

17 Tata Steel Sailing Club Margam - Risk Assessment

The club has agreed to a request from its insurers that all members signify they have read these risk assessments. It is important to understand why, and how risks are dealt with at the club. References in this document are made to the "Rules, Policies, and advice Folder" a copy of which is kept in the the clubhouse.

17.1 **Risk Scoring** The score for the **Likelihood** of an event is multiplied by its **Impact** score, to give a total. After the application of countermeasures, a residual risk score is estimated.

Likelihood of risk

score

1	Insignificant	Extremely unlikely to occur
2	Very Low	Possible within a 1 to 5 year period
3	Low	Possible once per annum
4	Medium	Possible once in a six month period
5	High	Possible within a month
6	Very High	Possible within a week

Impact of risk

1	Insignificant	Negligible Injury, or harm to environment etc.
2	Very Low	Minor Injury, or ill health.
3	Low	Injury or ill health needing 1st aid, or medical advice. Not of significant concern.
4	Medium	Injury or ill health - more than 3 days loss of work. Harm to the environment.
5	High	Severe Injury or ill health, possibly life threatening
6	Very High	Loss of more than one life

Total Score before countermeasures		Actions to be taken	
1-5	Low	Monitor activity Action within a year	The risk is under control and represents no immediate threat or impact
6-9		Action within six months	ditto
10-15	Medium	Action within 3 months	These risks have the potential to move to red; they need managing and close monitoring, but
16-24		Within one month	there is no immediate threat which would have a significant impact.
25-29	High	Action within a week	Requires active management.
30-36		Immediate action or cease activity	The risk poses an immediate threat and its impact would be significant.

The club has separate risk assessments (not included here) for a range of special sailing events, such as Open meetings, the club Regatta etc., which are published as part of the event documentation at the appropriate time.

17.2 Risk Assessment - Fire

Risk Description	Impact / comment	Score			Risk Controls - Countermeasures	Further Action / Responsibility Target date	Residual Score
		L	I	T			
<p>If a fire occurs :-</p> <p>Escape routes / evacuation Escape routes may be restricted</p>	<p>Risk of injury or death to occupants from delayed escape.</p> <p>The escape of occupants from inside the clubhouse or boatshed etc., may be delayed while doors are opened.</p>	3	6	18	<p>Senior person / Senior Instructor (SI) on duty to ensure all exits are unbolted, open, and unobstructed.. A hammer to break lounge windows is located on the north west wall adjacent to the windows. SI briefs instructors and trainees on fire drill; all persons to leave building when alarm first sounds. Senior officer / SI checks the building is empty / headcount when outside at the meeting point (Race Hut). External gas valve to be turned off. Maintenance officer and safety officer to check notices and signage annually.</p>	<p>In cases of injury Senior officer / SI organise 1st Aid treatment and / or invokes Major Incident procedure. Which is located on the noticeboard in lounge, and in the race hut. Accident book to be completed.</p> <p>Review by Commodore December 2012</p>	10
No equipment containing petrol allowed in the clubhouse or boatshed .	Fire could lead to fatalities / serious injury / loss of clubhouse.	3	5	15	Powerboat fuel containers, and mowers and strimmers must be put away in the separate petrol store, and mower shed respectively.	Senior officer / SI to check daily when locking up at close of play.	5
Automatic Fire Alarms may not function leading to delayed evacuation.	A fire, especially in roof void, might escalate out of control. Risk of injury or death to occupants.	3	5	15	Fire / smoke alarms - 1 in lounge, 1 in hall, 2 in roof have 5 year rechargeable lithium batteries and are 2 years old at Jan 2012; to be tested periodically by maintenance officer, and battery change dates noted.	Review date March 2012 – alarms tested and O.K. Next review Dec 2012	5
Fire Fighting Equipment may not function.	Certain types of fire may escalate out of control	3	5	15	Extinguishers checked January 2012. Appropriate extinguishers sited in key areas - boatshed, petrol store, galley, and entrance hall.. Maintenance officer runs audit on equipment annually. Committee members and the training team briefed on the use of extinguishers annually. External hose pipes now available for fire fighting pending arrival of Fire Brigade.	2 new extinguishers bought in 2011. Next review Jan 2013	10

