IDEST

IDEST Torque

Newsletter December 2025

Volume 25, Number 4

In This Issue

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Volume 25, Issue No 4

Welcome to the fourth and final IDEST Torque of 2025. Our last edition may have been a 'valve special', this one seems to be label tastic!

In this issue learn about … the importance of your annual returns; changes to the oxygen service label, a new additional visual inspection (AVI) label; the outcome of our latest UKAS surveillance audit; our new 'addendum' approach to referencing standards in our documentation; further advice on ultrasonic wall thickness measurement; a memory of Mike Todd from 1996; a summary of what we presented to recent BDSG and DIC meetings; advice to best protect your business, and how to handle retest requests; a case-study on digital gauges and overpressure control; and an update to the UK Risk Assessment.

From the field… we expose unauthorised use of an IDEST stamp and quadrant labels; see a cylinder presented in shocking condition; hear about an inspector's nightmare; and list some serious cylinder incidents from around the world.

We also send you our season's greetings and good wishes for a happy, healthy and prosperous 2026!

Annual returns

In addition to the triennial onsite inspection, the IDEST scheme requires that centres renew annually through a documentation review process.

Annual returns are more than just paying our invoice; we **need** to see the following documentation:

For the centre

- D060 – Completed annual renewal, self-declaration
- Copies of current calibration certificates
  (for thread gauges on 250 use / 3yr calibration include your D047 permission letter and copies of your ongoing D043 usage tracking sheets)
- Current Employers Liability Schedule
- Current Business Insurance Certificate

For each technician

- D054 – Signed terms and conditions
- D063 – Signed technician agreement

This is not onerous, you should have most of these documents in hand, and yet we are having to chase centres far too much. It is consuming a huge amount of admin time and cost that would be better spent on other matters. **Going forward we will issue suspensions to centres not complying in a timely manner**.

New O2 sticker

Further to our article "O2 sticker woes" in the last edition, we have completed the update to our Oxygen Service sticker. We received feedback from one centre who wanted the date format to remain 'valid until' as they feel this is easier for fillers. However, after wider consultation IDEST have chosen to go with a '**valid from**' approach.

We think this is more appropriate as the oxygen clean condition of a cylinder, in a similar way to MOT testing, is only assured at the time of test. Beyond that it is in the hands of the subsequent storage, use, and filling operations. Here's a sample new label…

The wording of the validity period of the new sticker has been changed to "*valid for up to 15 months provided handled and filled in accordance with hydrocarbon-free oxygen safe practices*". Where suitable care is taken this will hopefully dovetail with the standard PI / PIAT intervals.

As always there is the question, what happens if the next PI or PIAT falls within the 15 months? This is now easy, always date the Oxygen Service sticker based upon the actual date of cleaning. When filling follow the hierarchy of importance - regardless of whether the O2 sticker is valid, PI/PIAT dates trump everything and cylinders should not be filled if the PI or PIAT has lapsed. When the PI/PIAT is performed, reclean and confirm oxygen service and replace the sticker with the new date.

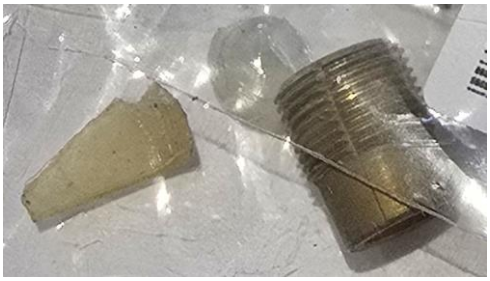
The new sticker is of a tamper proof design and is available for purchase by IDEST centres from the website.

To reiterate the message from the last edition … due to instances of divers "self-cleaning" cylinders and valves for oxygen service with questionable results brought about by poor drying, lack of valve spares, inappropriate tools, incorrect torque settings, unsafe thread matching etc. **IDEST centres should "no longer accept" O2 clean stickers from unrecognised operations.**

Concerns and Complaints

One complaint was closed since the last edition:

C-020 - A dive shop had some cylinders tested by an IDEST centre. On using one a restricted air supply was encountered at 18 metres, and a dive had to be aborted. The cylinder was examined by the dive shop; the valve would not open fully and was found to have a faulty seat. The moulded insert within the seat had come loose obstructing gas flow.

