IDEST Torque

Newsletter September 2026 **Volume 27, Number 3**

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Volume 27, Issue No 3

Welcome to the third IDEST Torque of 2026. In this issue hear about our recent audit by UKAS; IDEST attendance at a BSI Standards workgroup and the annual Dive Industry Committee meeting.

We discuss what competence means in terms of ISO; why you may have to provide a physical cylinder test certificate (even if you are otherwise paperless); and the problem of flash rusting.

From the field we have some inspector feedback; and a long list of field incidents involving cylinders.

We seek your help to keep our shop filled with useful tooling. And we reveal exciting news about new inspectors, with names that will be very familiar!

UKAS ISO/IEC 17024 Audit

September was even busier than normal at IDEST HQ as we had our 4-year major UKAS reassessment to check our compliance with ISO/IEC 17024, confirm our accreditation and ensure we can continue to certify technicians.

The audit took place in two sections - a systems 'lead' audit, and a technical audit. The lead audit covers processes, procedures, documentation, records, impartiality and integrity etc. The technical audit covers how we define and test the knowledge, skills, and abilities of candidates, whether examinations are fair, and how records and certificates are approved, tracked and retained. Each section lasting 2 days. The UKAS auditors are very thorough, so this is an intense period of activity.

The lead audit identified 2 non-conformances and 2 observations. The non-conformances related to documentation:

- Quality Manual D001 included some statements which were not consistent with current practice.
- Job Descriptions sampled did not explicitly define responsibilities and authorities for finance and contractual matters.

These were opened on 3-Sept, corrective action with evidence was submitted to UKAS and all were closed by 21-Sept.

The technical audit identified 1 non-conformance related to a procedure document:

- Procedure P019 for inspector training mentions competency in inspection methods but does not mention that they are '*examiners*' and knowledge in the certification scheme is required.

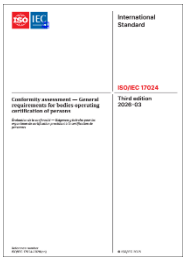
This was opened on 28-Sept, with corrective action with evidence submitted to UKAS on 2-Oct. We anticipate the non-conformance will be confirmed closed shortly.

It should be noted that the reassessment was conducted against ISO/IEC 10724:2012 as UKAS have yet to publish their pathway against the latest 2026 standard. However, we have updated our documentation to the new standard so are ahead of the curve.

In parallel with the reassessment, we formally applied to UKAS to move away from SITA and under IDEST Worldwide Limited. We hope this change will also be confirmed soon.

We eagerly await our new UKAS Schedule of Accreditation, which will be linked from our website.

ISO/IEC 17024 updated



ISO/IEC 17024 has been updated with the 2026, third edition, cancelling and replacing the 2012 second edition.

This is a technical revision with changes such as:

Area	ISO/IEC 17024:2026
Artificial Intelligence	Dedicated AI requirements
Risk and Opportunities	Explicit management system requirements
Data Privacy	Enhanced privacy and protection controls
Information Security	Stronger cybersecurity expectations
Certification Technology	Digital and AI-enabled certification recognized
Terminology	New and updated definitions
CASCO Alignment	Updated CASCO common elements
Bias Controls	Explicit AI bias management expectations

This simple summary understates the extent of the changes. The gap analysis produced by Dave Crockford covers many pages and many of our documents required updates to achieve ongoing compliance.

This work has been completed, and we believe we are up to date. There are few, if any, ramifications for centres and certified technicians as our scheme remains based on face-to-face inspection at the workplace.

BSI PVE/3/7 work group

BSI hosts several technical committees that work on the development and maintenance of national and international Standards. The PVE sector covers **Pressure Vessels, Gas Containers, Piping Systems, and Storage Tanks**.

PVE/3 (Gas Containers): Handles national and international standards for gas cylinders, transportable pressure receptacles, and related operations.

Sub-committees include:

- **PVE/3/1:** Cylinder valves and accessories
- **PVE/3/3:** Cylinder design, manufacture, and testing
- **PVE/3/7:** Gas cylinder operations, filling, and periodic inspection

Dave Crockford attended the last PVE/3/7 "Gas containers - Gas cylinder (receptacle) operations" meeting on 17 September 2026 on behalf of IDEST.

