion along edges.

TABLE I (CONT'D)

PANEL NUMBER	NUMBER AND TYPES OF COATING	BATON ROUGE	HOUMA	CHASE
185 & 186	2 Tnemec 6-R Primer	DISCARDED	DISCARDED	DISCARDED - 7/11/
187 & 188	3 Tnemec 6-R Primer 1 topcoat Tnemec Bridge Gray	DISCARDED	DISCARDED	DISCARDED
189 & 190	3 Tnemec 6-R Primer 1 topcoat Tnemec Bridge Aluminum	Slight pin holing, discoloration and slight corrosion on edges.	DISCARDED	Slight pin holing, dis coloration and slight corrosion along edge
191 & 192	3 Tnemec 6-R Primer	DISCARDED	DISCARDED	DISCARDED - 7/11/6
193 & 194	2 SSPC - Paint 5-55T 1 topcoat SSPC - 101-55T	Slight discoloration, corrosion on edges and very slight chalking.	Same as Baton Rouge	Slight discoloration a moderate corrosion a edges.
195 & 196	2 SSPC - Paint -55T Primer, 1 topcoat SSPC - Paint -104-55T	Excessive chalking, moderate discoloration and moderate corrosion on edges.	Excessive chalking, discoloration and moderate corrosion on edges.	Excessive chalking, molding and moderate corrosion along edges
197 & 198	2 Paint 5-55T Primer 1 topcoat Paint 105-55T	Excessive chalking, moderate discoloration and fading.	Excessive chalking and excessive primer bleed.	Excessive chalking, molding and moderate corrosion along edges

TABLE I (CONT'D)

PANEL NUMBER	NUMBER AND TYPES OF COATING	BATON ROUGE	HOUMA	CHASE
199	2 Paint 5-55T Primer	Moderate discoloration, slight chalking and slight rust on edges.	Moderate discoloration and moderate corrosion on edges.	Moderate chalking, discoloration and moderate corrosio along edges.
200	2 Paint 5-55T Primer	DISCARDED	DISCARDED	Moderate chalking, discoloration and moderate corrosio along edges.
201 & 202	3 Paint 5-55T Primer 1 topcoat Paint 105-55T	Slight chalking, discoloration and slight corrosion on edges.	Slight discoloration and moderate corrosion on edges.	Slight discoloration moderate corrosio along edges.
203 & 204	3 Paint 5-55T Primer 1 topcoat Paint 104-55T	Same as Nos. 195 & 196	Same as Nos. 195 & 196	Excessive chalking molding, and mode corrosion along edg
205 & 206	3 Paint 5-55T Primer 1 topcoat Paint 104-55T	Same as Nos. 197 & 198	Same as Nos. 197 & 198	Topcoat show 50-7(washout.
207 & 208	3 Paint 5-55T Primer	DISCARDED	Same as No. 199 No. 208 DISCARDED	Moderate chalking, coloration and mod corrosion along edg
209 & 210	2 11-55 Primer 1 topcoat 101-55T	Slight discoloration, chalking and slight corrosion on edges.	Moderate discoloration and moderate corrosion along edges.	Slight discoloration moderate corrosio along edges.

TABLE I (CONT'D)

PANEL NUMBER	NUMBER AND TYPES OF COATING	BATON ROUGE	HOUMA	CHASE
211 & 212	2 11-55T Primer 1 topcoat 104-55T	DISCARDED	DISCARDED	Excessive chalking, molding and moderat corrosion along edge
213 & 214	2 11-55T Primer 1 topcoat 105-55T	Panels show almost complete fading.	Excessive chalking, excessive prime bleed, and moderate corrosion along edges.	Topcoat show 50-70% washout.
215 & 216	211-55T Primer	Excessive chalking and moderate molding.	Moderate chalking, moderate discoloration and moderate corrosion along edges.	Excessive chalking a excessive molding.
217 & 218	311-55T Primer 1 topcoat 104-55T	Moderate discoloration and moderate to excessive corrosion on edges.	Slight discoloration, chalking, and moderate corrosion on edges.	Moderate discoloratio excessive corrosion along edges and sligh rust bleed.
219 & 220	311-55T Primer 1 topcoat 104-55T	DISCARDED	DISCARDED	Moderate discoloratio excessive corrosion along edges and sligh rust bleed.
221 & 222	311-55T Primer 1 topcoat 104-55T	Same as Nos. 117 & 118	Same as Nos. 213 & 214	Excessive chalking, moderate molding and moderate corrosion along edges.