17.3 Risk Assessment - Club Premises – Other Hazards

Risk Description	Impact	Raw Score			Risk Controls - Countermeasures	Further Action / Responsibility Target date	Residual Score
		L	I	T			
<p>Food and drink contamination from lack of cleaning / hygiene; contamination from persons who have not washed their hands; inadequate temperature control, and out of date stock</p>	<p>Danger of poisoning from toxins / organisms., including blue-green algae.</p> <p>The club possesses a score of 5 out of 5 following an inspection by Neath Port Talbot council in January 2012.</p>	5	5	25	<p>See also the club's Food Management Safety document, located within the Rules folder.</p> <p>Game Angling section lay barley straw in water when algal blooms occur.</p> <p>Food and hygiene safety log completed weekly. Annual inspections by Neath Port Talbot Council.</p> <p>Galley cleaned after use, and weekly. Deep cleaned monthly. Hygiene notices in galley.</p> <p>SI to brief instructors and students on not swallowing lake water, and hand washing prior to eating and drinking.</p>	<p>Senior officers / SI and other instructors to be vigilant.</p> <p>Normally only tinned soup, packeted items such as crisps and biscuits, and teas and coffees served.</p> <p>For large events, named volunteers are enlisted to serve in the galley - food is cooked on the spot, and ordinary members excluded from galley.</p>	5
<p>Danger of burns / explosion Gas cooker used by members generally.</p>	<p>Danger of burns.</p> <p>Gas not switched off properly, leading to possible explosion and fire</p>	3	4	12	<p>Safety notice in galley.</p> <p>SI to brief instructors and students on who is authorised to enter the kitchen</p>	<p>Senior officers, SI and other instructors to be vigilant</p>	8
<p>Electrical equipment Operating equipment, especially with wet hands, may lead to shock</p>	<p>May lead to serious injury or death</p>	2	5	10	<p>The clubhouse has RCCB devices fitted to all electrical circuits. Even so, Principal / SI to brief instructors that students do not operate Projectors, DVD players, and other electrical equipment</p>	<p>Electrical safety certificate received annually.</p> <p>Committee Review December 2012</p> <p>Senior officers / SI and other instructors to be vigilant</p>	5
<p>Electricity Supply Problem with mains supply cable may lead to loss of power</p>	<p>Few safety issues, but potentially serious cost implications</p> <p>Some food in the Freezer may be lost if mains cable fails; alarm system will also fail.</p> <p>Galley is o.k. as hot water is available via gas cooker.</p>	2	3	6	<p>Club premises - new earth cables to ground fitted August 2011.</p> <p>PAT testing carried out annually</p> <p>The clubhouse is in compliance with current regulations and meets electrical safety standards, however, a fault has been identified on the incoming cable; this fault may eventually result in loss of supply.</p>	<p>Fault has been reported to Tata Steel Sports & Social Club, but the incoming supply cable is too expensive to fix.</p> <p>When it fails the club will install a generator and battery system.</p>	4

17.3 Risk Assessment - Club Premises – Other Hazards – continued

Risk Description	Impact	Score			Risk Controls - Countermeasures	Further Action / Responsibility Target date	Residual Score
		L	I	T			
Slipping and falling within the clubhouse	May lead to serious injury	4	5	20	Mats provided to dry footwear in entrance foyer. Floors are often wet when the club is in use. Warning signs are on display. Extra care needed when entering the galley, where the floor can also become greasy.	Committee to consider fitting non slip strips at entrance to galley floor. Maintenance officer to review December 2012.	10
Asbestos contamination. Storage shed roof, and clubhouse floor tile adhesive contain asbestos	Danger to all	3	5	15	Survey carried out by outside contractor July 2009. Executive committee of club has considered contractor's report. Contractor states the hazard is safe if undisturbed. Floor tiles in galley replaced Sept 2010, and tiles in hall and office replaced Summer 2012	Storage shed roof to be monitored for damage quarterly.	10

