GAR WOOD'S
VENTURI

STEVE HANNAGAN ASSOCIATES

STEVE HANNAGAN
PUBLICITY
247 PARK AVENUE · NEW YORK, 17
Telephone, PLaza 5-2900

JOE COPPS
Vice President and General Manager

DECEMBER 21, 1949

DEAR COMMODORE:

KNOWING YOU, AND KNOWING THE WAY YOU HAVE WORKED SO HARD FOR SO LONG ON THE "VENTURI", I BELIEVE YOU ARE GOING TO HAVE STRONG INTEREST IN THIS PRESS BOOK.

THE BOOK COVERS EIGHTY-EIGHT TIGHTLY PACKED PAGES. IT SHOWS THAT THE ANNOUNCEMENT WORK WE WERE ABLE TO DO LAST SUMMER AND THIS FALL ON THE "VENTURI" RESULTED IN HUNDREDS UPON HUNDREDS OF STORIES, PICTURES, MAGAZINE ARTICLES AND NEWSREEL BREAKS.

REPRESENTATIVE EXAMPLES IN EACH OF THESE DIVISIONS ARE INCLUDED IN THE PAGES THAT MAKE UP THIS PRESS BOOK. WE SHOW YOU, TOO, SOME OF THE STORIES AND PICTURES THAT WE DISTRIBUTED. YOU ARE AWARE AS WELL OF THE GREAT DEAL OF PERSONAL CONTACT WORK THAT WE DID, BY WAY OF FOCUSING THE ATTENTION OF THE ENTIRE WORLD ON THE MOST REVOLUTIONARY DEVELOPMENT IN THE MARINE FIELD SINCE THE INVENTION OF THE SCREW PROPELLER.

THIS REPORT COVERS JUST THE ANNOUNCEMENT PHASE OF THE "VENTURI". BUT IT DOES REPORT THAT PART OF THE PUBLICITY JOB WELL, WE THINK, AND IT FURNISHES THE BEST WAY WE KNOW OF WISHING YOU THE VERY MERRIEST OF CHRISTMASES!

SINCERELY,

JOE COPPS

MR. GAR WOOD
5511 COLLINS AVENUE
MIAMI BEACH
FLORIDA

WE PREPARED SPECIAL STORIES AND PICTURES

Gar Wood's New Twin-Hulled, Non-Roll Ship May Be Forerunner of Big Liners

SMOOTH SAILING IN ROUGH SEAS is a characteristic claimed for this odd-looking, twin-hulled yacht, the Venturi, designed, built and tested by the veteran speedboat ace, Gar Wood. The craft is berthed at Wood's private pier on Fisher's island, south of Government Cut. In the foreground is one of the plastic runabouts manufactured by the speedboat king's son, Gar, jr., and used by the ... as a tender for the "no-roll" yacht. The result of 28 years of planning and building, the ... Venturi can be applied to ocean-going liners, Wood believes.

GAR WOOD STEERS his 188-foot "catamaran" yacht, the Venturi, which is still uncompleted inside. Wood says tests have shown the craft zips along in turbulent seas almost without a roll. The twin-hull principle applied to future liners the size of the British Queen Mary, Wood says, would reduce the liner's weight by four fifths, permit speeds up to 38 knots and double the passenger-carrying capacity.

CRUISIN : OFF THE FLORIDA COAST, the Venturi's 120 tons move in a steady plane and can be maneuvered like an Army jeep, its inventor said. Comfortable sailing at 26 knots in rough seas, full rudder turns at top speed in waves 10 feet high and many other tests were part of the grueling trial runs given the revolutionary craft. A 36-foot model Wood built in 1939 lacked maneuverability, so the twin hulls were designed with a curve near the stern, which solved the problem. The Army Air Force bought a trial model in 1944 to use as ... jet ship.

FROM: ALAN BELL
STEVE HANNAGAN ASSOCIATES
247 PARK AVENUE
NEW YORK 17, NEW YORK

"VENTURI" SPECIFICATIONS

GAR WOOD'S "VENTURI" IS COMPLETELY UNLIKE ANY OTHER CRAFT IN EXISTENCE. THE DESIGN AND EQUIPMENT DETAILS OF THIS PROTOTYPE OF THE EXPRESS PASSENGER LINER OF THE FUTURE ARE STARTLING.

DATES

THE "VENTURI" HULL WAS LAUNCHED ORIGINALLY ON NOVEMBER 14, 1944, AT WEST PALM BEACH, FLA., WHERE WOOD BUILT HER IN SECRET FOR THE ARMY AIR FORCES IN SIX MONTHS.

RE-ACQUIRED FROM THE GOVERNMENT, HER REVISED HULL, CARRYING NEW ENGINES AND STRIPPED OF ARMOR PLATE WAS LAUNCHED FEBRUARY 4, 1949, AT WOOD'S PRIVATE 122-ACRE ISLAND, FISHER'S ISLAND, IMMEDIATELY SOUTH OF MIAMI BEACH, FLA.

HE EXPECTS CABINS AND OTHER WORK WILL BE FINISHED IN TIME TO HAVE HER ENTIRELY COMPLETED AS A YACHT BY NOVEMBER, 1949. AT THE PRESENT TIME SHE HAS BEEN TAKEN TO SEA MANY TIMES FOR TRIALS.

-MORE-

FROM: ALAN BELL
STEVE HANNAGAN ASSOCIATES
247 PARK AVENUE
NEW YORK 17, NEW YORK

FOR RELEASE MONDAY, AUGUST 1

DETROIT, MICH., JULY 31 -- GAR WOOD, SILVER-HAIRED KING OF SPEEDBOAT RACING, REVEALED TODAY THAT AFTER 28 YEARS OF EFFORT HE HAS DESIGNED AND BUILT A HIGH-SPEED SHIP WHICH IS THE MOST STABLE VESSEL IN THE WORLD. HE BELIEVES IT IS THE PROTOTYPE OF THE EXPRESS PASSENGER LINER OF TOMORROW.

HIS "NO-ROLL" PROTOTYPE, WHICH HE CALLS THE "VENTURI", IS 188 FEET LONG BY 40 FEET WIDE AND HAS TWIN HULLS WHICH SLICE THROUGH THE WAVES, RATHER THAN CLIMBING UP AND OVER THEM AS DO CONVENTIONAL CRAFT. A BROAD DECK CONNECTS THE TWO HULLS ABOUT 22 FEET ABOVE THE WATERLINE AND CABINS ARE BUILT ATOP THIS DECK.

FIRST VIEW OF THE VESSEL IS STARTLING FOR SHE IS UNLIKE ANYTHING THAT EVER BEFORE PUT TO SEA. SEEN HEAD-ON, SHE LOOKS LIKE A MAMMOTH, SQUARE-SIDED TUNNEL WHICH BY SOME WIZARDRY IS BEING PROPELLED AT A STARTLING RATE. WAVES ROLL THEIR CRESTS ALONG HER SHEER SIDES -- SHE SPEEDS ON AT A COMPLETELY EVEN KEEL, UN-DISTURBED.

- MORE -

WOOD ESTIMATES THAT $600,000 HAS BEEN SPENT SO FAR ON THE DEVELOPMENT OF THIS SHIP. SHE IS THE "VENTURI", BECAUSE OF THE VENTURI-LIKE, SQUEEZED-IN-AT-THE-SIDES AERFOIL TUNNEL WHICH RUNS THE LENGTH OF THE BOAT, BETWEEN THE HULLS.

WHEN THE "VENTURI" IS CRUISING AT 26 KNOTS THE AIR RUSHING THROUGH THE TUNNEL BUOYS UP THE SHIP, ACTUALLY LIFTING HER ENOUGH OUT OF THE WATER SO THAT SHE DRAWS ONLY SIX INCHES OF WATER AT THE BOW AND 8 FEET AT THE STERN, INCLUDING THE DEPTH OF THE PROPELLORS, VARIABLE-PITCH UNITS THAT EXTEND WELL BELOW THE HULL.

THE AIR CUSHION THROUGH THE TUNNEL ALSO ACTS AS A SHOCK ABSORBER FOR ANY UP AND DOWN MOVEMENT OF THE BOAT, SOMETHING APPLICABLE TO THIS DESIGN ONLY.

WOOD SAID, AS HE TALKED PUBLICLY ABOUT THE "VENTURI" FOR THE FIRST TIME IN THE QUARTER CENTURY THAT ITS REFINED HULL FORM HAS BEEN UNDER DEVELOPMENT, THAT SHE HAS BEEN RUN AT FULL SPEED IN THE ROUGHEST WEATHER HE COULD FIND.

"WE HAVE SAILED COMFORTABLY AT 26 KNOTS WITHOUT REDUCING SPEED EVEN ONE KNOT IN SEAS SO HIGH THAT 60 OF OUR 188 FEET WERE OUT OF THE WATER AT A TIME, BETWEEN WAVE CRESTS.

"WE HAVE MADE FULL-RUDDER TURNS AT TOP SPEED WITH WAVES 10 FEET HIGH AND WE DID NOT HEEL OVER MORE THAN ONE OR TWO DEGREES," WOOD SAID.

THESE TESTS IN THEMSELVES ARE IMPRESSIVE BUT WOOD PLANS AN ADDITIONAL YEAR OF EVEN MORE EXACTING SCIENTIFIC EXAMINATION BEFORE HE ESTABLISHES ALL DETAILS OF THE "VENTURI" HULL AND PROPULSION.

- MORE -

WOOD'S TANK TESTS INDICATE A 16,000 TON SHIP OF "VENTURI" DESIGN, ABLE TO CARRY 4,000 PASSENGERS IN ROOMY COMFORT, WOULD HAVE THE PHENOMENAL SPEED OF 38 KNOTS, FAR MORE THAN ANY OTHER COMMERCIAL VESSEL EVER BUILT, AND WOULD REQUIRE ONLY 120,000 HORSEPOWER.

(THE "QUEEN MARY", OF 80,773 TONS, CARRIES 1,995 PASSENGERS AT A TOP SPEED OF 32 KNOTS WITH 200,000 HORSEPOWER).

THE PRESENT EXPERIMENTAL MODEL CRUISES COMFORTABLY AND ECONOMICALLY AT 26 KNOTS IN ANY WEATHER ON 4,800 HORSEPOWER, SUPPLIED BY FOUR PANCAKE DIESEL ENGINES, WHICH ARE LOCATED TWO TO A HULL. SHE HAS A CRUISING RANGE OF 3,000 MILES AND WEIGHS ABOUT 120 TONS.

