IDEST

IDEST Torque

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Volume 26, Issue No 1

Welcome to the first IDEST Torque of 2026. In this issue we correct our misunderstanding regarding valves and VCA AIB; confirm our break from SITA; review our attendance at the Go Diving Show; explain the importance of your quarterly returns; discuss recent nonconformance and complaints; repeat some important Alerts that we posted on our website; explain our Schedule of Accreditation; clarify inspection of manifolds; and more.

From the field we provide a solution for "/" stamping; look at some illegal cylinder imports; highlight a potential digital gauge upgrade for HY-PAC users; hear how Cyprus is implementing new laws; and share information about a composite cylinder failure.

IDEST leaves SITA

The directors of the Scuba Industries Trade Association (SITA) have formally agreed to relinquish control of IDEST. It has taken a lot of time and effort to get to this point due to SITA effectively becoming dormant some years ago.

And that of course was the problem, as part of our UKAS accreditation we need to show active oversight and the lack of a functioning SITA caused us many problems. We compensated through our Scheme Committee, which includes industry representatives and subject matter experts. We continue to grow the Scheme Committee to ensure we have active, robust and effective oversight going forward.

Sadly, this is not the end of the work, we must now get UKAS to update our Schedule of Accreditation to reflect the break and acknowledge our new moniker "IDEST Worldwide Limited". For efficiency we aim to formalise this change during our next UKAS audit.

Correction – Valves and VCA AIB

In the last edition of Torque, our article titled BDSG/DIC Meetings included the statement "*certain VCA centres appear unable to adequately service scuba valves*". **This is incorrect** as no VCA Appointed Inspection Body (AIB) may undertake servicing or maintenance activities under the terms of their appointment. For them to do so would be a conflict of interest and in breach of the provisions of both ADR and ISO 17020:2012 independence Type A, which states:

1. *The inspection body and its personnel shall not engage in any activities that may conflict with their independence of*

judgment and integrity in relation to their inspection activities. In particular, they shall not be engaged in the design, manufacture, supply, installation, purchase, ownership, use or maintenance of the items inspected.

2. *The inspection body shall not be a part of a legal entity that is engaged in design, manufacture, supply, installation, purchase, ownership, use or maintenance of the items inspected.*

Persons engaging a VCA Appointed Inspection Body (AIB) to carry out cylinder testing should therefore make alternative arrangements for the removal, service, and replacement of the valve. If you encounter valves which are purportedly serviced by an AIB please report them to us via admin@idest.co.uk and we will inform VCA as it is likely they have been fraudulently certified as well as improperly serviced.

We apologise for our mistake and are grateful to Ian Bryer, Principal Consultant at VCA for bringing it to our attention. We also thank and credit technicians, Carl Baggott and Callum Jones, at Stoney Cove for spotting the poor condition of the valves that alerted us to this case, and for taking the necessary action to keep the divers safe.

Website centres map

We've spent a little time on the IDEST website **Centre Map** recently. Part of the work was regularising the formatting of centre contact information and ensuring consistent categorisation.

We use categorisation as follows:

Coming soon - centres actively seeking certification

Inspection Centre - certified inspection centres

Test Centre - certified test and inspection centres

Commercial Test Centres – certified test and inspection centres that don't generally deal with the public

Training Centre – certified test and inspection centres that offer IDEST training

There is an additional addon category, Composite Cylinders, for centres with composite certification which shows up in the map search result table.

And finally, a category that brings the yellow triangle of shame - Suspended Centre

If you ignore our communications regarding renewal and/or inspection, then you will receive a letter of suspension with your map status updated accordingly. Three months beyond that and your scheme membership will be terminated, and you will be removed from the website. We understand that sometimes there can be mitigating circumstances, but only if you talk to us!

Keeping contact details up to date is a thankless and never-ending task. **Please check your centre details on the map are correct.** Requests for any corrections or changes should be sent to torque@idest.co.uk.