17.4 Risk Assessment - Waterside and Dinghy Compound

Risk Description	Impact	Raw Score			Risk Controls - Countermeasures	Further Action / Responsibility Target date	Residual Score
		L	I	T			
Access for emergency vehicles may be obstructed – outer reservoir gate locked, and vehicles and dinghy trolleys poorly parked	Possible delay in the treatment of the injured, or fighting a fire.	6	5	30	See Club Rules folder section 3.15 (c), and 18, on car parking and Emergency Procedures - includes breaking open the reservoir outer gate if locks have been tampered with (see notice in clubhouse), and vehicles and trolleys moved for access by ambulances / fire crews.	Vigilance by senior person / instructors in attendance	5
Slipways can be slippery and there may be a danger of falling, and injury.	Injury to members, guests and visitors.	5	3	15	See Rules folder section 20.5 H&S Essentials. Senior Instructor on duty includes a description of hazard in briefings to instructors and students. Suitable number of persons to haul craft up and down slipways.	Vigilance by officers / instructors Slipway scrubbed in July 2012 when highly coated. Review December 2012	9
Incorrect manual handling of large / heavy items	Risk of strains and injury	3	4	12	SI briefing on safe lifting technique - at least two persons to launch and retrieve two person dinghies, more if young persons are involved, and at least four or more for retrieval of rescue craft, dependant on size of craft.	Vigilance by officers / instructors	8
Tripping over dinghy tie down pegs, and slipping in the dinghy compound	Injuries can sometimes be serious	3	3	9	See Club Rules folder 8.2.6 – owners of protruding stakes to be warned by compound manager. SI briefing on the risks to include examples, and a ban on running in the area	Vigilance by officers / instructors Compound manager to report to committee December 2012	6
Falling into the water and swimming from the shore	Danger of drowning / contamination from algae when present	3	3	9	SI briefing on the risks – swimming not allowed from the shore or from craft on the water, unless resulting from a capsized. See notices on Algae when present	Vigilance by officers / instructors	6
Dinghy trolleys left in the water	Other sailors can crash into or trip over	3	3	9	See Club Rules section 20.5.6 Members to operate a buddy system when launching and returning to shore. Commodore / senior officer reprimands offenders	See also risk register on killer shrimp – section 17.7 of this document.	6