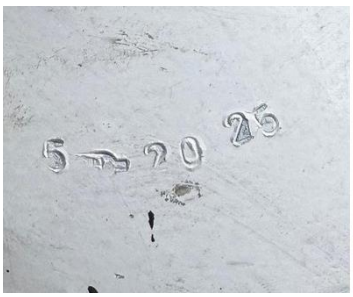


The case was referred to IDEST. In discussion with the valve manufacturer, MDE, we were advised that with extreme hard closing the moulded valve seat could become distorted.

Discussions between the dive shop, IDEST centre and IDEST, could not establish unequivocal route cause regarding whether the valve had been overtightened, or a damaged seat missed. However, there was consensus that it was a one off and the complaint was closed. If reusing parts, please pay special attention to the condition of valve seats. Also educate your fillers that valve handles should not be overtightened.

C-023 - It was brought to our attention that IDEST quadrant labels and stamp associated with a suspended centre – **High Pressure Services, 9H** – are actively being used. This centre and sole technician, Stuart Scott, were suspended from the IDEST cylinder testing certification scheme in October 2024. We contacted the business concerned and requested cessation of use and return of the metal stamp. Unfortunately, our request was refused.

The quadrant labels being used are of the old solid type, and not the current anti-tamper security type labels. The metal stamping applied to cylinders appears poorly performed, with some digits and stamp mark only partially present. The stamp marking is also not in conformance with BS EN ISO 13769:2018. (See photographs).



We have placed an 'Alert' on our website giving full details [Link] and reported the infringement to Trading Standards.

IDEST cautions against filling of cylinders carrying stamping or labels issued by High Pressure Services (9H) after October 2024 as scheme compliance cannot be assured.

We recommend that cylinders bearing unauthorised IDEST stamping and/or labelling are taken to a current certified IDEST cylinder testing station and retested prior to filling.

C-019, C-023 – Remain open, under investigation.

New Addendum

Traditionally where our documents reference Standards we do so with both the standard number and revision. Given the continual progression of standards with reviews and likely new editions coming every few years this creates a significant document maintenance task. In addition, ADR and Standards development are frequently on different timelines.

As part of the move away from SITA we are updating all our documents with new letterheads, footers etc. This is a large task, but it gives us the opportunity to adopt a new approach. Going forward documents will refer to standards by number only; the specific revisions of the standards will be held in a single 'Addendum' document.

The new IDEST document addendum will list Standards, Codes and other references that should be worked to. Holding it all in one place will reduce our maintenance burden. We will send the Addendum out to centres at least annually (with their annual returns invitation), or more frequently as required.

Centres may wish to update their own polices and procedure documents to follow the same approach and reference the IDEST Addendum accordingly. Hopefully in this way we will see fewer obsolete standards mentioned in centre paperwork during future inspections.

HSE Diving Publications

This is old news, but as we refer to some of them quite frequently, we'd like to remind everyone that the Health and Safety Executive (HSE) maintain several helpful information sheets providing guidance on diving at work.

These can be found on the HSE Publications page, Diving section https://www.hse.gov.uk/pubns/diveindx.htm

The most relevant documents are:

- DVIS9 (Rev.2) Diver's breathing gas standard and the frequency of examination and tests
- DVIS10 Diving cylinders: Guidance on internal corrosion, fitting valves and filling
- DVIS11 (rev 1) Diving cylinders: Guidance on their manufacture, inspection and carriage

New AVI label

IDEST has launched a new Additional Visual Inspection (AVI) label on our web store.

The inspiration for these labels has come following requests for a uniform standard labelling method to indicate a visual inspection more frequently that the usual 30-month PI. Here's a sample label:

Diving cylinders in some countries must be visually inspected annually or are subject to the "High Risk of water ingress" status through regular emptying of content underwater with some commercial operations.

They also support emergency raft or BA sets where inspections through a company protocol or insurance requirement also require more frequency.

The label shows the 'Valid From' month and year that the cylinder and valve were checked, and 'Valid for' period of months by punching out the relevant boxes.

The use of these labels allows the PI and PIAT quadrants to remain in place until retested as there have been occasions where centres have been changing quadrants to indicate the next required frequent visual inspection.

The AVI label is available in two materials – vinyl, and laminated vinyl. The laminated version is more robust for harsher use. It is not tamperproof as it is subordinate to PI, PIAT or Oxygen labelling.

These labels may only be fitted by accredited IDEST centre technicians, following a visual check of a cylinder. We chose not to reference any standards, details of the actual work carried out should be documented on both the worksheet, and the certificate issued to the customer with the cylinder.

