Commissariat aux affaires maritimes

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STATUTORY REQUIREMENTS
INSPECTION REPORT
SHIPS and COMMERCIAL CRUISE SHIPS
ABOVE 500 GT CARRYING UP TO 12 PAX

1	**Definitions**
Deficiency	A deficiency is an infringement of international or local codes, rules and regulations.
Observation:	An observation does not necessarily indicate a direct infringement or violation of a specific requirement. However, it may require some form of investigation, monitoring, or action by the vessel's crew or the flag state administration. Observations are typically less severe than deficiencies, but are still important for the ongoing maintenance, safety, and compliance of the vessel. They allow the Inspector to document situations or conditions that may warrant further attention, even if they do not currently rise to the level of a regulatory breach.

2	**Certificates, Documents ALL SHIPS**
2.1	Luxembourg Maritime Legislation (Hard copy , soft copy or link). Check if the Master and Officers can
2.2	SOLAS
2.3	MARPOL
2.4	CODE OF SIGNALS
2.5	IAMSAR VOL III
2.6	MLC Certificate (> 200 GT)
2.7	DMLC Part I, approved
2.8	DMLC Part II, approved
2.9	Document of compliance (copy)
2.10	Safety Management Certificate (ISM)
2.11	International Ship Security Certificate (ISPS)
2.12	Cargo Ship Safety Construction Certificate
2.13	Cargo Ship Safety Construction Certificate Exemption
2.14	Cargo Ship Safety Equipment Certificate + Form E
2.15	Cargo Ship Safety Equipment Certificate Exemption
2.16	Record of approved Cargo Ship Safety Equipment
2.17	GMDSS Logbook available
2.18	Radio Station License
2.19	Cargo Ship Safety Radio Certificate + form R
2.20	Cargo Ship Safety Radio Certificate Exemption
2.21	Record of Approved GMDSS Radio Installation/ Report on survey of GMDSS Radio Installations
2.22	International Oil Pollution Prevention Certificate (IOPP Certificate)
2.23	FORM A-Record of Construction and equipment for ships other than oil tankers (supplement to IOPPC)
2.24	FORM B- Record of Construction and equipment for oil tankers (supplement to IOPPC)
2.25	International Energy Efficiency Certificate (EEDI/EEXI)
2.26	International Load Line Certificate
2.27	International Load Line Exemption Certificate
2.28	Initial record of Load Line assignment/ Record of Conditions Assignement
2.29	International Tonnage Certificate
2.30	International Anti-fouling System Certificate
2.31	International Air Pollution Prevention Certificate
2.32	Engine International Air Pollution Prevention Certificate
2.33	Technical File and Record Book of Engine Parameters if applicable
2.34	International Sewage Pollution Prevention Certificate
2.35	MRV, ETS, FuelEU Documents of Compliance, Monitoring Plans and emission report, as applicable.
2.36	Result of class-approved calculation of moderate rate of discharge in accordance with MEPC.157(55) (Sewage rate of discharge)- for ships without an approved sewage treatment plant/with an inoperative
2.37	Ballast Water Management - Statement of compliance
2.38	Ballast Water Management Plan
2.39	Ballast Water Record Book. Was ballasting done in accordance with local and international regulation, considering the vessel`s BWM arrangements?
2.40	Garbage Management Plan

2.41	Garbage Record Book(>100 GT)
2.42	Ship Sanitation Control Certificate
2.43	Medical locker certificate (in reference to Luxembourg Law or as per Council Directive 92/29/EE)
2.44	Civil Liability Certificate under 2001 Bunkers Convention (CLCBC)
2.45	1992 Civil Liability Convention for Oil Tankers Certificat (CLCs)
2.46	Wreck Removal Liability Certificate (Nairobi Convention)
2.47	Passenger Liability Certificate (PLR)
2.48	General P&I Certficate
2.49	MLC social security insurance
2.50	Document of Compliance with Special Requirements for Ships Carrying Dangerous Goods
2.51	If applicable, list of equipment containing Ozone Depleting Substances or Ozone Depleting Substances Record Book. (if ship is equipped with rechargeable system that contain ozone-depleting substances)
2.52	Are previous Port State and Flag State Reports on board? (last 3)
2.53	Passenger Ship Safety Certificate
2.54	Passenger Ship Safety Exemption Certificate
2.55	Passenger Ship Safety Record
2.56	Damage Control Plan + Booklet
2.57	IHM certificate under Regulation (EU) No 1257/2013 on ship recycling / COMBINED INTERNATIONAL (Hong Kong ICIHM + EU IHM Certificate)
