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Volume 25, Issue No 1

Happy New Year and welcome to the first IDEST Torque of 2025. In this issue learn about... our excitement to be attending Go Diving Show 2025; website improvements; the outcome of our latest UKAS Audit; the updated UK Risk Assessment; IDEST Ltd training; what was discussed at our recent Scheme Committee Meeting; and the latest ADR 2025.

From the field... we reveal the results of the cylinder neck corrosion survey; cylinders and valves being shipped for self-assembly; a DOT-3AL cylinder escape; good reason to check your hydro fittings and gas connections; Ambient Pressure Diving's final say on mini-cylinder torque; inspection requirements for manifolds; and a warning on use of own quadrant labels.

Go-Diving Show 2025

IDEST will be at the Go-Diving show 1st and 2nd March. The show is located at NAEC Stoneleigh Park, Kenilworth, CV8 2LZ. See us on **Stand 42**.



Last year's show was a terrific success. Many visitors showed interested in technician training and took IDEST Limited leaflets. The IDEST part of the stand displayed some of the tools needed for inspection and testing, including a couple of faulty cylinders with inspection lights, so visitors could try for themselves to view and discuss the state of the internal conditions.

Similarly, this year we hope to raise awareness of the importance of cylinder periodic inspection and testing and gain a number of candidates for training courses.

Website map improvements

We've made a few enhancements to the IDEST **Centre Map** on the website.



IDEST Ltd approved Training Centres now appear with a small mortarboard above their map pin.



And instead of removing temporarily 'suspended' centres these remain on the map, but with a warning triangle on their map pin and the text "*** **This centre is temporarily suspended from IDEST** ***" in their description.



Please check your centre details on the map are correct. Requests for any corrections or changes should be sent to torque@idest.co.uk.

UKAS Audit Nov-2024

UKAS undertook a full audit and witness surveillance of IDEST in October and November 2024 against ISO/IEC17024:2012 for the certification of technicians performing inspection and testing of cylinders for breathing appliances.



There were 5 findings and one recommendation to address. All UKAS findings require robust corrective actions, and all were addressed and accepted in a timely manner.

Here is a summary of the non-conformances and actions taken:

- The suspension form for certification for technicians did not clearly identify the names of the certified persons that were suspended. [Form updated to show up to 3 names]
- Examination of a sample D022 report noted the handwritten copy defects and observations differed from the typed copy in the electronic file. [File discrepancy resolved; Inspectors made aware]
- Document D022 and further documents record the use of standard BS EN ISO 11623:2023 for which IDEST is not accredited, we are accredited for BS EN ISO 11623:2015. [D022 reverted to ISO 11623:2015]
- It is recommended that copies of qualification certificates of inspectors be kept on file where the physical copies are verified during assessment. [Copies obtained and put on file]
- There was no record with the scheme committee meeting minutes that the certification scheme CP11 had been reviewed and validated. [CP11 reviewed at the January 2025 Scheme Committee meeting]
- IDEST have not completed a gap analysis for the transition to the revised standard for inspection and maintenance of cylinder valves BS EN ISO 22434:2022. [Gap analysis completed and presented to Inspectors]

UKAS continue to set a very high bar for their accreditation of IDEST, likely in recognition of our role as 'governing body' of scuba cylinder testing.

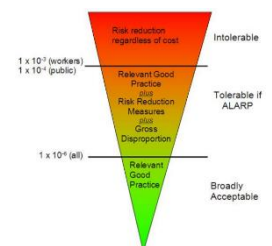
We passed muster and fully maintain our certification number 0248 for assessment of cylinder Test Technicians under ISO/IEC 17024.



UK Risk assessment updated

The UK Diving Industry Committee (DIC) has updated the risk assessment, and a new V6 was published in October 2024. The new version was emailed to all centres last year, it is also available for download from our website.

[Risk assessment of cylinder periodic testing V6].



The key changes in V6 are as follows:

- Now references BS EN ISO 18119:2018+A2:2024
- Current incident rates updated to cover eighteen years (2006 to 2024)
- Additional risk mitigation: Any cylinder known to have been repeatedly filled with gas having a higher moisture content than permitted by BS EN 12021:2014 should be internally examined.

Please ensure you retire V5 and hold this V6 latest version in your documents.

Cylinders shipped in kit form

We were forwarded a field enquiry in October 2024 involving a diving instructor whose students had ordered new cylinders from an online retailer and found on receipt these had *“been sent with valves removed and O2 clean stickers in the box”*.



