

SHOALHAVEN PIGEON FEDERATION INC 2014

TRANSPORT AND LIBERATION GUIDELINES

(Adopted 2008. Amended 10/3/2009 updated 16/11/2014)

These guidelines are designed to give our pigeons the best possible opportunity to navigate to their homes successfully.

AIM.

1. Our main objective is to give our pigeons the best chance of returning in good weather conditions to achieve a 85% return rate within two hours of the first birds arriving, and with sufficient time for the remainder to arrive before dark or on the following day
2. To identify any weather conditions from the liberation point to the Shoalhaven region which may jeopardise our pigeons chance of returning home safely.
3. To formulate and implement guidelines to assist the liberation committee in reducing the risks and possible losses of our birds when racing.

FLYERS COMMITMENT.

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

1. I will only enter FIT, HEALTHY, WELL EDUCATED birds for any race.
2. If there is any doubt about the health & fitness of any of my birds I will leave them at home to recover and race them another day.

LIBERATORS COMMITMENT.

Each member of the Liberation Committee makes the following commitment to the members of SPF and their pigeons.

1. To ensure the transporter has adequate feed and water for the duration of the race.
2. We will investigate as far as possible the forecasted weather conditions for the full distance to be covered by our birds.
3. We will then be able to make an informed decision aimed at maximising the return of our birds.

THE BASIC AIMS OF THESE GUIDELINES ARE.

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

TRANSPORTATION GUIDELINES.

1. All birds are to have water available as soon as after they reach the liberation point.
2. All clubs are to ensure the baskets are not overcrowded
3. Birds x basket on Friday Basketing cocks---23 hens---25.
4. Birds x basket on Thursday Basketing cocks ---22 hens---22
5. These numbers are to be adhered to by all competing clubs.

SHOALHAVEN PIGEON FEDERATION INC 2014

ARRIVAL TIME.

1. All birds are to have water available asap upon arrival at liberation point.
2. All clubs are to ensure the baskets are not over loaded.
3. Friday basketing 23—cocks 25---hens x basket.
Thursday basketing cocks 22---cocks hens---22 x basket.
4. These are maximum numbers allowed by competing clubs.
5. The transporter is to arrive at the liberation point in sufficient time to allow at least 4 hrs standing time for the birds prior to liberation.
6. Liberation and basket times are to be set so this can be achieved.
7. The purpose of this guideline is to allow ample time for the birds to drink/feed/rest prior to their release.

When the birds are basketed 2 or more nights before the scheduled race day the transporter is to arrive at the liberation point at approximately 3 pm on the day before the scheduled race.

1. This is to allow the birds to be fed and watered in daylight.
2. To be able to have a full nights rest prior to their liberation.
3. Basketing and departure times are to be set so that the transporter can reach its destination comfortably by 3 pm the day prior to liberation.
4. All ventilation aids ducting and fans are to be in good working order.
5. The temperature within the transporter is to be monitored at all times (led in drivers cabin) by the conveyor on route to the liberation point and while at rest to ensure the birds comfort.

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 :

The Liberator at the race point.

The weather bureau.

With contacts at intermediate locations on the line of flight between the Shoalhaven 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 weather reports are to be retained and used as a reference source for the future.

SHOALHAVEN PIGEON FEDERATION INC 2014

ARRIVAL TIME CONT'.

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 transporters liberating on the same day and other transporters are releasing their pigeons before we are scheduled to release our birds, the doors and sides on our transporter 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 personal, not necessarily from the Executive Committee.
11. Conveyor/liberator to ensure liberation site is left in a clean state.
12. Conveyor/liberator to phone liberation report to the race secretary asap after liberation.
13. The final say on liberation belongs with the conveyor/liberator. If in the opinion of the conveyor/liberator at the race point it is felt that the conditions at the race point are unsuitable for a satisfactory liberation then the birds will be held over.

THE FOLLOWING ARE CONDITIONS THAT ARE RECOMMENDED FOR RACING 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 home.
4. Gale force winds from any direction (eg winds over 35km x hr)
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 transporter to arrive at the race point late and not allow enough rest time to meet the scheduled liberation time.
9. Where the forecast temperatures during the day along the line of flight are expected to exceed 35 degrees centigrade.