

2023

SIPC Safety Manual

UPDATED MAY 5, 2023 PER SIPC SAFETY COMMITTEE

Manual Overview

- SIPC Safety Manual provides essential information re: boating rules and SIPC safety guidelines.
- Paddlers are expected to be familiar with the general rules of safe boating (See [Transport Canada's Safe Boating Guide](#) – especially the “[Human Power](#)” sections)
- Safety is the responsibility of each SIPC member.
- Paddlers will learn, practice, and regularly review all SIPC safety procedures.
- Paddlers will learn and practice the proper use of all SIPC equipment, including safety equipment.
- Varying levels of responsibility and accountability will be determined before getting in the boat.
- All SIPC club divisions (Outrigger, and Dragon Boat) will use common language when calling out directions and instructions in all boats.
- Emergency situations will be handled in pre-determined and practiced ways, as much as is possible. General and broad instruction and practice of safety on water is essential for all paddlers.
- Inclement (eg. fog, wind, storms) and winter weather conditions require extra awareness and preparedness before setting off from the dock.

SIPC Safety

- Only current SIPC members, or those who have signed a waiver, will use club equipment
- Disrespectful behaviour is not appropriate. Alcohol and drug use is prohibited while on the water.

Personal Floatation Device (PFD)

- SIPC requires that a PFD be worn at all times by ANYONE using any of the SIPC boats. No exceptions.
- PFDs must be properly zipped, tied and/or fastened before entering the boats.
- PFDs must be Canadian Coast Guard Transport Canada approved, properly fitted and replaced if worn or damaged.
- Extra safety equipment, including a pea less whistle, and a personal safety card must be kept on each paddler's person at all times while on the boat.

Dock Etiquette – Cultus Lake Marina Dock

Paddlers will access the dock at or near the same time, wanting to load boats.

This can be done efficiently and safely when:

- teams line up, in seating order, at the top of the ramp before heading down to the dock.
- incoming teams unload quickly, but safely, and clear the dock as soon as possible.
- all crews and each paddler stay focused and listen for instructions from steers and captains when loading and unloading the boats.

SIPC shares use of the dock and ramp with other user groups.

All SIPC members represent the club - be courteous and respectful both on and off the water to everyone, including all users of docks, lake and Cultus Lake establishments.

Safety Equipment

Only current SIPC members, or those who have signed a waiver, may use club equipment.

SIPC requires that each boat have, on board, the specified equipment listed below before leaving the dock:

Dragon Boat

- Bailers - 2 or more
- Cell Phone - in a waterproof bag
- Noise making device – pea less whistle on all PFDs (recommended)
- White Light (360° visibility) – for use on the water after sunset or before sunrise.
[NOTE: Special permission is required for use of dragon boat after dark]
- Dry Bag containing :
 - First Aid kit
 - Throw bag(s)

Outrigger - OC 1

- Throw bag
- Cell phone in a waterproof bag
- Noise making device required - suggest pea less whistle on all PFDs
- White light (360° visibility) if on the water after sunset or before sunrise
- (Paddling in the dark only by special permission from the SIPC Executive)

Outrigger – OC6

- Bailers - 2 small bailers in large buckets recommended and secured to boat.
- Noise making device – pea less whistle attached to PFD recommended
- White light attached to the boat (360° visibility); each paddler must be equipped with a headlamp if on the water after sunset or before sunrise.
- (Paddling in the dark only by special permission from the SIPC executive)
- Throw bag, cell phone and First Aid kit in a waterproof bag.
- Huli straps if needed by crew

Coach and Safety Boats

The following items must accompany you when operating the Coach/Safety Boats:

- Valid Pleasure Craft Operator's Card (PCOC)
- Paddle (use Mohawk paddle – one with aluminum shaft)
- Noise making device – pea less whistle attached to PFD recommended
- Bailer
- One extra PFD
- Throw bag
- Orange Fox 40 Boat Essentials Kit (includes 3 reflective blankets, flash light, pencil, whistle & 50' nylon rope & float).
- Cell phone and first aid kit in waterproof bag.
- Safety Lights – the safety/coach boats are fitted with a red and green bow light and a 360° white light which is stored in a plastic tube in each boat.
- White light is to be used if on the water after sunset or before sunrise.

Roles & Responsibilities

One of two persons will be in charge of a boat at all times, though the crew members will clearly understand (before getting into the boat) which role will command what part of their paddle.