UKAS Audit, September 2025

We are pleased to report that IDEST have completed the 2025-2026 round of ISO 17024 audits and have been granted continued accreditation by UKAS.

As always this involved thorough scrutiny of IDESTs documents and procedures, and an active observation of an IDEST inspection.

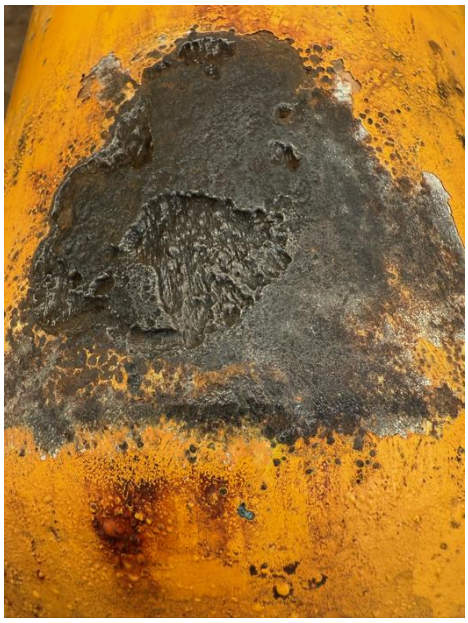
External review is always an opportunity to improve, and several issues were raised. Fortunately, these were mostly minor, and corrective actions have been completed and submitted to UKAS.

Recommendation was made to update the cylinder valve standard to BS EN ISO 22434:2022 so please ensure you have, and work to, this latest copy.

It was also noted that our schedule records BS EN ISO 11623:2015. This standard has been updated to BS EN ISO 11623:2023 and ADR 2025 now publishes this version so it should be used. To put this extension to scope in place UKAS required us to produce a gap analysis and evidence of procedural changes, this work is complete and our Schedule of Accreditation issue 023 updated. Centres should now work to BS EN ISO 11623:2023.

Under the boot

We are grateful to Tony Hillgrove of TH Diving Services (2C) for sending us an example of a cylinder with severe external corrosion.



Internally the cylinder was spotless, but clearly it failed PIAT just on external condition. Tony chose to carefully pressure test it anyway. It held test pressure, which shows the reassuring safety margins of modern cylinder manufacture.

Tony then proceeded to section the cylinder in the area of most corrosion and measure the thinnest wall thickness.

Against the general wall thickness of over 5mm on this cylinder more than 50% had been corroded away.

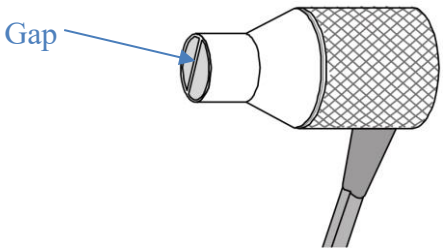
The cause was the paint and zinc under the boot being damaged and the boot not being removed for some time. **Please share your examples of failures with us**.

Ultrasonic Thickness Measurement

We briefly covered measuring cylinder wall thickness in the June 2025 Torque. It is one of the few ways to be sure a cylinder has not been shotblasted out of specification. Since then, we have observed varying measurement skills and knowledge in the field - **especially velocity setting!** Here are some pointers…

Transducer selection

There is an acoustic barrier "gap" between two hemi-circles inside of the transducer. The ultrasonic wave is transmitted from one of the hemi-circles, its echo is received at the other hemi-circle. The material being measured should be under the centre of two hemi-circles.



A correct transducer is essential to perform accurate and reliable measurements. The best transducer is one that sends sufficient ultrasonic energy into the material in the way that a strong, stable echo is returned to the instrument. There are multiple a trade-offs when selecting a transducer. Some transducers are too large to be used on a convex surface. Higher frequencies are more directional for detecting small pits or flaws in the material but absorbed and scattered more.

Typically, we would select a transducer of 6mm or less diameter, with a working frequency between 7 and 10 MHz, and a minimum measurement wall thickness less than 1mm.

Initial calibration (aka zero)
Most meters come supplied with a 'calibration test block' that is of a known thickness. At least once a day, when you turn your meter on, follow the manufacturer's instructions for initial calibration. If you confirm the correct result, then it is a good indication your meter is working accurately.

Be aware that some meters reset to a default material when 'calibrated'. Always check you are on the correct range for the next cylinder tested.