Quarterly return forms

During inspections when we check the test centre is sending 'quarterly failed cylinder returns' forms to the Admin Office we often find there is poor understanding of the use and importance of these.

The information that these forms contain is essential input to the annual review of the UK Diving Industry Committee (DIC) risk assessment which is the cornerstone of our 2½ / 5-year inspection regimen. Without the risk assessment the inspection interval would be annual.

In addition, the quarterly returns provide trend information regarding field performance and ageing of cylinders and valves. For example, we can see that cylinder failures are generally a result of abuse (e.g. saltwater ingress and corrosion, damage etc) rather than wear out. This is reassuring given some of the aging cylinders we see for filling. We can also see that quality control on valve threads may be going in the wrong direction given the number failing at first PI/PIAT.

The more information we receive from our test centres regarding failed cylinders the more informative and accurate the data will be. All data is collated, summarised and anonymised before being communicated outside of IDEST so there aren't any concerns for individual business confidentiality.

We always appreciate photographs of noteworthy failures to accompany quarterly returns, and we are grateful to Jon Leahy of MSDS Marine for sharing this failure of an aluminium cylinder:

It is a Luxfer 11 litre, 207 bar cylinder with severe pitting where some stainless-steel bands were fitted. Likely a result of galvanic saltwater corrosion due to inadequate isolation between the dissimilar metals. The depth of the pitting is such that it fails the minimum wall thickness requirement.

Help IDEST improve diving safety by committing to send in your Quarterly Failed Cylinder data (and photos!). **The 1st Quarter return is now due!**

Go Diving Show

IDEST and IDEST Ltd attended the Go Diving Show on 28 Feb 28 and 1 March, 2026 at the NAEC Stoneleigh Exhibition Centre.

The stand, kindly provided by IDEST Ltd, displayed information about cylinder testing and technician certification. It included various tools used during cylinder testing and a couple of cylinders for passing divers to look inside using drop lights. Alistair Reynolds represented IDEST Ltd with Dave Crockford and Nick Clark representing IDEST Worldwide Ltd. We were kindly joined by Howard Bardsley and Geoff Shearn from M60 Scuba Ltd (3Y/TC003) and Stuart Smith from TSR Scuba Limited (C1/TC022) to represent test and training centres.

The show appeared well attended, especially judging by the queues of cars trying to enter the site. The various seminars and presentations appeared to be a big draw with many of these standing room only.

Relatively few divers appeared interested in talking to us about cylinder testing, although our "wheel of fortune" and free IDEST merchandise was very popular with diver's children with many mugs, water bottles, pens, badges and stickers being given out.

We did receive a steady stream of divers, and dive centres stopping to chat about our training courses and technician certifications. This is great news for training centres and will hopefully convert to actual course bookings. We will also follow up with the potential new centres to hopefully bring them into the scheme.

One diver who did talk to us, raised that his nearest test centre was not an IDEST member, and he was finding that he could not get his cylinder filled at IDEST centres. We explained the reasons behind this, that fillers at work need to be sure of the quality of the cylinder test and that this is only possible through a certification scheme like IDEST. The diver responded positively and said he would be using an IDEST centre in future.

It was also great to see and talk to many technicians from our existing centres, getting your feedback on IDEST first hand is very helpful.

One of the things we look forward to most at shows is new devices or technology that could help our centres. We were pleased to see our friends at C&R Testing Ltd showing a couple of products from their Real Time Gas Quality Monitoring (RTGQM) range on their stand that look very interesting.

The first, the variable pressure unit, is a digital compressor pressure controller which uses RFID tags to quickly change the range of the compressor stop pressure (e.g. for 232 bar to 300 bar etc).