2.58	International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk
2.59	Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk
2.60	International Certificate of Fitness for the Carriage of Liquefied Gases in Bulk
2.61	If the vessel is carrying dangerous goods: Manifest/Loading Plan
2.62	International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk (NLS Certificate)
2.63	Document of Authorization for the Carriage of Grain
2.64	International Certificate of Fitness for the Carriage of INF Cargo
2.65	Special Purpouse Ship Certificate
2.66	Diving System Safety Certificate
2.67	Certificate of Fitness for Offshore Support Vessel
2.68	Mobile Offshore Drilling Unit Safety Certificate
2.69	Are Certificates available for pilot ladders?
2.70	Are the annual & 5 -year test certificates of lifeboat, rescue boat and liferaft available?
2.71	Is the annual and 5 year certificate for launching appliances available ?
2.72	Ship-specific plans and procedures for recovery of persons from the water.
2.73	Ship-specific life-saving training manual available?
2.74	Is the approved cargo gear booklet available?
2.75	Industrial Personnel Safety Certificate (>500 GT carrying more than 12 industrial personnel) - see CAM circular 01/2024
2.76	Are certificates and required testing/maintenance records available for all lifting appliances and anchor-handling winches (if fitted), and are these in line with SOLAS II-1/3-13 (refer to CAM circular
3	**Other manuals and plans**
3.1	Approved SOPEP Manual
3.2	Approved and updated Shipboard Oil Pollution Emergency Plan (SOPEP)
3.3	Ship Energy Efficiency Management Plan (SEEMP).
3.4	Approved Intact Damage Stability Booklet
3.5	Approved Cargo Securing Manual
3.6	Oil Record Book, Part 1 (and 2 for tankers)
	PAX
3.7	Decision Support System
3.8	Plan for Search and Rescue (SAR) Co-operation
3.9	List of Operational Limitations
	CHEMICAL / GAS / TANKER
3.10	Dedicated Clean Ballast Tank Operation Manual
3.11	Crude Oil Washing Operation and Equipment Manual (COW Manual)
3.12	Record of Oil Discharge Monitoring and Control System for the last Ballast Voyage
3.13	Oil Discharge Monitoring and Control System Operational Manual (ODMC)
3.14	Ship to Ship (STS) Operations Plans
3.15	Approved Procedure and Arrangement Manual (NLS tankers only)
3.16	Cargo Record Book NLS
3.17	Approved Shipboard Marine Pollution Emergency Plan for Noxious Liquid Substances
3.18	Emergency towing procedures
4	**Crew**
4.1	Are the requirements of the minimum safe manning certificate satisfied ?

4.2	Endorsements for masters, officers ok?
4.3	Are all certificates (training, qualification etc.) valid/not expired? (check for officers and a random seaman)
4.4	Does every crewmember carry a valid Luxembourg seaman's book or temporary document (CRA) ?
4.5	Does the ship's logbook mention the name, rank on board, port and date of signing and date of signing off of each crew member?
4.6	What is the common language on board? Is it mentioned in the Logbook?
4.7	Are the Master, officers & crew able to communicate effectively together and with passengers in a common language ?
4.8	Is there a record of the working/resting hours, signed by Master and seafarer? Are the working/resting hours in accordance of the DMLC 1 and are the working hours correlating with drills, tasks, maintenance…
4.9	Are all written plans, signs and documents on board the Ship posted in the common language used on board or in English and in accordance with the IMO guidance (SOLAS Ch. V reg. 14)?
4.10	Is the crew aware of the MLC complaint procedures?
	MLC/Interview Crew
	Check minimum two persons of the Crew List regarding their documents and by interview. (Deck and Engine Department)….
4.11	...are wages paid regularly and on time ?
4.12	...are there complaints (food, medical care, annual leave), are there complaint procedures in place and are they known ?
4.13	...are seafarers instructed, trained, familiar and competent regarding occupational safety, health, emergency and accident prevention (including risk assessment)?
4.14	…are the Seamen Employment Agreements (SEAs) available?
