

The Isle of Wight All Island Carnival Federation.

The Isle of Wight Carnival Federation which represents all the major Carnival Associations on the Isle of Wight has drawn up this document to provide information and guidance notes for the construction of Carnival Floats for entry in to the various Carnival Events on the Island.

This document does not provide a definitive list of do's and don'ts but will help when it comes to enter your float in a major Carnival on the Island.

Each Carnival Association has an appointed Safety Officer and it is their duty to ensure that all entries are safe and come up to a minimum standard. They do have the right to refuse entry in to a procession and as such it is in your interest to work with them through the construction phase of your float. They are there to help you and guide you and to make your entry safe and enjoyable for everyone.

Every entry must conform to the Construction and use Regulations, Road Traffic Act, be safe, and fit for purpose.

Any trailer over 500Kg must be fitted with a fully working over run break which will also operated by a break away system, that will apply the trailer breaks should the main method of attachment to the towing vehicle become detached for what ever reason. These should not be concealed within the float construction so that easy inspection can take place to verify that all is well with both the hitch and break system.

Any Trailer over 3500Kg should ideally be of a double axel construction so as to minimize the heavy loads on the towing vehicle. The use of ring and pin hitches is recommended for floats in these classes.

These should also be fully plated and have a valid D.O.T. inspection certificate or an equivalent plating certificate. These should be made available as part of your entry paperwork for the Carnival entry, along with a copy of your certificate of insurance. This year the Isle of Wight Council is requiring £5 million public liability coverage. Your entry will be refused unless a prior arrangement with the event organiser has been made before the event to ensure that alternative insurance cover has been arranged.

Flammable materials should not be used in the construction of the float. A simple match test will show if any of the materials you are anticipating to use on your float will burst into flame should a naked light come into contact with them.

You should be able to detach and secure parts of your construction of your float to allow for transportation to and from the event at normal highway speeds. You should be able without the need to drive at excessively slow speeds and cause a highway obstruction going to and returning from your chosen Carnival event.

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If you are going to have people on your float then a good rule of thumb for capacity would be to allow 1 square meter per person as a nominal load capacity. If they are seated, the seating structure should be secured in such a manner as to prevent the passenger from being thrown should the vehicle have to break abruptly while in the procession.

If your passengers are not seated then they should be restrained by suitably secured safety lines to prevent them from falling from the float. There should also be a fully fitted hand rail which will withstand an applied 50Kg load without notable distortion in any direction to act as a hand rail, and should be fitted securely at a height in keeping with your passengers.

Passengers are not to be carried when traveling to or returning from a Carnival and alternative travel arrangements which may require additional transport should be considered. A first aid kit should form part of the equipment along with a fire extinguisher should form part of your float equipment. These can be rendered useless unless someone in your party knows where they are stored and how to use them correctly. We also suggest that a qualified first aid person forms part of your party.

An easy to use method to load and off load your float with ideally a series of steps that form part of the float construction is recommended. A step ladder just rested against the side is not acceptable and should at the very least be secured for loading and off loading of passengers.

The use of plain glass should not be used on floats. This includes light fittings and fixtures. Clear plastics should be used in windows or partitions etc. Light fittings should be fully protected with toughened glass at a minimum, and ideally double protection should be used so that materials used elsewhere on the float or streamed from others are unable to make contact directly with the lamp fitting.

Where power is supplied by a generator, then ideally this should be a diesel unit. A method to quickly shut down the unit and fuel system from the edge of the float should be deployed, removing the need to remove access panels etc to gain direct access to the unit.

Adequate ventilation should be allowed to keep the unit cool and not allow a build up of heat to occur. You should not rely on a forward motion of the float to provide cooling air and you may choose to carry this unit on your towing vehicle.

Ventilation of exhaust gasses from your towing vehicle and your generator should be kept to an absolute minimum, and serious consideration should be given to the amount of energy your float requires.

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Ideally all electrical systems on your float should be low voltage. Where this is not practicable, then the use of 110 volts is highly recommended. Where equipment operates at a voltage in excess of 55 volts above the local earth, then all equipment should be tested by a fully qualified electrician, and Portable Appliance Test (PAT) certificates may be required to be produced on demand. All equipment should be correctly earthed to the chassis of the float.

All structural bolts on your float should have at least 2 threads showing through the nut head and be easily accessible for inspection. Those that are not easily accessible should be of an anti vibration type so they are unlikely to become loose while your float is in use.

Tires of the correct rating and in good condition should be used. Just because it is a carnival float it is not exempt for the Road Traffic Act, and as such needs to be in good condition and checked every time before use. Wheel nuts should also be checked and the use of plastic tell tells is highly recommended as often the wheels are not easy to access on a completed float.

The towing vehicle should be correctly matched to the float and a check of the total weight of the completed float should be known. This must not exceed the rated towing capacity for the towing vehicle, and the two must not exceed the total kerb side weight for the towing vehicle.

The float should be constructed in such a manner that there are no over hangs which protrude beyond the base of the float. All fittings must be secure and be able to deal with not only breaking loads at 5 mph or less which is likely during the procession, but also to survive the journey to and from the event.

The height of the float should also be adjustable if it is more than 3 meters high. Many Carnival procession routes have over head obstructions, which may be lower than the normal 16 foot 6 inches expected on the public highway.

The float should be constructed in such a manner as to not impede the vision of the driver of the towing vehicle. Although the use of mirrors is permitted, the driver should have clear vision all round from the driving position. The use of walkers along side the float while in the procession is also recommended, providing additional observation positions to assist the driver.

Carnival Associations who form up the membership of the All Island Carnival Federation operate a self certification process for the Inspection of Carnival Floats. You will be expected to sign a statement to the effect that your float complies with all the guidelines set out above. This will be a condition of entry at the event. For further information and queries please contact your event safety officer.

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