TABLE I (CONT'D)

PANEL NUMBER	NUMBER AND TYPES OF COATING	BATON ROUGE	HOUMA	CHASE
223 & 224	311-55T Primer	Excessive chalking and excessive molding.	Same as Nos. 215 & 216	Excessive chalking a excessive molding.
225 & 226	22-55T Primer 1 topcoat 101-55T	Moderate discoloration, chalking and slight corrosion on edges.	Same as Nos. 217 & 218	Moderate discolorat slight rust bleed and excessive rusting al edges.
227 & 228	22 -55T Primer 1 topcoat 105-55T	DISCARDED	DISCARDED	Excessive chalking, discoloration and sli rust bleed.
229 & 230	22-55T Primer 1 topcoat 105-55T	Excessive discoloration, alligator cracking and moderate corrosion along edges.	Excessive chalking, primer bleed and excessive corrosion along edges.	DISCARDED
231 & 232	22-55T Primer	Excessive chalking, excessive discoloration, and excessive molding.	Excessive chalking, discoloration and moderate corrosion on edges.	Excessive chalking a excessive molding.
233 & 234	32-55T Primer 1 topcoat 101-55T	Moderate discoloration, slight discoloration and slight corrosion on edges.	Slight ot moderate discoloration and moderate corrosion on edges.	Moderate discolorati slight rust bleed and moderate rust along edges.
235 & 236	32-55T Primer 1 topcoat 105-55T	DISCARDED	DISCARDED	DISCARDED

TABLE I (CONT'D)

PANEL NUMBER	NUMBER AND TYPES OF COATING	BATON ROUGE	HOUMA	CHASE
237 & 238	32-55T Primer 1 topcoat 105-55T	DISCARDED	DISCARDED	DISCARDED
239 & 240	32-55T Primer	Same as Nos. 231 & 232	Same as Nos. 231 & 232	Excessive chalking and excessive molding.
241 & 242	1 Vinyl Wash Primer 1 topcoat Paint 8-55T	DISCARDED	DISCARDED	DISCARDED
243	1 Vinyl Wash Primer 1 topcoat 9-55T	DISCARDED	DISCARDED	DISCARDED
244	1 Vinyl Wash Primer 1 topcoat 9-55T	Moderate discoloration, slight chalking and slight corrosion on edges.	DISCARDED	Moderate discoloration, slight rust bleed and excessive corrosion along edges.
245 & 246	1 Vinyl Wash Primer 1 Vinyl Red Lead Primer 1 topcoat 8-55T	Moderate discoloration, slight chalking and slight corrosion on edges.	Slight discoloration and slight to moderate corrosion on edges.	Moderate discoloration, slight rust bleed and excessive corrosion along edges.
247 & 248	1 Vinyl Wash Primer 1 Vinyl Red Lead Primer 1 topcoat 9-55T	Moderate discoloration, slight chalking and slight corrosion on edges.	Slight discoloration and slight to moderate corrosion on edges.	Moderate discoloration, slight rust bleed and excessive corrosion along edges.

TABLE I (CONT'D)

PANEL NUMBER	NUMBER AND TYPES OF COATING	BATON ROUGE	HOUMA	CHASE
249 & 250	1 Vinyl Wash Primer 1 Red Lead Primer 1 Vinyl Brown Lead Primer 1 topcoat 9-55T	Moderate discoloration, slight chalking, and slight corrosion on edges.	Slight discoloration and slight to moderate corrosion on edges.	Moderate discoloratio slight rust bleed and excessive corrosion along edges.
251 & 252	1 Vinyl Wash Primer 1 Red Lead Primer 1 Vinyl Brown Lead Primer 1 topcoat 9-55T	Moderate discoloration, slight chalking and slight corrosion on edges.	Slight discoloration and slight to moderate corrosion on edges.	Moderate discoloratio slight rust bleed and excessive corrosion along edges.
253 & 254	1 Mobile Vinyl Wash Primer 1 topcoat 8-55T	DISCARDED	DISCARDED	DISCARDED
255 & 256	1 Mobile VinylWash Primer 1 topcoat 9-55T	Moderate discoloration, slight chalking and slight corrosion on edges.	DISCARDED	Moderate discoloratio slight rust bleed and excessive corrosion along edges.
257 & 258	1 Mobile Vinyl Wash Primer 1 topcoat 8-55T	DISCARDED	DISCARDED	Moderate discoloratio slight rust bleed and excessive corrosion along edges.
259 & 260	1 Mobile Vinyl Wash Primer 1 topcoat 9-55T	Same as Nos. 255 & 256	Moderate discoloration, moderate rust bleed and moderate rust along edges.	Moderate discoloratio slight rust bleed and excessive corrosion along edges.

