



**Audit Report and Financial Statements:**

The Treasurer advised that the audit had been completed and he had received the auditor's report. The auditor confirmed that the books of account and financial statements represent a true and fair financial position of the NCF as at 30/11/2011 and that they are in keeping with the monthly meetings held by the members. In summary, total income for the year was \$42,352.74, total expenses for the year were \$29,042.22 leaving an operating surplus of \$13,310.52. Total members equity was \$116,189.99 which basically comprises the depreciated value of our truck and pantech (\$110,644) and cash at bank and on fixed deposits totalling \$11,730.65.

Refer copy attached.

**Moved:** A.Wilmott

**Seconded:** T.Condran

That the auditor's report be accepted.

Passed unanimously

**Treasurer's Report:**

In summary,

Working Account	\$5,786.22
Truck Replacement account	\$10,000.00 (on fixed deposit, matures 12/8/2012)

Refer copy attached

**Moved:** G.Garland

**Seconded:** A.Wilmott

That the Treasurer's report be accepted.

Passed unanimously

**Accounts Payable:**

1. Auditor's invoice \$500.00

**Moved:** C.Thomas

**Seconded:** A.Wilmott

That the account be paid.

Passed unanimously

**General Business:**

1. Flying numbers for this season were discussed. Early estimated numbers –

Newcastle Combine	5	
Hunter	0	
Lake Macquarie	16	+ 10 baskets
Raymond Terrace	9	
Maitland	7	
Cessnock	13	
Cessnock Invitation	6	
Weston	2	
Singleton	<u>3</u>	
Total	61	+ 10 baskets

This will leave about 13 baskets for surplus.

2. **Moved:** S.Rippon                      **Seconded:** M.Jones

That 2012 fees be the same as last year, ie

\$25	membership
\$375	flying fees
\$315	extra baskets for Lake Macquarie

Passed unanimously

3. An amendment to the 2012 race schedule was then discussed. Paul Callaghan said that the existing schedule is based on starting the second round at Breeza and holding a few Sunday tosses from Scone to educate the birds. He pointed out that the timing of the Scone tosses would need to be started on the 20<sup>th</sup> May or 27<sup>th</sup> May at the latest. This is only 2 weeks after the start of the first round and may be too early for many of our members to have their second round birds ready. He suggested that we amend the race schedule such that we hold a race from Scone on the Monday of the Queen's Birthday weekend (11<sup>th</sup> June) to start the second round, then have 2 Breeza's and only 2 Boggabri's (instead of 3). Mid week tosses from Scone could be held on Wednesday 5<sup>th</sup> June and then on the 20<sup>th</sup> June if needed.

- Moved:** T.Davis                      **Seconded:** P.Callaghan

That we amend the race schedule as proposed above.

Passed unanimously

4. Liberation times were discussed.

**Moved:** K.Harris                      **Seconded:** P.Edman

That liberation times for the first 3 race points (Scone, Breeza and Boggabri) be bought forward by 1 hour.

Passed 13 For 6 Against

5. The request from Hunter Club to transport their birds to our last 2 race points was then discussed.

**Moved:** T.Condran                      **Seconded:** P.Callaghan

That we agree to transport Hunter Club birds to Charleville and Blackall, subject to available space on our truck. Cost to be \$20 per basket.

Passed 14 For 2 Against

6. The Sub Committee then presented a report on their activities and initial recommendations. The Sub Committee comprises Ken Harris, Chris Thomas, Peter Edman, Patrick Kiem, Tony Davis and Paul Callaghan. They held their first meeting on 4<sup>th</sup> January at which Tony Davis was elected Chairman and Paul Callaghan Secretary. The terms of reference originally proposed by Ken Harris were reviewed and priorities were set. The Sub Committee felt that the Transport Unit and our Liberation Policy were the most likely starting points for our review and it was arranged to inspect the NCF truck and the Central Coast truck on 7<sup>th</sup> January. At this first meeting they also discussed cleaning of the truck after each race, the quality of food used for our race birds in the transporter and whether the race baskets being used needed replacing (this last issue was not pursued).

