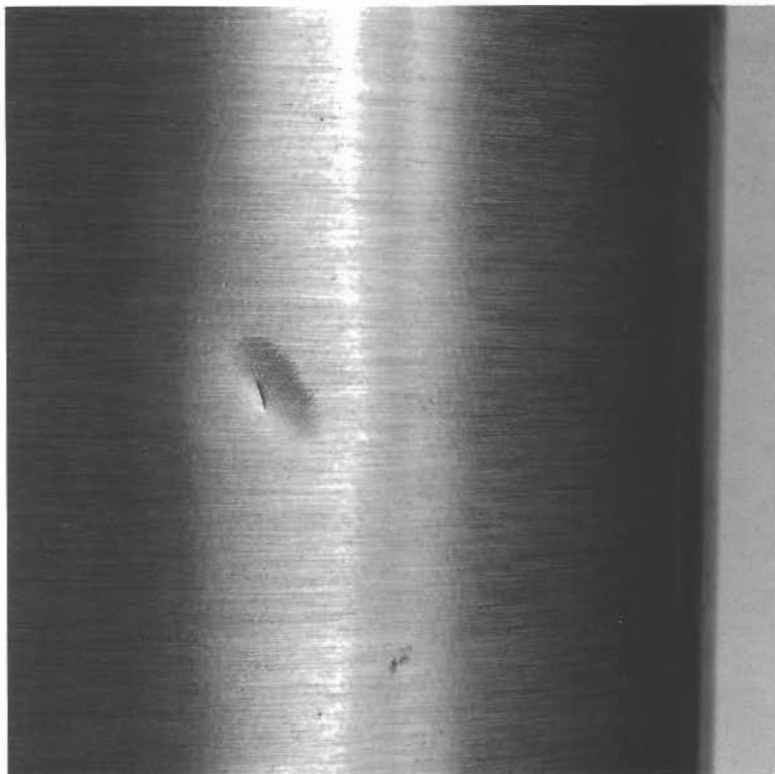


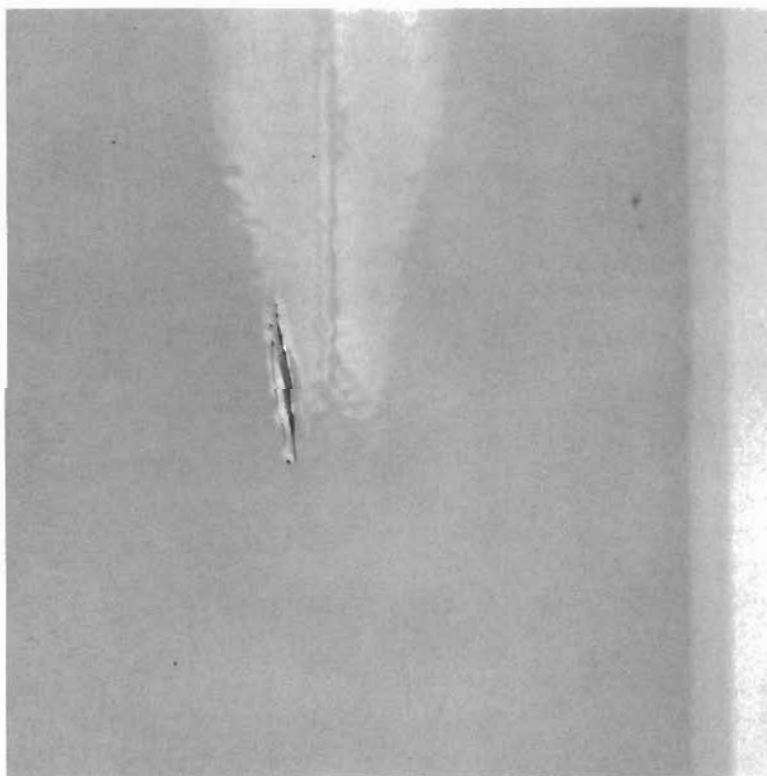


# PHOTOS



**PHOTO 1.** Dented cylinder.  
This cylinder has a 'brushed finish' with a clear coating.

**PHOTO 2.** Gouged cylinder.



INTRODUCTION

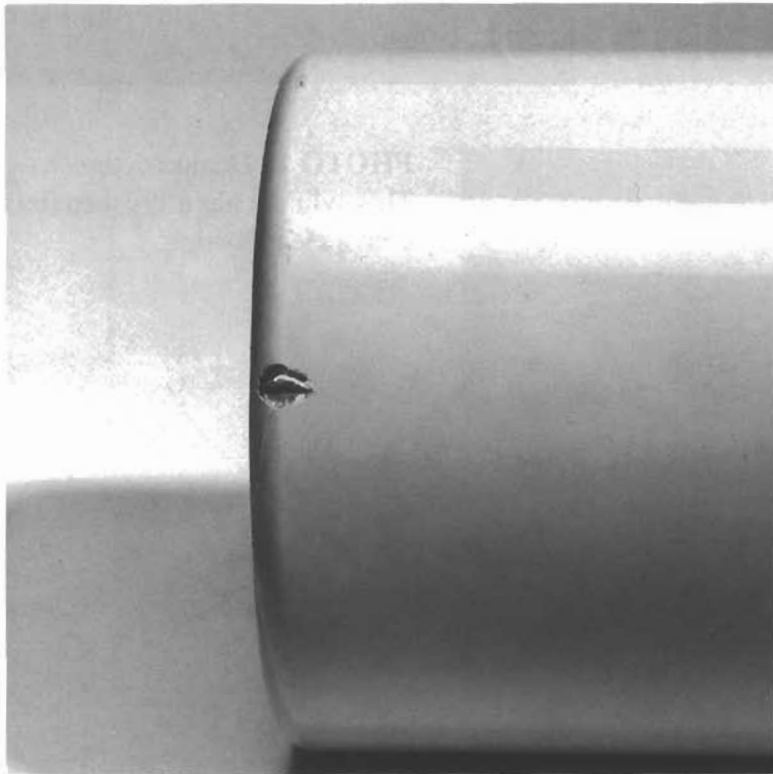
INSPECTION

NOTES

APPENDICES