TABLE I (CONT'D)

PANEL NUMBER	NUMBER AND TYPES OF COATING	BATON ROUGE	HOUMA	CHASE
261 & 262	1 Tropoxy Red Primer 1 topcoat Tropoxy White	DISCARDED	DISCARDED	DISCARDED
263 & 264	2 Tropoxy Red Primer 1 topcoat Tropoxy White	Same as Chase	Excessive chalking, moderate molding and excessive corrosion along edges.	80-90% topcoat washed out.
265 & 266	3 Tropoxy Red Primer 1 topcoat Tropoxy White	Same as Chase	Excessive chalking, moderate molding and excessive corrosion along edges.	80-90% topcoat washed out.
267	1 Tropoxy Red Primer	DISCARDED	DISCARDED	DISCARDED
268	1 Tropoxy Red Primer	DISCARDED	DISCARDED	DISCARDED
269 & 270	2 Tropoxy Red Primer	DISCARDED	DISCARDED	Excessive chalking and moderate rusting along edges.
271 & 272	3 Tropoxy Red Primer	Excessive chalking, discoloration and slight corrosion on edges.	Excessive chalking, moderate discoloration and moderate corrosion along edges.	Excessive chalking and moderate rusting along edges.

TABLE I (CONT'D)

PANEL NUMBER	NUMBER AND TYPES OF COATING	BATON ROUGE	HOUMA	CHASE
273 & 274	1 Sonoguard Red Oxide Primer, 1 topcoat Jessop Steel Str. Paint.	DISCARDED	DISCARDED	Excessive chalking and excessive corrosion along edges.
275 & 276	2 Sonoguard Medium Orange Primer	DISCARDED	DISCARDED	Excessive chalking and excessive corrosion along edges.
277 & 278	1 Sonoguard Medium Orange Primer, 1 topcoat Jessop Steel Str. Paint	DISCARDED	DISCARDED	Excessive chalking and excessive corrosion along edges.
279 & 280	1 Sonoguard Medium Orange Primer, 1 topcoat Jessop Steel Str. Paint	DISCARDED	DISCARDED	Excessive chalking and excessive corrosion along edges.
281 282 283 284	2 Sonoguard Medium Orange Primer, 1 topcoat Jessop Steel Str. Paint.	DISCARDED	DISCARDED	Excessive chalking and excessive corrosion along edges.
285 & 286	1 Sonoguard White	DISCARDED	DISCARDED	Excessive molding and excessive chalking.
287 & 288	2 Sonoguard White	DISCARDED	DISCARDED	Excessive chalking, rusting along edges, and moderate molding.

TABLE I (CONT'D)

PANEL NUMBER	NUMBER AND TYPES OF COATING	BATON ROUGE	HOUMA	CHASE
289 & 290	1 Sonoguard Black Primer 1 topcoat Jessop Steel Str. Paint	DISCARDED	DISCARDED	Excessive chalking and rusting along edges.
291 & 292	2 Sonoguard Black Primer	DISCARDED	DISCARDED	Excessive chalking and rusting along edges.
293 & 294	1 Sonoguard Red Oxide Primer, 1 topcoat Sonoguard White	DISCARDED	DISCARDED	Excessive chalking, molding and excessive corrosion along edges.
295 & 296	2 Sonoguard Red Oxide Primer, 1 topcoat Sonoguard White	DISCARDED	DISCARDED	Excessive chalking, molding and excessive corrosion along edges.
297 & 298	1 Sonoguard Medium Orange Primer, 1 topcoat Sonoguard Primer	DISCARDED	DISCARDED	Excessive chalking molding and excessive corrosion along edges.
299 & 300	2 Sonoguard Medium Orange Primer, 1 Sonoguard White	DISCARDED	DISCARDED	Excessive chalking, molding, and excessive corrosion along edges.
301 & 302	1 Sonoguard Black 1 topcoat Sonoguard White	DISCARDED	DISCARDED	Excessive chalking, molding and excessive corrosion along edges.