The steersperson will ultimately be in charge when loading the boat, leaving and returning to the dock, and unloading.

Once underway, the caller or coach will assume command of the boat.

For safety, at any time the steersperson may take over instant command of the crew.

When returning to the dock, the caller/coach will announce to paddlers that command is being given back to the steersperson.

When loading, pushing off, returning to the dock, or unloading the boat the paddlers will be listening for commands from the steersperson.

Crews must know who is in charge at all times, especially if the steersperson is incapacitated.

Steerspersons

- The steersperson is legally responsible for the safety of crew and equipment, for others on the water, for safe handling of the boat, and for safety rules and equipment.
- Paddlers must respect the steersperson's authority and listen to commands at all times.
- Before practice, the steersperson and crew must assess conditions to ensure crew's ability to paddle safely. If there is any doubt, don't go out.

Members

- must learn, practice and regularly review safety requirements
- must work together as a team and be ready to help with all aspects of paddling duties. These include:
 - boat preparation – check the list and secure or attach required safety equipment
 - lines - unlock and coil lines, move boats, attach equipment in boats
 - load/unload crew
 - moor/lock boats and return equipment to correct storage spot

Before leaving the dock

- Identify crew issues: non-swimmers, anxious paddlers, and those with health issues must be identified to ensure they are given the help they need in case of emergency. For example: if a paddler has a need for an epi-pen, their seat mates must be aware and able to assist.
- Identify key positions in the boat and ensure crew members know what is required:
 - OC only - seat numbers and duties in case of huli
 - DB only - tiller retrieval if steersperson falls over; pull the tiller back into the boat
 - DB only - buddy system in case of capsize; backup steersperson to take over if steersperson is incapacitated; pointers close to front and close to back who will stop paddling and point to Person Over Board to maintain visual location so that they may be recovered quickly once the boat is repositioned.

- ALL BOATS - Cell phone on-board in waterproof bag; be prepared to call 911 if needed; must know the possible pullout locations with nearby road access for the ambulance; send someone up to the road to meet the ambulance
- ALL BOATS - Throw bag on-board; person trained in proper use of throw bag will be seated near it; person in charge will instruct this person to throw it if/when required.

Loading the boat

- Identify ONE person who is in charge - crew will wait in orderly fashion and listen for instructions. ONE seat will load at a time. Load the boat to keep it balanced, alternating front and back, either starting in the middle working towards the back and front, or vice versa. Only ONE person is moving in the boat at one time.
- ONE crew member will hold the bow line and ONE will hold the stern line, either under their foot or under a cleat, held taut perpendicular to the bow and stern to keep the boat tight to the dock. Stabilize the boat while crews load. As the boat is loaded, adjust the lines to bring the bow or stern closer to the dock to ease loading. DB ONLY - Ensure the bow is clear of the tire and the tiller arm is clear of the dock as the boat lowers when more crew are loaded
 - DB ONLY - do not step on seats; get low and step into the bottom of the boat with assistance or by leaning on fellow paddlers; move to the assigned seat and sit down quickly.
 - OC ONLY - do not step on the seats; each paddler steps into the boat, sits as quickly as possible, shifts weight to the left/ama side to prevent huli.

Return to dock and unloading boats

- Steersperson to aim boat towards dock facing upstream into current at a slow and controlled speed - **the boat should drift to a stop without crew needing to hold**
- Crew should NEVER GRAB A MOVING DOCK; a finger could get caught and would be crushed with 1000+ pounds of the boat's weight. Always hold the boat with paddles and use hands only once the boat is fully stopped.
- ONE person will direct the crew in unloading the boat – paddlers will stay seated and listen until instructed, one seat at a time, to unload.
- Keep boat balanced while unloading
- Keep the dock clear of gear as this creates a tripping hazard.

- Dragon boat
 - Bow and stern line holders unload first; hold line under cleat or foot; adjust to assist
 - Next paddler to exit will help others; then each paddler will help their seatmate to unload
 - DO NOT STEP ON DB SEAT
- Outrigger (OC6)
 - Steersperson will direct crew to lean left when exiting the boat.
- ALL BOATS – remove all gear and clear any rubbish out of boats
- ALL BOATS - report any incidents, concerns, or needed repairs to SIPC executive. Incidents are used as learning tools (eg. What training is needed? How might an incident be prevented?). Incidents may require repairs made to damaged equipment in order to prevent future accidents.
- Be courteous and considerate - remember others share the docks and equipment.