This appears somewhat contrary to the sellers own 'Cylinder FAQ' so hopefully a one-off occurrence.

What checks do you do before sending out cylinders?

All cylinders received from manufacturers are filled to their working pressure on arrival, and their valves and any manifolds are tested to ensure everything is in working order and there is no leak. On twinsets we also check the position of twinning bands and bolts to align with backplates correctly. O2 and any required VIP stickers are sent together with a sticker confirming the empty cylinder you receive has been tested as above.

How do you ship cylinders for UK delivery?

Due to transport restrictions cylinders are shipped empty after being tested as stated above. Single tanks are sent in individual boxes and are ready to be filled. Twinsets are boxed up and assembled, with the isolator manifold facing down, to prevent accidental damage during transport. Boxes are clearly marked for the courier, to be transported flat to avoid damage to valves.

In general, we consider the assembly and commissioning of new cylinders by persons outside the IDEST scheme to be of potential concern. There have been instances of new cylinders found to be coated internally with 'oil', possibly from the manufacturing process or for transit corrosion protection, which is certainly not oxygen compatible. Non-certified people sending equipment out to purchasers, some of whom will take it into their own hands to fit the valves and put on labels could potentially putting filling station personnel at risk with non-oxygen clean equipment, incorrectly torqued valves, mismatched threads etc.

Needless to say, our recommendation was that the students should be advised to take their cylinders to their nearest IDEST centre, where they could be checked for cleanliness, and the valves fitted to the appropriate torque.

Are your connections safe?

During a recent inspection Neil was asked a question by the centre owner regarding connections on cylinders (e.g. test whips, fill whips, twinset adaptors etc) and whether these should be regularly inspected?



The answer is yes, absolutely!

If a gas carrying fitting fails, then the results can be spectacular and catastrophic. Failure of hydraulic fittings, as per a previous article, can also be highly concerning.

For this reason, it makes very good sense to add inspection of fittings and adapters to your routine equipment checks. This should include thread checks using gauges where appropriate.

Inspection of manifolds

In another inspection the question was raised regarding inspection and service of cylinder manifolds and whether these require thread gauging?



Again, the answer is yes.

All high pressure threads on a manifold system fall under the same criterion as the valve inlet and outlet. Sadly, there is no common approach to the size of the threads between the centre section and the valves. And to further complicate matters quite often there are both left-hand and right-hand threads on opposing sides. One thread we have seen is M16 X 1, and our research continues, but always check with the manufacturer in case of doubt.

Cylinder neck corrosion survey

The results of the questionnaire sent in September 2024 highlights these views:

- Q1. Observation of corrosion 100% of recipients voted yes
- Q2. Steel cylinder corrosion 90% of recipients voted yes. Aluminium cylinder corrosion 10% of recipients voted yes
- Q3. Additional cleaning required 65% said yes, 35% said no
- Q4. Did corrosion lead to failure 5% said yes and 95% said no
- Q5. Adding a manufacturer applied corrosion resistant treatment 80% against idea.
- Q6. Corrosion symptomatic of poor post dive cleaning 60% agree, 20% neutral and 20% disagree
- Q7. Corrosion symptomatic of manufacturing issues 65% disagree, 10% neutral and 25% agree
- Q8. Corrosion observed at time of re-filling (not test related) 10% agree, 25% neutral and 65% disagree (*not enough data as others fill cylinders*)



It seems that cylinder neck corrosion is commonly observed but is not currently leading to a significant failure rate.

DOT-3AL cylinder 'escape'

We were contacted by a concerned and well-informed citizen who'd spotted a DOT-3AL cylinder for sale on Facebook stamped and stickered in the prior month by an IDEST centre. We followed our normal Corrective and Preventative Action process and began an investigation which unearthed a chain of repeat cylinder sales, sticker transfer, and an innocent mistake by one of our centres.

Every technician should be aware that Cylinders marked DOT, such as this DOT-3AL are manufactured to a USA standard, are outside the scope of the IDEST scheme, and are not allowed to be filled or tested. There are a few companies in the UK, "accredited" by the Americans to Compressed Gas Association (CGA) regulations C-1, an American standard, who may be able to help, although it's probably best to recommend the cylinder be taken out of service or repatriated back to its home turf.



We contacted the current owner of cylinder who informed us he had purchased the cylinder off Facebook, and it arrived with an IDEST blue quadrant sticker on it. Given that there was no stamp marking to accompany this sticker we concluded that this was either fake or transferred from another cylinder. To confirm, we contact the IDEST Centre for that label who checked their records and unsurprisingly they had never seen or tested this cylinder. This shows the benefit of good record keeping and moving to non-peel secure quadrant stickers.