TABLE I (CONT'D)

PANEL NUMBER	NUMBER AND TYPES OF COATING	BATON ROUGE	HOUMA	CHASE
303 & 304	2 Sonoguard Black Primer 1 topcoat Sonoguard White	DISCARDED	DISCARDED	Excessive chalking, molding and excessive corrosion along edges.
305 & 306	1 Sonoguard Red Oxide Primer.	DISCARDED	DISCARDED	DISCARDED
307 & 308	2 Sonoguard Red Oxide Primer	DISCARDED	DISCARDED	DISCARDED
309 & 310	1 Sonoguard Medium Orange Primer	DISCARDED	DISCARDED	DISCARDED
311 & 312	2 Sonoguard Medium Orange Primer	DISCARDED	DISCARDED	DISCARDED
313 & 314	1 Sonoguard Black Primer	DISCARDED	DISCARDED	DISCARDED
315 & 316	2 Sonoguard Black Primer	DISCARDED	DISCARDED	DISCARDED
317 & 318	ZRC	DISCARDED	DISCARDED	DISCARDED

TABLE I (CONT'D)

PANEL NUMBER	NUMBER AND TYPES OF COATING	BATON ROUGE	HOUMA	CHASE
319 & 320	2 Glidden Bridge Rail Paint	DISCARDED	DISCARDED	DISCARDED
321 322 323	1 R-107 1 R-3776 1 R-582	Moderate chalking, moderate discoloration and very slight corrosion on edges.	Moderat chalking, discoloration, and moderate corrosion along edges.	Moderate chalking and moderate rusting along edges.
324 & 325	2 R-587 Primer	Excessive chalking, discoloration and excessive corrosion along edges.	DISCARDED	Excessive chalking, discoloration and excessive corrosion along edges.
326 & 327	2 Jessop Steel Str. Paint	Excessive chalking, discoloration and excessive corrosion along edges.	Moderate chalking, moderate discoloration and moderate corrosion along edges.	Excessive chalking and moderate rusting along edges.

TABLE II

RATING OF FIELD PANELS BY VISUAL INSPECTION

Panel No.	Chase	Baton Rouge	Houma	Panel No.	Chase	Baton Rouge	Houma
1	3	6	9	49	3	9	D
2	9	D	D	50	3	9	D
3	3	7	8	51	3	8	7
4	3	D	D	52	4	7	7
5	6	9	D	53	3	9	6
6	3	6	9	54	3	8	7
7	4	6	8	55	3	8	7
8	3	D	D	56	3	7	8
9	3	9	D	57	D	D	D
10	3	8	7	58	D	D	D
11	3	6	9	59	3	9	6
12	3	6	9	60	3	9	6
13	D	D	D	61	D	D	D
14	3	7	8	62	D	D	D
15	3	7	8	63	D	D	D
16	3	7	8	64	D	D	D
17	D	D	D	65	D	D	D
18	4	5	D	66	5	7	D
19	5	5	8	67	9	D	D
20	3	6	9	68	6	9	D
21	3	D	D	69	3	7	8
22	3	8	7	70	3	8	5
23	3	7	8	71	3	7	8
24	3	6	9	72	3	7	8
25	3	6	D	73	6	9	D
26	3	7	8	74	6	9	D
27	6	5	7	75	D	D	D
28	3	9	D	76	4	9	D
29	D	D	D	77	4	9	D
30	3	9	6	78	3	6	9
31	3	5	8	79	5	6	7
32	3	7	8	80	3	6	9
33	D	D	D	81	D	D	D
34	3	7	8	82	D	D	D
35	D	D	D	83	3	7	8
36	D	D	D	84	3	8	7
37	D	D	D	85	3	7	8
38	D	D	D	86	5	7	6
39	7	8	D	87	4	7	6
40	3	8	7	88	4	5	-
41	3	D	D	89	6	D	D
42	5	7	D	90	6	D	D
43	5	8	5	91	4	6	8
44	3	8	7	92	5	7	6
45	3	7	8	93	3	D	D
46	3	9	6	94	3	D	D
47	3	6	D	95	D	D	D
48	3	9	D	96	6	9	D

TABLE II (CONT'D)