Sound velocity setting
The measuring principle is measuring the time taken for a short ultrasonic pulse to pass through the thickness of a material and be returned to the probe. To make accurate measurements the meter must be adjusted to the speed of sound of the target material. Different materials have different sound velocities. If this is not done, all measurements will be faulty by a certain percentage. Here are some example velocities:

Aluminium 6340 m/s
Stainless Steel, 5740 m/s
Brass 4399 m/s

As you can see wrong material selection might lead to 40% or more error. One enterprising centre has two meters, one set for aluminium, the other for stainless steel. It makes things simple, quick and gives them a spare in the event of failure.

Be aware that some meters reset to a default material when turned off, others do so when 'calibrated'. Always check you are on the correct range.

Measuring cylinders
When a curved object is measured to determine the thickness of the wall, the orientation of the transducer is of importance. If the diameter of the cylinder is larger than 10 cm, measurement should be performed with the transducer orientated such that the gap in its surface is ***perpendicular*** (at right angle) to the long axis of the cylinder. For smaller cylinder diameters, two measurements should be performed, one with the surface gap perpendicular, another with the gap parallel to the long axis of the cylinder. The smaller of the displayed values should be taken as the thickness of that point.

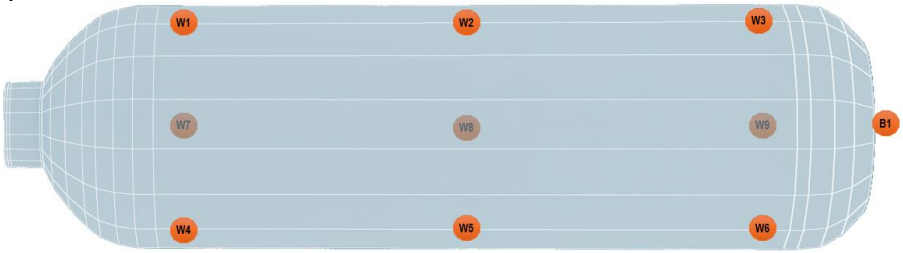
The probe should never be used at an angle to the long axis of the cylinder other than 0° or 90° per above.

It is not uncommon for the meter to incorrectly trigger on the second rather than the first echo from the rear surface of the material. This results in a reading that is twice as large as it should be. The responsibility for avoiding this phenomenon lies exclusively with the user.

Coupling means
All ultrasonic applications require a medium to transmit the sound from the probe to the test material as ultrasound cannot be efficiently transmitted through air. Typically, this is a viscous medium. For most applications, propylene glycol is suitable. Applying too much couplant may result in measurement errors.

Transducer wear
The surface of the transducer is vulnerable to wear, especially when it is "scrubbed" along the surface. Transducers should be inspected regularly for any signs of abrasion. If the transducer is worn on one side more than on the other, the sound beam penetrating the test material may no longer be perpendicular to the surface of the material. In this case, it is difficult to exactly locate tiny irregularities in the material, as the focus of the sound beam no longer lies directly beneath the transducer, and thickness values may be impaired.

Measurement positions
Wall thickness readings must be taken at the cylinder base and at least nine locations spaced evenly around the parallel body of the cylinder.



The base reading, and the **smallest** of the other nine readings must be recorded on the job sheet. These readings should then be checked against the manufacturer's minimum limit for wall thickness. This 9+1 point requirement will be added to the IDEST Code of Practice.

IDEST Ltd will be adding a training video for ultrasonic thickness measurement to their YouTube channel soon, keep an eye out.

A message from Dec'96

While reviewing some old archives I came across an "IDEST Bulletin" from December 1996. In this Mike Todd asked for input from registered test-houses about "The future of IDEST".


IDEST BULLETIN - DECEMBER 1996

At the time he was in his own words *very much a one-man band*. Besides being chairman, he was also Secretary, Treasurer and Chief Inspector! It was a precarious time for the organisation but somehow, he managed to navigate through and set us on a course to where we are today.

We hope he would be pleased.

BDSG / DIC Meetings

In October Dave Crockford, Alistair Reynolds, and Neil Brock represented IDEST at meetings of the British Dive Safety Group (BDSG) and Diving Industry Committee (DIC). Dave informed them of IDESTs move away from SITA, establishing new financial control and impartiality mechanisms to support future ISO 17020 efforts. Also, that IDEST have completed the 2025-2026 round of ISO 17024 audits and have been granted continued accreditation by UKAS.