THE "VENTURI" NOW IS BEING FITTED OUT AS A LUXURIOUS YACHT BY THE ALGONAC, MICH., RETIRED INVENTOR-INDUSTRIALIST AT HIS PRIVATE 122-ACRE ISLAND JUST BELOW MIAMI BEACH, FLORIDA. HE HAS PURCHASED THE ESTATE OF THE LATE WILLIAM K. VANDERBILT IN ORDER TO CONTINUE HIS WORK IN SECLUSION. WOOD EXPECTS SHE WILL BE ENTIRELY COMPLETED AND READY FOR PUBLIC SHOWING IN ABOUT 4 MONTHS.

HE HAS BEEN WORKING ON THE THEORY OF HIGH-SPEED COMFORTABLE SEAGOING BOATS SINCE 1921 WHEN A 70-FOOTER OF HIS DESIGN, "GAR JUNIOR 2D", RACED A MIAMI TO NEW YORK EXPRESS TRAIN, "HAVANA SPECIAL", AND WITH WOOD AT THE HELM BEAT THE TRAIN BY FOUR MINUTES RUNNING TIME.

BY 1933 WHEN HIS "MISS AMERICA X" BROUGHT HIM HIS EIGHTH HARMSWORTH TROPHY IN 13 YEARS AND HE RETIRED FROM RACING, HE WAS CONVINCED THE CATAMARAN PRINCIPLE OF THE POLYNESIAN ISLANDERS HELD PROMISE. THE POLYNESIANS OF GENERATIONS AGO HAD HOLLOWED OUT TREE TRUNKS, SPLICED TWO OF THEM TOGETHER AT A TIME WITH A DECK BETWEEN

- MORE -

AND SAILED THOUSANDS OF MILES AT ASTOUNDING RATES OF SPEED IN TINY CRAFT STABLE ENOUGH TO RIDE OUT STORMS.

WORKING WITH PAINSTAKING CARE, HE WHITTLED MANY SMALL CATAMARAN-TYPE TOWING MODELS OVER THE NEXT FEW YEARS. IN 1939 HE CONSTRUCTED A 36-FOOT TWIN-HULL BOAT WHICH INCORPORATED HIS PRINCIPLES. SHE WAS A COMPLETELY STABLE, VERY SPEEDY CRAFT BUT AS WOOD SAYS, "WOULDN'T TURN A DARN". SHE WANTED TO GO ONLY STRAIGHT AHEAD.

BY 1944 HE HAD SURMOUNTED HIS MANEUVERABILITY PROBLEMS, CHIEFLY BY PLOTTING A WATERLINE CURVE NEAR THE STERN ON THE HERETOFORE PERFECTLY STRAIGHT FORE-AND-AFT OUTBOARD SIDE OF EACH OF HIS HULLS. NOW, WHEN HIS RUDDER WAS TURNED IT, IN EFFECT, BECAME AN EXTENSION OF THIS NEW CURVE ON EITHER OF THE TWO HULLS AND THE BOAT SPUN ONTO COURSE CHANGES MORE EASILY THAN ANY SIZABLE CRAFT WOOD EVER HAD HANDLED.

THE ARMY AIR FORCES LEARNED OF WOOD'S RESEARCH AT THIS POINT AND ASKED HIM TO CONSTRUCT A BOAT OF HIS OWN DESIGN AT ONCE.

THE AAF WANTED AN EXTREMELY MOBILE RADIO-CONTROLLED TARGET VESSEL WHICH WOULD RESEMBLE AN AIRCRAFT CARRIER WHEN SEEN FROM HIGH-ALTITUDE BOMBERS. BECAUSE SHE WAS MANY TIMES MORE STABLE THAN ANY AIRCRAFT CARRIER THE "VENTURI" WAS IDEAL FOR THIS PURPOSE. SHE WAS BUILT OF 9-PLY MAHOGANY HASKELITE PLYWOOD BECAUSE STEEL WAS NOT AVAILABLE AND SO DAMAGE FROM 100-POUND DUMMY BOMBS WOULD BE LOCALIZED.

THE WAR ENDED BEFORE THE AAF SECURED FULL VALUE FROM HER AND WOOD RE-ACQUIRED THE HULL.

- MORE -

HE STRIPPED OFF HER ARMOR PLATE, REPLACED GASOLINE ENGINES WITH SAFE DIESELS, STARTED BUILDING CABINS ON WHAT HAD HERETOFORE BEEN ONLY A HULL, AND PAINSTAKING SEA TRIALS BEGAN OFF THE FLORIDA EAST COAST.

HE BELIEVES HIS BASIC DESIGN WILL FOR THE FIRST TIME PERMIT SURFACE VESSELS TO COMPETE FAVORABLY WITH TRANS-OCEAN AIR-LINES. GREAT NUMBERS OF PASSENGERS COULD BE MOVED AT HIGH SPEED IN ROOMY COMFORT AND BY IN-EXPENSIVE MEANS. SUCH A VESSEL COULD BE BUILT OF STEEL OR, PERHAPS, OF A PLASTIC MATERIAL FOR WOOD FEELS GREAT PROGRESS HAS BEEN MADE RECENTLY IN ADAPTING SUCH MA-TERIALS AS IMPREGNATED FIBERGLAS TO MARINE USE.

"PROGRESS IS MADE BY ALWAYS CONSIDERING THE NEW -- AND BY NOT FORGETTING WHAT IS WORTH REMEMBERING ABOUT THE OLD," HE SAID.

HIS CASE IN POINT IS THE CATAMARAN DESIGN WHICH IS THE BASIS FOR HIS "VENTURI". HE FEELS THAT NAVAL DESIGNERS HAVE FORGOTTEN THIS LONG-ESTABLISHED PRINCIPLE OF SLICING THROUGH WAVES WITH A MINIMUM OF DRAG.

HE SAID:

"MODERN DESIGNERS CONCENTRATE INSTEAD ON BUILDING MAS-SIVE HULLS THAT CRASH AND PLOW THEIR WAY THROUGH THE WATER, EACH HULL DIGGING A HOLE IN THE WATER AHEAD OF ITSELF, AND THEN PULLING THE HOLE SHUT ASTERN.

"THINK OF THE WASTED POWER REQUIRED JUST TO CLIMB THE WAVES AND TO PUSH ASIDE THE WATER!" WOOD SAID.

WHAT WOOD DID WITH HIS DESIGN CAN BE EXPLAINED IN THIS FASHION:

- MORE -

He took a flat-bottomed hull form which is so slim and racy that scale models of it capsize at once. This hull then, in effect, was split lengthwise along what would be the keel.

The resulting halves were pulled apart. Then they exchanged positions. The starboard half traded places with the port half.

In their new positions, still held apart, the almost entirely straight side is outboard or outside. The curved sweep of the hull is inboard and forms the side of the venturi tunnel that runs under the deck of the entire ship, from bow to stern.

These design qualities, plus many other refinements, have produced a boat that foot for foot had been found to operate with less strain and stress than any craft of recent times.

The question of stress was very important on a revolutionary hull of this type. A stress analysis of the most careful sort was run on the "Venturi" by representatives of the U.S. Model Test Basin, Washington, D. C.

These tests, run for one entire week in Florida, proved conclusively that this vessel was void of any critical stresses. The top deck, directly above the engine room, was supporting at the time a 3-inch thick slab of armor plate, 25-feet square and weighing 46,000 pounds. Yet this area had a stress of only 300 pounds to the square inch, at the corner of the armor area where the strain was heaviest. The plywood used through the vessel had a breaking point of 3,400 pounds stress, which meant even with the armor, now removed, there was a safety factor of better than ten to one.

- more -

IN WOOD'S WORDS:

"NOTHING TO WORRY ABOUT, NOTHING AT ALL!"

ECONOMICAL TO RUN, MANEUVERABLE, SPEEDY, STABLE AND WIDE ENOUGH FOR UN-PRECEDENTED PASSENGER ROOMINESS -- TEN LAPS AROUND THE "VENTURI"S' CABIN DECK MAKE A MILE -- THE BOAT HAS EXCITED WOOD MORE THAN ANYTHING ELSE IN THE MARINE FIELD HE EVER HAS DONE.

THIS APPEARS TO INCLUDE EVEN HIS DEVELOPMENT OF THE FAMOUS PT BOAT, ONE OF THE MOST EFFECTIVE FIGHTING CRAFT OF WORLD WAR II. THE PT HULL WAS A DIRECT LINEAL DESCENDENT OF THE "GAR JUNIOR 2D", WHICH HE RACED AGAINST THE MIAMI-NEW YORK TRAIN IN 1921.

IF ANY PROFITS SHOULD COME FROM THE "VENTURI", THROUGH LICENSING CONSTRUCTION OF LARGER CRAFT BUILT TO THE SAME BASIC DESIGN, WOOD PLANS TO SET ASIDE THE SUMS FOR MARITIME RESEARCH TO BE CONDUCTED BY THE GAR WOOD FOUNDATION.

HIS INTEREST IS NOT PROFIT. HE MADE HIS FORTUNE YEARS AGO WITH HIS INVENTION OF THE HYDRAULIC LIFT FOR DUMP TRUCKS. HIS INTEREST IS TO GET MARINE THINKING BACK ON A SANE LEVEL ONCE MORE AS FAR AS PASSENGER VESSELS ARE CONCERNED. HE FEELS THE THEORY AND THE SHIP THAT HAVE KEPT HIM OCCUPIED FOR 28 YEARS CONSTITUTE A MAJOR START IN THAT DIRECTION.

- * -

ALTHO THE COMPLETELY STABLE "VENTURI" PERFORMED IN SUPERB FASHION FOR THE ARMY AIR FORCES, AS A RADIO-CONTROLLED TARGET VESSEL FOR HIGH-ALTITUDE BOMBERS, DURING THE LAST WEEKS OF THE WAR, WOOD FEELS IT IS ONLY NOW THAT UNIVERSAL RECOGNITION WILL COME TO THE CRAFT THAT IS THE MODEL FOR TOMORROW'S PASSENGER SHIPS.

RELAXING, HE HAS A CHOICE OF ACTIVITIES. HE OWNS "GRAYHAVEN" AT DETROIT, MICHIGAN; A LODGE ON GEORGIAN BAY; A MIAMI BEACH ESTATE; HIS ISLAND JUST BELOW MIAMI BEACH, ON WHICH HE OWNS THE FORMER W. K. VANDERBILT ESTATE; A FISHING GUEST HOUSE ON COCO LOBO KEY, SOUTH OF THE MIAMI AREA, AND A FISHING LODGE AT BIMINI. HE FREQUENTLY IS ALONE AT THESE ESTATES FOR MRS. WOOD DIED A YEAR AGO.