RATING OF FIELD PANELS BY VISUAL INSPECTION

Panel No.	Chase	Baton Rouge	Houma	Panel No.	Chase	Baton Rouge	Houma
97	3	6	9	145	3	9	D
98	3	9	D	146	3	9	D
99	5	4	9	147	3	8	7
100	5	4	9	148	5	6	7
101	5	4	9	149	3	6	9
102	3	7	8	150	3	8	7
103	D	D	D	151	3	D	D
104	D	D	D	152	-	-	--
105	6	D	D	153	3	7	8
106	6	D	D	154	3	6	D
107	3	6	9	155	3	6	9
108	5	6	9	156	3	7	8
109	3	6	9	157	4	6	7
110	3	7	8	158	5	6	7
111	D	D	D	159	6	D	D
112	D	D	D	160	6	D	D
113	5	9	4	161	6	D	D
114	6	7	5	162	6	D	D
115	D	D	D	163	3	6	D
116	D	D	D	164	3	6	D
117	D	D	D	165	3	6	D
118	D	D	D	166	3	D	D
119	4	5	9	167	-	-	-
120	4	6	8	168	-	-	-
121	9	6	D	169	-	-	-
122	7	5	6	170	3	8	7
123	3	7	8	171	3	(8)	(7)
124	3	7	8	172	3	6	D
125	-	-	-	173	3	D	D
126	5	7	6	174	3	D	D
127	-	-	-	175		-	-
128	4	7	6	176	-	-	-
129	3	8	7	177	3	6	D
130	3	7	8	178	3	6	D
131	3	8	7	179	D	D	D
132	3	6	D	180	3	-	-
133	3	D	D	181	-	-	-
134	3	8	7	182	-	-	-
135	3	7	8	183	3	6	D
136	3	7	8	184	3	6	D
137	5	6	7	185	-	-	-
138	9	6	D	186	-	-	-
139	4	8	6	187	-	-	-
140	-	-	-	188	9	D	D
141	-	-	-	189	3	6	D
142	9	D	D	190	3	6	D
143	6	D	D	191	-	-	-
144	6	D	D	192	-	-	-

TABLE II (CONT'D)

RATING OF FIELD PANELS BY VISUAL INSPECTION

Panel No.	Chase	Baton Rouge	Houma	Panel No.	Chase	Baton Rouge	Houma
193	3	9	6	240	3	6	D
194	3	9	6	241	-	-	-
195	5	7	6	242	-	-	-
196	3	9	6	243	-	-	-
197	3	7	8	244	3	6	-
198	3	8	7	245	3	9	6
199	3	7	8	246	3	9	6
200	3	D	D	247	4	9	5
201	5	6	7	248	3	9	6
202	4	6	8	249	7	5	6
203	3	6	9	250	7	6	5
204	3	7	8	251	5	8	5
205	3	8	7	252	3	6	9
206	3	8	7	253	-	-	-
207	3	9	D	254	-	-	-
208	3	D	D	255	3	6	D
209	3	7	8	256	5	4	D
210	3	7	8	257	3	D	D
211	3	D	D	258	3	D	D
212	3	D	D	259	5	7	4
213	5	8	5	260	7	5	4
214	5	7	6	261	-	-	-
215	3	6	9	262	-	-	-
216	3	6	9	263	9	D	D
217	3	9	6	264	3	9	6
218	3	9	6	265	3	6	D
219	3	D	D	266	9	5	4
220	3	D	D	267	-	-	-
221	3	9	6	268	-	-	-
222	3	9	6	269	3	D	D
223	3	8	7	270	3	D	D
224	3	7	8	271	3	6	9
225	3	8	7	272	3	6	9
226	3	8	7	273	3	D	D
227	3	D	D	274	3	D	D
228	3	D	D	275	3	D	D
229	8	7	D	276	3	D	D
230	8	7	D	277	3	D	D
231	3	8	7	278	3	D	D
232	4	6	8	279	3	D	D
233	3	9	6	280	3	D	D
234	3	9	6	281	3	D	D
235	3	D	D	282	3	D	D
236	3	D	D	283	3	D	D
237	-	-	-	284	3	D	D
238	-	-	-	285	D	D	D
239	3	6	9	286	3	D	D

TABLE II (CONT'D)

