

Inventory

Lyons & Savage Cutter
42

Specifications

Reference/Stock No	Utiekah II
Make	Lyons and Savage
Model	42 ft Cutter
Hull Material	Original New Zealand Kauri carvel planking, splined, and fiberglass sheathed.
Length	42
Region	Pittwater, NSW
Vessel Name	UtiekahII
Launch Year	1911
Beam	3,51 m
Draft	1,88 m
Displacement	14,000 kg
Deck material	deck shelf, carlins, deck beams epoxy-laminated in New Zealand Beech, marine plywood Dynel sheathed; grown ti-tree hanging knees - all replaced in 1990. White beech deck planking replaced in 2024.
Keel/balast	Fixed Keel
Designer	Jack Savage
Builder	Lyons and Savage, Williamtown, Victoria
Registration Number	033N

Engine / Machinery

Engine Description	Yanmar 4JH2E 4 cylinder 50hp fitted in 1995
Engine Hours	200-250 hours
Fuel Capacity	165 litres in single tank
Propulsion	Shaft drive with twin bearings, 3 bladed fixed propeller

Deck Hardware / Fittings

Deck Description	In cockpit there are 2 x Barlow 28 and 2 x Barlow 20 bronze winches. At the rig there are 3 x Barlow halyard winches. Custom hand-crafted timber blocks. S/S stanchions and safety wire. Timber hatches and large lazarette aft. Custom hand crafter tiller with bronze fittings. All windows and skylights replaced with heavy toughened glass. Extensive
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		custom bronze deck and rigging hardware.
	Ground Tackle /Anchor Winch	Bruce anchor and chain with powered Acro windlass and secondary Danforth
	Covers	battened over-boom awning, covers for mainsail on boom, skylight hatch, and tiller.
Accommodation	Accommodation Description	x Double main cabin forward with head and sink. 2 x Open single berths aft. Port and Starboard. Main Saloon: Spacious main saloon with L shape sofa and large table that has adjustable height. 3-seater sofa opposite to close in a large social area. Aft of this is a Chart table with unique custom swing out tractor seat with Electronic panel above. Ample storage throughout. All furniture is modular.
	Entertainment	Kenwood Radio/Bluetooth speaker.
Galley	Galley Description	L shape bench tops with Broadwater Marine Stove two burner gas stove and over. Two sinks and ample storage throughout.
	Refrigeration	12v electric refrigeration plant and chest refrigerator compartment adjacent to navigation station, 12v electric refrigeration plant and chest freezer compartment under saloon settee.
	Water Capacity	280 litres in single tank
Safety Equipment	Safety Gear	To be audited at time of survey
	Bilge Pumps	1 x electric bilge pump, 2 x manual bilge pump
Electrics / Electronics	Electrics	Solar panels: 1 x Solar panel aft deck Electrical system: 2V DC Batteries: 2 x House 12V 100 ah. 1 x Starter 12v 100 ah.
	Instruments / Navigation	Raymarine depth display, Coursemaster autopilot, VHF radio (condition unknown). Magnetic tell-tale compass above port quarter berth.
Sail / Rigging	Sail Inventory	All Dacron, constructed by Shilland Sails in 2011 1 x Mainsail - professionally cleaned in 2024 1 x Genoa 1 x Staysail 1 x Asymmetric Spinnaker
	Mast / Rigging	Mast: solid Rika Spruce, built 1928 by Carl Halvorsen, restored 2011 Spreaders: New Zealand and unidirectional glassfibre, constructed 2000 Boom: hollow Oregon Pine with internal carbon fibre reinforcement, constructed 2010

		<p>Standing rigging: 1 x 19 316 stainless steel wire, staylock terminations, replaced 2011.</p> <p>Running rigging: Dyneema halyards and polyester sheets replaced 2011</p>
Miscellaneous	General Remarks	<p>List of works done from 1980-2011</p> <ul style="list-style-type: none"> â€¢ Replaced carlins, deck shelf, deck beams, and deck planking. â€¢ The hull lines were taken from the vessel (David Payne & Stephen Slade) and used as a guide to restore the vesselâ€™s shape using temporary external timbers (ribs). â€¢ Replaced all butt blocks with scarph-joined short planks. â€¢ Replaced rudder post, transom, and horn timbers. â€¢ Removed all internal structures, including timbers, floors, knees, bulkheads, and furniture. â€¢ Removed internal ballast from the bilge and centreboard slot. Replaced the ballast in the centreboard slot with small lead pigs set in an epoxy/sand slurry (one half tonne approx.). â€¢ Replaced large sections of the garboard, first, second, and top planking with Australian Red Cedar and New Zealand Kauri. â€¢ Cold-moulded internal planking with inter-laminate Kevlar (not visible) used forward of the mast for added collision resistance. â€¢ Fitted cold-moulded frames under new hardwood keelson, with the pad extending from forward of the anchor locker to the rudder post. â€¢ Laminated new timbers, floors, and fitted new Ti Tree hanging knees, bulkheads, and engine bearers. â€¢ Splined all outside planking with Oregon and King Billy Pine. â€¢ Reduced the draft by 5â€³ aft to nothing forward by removing a long wedge of deadwood. â€¢ Drew, inspected, and refitted all keel bolts. â€¢ Made patterns, cast, and machined new fittings for the rudder, chain plates, bobstay fitting, stemhead fitting, bowsprit and whisker chain plates, and stanchion bases. Repaired and sheathed internally the steam-bent trunk cabin with purpose-made 3/16â€³ silver ash plywood and Dynel. Fitted new trunk cabin scuttles. â€¢ Replaced all windows and skylight glass with heavy toughened glass. â€¢ Cold-moulded pilot house top with three layers of 3/16â€³ Australian Red Cedar and heavy epoxy double-bias â€• Glass. â€¢ Fitted structural cockpit coamings.

• Made and fitted removable
• drop-in timber glassfibre lined
cockpit and wet locker.
• Interior fit-out was designed,
constructed, and fitted with great
attention to detail, using Huon Pine on
horizontal surfaces and Australian Red
Cedar on vertical surfaces