Commands

- SIPC paddlers and crews will use consistent commands and common language to direct paddling. This ensures that all steerspersons and crew members will understand, no matter what team or crew they paddle with, and there will be no confusion when quick reactions are required.

- **Basic Commands**

Command	Crew's Response
Hold the Boat	Drive paddle down vertically into the water and hold it firm.
Hold Hard	Drive your paddle down into the water, do a sudden back stroke and hold the paddle firmly and vertically in the water. Brace elbow into your side to prevent extra pressure on shoulder as stopping the boat quickly at high speed could result in an injury. To be used when in need to stop the boat in an emergency. i.e. avoiding a collision, etc.
Back it Down	Paddlers in the boat paddle backwards in unison. Call is often used when moving the boat away from the dock or at a race start to move the boat into position.
Take it Away	Paddlers start paddling at a gentle pace and effort level.
Brace	Paddle blades flat on the surface of the water with blades gently feathering back and forth with a slight downward pressure to stabilize the boat. The shaft of the paddle pressed against the top of the gunwales.

Draw Right/Left	Paddlers reach out at an angle to the side of the boat, plunging the paddle deep into the water and pulling the water toward the boat. Opposite of Pry.
Pry Right/Left	Bury the paddle deeply below the boat, with the paddle's flat surface parallel to the gunwale, and push or pry the paddle away from the boat. Opposite of Draw.
Let it Run	Stop paddling and let the boat glide on the water without paddling inputs.
Back Paddle	Put your paddle into the water behind your hips and drive it forward (opposite to normal paddling stroke). To move the boat backwards.

Boat Terms

Bow	Front of boat
Stern	Rear of boat
Port	Left side of boat
Starboard	Right side of boat
Gunwale (gunnel)	Sides of boat
Tiller	Steering oar
Strokes	Paddlers in first seat of boat
Steers	Steersperson

Emergency Situations - Person OverBoard, Swamp, or Capsize

- SIPC crews must determine before leaving the dock what to do in various situations.
- Training, preparation and/or practice in reacting to potential emergency situations is critically important. EACH member of SIPC will be required to participate in a SIPC sanctioned safety review once per year.
- ONE person is in charge at all times; this will be predetermined before leaving the dock
- Everyone must stay calm and listen for instructions
- Stay with the boat so everyone can be accounted for quickly

Rescuing a Person OverBoard

When someone has fallen out of the boat:

- maneuver alongside them, mid-ships, as quickly as possible.
- to back up quickly, back paddle rather than going forward and turning back.
- to move sideways quickly, back the boat up to get behind the person then turn as you move forward.
- once the person is alongside the boat, some crew members will need to work together to get the MOB into the boat while the rest of the crew balances the boat.
- When it is difficult or impossible to quickly get the MOB into the boat, then pull them up/get them out of the water as much as possible and, with several paddlers holding the MOB sturdy, the crew will paddle to the closest open shore where the MOB can board.

Possible ways to get a MOB back into the boat:

1. If the MOB is conscious and strong enough to partially lift himself/herself into the boat, first have the crew on the opposite side scoot sideways towards the middle causing the gunnel on the MOB's side to be closer to the water. On a count of 1-2-3, the paddlers on the opposite side move back to their original positions against the gunnel while the MOB pulls himself/herself up into an empty bench in the boat.
2. If the MOB is conscious but unable to get in on his/her own, have a crew member alone in a bench grab the MOB firmly under the arms and warn him/her of the following maneuver. First push down on the MOB, then using the momentum of the pfd being pushed up by the water, pull him/her into the boat.
3. If the MOB is unconscious, have one crew member alone on one bench turn the MOB's back to the boat, kneel down and grab the MOB under the arms and then pull him/her up and over the side, falling backwards into the boat with the MOB.

Capsizing

A capsized boat is one that has flipped over and is upside down on the surface.

10 man Dragon Boats can and will capsize, though rarely. This boat is more likely to swamp than capsize.

BuK Dragon Boats will capsize, so extra caution is needed in managing this boat.

OC6 canoes can both swamp and capsize.

