

Photo Essay of How to Build a Canadian Midwestern Drift Boat



Plans for this boat are available online at:

<http://www.spirainternational.com>

Building the Canadian



The ribs are built first. Here's they're laid out on a pattern drawn using the plans and then epoxy glued and screwed together

Next, the Strongback is built to serve as a straight building jig. The locations for the ribs are blocked up to their appropriate elevations as described in the plans



The ribs are then set in-place on the strongback

Once all the frames are in place it should look something like this:



The keelson timber is then attached to the center of all the frames tying together the ribs

Chine logs are added to the frames creating a solid piece where the frame sides and bottom meet.





A strip of wood is attached to the top edge of the frame sides (the boat is still up-side down) called the shear clamp.

The completed framing of the boat with the frames, keelson, chine log and shear clamps in-place. This is then “faired” or trimmed to fit the plywood covering.



The side plywood planking is added to the framing by gluing with epoxy and fastening using silicon bronze or stainless steel screws.

The sides attached to the frames. This is followed by the bottom.



The screw holes are filled and plywood covering is sanded

Epoxy is applied to the hull to saturate the wood, seal it, and to strengthen it.





A layer of fiberglass is added to the outside of the hull. This is optional but is recommended for most drift boats since their use in rushing rivers sometimes makes scraping along rocky bottoms almost inevitable.

Another hull sanding and a nice coat of paint results in a smooth, finished appearance.



The boat is then flipped right side up. At this stage it starts looking more like a boat and less like a wood shop project.

The inside of the hull is similarly saturated with epoxy resin.



Seats, oarlocks, and oars added.

**WOW, It actually floats!
Let's go fishing!**

