

NOTICE: Care should be exercised in the completion of the steps involved in constructing this kit to assure a sturdy craft. The safety of this boat is determined by the builder and user. This kit has not been rated for either number of occupants or maximum weight capacity. The purpose of this kit is to provide the builder with those parts that require precision cutting and a set of easy to follow building plans. *Uncle John's* assumes no liability for the finished project. As with any water-craft, life-jackets should be worn and caution exercised in regard to weather and water conditions.

A Classic Cajun Pirogue

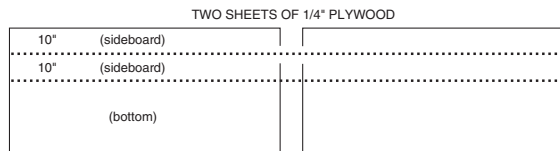
In 1775 the settlers of the French Canadian Colony of Acadia, known today as Nova Scotia, refused to swear allegiance to the Crown of England. The French settlers were declared treasonous and were driven out. After a 10 year search the "Acadians" settled in the swamps and marshes of southern Louisiana. The French had long been an influence in New Orleans. The area west of New Orleans was a uninhabited swamp spreading for hundreds of miles. Unfit for cultivation, this area was bypassed by northern European immigrants who continued up the Mississippi to North Louisiana and parts beyond. It was into this swamp the "Acadians" vanished, undisturbed until well into the early part of this century. The low water swamps and shallow marshes of Louisiana provided everything needed for the "Cajuns", as they became known. Pirogues, small, simple, easy-to-build boats were developed for use in the shallow swamps, marshes, and bayous. Used for fishing, hunting, trapping, moss picking and simple transportation, pirogues became a part of history, identified with the Cajun people of Louisiana. In south Louisiana, this boat is as familiar today as it was 200 years ago.

The pirogue, from which these plans were taken, was found abandoned on the property of an anti-bellum plantation near Villa Platte, Evangeline Parish, Louisiana. It was simply, but strongly built, a classic, four board pirogue, one board for each side and two for the bottom. The stems appear to have been split from a single log rather than cut. The stem is the key to building a boat of this type. When the stem is properly cut, the angles will be transferred to the sides and bottom, developing the distinctive shape of the Cajun pirogue. The original boat is very basic in design. There were no seats, not unusual in working pirogues which were generally propelled using a pushpole rather than a paddle. A board laid across the sideboards often served as a seat. Rubrails serve to protect the areas subject to wear and add to the strength and shape of the hull. No keel strip is on the original hull, but could be added to aid in tracking.

Thank you for purchasing this kit. We hope you have a safe and enjoyable experience building and using your "Classic Cajun Pirogue".

Uncle John's Easy-Build-Kit
5229 Choupique Road Sulphur, LA 70663
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Plywood planking provides an economical, light and strong hull. A high grade of exterior plywood is the lightest, easiest and most economical material to work. Plywood can be joined using a scarf joint to splice plywood at the optimum angle to attain maximum strength while retaining flexibility.

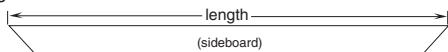


No. 1 SIZE PLYWOOD AND SCARF.

(See instructions for scarfing.)

No. 2 PREPARE THE SIDE BOARDS

Cut sideboards to length, use the stem to mark the angle for cutting the ends (see fig. #1). Cutting both sideboards at the same time will assure identical lengths. The length of the boat will be determined by the length of the sideboards.

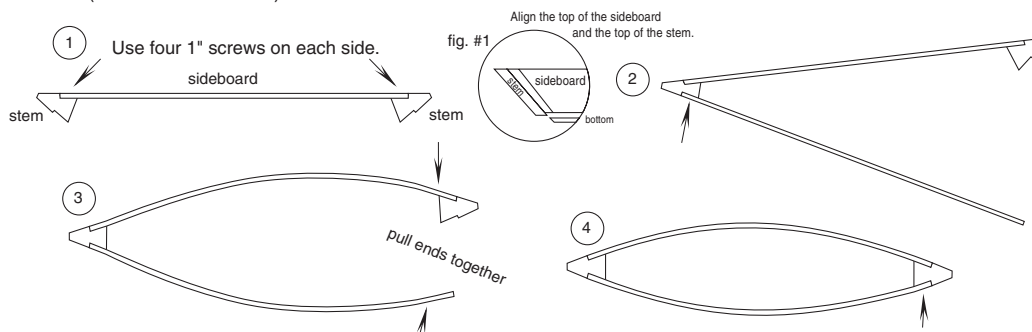


No. 3 ASSEMBLE THE RIBS

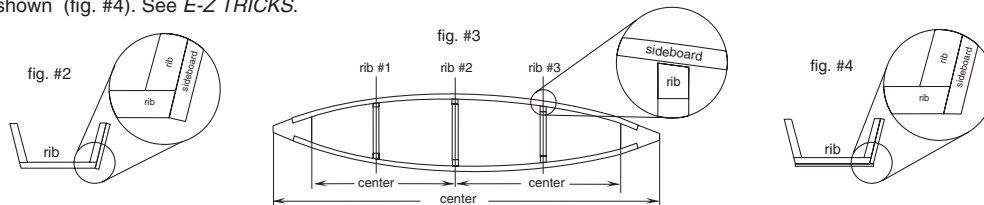
Use waterproof glue and clamps to assemble the ribs. Each rib is numbered. To assure proper assembly, simply "match" the numbers. The ribs have been machined to join at the proper angle when aligned.



