



Wooden Boat Guild of Tasmania Inc.
PO Box 28
Battery Point Tas 7004
16/10/2002

Report to the Australian National Maritime Museum on the Project 2001-02 MMAPSS.

The following is a report on the activities the Wooden Boat Guild of Tasmania Inc. has undertaken subsequent to your granting us a ANMM Project 2001-02 MMAPSS with a total sum of \$3100.00 to document the lines and history of the yacht *Terra Linna*. This report includes in the appendices the following;

- Appendix A Financial Acquittal Statement of the WBGT Inc.
- Appendix B Full size drawings of the *Terra Linna* lines at $\frac{3}{4}$ " : 1 foot and construction & sail plan at $\frac{1}{2}$ " : 1 foot.
- Appendix C Draft History of the yacht *Terra Linna*. This is in draft until all requests for IP & Copyright release are received by the Guild. Applications for the same have been made in writing.

It should be noted that this report will cover work undertaken and funded by the Guild which is outside of the ANMM funding and project scope. However, it has been reported as it was seen as an integral part of stages 1 & 2 of an important Maritime History project.

Background information

WBGT member Andy Gamlin had noticed a derelict hull on the old Purdon's slip at Battery Point Tasmania. Enquiry confirmed his thoughts that this was an important part of the Tasmanian Maritime History. Andy then negotiated with the owner of the yacht, Gerard Willems, to transfer ownership of the yacht *Terra Linna* to the Guild with the undertaking that the Guild would restore her to sailing condition as part of the states Maritime History. Andy with support of the Guild undertook to apply to the Australian Maritime Museum for funding to assist in the first 2 stages of the Wooden Boat Guild of Tasmania's major project. This was a successful application as this report will verify.

Stage 1

The Guild decided that the site the yacht *Terra Linna* was located at was both not secure enough nor conducive to the major restoration project the Guild was about to embark on. After negotiations it was agreed that the *Terra Linna* could occupy a shed

at Peter and Helen Linsay's Brookfields Vineyard at Margate, south of Hobart. The shed also housed another heritage yacht *Fancy* also awaiting restoration.

The moving of the yacht from the slip was also considered as a very delicate and critical component of the project yet outside the scope of the funding, one that could make or break project. As such much deliberation and planning took place before the shift was made. As well, several working bees were held at the site to stabilise the hull for its pending journey.

The Guild also decided that the project did not warrant publicity at this stage for fear of any vandalism that could result in a very unfortunate end to such an important state and national maritime history project. Subsequent to the move the boating section of the Mercury News Paper ran an editorial on the yacht *Terra Linna*, the funding support provide by the ANMM and the project the Guild was to embark on

A full account of the stabilisation process and the actual move to Margate is now covered by a story and photographic record written by David Murphy, Guild Committee member and author/editor of the Guild's journal "the Rudder". This account has now been included in the draft history in Appendix C.

Stage 2

Stage 2 involved the taking of the lines of *Terra Linna*. Being a professional surveyor Andy Gamlin undertook the following;

A total station digital theodolite and a total of four forced centring tribrachs on tripods provided the physical control framework to which all measurements would refer to, surrounded the hull. Each station, or tripod, was either each side or port or starboard, some fifteen metres from the hull. The stations abeam of the hull were used to survey the boat while the other two provided a means to 'close' the traverse, so controlling the precision of measurement.

The Wild T1600 theodolite records each measurement in terms of bearing, altitude (or depression) and distance. The accuracy of each measurement is approximately within 3 mm of any other. This is far higher than can be determined from drafting accuracy. The closure accuracy surrounding the boat was well in excess of 1:100,000, so ensuring an extremely high precision survey.

This work took several months to shoot and then verify accuracy before plotting could take place. More can be read on the survey methodology in the History of the Yacht "*Terra Linna*" in Appendix C. The drawings in Appendix B are testimony to the accurate and completed lines of the *Terra Linna*. From these lines Guild member Noel Hall, noted boat builder, has commenced a ½" : 1 foot scale model in Huon Pine. The craft is currently off its mould so fitting out work can continue.

At the same time Andy and other Guild members were gathering as much information as could be found on the yacht *Terra Linna* from all possible sources including old yacht club records, anecdotal evidence from the yachting fraternity and written records in published articles as listed in the "end notes" of the draft history. The

history has been edited by Guild Senior Vice president Peter E Higgs and published by David Murphy's Clearwater Publications.

Stages 1 & 2 complete the obligations of the Guild to the ANMM Project 2001-02 MMAPSS. However, the Guild wishes to report on Stage 3 to demonstrate to the ANMM the conviction of the Guild to restore *Terra Linna*, an important part of Tasmania's Maritime Heritage, to sailing condition.

Stage 3

The Wooden Boat Guild of Tasmania Inc. has developed a Business Plan to ensure restoration of the *Terra Linna* to sailing condition. As a result the Guild has now applied for State Government Community funding body using the Business Plan to commence the restoration task. Stage one of that project will be to engage a shipwright to advise and draft a restoration plan. When funding is made available the Guild will manage the project with the guidance of a qualified shipwright. The Guild will be guided by its Constitution and Objects in the restoration process by ensuring that younger people will be engaged and trained to ensure the skills and craft of wooden boat building and restoration are passed on to the next generation of Tasmanian and Australian Mariners.

The Wooden Boat Guild of Tasmania Inc. would like to take this opportunity to sincerely thank the Australian National Maritime Museum for their 2001-02 MMAPSS funding which has now secured and documented the lines and history of the yacht *Terra Linna* c 1880.

Peter E Higgs
Senior Vice President
Wooden Boat Guild of Tasmania Inc.
25/10/02

Appendix A.

Financial Acquittal Statement

Appendix B.

Lines of the yacht *Terra Linna*.

Appendix C

History of the yacht *Terra Linna*.