Dave raised concerns regarding increasing numbers of:

- Imported composite cylinders.
- Unmarked valves.
- Incomplete traceability information.
- Suspected fraudulent markings.

And informed the committee that IDEST test centres are increasingly rejecting cylinders because manufacturers cannot be identified and required technical data cannot be obtained.

Regulatory escalation routes were discussed, including:

- Health & Safety Executive (HSE)
- Trading Standards
- Office for Product Safety & Standards (OPSS)
- Department for Business and Trade channels.

It was confirmed that OPSS had already been contacted regarding the issue.

Competence under ISO



Competence is one of the most misunderstood requirements in ISO, it is not just about qualifications, it is about demonstrating that people doing work that affects quality, safety, environment, or other outcomes are capable of doing that work well, and that evidence exists to prove it.

In ISO management system standards, such as ISO 9001, a person is considered competent when they have the education, training, and experience necessary to perform their role effectively, and their capability has been assessed and confirmed.

The last part is frequently where persons performing periodic inspection and test of gas cylinders outside of a scheme like IDEST will fail. No matter their education, training or experience a credible assessment is typically beyond the reach of small business and 'garage' operators. And this is one of the key reasons we caution against filling cylinders stamped and labelled by such.

The Four Elements of Competence Under ISO:

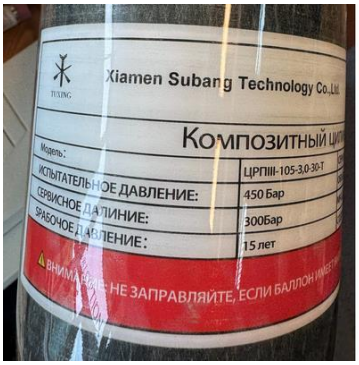
- **Education**: Formal qualifications, degrees, trade certificates, or professional credentials relevant to the role;
- **Training**: Specific instruction provided either internally or externally that equips a person to perform a task;
- **Experience**: Practical, hands-on time doing the work, to build capability over time;
- **Assessment**: A process that confirms the person has achieved the required level of capability, not just attended a course

Being a certified member of the IDEST scheme you have been assessed by an impartial certification body, and your customers can be assured of your competence to perform periodic inspection and test of cylinders.

Competence is not a one-time event either. People change roles, technology changes, processes change, and regulations change, which is why IDEST works hard to keep you informed of anything new.

Fillable or fail?

We received an enquiry from a centre regarding a composite cylinder and valve brought in for filling. The cylinder was of Chinese origin manufactured by Xiamen Subang Technology Co. Ltd., is marked in Russian, and claims certification by **CE 1282**.





Extensive effort turned up a certificate issued by notified body CE 1282 **-** Ente Certificazione Macchine (ECM), Italy.



However, further checking on the ECM website revealed a warning notice "*that a product has been identified on the market improperly displaying our Notified Body Number 1282*" [link]. The certificate we found had been **withdrawn** in July 2026 due to the improper use of notified body number 1282, regarding the CE marking on the product. Other photos on the alert include cylinders from the same source with English text and custom branding.

The cylinder must be rejected for filling or test on the basis that it does not have the necessary approvals to be sold or used within the UK/EU.

In addition, the valve is totally unmarked:





So **the valve should also be refused for filling** or test as it is non-compliant on the basis of having no manufacturer marking or traceability to indicate which standard it is built to or what the service pressure is.

The ongoing saga of imported cylinders saps a lot of our time tracking down validity. Just this month we confirmed valid Bureau Veritas **CE 0062** certification of fully carbon wrapped cylinders with working pressure 300 bar manufactured by *Shenyang Zhongfu Kejin Pressure Vessels Co., Ltd*. These cylinders are popular with the shooting community, and we now have the technical drawings.

We continue to recommend in cases of suspicion or doubt to reject the cylinder and/or valve for filling or test. Politely ask the owner to contact their supplier and obtain appropriate documentation (e.g. EC Declaration of Conformity, drawings etc).

If manufacturers or importers wish to contact us to provide compliance paperwork and technical drawings, we will be pleased to share those with our membership.

Quarterly returns - Excel anyone?



We talked about the 'quarterly failed cylinder returns' forms in our March edition. Refer to that article for full details but the field data from these forms is an essential part of the UK risk assessment which is the cornerstone of our 2½ / 5-year inspection regimen. Without the risk assessment the inspection interval would be annual.