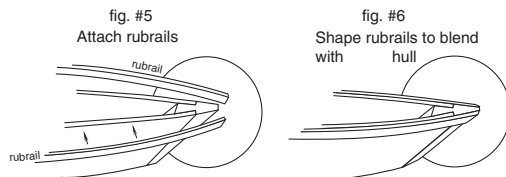
No. 4 ATTACH THE SIDEBOARDS TO THE STEMS. Align stems and sideboards as shown in fig. #1. Attach sideboards to stems (steps 1 through 4 shown below) using both a waterproof glue and four 1" screws on each side of the stem. The compound angles of the stems will cause the sides to bow outward and upward creating a rocker (or bow in the bottom).



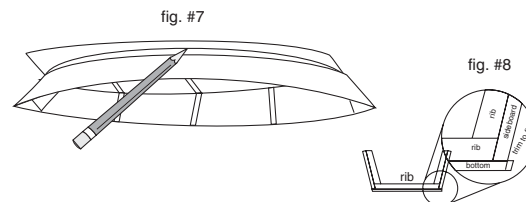
No. 5 ATTACH THE RIBS TO THE SIDEBOARDS. Attach rib #2 in center of hull (fig. #3) aligning sideboards as shown (fig. #2), glue and fasten with 1" screws. Install ribs #1 & #3, as shown (fig. #3). Rib #1 is beveled forward, rib #3 is beveled aft. Glue and fasten. When all ribs are attached, bevel bottom of sideboards as shown (fig. #4). See *E-Z TRICKS*.



No. 6 Attach rubrails (fig. #5 & fig. #6) with 3/4" screws, spaced 4" apart. Use 3/4" pine for rubrail. Attaching the rubrail will stiffen and shape the boat. Begin in the middle of the boat and work to each end.

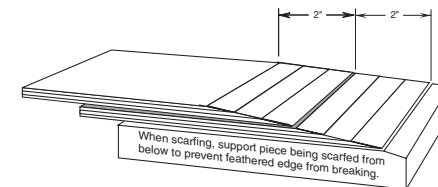


No. 7 CUT THE BOTTOM. Turn boat upside-down, tack bottom and mark hull shape (fig. #7), add 1/4" around and cut bottom. Glue and fasten (see *E-Z TRICKS*). Trim bottom flush with sideboards, (fig. #8).

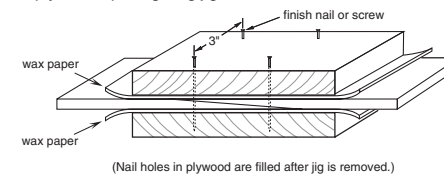


Scarf joining plywood.

Scarfing may be done with sandpaper wrapped around a piece of 2x4 or a sharp hand plane. An electric plane, or belt sander may also be used. To scarf 1/4" plywood, setback a line across the panel 2" from the end. Plane to a feathered edge, following the lamination lines in the plywood.

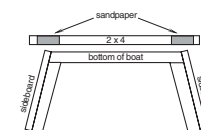


plywood splice gluing jig

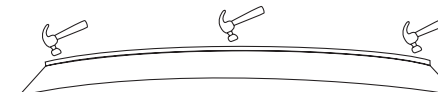


E-Z TRICKS

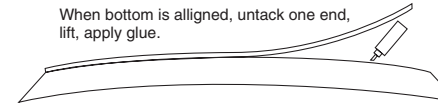
To bevel sideboards, turn boat upside down. Use a 2x4 with 60 grit sandpaper attached to both ends, bevel both sideboards at the same time. This will assure the proper angle as shown in fig. #4.



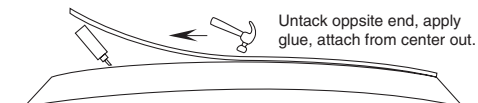
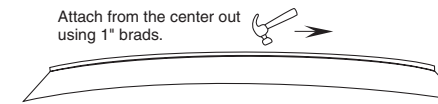
To attach bottom, turn boat upside-down, position bottom and tack each end and center as shown.



When bottom is aligned, untack one end, lift, apply glue.



Attach from the center out using 1" brads.



FINISHING. To guarantee a watertight hull, all seams should be taped with 3" wide 6 oz. fiberglass. For maximum durability the entire hull could be covered with 6 oz. cloth. Marine paint is not necessary, as boats of this nature are not "left" in the water. Coats of exterior paint should prove quite satisfactory.