- a) Tony Davis then addressed the meeting with the Sub Committee's findings and proposals for modifications to the NCF Transport Unit. We inspected both trucks and noted that the Central Coast truck had considerably more ventilation than ours. We had invited Brian Catling to attend this meeting due to his expertise as an electrical engineer and experience with ventilation systems. The Central Coast truck had large vents in each of the top side doors as well as holes in the floor under each row of baskets. This allows good air flow into and out of their truck. The NCF truck has a considerable number of vents from top to bottom both front and back but each vent is open to less than 50% capacity because the internal frame of the transport unit blocks the openings. We believe that removal of stale and hot air from the unit and replacing it with fresh cool air is a major issue in maintaining good health and condition in our race birds whilst they are being transported to race points. Our examination of the NCF suggests that the ventilation can be improved. More research was done on transporters being built in England and Europe and a plan was formulated to improve the ventilation in

the NCF unit. Our proposal is to have metal ducts built which will fit underneath the bottom row of baskets, each side of the truck. These ducts will open from the front on the unit and be sealed at each end. Holes will be cut into the ducts along each side to allow the fresh air being drawn into the ducts to circulate upwards within the transport unit. They will be of a size that still allows clearance underneath the baskets to properly clean the floor of the unit. Two lengths of 150mm PVC pipe will be installed under the roof of the unit and fitted with 24 volt exhaust fans. These PVC pipes will exit the rear of the unit and be fitted with gravity grills that will close when the fans aren't operating. Holes will be cut into the PVC pipes to allow an equal rate of extraction of stale/hot air from each row of race baskets in the unit. The fans will extract air at a rate of 6,300 litres of air per minute. With both fans operating, the air within the transport unit is completely replaced every 3.5 minutes, with only 1 fan operating, the air is fully replaced every 7 minutes. The exhaust fans can be controlled automatically to come on at preset temperatures and/or humidity levels and also turned on and off manually as required (for example when the driver or liberator need to enter the transport unit). Note that the ductwork has been designed to allow fans to be fitted to drive fresh air into the truck if, after testing, we find that insufficient air is being drawn into the truck by the exhaust fans at roof level.

Two additional deep cycle batteries will be needed to run the fans and the alternator on the truck will need to be upgraded to a larger version to cope with the additional batteries. Greg Jack has volunteered to do all the electrical work at no cost to the NCF. Total cost of the pipes, ductwork, fans, batteries, relay controls, alternator etc has been estimated at \$3,200.

**Moved:** T.Davis

**Seconded:** P.Callaghan

That the Sub Committee be authorised to have the above modifications made to our transport unit and approval of a budget of \$3,500 to allow a 10% contingency for additional unforeseen expenses.

Passed unanimously

- b) Tony then discussed the Sub Committee's proposal to have the truck cleaned every week to break any cycle of disease, bacteria and mould in the unit that could affect our bird's health when being transported to races. To do this properly the truck needs to be emptied of baskets and properly cleaned and disinfected as per the Dept of Agriculture guidelines for cleaning and disinfecting pigeon transporters. Our suggestion is that the truck drop off baskets at each club on the way back from the Sunday tosses so that it arrives at Redhead completely empty. The driver has then agreed to properly clean the truck every Monday so that on basketing night our birds are placed into a clean environment rather than into a closed unit that has dirty baskets sitting in it since the previous race. This will require each club forming a roster of its members to be available on Sunday afternoons to unload their baskets. An additional benefit of this arrangement will be that each club can retain the

same baskets all season and can maintain those baskets knowing that their club will benefit from any maintenance carried out.

This suggestion prompted considerable discussion by the members at the meeting however eventually, everyone could see the benefits of the proposal.

**Moved:** T.Davis                      **Seconded:** P.Callaghan

That our truck drop off each club's baskets after each Sunday toss.

