

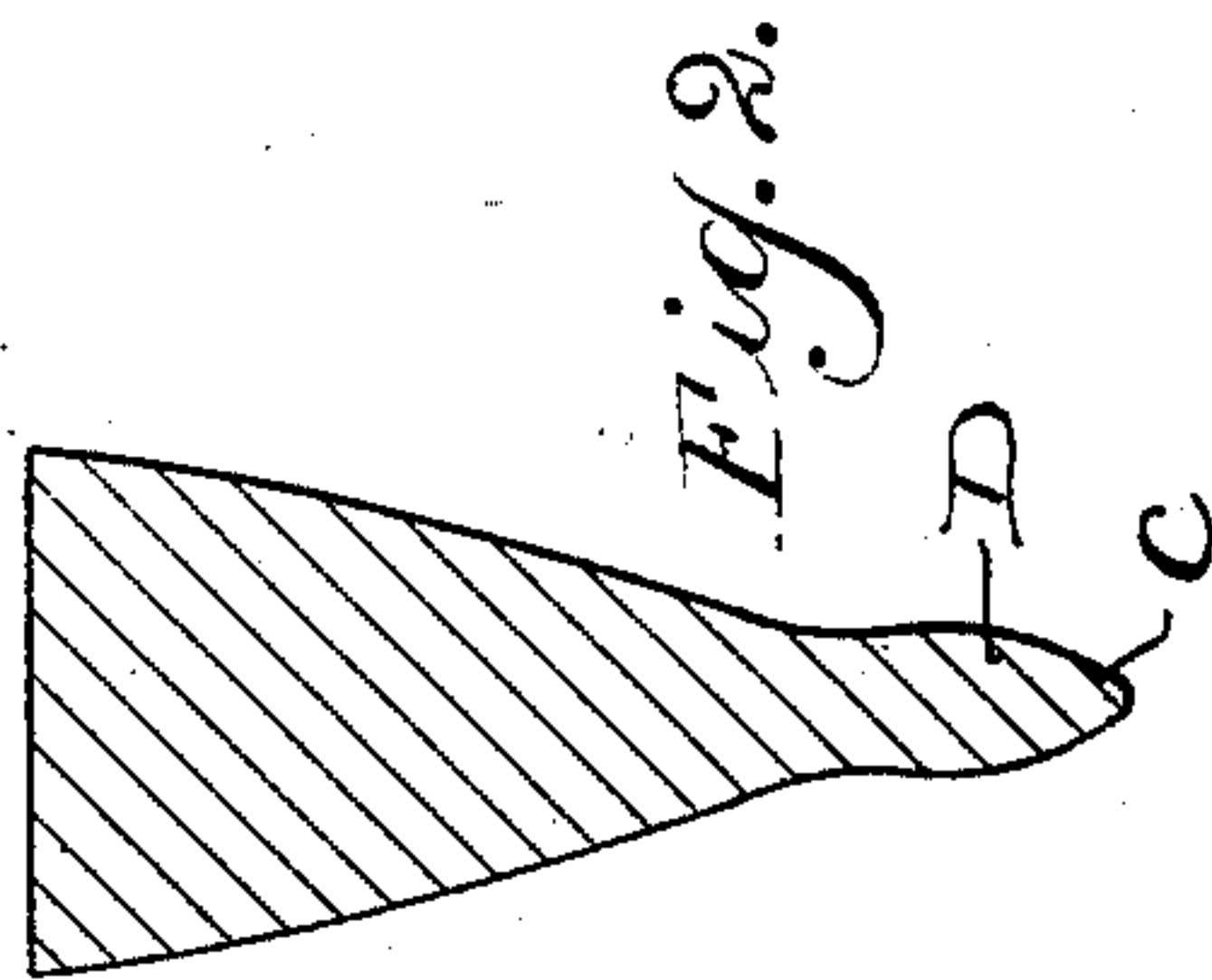
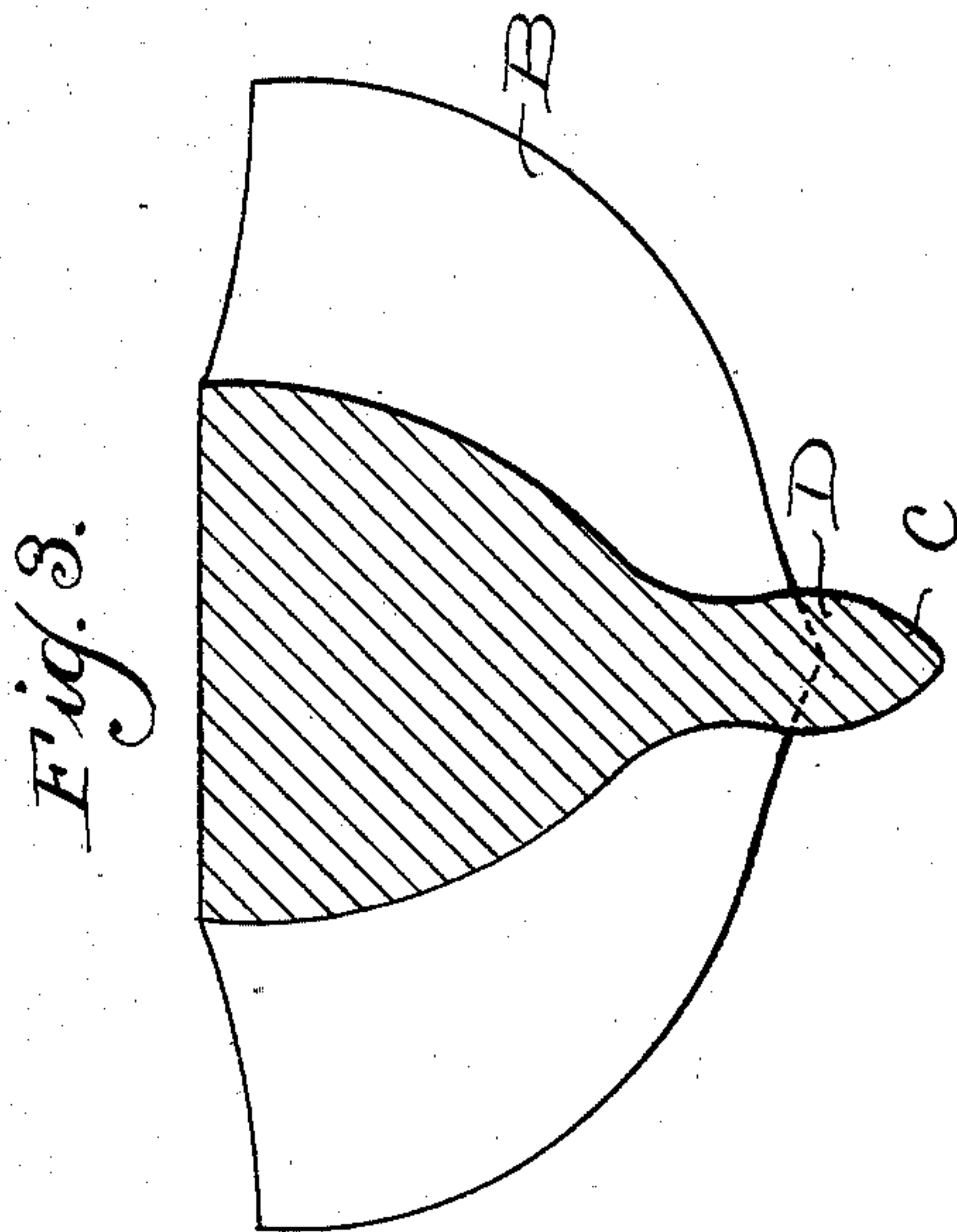