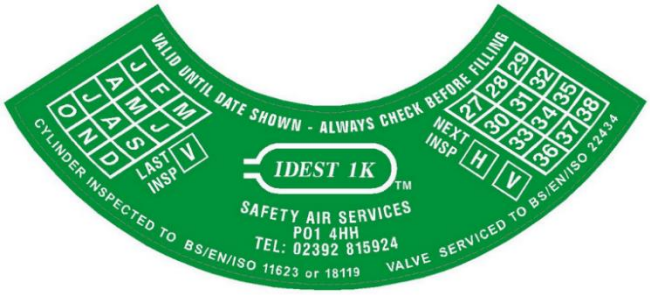
The second a gas quality monitor which can look for Carbon monoxide (CO), Carbon dioxide (CO_2), Oil, Relative humidity (RH), Gas temperature, Helium (He), Hydrogen sulphide (H_2S), Water etc.

Contact John Timperley at C&R Testing for more details +44 (0)1422 557707, info@candrtesting.co.uk.

Changes to quadrants

As part of the 'addendum' approach to referencing editions of standards, that we announced in the last Torque, we are steadily working through our media aligning everything with the new approach.

In line with this quadrant labels are now shipping in the following formats:



Note that the standard number is no longer followed by the edition year. We believe this simplification will enhance longevity of label stock. **Please note, it remains important to record the edition of the standard being worked to on the worksheet and certificate**.

Non conformance

IDEST operates a Corrective and Preventative Action system as standard practice. In addition to being a mandatory aspect of our accreditation we see continuous improvement of our processes as an essential part of the organisation.

Recently we had need to raise a non-conformance when two centre punches were misidentified and sent to the wrong recipients [NC 26-01].

One was still with an inspector ahead of a visit to onboard a new centre but the other was in possession of a new centre that had just passed initial inspection and was about to go live with testing.

Fortunately, the matter was spotted quickly, and the punches were swapped to the correct recipients by 24-hour special delivery.

The investigation found that punches are received from the supplier coated in rust prevention wax which obscures the detail. 5 new cylinder punches had been bagged up into individual pouches in the order they were received but two were out of sequence.

For the future, all protective coating will be removed, and stamp ends cross checked before being placed into individual labelled bags.

Concerns and Complaints

One complaint was opened and resolved since the last edition:

C-024 – This was a complaint by one centre against another, a potentially difficult situation. However, IDESTs approach takes both objectivity (in that we only work from the evidence presented) and just culture (we acknowledge that errors happen and seek to explore the systematic causes rather than apportion blame).

The complainant provided detailed supporting materials for their issues, including clear descriptions, photographs and videos. This was an excellent start. For part of the complaint our hands were tied due to a request for anonymity by the complaining centre and those aspects could not be explored. The remaining issues involved two cylinders, a 15l with such thick paint coating that the stamping was invisible, and a 3l where the serial number was obscured by quadrant sticker (making nitrox fill logging impossible).

Looking at photographs of the 15l cylinder it was certainly in a poor state. Internal contamination, dirt, rust spots and externally such a thick layer of paint that the stamping was completely obscured. However, the paint overlapped the quadrant and other labels which took us toward the belief that work had been undertaken on the cylinder after it left the test centre.

Looking at the photographs of the 3l cylinder the quadrant sticker was an old-style solid material and not a current anti-tamper label. However, other aspects of the fitment made us fairly confident this sticker was applied by the test centre and still in its original location.

We opened a dialog with the test centre to discuss the two cylinders. As part of this we wanted to confirm various operational aspects of the centre, including active personnel, cleanliness, drying effectiveness, label supply etc.

We concluded for the 15l, as work had been undertaken by others after test, the point of time and cause of the dirt, contamination and rust could not be established. No further action could be taken.

Regarding the 3l cylinder, although the test centre expressed a belief that they would not normally apply a quadrant over a cylinder serial number, they agreed to review their practices. They also confirmed they changed source of quadrant stickers to the IDEST official supply since 2022.

Subsequently paint was removed from the cylinder to reveal the serial number, and the test centre was contacted again and asked for a copy of the cylinder test worksheet. Unfortunately, the centre could not find it.

Some take aways for everyone:

- Only IDEST official quadrant stickers are allowed
- For small cylinders you may apply the quadrant to the body of the cylinder if the shoulder area is too busy
- Care should be taken to ensure records of cylinder tests are properly maintained and archived (for minimum 6 years) as these may be called upon.