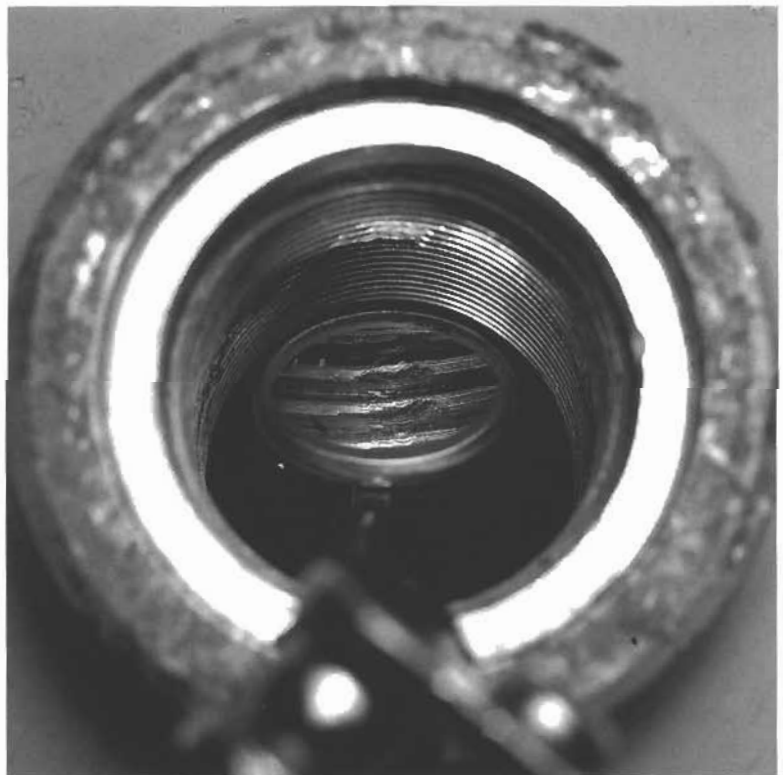
FIGURES

PHOTOS



**PHOTO 3.** Cylinder shows signs of having been in an accident or dropped. May have been struck or fallen. The inspector, seeing an obvious deviation on an otherwise uniform cylinder should ask the owner if he/she is aware of any cause for such a mark.

