

# CENTRAL CUMBERLAND RACING PIGEON FEDERATION INCORPORATED

8<sup>th</sup> August 2005.

Dear Member,

The Federation Committee is pleased to advise all members that the CCF transporter has gained independent certification verifying its fitness for the purpose of transporting racing pigeons.

The following report has been compiled by Gary Young of the Hills District Club as an individual member of the Federation, not connected to the Federation Committee. It is on behalf of the Federation Committee and the whole Federation membership, that we thank Gary Young for his involvement in this project, it is very much appreciated.

For and on behalf of the Federation Committee.

Allen Wonson  
Secretary.

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This report to the membership of the Central Cumberland Federation is to give an overview of what your Committee has done with the view of clearing up the seemingly never ending opposing views of our membership over the adequacy or inadequacy of our transporter to carry out its task.

Early in September 2004 the Committee, with the help of myself a member of the Hills District Club engaged the services of "MGC Engineering Pty Ltd" (these are the people who design transport trucks for Inghams to transport one day old chickens) for a preliminary opinion of the transporter.

An inspection of the transporter was arranged to be done mid October 2004 when the transporter was not in use for racing.

The result of this preliminary inspection was that the engineer suggested the two main areas of improvement would be (i) the well of the transporter would require better ventilation, (ii) the top row of baskets should be removed to give the rising hot air a clear uninterrupted passage to the exhaust fans at the rear of the transporter to expel the stale air.

The removal of the top row of baskets was also necessary for the other improvement to the transporter, which was to install an outside hall down each side of the transporter, by way of steel racks that slide out and then a curtain is pulled out over these racks, which is then tied to the walkway creating a safe work place for the liberator and allowing feeding and watering to be carried out in an orderly manner and fresh air for the pigeons, without either being exposed to the elements, one could reasonably expect.

Because of a large work commitment leading up to Christmas "MGC Engineering Pty Ltd" could not supply the plans and specifications for mechanical ventilation system until late January 2005 and on receiving the same "Therma Truck" was approached to give a quote to provide and install the equipment required. This quote was approximately \$115,00.00. After receiving the quote in late February 2005 the equipment was sourced and priced separately and had a value of approximately \$35,000.00/\$40,000.00 not including labour to install.

Considering the fact that the two areas of improvement recommended by "MGC Engineering Pty Ltd" had been carried out (top row baskets removed and extra ventilation of the well area) the Committee decided to race the 2005 season as is and closely monitor the performance of the transporter.

To achieve this the Committee engaged the services of "New Environment and Technology Pty Ltd." to carry out tests on the transporter by way of installing air monitoring equipment inside four race baskets which did not have any pigeons in them.

These baskets were located on the transporter in locations recommended by R.N.Cribb Pty Ltd. (Engineers and Dye Makers) the placement of the baskets carrying the equipment was two at the top, one in the bottom row towards the front of the trailer and one in the well which covered the area of concern nominated by MGC Engineering. This test was carried out on the 15<sup>th</sup> June 2005 I" Moruya.

At the conclusion of the tests, one of the monitors had malfunctioned and provided a result which was inconclusive, so to be able to give the members an accurate unquestionable result, another test was carried out on the one location in question free of charge to Central Cumberland Federation. The second test was carried out on the 16<sup>th</sup> July 2005 2<sup>nd</sup> Eden (Thursday night basketing)

These tests cost the Central Cumberland Federation a total of \$1565.50. The results of the tests with the transporter as it is now are as follows:

#### RESULTS OF COMBINED TRIALS ON TRANSPORTER.

##### CARBON DIOXIDE (CO<sub>2</sub>)

National Occupational Health & Safety Commission for Humans, exposure standard is 5000PPM.

TRANSPORTER = MAX. 2964PPM.

Well within acceptable standards.

##### CARBON MONOXIDE (CO)

National Occupational Health & Safety Commission for Humans, exposure standard is 30PPM.

TRANSPORTER = MAX. 11.4PPM.

Well within acceptable standards.

##### OXYGEN (O<sub>2</sub>)

Normal Oxygen is 20.9%

Acceptable Minimum is 19.5% up to 23.5%

TRANSPORTER = MAX. 22.5%      MIN. = 20.0%

These levels come within the acceptable area.

##### HYDROGEN SULPHIDE CONCENTRATIONS (VOCS)

National Occupational Health & Safety Commission for Humans, exposure standard is 15ppm.

TRANSPORTER = MAX. HYDROGEN SULPHIDE 0.5ppm.

Well within acceptable standards.

It is important to keep in mind for future liberators and drivers etc that because the transporter is not mechanically aired by way of fans etc. and relies solely on the truck movement to force air into the area where the pigeons are. It is important that if the transporter is stationary for a prolonged period, the area where the pigeons are, is to be open to the fresh air.

The actions taken by the Central Cumberland Federation Committee have been in the best interest of our membership and their pigeons, as well as encouraging unity and confidence in our sport.

Gary Young.

Member Hills District Pigeon Club.