C-023, C-025 – Remain open, under investigation.

New 'slash' stamp

During a recent test centre triennial inspection, it was noted that the metal cylinder stamping was not compliant with ISO 13769:2018 table 1 section 22 which states "*Stamp or identification of authorized inspection body and year (last two or all four digits) and*

subsequently the month (two digits) of retest shall be stamp marked at the time of periodic inspection. The year and month shall be separated by a slash (i.e. "/")."

IDEST recommend 2-digits for year meaning the stamp mark will look something like this:

N1 YY/MM

NB. the IDEST centre mark can be horizontal or vertical to suit the curvature of the shoulder of the cylinder.

In this instance the technician was not using a 'slash' stamp. When questioned, the centre asked where they could get one as past searches for a source had been unsuccessful.

A later discussion amongst the inspectors revealed we used to suggest centres found an old chisel and shaped the end to suit, and this method was adopted by the centre. We reminded them about PPE as a modified chisel when repeatedly struck may not be entirely predictable.

We contacted our punch supplier to see if they had a solution. Their recommendation was a specific font letter "I" stamp that can be turned to a slight angle to make a slash.

We have purchased some and added them to our web shop to make them more accessible to centres [Link]. Please let us know if you have a source of supply or a better solution?

Inspection of manifolds

We've undertaken a review of our 2025 guidance on inspection of manifold threads, as some centres are turning down twinsets and other manifold systems for testing due to the cost of maintaining calibrated thread gauges.

In ISO 18119 section 10.1 breathing air comes under "other gas services" such that threads "may be verified using appropriate gauges *in cases of doubt*", and ISO 22434 does not mention thread gauges.

Whilst using a thread gauge remains best practice a **visual only inspection of the threads related to the manifold is therefore permitted**.

The requirements of the standards state threads shall be:

- free of damage (e.g. burrs, cracks, cross-threading, corrosion, etc.).

and examined for defects including the following:

- cross-threaded, damaged, worn, corroded or stripped valve outlet and filling connections;
- cross-threaded, damaged, worn, deformed or stripped inlet connection;
- damaged, corroded or worn outlet sealing surfaces and/or any non-metallic sealing element; etc

If the visual inspection raised any doubt, then the threads should be checked using appropriate calibrated thread gauges.

Make sure to record on the worksheet that the manifold has been visually inspected and signed off as fit for purpose.

HY-PAC Digital Gauge Upgrade

In our recent study on analogue working gauges and the accuracy requirements of the standards we recognised the potential benefits of digital pressure gauges.

Although IDEST do not promote any brands or products we are pleased to share the industry news announcement by Octopus Test Systems of their new '*digital pressure gauge/switch for cylinder hydrostatic pressure testing*'.

As we see HY-PAC systems in use by our centres we were especially pleased to see that Octopus are offering an analogue to digital upgrade option for users.

For more information, please contact Octopus Test Systems directly on info@octopus-ts.com or +44(0)1224 044809.

Alerts

The alerts section of the website, where we highlight urgent and important matters for test centres and cylinder users, has been busy since the last edition.

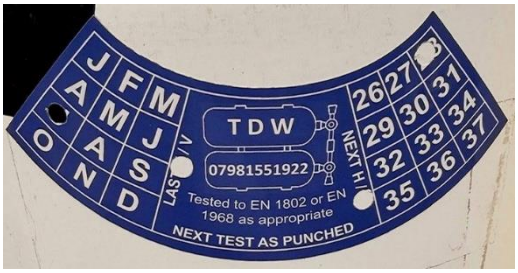
Thanet Diving & Watersports imitation quadrants

[29 Jan 2026]

We have been advised of imitation quadrant stickers on cylinders brought into IDEST centres for filling. The origin of these stickers appears to be:

Thanet Diving & Watersports, 4 Military Road, Ramsgate, Kent CT11 9LG

Thanet Diving & Watersports do not have permission to display our blue cylinder quadrants. The quadrant, its use, layout and colour are all protected by copyright listed with UK Intellectual Property Office.