On receipt, the new owner diligently took the cylinder with a number of others to his local IDEST centre for testing. This IDEST centre "*identified it as a DOT cylinder and left it to one side to return to the client*".

Unfortunately, later and while distracted by a "*serious personal family issue*", the centre technician mistakenly stamped and stickered the cylinder and gave it back to the owner (it was unfilled and un-tested). The owner then put it up for sale again and this is what our eagle-eyed informant spotted and reported.



Note centre details have been deliberately blurred

Before we had contacted the centre, they had acted - recovering the cylinder, removing their labelling, grinding off their stamping, and ensuring the cylinder was no longer in service.



We were pleased by the quick action of the centre. The fact they were able to immediately contact the cylinder owner again shows the value of properly completing the booking in form. This case also highlights the potential benefits of designated quarantine areas and labelling of non-conforming cylinders to prevent escapes – how would you handle a similar situation?

The observant reader may have spotted this cylinder is stamped with a European notified body mark 'CE0426' (ITALCERT SRL). We plan to explore this further in our next edition.

AP mini-cylinder torque revisited

In our last edition we attempted to clarify torque values for valves fitted to mini-cylinders. It proved more difficult and controversial than expected.

In response to our article Martin Parker at Ambient Pressure Diving Ltd issued the following manufacturer's advisory:

"The actual recommendations for AP products are as follows:

M14 x 1.5 – Recommended torque 25 Nm

M18 x 1.5 – Recommended torque 40 Nm

M25 x 2.5 – Recommended torque 40 Nm



You will note the torque settings for M18 and M25 threads are way below those values in the BS EN ISO 13341, but these lower values have proven to be appropriate over more than 35 years in the diving market with less risk of damage to the surface treatment of the cylinder neck and less risk of damage to the valve stems.

*Martin Parker
Managing Director
Ambient Pressure Diving Ltd"*

This 'recommendation' presents an interesting case as AP manufacture the valves while the cylinders are made by Luxfer.

It leaves our IDEST member on the standards working group PVE/3/7 "Gas containers - Gas cylinder (receptacle) operations" in a perplexing sea of recommendations, specifications, standards and opinions... The opinion from BSI is to follow what is laid down in

appendices of ISO 13341. A cylinder manufacturer representative did not support these low torque values, reporting 67Nm as their recommendation. And M14 valves of course are not in the current standard so hopefully someone will apply for an extension to scope to have M14 added.

IDESTs position is to follow whichever is most applicable of manufacturer's *specification* or *standards*. We will keep a watching brief and report any future consensus.

IDEST Ltd Training Centres

Independent Diving Equipment Services & Training Limited (IDEST Ltd) is the training arm of IDEST. Created in July 2021, it is an independent training organisation offering training through IDEST Training Centres.



IDEST Ltd. aims to provide the diving industry with a selection of training courses that will enable those interested in diving to become dive technicians. The courses provide scope for working in diving cylinder inspection and test centres world-wide.

IDEST Ltd has been very active with 5 new training centres joining last year alone. To date it trains an average of 108 students a year. The current 13 Training Centres are:

- Bristol Channel Diving Services, Cardiff. **TC001**
- M60 Scuba, Stockport. **TC003**
- Sunderland Scuba Centre, Sunderland. **TC004**
- C & R Testing, Sowerby Bridge. **TC007**
- D V Diving, Northern Ireland. **TC009**
- Moray Firth Dive Centre, Moray. **TC011**
- Discover Diving IOM. **TC012**
- Innovative Technology Asia Co Ltd, Phuket, Thailand. **TC014**
- Dive Right Co. Ltd, Pattaya, Thailand. **TC016**
- Cylinder Testing Station, Redditch. **TC017**
- Scuba Shack Ltd, Sedgley. **TC018**
- Rec2Tec Diving, Milton Keynes. **TC019**
- Poole Diving Ltd, Poole, Dorset. **TC020**

Presently IDEST Ltd offers the following training courses:

- Technician Inspection Course Part 1 – **TIC1**
- Technician Inspection Course Part 2 – **TIC2**
- Composite Cylinder Course – **CCC**
- Oxygen Cleaning Course – **OCC**
- Regulator Servicing Course – **RSC**
- IMCA Technician Inspection Courses – **IMCA TIC**

A Compressor Maintenance Course (**CMC**) is in development hopefully to be available by mid-August 2025

If you receive any enquiries about technician training, please refer them to the IDEST Ltd website [<https://idestuk.org/>].