RATING OF FIELD PANELS BY VISUAL INSPECTION

Panel No.	Chase	Baton Rouge	Houma
287	3	D	D
288	3	D	D
289	3	D	D
290	3	D	D
291	3	D	D
292	3	D	D
293	3	D	D
294	3	D	D
295	3	D	D
296	3	D	D
297	3	D	D
298	3	D	D
299	3	D	D
300	3	D	D
301	3	D	D
302	3	D	D
303	3	D	D
304	3	D	D
305	D	D	D
306	D	D	D
307	D	D	D
308	D	D	D
309	D	D	D
310	D	D	D
311	D	D	D
312	D	D	D
313	D	D	D
314	D	D	D
315	D	D	D
316	D	D	D
317	D	D	D
318	D	D	D
319	D	D	D
320	D	D	D
321	3	6	9
322	3	7	8
323	3	6	9
324	3	6	D
325	3	6	D
326	3	9	6
327	3	9	6

TABLE III

DIVISION OF COATINGS
ACCORDING TO SUPERIOR CLASSIFICATION

CLASS I

Panel Number	Paint System
1, 83, 84, 85, 86, 87, 88	3 Red Lead Primer 1 t. c. Aluminum
7	3 A-1 Primer 1 t. c. Aluminum Alkyd
11, 113	2 B-2 Primer 1 t. c. Aluminum Alkyd
15, 114	3 B-2 Primer 1 t. c. Aluminum Alkyd
19	2 C-3 Primer 1 t. c. Aluminum Alkyd
23, 108	3 C-3 Primer 1 t. c. Aluminum Alkyd
27, 99, 100, 107	2 C -2 Primer 1 t. c. Aluminum Alkyd
31	3 C-2 Primer 1 t. c. Aluminum Alkyd
3, 92	2 A-1 Primer 1 t. c. Aluminum Alkyd
52	2 Nu-Pon Epoxy Primer 1 t. c. Vinyl Aluminum
91	3 A-1 Primer 1 t. c. Terrace Green
155	3 Rustmaster Primer 1 t. c. Aluminum Alkyd
202	3 SSPC Paint 5-55T 1 t. c. SSPC Paint 105-55T
193	2 SSPC Paint 5-55T
194, 234	1 t. c. SSPC Paint 101-55T
248, 247	1 Vinyl Brown Lead Primer 1 t. c. SSPC Paint 9-55T
249	1 Vinyl Wash Primer 1 t. c. SSPC Paint 9-55T

TABLE III

DIVISION OF COATINGS

ACCORDING TO SUPERIOR CLASSIFICATION

CLASS II

Panel Number	Paint System
22	2 C-3 Primer
26	3 C-3 Primer
30, 34, 105	2 C-2 Primer
106	3 C-2 Primer
135	2 Carbolene Inorganic Primer
199	2 SSPC Paint 5-55T
307	2 Sonoguard Red Oxide Primer
147	2 Rustmaster Primer 1 t. c. Aluminum Alkyd
201	3 SSPC Paint 5-55T 1 t. c. SSPC Paint 105-55T
209, 210	2 SSPC Paint 11-55T 1 t. c. SSPC Paint 101-55T
217, 218, 221, 222	3 SSPC Paint 11-55T 1 t. c. SSPC Paint 104-55T
225, 226, 125	1 SSPC Paint 22-55T 1 t. c. SSPC Paint 101-55T
244	1 Vinyl Wash Primer 1 t. c. SSPC Paint 9-55T
246, 245	1 Vinyl Wash Primer 1 Vinyl Red Lead Primer 1 t. c. SSPC Paint 8-55T
250, 251, 252	1 Vinyl Wash Primer 1 Red Lead Primer 1 Vinyl Brown Lead Primer 1 t. c. SSPC Paint 9-55T
255, 256, 259, 260	1 Mobile Vinyl Wash Primer 1 t. c. SSPC Paint 9-55T
126	2 Nu-Pon Epoxy Primer 1 t. c. Vinyl Aluminum
147, 148, 156	1 t. c. Aluminum Alkyd

TABLE III

DIVISION OF COATINGS

ACCORDING TO SUPERIOR CLASSIFICATION

CLASS III

Panel Number	Paint System
121, 122, 123, 124	1 Vinyl Wash Primer 1 Vinyl Red Lead Primer 1 Vinyl Brown Lead Primer 1 t. c. Vinyl Aluminum
128, 49	3 Nu-Pon Epoxy Primer 1 t. c. Vinyl Aluminum
172, 171	2 Tnemec 69 Primer 1 t. c. Tnemec Bridge Aluminum
177, 178	3 Tnemec 69 Primer 1 t. c. Tnemec Bridge Aluminum
183, 184	2 Tnemec 6-R Primer 1 t. c. Tnemec Bridge Aluminum
137	2 Copon SCZ Primer
233, 234	3 SSPC Paint 2-55T 1 t. c. SSPC Paint 105-55T
39	1 Vinyl Wash Primer 1 Vinyl Red Lead Primer 1 t. c. Vinyl Green
159, 160	2 Corotar Epoxy Primer
161, 162	3 Corotar Epoxy Primer 1 t. c. Corocryl
165	3 Corotar Epoxy Primer 1 t. c. Aluminum Epoxy
163, 164	2 Corotar Epoxy Primer 1 t. c. Aluminum Epoxy
188, 189	3 Tnemec 6-R Primer 1 t. c. Tnemec Bridge Aluminum