Standards displayed on this label are incorrect, so it is a fair assumption that this company are not working to correct inspection and testing protocols, using certified tools, or being regularly inspected as per HSE DVIS 11.

The stampings shown in the photographs do not follow standards convention and as such breach ISO 13769:2018.

IDEST centres coming across a cylinder with these stampings or labels are advised to remove the offending blue quadrant and refuse to fill the cylinder. Please explain why you have done so to the customer so they can take the matter up with Thanet Diving & Watersports. **Your staff may be put at risk by filling the cylinder**.

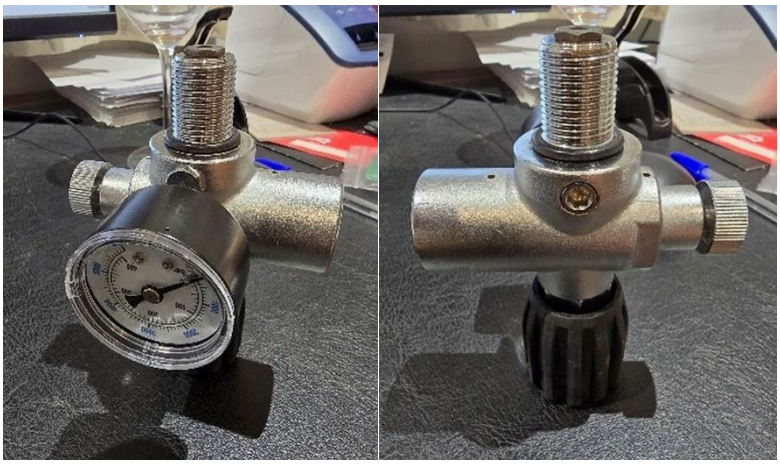
Engage with the customer and explain that they have wasted their test fees as the cylinder will not be recognised as "in test" for filling at an IDEST filling centre. You can also offer an alternative service provision to ensure the customer is no longer likely to be turned away.

Unmarked and poorly marked airgun valves

[07 Feb 2026]

During a recent inspection IDEST was shown a 300 bar shooter valve that the technician had removed from a shooter's cylinder explaining to their customer that "*As it is unmarked there is no physical way of assessing if it is fit for purpose*".

The valve is of recent manufacture but completely unmarked – see photographs:



The customer accepted the explanation and a replacement 300 bar MDE shooter valve was fitted and the customer went away happy. **IDEST caution that valves which have no markings should be rejected for test and filling** (unless they were placed on the market before 'current' regulations)

Near the end of the inspection another shooter came in for an air fill. It seems the importer or manufacturer may have acted regarding the lack of markings. His four litre 300 bar cylinder with the same type of valve fitted looked more promising in that the valve was laser etched with relevant information including CE mark, working pressure, neck thread, serial number and importer – see photo:

The shooter confirmed the valve is being sold as part of a system by "**The Shooting Party, Unit 4C, Birchbrook Industrial Estate, Birchbrook Lane, Shenstone Staffordshire WS14 0DJ** " and details can be found on their website [link]

Bearing a CE mark it would be reasonable to deduce that this valve has gone through a CE approval process and that the correct EN ISO standard will be printed on the body. But look closely and you will see the marking says "***IOS 12209/EN144***" (sic).

Ignoring the typo this is still problematic as ISO 12209 is the standard for *Gas cylinders — Outlet connections for gas cylinder valves for compressed breathable air*. This might be a useful reference for the outlet thread, but the requirements for valve design and construction are not covered by ISO 12209. A more appropriate standard might be *ISO 10297 Gas cylinders — Cylinder valves — Specification and type testing*. Together with *ISO 11114 Gas cylinders — Compatibility of cylinder and valve materials with gas contents*, (parts 1 & 2, metallic and non-metallic materials).