Following a request from one centre we have created an alternative version of the *Cylinder failures-quarterly return form* (D037) in **MS Excel** format for use by those who prefer to work in spreadsheets. The new document is available for download from the documents section of the website (or by request from Admin).

The UK Diving Industry Committee (DIC) met in September at Deep Campus, Chepstow and one of the topics for discussion was the risk assessment and Dave presented the data gathered over the past 12 months. We expect a new version of the Risk Assessment to be published shortly.

The 3rd Quarter return is now due!

Paper test certificates



We were approached by a customer of one of our centres who was seeking paper test certificates for their cylinders, rather than the electronic format their centre routinely issues. They stated their requirement for paper forms was due to a ferry company insisting on printed copies.

It may sound trivial but a customer insisting on paper using a centre that is fully electronic set us thinking where does IDEST truly stand on this? Code of Practice CP11 section 6 says… "*All documentation, except standards and manufacturers' drawings, to be on Test Centre headed notepaper*" which seems to lean towards paper. However, we have certified many technicians who exclusively use electronic forms and records. So, it seems we support both approaches.

Even in this paperless age we still need to recognise that there can be instances where electronic documents are not accepted. In short, whilst we support electronic systems, as most people find these entirely acceptable, there should always be a **paper alternative available *on request***.

In this case we asked the centre to your print off their PDF, sign (or business stamp it) and let the customer collect it. Sorted!

Appeal for CNC engineer



IDEST has a shop section on the website that offers a selection of tools for test centre technicians.

We have had supplies from reliable source for many years. Unfortunately, that source has now retired and we are having great difficulty finding a new reliable contact.

We have received quotes from several engineering companies to produce our G5/8" extractor plug and other items. The prices have been too high and buying large quantities to reduce that price is not economical for IDEST, with our limited funds.

If there are any engineers, or contacts with engineers, that have access to CNC tooling, please contact Alistair on 07917 091366.

New UK inspectors



Interest in becoming IDEST certified technicians and centres is on the increase and with centres located throughout the United Kingdom and Ireland we are always on the lookout for opportunities to add to our team of inspectors. We are extremely pleased to announce new inspectors as follows:



Steve Gibson - Steve opened Sunderland Scuba Centre in 2005, has been testing dive cylinders since 2008, and training IDEST technicians since Feb 2018. Having recently retired from SSC we're delighted to welcome him to the team. His wealth of hands-on test and technician training experience will be very valuable.



Leigh Bishop - no introduction needed here, Leigh is well-known for deep shipwreck exploration, author of hundreds of scuba features, and his underwater photography has graced the covers of countless publications. Lesser known is his career with the Fire and Rescue service which included being a firefighter instructor covering all aspects of breathing apparatus and equipment testing. This will certainly strengthen our knowledge of surface BA equipment.



Tim Clements - Tim will also be well known to many, being part of the IANTD UK management team for 14 years; carrying out CE testing for numerous CCR; operations manager at Vobster Quay for 20 years; and a popular speaker at dive shows. A versatile and capable new addition to our team.



Dave Sydenham - Another well-known addition, Dave has held several senior roles within BSAC, including North Scotland Regional Coach, Safety & Rescue Skills Chief Examiner, and National Instructor Chief Examiner. Teaching and developing divers and instructors have been one of Dave's core passions for over 25 years, and his home location builds our strength in the North.

All new instructors are probationary until they complete our training programme and are signed off by the Chief Engineer. As well as complying with our impartiality, confidentiality and conflict interest policy inspectors must demonstrate:

a) Competence in the field of inspection;
b) Understanding of the certification scheme;
c) Ability to apply the inspection procedures and documents;
d) The skills to conduct the inspection

We hope you are as excited as we are regarding our new players!

Facebook page for technicians

We receive occasional requests for a private group for technicians to talk and share information, but have not acted, so perhaps it was inevitable that someone would take matters into their own hands. Ben Norcutt has set up a new **private** Facebook group called "IDEST Technicians" as a *place for IDEST technicians to share stories and help each other*. Although not an official IDEST forum we are happy to let you know of his initiative and we hope it becomes a valuable community.

