

numbers all add up but the inspector has a gut feeling that something is not right. Maybe it's just that the facility's accountant seemed unusually nervous. Not the kind of thing reportable as fact but enough to suggest that the next inspector (you) should allow time for a more thorough review of the books than usual.

Finally, instruments must be requisitioned from stores for whatever type of inspection is called for. Some inspections are routine checks; for instance, an operating reactor where nothing has changed will require only verification of some seals. Others require physical inventory of complex chemical compounds of nuclear material. Special procedures for each facility have been designed by the IAEA to examine all the possible diversion paths. The instruments have to be checked out and calibrated, equipment for taking samples has to be obtained, procedures for reviewing surveillance devices have to be reviewed. And then there are the maintenance requirements for installed IAEA instrumentation.

On the road finally. First stop is usually the capital of the country being inspected. Perhaps a 24-hour layover in Bangkok or Hong Kong is required if the trip is long. Fascinating the first time, but the 21st time...? After a short night at a hotel, a meeting with the country's regulatory authority is first on the itinerary to review plans for the various inspections. Then it's on board a train for the ride to the first inspection site. This night is spent in a charming traditional country inn overlooking the sea. Very beautiful except that it is January with no heating.

The next morning is spent at a power reactor that has operated without pause since the last inspection. A routine check of seals and surveillance films takes two hours