**PHOTO 4.** Damaged threads. Notice that, looking down on the threads, this damage is not readily apparent without the use of a dental mirror.

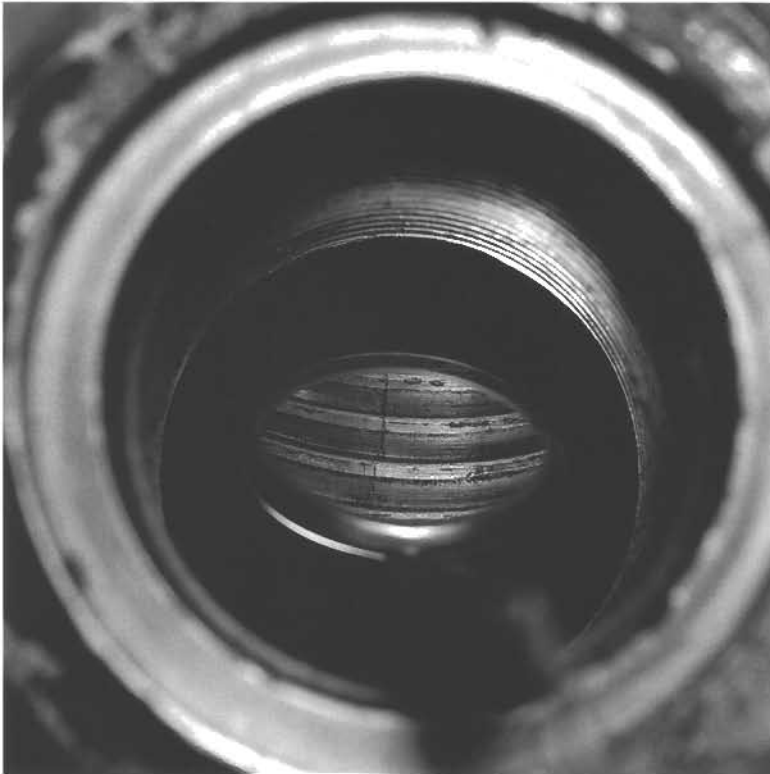




**PHOTO 5.** Damaged threads. This damage is easily seen with the naked eye, but the thread area is dirty and first needs cleaning (see NOTE 9), before proceeding with the visual inspection of the thread area.

**PHOTO 6.** Cracked thread. This is a very subtle, hairline crack through most of the threads. Hard to see with the naked eye. It is usual for the crack to be jagged, rather than straight.





**PHOTO 7.** A crack in the threads found by the use of dental mirror.

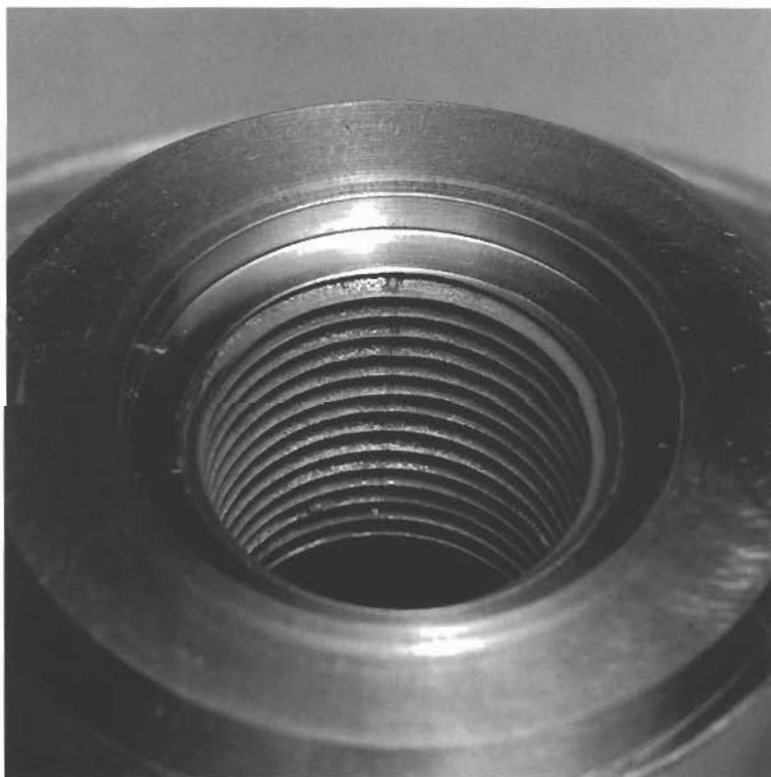
**PHOTO 8.** A crack in dirty threads. Threads need to be cleaned before the visual inspection begins. (See NOTE 9.)





