

Restoring the *Terra Linna* yacht circa 1880 part 2



Will she sail again?

Our aim emerged early in our planning

Terra Linna was to be restored to sail again!

Not a museum piece

But a genuine restoration using the 3 R's

I am convinced we have come a long way to achieve this.

We commenced in 2001

- The period from 2001 to 2006 was a period of planning and fund raising
- By 2007 we had a project plan for the restoration including a materials list.
- In the same year we were successful in being granted and Nyrstar (formerly Zinifex and or Zinc Works) community funds grant for recycled timber. Some of which has been used in the restoration.

Terra Linna was accepted on the Australian Register of Historic Vessels, HV000088



2008

- By now through Guild efforts we had a substantial Terra Linna bank balance
- We had relocated Terra Linna from Margate to Bellerive.
- We negotiated the purchase of 599 super foot of Huon Pine from Jason Evans at a very bargain price
- We also successfully applied for a \$20,000 grant to get the Spars, Rigging and Sails made. This work was let to Denman Marine, Mike Seeney and Storm Bay Sails respectfully



2007

The practical work begins in earnest!

At the working bees we first stabilised the hull at the site, twice! Twice because a bad spring storm blew her off of her foundation blocks. We then set about cutting and building frames for each station to pull her back to the lines shape. Once this was completed we could strip off all planking, stringers etc to get back to a bare keel with bow and stern members.





- We had to reinforce the keel as many sections were not true to line at the garboard rabbet. The rabbet was re formed and cleaned up.
- Next we cut the slot for the dagger/centre board in the keel and Noel built the new casing.



Garboards in and reclaimed battens going in!



- At the same time we re-fitted the original floors. A very time consuming but necessary task.
- The centreboard bed logs and case are installed together with the deck carlins (all reclaimed Nyrstar timber).
- All planking is complete, with the planks being new Huon Pine and the battens being cut from the original planks.
- All timbers (ribs) in new Huon Pine have been fitted and fixed in place.



November 2009



Our over
worked lead
boat builder!



- The floors (originals), beam shelves (new reclaimed Nyrstar timber), deck beams (new reclaimed Nyrstar timber), bilge stringers and thwart risers (originals) are fitted.
- The WBGT had all the required rigging hardware cast at the Hobart Foundries of Retlas to meet the requirements of Murray Isles calculations. Sails and rigging are currently stored at the suppliers addresses due to lack of Guild storage.



Photo Peter Higgs

Bryan Gatehouse and Colin Gatehouse visit the restoration



Bryan discussing work with
Noel



Bryan and Colin Gatehouse sailing *Terra
Linna* circ. 1950

Visits by international documentary film companies

The project has attracted interest from a Japanese and French tourism documentary film companies.



AWBF entries 2003 and 2011



2003 AWBF, note the woman in surprise!



2011 AWBF, is this the same boat?



Looking aft. Note the original inee and timber



Looking Fwd



- We acknowledge Norglass Paints who very recently became our sponsor for finishes. Many thanks Norglass!
- So it is over to you now. Is it a;
 - Restoration?
 - Rebuild? or
 - Conservation artifact? Or perhaps
 - A living piece of Tasmanian Maritime Heritage saved by the Wooden Boat Guild of Tasmania?

One non achievement!

- In all proposals for MMAPSS funding and Tasmania Community Funding we expressed a desire to have Terra Linna used as a youth Sail Training vessel.
- We did come close to this with the St Virgils School Sailing team.
 - The students were keen
 - But other things got in the way.
- This could be re-vitalised?

Sailing to the Cygnet Regatta



Sailing on the Derwent



Sailing at Kettering WBR



Use of PoW Bay for regattas