Dave also advised the two groups of IDESTs repositioning on several matters regarding the industry "Risk Based Assessment" and sections 9. Risk Mitigation and 10. Risk Assessment.

1. Cylinders, Valves PI and PIAT
   IDEST and its registered centres will no longer accept cylinders for filling unless tested at establishments that meet the criteria stated in HSE DVIS 11 (rev.1). i.e. **Only accept inspections and tests carried out by a competent person appointed by the Secretary of State for Transport, or working within the terms of a UKAS accredited scheme**. *NB: Currently A.S.S.E.T centres fall outside this requirement as they are not assessed.*

2. Cylinder & Valve mismatch
   Instances of inappropriate valve and cylinder combinations have been observed, especially 232 bar valves fitted to 300 bar rated cylinders. **Any potentially unsafe pressure mismatch will be rejected for filling.** Where there is an acceptable mismatch (see prior issues of Torque) then the IDEST 'Pressure Mismatch' red safety quadrant should be applied. Red quadrant are available free from IDEST.

3. Valve Inspection & Maintenance (BS EN ISO 22434)
   Some non-diving inspection and test companies (e.g. certain VCA centres) appear unable to adequately service scuba valves, perhaps due to lack of parts. In a recent case this led to an entire university dive club being refused gas fills at an inland dive site, when valves were found to be leaking, inoperative or of a design where use and spares were withdrawn many years ago. VCA centres frequently follow different protocols for commercial use cylinders and valves. **IDEST cautions customers to seek the necessary assurances before handing over cylinders for test, and fillers to carefully evaluate cylinders tested by such prior to filling**.

4. Cleaning a cylinder and valve for Oxygen Service
   Instances of divers "self-cleaning" cylinders and valves for oxygen service have led to a plethora of oxygen service labels and questionable results brought about by poor drying, valve spares, tools, torque settings, thread matching etc**. IDEST centres should "no longer accept" O2 clean stickers from unrecognised operations**.

5. Registered Design, Trademark and IDEST Labels
   IDEST have long since registered our design for quadrants and logo use. All scheme members are required to purchase their quadrant stickers through IDEST to ensure consistency. **Any cylinder carrying a 'fake' or other label impersonating an IDEST sticker should be rejected**. Official stickers with IDEST logo include Blue Quadrant; Green Quadrant; Red

Quadrant (pressure mismatch); Oxygen Service; Additional Visual Inspections (AVI).

Centres are authorised to print the IDEST logo on their own composite cylinder test labels as these require a 'permanent' marking approach (refer Torque Volume 23, Issue No 3 – September 2023).

[References]
HSE DVIS 11 (rev.1)
Diving Industry Committee. 16th October 2025

Are you protecting yourself…

One area that causes concern amongst customers is that of failed cylinders and valves during PI or PIAT. This is the greatest area of complaint to IDEST.

It is quite understandable that a customer may become upset when their treasured cylinder is condemned. However, complaints are put to bed quickly where the centre has been diligent with documentation and workmanship. Here's how you can protect yourself…

1. Use the D079 "Booking in sheet" (or your own equivalent)
   The signed disclaimer is your proof and authorisation of the customer relinquishing ownership in the event of a critical failure. *"In the event of either the cylinder or the valve failing to meet the appropriate standard, it will be destroyed and not returned to me. Cylinders and / or valves will not be returned separately."*

2. Keep records
   When faced with a cylinder or valve failure ensure that the worksheet accurately records the reason for the failure verdict and take photos or video as proof!

3. Communicate with the customer
   Always discuss issues with your customer early rather than letting it escalate. It is your centre or shop's reputation you are protecting.

4. If the customer wants a second opinion
   This is not an unreasonable request so treat it with respect. Do not damage the cylinder or valve, or hand them back! Explain to the customer the process. They are liable for a second cylinder test/inspection fee and shipping cost to an out of area centre that IDEST will designate. This is likely to be £100 or more. Once the re-evaluation is completed, they will be sent a short report by IDEST. If they choose to proceed, contact IDEST and we will allot an independent (of you) IDEST centre for you to ship to.

5. If the customer insists on the cylinder or valve being returned
   For cylinders, grind off reference markings for test, or grind across where the valve fits, or put a hole in the wall of the cylinder. Always leave the serial number as it is tracking information of the cylinder. For valves, grind or flatten either the inlet or outlet thread. In both cases render the failed item incapable of use. Ideally retain unaltered the feature that caused the failure to allow future re-examination.