**PHOTO 9.** A crack easily seen with the naked eye, near the top or O-ring gland. A quick cleaning should be done, enough to verify that it is a crack.

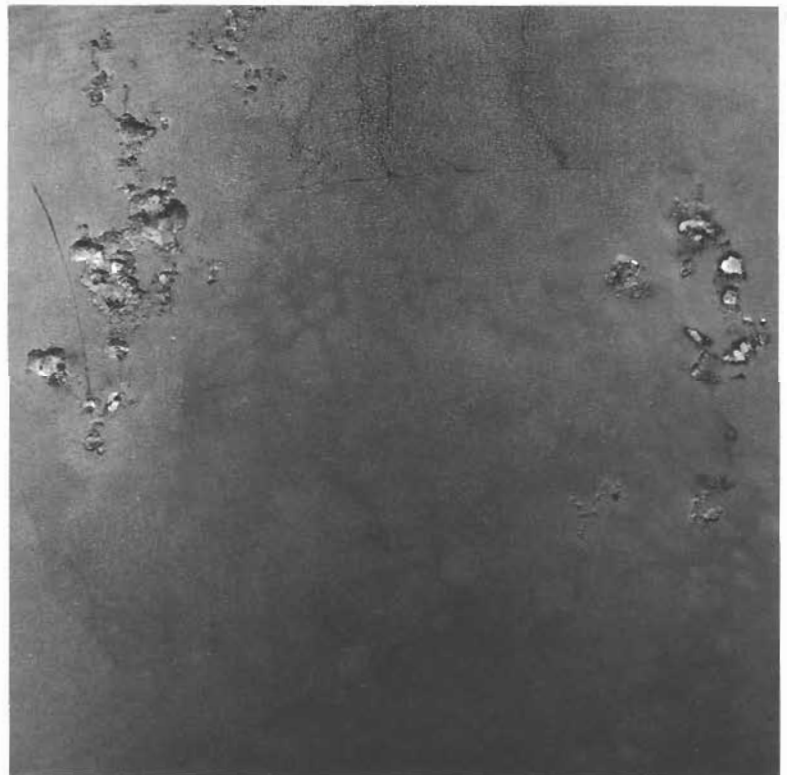
**PHOTO 10.** Example of a tool stop mark. Tool stop marks may appear to be like a crack, but the inspector will note that the tool stop is straight, through most of the threads, and is more like a wide smudge and contains no depth or opening. Careful inspection is important. Cracked cylinders are to be condemned; *cylinders with tool stop marks* that pass all other inspection criteria should be returned to service.