4.15	Please glance over the two SEAs. Choose some of the listed points below and check roughly for abnormalities...:
4.16	...seamen's particulars (seafarer's full name, the date of birth, birthplace).
4.17	...shipowner name and adress.
4.18	...seafarer's entitlement to repatriation.
4.19	...signatures shipowner/seafarer also on behalf; (power of attorney).
4.20	...capacity and function of the seafarer.
4.21	...description of the seafarer's tasks (in SEA, amendements or Company procedures).
4.22	...the place where and the date when the SEA is entered into.
4.23	...appropriate or applicable collective agreements.
4.24	Does every seamen possess a valid medical certificate in english?
5	**MLC**
5.1	Are there any seafarers on-board under the minimum age?
5.2	Is the medical locker and equipment well stocked (valid) & with clear instructions (as per Counil Directive 92/29/EE)?
5.3	Are first aid kits and other medical equipment (eye wash, etc…) in position and complete as per Safety Equipment Plan.
5.4	Is the medical log book available and kept up to date?
5.5	Is the personal protective equipment properly stored, maintained and used?
5.6	Are there records available documenting living condition inspections carried out by or under the authority of the master at intervals not exceeding 7 days?
5.7	Are all accomodation and recreational facilites in a clean, safe and tidy condition, consistent with health and wellbeing?
5.8	Are on-board heating, cooling and ventilation systems in good order?
5.9	Is there adequate access to sanitary facilities?
5.10	Is the gangway and any other boarding arrangements in good working condition and safe for use?
5.11	Are store rooms and freezer compartments kept at a/an correct/adequate temperature? Check temperature Log.
5.12	Are alarms functioning in refrigerated spaces? (Applies to refrigerated chambers and air cooler rooms which shall be fitted with at least one conveniently located alarm call button.)
5.13	Are catering spaces clean and well-maintained? Are crew provisions/food supplies and stowage/galley in satisfactory condition?
5.14	Are MLC inspection, surveys, audits carried out and records kept onboard? Are there any outstanding deficiencies or non-conformities?
5.15	Is there a Recruitement and Placement Service (SRPS) Certificate available onboard for external recruitment agencies?
5.16	Is there a Fresh Water Management Plan (or equivalent) available on board? Is potable water analyzed according to local and international requirements (date of last analysis)?
5.17	Have all accidents involving personal injury necessitating absence from duty of three days or more and any deaths resulting from occupational accidents and casualties to ships been reported to the ISM Company and recorded as per the SMS (in accordance with the III Code - paragraph 40 and Circular CAM 03/2023)?
6	**Navigation Equipment**
6.1	Is there a company policy statement on-board addressing bridge management safe navigation instructions and procedures?

6.2	Are these policies followed by the crew?
6.3	Is Master's standing orders book available for use by the watch-keepers and signed by them ?
6.4	Is a voyage plan available for the current voyage?
6.5	Are IMO-adopted ship-routing schemes available on board and in-use?
6.6	Please spot-check the navigational equipment to confirm it is MED-compliant. Please list any non-compliant instruments.
6.7	Is the navigational equipment in good order?
6.8	Are the Ship's manoeuvring characteristics displayed on the bridge?
6.9	Are the navigation publication (tide tables, ALRS, LoL…) and chart corrections up to date (Paper or ECDIS)?
6.10	Are auto/manual and emergency steering changeover procedures displayed ?
6.11	Is the ship equipped with a VDR in accordance with SOLAS Ch. V and the performance tested annualy (note last test date)?
6.12	Does the ship's equipment satisfy the requirements of SOLAS Ch. V Reg. 29 to Reg. 35 (Table of international life-saving signals, communication with SAR units, details of information to include in danger and distress messages, obligations when receiving a distress message, misuse of distress signals, etc.)?