6. Fitting a customer owned replacement valve.
   Remember to thread check, and if necessary clean and service the replacement valve before insertion. We have had reports of mismatched valves being handed over by unknowing customers who have bought replacements innocently online.

Regarding second opinions, this is a significant financial commitment by the customer, and likely indicative of a breakdown in relationship and trust with their chosen test centre. However, any test fail approached correctly, and documented with physical or photographic evidence, can only be supported at another IDEST centre. Test results are black and white after all. In the unlikely event the findings are against you, you will need to reimburse the customer and reconcile matters with them.

What are your thoughts or horror stories?

An inspector's nightmare

A recent inspection gave one of our inspectors a challenge. After a 4-hour rail journey they arrived at the centre.

After the usual friendly introductions, id checks, document reviews etc the practical evaluation began.

On the first hydro test the working gauge jumped from 340 bar to over 500 in an instant, never to return to zero again.

To save the day, it was decided to continue on the master gauge, only to find the isolator had jammed closed.

Not wanting to give up, the master gauge was physically swapped into the working position.

On the next run the fixed 360-bar over pressure relief valve let go at 300 bar. The shock of this might have been the cause of failure of the original working gauge.

Finally, to allow the practical to conclude the inspector let the 460-bar fixed over pressure relief valve to be installed.

The next hydro test run reached a satisfactory conclusion – phew!

Understandably, the inspection report contained several 'findings' that need to be rectified before certification can be issued. However, sufficient practical test observations were accomplished that a follow-up visit should not be required (subject to appropriate evidence and invoices for the necessary repairs being supplied by the centre).

This was a well organised and well-maintained centre which passed effortlessly in other areas so there was time to reconfigure systems to complete the practical. Had there been other issues we may not have had the necessary leeway. For certain it was a stressful time for the centre technician, but spirits remained high, and it is a good demonstration of how IDEST inspectors will do all they can to accommodate the unexpected.

Case study - digital control

UKAS has emphasised the need for rigour during inspections in relation to the working gauge - working gauges shall be to at least an Industrial Class 1 (±1% deviation from the end value) with a scale appropriate to the test pressure (e.g. EN 837-1 or EN 837-3).

It follows on that the pressure relief device must be of similar accuracy. Indeed, the standard says … *the pressure relief device's tolerance shall not exceed [the test pressure tolerance], plus 10 %.*

IDEST inspectors regularly see working gauges that have scale size and graduations that might not be judged appropriate to the test pressure. i.e. less than 100mm diameter, no anti-parallax, with 10 bar or larger scale increments, and coarse alarm setting pointers for electrical contacts. Even when mounted in ideal aspect to the operator the ability to judge accurately pressures and contact settings within a span that may be less than 10 bar is limited.

IDEST therefore undertook a practical evaluation of a low-cost digital working gauge that also supports a pressure relief function.

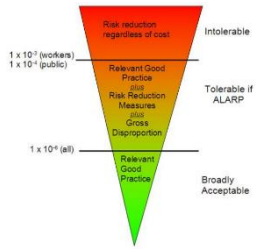
At the heart of the system is an electronic pressure switch with digital display range 0-600 Bar and accuracy of 0.35% FSO. The output of the switch is wired to a solenoid valve. The pressure switch is mounted in the 'wet' high pressure side of the hydro pump in place of the existing working gauge. The solenoid valve is inserted into the 'dry' air supply to the hydro pump. The switch is configured to cut the pump if the test pressure is exceeded and before the maximum limit pressure.

The case study found that

- electronic pressure switches with digital displays are excellent replacements for analogue working gauges. They offer clear readability and unambiguous operation within tight parameters and tolerances for target test pressures imposed by ISO 18119.
- The use of electronic pressure switches also facilitates an effective pressure relief capability that is demonstrably within the tight parameters and tolerances imposed by the standard.

Full details of the reference design and associated test report are available on the IDEST website. This is recommended reading for centres wishing to get ahead of the curve with accuracy.
[Digital Working Gauge And Pressure Relief Device - Case Study].

UK Risk assessment updated



The UK Diving Industry Committee (DIC) has updated the risk assessment, and a new V7 was published in October 2025. The new version was emailed to all centres; it is also available for download from our website.
[Risk assessment of cylinder periodic testing V7].

