

# *South Coast Pigeon Federation Incorporated*

## TRANSPORTATION AND LIBERATION GUIDELINES (formulated 2007)

***These guidelines are not designed to make our pigeons “soft” but are an attempt to ensure that our birds have every opportunity to navigate home successfully.***

### FLYER'S COMMITMENT

As part of the SCF Guidelines all SCF fanciers are asked to make the following commitment to their own racing pigeons:

1. I will only send FIT, HEALTHY, WELL EDUCATED birds to be entered for any race.
2. If there is any doubt about the health & fitness of one of my bird I will leave it at home to recover and be raced another day"

### LIBERATOR'S COMMITMENT.

Each member of the Liberation Committee makes the following commitment to the members of the SCF and their pigeons:

1. We will investigate as far as possible the forecast weather conditions for the full distance to be covered by race birds
2. I will then make an informed decision aimed at maximising returns.

### THE BASIC AIMS OF THESE GUIDELINES ARE:

1. To minimise stress on our race birds during transportation.
2. To ensure birds get ample rest prior to liberation.
3. To ensure birds are not released in unfavourable weather conditions.

## TRANSPORTATION GUIDELINES:

1. All race birds are to have water available at time of basketing.
2. All clubs to ensure baskets are not overcrowded.
  - o Basket limits 22 birds
3. The transport is to arrive at the racepoint in sufficient time to allow at least 1hrs standing time for every 100klms travelled by the transport in getting to the race point.
  - o Liberation and basketing times are to be set so this can be achieved.
  - o The purpose of this guideline is to allow ample time for the birds to rest prior to there release.
4. When birds are basketed 2 or more nights before the scheduled race day the transport is to arrive at the racepoint no later than 3 p.m. on the day before the scheduled race.
  - o This is to allow the birds to be fed and watered in daylight
  - o Be able to have a full nights rest before they are liberated.
  - o Basketing and departure times are to be set so that the transport can reach its destination by 3.p.m. Friday.
5. All ventilation aids (exhaust fans and ducting from air vents are to be in good working order.
  - o The temperature within the transport is to be monitored at all times (LED reading in drivers cabin) by the conveyor on route to the race point and while at rest.

## LIBERATION GUIDELINES:

The liberation committee will use Bureau of Meteorology weather reports for all the regions to be covered during the race birds journey home.

1. These reports can be accessed via the internet.
2. The committee will also access whatever other sources of weather information that they deem appropriate.
3. The Committee members are required to pay attention to any forecasts of bad weather, storm systems etc that are likely to move in the path of our race birds on their journey home.
4. These internet reports will be distributed to the members of the liberation committee the day before each race so they can anticipate the probable weather conditions for race day.
5. Weather checks will be conducted on the morning of the race with :
  - o The liberator at the race point.
  - o The weather bureau.
  - o With contacts at intermediate locations on the line of flight between the Illawarra region and the race point.
6. A telephone link between the liberation committee will be conducted to discuss all the information that has been gathered before any decision to liberate has been made.

7. The written weather reports are to be retained and used as a reference source for the future.
8. When poor results occur, the weather forecasts can be reviewed to see if we can learn anything to prevent future situations.
9. If at a race point, there are several transports liberating the same day and other transports are releasing their pigeons before we are scheduled to release our birds, the doors and sides on our transport are to be closed while the other liberations are occurring. This is to keep our birds calm. If they can see the other release they will become agitated and try to get out with the other pigeons and thereby suffer undue stress.
10. The liberation committee is to be made up of experienced personnel, not necessarily from the executive committee.
11. Conveyor/liberator to ensure liberation site is left in a clean state.
12. Liberator/conveyor to fill out liberation report at the end of each race.

***The final say on liberation belongs with the conveyor/liberator. If, in the opinion of the liberator at the racepoint it is felt that the conditions at the racepoint are unsuitable for a satisfactory liberation then the birds will be held over.***

THE FOLLOWING ARE CONDITIONS THAT ARE RECOMMENDED FOR PIGEONS NOT TO BE RELEASED.

1. While it is raining.
2. Totally overcast conditions with low cloud cover and the sun not visible behind the clouds at the release point. No visible shadow on the ground.
3. Strong headwinds coupled with forecasts of rain and/or thunderstorms on the anticipated line of flight.
4. Gale force winds from ANY DIRECTION (eg winds over 35mph)
5. Where the UV index is above 7.5
6. In fog
7. When thunderstorms are expected to be encountered on the journey home.
8. When unexpected delays have caused the transport to arrive at the racepoint late and not allow enough rest time to meet the scheduled liberation time
9. Races over 800km(500MI) are to have an assisting wind.
10. Where the forecast temperatures during the day along the line of flight are expected to exceed 35°C.