HE OWNS A CONVERTED PT BOAT AND HAS FOUR FAST RUNABOUTS MADE OF "NAUTILITE" PLASTIC BY HIS SON, GAR WOOD, JR., WHO MANUFACTURES THE CRAFT IN OKLAHOMA AS THE "GARFORM" BOATS.

WOOD LEARNED TO FLY WHEN HE WAS 48. HE NOW HAS A LICENSE PERMITTING HIM TO PILOT ANY LAND OR SEA PLANE. HE HANDLES HIS OWN DC-3 AND HIS GRUMMAN MALLARD AMPHIBIAN.

BUT HIS HAPPIEST OFF-WORK MOMENTS APPEAR TO BE IN THE WORKSHOPS THAT HE MAINTAINS AT EACH OF HIS RESIDENCES. THEY ARE WORKADAY SHOPS WHERE HE DEVELOPS NEW IDEAS, POLISHES UP OLD ONES AND KEEPS A PACE THAT IS ALMOST UNBELIEVABLE FOR SOMEONE 68 YEARS OF AGE.

HE REMEMBERED WHAT HIS FRIEND THOMAS E. EDISON TOLD HIM ONCE: "NEVER BELIEVE EVERYTHING YOU HEAR AND ONLY HALF OF WHAT YOU SEE. TRY IT OUT YOURSELF."

THAT HAS BEEN WOOD'S VIEW FOR YEARS AND HE DOESN'T INTEND CHANGING NOW.

- * -

FROM: STEVE HANNAGAN ASSOCIATES
247 PARK AVENUE
NEW YORK 17, NEW YORK

THE "VENTURI" CRUISES OFF THE COAST OF FLORIDA, HER 88 FEET MOVING ALONG IN A COMPLETELY STEADY PLANE BECAUSE OF THE REVOLUTIONARY TWIN-HULL CONSTRUCTION DEVELOPED FOR HER BY HER DESIGNER-BUILDER, GAR WOOD, THE SPEEDBOAT KING.

- 0 -

#63, 24, 55

FROM: STEVE HANNAGAN ASSOCIATES
247 PARK AVENUE
NEW YORK 17, NEW YORK

THE "VENTURI" CRUISING AT SEA. GAR WOOD SPENT 28 YEARS DEVELOPING THE TWIN-HULL VESSEL WHICH DOES NOT ROLL OR PITCH.

- 0 -

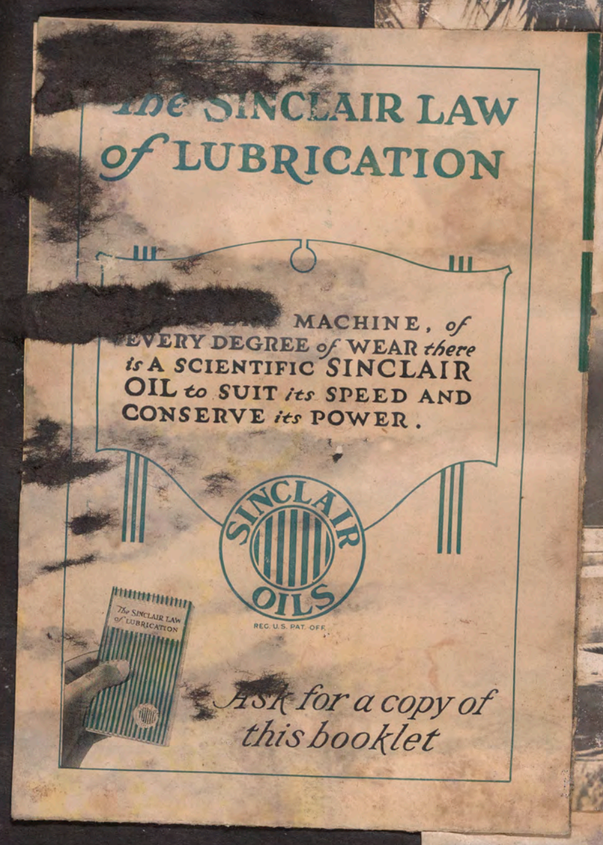
#56

FROM: STEVE HANNAGAN ASSOCIATES
247 PARK AVENUE
NEW YORK 17, NEW YORK

TWENTY-KNOT TURN BEING MADE BY GAR WOOD'S REVOLUTIONARY "VENTURI".
NOTE COMPLETE ABSENCE OF HEEL IN THIS HEAD-ON SHOT.

FROM: STEVE HANNAGAN ASSOCIATES
247 PARK AVENUE
NEW YORK 17, NEW YORK

A STERN VIEW OF GAR WOOD'S "VENTURI" AS SHE CRUISES FAR AT SEA. HER DISTINCTIVE TWIN-HULLS PREVENT HER FROM ROLLING AND PITCHING AND ADDITIONAL STEADYING SUPPORT IS RECEIVED FROM THE AIR THAT RUSHED THROUGH THE SQUEEZED-IN TUNNEL THAT RUNS BETWEEN THE TWO HULLS. HER ANCHOR HANGS FROM THE STERN.



FROM: STEVE HANNAGAN ASSOCIATES
247 PARK AVENUE
NEW YORK 17, NEW YORK

THE "VENTURI" IS BERTHED ALONGSIDE GAR WOOD'S PRIVATE PIER ON HIS 122-ACRE ISLAND, DIRECTLY SOUTH OF MIAMI BEACH, FLA. IN THE FOREGROUND IS ONE OF THE PLASTIC RUNABOUTS MANUFACTURED BY WOOD'S SON, GAR, JR., WHICH THE ELDER WOOD USES AS TENDERS FOR HIS TWIN HULL "NO-ROLL" "VENTURI".

- 0 -

#45

FROM: STEVE HANNAGAN ASSOCIATES
247 PARK AVENUE
NEW YORK 17, NEW YORK

THE "VENTURI" IS BERTHED ALONGSIDE GAR WOOD'S PRIVATE PIER ON HIS 122-ACRE ISLAND, DIRECTLY SOUTH OF MIAMI BEACH, FLA. IN THE FOREGROUND IS ONE OF THE PLASTIC RUNABOUTS MANUFACTURED BY WOOD'S SON, GAR, JR., WHICH THE ELDER WOOD USES AS TENDERS FOR HIS TWIN HULL "NO-ROLL" "VENTURI".

- 0 -

#45

From: Steve Hannagan Associates
247 Park Avenue
New York 17, New York

A small runabout races through the tunnel of Gar Wood's "no-roll" twin-hull boat, "Venturi". The 188-foot yacht is the prototype Wood believes, of the express passenger liner of the future. Note the straight outboard side of the hull. Virtually all the curved areas of each of the two hulls are on the tunnel side.

- 0 -

#30

From: Steve Hannagan Associates
247 Park Avenue
New York 17, New York

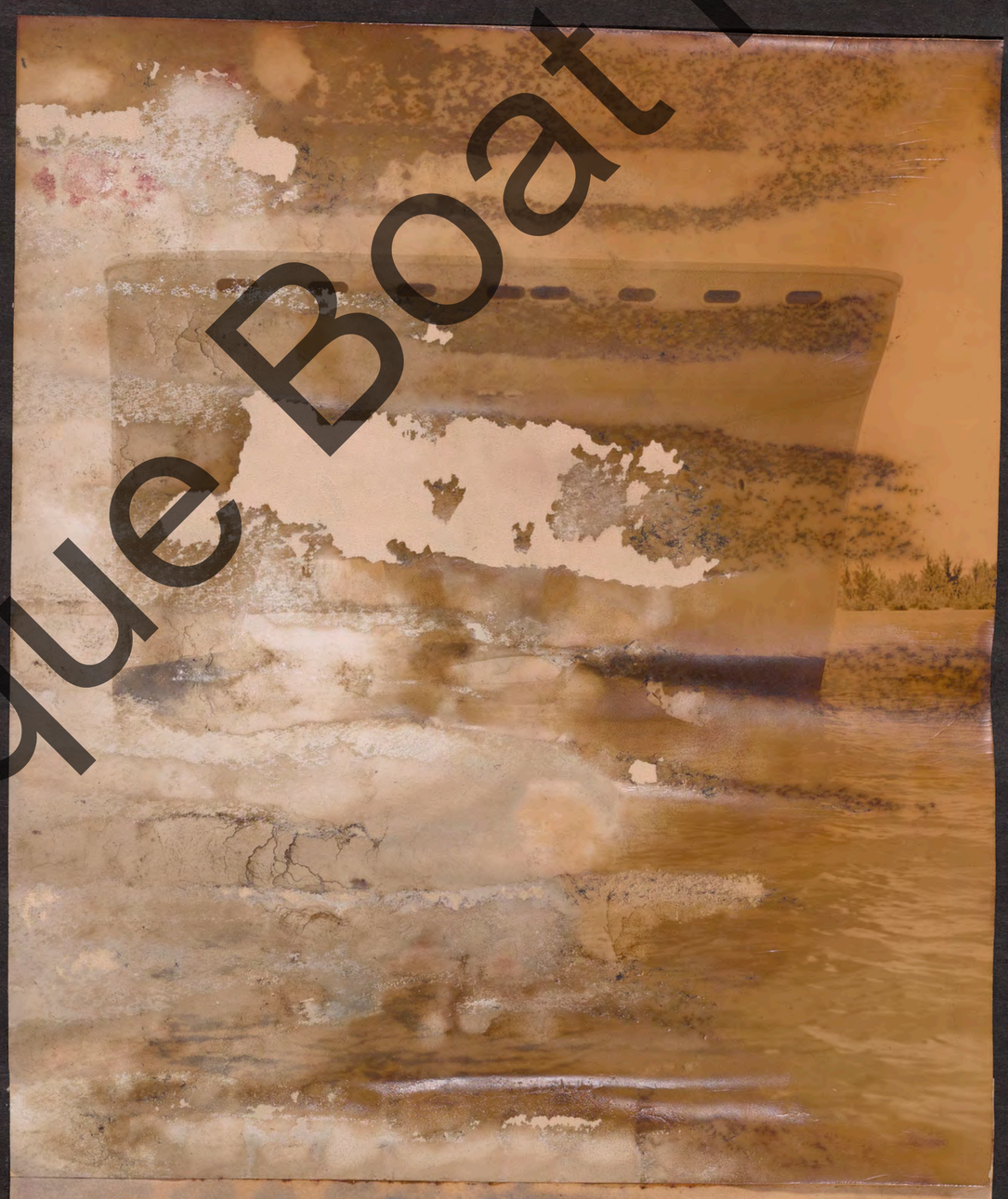
A close-in stern view of Gar Wood's twin-hull "Venturi", as she lays alongside the dock at the speedboat king's 122-acre private island just south of Miami Beach, where he has been developing his "no-roll" craft in secrecy. Seen through the aerfoil tunnel is his private PT boat. This 188-foot model -- the prototype of express passenger liners of the future, in Wood's belief -- cruises at 26-knots in any weather without rolling.