CLASS IV

Panel Number	Paint System
6	2 A-1 Primer
12	2 B-2 Primer 1 t. c. Tinted Aluminum
10	3 A-1 Primer
142	2 Copon EA-850 1 t. c. Copon Chemcure

TABLE III

DIVISION OF COATINGS

ACCORDING TO SUPERIOR CLASSIFICATION

CLASS IV (CONT'D)

Panel Number	Paint System
69, 70	2 Dupont Red Lead 67-800
20, 24, 109, 110	3 C-3 Primer 1 t. c. Tinted Alkyd
32, 101, 102, 28	3 C-2 Primer 1 t. c. Tinted Alkyd
44, 45, 46	1 T-9822 1 T-13486 1 T-13487
257, 258	1 Mobile Vinyl Wash Primer 1 t. c. SSPC Paint 8-55T

CLASS V

Panel Number	Paint System
53, 54	3 Buckman Paint No. 8 1 t. c. Buckman Topcoat
55, 56	3 Buckman Paint No. 16 1 t. c. Buckman Topcoat
59, 60	3 Buckman Paint No. 25 1 t. c. Buckman Topcoat
134	1 Carbolene Inorganic Primer 1 t. c. Carbolene Gray Alkyd
136	2 Carbolene Inorganic Primer 1 t. c. Carbolene Gray Alkyd
25	3 C-3 Primer 1 t. c. Phenolic Green
96	2 A-1 Primer 1 t. c. Phenolic Green
143, 144	2 Rustmaster Primer 1 t. c. Phenolic Green
231, 232	2 SSPC Paint 2-55T
239, 240	3 SSPC Paint 2-55T
97, 98	3 A-1 Primer
71, 72	2 Copon CM 4-20

TABLE III

DIVISION OF COATINGS

ACCORDING TO SUPERIOR CLASSIFICATION

CLASS VI

Panel Number	Paint System
4	2 A-1 Primer 1 t. c. Tinted Alkyd
8, 93, 94	3 A-1 Primer 1 t. c. Tinted Alkyd
16	3 B-2 Primer 1 t. c. Tinted Alkyd
145, 146, 153, 154	2 Rustmaster Primer 1 t. c. Tinted Alkyd
73, 74	2 Copon CM 4-20 1 t. c. Copon Chemcure
79, 80, 139	1 Copon SCZ Primer 1 t. c. Copon Chemcure
321, 322, 323	1 R-107 1 R-3776 1 R-582
215, 216	2 SSPC Paint 11-55T
223, 224	3 SSPC Paint 11-55T

CLASS VII

Panel Number	Paint System
195, 196	2 SSPC Paint 55T 1 t. c. SSPC Paint 104-55T
203, 204	3 SSPC Paint 55-T 1 t. c. SSPC Paint 104-55T
211, 212	2 SSPC Paint 11-55T 1 t. c. SSPC Paint 104-55T
57	3 Buckman No. 20 Primer 1 t. c. Buckman Topcoat
40	1 Vinyl Wash Primer 1 Vinyl Red Lead Primer 1 t. c. Vinyl Green
43	1 Vinyl Wash Primer 1 Vinyl Red Lead Primer 1 Vinyl Brown Lead Primer
89, 90	2 Red Lead Primer 1 t. c. Terrace Green
129, 130, 131, 132	2 Dupont Black Antoxide 373-844 1 t. c. Dupont Dulux

TABLE III

DIVISION OF COATINGS

ACCORDING TO SUPERIOR CLASSIFICATION

CLASS VII (CONT'D)

