



CEDAR

39' (11.89m) 1965 David Bud MacIntosh
York Maine United States



OVERVIEW

Manufacturer: *David Bud MacIntosh*

Engines:

Engine Model:

Engine HP:

Beam:

Max Draft: "

Water:

\$80,000

Hull Material: Wood

Cruise Speed:

Max Speed:

Cabins/Heads:/

Fuel Type: Diesel

Fuel:



Data Sheet

Category: Antique and Classics

Condition: Used

Model Year: 1965

LOA: 39' (11.89m)

Fuel Type: Diesel

Hull Material: Wood

Engines/Generators

Summary/Description

After an extensive rebuild by Paul Rollins CEDAR (ex. GO GO GIRL) was relaunched in 2023 and is now ready for yet another 50+ years of sailing (or more).

CEDAR

1965, Bud MacIntosh Sloop, 39'

Cedar was designed and built by famed New Hampshire boat builder Bud McIntosh in his shop at Dover Point along the banks of the Piscataqua River and launched in 1965 under the name **Go Go Girl**. She spent many happy years under her first ownership sailing out of Chatham, MA and York ME before being sold to new ownership and mostly out of sight and out of mind until found by Maynard Bray in 2018 sitting covered from sight and the elements in a field in Vermont.

Maynard wrote about this find in his series of articles for WoodenBoat magazine entitled "Save A Classic" and that article was read with great interest by boat builder Paul Rollins for whom her original designer / builder, Bud McIntosh had been a mentor.

Paul Rollins contacted the owner of **Cedar (ex Go Go Girl)** and acquired the boat with the idea of refitting her as a nice little retirement project. As these things go there's always more work to be done than originally seen to the eye and what was intended to be a refit evolved into an almost complete restoration (nicely documented in the WoodenBoat article "Bringing **Go Go Girl** Home" by Randall Pepper).

Relaunched in 2023 and available for inspection by interested parties, **Cedar** is now ready for yet another 50+ years of sailing (or more).

Principle Dimensions and Information

Designer / Builder: David C. (Bud) MacIntosh)

Year Built: 1965

LOA: 39', 0"

LWL: 27', 6"

Beam: 10', 0"

Draft: 5', 6"

Displacement: 19,000 lbs.

Ballast: 6,000 lbs. Epoxied Iron

Sail Area: 726 sq. ft.

Auxiliary Propulsion: Westerbeke 46, Fresh-water Cooled Diesel, 46HP

Engine Hours: 434

Fuel Capacity: 20 Gallons

Fresh Water Capacity: 40 Gallons

Interior Layout and Accommodations

Furthest forward is chain locker with access from forward cabin by way of opening in forward bulkhead

Next aft is forward sleeping cabin with accommodations for two (2) persons in a V-berth configuration with seat / step between berths. Storage bins below V-berths and storage lockers above and outboard of the berthing space.

Continuing aft is passageway between forward cabin and main saloon with storage lockers to starboard and head area to port. Next aft in main saloon with settee seating / berthing port and starboard of the center line located drop leaf dining table and storage in drawers and lockers above and outboard of the berths.

Again, continuing aft is the galley area to port and starboard. A cast iron, solid fuel stove and oven along with a stainless-steel galley sink basin are located to port. Opposite to starboard is a 2-burner Force 10 propane stove and a well-insulated, under counter ice box with the counter top doing double duty as a handy chart desk.

Furthest aft on centerline behind the companionway ladder is the engine box and ships electrical panel with quarter berths located outboard to port and starboard.

The interior of **Cedar** is nicely finished off in the Herreshoff style of white painted bulkheads and joinery accented by varnished trim, drawer and locker fronts, deck beams, interior cabin sides and overhead planking. The cabin sole throughout is bare teak. Natural lighting and ventilation provided by a total of ten (10) opening ports in the cabin sides and two overhead hatches. Additional (electrical) lighting is provided by well-placed reading lights throughout the interior.

