Our monthly puzzle page to keep you entertained when you’re forced indoors.

CROSSWORD

Across
1. Unwilling to take risks (8)
2. African antelope with ridged, curved horns (6)
3. Derogatory term for mature woman attired in an attempt to appear younger (8, 7, 2, 4)
4. Central character of Hugh Lofting’s children’s books (2, 8)
5. Act resulting in false incrimination (3-2)
6. Excite pleasurably (9)
7. Bound, under obligation (9)
8. Giant of the sea (5)
9. Minimalist design motto (4, 2, 4)
10. Interpret that which is not explicitly stated (4, 7, 3, 5)
11. Submerged (6)
12. Status of the comedy character Norman Stanley Fletcher (8)

Down
1. Cloud with rounded peaks and dark, flat base (7)
2. Final offer or demand (9)
3. Pocket-sized device for playing digital music files (4)
4. Meiosis, litotes (14)
5. Rules of religious observance beginning with the Ten Commandments (6, 3)
6. Inspection of accounting practices (5)
7. Spartan, strict (7)
8. Compilation of romantic fables by Sir Thomas Malory - anagram of TO HALT MURDERER (2, 5, 7)
9. Exclusive right (9)
10. Mythological king who led Greeks against Troy (9)
11. Former name of the Indonesian island Sulawesi (7)
12. Customer (3, 4)
13. Smooth fabric or rayon or silk (5)
14. Asset, useful or valuable quality (4)

QUICK ‘NINE HOLE’ QUIZ

1. Who won the 1910 Open Golf Championship and where was it played?
2. What famous comet was photographed for the first time in 1910?
3. Which well supported football team won the 1910 FA Cup?
4. Which of the following golf clubs is the odd one out? Haggs Castle; Royal Montrose; Abergale; Old Fold Manor and Wetherby?
5. Who was the British Prime Minister in 1910?
6. Which lady, associated with Calcutta, was born in 1910?
7. Where will the US Open Championship be played in 2010?
8. What was the name of the Dudley Moore film in which he co-starred with Bo Derek?
9. Barney Oldfield set the land speed record at Daytona Beach in 1910. How fast was it: 131.7 mph; 141.7 mph or 151.7 mph?

MONSTER SUDOKU

Fill in the grid so that every row, every column and every 4x4 box contains the numbers 0 to 9 and the letters A to E.

SUDOKU

Fill in the grid so that every row, every column and every 9 box shape contains the numbers 1 to 9.
Each year, many employees, members and visitors suffer personal injuries as a consequence of slipping and falling on ice and snow.

It is a popular misconception that an occupier cannot be held liable for failing to clear snow/ice, but can be held liable once an attempt at clearance has been made and then someone is injured.

The true position is that a Club/employer/occupier can be held liable for ‘failing to act reasonably’ in order to prevent accidents. The key word is reasonably. It is far easier to defend yourself or Club by saying that you recognised that a slipping hazard existed and acted responsibly to minimise it, than you recognised the risk but did nothing in case someone tried to sue you.

The Health and Safety at Work Act 1974 and the Occupiers Liability Act place a responsibility upon the Club/Employer/Occupier, so far as is reasonably practicable, that the means of access and egress from its premises are maintained in a condition that is safe and without risk to either its members, employees or other persons.

The approved code of practice which supports the Workplace (Health, Safety and Welfare) Regulations states that “arrangements should be made to minimise risks from snow and ice. This may involve matting entrances to prevent snow and ice being carried into the Clubhouse, gritting and snow clearing of pathways and where required closure of some pathways and routes within the Club boundary.”

Employers, Owners and managers of establishments are responsible for ensuring that the means of access to their establishment is safe for both employees and visitors and that adequate arrangements are made to ensure that the risks from snow and ice are minimised. It is recognised that it is not possible to remove immediately every piece of snow or ice. It does however, require those responsible for the premises to exercise careful judgement and prioritise de-icing and saltng of key access and egress routes. It is important to remember that once routes have been identified as needing to be cleared and initial clearing/gritting has been done that this is carried on and they are not allowed to refreeze giving glassy, icy surfaces. Which are potentially an even greater slip hazard.