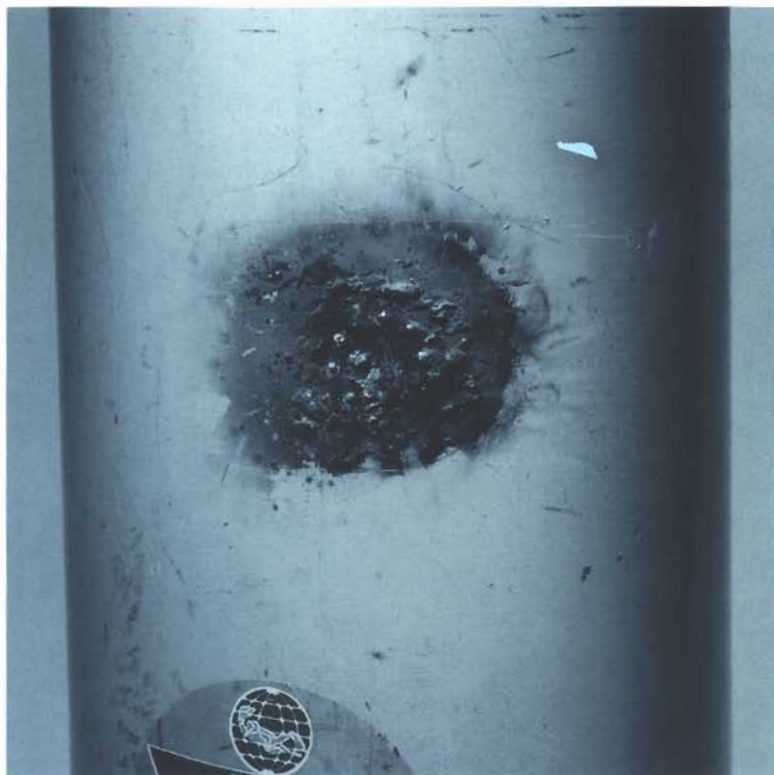




**PHOTO 11.** Pit corrosion in the cylinder sidewall, distant view.

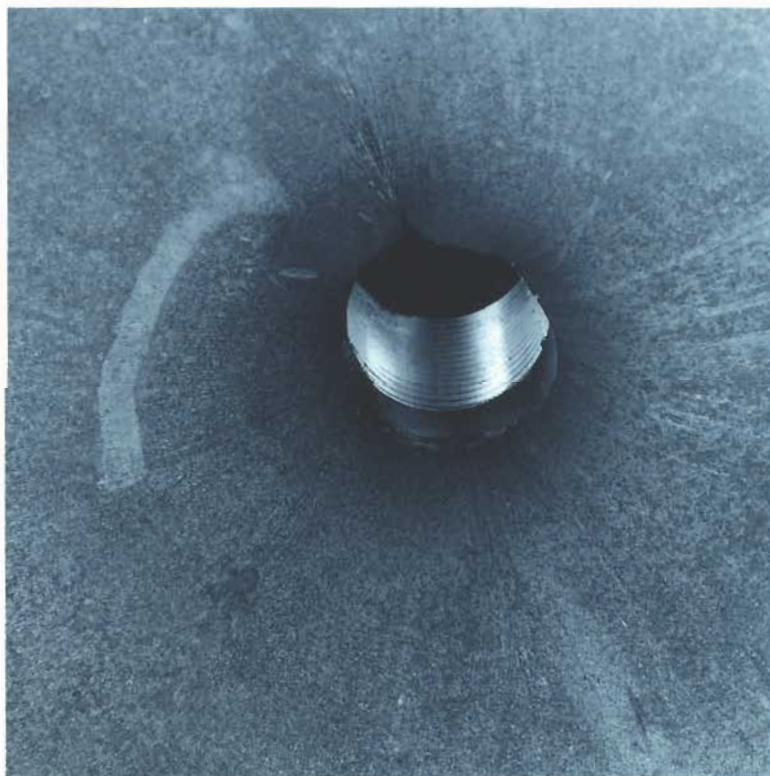
**PHOTO 12.** Close-up of pit corrosion from PHOTO 11.

