

The small pirogues resemble in main particulars but variant detail those seen by Paris. Within the memory of those asked the largest pirogues have only been propelled by oars, although some mast-steps do survive. More usually in old large pirogues the boss in the bottom of the underbody has been chiselled away to facilitate repairs, or for a false-keel reinforcement to be bolted or sewn on (Fig. 4).



Figure 4. a) barely visible stitches inboard between the underbody and garboard. Bolts fasten a false-keel along the centreline of the underbody. Fish Road; b) well-maintained two-strake pirogue with false-keel attached by stitches. Cova. Author.

At the time of construction garboard strakes would be set to flare outwards on the bevelled upper edge of the underbody (Fig. 5). The junction of the angle thus created is filled outboard with *chandrus* and pads of coir - overlaid with up to 32 parallel lengths of tensioned two-strand coir cord held in position by sewing with more of the same cord. Inboard, below folds of nets hanging between the thwart-beams on which they are piled, the vertical stitches are countersunk to provide a smooth, snag-free junction, often barely visible (Fig. 4a).