17.5 Risk Assessment – Powerboats / Rescue craft

TP = Training Principal SI = Senior Dinghy Instructor

Risk Description	Impact	Score			Risk Controls - Countermeasures	Further Action / Responsibility Target date	Residual Score
		L	I	T			
Under 18's driving power boats on their own. See the rules folder 14.5	Possible very severe injury; minors may not be competent and not fully aware of dangers to themselves and others	4	5	20	Under 18's may drive provided they are not in charge, and must be accompanied by a competent adult, with the permission of a committee member. Officers to be vigilant.	Commodore to review December 2012	9
Insufficient numbers of powerboats deployed / insufficient manning of rescue craft. See Rules folder 14.3 and for training 16.18.1/2 number of instructors / powerboats on the water and 16.18.2 which deals with rescue cover for dinghy training sessions	Rescues delayed and / or not carried out efficiently and effectively.	4	4	16	Rescue craft to be manned by two competent persons. Minimum is 1 rescue craft in the water and another on the slipway; more dependant on weather conditions, number, age, and experience of sailors. For training the minimum is at least 1 rescue craft for 12 training dinghies plus a manned backup craft moored at the pontoon. See also ratio of instructors in other powerboats to teach and supervise students / dinghies. Vigilance by shore-side team / officials / instructors. Lots to be drawn from those intending to sail to man extra powerboats / alternatively sailing is cancelled. All instructors / most senior officials hold RYA powerboat qualifications; the powerboat course covers these points.	Powerboat training for members is a continuing process. Training Principal (TP) to review December 2012. Senior officers monitor rescue cover adequacy, and advise shore-side team if concerns arise	8
Powerboats may break down, leaving those on the water vulnerable in event of an accident. See rules folder 20.5.7	Rescue delayed	4	4	16	Commodore / Training Principal ensure powerboats are serviced, maintained, and repaired as necessary. Commodore maintains service record. Powerboat crews / SI ensure pre launch checks are done, including, oil and fuel, and when on the water the engine starts and water pump functions; that the engine is locked down and warmed up prior to use. Shore-side team deploy backup powerboat in the event of a breakdown.	Commodore - Review December 2012	8
Radios are left ashore Rules folder 13.2 / 14.6 and 16.4	Lack of communication may lead to delay in rescue.	4	5	20	See Notices in clubhouse and race office. Shore-side team / SI remind powerboat crews / instructors on testing radios prior to launching. Shore-side team / SI duties include switching off and putting radios back on charge in the radio cupboard at close. Senior officials monitor radio use.	Committee members present on the day. Commodore / TP to review December 2012	10

17.5 Risk Assessment – Powerboats / Rescue craft - continued

Risk Description	Impact	Score			Risk Controls - Countermeasures	Further Action / Responsibility Target date	Residual Score
		L	I	T			
Kill cords not worn by drivers (engine ignition cut out)	If kill cords are not worn, all those on the water are vulnerable to runaway rescue craft if in the unlikely event that the driver falls out	4	5	20	See club Rules folder section 13.6. Also part of powerboat training. Two cords are fitted if a young person is being accompanied / trained.	Constant vigilance by senior officers / instructors. Committee review December 2012	10
Standing up, or not hanging on securely in powerboats	Occupants may fall out resulting in possible serious injury	4	5	20	Vigilance by powerboat helm, senior officers and instructors; transgressors reprimanded by senior official at the time. SI ensures this is part of briefing. PB2 training emphasises good communication between helm and crew when changing speed and direction etc.	Committee to review December 2012	10
Inadequate rescue equipment.	Injury treatment delayed, or lack of 1 st aid materials for injuries.	4	4	16	Powerboat crews check on each deployment of a powerboat that it carries a 1st Aid kit, spare kill cord, knives and wire cutters, plus lines for towing, and throwing. 1 st aid officer checks the content of powerboat and shore-side supplies and the contents of patrol boat 1 st aid kit – see Rules folder 13.1 Contents of powerboats are subject to inspection by the RYA as part of continued approval as an RYA Recognised Training Centre.	TP - Review December 2012	8
Inadequate rescue response	Rescue delayed, consequences could be serious.	4	5	20	The shore-side team briefs powerboat crews on the areas to patrol and monitoring procedures. The shore-side team, and senior officers present, monitor responses to capsizes, and advise powerboat crews by radio if concerns arise. SI briefs powerboat crews on the need for close attendance to the training fleet. Performing rescues is covered in the Rules folder Section 15	Committee Review December 2012	10