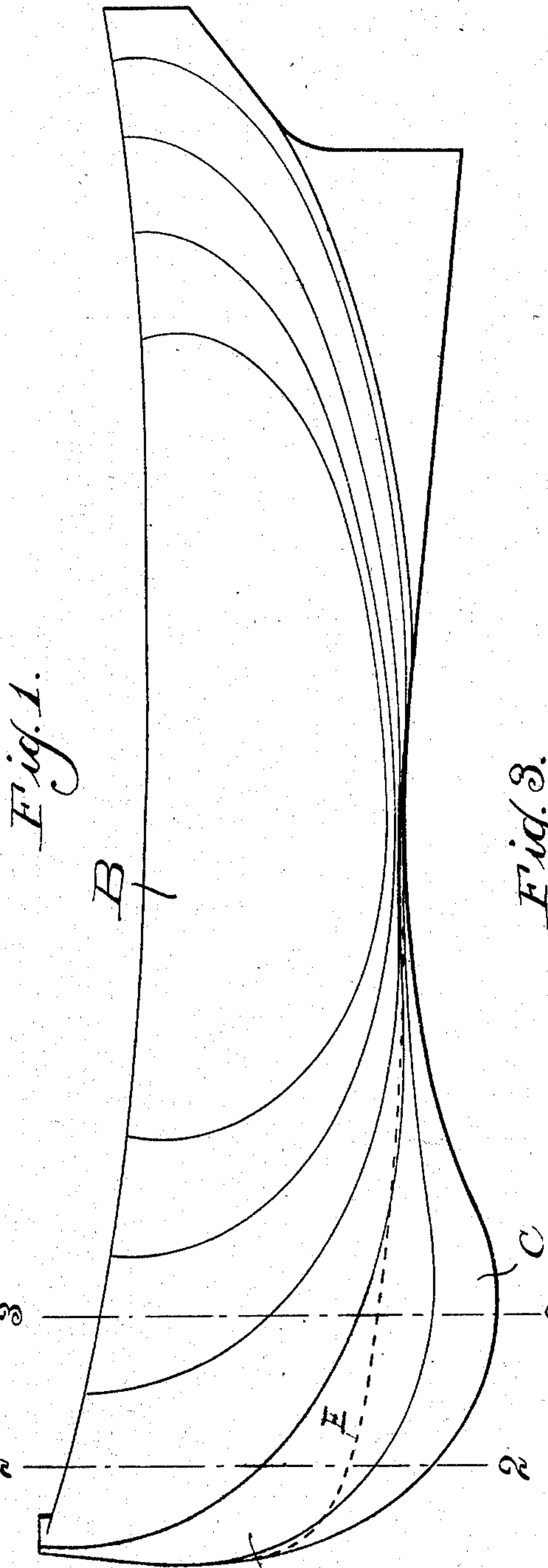
No. 749,412.

