G. GEIST.

BOAT HULL.

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1,379,552. Patented May 24, 1921.

Fig. 1.

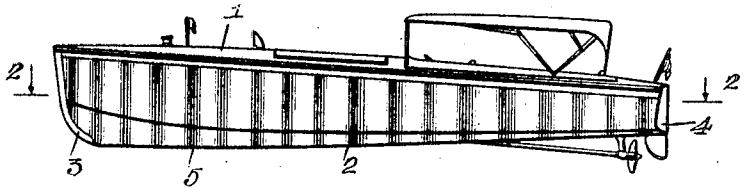
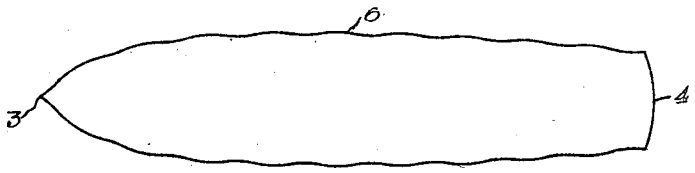


Fig. 2.



WITNESSES

Frank L. Faggiani

Robert J. Hulsizer

INVENTOR

GEORGE GEIST

BY Munn & Co.

ATTORNEYS

UNITED STATES PATENT OFFICE.

GEORGE GEIST, OF NEW YORK, N. Y.

BOAT-HULL.

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To all whom it may concern:

Be it known that I, GEORGE GEIST, a citizen of the United States, and a resident of the city of New York, borough of Bronx, in the county of Bronx and State of New York, have invented a new and Improved Boat-Hull, of which the following is a full, clear, and exact description.

This invention relates to boat hulls, and has particular reference to boats in which a maximum speed is desired.

An object of the invention is to provide a boat-hull structure in which it is possible with the same horse power to obtain an increased speed.

A further object resides in the provision of the particular arrangement and construction of parts hereinafter set forth and claimed and shown in the accompanying drawing.

In general, the invention comprises providing the sides of a boat hull with a plurality of irregular wavelike formations whereby the friction or resistance offered to the movement of the boat by the water is considerably reduced.

The invention is illustrated in the drawings, of which—

Figure 1 represents a side view of the boat; and

Fig. 2 is a horizontal longitudinal section taken on the line 2—2 of Fig. 1.

As illustrated in the drawings, the invention is embodied in a boat 1 having a hull portion 2. The type of boat to which this invention is particularly applicable is a speed boat, in which a slight increase in speed is important, rather than slow-moving vessels in the operation of which speed is not an important factor.

As shown in the drawings, each side of the hull from stem 3 to stern 4 is formed with a plurality of wavelike corrugations 5, which corrugations extend vertically of the side. This action has been found to considerably reduce the friction of the water opposing the motion of the boat therethrough. These wavelike corrugations may be made of sheet metal, integral with the hull itself, or, if the boat is a wooden structure, may be formed in the wood of the hull, as desired. The essential point is that the corrugations are formed in the hull itself, whether the hull is made of metal or wood. The particular and specific manner in which these corrugations are formed as to their shape is not shown in the drawings since this is a matter of the particular design desired and may vary in accordance with the characteristic of the boat to which they are applied.

The amplitude of variation of any one of the peaks of the corrugations from the normal outline of the hull is designed to be slight, so that the wavelike corrugations have an easy slope. In a boat thirty feet long there would be substantially twenty peaks, such as are denoted by 6 in Fig. 2.

What I claim is:

A boat hull comprising a side portion having a plurality of integral, vertically extending wavelike corrugations throughout its length, said corrugations having an amplitude relatively small compared to the wave length, each wave length being relatively large compared to the length of the hull.

GEORGE GEIST.