IDEST advice must be to treat with caution any valve where the markings are defective or give grounds for uncertainty. User and filler safety are paramount, and if appropriate refuse filling and offer replacement with a more suitable valve.

Alert, Improper use of Notified Body markings

[26 Mar 2026]

IDEST warns anyone purchasing a cylinder and/or valve from a 'marketplace' supplier or other unregulated source to take extreme caution.

Over the past weeks we have received multiple reports of cylinders and valves being brought into IDEST centres for filling or service where the valve has no markings, poorly formed threads, inaccurate pressure gauges etc., and/or the cylinder has forged or improper Notified Body markings, unusual test periods etc.

For example, one centre reported on 25-March-2026 they "*had a gentleman in our shop earlier today with a 3l 300bar composite airgun filling cylinder. He had purchased it from Amazon. He brought it in because he suspected the HP gauge wasn't correct. We checked and it was 45bar out. We asked if the valve came with the cylinder, to which he replied 'yes, but it was loose in a separate box'. He then said he 'had to put the valve in the cylinder before he could fill it on his own compressor in his garage'. We asked how he put that valve in, to which he replied, 'by hand'. We then offered to drop the air out and check the threads before putting it back in with the correct torque setting. The neck threads where a pass, but the G5/8 BSP outlet was a failure (see photo), Also the valve has no markings*".

Upon further examination the cylinder showed a Notified Body marking 'CE 1282' which belongs to Ente Certificazione Macchine srl (ECM), Italy (see photo).

Xiamen Subang cylinder

Unmarked valve thread failure

ECM are raising awareness of forged certification/test reports/other documents, and improper use of their name and/or Notified Body number. It is highly likely that this customer's cylinder is not tested or approved by ECM:

ECM is aware that there are products on the market that improperly display Ente Certificazione Macchine srl and/or the CE number 1282. The documents issued by ECM for these products are NOT a CE product certificate and cannot in any way replace the manufacturer's or importer's CE certification, who are solely responsible for CE certification. Companies using Ente Certificazione Macchine srl and/or the ECM Notified Body number 1282 in this way are making improper use of it, an action that is punishable by law, and we will promptly report it to the competent authorities.

On our site is the list of products that forge or improperly display Ente Certificazione Macchine srl and/or the ECM Notified Body number 1282, of which we have become aware. [Forged Documents and Improper Use of the name Ente Certificazione Macchine srl and/or ECM Notified Body no.1282]

Cylinders and valves with forged or improper Notified Body markings are illegal to place on the market in the UK, EU and many other countries. Please report improper use of the Notified Body number 1282 direct to ECM via info@entecerma.it

SEFIC cylinder

The safety risks are clear – non-CE approved cylinders and valves made to uncertain quality standards without proper markings may fail in unexpected and potentially catastrophic ways.

It is also important to note that Periodic Inspection and Test (PIAT) require access to drawings and/or other manufacturer data for the cylinder to be tested. Reputable manufacturers make this information readily available to test centres. If you buy a 'marketplace' cylinder of an unusual or unknown brand this essential information may be inaccessible to your test centre who will therefore be unable to test the cylinder, and it may need to be scrapped.

IDEST strongly recommends that all purchasers of compressed gas cylinders take care to ensure their supplier is both a legal entity within UK/EU, and a legitimate manufacturer or importer (who assumes the responsibilities of the manufacturer) lawfully able to place high pressure cylinders and valves on the market. Request copies of Declaration of Conformity, proof of a business address within UK/EU etc to confirm the status of the seller.

Taking risks with marketplace suppliers of cylinders and valves to save a few pounds just isn't worth it!

UKAS Schedule of Accreditation

The root of all IDESTs personnel certification is our UKAS Accreditation. It's a lot of money and work but it's well worth it to give the certificates we issue to technician's unparalleled recognition by industry and government.

