



PROCEDURE TO FOLLOW FOR SAFETY CRASH BOXES

The UIM has found a new facility to undertake the testing of boat builder's samples for crash boxes. After January 1, 2013 the testing of crash box samples will be done by Politecnico di Milano in Italy. The testing will be done to the same standards as previously done by ISATEC and the boat builder must already be registered by UIM as a safety cockpit builder.

The contact name at Politecnico di Milano is Eng. Andrea Milanese

(office phone number: +390223997160/ 7152 ; email: andrea.milanese@polimi.it).

The instructions to the boat builder are as follows:

1. The boat builder contacts Eng. Milanese at Politecnico di Milano to request a quotation for the testing of his samples. Include a description of the samples and state the number of test panels to be tested. The minimum number of test panels is three of each layup. In that request he must specify the country of origin of the samples in order for the VAT to be calculated, if applicable. He must also specify the UIM open purchase order number in his request. This number is: UIMCBTEST/. This number is required by the university for tracking purposes.
2. Politecnico di Milano will respond with a quotation giving the total price for the test including VAT if applicable. The agreed price between the UIM and the Politecnico di Milan is €1.500 for each set of three test panels not including VAT. They will also provide instructions for payment in the quotation, a bank transfer.
3. The boat builder directs payment directly to the Politecnico di Milano by bank transfer according to the instructions given.
4. The boat builder prepares three square test panels measuring 31.5 cm on each side with his name written clearly on each panel. A list of all the materials used along with their data sheets is required. A 5 cm x 5 cm sample of each of the materials listed is required. The only exception is that a sample of the epoxy and catalyst is not required. Finally, an exact description of the lamination used is required. This must correspond to the lamination in the test panels and the lamination used on the boat of course. The samples and descriptions will end up being stored by the UIM for future use and possible compliance confirmations.

5. The boat builder sends the test panels, samples and descriptions to the Politecnico di Milano for testing. Also include a receipt for the confirmation of the bank transfer. It is very important to reference the UIM open purchase order on the package. This is in order that the package gets directed to the proper department at the university. The address to send the panels to is:
POLITECNICO DI MILANO
Attn: Andrea Milanese
Dipartimento di Scienze e Tecnologia Aerospaziali
edificio 6, scala C,
Via Durando 10
zip 20158 Milano
phone number +39.23997160/7152
6. On receipt of the test panels and confirmation of the payment, the Politecnico di Milano carries out the required testing and prepares their report of the results.
7. Within fifteen working days of receiving the panels and payment, the Politecnico di Milano sends to the UIM (via DHL on the UIM account) the results of the testing with an indication of whether the material passes or fails the test. The university also sends the material samples and descriptions along with the weights of the test panels and movies of the tests to the UIM.
8. The UIM forwards a copy of the test results and material descriptions to the Chairman of the Safety Cockpit Committee for confirmation of pass or fail.
9. On confirmation of a passing test, the UIM notifies the boat builder and his National Authority.
10. The UIM assigns a number to the crash box and publishes it on the UIM web site. The UIM files the descriptions of the materials and puts into storage the samples (not the test panels).

Yours truly,

Tom Stanley, P.Eng.

Chairman, Safety Cockpit Committee