IDEST Scheme Committee meeting

The IDEST Scheme Committee held an online meeting on 21st January 2025. The committee has an essential role in the oversight of IDEST.



The Scheme Committee includes representative technicians and/or owners from IDEST Training, Test or Inspection Centres and directors of IDEST Ltd. & SITA.

Attendees were Dave Crockford (Chairman); Neil Minto (Chief Eng.); Alistair Reynolds (Inspector); Mike Collins (Inspector); Steve Gibson (Centre Representative); Neil Brock (Centre Representative); Mark Bruce (Centre Representative); Richard Corner (SITA V. Chair).

The purpose of the committee:

- to oversee, discuss, give feedback, and ratify decisions regarding the operation of IDEST as a Certification Body under ISO/IEC 17024
- management review of the operation of the certification scheme in accordance with IDESTs policies and procedures.
- to ensure the certification body is run in a professional manner and can support the cylinder test technicians it certifies.

The committee were especially pleased to welcome Mark Bruce of Wraysbury Dive Centre, who has requested to join the Scheme Committee for 2025.

Key points from the meeting were:

- IDEST underwent a full audit and witness surveillance with UKAS in October and November 2024 and fully maintain their certification number 0248 for assessment of cylinder Test Technicians under ISO/IEC 17024
- IDEST ISO/IEC 17020 to allow centres to inspect commercial use transportable cylinders of 10 years or more test under Dept. for Transport is still ongoing with UKAS and VCA but the bulk of our work is complete. We are booked with UKAS for audit on 20th-21st February to ensure our system is robust and to UKAS requirements beforehand. We anticipate up to 5 ISO 17020 centres in the first year.
- IDEST remains a member of BSI to gain access to reduced cost Standards. DC also represents IDEST on BSI committees with respect to Cylinder Standards PV/3/7 and Equipment with PH/4/7. DC also maintains a link with the BSI committee for Cylinder Valve Standards.
- Accounts remain financially positive and IDEST has reversed the downward trend since 2015. IDEST continues to review and revise its pricing structure for inspections and membership from March 2025 with a 5% increase looking probable. Following initial discussions with our printer, it is likely that their wholesale prices will increase.
- 3 x Concerns & Complaints have been raised in the last 12 months. All have been satisfactorily dealt with and closed.
- 12 x Non-conformances have been registered for 2024 with 10 having been dealt within 10 days each. Eight relate to minor paperwork issues picked up via internal and external audits and 4 are equipment use related.
- DC went through the primary ISO standards affecting the scheme - 7725 Labels, 13769 Stamp Markings, 22431

Inspection at filling, 22434 valve maintenance, 25760 Valve removal ops. gave nothing of significance to report. ISO 11623 2023 version now in force. 18119 2nd amendment published. 18119 has been tabled for complete review and update – no changes to report yet

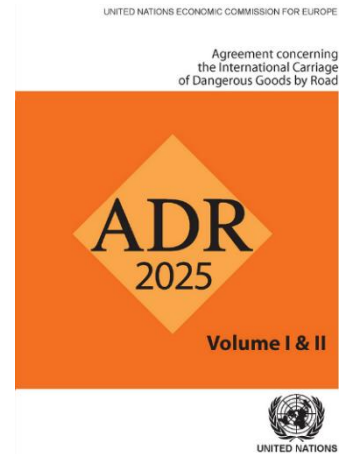
- Intellectual Property remains fully documented and registered. Three IP infringements found has been dealt with.
- A "Current Late Centre List" is fully maintained to show where Admin is in respect to communications with centres who have not booked their triennial inspection.
- 2024 has seen 95 technicians assessed at 63 centres. Currently, of these numbers, there are 4 centres awaiting completion of their certification paperwork.
- We currently have 4 centres in suspension. Apeks (8K), Gryphon Divers (7D), Ipswich Scuba (8G), Malakoff (6T). These are now regularly highlighted in Torque and on the website. "Look out for a yellow triangle near you!"
- IDEST maintains a list of 117 test centres with nine closed and ten new centres opening during 2024. IDEST welcomes Diveright Ltd (B9), TSR Scuba (C1), Central Cylinder Testing (C2), Bluefin Diving (C5), Divealot Scuba (C4), Divewise Malta (4XX), Dive St. Abbs (B8), Atlantic Scuba Diving (C6), Dive UK (C8), Plextech Services (C7).
- Of the closures Divestay, Emerald Diving, High Pressure Services, Scuba Scene, all removed from the scheme. Go Dive...closed, SDS Watersports...administration, Cornish Diving Services...Steve McEwen retired, JM Scuba Services...Jim Mills retired. Our best wishes go with Steve and Jim in their newly found peaceful endeavours
- Administration currently has details of 15 centres wishing to join IDEST in 2025. Five from England, three from Ireland, one from Wales, one from Scotland, and 5 overseas.
- IDEST gained 2 new inspectors for 2024 giving a total of 8 currently active within the system. Andy Tyas has a final assessed inspection due before March 2025 and Hywel Dyer will be completed during spring 2025.
- We give thanks to two of our longstanding inspectors Mike Collins and Alistair Reynolds who have recently stepped back from inspection but are still involved in their respective roles of Documentation and Training.
- IDEST Ltd. has increased in strength of centres with 3 more training centres added but one closing.
- DC reported that his three years as Chair has now drawn to a conclusion. Likewise, NM has come to the end of his three-year term as part of the IDEST management as Chief Engineer. It was voted unanimously for DC and NM to continue for another 3 years.