The output of all the effort is our UKAS Schedule of Accreditation which records our:

- Certification Body number - 0248,
- Accreditation to ISO/IEC 17024:2012 to provide certification of persons
- Personnel to be Certified as - Technicians, performing inspections of cylinders for breathing appliances by organisations employing up to 3 Technicians
- Pathway Standards:
  - IDEST Code of Practice CP11:2022, incorporating:
  - BS EN ISO 11623:2015 (until 31st December 2026)
  - BS EN ISO 11623:2023
  - BS EN ISO 22434:2022
  - BS EN ISO 18119:2018+A1 2021

As you can see, sometimes the standards we must work to, per our schedule, can lag the 'current' versions issued by ISO.

You can find the latest version of our schedule by searching on the UKAS website, or follow this link [0248Personnel-Certification.pdf].

Marketplace crack bottles

Aluminium prices are elevated and volatile right now, recently hitting an 11-year high, so it is little surprise that this would trickle through to dive cylinders.

Sadly, this is fostering opportunities for marketplace sellers to flood the country with cylinders of dubious pedigree. We came across a recent example of a "0.45l 300 bar 5/8-18UNF Compressed Air Tank":

The cylinder is stamped as follows:

TS2210Q24 GB/T11640 JSVS 3085785
S6.1 TP45.0 WP30.0 W0.88 V0.45 2025.03 20y


GB

GB 11640-2011

Seamless aluminum alloy gas cylinders

GB 11640 refers to the National Standard of the People's Republic of China for "Seamless aluminum alloy gas cylinders". The marked pressures appear to be MPa.

This standard is not recognised in UK/EU, and there is no recognisable Notified Body marking - this cylinder has no place being here!!

Cyprus to license recreational diving providers

IDEST has a strong tie with Cyprus as this is where our inspector Chris Demetriou is based. Chris has been working hard to promote high quality cylinder testing in an unregulated environment. What's exciting is that the Cyprus government has recognised the need for increased regulation and are moving ahead quickly.

Late 2025, Cyprus' cabinet approved the "*Law on Diving and Providers of Recreational Diving Services*" beginning a legal trajectory toward regulating the recreational diving sector.

In addition to licensing for all providers, it sets out safety, inspection and penalty provisions. According to the Deputy Ministry of tourism, the framework aims to enhance safety, ensure adherence to international standards, and upgrade the quality of

services within Cyprus making the diving tourism sector even more appealing.

The bill was submitted to Cyprus' parliament this week by the Deputy Ministry.

At the centre of the proposed framework is a requirement for operators to comply with recognised international standards, including ISO 24803 certification for recreational diving service providers. Cyprus will join other popular dive destinations that have formalised operational and safety requirements for dive businesses.

The new bill introduces:

- Mandatory licensing for all recreational diving providers
- A national register of approved operators
- Requirements for certified instructors and structured training standards
- Enforcement mechanisms and penalties for non-compliance

This marks a clear transition from a largely open operating environment to a more structured, professionally regulated industry.

Providers operating without a licence would face a fine of up to €8,000 or a prison sentence of up to two years, or both. Other violations, including failure to comply with provisions of the law, would carry a fine of up to €2,000 or imprisonment of up to six months, or both.

What stands out is not the legislation itself, but the direction of travel. Cyprus is not reacting to a single incident or pressure point. Instead, it is steadily building a more structured framework for dive tourism as part of a wider effort to modernise and professionalise the sector.

And of course, compliance with ISO regulations will formalise the need for cylinder inspection and test, and IDEST is positioned ready to help!

[Reproduced in good faith for education from the following sources]
Cyprus Moves Closer to Licensing All Recreational Dive Operators
Tourism ministry bill seeks to license all recreational diving providers
New Law Tightens Rules for Recreational Diving in Cyprus

Composite cylinder failure

Here we share some event learning from our colleague Jacques Davie in South Africa which contains excellent cautions and recommendations for all cylinder owners, fillers and testers.