6.13	Is the ship equipped with a LRIT system and is it in good working order?
6.14	Is the BNWAS operational ?
7	**Radiocommunication Equipment**
7.1	For which sea radio areas (A1, A2, A3, A4) is the ship certified (refer to the Safe Manning Document)?
7.2	Are reserve sources of energy for navigation equipment and radio equipment in good order? Please test them.
7.3	Is the radio station in working order?
7.4	Is a valid radio licence displayed?
7.5	VHF with DSC
7.6	INMARSAT Ship Earth station with EGC receiver
7.7	Are ITU publications available?
7.8	NAVTEX receiver 518 kHz and related papers
7.9	Float-free satellite EPIRB HRU valid?
7.10	Is the EPIRB marked (MMSI, Call Sign, Ships name..)?
7.11	When was the last date on which the EPIRB was tested?
7.12	Are there Hand held GMDSS VHF transceivers ?
7.13	SART functional test satisfactory /batteries valid?
7.14	GMDSS log book records of tests available?
7.15	Antennas and connections in good condition?
8	**Emergency drills and logbook entries**
8.1	Are logbbook entries and drill plan records available for the below-listed items?
8.2	If possible, surveyors are required to witness an abandon ship drill and launching of lifeboats, including rudder movement, engine, populsion gear, steering, vibration, command, organization, and communication.
8.3	Date of last launching / simulated launching on the embarkation deck. (MSC 97/INF.3) Any Observations recorded?
8.4	Surveyors are required to witness remote starting of the emergency fire pump, pressurising of fire main and discharge from furthest deck monitor, if possible.
8.5	Inspectors should witness a fire drill and detail their observations.
8.6	Is the general alarm operational during abandon ship (the surveyor to witness, if possible) ?
8.7	Were pollution prevention response drills performed according to SOPEP requirements?
9	**Life saving / Safety equipment**
9.1	Is the muster station clearly marked ?
9.2	Are the embarkation stations clearly marked, embarkation ladders and browsing-in tackles in good condition ?
9.3	Are Muster Lists correctly displayed, in good order and up to date?
9.4	Has a complete entry regarding the most recent lifeboat equipment examination been recorded in the logbook?
9.5	Is all LSA equipment MED compliant?
9.6	Are SART's correctly located for rapid deployment in survival craft?
9.7	Are lifeboat, rescue boat & liferaft operating and launching instructions displayed under emergency lighting? Is the lighting operational?
9.8	Do lifeboat and rescue boat hulls and equipment appear in good condition?
9.9	Do lifeboat, rescue boat and liferaft launching mechanisms appear in good condition, free of wear, not painted and well greased?
9.10	Are lifeboats properly marked with people capacity & ship's name?
9.11	Are liferafts in good condition & service dates in order, inspection labels affixed on containers?
9.12	Do liferaft hydrostatic release devices appear correctly attached and in good condition?

9.13	Do lifebuoys, markings, reflective tape, lights, smoke signals, required locations, relevant batteries, lifebuoy quick release mechanisms & self activating smoke floats appear in good condition and are visible ?
9.14	Are lifejacket donning notices posted and visible ?
9.15	Are sufficient life jackets of retro-reflective material on board (including for children if carried) & fitted with whistle ?
9.16	Is the line throwing device onboard and do pyrotechnics appear in good condition, in date and is the storage location identified by self – illuminating labels?
9.17	Do LSA cover the number of persons onboard as per cargo ship certificate?
9.18	Does the number of immersion suits correspond to the total number of persons on board ? Condition? Stowage ? Proper size? Proper Controles and Maintenance?
10	**Fire Safety**
10.1	Is there a ship-specific Fire Safety Training Manual available on-board?
10.2	Are fire control plans updated and displayed where necessary ?
10.3	Do fire control and ventilation measures applicable to/in the Galley appear adequate?
10.4	Surveyors are requested to examine and test the fire detection and fire-alarm-system. What was observed during the examination/test?
10.5	Verification of the arrangement of portable and non-portable fire extinguishers and random checks of their condition (stowed positions, proprer maintenance and servicing, spare charges available etc..)
10.6	Is the fire door panel operational (if applicable) ?
10.7	Are remote stops for fans / fire dampers / quick closing valves operational ?
10.8	Is all Fire Fighting equipment MED equivalent and compliant to SOLAS/FSS?
10.9	Check / test that the fire fighters outfits including its self-contained compressed air breathing apparatus and emergency escape breathing devices are complete and in satisfactory condition and the provision of
10.10	Examination of the fixed fire -fighting system for the machinery spaces and confirmation that its operation mode is clearly indicated.
10.11	Are fire extinguishers in good condition and are service certificates available?
10.12	External examination of the CO2 containers; Examination of the controls, pipings, instructions and markings ; Search for proper maintenance and servicing (date :).