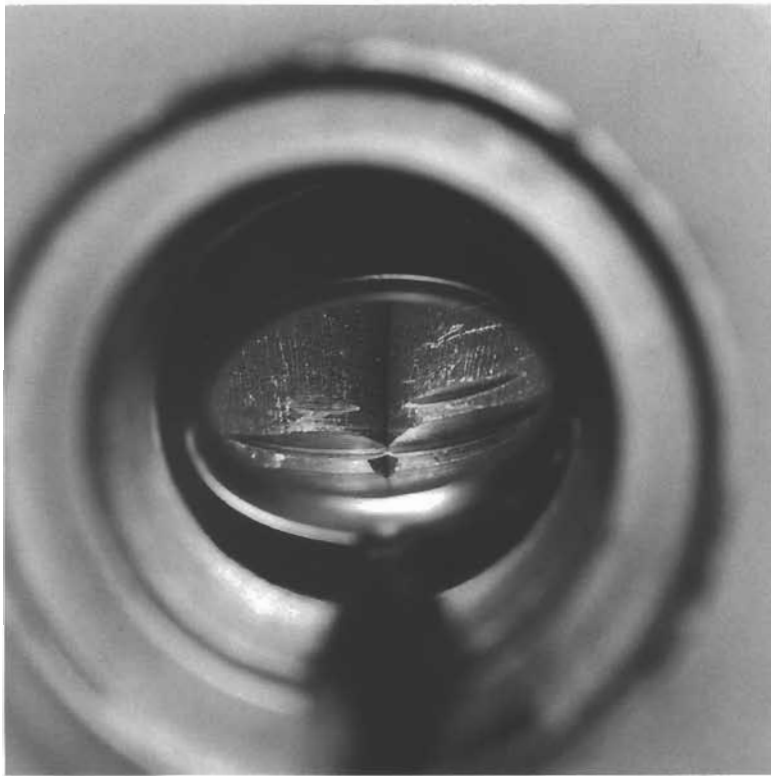




**PHOTO 13.** Appearance of fire or welding damage done to a scuba cylinder. Note the cylinder was approved on its last inspection (sticker) but since then, has been damaged by fire.

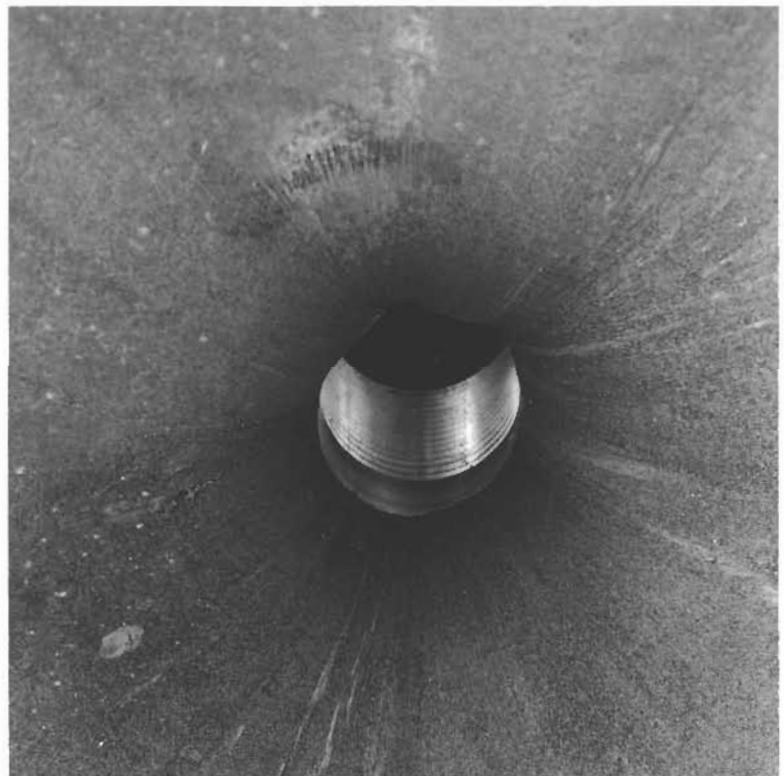
**PHOTO 14.** Inside view (looking from the inside towards the crown) of a fold near the threads.