The key changes in V7 are Section 9, para 5:

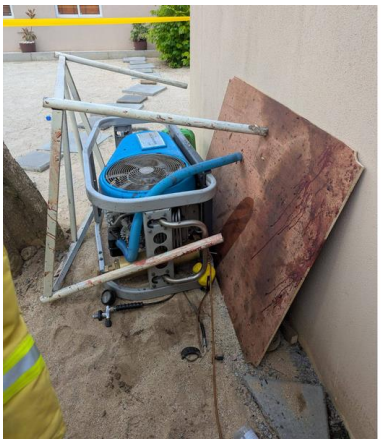
- Removal of the word "steel" regarding filling.
- Removal of note "This is a new standard" re ISO 24431.

Please ensure you retire V6 and hold this V7 latest version in your documents.

Cylinder incidents

We keep a watching eye on cylinder related incidents here and around the world and sadly in this edition we have a few to report.

Tank explosion, 1 fatality, Mauritius.
A 27-year-old man was killed by a scuba tank which exploded while he was filling it at a dive centre.



The tragedy occurred in the morning of Thursday 20th March, at Le Méridien Hotel, Pointe-aux-Piments, Mauritius. A tank exploded at the hotel's dive centre, killing one person. The victim, Brian Dorine, a 27-year-old man from Curepipe, worked as an assistant diver at the centre. One of the hotel's managers, was reported to confirm that a "gas tank exploded" at the dive centre, which is managed under contract by the company Blue World Explorer.

Tank explosion, Boy loses hand, Montenegro.
A scuba-tank explosion at a beach side dive centre caused serious injuries to a 14-year-old boy. The incident occurred on 24th August at a dive-centre running since 2011 on the Adriatic shore at Ploče Beach, Montenegro. It operates two compressors said to have capacity of 400l/min for trimix and nitrox mixes. It was reported that a dive tank exploded sending a fragment over 50m which hit a 14-year-old boy on his wrist severing his hand. In addition, two others were apparently injured making a total of three casualties. After medical evacuation, surgeons undertook an 11-and-a-half-hour operation to reattach the hand.


A 45-year-old man from Belgrade in Serbia, identified only by the initials 'MB', has been arrested by Montenegrin police in connection with the scuba-tank explosion. It is alleged he is suspected of "causing general danger" and "committing illegal activity.", and according to the police, he used diving equipment without a license and outside any safety protocol.

O2 tank fire, no injuries, Florida USA
Fortunately, there we no serious injuries during an oxygen fire in USA.



The owner reported *"the fire originated in the inlet of the first stage, burning a hole in the metal of the first stage HP chamber. At one point, when the tank ignited, flames erupted from both the first and second stages. This incident serves as a stark reminder of the hazards associated with using 100% oxygen. After disassembling the regulator and tank valve, I suspected there may have been dirt or oil present inside the outlet of the DIN valve. I don't recall how gently I turned on the valve; I suspect I may not have done it slowly enough, which could have caused an initial ignition that then spread and burned through every component within the regulator"*.

[Reproduced in good faith for safety and education from the following sources]
Diver killed in scuba tank explosion,
Mopays Media, Hôtel Le Meridien
Tragedy in Budva: explosion on the beach, a child loses his hand
Diving bottle exploded in Budva, seriously injured child
Joseph Cocozza, Facebook

Go Diving Show 2026 – can you help!

IDEST will be at the Go Diving Show on Saturday 28 Feb and Sunday 1 March 2026.

Our aim is to educate on the importance of competent cylinder testing and promote technician training.

The show is at NAEC Stoneleigh Park, Stoneleigh, Kenilworth CV8 2LZ from 9:30 – 17:00 Saturday and 09:30 – 16:00 Sunday.

We would welcome any IDEST Technician's to join the team on the stand to spread the load. Please let Alison know if you can help.

Missing Torque?

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

IDEST Test Centre Update

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

New centres
Northern Diver [D8]
Wiltshire Scuba Training & Servicing [D7]

Leaving centres
Flagship Scuba [7F], Derek and Rory, retired

Reinstated Centres
Wirral Sport and Leisure [2E]

Temporarily suspended centres
Lambay Divers [5D]
Mevagh Dive Centre [4Y]
Scuba Dive West [6H]

Fully suspended centres
Scuba Scene [7Y]
Galaxsea Divers/Ipswich Scuba [8G]
Revolution Air Services [9J]

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!