10.13	Are isolating valves in fire & foam lines clearly marked?
10.14	Is the International ship/shore connection clearly identified and complete/ready for use?
10.15	Do fire hydrants, hoses & nozzles appear correctly stowed & in good condition?
10.16	Are firemen suits & equipment available for immediate use?
10.17	Are paint lockers protected by fixed fire-fighting systems, fitted with explosion proof lights and provided with “No Smoking Signs”?
10.18	Are paint and thinners stored in a designated storage room (outside of the engine room) ?
11	**Weatherdeck**
11.1	Does the overall condition of the ship's hull, weather decks, compartments and superstructures indicate a well-maintained ship?
11.2	Are there any signs of unusual/excessive wear and tear on the deck equipment (anchors, winches, windlasses, mooring wires, ropes, chaines & capstans etc.)?
11.3	Are mooring wires & ropes in good condition & free of joining splices?
11.4	Do cranes & derricks appear in good condition?
11.5	Is the SWL permanently and clearly marked on all lifting appliances?
11.6	Do deck pipelines, electrical conduits & fittings appear in good condition, well maintained & free of temporary repairs?
11.7	Do watertight doors, port holes, ventilator closures, fire flaps & other closing devices, sounding pipes & air pipes appear in good condition & are they operable?
11.8	Are cargo hold and compartment access and closing arrangements functional, secured and sealed?
11.9	Does the deck lighting appear adequate and properly maintained?
11.10	Are hull markings correctly placed, legible & in accordance with the ship’s International Load Line Certificate?
11.11	Are ventilation/air pipes in good condition and properly marked?
11.12	Is the Pilot ladder in good order, and properly stowed/rigged?
11.13	Are hand rails & guard rails complete / well-maintained?
12	**Machinery**
12.1	Does the main and auxiliary machinery & equipment appear to be fully operational and well-maintained? Is
12.2	Is there an engine-room logbook in-use which is signed by the C/E?
12.3	Are Chief Engineer’s emergency procedures & standing orders displayed in the ER control room?
12.4	Are bunkering procedures available?
12.5	Do the Bunker Delivery Notes include the minimum information required by Appendix V of MARPOL Annex VI? Are the related fuel samples available onboard?
12.6	Is the type of bunkered fuel suitable for the navigation area, considering the vessels arrangements?
12.7	Are Fuel Oil Changeover Procedure / Instructions available on board (including safety margins and worst-case scenarios)?
12.8	Do fuel oil pipes and flexible hoses on engines and equipment appear in good condition and free of leaks?

12.9	Do lubricating oil handling systems appear free of leaks?
12.10	Are hot surfaces that could pose a fire hazard properly insulated?
12.11	Are the engine room, plating, machinery bilges, stores and workshops generally in good condition? (Housekeeping)
12.12	Do sea water systems appear free of leaks?
12.13	Are there any gland leakages or any missing coupling guards on the pumps?
12.14	Are exhaust manifolds properly insulated and free from leaks?
12.15	Is the emergency bilge suction valve clearly marked?
12.16	Is the Oily Water Separator (OWS) operational (sight oil record book)?
12.17	Are operating procedures posted in the vicinity of the OWS?
12.18	Is the OWS ship side overboard valve locked shut in port?
12.19	Are main switchboards, generators and other electrical equipment protected from potential water spray and adequately provided with insulated floor matting?
12.20	Are ER lighting levels adequate for safe access / operation?
12.21	Do the emergency batteries (for emergency lightning, navigation, radio equipment etc.) or emergency generator appear in good condition and tested periodically?
12.22	Is the emergency generator in a continual state of readiness, fuel tank fully charged and starting instructions clearly displayed?
12.23	Surveyors are required to witness the starting (auxiliary hydraulic or battery starter) and excitation of the emergency generator.
12.24	Does the gas welding/burning equipment – hoses & fittings – appear in good condition, correctly stored in ventilated compartments and with operating procedures displayed?
12.25	Is the oil discharge monitoring equipment (ODME) operational ?
12.26	Are acetylene and oxygen bottles stored outside of the accommodation, engine room and other machinery spaces?
12.27	Are the main and auxiliary steering control systems operational?
12.28	Surveyors are required to witness the operation of main & auxiliary steering systems and the change over and testing of the emergency steering gear.