17.6 Risk Assessment – Sailing Activities – Racing, Casual Sailing, and Training

Risk Description	Impact	Score			Primary Countermeasures	Further Action / Responsibility Target date	Residual Score
		L	I	T			
N/A to training, but other sailors not completing the daily sailing register (Sign On Sheet) and not reading the accompanying Conditions of Sailing	Sailors may not be aware of their responsibilities for themselves, their dependants, and others	4	4	16	Members also declare their adherence to Club rules and procedures when they complete a membership application / renewal form. Officials to speak to transgressors. No race result will be recorded for offenders	Committee to review December 2012	9
Major incident involving serious injury or death. This could be the result of a breakdown in member adherence to club rules, procedures, and policies. Fortunately, no major incident has occurred for many years.	Possibility of maiming or death.	2	6	12	Adherence to rules, procedures, and policies is a continuous learning curve for new and existing members and visitors; Members have to sign a declaration that these risk assessments have been read. The Risk Assessments are also published on the club's website. If things do go badly wrong, the club has a Major Incident Procedure see noticeboard in lounge and Race Office; see also section 18 of the Rules folder.	Committee to review December 2012	9
Sailors struck on head by the boom, or similar injury which may result in a fall into the water whilst unconscious. See also section 17.4 for Waterside Activities.	Risk of head injury / drowning.	3	6	18	Prevention is part of basic sail training. see Rules folder section 20.3.2 re protective helmets All persons on the water including windsurfers are required to wear a properly secured buoyancy aid, kite marked at least 50 Newtons; monitoring by club officials; sailors ordered off water for non compliance. Patrol boat procedures for dealing with capsizes and persons in the water. See Rules folder section 15 and notices in the Race Office. Radios used by patrol boat personnel to communicate with Race Officer / shoreside instructor, including preparation for receiving injured party. Once ashore sailors with head injuries are required to be examined by a 1 st aider, and casualties displaying symptoms of concussion must be taken to hospital immediately, or an ambulance called.	Constant vigilance by Race officers / Instructors / powerboat crews / senior officials present, especially for inexperienced persons and minors. Race officer and assistant to monitor number of windsurfers on the water, and their return to the slipway – review December 2012.	9

17.6 Risk Assessment - **Sailing activities – Racing, Casual Sailing, and Training** - continued

Risk Description	Impact	Score			Risk Controls – Countermeasures	Further Action / Responsibility Target date	Residual
		L	I	T			
<p>Sailors / Windsurfers / Trainees in the water resulting from an unexpected capsize or falling from the craft.</p> <p>Capsizing is an inherent part of dinghy sailing, even for the most experienced sailor.</p>	Injury or drowning	6	5	30	<p>See Rules folder section 15 on rescue procedures</p> <p>For training, all instructors also hold the RYA powerboat level 2 qualification, and in date 1st aid certificate. Powerboat training includes man overboard recovery.</p> <p>SI / instructors supervise the fitting of a kitemarked buoyancy aid by each trainee.</p> <p>Safety briefing given to trainees at commencement of training on staying with the craft.</p> <p>Instructors ensure capsizing and righting are demonstrated and students then practice the capsize and recovery techniques under supervision. Capsize avoidance techniques are taught.</p> <p>Instructor powerboat / rescue boat in close attendance</p>	Constant vigilance by rescue crews, instructors, and senior officials present.	5
<p>Hypothermia - dysfunction if sailors immersed in cold water for too long, or when windchill is excessive. More likely in winter but members must be aware that it can happen even in summer months</p>	In extreme - possible loss of life.	3	5	15	<p>Subject is part of sail / powerboat / 1st aid training, including warm clothing advice. Members should monitor each other, and look for tell tale signs..</p> <p>Patrol boat numbers increased in winter months.</p> <p>Once ashore and during treatment, casualty must be monitored by 1st aider till they are able to stop shivering</p> <p>Hypothermia treatment - see Rules folder 19.2.3</p> <p>List of 1st aiders on clubhouse notice board.</p>	<p>Constant vigilance by Race Officers/ Instructors / powerboat crews / senior officials, especially in winter months.</p> <p>Club to investigate the benefits of applying warm water bottles to the body (not to the arms or legs) – review date December 2012.</p>	9
<p>Entrapment, entanglement arising from the capsize and inversion of craft.</p> <p>Hair or clothing become entangled in dinghy / sailboard equipment.</p>	<p>Risk of drowning</p> <p>Risk of injury, capsize and drowning.</p>	2	5	10	<p>These headings are part of basic sail training. Sailors, especially novices, advised to consider fitting masthead flotation and carrying a knife to deal with entrapment, entanglement, inversion in susceptible boats.</p> <p>See also Patrol Boat procedures in the Rules folder section 15. Wire cutters and knives carried in powerboats.</p> <p>Sailors with long hair advised to wear hats.</p> <p>Sailors to consider the use of quick release trapeze harness hooks (not kite marked yet).</p>	<p>Constant vigilance by Race officers, Instructors, powerboat crews, senior officials present, especially for inexperienced persons and minors .</p> <p>Advice for rescuers is to count heads – if ok, look around for other capsizes; if not ok right the dinghy a.s.a.p – fix a tow line to the opposite shroud and reverse patrol boat away - review December 2012</p>	5