- 0 -

#34

From: Steve Hannagan Associates
247 Park Avenue
New York 17, New York

Broadside view of Gar Wood's "Venturi" at the private island, just below Miami Beach, Florida, used by the speedboat king in his development work on the startling "no-roll" prototype of the express passenger liner of the future.



From: Steve Hannagan Associates
247 Park Avenue
New York 17, New York

A small runabout races through the tunnel of Gar Wood's "no-roll" twin-hull boat, "Venturi". The 188-foot yacht is the prototype Wood believes, of the express passenger liner of the future. Note the straight outboard side of the hull. Virtually all the curved areas of each of the two hulls are on the tunnel side.

FROM: STEVE HANNAGAN ASSOCIATES
247 PARK AVENUE
NEW YORK 17, NEW YORK

GAR WOOD AT THE WHEEL OF HIS "VENTURI", THE 188-FOOT TWIN-HULL YACHT WHICH HE HAS BEEN DEVELOPING FOR 28 YEARS AS THE "NO-ROLL" PROTOTYPE OF EXPRESS PASSENGER LINERS OF THE FUTURE. CABINS STILL ARE NOT COMPLETED ON THE 120-TON 26-KNOT "VENTURI".

FROM: STEVE HANNAGAN ASSOCIATES
247 PARK AVENUE
NEW YORK 17, NEW YORK

GAR WOOD AT THE WHEEL OF HIS "VENTURI", THE 188-FOOT TWIN-HULL YACHT WHICH HE HAS BEEN DEVELOPING FOR 28 YEARS AS THE "NO-ROLL" PROTOTYPE OF EXPRESS PASSENGER LINERS OF THE FUTURE. CABINS STILL ARE NOT COMPLETED ON THE 120-TON 26-KNOT "VENTURI".

EVERY
NEWSREEL
COVERED

"M-G-M DELIVERS THE BEST IN NEWSREELS"!

NEWS OF THE DAY

A METRO-GOLDWYN-MAYER RELEASE

SPORT WORLD HONORS CONNIE MACK, 86!—Commentary by *Bill Stern*

A parade up Broadway and a jammed Yankee Stadium pay a rousing tribute to the Grand Old Man of Baseball! 65 years in the game! 50 years as manager of the Philadelphia Athletics! That's Cornelius McGillicuddy—Connie Mack—Mr. Baseball!

SWISS REVEAL SECRET DEFENSES IN THE ALPS! —Commentary by *Sidney Walton*

First pictures of Switzerland's national redoubt, amazing fortresses built deep into the Alpine peaks—air conditioned strongholds that ring the entire country.

STRANGE NEW SHIP ON THE HIGH SEAS!—Commentary by *Jay Sims*

Gar Wood's latest invention, a twin-hulled ship, gets a trial run off Florida. The ocean liner of tomorrow, he hopes!

NAVY FROGMEN GET WORKOUT!

The underwater men from Mars—finned feet and form-fitting rubberized suits—keep their talents sharp off the Virginia coast. They're the Navy's demolition teams.

DISABLED VETS IN CONVENTION!

The men who carry the permanent scars of war meet in Cleveland, Ohio. Jimmy Stewart, movieland's newlywed and former Air Force Squadron Leader, is guest of honor.

U. S. GOLFERS KEEP THE WALKER CUP!

International team matches at Mamaroneck, N. Y., see America's amateur golfers defeat the visiting Britishers, 10 to 2.

JAP SWIMMERS WIN U. S. MEET!

The A.A.U. Swimming Championships at Los Angeles sees four world's records broken, another tied! Led by Hironoshin Furuhashi, the Tokyo Tankmen prove the fastest swimmers of all time.

Vol. XX, No. 302

CONTENTS SUBJECT TO CHANGE WITHOUT NOTICE

Please See Reverse Page →

Universal International Newsreel

• *Helps Build a Newsreel Following for Your Theatre* •

ADVANCE INFORMATION FOR NEWSPAPER PUBLICITY AND EXPLOITATION

"FLYING SAUCER" FOUND

GLEN BURNIE, MD.—In an old tobacco shed, the Air Force turns up what might well be a link with the "Flying Saucers" that have caused such a stir in aviation circles. The wreck of a novel craft with a round wing!

SWISS ALPINE FORTRESS

SWITZERLAND—Celebrating 658 years of independence, the tiny Alpine republic shows these first films of the mountainous "Maginot" forts with which it intends to preserve its age-old freedom.

GAR WOOD'S NEW BOAT

MIAMI BEACH—The famed motoboat pioneer and racing pilot takes the wheel of his amazing new "Venturi"—a twin-hulled craft he claims won't roll in heavy seas.

INDIANS ADOPT SOPHIE TUCKER

CANADA—Sophie Tucker, the last of the "Red Hot Mamas," dresses up in tribal regalia and dances a tribal war dance, after being inducted into the Mohawk Tribe. She's still a scene-stealer.

NATIONAL BASEBALL CONGRESS

WICHITA, KANSAS—Commissioner Chandler, film star Joe E. Brown, and other celebrities are on hand for the Congress, for some hi-jinks at home-plate, and some snappy semi-pro baseball. *(Kansas City only).*

CONNIE MACK HONORED

NEW YORK—The "Grand Old Man" of baseball, Connie Mack, is cheered by thousands as he rides in triumph up Broadway. He also has a "Day" at Yankee Stadium, where he is honored for his 50 years as a manager.

JAP SWIMMERS STAR IN MEET

LOS ANGELES — Hironoshin Furuhashi of Tokyo breaks four records as he leads team to victory in the A.A.U. swim meet. Also—spectacular diving in slow motion from the high platform by crack U.S. divers.

VOL. 22—No. 276

CONTENTS SUBJECT TO CHANGE WITHOUT NOTICE

WARNER PATHE NEWS

VOL. 21 NO. 3

BERNARR MACFADDEN MARKS 81st BIRTHDAY WITH PARACHUTE JUMP!

At Dansville, New York, Bernarr Macfadden, famous physical culture exponent, climbs aboard his plane for a special celebration for his 81st birthday. When the plane gets to 3,000 feet, the octogenarian, who believes that it's nonsense to grow old, jumps. It's the first parachute jump of his life, but he lands without even a scratch!

ENGLAND:
EXCLUSIVE! BRITISH JET REFUELS IN MID-AIR!

MIAMI BEACH :
DOUBLE-HULLED SHIP CAN'T ROCK OR ROLL

LOS ANGELES:
STYLE PREDICTION: FUR FLURRY IN CALIF.!

NEW YORK:
BASEBALL HAILS CONNIE MACK

MID-CHANNEL:
CUBAN FORCED BACK IN ENGLISH CHANNEL SWIM

HOLLAND:
HORSE-JUMPING RECORD SET IN NETHERLANDS!

LOS ANGELES:
JAPANESE SET WORLD MARKS IN A.A.U. SWIM!

NOW THAT IT'S COOL, TRY HOT NEWS. ADVERTISE!
NATIONAL SCREEN HAS OUR FINE ONE-SHEETS

DISTRIBUTED BY WARNER BROS. PICTURES DISTRIBUTING CORPORATION

USE THIS DRAMATIC INFORMATIVE COPY FOR YOUR ADVERTISING!

THE EYES AND EARS OF THE WORLD

Paramount NEWS

ISSUE NUMBER 1

CONTENTS SUBJECT TO CHANGE WITHOUT NOTICE

GREATEST SWIM PERFORMANCE ON RECORD!

Voice: Marty Glickman

At the Los Angeles Swim Stadium, a Tokyo team turns the National AAU Meet into a rout. A Nippon University student, named Hironoshin Furuhashi, stamps himself as one of swimming's immortals as he smashes three world records, the 400, 800 and 1500 meter free style. The camera studies Furuhashi's unusual style in which he employs a four beat kick for every two strokes instead of the customary six beat kick. Also he gets great power from strong back muscles (American swimmers depend mostly on arms and shoulders).

HARRY TRUMAN'S BUSY DAY... WASHINGTON TO MIAMI AND BACK!

Voice: Gregory Abbott

Leaving the nation's capital shortly after 8:A.M., the Chief Executive is home again before 5:P.M., after a whirlwind visit to the national convention of the Veterans of Foreign Wars. In a speech he makes an urgent plea for adoption of the full foreign aid program.

FIRST TESTS FOR GAR WOOD'S "NO-ROLL" BOAT

Voice: Gregory Abbott

First pictures of Gar Wood's sensational craft, which the inventor claims will revolutionize ocean travel. Twin hulls surround a central wind tunnel which acts as a buoy to keep the vessel stable in the heaviest seas. Trial runs off Miami Beach show the boat in smooth action with the rough weather runs to come later.

HONOR BASEBALL'S 'ELDER STATESMAN'

Voice: George Putnam

New York City dedicates an entire weekend to Mr. Connie Mack, to mark his 65 years in professional baseball and his 50 years as an American League manager. There is a rousing ticker tape reception up lower Broadway for the 86-year old owner-manager of the Philadelphia Athletics. A touching and thrilling climax is provided at Yankee Stadium, where 65,000 fans welcome "Mr. Baseball" and some of Connie Mack's oldtime stars once again step up to the plate as a tribute to their beloved ex-skipper.

COMMENTATORS

Ed Thorgersen

George Putman

Hugh James

Helen Claire

Lew Lehr

Mel Allen

EDITORS

Jack Haney
News

Russell Muth
Foreign

Harry Lawreson
Make-up

Louis Tetunic
Make-up

Ben Loweree
Film

Tom Cummiskey
Sports

Vyvyan Donner
Fashions

Contents subject to change without notice

20th CENTURY FOX

MOVIETONE NEWS

LOWELL THOMAS
COMMENTATOR

EDMUND REEK
PRODUCER

Continuity Sheet Vol. 32 No. 68

WORLD EVENTS — BY HARRY LAWRENSON and ED THORGERSEN

SOMETHING NEW IN BOAT DESIGN

Former speedboat king Gar Wood presents his double-hulled ocean-going craft---Tested at Miami Beach, the Venturi is said to be roll-less, the most stable ship ever conceived.