We are looking for more people to come forward as Scheme Committee members. Centre representatives, industry subject matter experts or others with relevant knowledge or experience. If you or anyone you know may be interested, then please let us know.

ADR 2025

The 2025 edition of the International Agreement for the Carriage of Dangerous Goods by Road (ADR) has been published. This version (ECE/TRANS/353 Vol.I and Vol.II) is applicable from 1 January 2025.

Knowledge of the ADR is essential for IDEST members as it defines the requirements periodic inspection and test of cylinders that will be transported by road. It is of particular concern to persons transporting cylinders while at work (e.g. dive shops, professional diving instructors etc).



You can download ADR 2025 from the UNCE (United Nations Economic Commission for Europe) website [[link](#)]

We sometimes hear of the exemption for private individuals "transporting for personal use" being quoted as a challenge to regular testing but remember that the cylinder filler will be at work and therefore the overarching requirements for PIAT and the UK Diving Industry Committee risk based assessment still apply. In other words, an individual transporting an out of test cylinder for their own use might be permitted but no commercial filling station should entertain filling the cylinder until it is properly inspected and tested. For transparency, here's the exemption...

1.1.3.1 Exemptions related to the nature of the transport operation

(a)(i) The carriage of dangerous goods by private individuals where the goods in question are packaged for retail sale and are intended for their personal or domestic use or for their leisure or sporting activities provided that measures have been taken to prevent any leakage of contents in normal conditions of carriage.

One fact to be aware of is that the ADR mandates certain ISO Standards in relation to periodic inspection and test. With the 2025 edition we note that ADR is referencing different revisions of the same standards (see yellow highlight), also it does not yet reference the +A2:2024 amendment of ISO EN ISO 18119.

6.2.2 Requirements for UN pressure receptacles

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6.2.2.4 Periodic inspection and test

| | |
|----------------------------|------------------------|
| EN ISO 18119:2018 | Until 31 December 2026 |
| EN ISO 18119:2018 +A1:2021 | Until further notice |
| EN ISO 11623:2015 | Until further notice |
| EN ISO 22434:2006 | Until further notice |

6.2.4 Requirements for non-UN pressure receptacles

...

6.2.4.2 Periodic inspection and test

| | |
|----------------------------|-------------------------------|
| EN ISO 18119:2018 +A1:2021 | Mandatory from 1 January 2025 |
| EN ISO 11623:2023 | Until further notice |
| EN ISO 22434:2022 | Mandatory from 1 January 2025 |

Centres undertaking periodic inspection and test must have copies (or access) to all the standards and versions referenced by the ADR and be familiar with the contents. It can be time consuming to spot the changes between revisions of a standard so here is a brief summary for you...

BS EN ISO 11623 from 2015 to 2023, the main changes are as follows:

- revision of the Scope to include cylinders and tubes with a water capacity up to 3,000 litres
- modification of Table 1 to separate abrasion damage based on water capacity of the cylinder
- clarification that a transparent sleeve may be left in place during inspection (7.1.3)
- clarification on the use of tare during inspection

BS EN ISO 18119 from 2018 to +A1:2021, the main changes are as follows:

- inclusion of a new term - a/t law depth ratio (in per cent)
- clarification that annex C refers to gases corrosive to 'steel' cylinders
- clarification of the conditions for rejection cylinders regarding linear flaws (line corrosion, cracks, etc.) - When the flaw depth ratio (a/t) is less than or equal to 5%, the flaw length may be extended for the parallel length of the cylinder