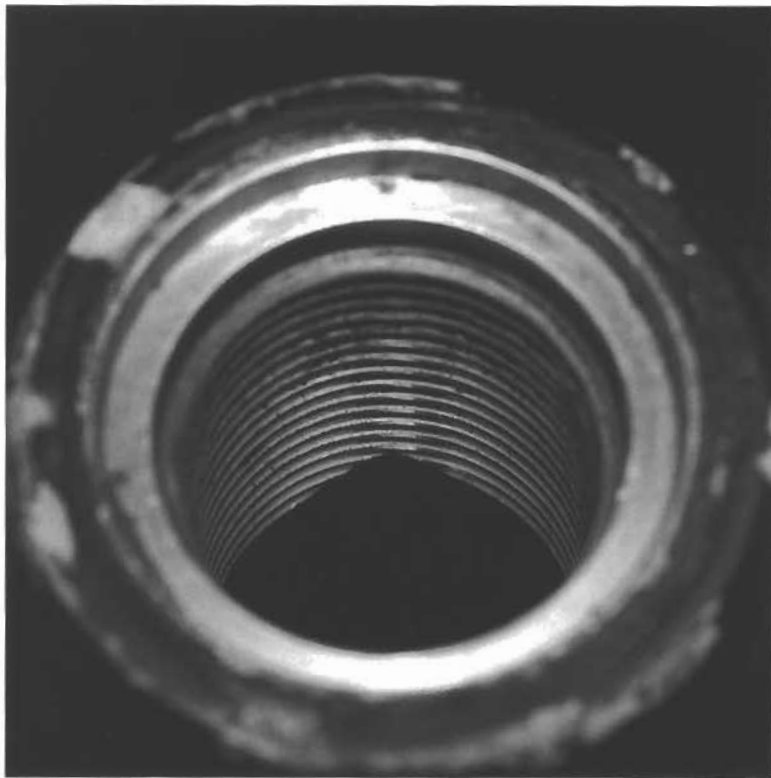


**PHOTO 15.** Fold near the thread region. Mirror view shows clearly that the fold does not enter into the full-thread area. This type of fold is acceptable if the depth of the fold is estimated to be less than 0.060 inch (1.53 mm).

**PHOTO 16.** Inside view (looking from the inside towards the crown) of a valley.



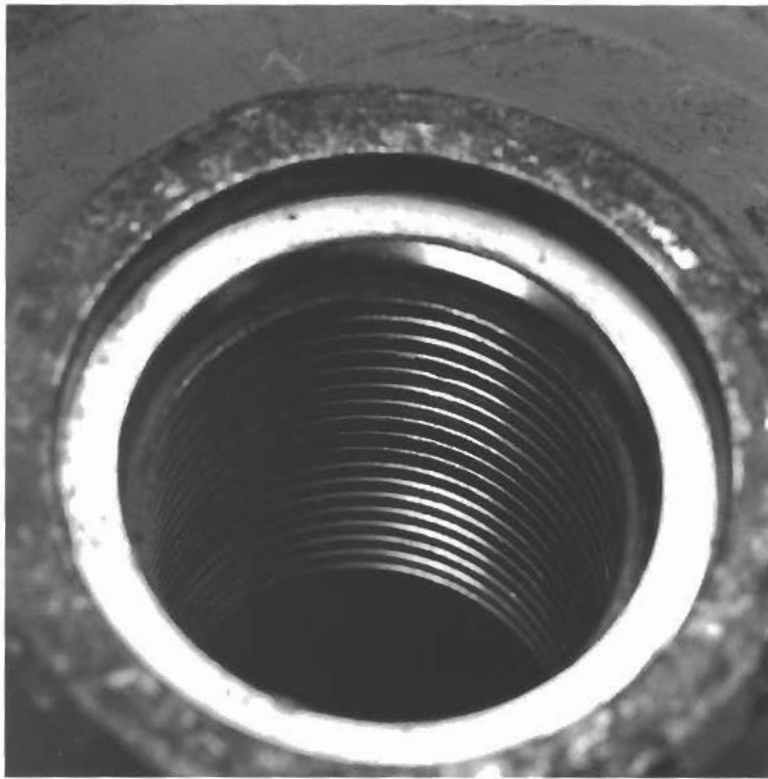




**PHOTO 17.** The appearance of a valley, looking into the cylinder at an angle.

**PHOTO 18.** Cylinder with bow or "banana." The bow shows easily with a straight edge placed along the length of the cylinder (see FIGURE 11 of a bow 'from the other side').





**PHOTO 19.** Dirty and worn threads. The threads at the bottom are worn and not as 'sharp' as the threads near the top. The threads need to be cleaned before counting the good threads (starting from the top).

**PHOTO 20.** Crack in the crown, easily found with a dental mirror.

