

*This is an example template that contains advice on some of the things that may be required within a method statement for a set piece or specific piece of rigging. Some of the parts may be irrelevant whilst, in some instances, there may be other information required.*

**Show/Venue: The Speculator, New Atheneum Theatre**

**Method Statement for: Ground Supported Tracking Backdrop Flats**

**Compiled by: Darren Wilson                      Date: 16/10/20**

#### **Overview**

Brief description of the set piece/action to be built/attempted: Ground supported tracking backdrop flats that open in the centre to reveal a Harley Davidson, the flats open several times in the show to a width of 2m.

#### **Design Considerations**

Designed by: Darren Wilson

Functionality of the set piece/rigging: The ground supported track system will enable the backdrop flats to track open in the centre revealing a Harley Davidson. Due to the cut out shape of the top of the flats it was decided that a flown track would not be desirable. To ensure the rigging of the ground supported track system is hidden the flats will be mounted to the track and not the scenery carriers, meaning the track moves with the flats.

#### **Safety Considerations**

Structural Considerations: Ground supported truss structure will not support the weight of the tracking flats however it will need to be able to support them from falling forward.

Hazards presents: Ground supported truss structure and flats falling forward.

Safety systems/features: To make the flats track smoothly they would need to have some clearance from the stage deck, this would mean the weight of the flats would be being supported by the track and the ground supported truss structure. To prevent this workshop have created a L shaped batten that will be screwed along the bottom of both halves of the backdrop, several fixed straight castors will be screwed to the underside of the batten, these castors will take the weight of the flats thus reducing the risk of the ground supported system falling forward. Furthermore the truss structure will be strapped off to the decking it sits on and the base plates will be attached to the stage floor/ steel deck using cut out plywood strips, these strips will sit on top of the base plates and hang over the edge of them allowing coach screws to be screwed into the floor. The structure will also be braced using 48mm alloy pipe.

Any other relevant considerations/safety checks: The system will be checked before every show as part of the pre-show checks, ensuring the flats can track their full travel. End stops will also be placed on the track ensuring the flats don't travel past the end of the scenery carriers

#### **Construction/Structure**

What the piece/rigging is made from: The flats are constructed out of several smaller flats bolted together, these smaller flats are made up of a timber frame and a plywood sheet. To stabilise the flats once bolted together several timber battens will be screwed along the length of the whole flat. The rigging consists of a truss structure (H30V truss), Triple E Uni Beam Track and accessories.

Who made the piece/designed the rigging: The flats were constructed by Workshop. The rigging was designed by Darren Wilson

Who is installing the piece/rigging: The flats are being installed by the Workshop Team and the rigging is being installed by the Technical Stage Team, consisting of Darren Wilson, Euan Dyer, Rory Gilmore & Kyle Jessiman, this will be supervised by Malcolm Stephen (Tutor of Stage Technology)

Overall weigh/expected loadings: Flats- c120kg per side, structure c 80kg per side

#### **Method**

Detailed, blow by blow account of how the piece is put together/rigged.                      The ground supported truss structure will be constructed the day before the flats are fitted. The main structure is constructed using H30V truss, this will be screwed in place and ratchet strapped off to the deck. Support braces will then be added to ensure the truss is secure. The scaff pipe supports that will hold the scenery carriers will then be attached to the truss structure using doughy clamps. The scenery carriers will be attached to the pipe using half doughy couplers. Once the scenery carriers are in place the track will be slid in and stops will be put in place to stop the track moving.

The following day the flats will first be bolted together to create both halves of the backdrop, once they are bolted the stabilising battens will be screwed in place and the L shaped castor batten will be screwed on. The castors will then be screwed to the underside of the batten. After this the track supports will be attached- small wooden supports with pre drilled holes for M12 bolts will be screwed on to the back of the flats, these supports are what will hold the track in place.

The flats will be up righted into position (One half at a time) and lined up ready for the bolts to be put through the wooden supports and attached to the track using Uni Strut nuts. The stops that held the track from moving will then be removed. Adjustments will be made once both flats are fully attached to their respective tracks to ensure they are level and that the castors on the bottom of the flats are taking the weight of the flats (small adjustments can be made with the bolts). Once all adjustments have been made the end stops will be put in place the track will be tested.

#### **Functionality**

Description of how the piece is used/operation of the rigging including how and when the piece/rigging is checked: For the majority of the show the flats are closed, for 2 scenes in the show the flats track open to a width of 2m to allow the Harley Davidson through, the flats then track closed. This is repeated when the Harley Davidson is put back. The flats will be operated by hand, 2 members of the production team (1 each side) will pull the flats open and push them closed. The rigging will be checked daily with all bracing checked over to ensure the truss is stable, the track and scenery carriers will also be checked to ensure they are still secure. The end stops will be checked daily as well to ensure they haven't moved (tape marks will be placed on the track beside the end stop to ensure they are in the correct position) Before every show the flats will be tracked their full travel on and off stage to ensure they track smoothly.