Hull, Deck and Cabin Construction

Full keel with cut-away forefoot and keel hung rudder underwater configuration

Carvel planked Mahogany and Cedar planking over White Oak frames

Copper rivet fastened Mahogany planking above the waterline

Bronze screw fastened Cedar planking below the waterline

White Oak and Locust keel, dead wood, horn timber and stem

Locust and 315 stainless steel floors

Painted plywood bulkheads

Mahogany cabin sides (painted exterior, varnished interior)

Vanished Fir deck beams and overhead Cedar cabin top planking.

Decks, cockpit and cabin top of marine plywood with fiberglass cloth overlay set in epoxy with painted finish.

Deck Hardware

Bow anchor roller

Bronze bow chocks

Stainless steel bow pulpit

Bronze lifeline stanchions

Single coated wire lifelines

Bronze inner-forestay deck fitting

Bronze bow cleat

Bronze anchor hawse pipe

Bronze deck fills for fuel and water

Teak and Bronze mid-ships cleats

Ten (10) opening posts in cabin sides and front.

Two opening hatches on cabin top (butterfly hatch above main saloon)

Handrails port and starboard on cabin top

Dorade box and cowl vent on cabin top above head area

“Charle Nobel” chimney thru cabin top

Bronze stern chocks

Bronze stern cleat

Opening hatch to aft lazarette.

Spars and Rigging

Deck stepped, single spreader, masthead sloop configuration.

Sitka Spruce mast, boom and spreaders painted (buff)

Aluminum spinnaker pole

Aluminum reaching strut

Bronze mainsail luff track

Bronze spinnaker pole track

Stainless steel 1x19 wire standing rigging (stays and shrouds) with bronze turnbuckle adjusters

Sail Trim and Sail Handling Equipment

North Sails roller-furling headstay

Merriman #5 single-speed bronze sheet winches port and starboard at cockpit coamings

Merriman #2 single speed bronze halyard winch starboard mast

Merriman #16 single speed chrome bronze halyard winch port mast

Stainless steel Genoa tracks with adjustable cars port and starboard side decks

Double-ended mainsheet system with bronze blocks and bronze rod traveler

Low-stretch yacht braid sheets and halyards

Adjustable boom topping lift

Sails and Canvas

Mainsail

Roller-furling Genoa

Mainsail cover

Cockpit dodger

Electronics and Navigational Equipment

Apelco VXL7500 VHF radio

Garmin GPS X5V chart plotter on swing-out bracket at companionway

Ritchie helm compass in custom varnished wood & bronze binnacle with stainless steel binnacle guard

Depth Sounder

Auxiliary Propulsion and Fuel Systems

Westerbeke model 46, fresh water cooled, 46 HP, diesel inboard engine

Engine Hours: 434 hours (August 2023)

Westerbeke deluxe ignition panel with tachometer, hour meter, and gauges for cooling water temperature, engine oil pressure and charging voltage.

Double lever controls for throttle and gear selection and engine shut-off located on starboard cockpit side wall with protective bronze bar.

Bronze (1") propellor shaft

Bronze flax-packing type stuffing box

2-blade, fixed blade, 16x14 bronze propellor

Perko raw water strainer

Verna water-lift muffler

Monel diesel fuel tank

20 Gallon fuel capacity

USCG A1 fuel lines

Racor fuel filter

Electrical Systems

12-Volt ships electrical system

Group 24, 12-volt marine batteries (2ea)

Master battery selector switch

Bass circuit breaker panel for control of all ship's DC systems

Inverter / Charger

Bayonet style DC outlets (2ea)

Battery charging by engine alternator and solar panel

Plumbing and Sanitation

40 Gallon fresh water capacity

Stainless steel fresh water tank

Manually supplied (hand pump) cold fresh water at galley sink and head area sink

Airhead composting toilet

Ground Tackle

Kedge anchor, 35 lb. with appropriate chain and rode

Plow anchor, 35 lb. with appropriate chain and rode

Bow roller

Dewatering Equipment

Rule 2000 GPH electric / automatic bilge pump

Edson manually operated diaphragm type bilge pump

Safety Equipment

Navigational lighting

Lifesling

Fire Extinguisher

Life Jackets

Additional Equipment

Dock lines and fenders

Boat hooks (2)

Pram / tender with oars

Disclaimer

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