17.6 Risk Assessment - **Sailing activities – Racing, Casual Sailing, and Training** - continued

Risk Description	Impact	Score			Risk Controls – Countermeasures	Further Action / Responsibility Target date	Residual
		L	I	T			
Collisions with other craft - impact score is medium as the majority are at relatively low speed and any injuries are normally minor.	Risk of serious injury but injuries are rare.	2	4	8	The avoidance of collision is a fundamental rule of sailing taught at the beginning of training. All sailors should keep a look out. Right of way helm / crew shout to draw attention to boats on a collision course “Starboard !!”. Continuous monitoring by patrol boat crews and senior officials	Constant vigilance by Race Officers / patrol boat crews to check whether injuries are sustained.	4
Getting caught out in adverse weather conditions	May lead to injury, or drowning	3	5	15	See Standing Orders in the Rules folder on stopping inexperienced persons sailing. The shoreside team obtain weather forecasts for the day, and make allowance for temperatures. Cessation of sailing in thunderstorms; continuous sounding of club horn, and use of radios to instruct powerboat crews, to recall dinghies to shore. Race officer will cancel sailing if weather is too severe, or the number of patrol boat crews becomes inadequate for the conditions. Special consideration given where sailors are inexperienced, especially youngsters.	Constant vigilance by shore-side team and powerboat crews for changing weather conditions. Review December 2012.	5
Dinghies / sailboards not in a seaworthy condition for launching. For club training dinghies, and powerboat maintenance - see Rules folder 13.9, 16.13.3 and 20.5.7	Danger of injury / possible drowning. In extreme conditions craft could sink, or masts fall down	4	4	16	Declaration on condition / seaworthiness of dinghy and the decision to sail signed for by each sailor before launching . Committee members present may advise sailors not to sail, or instruct the Race Officer for patrol boat crews to require any sailing craft to return to shore. SI briefing to qualified instructors on carrying out checks on dinghies and sailboards including rigging and buoyancy – Rigs inspected for each training session; craft not to be used if faults found e.g. faulty forestay. All faults to be record on training notice board in the boatshed. See Rules folder section 16	Novice sailors and minors may not be fully aware of dangers. Training Principal, Bosun and Senior Instructor on duty inspect fault log on training notice board each time they attend the club. Committee to eview December 2012	8

