

IDEST BULLETIN – March 2014

The Bulletin for Test Houses and Cylinder Test Technician Approved by the
Inspectorate for Diving Equipment Servicing & Testing

First, my apologies for not producing a newsletter for a good eighteen months. Last year was my “Annus Horribilis”. I had two years looking after my wife, who had chronic kidney failure, going visiting every day, from Darlington to James Cook hospital in Middlesbrough. Unfortunately she did not recover and died last February, hence the bad time last year.

I am now back fully in the saddle and raring to go.

There are a few things to bring to everyone’s attention.

Firstly for any initial inspection or triennial re-inspection a full complement of your calibration certificates must be submitted before an actual inspection can be arranged. We have had a lot of inspections where the reports could not be completed because there was at least one calibration certificate that was out of

One test station found a HOT cylinder that had been stamped on the shoulder instead of the brass ring. If the brass ring is full a new one should be fitted. A parallel valve has been forced into the tapered thread of the cylinder. Anything such as this means that a cylinder should immediately be taken out of service and scrapped.

date. Please ensure that the name of your organisations is on the calibration certificate or it cannot be accepted.

On the subject of calibration of thread gauges and pressure gauges PLEASE take note of which calibration laboratory you send your equipment. They must be UKAS accredited with a UKAS symbol and number. It is less expensive to send your gauges directly to a calibration laboratory or perhaps two or three different ones. This is because some laboratories only check calibration on certain types of thread gauge. Some do all types, thread gauges and pressure gauges some only do pressure gauges. Do not forget if you send it through a third party, they will add their “cut” to the overall cost and their name will probably be on the certificate that you receive.

A little bit of fore thought could save pounds in this tight economic climate.

DOT cylinders are NOT LEGAL in this country and must NOT be filled or tested. There are some organisations that do have DfT permission to test this type of cylinder **BUT** these are cylinders from an aircraft or a sea going vessel and they are returned to the aircraft or vessel. A list of permissible cylinder types is on the HSE website.

We have had problems with people buying second hand cylinders via EBAY. These cylinders are usually found to be suspect. One was found where the threads galled and it was impossible to get the valve back into the cylinder once it had been removed from the cylinder. Someone had attempted to "clean" gauge became solidly fixed in the neck of the Cylinder. It could not be removed and Cylinder and valve were scrapped along with the thread gauge.

We had problems with the G5/8 outlet threads on some cylinder valves. The manufactures said that they were all produced to the relevant standard. After pointing out that they are made to a specification, the manufactures design department's specification. Two manufacturers have tightened their specifications and it would appear that the problem is not as prevalent as it was. Please let me know if you still get them failing.

When stamping the cylinders please ensure that the stamping is legible. Not "just to say" legible but absolutely clear and as stipulated in the standard.

If you use "Agents", that is to say a Dive shop that brings cylinders in for you to test please ensure that they use one of your booking in forms with the DISCLAIMER section. No one is allowed to test cylinders or carry out any work on them other than yourself or one of your staff that has been certified by IDEST

Test certificates should be produced. They should be simple and not show any costs. It is a test certificate not a receipt. A

receipt for work done is not a test certificate, it just shows that work was done it does not show if the cylinder passed or failed the inspection.

We are here to help you. Ask questions by all means, we will try to help you but please be patient we only have one full time member of staff and that is Pat working from her office. Your questions may be difficult for us to answer or in fact may be impossible because they may depend on a reply from a government agency and we all know how they reply.

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