BS EN ISO 22434 from 2006 to 2024, the document was written to be suitable for reference in the UN Model Regulations, the main changes are as follows:

- update of the scope (now states refillable transportable gas cylinders)
- update of the normative references
- update of terms and definitions
- modifications of subclauses 5.1 (service life), 5.2.2 (safety assessments, cleaning agents), 5.3.2 (oxygen service)
- clause 6 Testing is now given in 5.4 and has been modified
- modification of marking requirements (QR code)
- update of the Bibliography

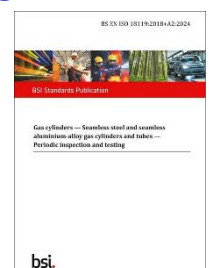
Fortunately, the impact of these changes is minimal, and the ADR referencing different revisions does not impact day to day test centre working practices.

However, care is required to **ensure documentation (e.g. test certificates) reflect the pertinent revision of the standard for the cylinder undergoing test**. This will be especially important for centres certified to ISO/IEC 17020 who undertake testing of cylinders >10 years old.

BS EN ISO 18119 Amendment 2

BS EN ISO 18119:2018+A1:2021 has been amended +A2:2024, the main changes are as follows:

- 2. Normative references: ISO 10286 title corrected "Gas cylinders – Vocabulary"; ASNT SNT-TC-1A, *Personnel qualification and certification in non-destructive testing* added.



- 14.4 UT: 14.4.2.5 Personnel: requirements for competent personnel clarified and expanded.

There are no operational implications for IDEST centres, with reference to ADR the prior standard remains valid along the following timescale:

EN ISO 18119:2018+A1:2021 Until 31 December 2028
 EN ISO 18119:2018+A1:2021+A2:2024 Mandatorily from 1 Jan 2029

We are aware that Edition 2 of this standard is under active development by Technical Committee ISO/TC 58/SC 4 so the above may change when a new revision appears. We will advise accordingly.

[Source] Report of the Working Group on Standards, Inf.5 12 August 2024, proposed addition to ADR 2027

IDEST Labels – final warning!

As we have seen in this issue, and recent editions, the incidence of labels being moved between cylinders is increasing.

This is the reason we changed a while ago to a non-peel security label media for our quadrant labels, and more recently to the same for our oxygen service labels.

We reminded all centres of the scheme requirement to source official quadrant labels from IDEST to ensure quality and standardisation. The quadrant labels are IDEST intellectual property and only one printer has our authority to print them. In addition, UKAS and HSE have seen our label designs and recognise the two colours and tamperproof nature of these.

Regrettably we are still seeing reports of centres continuing to use their own printed stock, such as this one tested in October 2024:



Be aware that this will be a non-conformance going forward. Don't wait for us to contact you to discuss and issue a warning, please get your quadrant label orders in now and comply. **Persistent offenders will be struck off the scheme.**

Missing Torque?

Have you missed any edition of Torque? Don't worry, all of the past issues can be downloaded from the document section of the **IDEST website**. Take a look!



IDEST Test Centre Update

All active centres can be found on the [Centres Map](#), and a full list can be downloaded from the [Documents](#) section of the website.

We have had the following changes to the IDEST Test Centre listing since the last issue of Torque.

New centres

Fire Security Services [C3]

Divealot Scuba [C4]

Atlantic Scuba Diving (Ireland) [C6]

Plextech Services Ltd [C7]

Dive UK [C8]

Leaving centres

JR Services [3U], retired

Cornish Diving [5J], closed

Gryphon Scuba Services [7D], closed

Reinstated Centres

Sub Aqua Services [9K]

Temporarily suspended centres

Malakoff [6T]

Revolution Air Services [9J]

Fully suspended centres

Ipswich Scuba [8G] (formerly Galaxsea Divers)

APEKS Marine [8K]

The use of blue or green quadrants or the IDEST stamp to validate a cylinder test or inspection at any suspended centre is not recognised. Temporary suspension indicates that active dialog is underway in the hope of resuming testing in due course.

A final thought...

We hope you've enjoyed reading this issue of Torque. Please let [Alison](#) have your feedback on this issue and suggestions for topics in upcoming editions. Thank you!

The use of brand names and/or any mention of specific commercial products or services herein is solely for informational purposes and does not imply endorsement by IDEST, nor discrimination against similar brands, products or services not mentioned. Please report errors, issues or concerns to torque@idest.co.uk

E&OE