Meanwhile, our Facebook page "IDEST" has been dormant since 3 March 2024. Although it is a **public** group with 731 followers, we haven't really had time to keep it active. What do you all think? Should we revive it, if so what sort of information should we post? Please let our webmaster know your thoughts?

Inspector feedback



Inspectors regularly make observations during the practical assessment of technicians. We are always on the lookout for best practice examples as well as deviations from norms. When we see something unusual, we like to discuss to get a better understanding of how the practice arose. Some common things we see and have to correct are:

- *Using a torque wrench to remove a valve*
  Don't do this, unless you have a torque wrench specially designed for loosening you risk putting it out of calibration. Use a bar instead.

- *Giving a torque wrench a second 'click' when tightening a valve*
  A second click should not be necessary and can potentially increase the torque. One click, one click only!

- *Pumping to 50 bar for 30 seconds to check for pressure drop or leaks.*
  The cylinder should be pumped to its WP and held for 1 min. Released to zero and then pumped to TP and held for 30 secs, and then the pressure released.

- *Believing quadrant validity runs to the 1st of the month punched out. E.g. if a quadrant is punched out valid until Feb-2029 then the filler should reject the cylinder on 2nd Feb 2029 onwards. This impacted how the technician was choosing dates for punching quadrants.*
  The quadrant is valid until the LAST day of the month punched out (e.g. 28th Feb in above example).

- *Cylinder stamping done as IDEST logo / YY/MM (i.e. a slash between the logo and the year) -* ⓲⓼/26/08
  There is no slash between IDEST logo and the date stamping - ⓲⓼26/08. The logo can be stamped horizontal or vertical.

- *Relying on observation of pressure drop only during proof test.*
  In addition to monitoring for pressure drop, the cylinder MUST be dried before the test is started. This must be done before any safety screen is put into place and then checked for dryness again after the pressure has been reduced to zero.

- *Not isolating the master gauge.*
  All master gauges ought to be isolated, except when performing a comparison. Yes, we understand that digital gauges do not experience friction wear like analogues, but they are subject to physical stress on the internal sensing diaphragm, strain gauge etc. so isolate as a matter of good practice.

- *Using a low-resolution analogue 'working' gage when a digital over pressure gauge is also in sight.*
  Always use the most accurate available working gauge and make sure that's the one you include in your comparison. We had a case where a technician was using a coarse graduation 100mm analogue gauge with a snubber, it was hard to read and

lagged terribly. Right next to it was a new responsive digital over pressure gauge. Increasingly we find digital is the way to go as a working gauge.

- *Gauge comparison - struggling to hit the precise pressure written in the left-hand column of the comparison chart (e.g. 200, 250, 300 bar etc).*
  With low volume in the system, such as with caps fitted to filling hoses, the pressure rises very quickly making comparisons a challenge. Good system design can help, we've seen ideas such as needle valves on the outlet of hydro pump, or in parallel with the on-off control valve in the air feed into the hydro pump etc. If all else fails, yes, you can just cross through the 'ideal' target pressure and write down the actual pressure achieved.

- *Gauge comparison - recorded only on rising pressure.*
  Just as the form says, comparisons are required on falling readings too.

- *Gauge comparison - over a limited pressure range*.
  The ideal range for gauge comparison is all the way to the working pressure of the hydro test system (typically 600 or 700 bar). This exercises the full readable value of the gauges, exposes any leaks, and some insurance inspectors required it. In any event, we expect to see a comparison through a range of points to 450 bar as an absolute minimum.

Seeking advice - flash rusting

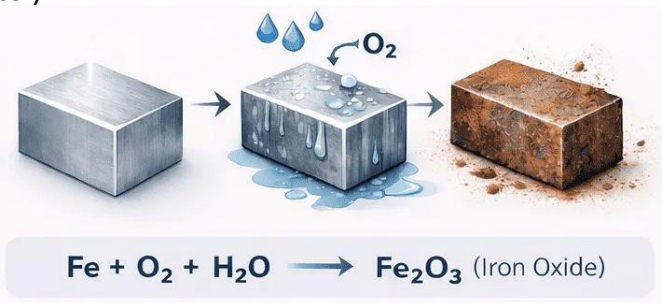


We were contacted by a new centre who were experiencing flash rusting on steel cylinders after tumble cleaning using abrasives.