DISABLED VETS CONVENTION

General Wainwright honors James Stewart for his part in a war documentary--The new Mrs. Stewart sees the award made at 28th meeting of veterans in Cleveland (Except Memphis).

MOVIE PARADE IN LITTLE ROCK

Arkansas theatre owners stage Motion Picture Appreciation Week and Hollywood cooperates -- sending attractive stars to brighten up a gala parade****EXCLUSIVE (Only: Memphis).

FORTIFICATIONS IN SWISS ALPS

In its 659th year of independence, Switzerland allows for the first time pictures to be released of its underground and top-secret redoubts--buried deep in the mountainsides.

AMPHIBIOUS MANEUVERS

West Point cadets and Annapolis middies join with Marines in Virginia war games--where expert underwater demolition "frogmen" pave way for landing parties in Operation Camid.

81-YEAR-OLD PARACHUTIST

Physical culturist Bernarr MacFadden observes birthday by taking his first parachute jump --- The octogenarian, who defies Father Time, takes crack at gravity - and likes it.

SPORTS — By TOM CUMMISKEY and MEL ALLEN

NATIONAL A.A.U. SWIMMING

Japanese water stars dominate men's championship races at Los Angeles---Hironoshin Furuhashi cuts a full 15 seconds off 800-meter mark for new world record---Olympic warning.

CONNIE MACK DAY

Mr. Baseball is honored in New York--He receives a plaque and then sees a game between former diamond greats of N.Y. Yankees and Philadelphia Athletics (Except: Kansas City).

BASEBALL CONGRESS

Commissioner Chandler pays tribute to screen comedian Joe E. Brown at semi-pro tournament at Wichita, Kansas--whose Bobcats play Missouri's Holcomb Cards (Only: Kansas City).

MIGHTIEST OF ALL

MAGAZINE COVERAGE

FOUNDED 1872 • VOL. 155, NO. 5

POPULAR SCIENCE
MECHANICS AND HANDICRAFT Monthly
America's Most Widely Read Science Magazine

EDITORIAL OFFICES: 353 Fourth Avenue, New York 10, N. Y. Manuscripts and illustrations submitted at regular rates should be so marked, addressed to "The Editors" and accompanied by stamped, self-addressed envelope. Popular Science Monthly exercises all possible care but assumes no responsibility for unsolicited material.

TRADE NAMES by which products or materials are commonly known are indicated by the symbol ®. These names may or may not be Registered Trademarks (see PS, Mar. '49, p. 294). This symbol is used only as a service to readers and Popular Science Monthly assumes no responsibility by use or omission.

Godfrey Hammond, PUBLISHER
Stephen P. Glennon, ADVERTISING DIRECTOR
Edward Roeder, Jr., ADVERTISING MANAGER

ADVERTISING OFFICES: NEW YORK—353 Fourth Avenue; CHICAGO—360 North Michigan Avenue; DETROIT—820 Book Building; SAN FRANCISCO—1003 TWA Building; PORTLAND (ORE.)—907 Terminal Sales Building; CLEVELAND—528 Citizens Building; LOS ANGELES—Granada Building.

Popular Science Monthly is published monthly at 353 Fourth Avenue, New York 10, N. Y., by Popular Science Publishing Co., Inc., Godfrey Hammond, President and Treasurer; R. C. Wilson, Raymond J. Brown, Stephen P. Glennon, Vice-Presidents; F. W. Briggs, Secretary. Entered as second-class matter Dec. 28, 1918. Re-entered as second-class matter July 26, 1948, at the Post Office in New York, N. Y., under the act of March 3, 1879; additional entry as second-class matter at Dayton, Ohio. Entered as second-class matter at the Post Office Department, Canada. Printed in U.S.A. Yearly subscriptions to U.S. possessions and Canada, $3.00 (2 years, $5.50; 3 years, $7.50); foreign countries $1 per year extra. Subscribers must notify us of change of address four weeks before next publication date. Be sure to give both old and new addresses, including zone numbers. Vol. 155: No. 5.

NOVEMBER, 1949

Highlights

PS Features

Things to Make for Christmas

Science & Industry

POPULAR SCIENCE

Cover drawing by Reynold Brown

The Inside Story of Gar Wood's Sea Speeder

A racing champion designs a tunnel-shaped boat that looks like an inventor's pipe dream—but works.

By Alden P. Armagnac
PS photos by W. W. Morris

BECAUSE an inquisitive experimenter sawed a boat in two, tomorrow's ocean voyagers may enjoy unprecedented speed and comfort aboard liners of new design.

The man with the saw was Gar Wood, silver-haired king of American motorboat racing. He sliced a conventional boat hull down the middle, transposed the two halves, and joined them with a superstructure. And he found he had a better boat.

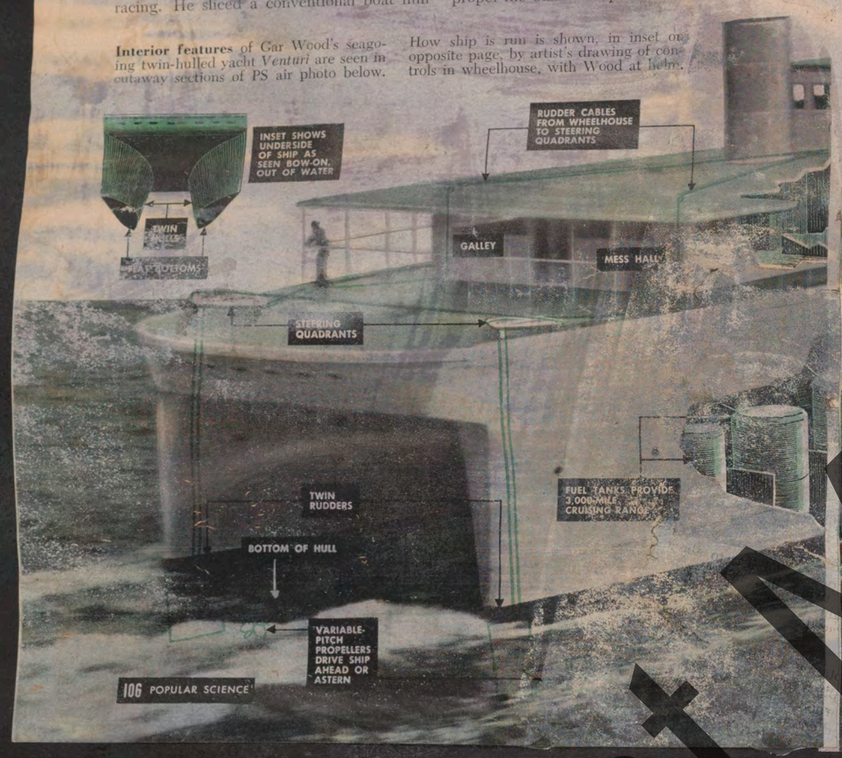
Now the 68 year-old inventor envisions a superliner applying this design—a giant floating tunnel 900 feet long. Twin hulls would be bridged by decks with accommodations for at least 4,000 passengers. Four steam turbines, totaling some 120,000 hp., would propel the bizarre ship at 35 to 36 knots, a phenomenal pace for commercial vessels. (The 80,000-ton *Queen Mary* uses 200,000 hp. to carry about 2,000 passengers at a top speed of 32 knots.)

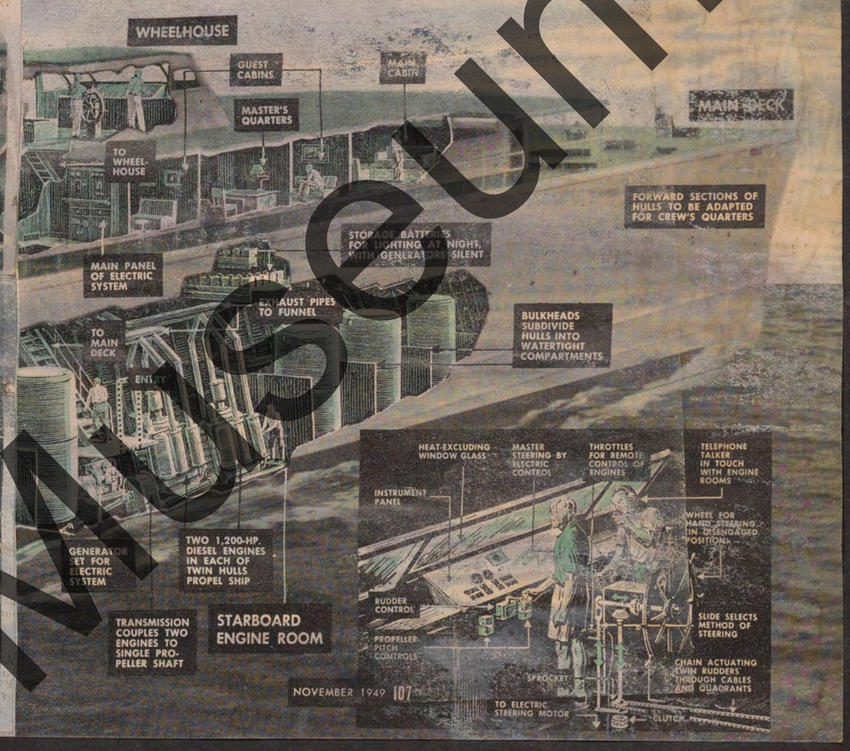
Free from rolling, pitching, and yawing, the "tunnel boat" would provide new comfort for its passengers. Since these motions slow an ordinary ship, their absence would contribute to the new liner's top speed and to economy of power and fuel.

A king-size working model, Gar Wood's $600,000 dream boat *Venturi*, demonstrates the principles of his new design. First publicly exhibited last August in trial runs off Miami Beach, Fla., this radical craft currently serves as a floating laboratory to test and perfect its builder's plans.

Pictures don't prepare you for the impressive size of the big, white, brown-roofed, silver-funneled ship. The *Venturi* ➔

Interior features of Gar Wood's seagoing twin-hulled yacht *Venturi* are seen in cutaway sections of PS air photo below. How ship is run is shown, in inset on opposite page, by artist's drawing of controls in wheelhouse, with Wood at helm.