12.29	Are emergency steering changeover procedures clearly displayed in the steering gear room?
12.30	Are communications between the steering gear room & bridge satisfactory?
12.31	Are the steering compass and the rudder angle indicator clearly visible at the emergency steering position?
12.32	Are suitable gratings and handrails fitted around the steering gear?
12.33	Is the steering gear room clean and free of oil and garbage?
12.34	Are escape routes clearly marked from all levels in the ER?
12.35	Are machinery space fire doors and emergency exit doors operational, clear of obstructions and well-maintained? EEBDs sighted in the engine room ?
12.36	Are watertight doors correctly marked & operational?
12.37	Is the machine's protective gear provided as required?
12.38	Are the quick closing valves in good working order and properly marked ? (please spotcheck, if possible)
12.39	Check if the ventilation system of the machinery spaces works correctly.
12.40	Is the bilge high level alarm and the forecastle / fore peak bilge alarm system demonstrated fully operational. (verification on the spot / test)
12.41	Is a planned maintenance system (PMS) in place and records available (please note down type)?
12.42	Are portable gas/O2 analysers operational and provided with suitable means for zero/span calibration and spare batteries?
12.43	Is the ballast water monitoring equipment in good order?
13	**ISM**
13.1	Is the safety management system documentation readily available / in the working language of the crew ?
13.2	Is the crew aware of the company's procedures ?
13.3	Does the crew know the DPA's contact number ?
13.4	Are procedures in place for emergency communication with shore management & the DPA ?
13.5	Has the shipboard internal safety audit been carried out / documented at intervals not exceeding 12 months?
13.6	What was the date of last internal audit? Please provide a copy of the latest internal ISM audit report
13.7	Were there any MNC, NC or Obs recorded?
13.8	Are the last Class ISM Audit reports and documentation kept on-board?
13.9	Are ISM NC reported to the Company and corrective action taken by same company cleared/open ?
13.10	Do the risk assessments address risks to ships, personnel and the environment arising from their shipboard operations ?
13.11	Frequency of on-board superintendents` visits as per SMS?
14	**ISPS**
14.1	Is the ship equipped with a SSAS (Ship Security Alert System)?
14.2	Please check the records of SSAS tests. Date?

14.3	Does the security designated crew member know that visitors require personal identification and reason to board the vessel ?
14.4	Are access points to the ship restricted and identified ?
14.5	Are the access points manned to prevent unauthorized access ?
14.6	Does the Security designated crew member appear to be briefed regarding: threats, suspicious persons, objects or activities and need for vigilance ?
14.7	Check the date of the last ISPS drill and ISPS company exercise. Have shortcomings been rectified?
14.8	Do visitors of the ship receive an escort ?
14.9	Please check the records of security threats, incidents, & security breaches.
14.10	Are there entries of the last 4 weeks? If yes, please specify.
14.11	Have the security incidents been properly reported to the CSO?
14.12	Are changes to Ship Security Levels reported ?
14.13	Who is the Company Security Officer? Do you have 24/7contact information for this person?
14.14	Who is the Ship Security Officer? Is the SSO duly qualified (STCW VI/5)?
14.15	Is the ship security level at least at the level imposed by port ?
14.16	Are doors to restricted areas secured and marked ?
14.17	Is the SSP onboard and secured ? Is the SSP letter of approval available?
14.18	Are the last Class and internal ISPS Audit reports and related documentation available onboard?
14.19	Is the ship's identification number permanently marked on the vessel (above 300 GT)?
14.20	Are all CSR originals onboard?
15	**Oil Chemical Gas Tankers**
15.1	Is the accommodation air conditioning system set on re-circulation mode during cargo operations?
15.2	Are external doors, portholes, windows, etc. kept closed?
15.3	Do external light fittings appear gas-tight & in good order?
15.4	Are pump-room ventilation & exhaust fans in good order?
15.5	Is pump-room lighting of a gas-tight type & in good order?
15.6	Is the pump-room free of pipeline or machinery oil leakage into bilges?
15.7	Are pump room / enclosed space entry procedures identified and followed?
15.8	Does the cargo venting system including internal gas lines, mast risers, high velocity vents and vent stacks appear in satisfactory condition?
15.9	Is the IGS, including instrumentation, alarms & trips, pressure and oxygen recorders fully operational?