Outrigger Canoes (OC6 and single OC boats) are most prone to capsizing (huli) so all OC paddlers are required to complete an annual huli recovery drill, supervised by appointed clinic representatives. This ensures that all OC paddlers know what to do in case of huli. [See the HULI section for more information.]

To avoid capsizing:

- Load the boat evenly so that the weight distribution is balanced side to side and front to back.
- Ensure that the boat is properly bailed.

- Special caution is required when leaving or approaching the dock as this is especially hazardous.
- Steer away from waves whenever possible. Handle waves properly when unavoidable.
- Avoid excess speed when turning the boat.
- Follow procedures appropriate for the conditions when changing positions in the boat.

To Manage a Capsized boat

ALL Boats

- hypothermia can develop in cold water so act promptly; know the signs of hypothermia.
- listen for instructions from person in charge (steersperson or captain/coach)
- First, have the crew swim over to touch the boat and count off from the front to ensure that no one is trapped under the boat, non-swimmers are safe, and no one has any medical problem. **STAY WITH THE BOAT.**
- swim or move yourself AROUND the boat; never swim UNDER the boat
- reassure paddlers, keep calm, listen for commands
- when in the water, do not grab, hug or embrace any person as this may result in them drowning you

Dragon Boat

- front pair checks for caller/coach and back pair check for steersperson
- count off
- if safe, try to flip the boat by getting the paddlers on one side to push up on the boat gunnel while the others push down on the opposite side to get it right side up; PRIORITY IS TO GET PADDLERS OUT OF THE WATER. If impossible, IN A GROUP, abandon the boat and head for the nearest shore (take along the medical bag!)
- if a paddler can NOT get back in the boat, hold them as close to the boat as possible and paddle to the nearest shore, where they can be helped into the boat.
- if the boat is successfully flipped and gunnels are out of the water, it can be bailed and paddlers can begin to get back in the boat as it rises; keep everyone bailing or paddling to keep them from getting cold.
- determine the best and quickest route to shore or back to the dock
- if the boat can NOT be flipped, stay calm and listen for commands from steers or captain.
- paddlers can hang onto the boat, angling it to ferry downstream and use it as a float to get to shore; beach the boat, flip it and relaunch.
- on shore, determine whether a call to 911 is needed and, if so, where the pick up point will be (use the map in the medical bag).
- count off the crew again once on shore; re-check carefully for any injuries or medical problems. Be aware that hypothermia can set in at any time

Outrigger (OC6)

- loudly call out seat count
- refer back to huli training
- get everyone in as soon as possible and everyone paddling or bailing to stay warm

Outrigger (OC1)

- refer back to huli training
- use buddy system to help each other

Swamping

A swamped boat is one that has filled with water so that the gunnels are at or below the surface.

To manage swamped boat:

- If the gunnels are below water, a few crew members must get out of the boat to raise it.
- Once the gunnels are above the water level, bail the boat.
- As the boat rises, get the crew back in; have paddlers in the water for as short a time as possible; being inside the boat (even with water) will be warmer.
- Bail as quickly as possible.
- If the boat swamped due to waves, point the boat in the direction of the oncoming waves and bail quickly to gain as much freeboard as possible.
- If required head to shore, ground the boat, and bail it out. If unable to relaunch, use the cell phone in the waterproof bag to call 911, informing them of the situation and your intended landing position.
- Then relaunch it and paddle back to the dock.

Minimum Number of Paddlers

- SIPC requires a minimum number of experienced paddlers in each boat to be allowed on the lake.
- Weather and water conditions should be considered when using these guidelines.
- Fast and high water also requires that you consider the weight of the crew - overloading for the conditions may result in the boat taking on water and swamping.

It is the responsibility of the Coach and Steersperson to ensure that the crew always complies with the minimum and maximum loads on the boat during high/swift water practices.

Water Craft	Usual Minimum	
		always with an experienced steersperson
Millennium (DB)	12	majority of paddlers with experience
10 man (DB)	6	majority of paddlers with experience
Outrigger OC1	2 boats	
Outrigger OC6	5	no more than 1 paddler onboard without current huli testing
Dragon Boat - Corporate Outings/ School Groups	4 exp. paddlers and exp. steers	4 experienced paddlers and experienced steersperson required

Winter Paddling and Preparedness

The use of SIPC equipment or facilities is not permitted when temperatures are at or below -1C (including wind chill).

ALL crew members should be in agreement before going out on the water. Concerns by any should be considered as a reason NOT to paddle, either for that person or for everyone.