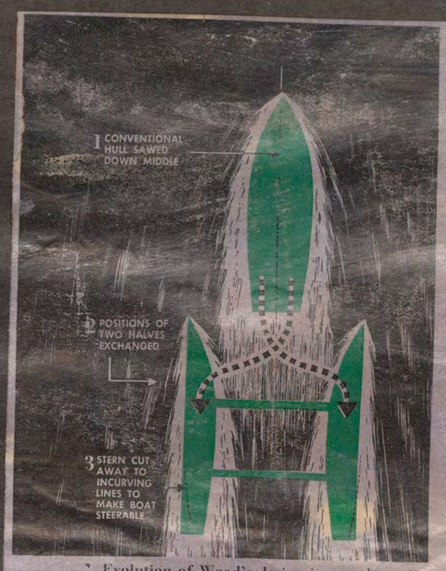
Using small wooden models, Car Wood compares stability of conventional hull designs and his own in swimming pool on his Miami Beach estate. Although PT boat at left is one of most stable of standard types, model lists to about twice the angle of twin-hulled model after same number of weights representing unbalancing force has been placed along the side of each.

is a seaworthy, ocean-going yacht, 188 feet long with a 40-foot beam. Cabins occupy the center of a nearly oblong main deck resembling an aircraft carrier's. Connecting the two hulls 22 feet above the water, the superstructure forms the roof of a floating tunnel, as wide as the ship at the bow.

Shoehorned into the narrow hulls, four Diesel engines totaling 1,200 hp. turn two 4½-foot variable-pitch propellers. Top speed remains to be learned when the new engines are broken in and can be opened up. At less than full power, the *Venturi* has reached 26 knots in sea trials.

Weighing only 128 tons, the *Venturi* draws less than nine feet of water over-all, including propellers that project six feet below the hull. Hulls of mahogany plywood, thin but strong, contribute to its light weight and shallow draft.

Head-on photo of 20-knot turn shows *Venturi* squarely upright in apparent defiance of centrifugal force, with the complete absence of heeling over that characterizes this novel design.



Evolution of Wood's design is seen above. He cut an ordinary hull in two, then transposed the halves as shown. Incurving stern (dotted lines) solved problem of making boat steerable.

Glass windows, set along top of tun[nel] hulls, enable Car Wood to study w[ater] set up by 10-foot model of his [boat] as it is towed through water at [various] speeds.

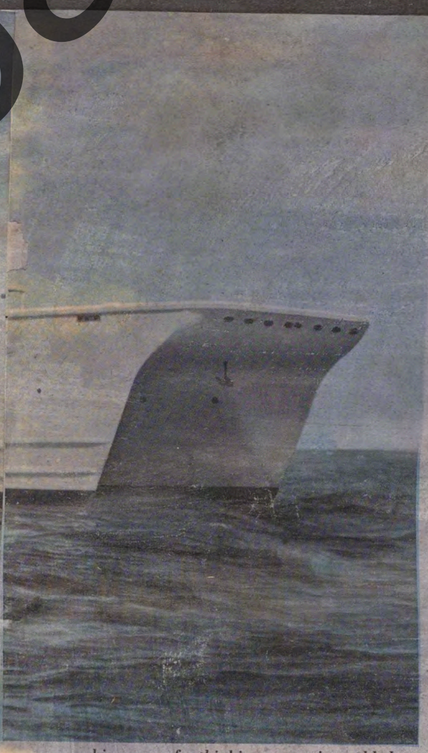
Port engine room shows two of *Venturi's* four 1,200-hp. Diesels. The craft's propulsion machinery is fitted in two narrow hulls, which reach maximum waterline width of eight feet.

What distinguishes the *Venturi* from all other catamarans or twin-hulled craft is the shape of its hulls. Outboard sides are ruler-straight except for an inward curve near the stern. Bowed-in tunnel sides give the hulls their maximum width, eight feet at the waterline and 12½ feet at the superstructure, two-thirds of the way aft.

These streamlined hulls part the water with hardly more than a ripple—in striking contrast to the big bow and stern waves set up by most fast vessels. And scientific tests show that a conventional ship, at high speed wastes most of its power in uselessly creating waves. Picturesque as it may be, a ship with a "bone in its teeth" is no marine designer's ideal!

The flat bottoms of the hulls slope gently downward from bow to stern, drawing 2½ feet of water forward and three feet aft when at rest. As the big ship gains speed, their planing action lifts it bodily, until they draw only six *inches* of water forward and two to 2½ feet aft. By reducing submerged surface area, this cuts the "skin resistance"—frictional drag of water on the hull—that eats up power.

Is Car Wood's 188-foot *Venturi*, above, the prototype of tomorrow's superliners? Some of his reasons for thinking so are pictured below.



Pitching is eliminated because the narrow hulls slice *through* waves, instead of climbing over them. Wave crests roll along the sheer sides while the boat speeds ahead, undisturbed, on an even keel.

Instead of heeling over like an ordinary craft, the *Venturi* remains squarely upright, in full-rudder turns at high speed.

You need be no naval architect, versed in things like center of buoyancy and metacentric height, to see why it doesn't roll. Viewed end-on, the broad water-straddling footing of the *Venturi* reminds you of a man standing with legs widespread and braced, instead of balancing on one leg. Pacific islanders long ago proved the soundness of the principle with their seagoing outrigger canoes.

Under way, the *Venturi* becomes a mobile wind tunnel, whose squeezed-in sides resemble a Venturi tube and give the ship its name. At high speed, Wood foresees that the wind stream in the tunnel will act as a shock absorber, cushioning up-and-down motion of the boat and improving its steadiness. Systematic measurements to be made of air pressure and velocity in the tunnel will check its aerodynamic effects.

From Dump Trucks to Tunnel Ships

Though best known as a racing champion, Car Wood has long been an inventor, and a highly successful one. He made his fortune, years ago, with his invention of the hydraulic lift for dump trucks.

Since he retired undefeated from motorboat racing in 1933, he's been working on his tunnel-boat idea. It began with his curiosity about what makes a boat yaw, or veer from side to side.

Wood thought the bow was responsible. Others differed. So he built a motorboat that was practically nothing but bow, with a slender tail and rudder, shaped like a shoe tree. Veering crazily in try-outs, it dumped overboard all who tried to ride it. When the curved bow tipped even slightly, it acted as a rudder and yanked itself sideways, just as he'd surmised.

Could that same force be made to work the *opposite* way and hold a boat to its course? As Wood pondered how, it occurred to him to exchange the left- and right-hand sides of a boat. The result

Instead of climbing *over* waves like standard hull, above, *Venturi*-type vessel below slices *through* them. This minimizes pitching, with its attendant discomfort and loss of speed.

Standard hull, a pushover to start rolling, then continues swaying like inverted pendulum. *Venturi*-type hull strongly resists rolling and, if forcibly tilted, promptly rights itself.

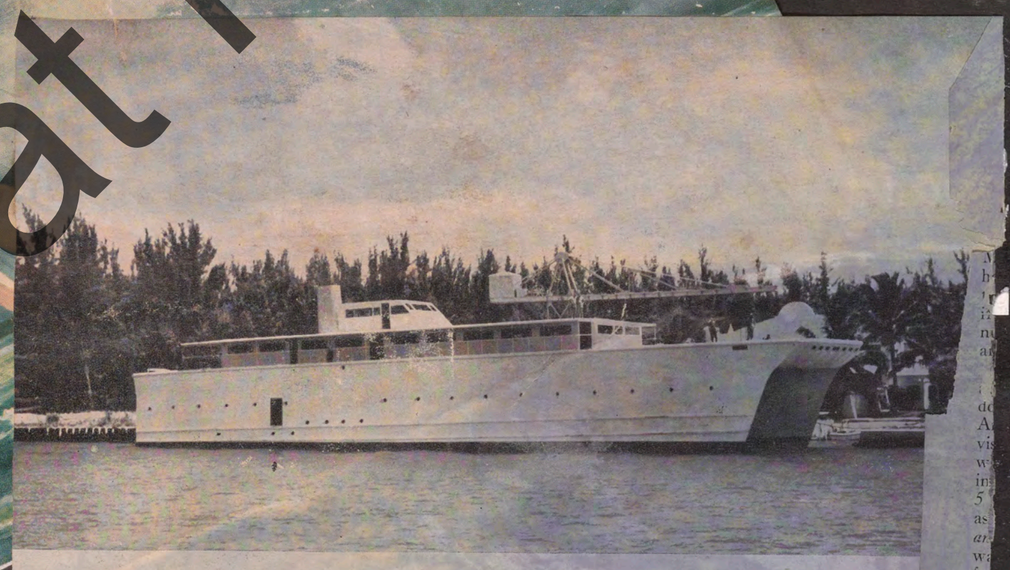
Shallow draft of lightweight *Venturi*-type ship, one reason for high speed, contrasts with submerged bulk of standard ships using huge power to push hole in water, pull in hole after them.

September 1949

Yachtsmen's The Magazi

MOTOR BOATING

35¢ Cents
40 Cents in Canada



Gar Wood's Out For Speed Ago

CREATOR OF TEN MISS AMERICAS APPLIES TWIN-HULLED CATAMARAN PRINCIPLE TO DESIG VENTURI, POSSIBLE PROTOTYPE OF MORROW'S OCEAN EXPRESS LINERS

WHEN the undisputed champion of America's water raceways decides to turn his inventive genius toward a radically new type of high-speed water craft, one does not write it off lightly as just another "experiment".

As a matter of fact, its success is practically a foregone conclusion. If the almost legendary "Silver Fox of Detroit" thinks well enough of a project to devote 28 years of a creative life to its development, and is willing to back that conviction with the best part of a million dollars to prove its practicability, rest assured his dream will materialize.

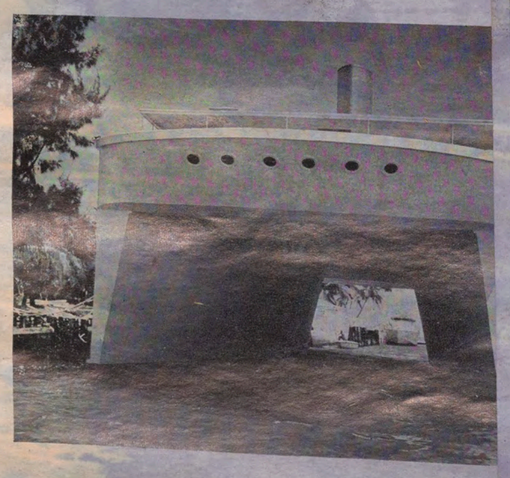
For Gar Wood has a way of recognizing no obstacles. His eye is fixed on the completed work—and Fortune has a way of crowning that type of vision with achievement.

When his Miss America VI, flashing over a Detroit River test course at more than a hundred miles an hour while being groomed for the Harmsworth in '28, smashed into atoms, Gar and mechanic Orlin Johnson had a hairbreadth escape from a sudden end to their racing careers.

For the average man, such discouragement would—at the least—mean total abandonment of plans for the Harmsworth contest, then less than a month away. And—at the most—it might well ring down the curtain on all his racing activities.