Passed unanimously

**Moved:** T.Davis                      **Seconded:** G.Garland

That each Club be assigned certain baskets and are to responsible for those baskets maintenance.

Passed unanimously

**Moved:** T.Davis                      **Seconded:** P.Callaghan

That newspaper is NOT to be used in baskets (the newsprint can react with droppings and give off odours).

Passed unanimously

c) Tony advised the meeting that he had several discussions with the owners of J & M Feeds in Sydney and that they are open to a request to sponsor our race season by providing grain for the truck. A light race mix is proposed with minimal peas and high carbohydrate content (for energy).

**Moved:** T.Davis                      **Seconded:** P.Callaghan

That the NCF write to J & M Feed and request their support in providing 14 bags of light race mix for our race season. J & M to be allowed to display a sign 60cm x 60 cm on the back of our truck as advertising for their products. This sign is to be at J & M's expense.

Passed unanimously

- d) Paul Callaghan then addressed the meeting on the Sub Committee's recommendations about Liberation Policy and Procedures. The Sub Committee considers being on the Liberation Committee to be one of the most important and difficult jobs in the NCF. The welfare of every member's birds depends upon their decision making and the success or otherwise of an entire race season can rest on decisions made by our Liberation Committee. When reviewing the existing NCF Liberation Policy we found that it is very general in outlining the duties and responsibilities of our Lib. Committee and felt that they may benefit from a more detailed and specific Policy. The CCF Policy has been reviewed and it is much more detailed and is based on a system of "Green, Amber and Red Light" conditions that dictate what action the Liberation Committee should take in various weather conditions. We have prepared a Pre Liberation Checklist that details the various checks and investigations that the Liberation Committee is required to perform before deciding to release our race birds and this will also provide a record of the conditions prevailing before every race. We feel these tools will help our Liberation Committee with their decision making. Another issue we looked at is what qualifications should candidates for the Liberation Committee hold. At present the way we select our committee is to call for nominations and anyone who nominates gets the job. Is this the best way? What level of experience in racing pigeons should be the minimum required? Every member of the Committee should have access to the internet for instance. We thought about what training could be provided to increase the knowledge of our Liberation Committee members and one suggestion is that we contact the Bureau of Meteorology and ask if they could provide training in the use of their website so that our Liberation Committee would know what information is available and where to find it on the Bureau's website as well as any other help and suggestions that the Bureau may be able to provide to assist us in our weather forecasting. We recommend this be implemented as a future requirement for membership of the Liberation Committee.

The Sub Committee recommends the adoption of both the CCF Liberation Policy and Procedures as well as the NCF Pre Liberation Checklist. As neither the members of the Liberation Committee nor the membership as a whole have been involved in our discussions, we believe that we should circulate a copy of both the CCF Policy and the pre Liberation Checklist to each member of our Liberation Committee for their review and comment. We also encourage all members of the NCF to review the CCF Policy (it is on the CCF website – go to Information, then CCF Documents, then Constitution – refer pages 26 to 31) and also review the NCF Checklist which will be available on our website. We recommend that the Liberation Committee report their comments and suggestions to the members at the March Management Meeting prior to a decision being made at the April Management meeting.

7. The truck needs to be emptied and all remaining baskets cleaned. A working bee is set for Sunday 12<sup>th</sup> February at Raymond Terrace for 9am start. Volunteers were called from each club – 9 members volunteered to help.
  
8. Each Club is asked to review all baskets currently in their clubrooms and see how many wire floors need replacing. There are a number of good wires in storage in Raymond Terrace that can be used as replacements. Clubs to advise Paul Callaghan of numbers needed.

Meeting closed at 9:05 pm.

The next meeting will be at Adamstown Clubrooms on Tuesday 6<sup>th</sup> March, 2012 at 7pm.

Certified as  
a true copy

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S.Rippon President

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P.Callaghan Secretary