Be cautious as docks and ramps may be very slippery.

CLOTHING AND GEAR

All crew members going out on the water in winter conditions must BE PREPARED. Always have a drybag containing a full change of clothing either with you or easily accessible on land.

Layering

It's recommended that paddlers wear layers to easily adjust clothing to changing conditions and temperatures.

- choose wool or synthetics, which stay warm when wet
- avoid cotton which retains water, leading to loss of body heat
- all inner or base layers should consist of thin, wicking, synthetic fabrics like polypropylene to draw sweat and moisture away from your skin and allow it to evaporate quickly
- second layers are for insulation, so can consist of fleece, wool, or other insulating, non-absorbing materials. One or two thin layers is best.

- the outer layer protects from the elements: jacket, paddling jacket, dry suit, or rain protection.

Wetsuits & Neoprene Paddle wear:

A wetsuit is a neoprene garment that traps a thin layer of water between itself and skin, and reduces circulation of this water to trap heat. This water layer must be thin, so a wetsuit must fit snugly to properly protect you during immersion.

- a wetsuit is a base layer. Wearing anything under it (other than polypro underwear) compromises its ability to keep you warm
- do not wear thick clothes underneath this suit.
- the three major heat loss areas are the inner thighs (near the femoral artery), under the arms (near the brachial artery), and the head and neck.
- suits that fit poorly under the arms and around the thighs may allow too much water to collect there, robbing you of your body heat.
- layer clothes on top of the wetsuit to keep warm.

Dry suits & Paddling Suits

A dry suit is a waterproof garment with latex gaskets at all openings (ankles, wrists and neck) to keep out water. No water circulates across your skin during immersion, and the insulating layers worn under the suit decrease heat loss in the water.

- Dry suits are made of breathable materials which trap less sweat inside than traditional, non-breathable fabrics like urethane-coated nylon
- Dry suits are comfortable in a wide range of air temperatures
- base layers are important when wearing a dry suit; often a single lightweight or mid-weight base layer is sufficient.
- be cautious not to wear too many layers, leading to overheating

Hands, Head and Feet

- Keeping your hands warm is critical. Neoprene winter paddling gloves are recommended.
- to avoid losing body heat from your head, a wool or synthetic hat is advisable
- neoprene booties are recommended, or layers of socks and warm shoes/boots
- DO NOT WEAR RUBBER RAIN BOOTS. If a cap size occurs they can fill with water, causing extra weight on your feet and legs, making it difficult to get back into the boat.

How Cold is Cold?

Always wear protective clothing when:

- both water and air temperatures are below 15 degrees Celsius
- you will be more than 1/2km from shore and the water temperature is below 15 degrees Celsius

Cold Weather Effects on Paddlers

At least two hazards to our club paddlers present themselves during the cold season:

1. Falls due to slippery conditions on the docks due to rain saturation, frost, snow or ice buildups
2. Hypothermia – due to:
 - Air temperature (particularly wind chill effects, to which Cultus Lake is susceptible)
 - Water immersion

All crews (including captain/coach) should assess and discuss these risks amongst themselves before leaving the dock. A concern raised by just one crew member about paddling conditions should be taken seriously and addressed before departure.

Hypothermia can occur out of water in cold temperatures as well if the body is not insulated properly.

Work Safe BC Manual Bulletin on Cold Water Immersion

Accident investigations have shown again and again that a person's physical fitness or ability to swim in warm water will not save him or her from drowning in cold water. Hypothermia can be a factor but that takes time – usually more than 30 minutes. The killing factor is often that first shock of cold water on the body. Cold water is defined as water below 25C but the greatest effects occur below 15C. The effects are so powerful that you may not be able to help yourself. Exposure to cold water changes your body functions. The first shock takes your breath away. Within a few minutes, your hands are so cold you cannot hold onto anything. You cannot pull yourself out of the water. Swimming becomes difficult or impossible as your breathing and muscles are affected by the cold. Eventually hypothermia sets in. Even if you are rescued, you may still die.

Keep yourself safe by being aware of what could happen to you in cold water. Know what to do to prevent you or other crew members from falling into the water and what to do if that occurs.

What happens when you fall into cold water.