But Gar is no average man.

Within 12 days a new Miss America VII had spr. Phoenix-like, from the destruction of number V same pair of Packards, salvaged from 90 feet swept the invincible Gar to another Harmswo



Top of page: Gar Wood's new 188-foot Venturi at Fisher's Island. Right: A stern view, looking through the tunnel formed by the unique arrangement of a flat deck connecting twin plywood hulls

TRIBUTE TO GAR WOOD

By Edgar Guest

Born with the will to do
The will and the urge to win
Seeking the goal in view
Ever through thick and thin.

Giving to grim despair
Merely a casual glance
Even though death be there
Taking the desperate chance.

Born with the will to learn
The eager and groping mind
Seeking at every turn
The secret of things to find.

Born with the zest for strife
And glad for the sternest test,
Accepting the gift of life
And giving to life his best.

(Written especially for the testimonial dinner honoring Commodore Wood preceding the 1949 Harmsworth race at Detroit)

over Betty Carstairs of England. Once more the trophy symbolic of motor boating supremacy remained in America!

Of such stuff are champions made.

Yes, Gar Wood knows something about fast boats. In 1920 his first Miss America I had made speedboat history when she wrested the coveted British International (Harmsworth) Trophy from defender Sir Mackay Edgar on a rough course off the Isle of Wight.

America, then, through Gar, became the defender and his string of Miss Americas kept the title in this country till his retirement from racing in 1933. But prior to his final successful defense of the Harmsworth that year (there was a 16-year lapse till Canada's challenge in '49), Gar sent Miss America X—in September 1932—sizzling over a measured mile off Algonac to establish an unlimited American hydroplane record of 124.915 m.p.h. That record stands to this day.

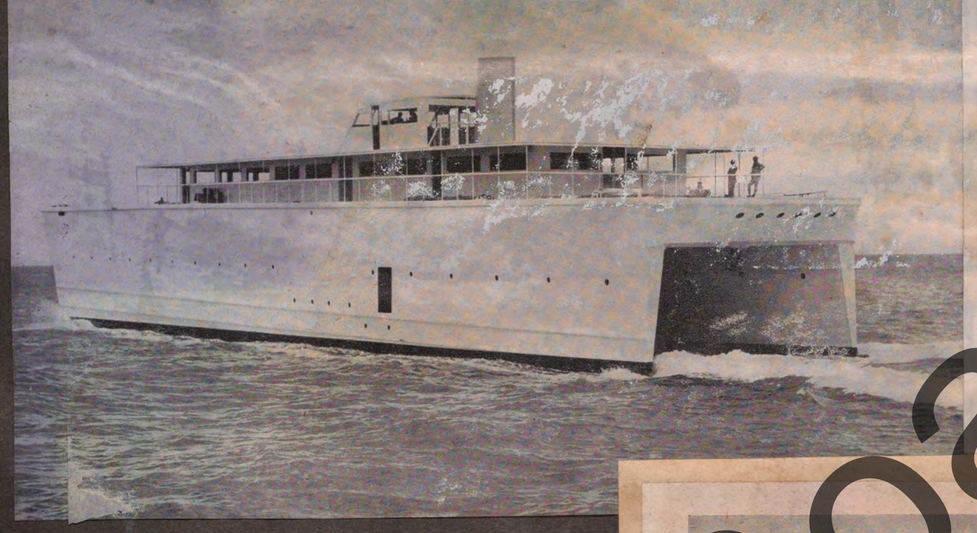
We may pass lightly over other achievements of this king of speedboat racing—how, in 1921, his 70-foot express cruiser Gar Jr. II beat the crack train, Havana

Above: Gar Wood at the helm. Below: Venturi under way. She turns [illegible] speed in rough se[illegible]ree or four tim[illegible]

Special, in a race from Miami to New York, averaging 40 knots offshore. However, he pitted her successors, Gar Jr. IV and V, against the Twentieth Century Limited and beat that [illegible]any to New York by 9 minutes.

[illegible]ies have been retold many times but they d[illegible]k fact that, in the field of motor boat racing, G[illegible]s pre-eminent at the head of a list of immortals.

[illegible]ver [illegible]e that day in '21 when his express cruiser [illegible]pped four minutes from train time up the Atlantic [illegible]oard, Gar has been dreaming . . . not of *a* new boat, but a new *type* of boat—a boat that could successfully



carry heavy loads at sustained high speeds in rough going with economy—a design so efficient that it would permit surface vessels built on its principle to compete successfully with transocean airlines. Such a craft might be built of steel, or perhaps one of the new plastics having a high strength-to-weight ratio.

[illegible]with [illegible]ng, Ga[illegible]o do something about it. Such a project necessitated a new approach, on the theory that revolutionary gains were not to be made by forcing a heavy hull through the water with wasteful expenditure of much greater power, and only minor refinements in design.

Acting on his philosophy that "progress is made by always considering the new—and by not forgetting what is worth remembering of the old," Gar recalled the phenomenal speed and seaworthiness attributed to catamarans in which Polynesian islanders had made amazing voyages generations ago.

So, painstakingly, he whittled out models of catamaran type which he could test comparatively in a towing tank. By 1939 he had determined upon a design and a 36-foot twin-hulled boat was built embodying its principles. She was stable and fast but, in Gar's own words, "wouldn't turn worth a darn." Her inclination was to hold a perfectly straight course.

Above: Venturi is being fitted out at Gar's Fisher's Island estate as a luxurious yacht. Left: Power consists of four G.M. pancake diesels totalling 4,800 h.p. With three shut down, Venturi can cruise on one

Tackling this problem of maneuverability, he modified lines of the outboard sides of his twin hulls. Where before they had been absolutely straight fore and aft, he now swept them around in a curve into which the rudder would fall when turned. The experiment was a success . . . so successful that the new craft responded to the helm better than any sizable craft Gar had ever handled.

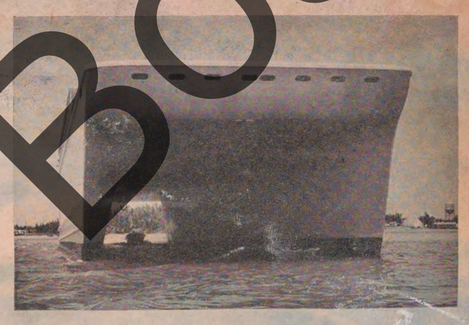
Along about this time the Army Air Forces learned of Gar's research in this field and approached him on the matter of building such a boat of his own design, to be used as a radio-controlled target vessel of extreme speed and maneuverability, resembling an aircraft carrier from high altitudes. Steel was not available at the time so she was to be built of Haskelite plywood. Damage from 100-pound dummy bombs would thus be localized.

Working out his design for a 188-footer, Gar first took a flat-bottomed hull form so slim that scale models of it had no stability, and capsized. Splitting this hull lengthwise in a vertical plane through what would normally be the keel, he separated the two halves and transposed them port and starboard, thus throwing the straight sides of the cut outboard.

Twenty-two feet above the waterline of the finished boat a broad flat deck connects the two hulls, with an overall beam of 40 feet. The curved sweep of the twin hulls is inboard so that these, with the deck above, form a squared tunnel from bow to stern.

The distinctive shape of this tunnel was no accident, but deliberately planned. Broadest part of each hull is about two-thirds of the way aft and the squeezing-in of the tunnel sides suggested the extremely appropriate name Venturi.

With the design established, Gar set about construction of Venturi in secret at West Palm Beach. Six months later, in November 1944, the hull was launched. As questions of stress were of vital importance in a new high-speed design of such revolutionary type, representatives of the U. S. Model Test Basin (*Continued on page* 107)



A runabout goes through Venturi's tunnel. Note the straight lines of the outboard side of the hull

GAR WOOD'S OUT FOR SPEED AGAIN!

(*Continued from page* 26)

in Washington, D. C., spent a week in Florida subjecting Venturi to a thorough stress analysis. Outcome of their testing was the conclusion that the new craft was void of any critical stresses. As a matter of fact, it was discovered that foot for foot she operates with less strain and stress than any craft of modern design.

As built for the Air Force, the top deck directly above the engine room supported a three-inch thick slab of armor plate, 25 feet square, weighing 46,000 pounds. Yet this area had a stress of only 300 pounds per square inch, at the corner of the armored area, where the strain was heaviest. As the plywood had a breaking strength of 3,400 pounds, the safety factor figured ten-to-one, even with the armor.

Before the new craft could be put to the work for which the A.A.F. intended her, the war ended and Gar re-acquired the hull. He stripped her of armor plate, replaced gasoline engines with diesels and started to build cabins on the broad deck of what heretofore had been but a bare hull. Again he subjected her to painstaking sea trials.

At present Venturi is being fitted out as a luxurious yacht at Gar's private 122-acre island estate just below Miami Beach, purchased from the late William K. Vanderbilt, in order to continue his work in seclusion. Gar expects to have her completed and ready for public showing by November.

Combines the Old and the New

WHAT MANNER of craft is this that so effectively combines an age-old principle of design with the most modern techniques of construction?

Well, Venturi is rectangular or box-like, whether viewed from ahead or astern, from abeam or from aloft, except that the end-on view reveals the tunnel running the full length of the 188-foot craft. Each of the twin hulls has a maximum width of 12½ feet at the point where the hull joins the deck, tapering to 8 feet at the waterline at the point where the engines are installed, two-thirds of the way aft. At 26 knots the draft forward is but six inches, aft 2 feet (considering the hulls alone). The actual draft is about 8 feet because of the 4½-foot diameter propellers extending well below the hull. In tonnage, Venturi measures 120 gross.

Planking of the hulls is 9-ply mahogany Haskelite ⅝ inch thick, except that she is double-thickness below the waterline. This skin is applied over 1 by 5-inch frames spaced on 3-foot centers. Watertight bulkheads at intervals of 9 feet divide the vessel into 40 watertight compartments, 20 in each hull. Thus she is virtually unsinkable, as one hull would keep the ship afloat even if the other were completely filled, an unlikely contingency.

Effect of the airfoil shape tunnel is to squeeze the air in at the narrowest part as the vessel travels at speed. This produces a two-fold result, acting as a shock absorber to soften any pitching action in heavy seas, and giving a "lift" which reduces wetted surface and helps planing action.

The forward end of the main cabin, when completed, will be made entirely of glass shaped to an airfoil curve flowing into the main cabin top. Thus the lines of the superstructure will also contribute materially to the lift of the hull at speed.