We do see evidence of flash rusting sometimes during inspections and receive occasional complaints from cylinder owners so it's a topic of interest. We don't have statistically significant data, but our unprecedented warm summer may have increased the number of reports of this unwelcome phenomenon too.

Flash rust is rapid oxidation that forms on ferrous metals shortly after exposure to water and oxygen. Unlike long-term corrosion, which develops over extended environmental exposure, flash rust can appear within minutes of cleaning.

The reaction is straightforward. When iron is exposed to oxygen in the presence of water, it forms iron oxide. If moisture remains and no corrosion protection is present, oxidation begins almost immediately.



We do see cases of flash rust after hydro testing which necessarily involves wetting the cylinder surface. However, it is an even greater concern following abrasive cleaning, such as tumbling or shot blasting, which remove passivation layers exposing pure, raw steel that is chemically "hungry" and highly reactive to the environment.

What makes flash rust form faster?

- **High relative humidity**: The higher the humidity, the faster flash rust forms and the more severe it becomes.
- **High air temperature**: Warm temperatures speed up oxidation. Hot, humid conditions are the worst case for flash rust management.
- **Soluble salt contamination**: Chlorides and sulphates left on the surface attract moisture and accelerate localised corrosion.
- **Steel temperature close to the dew point**: Steel should be kept at least 3°C above dew point as a safety margin to avoid condensation.
- **Time elapsed after wetting**: The longer a wet surface is left unattended, the more severe the flash rust becomes. Time from wetting must be specified and controlled.

Flash rust prevention is therefore a balance of several interacting variables:

- Base metal and surface condition
- Previous process residues
- Rinse water quality and conductivity
- Final rinse temperature
- Drainage and transfer dwell time
- Drying method and airflow access

Changing only one variable often moves the problem rather than removing it.

Flash rust prevention comes down to an effective end to end process.

- When washing is required (e.g. oxygen cleaning) many aqueous detergents include corrosion inhibitors that leave a temporary protective film on the metal surface. Monitor and maintain a proper concentration to ensure these inhibitors function as intended. However, if they are not safe for respiratory equipment they must be removed using an effective rinse process.
- Actively manage rinse water quality. Conductivity, hardness, and chloride content add to corrosion risk. Using softened or deionized water lowers the electrolyte strength of any remaining moisture film. Cleaner rinse water decreases the likelihood of rapid oxidation.
- Drying is another critical component. Heated air systems and/or high-velocity blow-off reduce residual moisture and shorten ‘wet’ exposure time. Minimizing the interval between rinse and dry stages is essential, the objective is to move the cylinder quickly from a wet, reactive state to a dry, stable condition. The use of dry air from the compressor bank is a highly effective improvement to any drying process.
- Finally, if the cylinder is not going to be re-valved immediately then it should be fitted with a cap to keep ambient humidity out.

Do you have anything to add to the discussion? We’d love to hear your thoughts and experiences regarding prevention of flash rusting. Let us know via torque@idest.co.uk.

Cylinder and other incidents

This edition we seem to have a number of worrying incidents at home and abroad to share. Lessons to be learned for us all.

Industrial unit oxygen release

The Health and Safety Executive and Bedfordshire Police have launched a probe into a gas incident at Future Automation in Bedford on 23rd July 2026.



The incident, which happened at an industrial unit on Brunel Road just after 3pm, involved a "high pressure release of oxygen" from a set containing 12 cylinders. Nearby residents described hearing a loud bang, and Bedfordshire Fire and Rescue Service put a large cordon in place until the cylinders were fully vented.



A man in his 30s was pronounced dead at the scene, while a second man was taken to hospital as a "precaution". Several other people were also assessed by paramedics. Police later announced the man's death was not because of an explosion as originally thought.

[Reproduced in good faith for education and safety from the following sources]
Industrial unit death involved oxygen cylinders
Police confirm man's death in Bedford was not due to explosion

Cylinder oxygen fire

From South Africa, a total loss of a cylinder related to an oxygen fire.





No further details regarding the cause are available, but the event must have been a terrifying experience for anyone nearby.

Air rife explodes

We received a report of an air gun that exploded while in use. It is alleged that the owner filled the air reservoir of a PCP (Pre-Charged Pneumatic) air rifle with oxygen. Later when fired the rapid release of oxygen ignited the oils causing significant damage to the weapon. We do not know if there were any injuries.