17.6 Risk Assessment - **Sailing activities – Racing, Casual Sailing, and Training** - continued

Risk Description	Possible outcome before Countermeasures	Raw Score			Primary Countermeasures	Further Action / Responsibility Target date	Residual Score
		L	I	T			
<p>Young Persons Welfare.</p> <p>Abuse of youngsters may occur.</p>	<p>Young persons may be harmed.</p> <p>The Club may not be seen as a safe place for parents to bring their youngsters.</p> <p>Potential loss of membership.</p> <p>Legal considerations</p>	3	6	18	<p>Club has developed a policy and appointed a welfare officer – see Secretary’s notice board about contacting the officer with any concerns etc. See Rules folder section 20.7</p> <p>Adults should not put themselves in a situation where they are alone with unrelated young person(s), especially ashore. Extra special care to be observed in changing rooms.</p> <p>Groups of youngsters should be monitored by club officials to ensure that healthy banter does not deteriorate into bullying</p> <p>Club officials must be aware that children can be bullied by their own parents.</p> <p>Club officials must take action if they observe abuse or bullying – the abuser(s) must be reported to the Welfare Officer, for action to be taken at the time.</p> <p>If an incident did occur the Welfare Officer or any member would be obliged to report it to the police, after speaking to the young person to ascertain the nature and severity of the occurrence (abuse is the perception of the victim).</p>	<p>The club’s instructors involved in RYA training and Onboard sessions, must hold clear CRB certificates.</p> <p>Training records must contain an image of the CRB certificate.</p> <p>Welfare officer attends seminars held by WYA.</p> <p>Welfare officer to review , and advise committee – December 2012.</p>	6

17.7 Risk Assessment – Bio security

Risk Description	Impact	Score			Risk Controls - Countermeasures	Further Action / Responsibility Target date	Residual Score
		L	I	T			
<p>Natural Resources Wales confirm Dikerogammarus Villosus (killer shrimp) are present at Eglwys Nunydd Dec 2010</p> <p>Serious risk that this invasive species could spread to other fresh and brackish water courses.</p>	The lake owners goodwill towards the club is at stake.	4	4	16	<p>Notices</p> <p>Most members e-mailed on the subject - initial advice given.</p> <p>Prominent notice on club entrance gate, website, notice board, and in the annual club booklet</p> <p>Invitations to club opens and entry forms to contain a notice</p> <p>Regular meetings / monitoring with the lake owners and Natural Resources Wales</p>	<p>Initial e-mail to members 5/12/10</p> <p>Natural Resources Wales approval of notices and website given 16 Feb 2011.</p> <p>Follow up e-mail 22/2/2011</p> <p>Lake owners employees, responsible for reservoir, informed so they can monitor contractors 24/10/11.</p>	4
Shrimp may spread to other water courses by improper washing and drying of sailing clothing.	Killer Shrimps effect on other native species is serious, particularly native fish stocks which could be badly affected by interference with their spawning	4	4	16	<p>Wetsuit boots, wetsuits, drysuits, buoyancy aids and other clothing</p> <p>All those on the water to inspect their clothing after use</p> <p>Members advised in the club notice of the importance of drying kit for 5 days before entering other water courses</p>	<p>Committee members to constantly advise members, new members, trainees, and lake owner for their contractors, on this point.</p> <p>This advice to be given at open meetings in the Race Officer's address.</p>	4
Poor inspection of anything that comes into contact with the reservoir water may lead to the spread of the invasive species.		4	4	16	<p>Dinghies, surfboards, patrol and rescue craft and their trolleys / trailers.</p> <p>No trolleys at all are to be left in the water at time of launching.</p> <p>All craft leaving the reservoir to be inspected for the shrimp, weed etc., and then thoroughly washed with the outside hoses provided, and the craft / trolleys / trailers drained. Boat engine cooling systems to be washed through.</p>	<p>Committee members to constantly advise members, new members, and contractors on this point, and check that craft leaving the reservoir first go through the cleaning process.</p> <p>This advice to be given at open meetings in the Race Officer's address.</p> <p>A killer shrimp / beachmaster officer to be appointed for each open meeting day so that the inspection process is supervised for each craft</p>	4
Introduction of other invasive species into Eglwys Nunydd reservoir	The club would look to advice from Natural Resorces Wales who monitor the reservoir	4	4	16	<p>Members to be vigilant especially about craft from Cardiff Bay and Zebra Mussel contamination.</p> <p>Members will be advised on the action to take when the club is informed of other risks.</p>	<p>Powerboats from Cardiff Bay are prohibited from visiting Eglwys Nunydd because of the risk from Zebra Mussels.</p> <p>See also Rules Folder section 2.4.2.</p>	4