Panel Number	Paint System
204, 205	3 SSPC Paint 5-55T 1 SSPC Paint 104-55T
213	2 SSPC Paint 11-55T 1 t. c. SSPC Paint 105-55T
229, 230	2 SSPC Paint 2-55T 1 t. c. SSPC Paint 105-55T
264	2 Tropoxy Red Primer 1 t. c. Tropoxy White
324, 325	2 R-587 Primer 1 t. c. R-582
326, 327	2 Jessop Steel Structural Paint
157, 158	3 Rustmaster Primer
119	2 B-2 Primer
120	3 B-2 Primer
149, 150	2 Rustmaster Primer
271, 272	3 Tropoxy Red
197, 198	2 SSPC Paint 5-55T 1 t. c. SSPC Paint 105-55T

TABLE IV

CORRELATION OF WEATHEROMETER PANELS TO FIELD PANELS

CHASE AREA

Panel Number	Hours in the Weatherometer	Field Exposure in Months	Correlation Hours in the Weatherometer/ Hours Field Exposure
1	2,927	54	1/13
11	2,098	54	1/18
15	2,098	54	1/18
18	1,164	54	1/19
19	2,098	54	1/18
21	2,098	54	1/18
23	2,098	54	1/18
27	2,098	54	1/18
41	4,059	54	1/10
51	4,059	54	1/10
77	4,059	54	1/10
87	4,059	50	1/9
88	4,059	50	1/9
107	1,602	50	1/22
133	4,059	50	1/9
145	4,059	49	1/9
173	2,271	48	1/15
179	2,271	48	1/15
189	2,271	48	1/15
195	2,271	49	1/15
225	1,465	49	1/24
227	1,465	49	1/24
257	2,271	42	1/13
275	1,247	36	1/21
276	1,247	36	1/21
279	1,247	36	1/21
280	1,247	36	1/21
281	813	36	1/32
282	813	36	1/32

TABLE IV

CORRELATION OF WEATHEROMETER PANELS TO FIELD PANELS

HOUMA AREA

Panel Number	Hours in the Weatherometer	Field Exposure in Months	Correlation Hours in the Weatherometer/ Hours Field Exposure
3	2,098	54	1/18
5	2,098	54	1/18
7	2,098	54	1/18
13	2,098	54	1/18
16	2,098	54	1/18
20	2,098	54	1/18
22	1,164	54	1/19
28	2,098	54	1/18
32	2,098	54	1/18
34	2,098	54	1/18
42	4,059	54	1/10
52	4,059	54	1/10
53	4,059	54	1/10
54	4,059	54	1/10
55	4,059	54	1/10
56	4,059	54	1/10
67	4,059	54	1/10
68	4,059	54	1/10
76	4,059	54	1/10
84	2,927	50	1/12
101	1,602	50	1/22
102	1,602	50	1/22
109	1,602	50	1/22
110	1,602	50	1/22
111	1,602	50	1/22
113	1,602	50	1/22
116	1,602	50	1/22
117	1,602	50	1/22
118	1,602	50	1/22
119	1,602	50	1/22
120	1,602	50	1/22
121	4,059	50	1/9
126	4,059	50	1/9
130	3,667	50	1/10
193	2,271	47	1/15
203	2,271	49	1/15
205	2,271	49	1/15
231	2,271	49	1/15
233	2,271	49	1/15

TABLE IV

CORRELATION OF WEATHEROMETER PANELS TO FIELD PANELS

BATON ROUGE AREA

Panel Number	Hours in the Weatherometer	Field Exposure in Months	Correlation Hours in the Weatherometer/ Hours Field Exposure
6	1,164	54	1/19
10	1,164	54	1/19
12	2,098	54	1/18
24	2,098	54	1/18
25	2,098	54	1/18
26	1,164	54	1/19
30	1,164	54	1/19
31	2,098	54	1/18
44	4,059	54	1/10
45	4,059	54	1/10
59	4,059	54	1/10
60	4,059	54	1/10
69	4,059	54	1/10
70	4,059	54	1/10
103	1,602	50	1/22
105	1,602	50	1/22
106	1,602	50	1/22
108	1,602	50	1/22
112	1,602	50	1/22
114	1,602	50	1/22
115	1,602	50	1/22
131	3,667	50	1/10
143	3,667	49	1/10
146	4,059	49	1/9
171	3,667	48	1/9
172	3,667	48	1/9
177	2,271	48	1/15
184	3,667	48	1/9
197	2,271	49	1/15
201	2,271	49	1/15
229	1,465	49	1/24
239	2,271	49	1/15
321	2,271	36	1/11
324	2,271	36	1/11
326	2,271	36	1/11