Clearly oxygen in a PCP weapon is a highly dangerous situation and unlikely to have been a planned activity. Oxygen should be kept well away from flammable materials and Air Gunners who obtain fills from divers who are users of pure oxygen and/or nitrox mixtures should be extremely careful to avoid this hazard.

Diver Injured, Procida, Italy

A 60-year-old diver was injured after a scuba cylinder reportedly ruptured aboard a rigid inflatable boat off the Italian island of Procida on 6 September 2026.



Initial reports say that while the boat was off Punta Pizzaco a diving cylinder suddenly failed with a loud blast, the force of the incident reportedly throwing the diver into the sea.

The diver, from the province of Naples, was recovered from the water, brought by boat to shore and taken to the hospital on Procida by emergency medical personnel. After examination doctors arranged an urgent helicopter transfer to Naples for further treatment.

It is reported that the diver, who remained conscious following the incident, suffered facial injuries and significant abdominal trauma but their life was not believed to be in danger.

Coast Guard investigators are examining the equipment involved to determine the exact cause of the cylinder failure, and no technical explanation has yet been confirmed.

[Reproduced in good faith for education and safety from the following sources]
Diver Injured After Scuba Cylinder Reportedly Explodes on Boat Off Procida
Italian diver injured as cylinder explodes

Oxygen trans filling fire

Two cylinders were damaged during an oxygen transfer filling operation in South Africa in May 2026. The cylinders were DOT approved with a WP of approximately 150bar being trans filled from 200bar donor cylinders.





It appears likely the burst disc ruptured and the rapid release of oxygen led to ignition.

Ambulance fire, India

A 35-year-old patient died, and two persons were injured after an oxygen cylinder allegedly exploded inside a private ambulance outside a hospital in Odisha, India on 8th October 2026.





The explosion was so powerful that the roof of the ambulance was blown off. The deceased was being transported to hospital when the incident occurred.

According to police, the explosion took place when the ambulance driver was opening an oxygen cylinder valve to administer oxygen to the patient. A sudden gas leak reportedly triggered a fire, which quickly engulfed the ambulance before the cylinder exploded.

The patient's family members and local residents managed to pull the patient out of the burning vehicle. However, he had sustained severe burn injuries and died within minutes. Two other persons also suffered burn injuries while attempting to rescue the patient.

Fire services personnel later brought the blaze under control.

[Reproduced in good faith for education and safety from the following sources]
Oxygen cylinder explodes inside ambulance in Mayurbhanj; patient killed, two injured

Garage fire, Wolcott, CT

A garage fire on Ferro Road caused two scuba tanks to explode and significant damage to a home on Friday 18th Sept.



Wolcott Volunteer Fire Department Chief Kyle Dunn said crews were called to the home for a report of a house fire at about 5 p.m. The first arriving deputy chief reporting heavy flames in the garage with two bedrooms above it at risk. Two residents and their dog had safely escaped the building.

The fire was knocked down fairly quickly but two scuba tanks in the garage exploded during the incident. While there were no injuries from the fire, the garage and the bedrooms above it were seriously damaged and the rest of the home had significant water and smoke damage.

The fire marshal's office is investigating the cause of the blaze.

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TIP: In our last edition we said it can be good practice to inform your local Fire Station that you handle and store compressed gasses so they can prioritise any attendance. Leigh Bishop suggests contacting your local control centre / HQ as "Fire, calls go to control, where your address comes up on screen with any specialist precautionary information".

[Reproduced in good faith for education and safety from the following sources]
Scuba tanks explode during Wolcott garage fire, heavily damaging home, chief says

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 Torque

IDEST Test Centre Update

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

New centres
PP02 Diveworks (E6)
Altitude Safety (D9)

Leaving centres
LANDEX (2N) removed, due to retirement and closure
Amphibian Scuba (3X) removed, closed down
Bristol Channel Diving Services (5B) removed, closed down

Reinstated Centres
Dive UK (C8)

Temporarily suspended centres
Diveline (medical) (2G), change of ownership in progress
Aquanaut (7W), temporarily inactive due to relocation

Fully suspended centres
Lambay Divers (5D)
Mevagh Dive Centre (4Y)
Scuba Dive West (6H)

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!

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