PATENTED JAN. 12, 1904.

A. VIERT.
BOAT.

APPLICATION FILED APR. 2, 1903.

NO MODEL.



Witnesses:
C. K. Wilson
Erwin Lotz

Inventor:
Albert Viert
By *Rudolph [Signature]*
Attorney.

UNITED STATES PATENT OFFICE.

ALBERT VIERT, OF CHICAGO, ILLINOIS.

BOAT.

SPECIFICATION forming part of Letters Patent No. 749,412, dated January 12, 1904.

Application filed April 2, 1903. Serial No. 150,701. (No model.)

To all whom it may concern:

Be it known that I, ALBERT VIERT, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Boats; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to a novel construction in a boat, the object being to provide a boat which can be more readily propelled than those at present in use; and it consists in the features of construction hereinafter fully described and claimed.

In the accompanying drawings, illustrating my invention, Figure 1 is a side elevation of a boat or hull of a vessel constructed in accordance with my invention. Fig. 2 is a vertical section of same on the line 2 2 of Fig. 1, said section being shown as solid. Fig. 3 is a similar section on the line 3 3 of Fig. 1 looking toward the stern and showing the boat or hull partially in elevation.

My invention consists, essentially, in extending the prow of the boat downwardly below the plane of the keel and so forming said extended portion as to reduce the resistance offered by the water to the passage of the boat or hull through the water. To this end I provide the prow A of the boat B with a downwardly-extended portion or fin C, which extends below the plane of the keel. The said fin C is preferably curved on its edge, its outline forming an ogee curve leading from a point on the keel adjacent the middle of the hull and extending tangentially from said keel in a downward direction and then further downwardly and then upwardly, meeting the prow at a tangent. The said fin is sharp on its lower edge

and at its deepest point is laterally enlarged, as at D, between said lower edge and the line at which it meets or extends into the natural lead of the prow portion, as indicated by the dotted line E. From said laterally-enlarged deepest portion D said fin is gradually laterally contracted toward both ends and merges into the hull. The said fin C has the advantage of giving the hull greater buoyancy in the bow, thereby raising it at this point and causing the stern to lie very slightly deeper. It also has the effect of parting the water and causing an outward and practically rearward flow, which greatly reduces the resistance at the middle or widest portion of the ship, so that with the application of a given power a hull thus constructed will be propelled with greater speed than a hull constructed in the ordinary manner. The said fin C is also advantageous in that it acts similarly to the center board to prevent lateral movement of the hull and serves to prevent deflection from the course.

I claim as my invention—

1. A hull for vessels or ships provided at its prow portion with a downwardly and rearwardly extending fin, said fin being thicker at its middle portion than at its ends.

2. A hull for vessels or ships provided with a prow portion extending downwardly below the plane of the keel and extending rearwardly to a point adjacent the middle of the ship, said extended portion forming a fin which is of greater width at its middle portion than on the normal keel-line.

In testimony whereof I affix my signature in presence of two witnesses.

ALBERT VIERT.

Witnesses:

RUDOLPH WM. LOTZ,
ERWIN J. LOTZ.