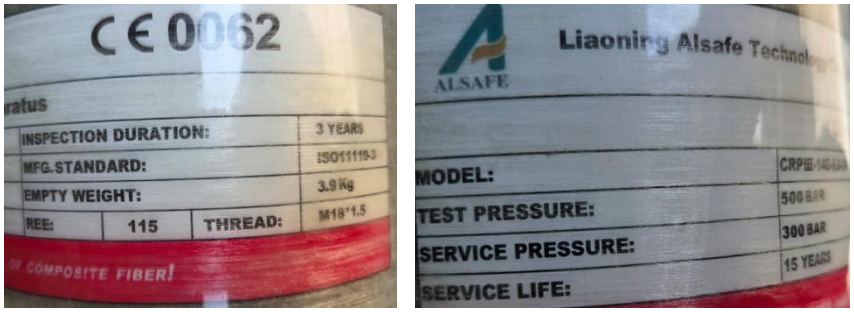
"*During the month or July 2025 there was an event relating to a composite construction cylinder in South Africa. There was no injury to persons or serious damage to property other than the cylinder itself.*

A composite construction, 6.8 litre cylinder with a working pressure of 300bar and manufactured in 2021 was being filled. This cylinder is indicated a being manufactured by Liaoning Alsafe Technology Co.

During the process of filling, at approximately 250bar, the base of the cylinder lost its integrity, resulting in the base plug tearing out, causing rapid release of the air inside, and irreparable damage to the cylinder.

At the time cylinder was still connected to the filling connection, which prevented the cylinder from becoming an uncontrolled projectile.

Damaged cylinder base



Cylinder Information

To ensure owner, test station and filling station, are protected the following needs to be taken into consideration:

- *Fillers, when filling cylinders ensure that you comply with the requirements of ISO 24431 (Inspection at time of filling) especially in respect of filling pressure, inspection intervals and requirements for the competence to fill cylinders with the respective gasses.*
- *Fillers, when filling cylinders ensure that they are properly secured and persons are not exposed to any rapid release of gasses or shrapnel due to flying debris in the event of a catastrophic failure or valve ejection.*
- *Owners, make sure that, not only do you buy from reputable suppliers, but that you also request a copy of the manufacturing certificate, and importer's declaration of conformity in terms of the Pressure Equipment Regulations.*
- *Owners, make sure that for inspection and servicing, that you not only make use of approved and accredited test stations for your inspections, but also test stations that are familiar with the industry you are using the gasses in.*

- *Owners, make sure that your cylinders are correctly marked and certificated by the inspecting test station in respect of permanent markings, inspection labels affixed to cylinders, as well as an inspection certificates issued for all inspections.*
- *Test stations, when you are the first test station to inspect a particular cylinder, it is strongly recommended to make sure that you request, from the owner, a copy of the manufacturing certificate, importer's declaration of conformity, and in some cases a copy of the type approval certificate (depending on status of manufacturing standard at time of manufacture).*
- *Test stations, ensure manufacturing standard is permanently indicated on the cylinder, and that the cylinder was manufactured to an accepted ISO standard.*
- *Importers/resellers, ensure you comply with the requirements of the pressure equipment regulations, such as Pressure Equipment (Safety) Regulations (PE(S)R), Transportable Pressure Equipment Regulations (CDG / TPED) etc, as you are the legal entities who assume the responsibilities of the manufacturer.*

The above requirements apply equally to steel and aluminium as well as composite construction cylinders.

There are a lot of reputable importers, facilities, test stations, however it only takes one where due diligence was not performed to expose persons to serious harm.

The event is used to highlight and share information, as the industry can only be improved through knowledge and education."

Following the incident the cylinder manufacturer did reach out and investigated the cylinder. Their finding was severe corrosion on the inside liner, possibly from using a compressor without filtration system.

[Note: this article has been edited to tailor to UK/EU]

Missing Torque?

Have you missed any edition of Torque? Don't worry, all of 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
Derbyshire Cylinder Services Ltd [E1]
Oceanaut Diving Ltd [E2]
Tecto Group Ltd [E3]

Leaving centres
Innovative Technologies Ltd [A9], closed down
Revolution Air Services [9J], removed from scheme

Reinstated Centres
None

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]

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!