The effects of cold water on the body happen in four stages. Cold shock (Stage 1), swimming failure (Stage 2), hypothermia (Stage 3) or post-rescue collapse (Stage 4)

1. **Cold Shock**

Cold shock occurs immediately – as you enter the cold water. It lasts three to five minutes but it can result in quick drowning because of the way the body reacts. You cannot control these reactions:

- A large intake of breath
- A rapid increase in breathing rate (up to 4 times as fast)
- A reduced ability to hold your breath (to as little as 10 seconds)
- A massive increase in heart rate and blood pressure

Drowning may result from cold shock reactions. If your head goes below the surface, you might breathe in water with that first large intake of breath. As little as half a cup of water in your lungs can cause drowning. Problems with breathing can lead to panic, which only reduces your chance of survival.

You are most likely to survive stage 1 if you:

- Do not inhale water
- Stay afloat
- Keep your head above water

A PFD or Life jacket is essential.

2. **Swimming Failure**

Swimming failure occurs after you have been in the cold water for 5 to 30 minutes. Its effects include:

- Loss of manual dexterity
- Inability to match breathing rate to swimming stroke
- Loss of coordination in the muscles in your arms and legs as they get cooler, increasing your swimming angle
- | Increased swimming angle, requiring more energy to keep your head above the water
- Drowning

Being a good swimmer in warm water will not help you in cold water. In warm water, a swimmer takes one breath per stroke. In cold water, the breathing rate and stroke rate increase but not together. Your muscles and joints also get stiffer in the cold water and your strokes get shorter. These changes result in an increase in the body's swimming angle, with more of your body farther under the water instead of near the surface. There is now more drag on your body, and you must use more energy to swim. Finally, your swimming strokes become totally uncoordinated and ineffective, and you may drown.

3. **Hypothermia**

Hypothermia is the cooling of the body's core. It affects your brain, heart and other internal organs. Your body begins to cool as soon as you enter the water, but the full effect of hypothermia usually takes at least 30 minutes. The effects of hypothermia are:

- A reduction of blood flow to the hands, feet and surface of the body
- Intense shivering in the early stages, as the body tries to maintain body core temperature.
- Lack of shivering in the later stages
- Loss of consciousness
- Heart failure

The body loses heat four times faster in water than in air. As the body cools, the will to survive decreases. Eventually you lose consciousness and drown, or your heart fails.

4. **Post-Rescue Collapse**

The effects on your body after you are pulled from the water can include the following:

- Loss of hydrostatic pressure from the water causes a sudden drop in blood pressure. This can cause heart or brain failure.
- Your heart is cold and cannot pump cold blood effectively to maintain blood pressure
- Your lungs are damaged from the water you inhaled. This can cause pneumonia-like illness.
- Fatal bleeding from injuries may occur as your body warms up and your blood flows more freely. You may have internal injuries or injuries to your head and neck that you and your rescuers are not aware of.

People should be recovered from cold water horizontally rather than vertically. Rescue may not mean survival, however. Up to 20 percent of all survivors die during rescue or shortly after.

Wear a PFD, or Life Jacket

If there is a risk of entering the water, be prepared to stay afloat to survive the effects of cold shock, reduce the need to swim, and give rescuers time to react. Wearing a flotation device can be the difference between living and dying because it can hold your head above the water. It also helps to maintain your body temperature.

Known Water Hazards

Deadheads and snags come and go on the lake and all boaters must be vigilant in watching for them.

SIPC Communicable Diseases Plan

COMMUNICABLE DISEASE PLAN	
Reducing the Risk for Communicable Disease:	
<ul style="list-style-type: none">•	SIPC Executive and Safety Coordinator to review their Communicable Disease Plan (CDP) on an annual basis or as additional prevention measures are required by a medical health officer or provincial health officer. SIPC will abide by any direction given by CLPB, local governments and regional or provincial health authorities or any governing body.
Supporting Members who have symptoms:	
<ul style="list-style-type: none">••	Members who are showing signs of a communicable disease or flu like symptoms (e.g. coughing, sneezing, fever or chills) should stay home... do not go to practice. Those members should notify their team leader/captain, whose responsibility it is to notify the club Safety Coordinator and keep them apprised of member's progress.
Hygiene:	
<ul style="list-style-type: none">••••	All members are encouraged to practice healthy hand hygiene, including regular hand washing and covering coughs and sneezes with your arm. Members are encouraged to wash hands or use hand sanitizer at the start of each practice, and after using the washroom.