Powered with Pancake Diesels

AS FOR POWER, Gar has fitted Venturi with four 1,200 h.p. G.M. pancake diesels, replacing the original Allisons. Installed in engine rooms 27 feet high, each pair of engines is connected to one shaft. With three shut down for repairs, Venturi continues to cruise easily on one engine. Propellers are variable pitch. With twelve tanks—four of 2,000 gallons and two of 1,200 gallons in each hull—providing a total capacity of 20,800 gallons of fuel, Venturi has a cruising radius of 3,000 miles. Since the cylindrical tanks are installed vertically, baffle plates are unnecessary.

Venturi, during the course of her exhaustive trials—which are to continue for another year—has been driven wide open in the roughest seas Gar could find. "At 26 knots," he reports, "we have sailed comfortably without reducing speed even a knot in seas so high that 60 of our 188 feet were out of the water at a time, between wave crests. We have made full-rudder turns," he continues, "at top speed with waves ten feet high and we did not heel over more than one or two degrees."

That's stability!

Gar knows, experimentally, that he can cruise comfortably and economically in any weather at 26 knots on 3,800 h.p. His tank tests indicate that a 16,000-ton ship built to Venturi's design would be able to carry 4,000 passengers in roomy comfort *at 38 knots*, and would require only 120,000 h.p. Compare these figures with the Queen Mary, a vessel of 80,773 tons which carries 1,995 passengers at 32 knots, top, with 200,000 h.p., and you get some notion of just *how* revolutionary Gar's idea may prove to be.

Fast, Maneuverable, and Steady

DURING ALL her test runs, no matter how rough or confused the sea, it has been impossible to make Venturi roll, pitch or yaw. The slim twin hulls knife through the seas instead of trying to shoulder their way over them as in conventional displacement types. And, the amazing part of her performance is the way she retains her stability regardless of wind, weather, sea or speed. With her throttles wide open she will turn without heel in three or four times her length. Gar considers Venturi the most stable vessel in existence, prototype of the express passenger liner of the future. Her phenomenal characteristics, in fact, have excited Gar more than anything else he has ever experimented with in the marine field.

Gar has no profit motive in the development of Venturi. Years ago he made a fortune through his invention of the hydraulic lift for dump trucks. If any profit should be realized through the licensing of construction of larger craft built from the same basic design, he plans to set aside sums for maritime research to be conducted by The Gar Wood Foundation.

Down in Miami Paul Prigg is building a special fishing cruiser from Gar's design. She is to fit flush under the tunnel overhead when Venturi is at sea and will be lowered quickly when the fishing grounds are reached. There will be a collapsable flying bridge on this sportfisherman, to be raised after launching from the mother ship. When the fisherman is carried there will be a slight loss in the lifting qualities derived from the airfoil effect of the design, but Gar is willing to sacrifice a little of Venturi's top performance on those occasions when he goes fishing.

Windage, when docking, has proved to be a considerable factor due to the area of Venturi's topsides and superstructure relative to her light draft. Gar is overcoming this by designing a retractable propeller to be driven off the main engine, operating between the hulls. Direction of the thrust will be controllable, exerting force in a horizontal plane ahead, astern or athwartships. With the aid of this auxiliary propeller Venturi could be maneuvered sideways into her berth, offsetting windage. She'll need no tugs to dock her.

In all, Venturi is quite an unusual craft. Which is easily understood, considering Gar's unusual genius!

Associated Press

DREAM BOAT

No seagoing tunnel, this strange-looking 188-ft. craft is Boatbuilder Gar Wood's design for a seasick-proof ocean liner. Its sleek twin hulls, joined by a deck with a forward edge shaped like an airplane wing, form a "wind tunnel" which cushions the ship against sharp up & down movements as it speeds along at 36 knots. The hulls themselves, flat on the outside and curved inboard, knife through the waves instead of riding over them, thus cutting the ship's roll to a minimum. Gar Wood, who spent 16 years and $600,000 developing this model, believes that a 16,000-ton ocean liner built on the same plan could carry 4,000 passengers and have a top speed of 38 knots (*v.* the 81,273-ton *Queen Mary* which carries only 1,995 passengers and has a top speed of 32 knots).

doing almost as well as steel and autos, thanks to a bracing tonic of rate increases. Southern Bell Telephone & Telegraph, A. T. & T. controlled, boosted its net 77%.

The oil industry, king of last year's profit parade, was still doing all right. But with crude oil once more in surplus and prices again competitive, the industry continued to slide from its boomtime peak. Phillips Petroleum's net dropped 40% from $36.5 million to $21.9 million. Socony-Vacuum's from an estimated $71 million to $47 million, down 34%.

Paper companies, whose expansion had caught up with their worst shortages (*e.g.* newsprint, kraft paper) also were looking more normal. St. Regis' net was down from $8.7 million to $3.2 million.

But U.S. airlines fulfilled their predicted jump into the black (TIME, July 18). Eastern Air Lines' $2.1 million net was up 63%. Northwest Airlines' $430,915 profit helped offset a $2,016,000 deficit in 1948's first half.

All in all, it still looked like a peculiar kind of recession.

FOREIGN TRADE

Israel on Wheels

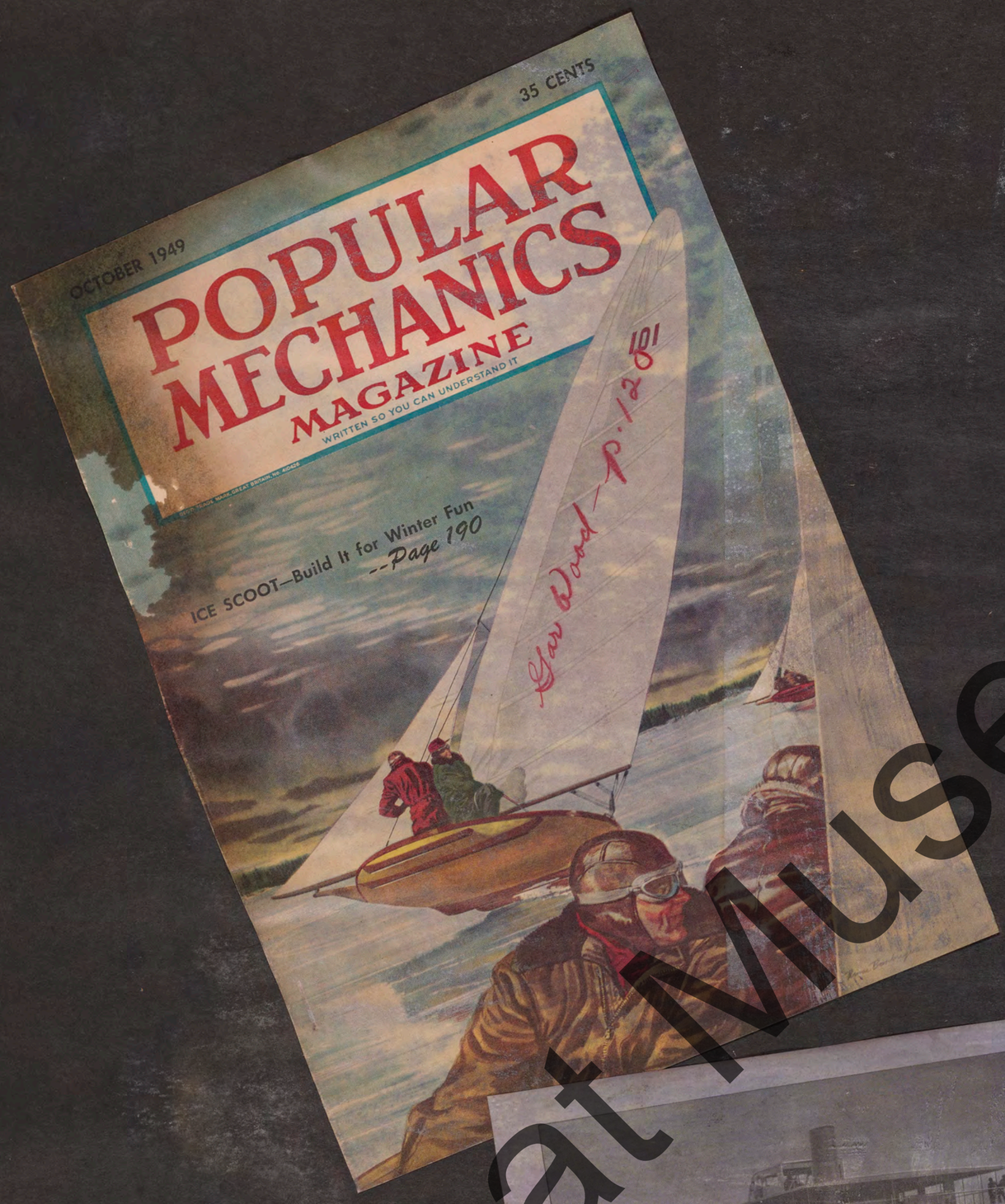
In Manhattan's Waldorf-Astoria three months ago, grizzled old Chaim Weizmann had lunch with young Henry Ford II. Israel's President spoke of his country's desperate need for motor transportation. With only 30 miles of the rickety Haifa-to-Cairo coastal railroad operating, Israel had to rely almost entirely on highway transport, and therefore needed the U.S. auto industry's help. Weizmann's plea presented Ford a double opportunity: to wipe out the last unpleasant memories of Grandfather Henry Ford's involvement in anti-Semitism,* and at the same time to swing a big deal.

Ford went right to work. His Middle East man, Walter McKee, after talks with Israeli purchasing agents, sounded out the possibilities of an assembly plant near Haifa. The plant would import U.S. foremen and technicians to train unskilled Israeli labor in U.S. production techniques, wherever possible use Israel-made goods for parts.

Last week, while the talks about the plant were still going on, Ford and the Israelis signed their first big deal, a $4,000,000 contract for 1,800 U.S.-made trucks and buses, which Ford will start shipping this fall. The terms: Israel will put up 40%, or $1,600,000 in cash (from a $100 million credit already advanced by the Export-Import Bank), and Ford will give Israel a three-year credit for the 60% balance.

Israel was not giving Ford a monopoly; it also bought, for $1,000,000, 200 heavy duty White Motor Co. trucks. This week,

* In the '20s, the elder Ford's weekly Dearborn *Independent* printed such anti-Semitic rantings as the spurious "Protocols of Zion." Hit with a $1,000,000 libel suit (he paid $75,000 out of court), Ford publicly disclaimed anti-Semitism and suspended the *Independent*.



Cruising at 26 knots, Venturi's twin hulls draw six inches of water at the bow and four feet at the stern

ON AIR

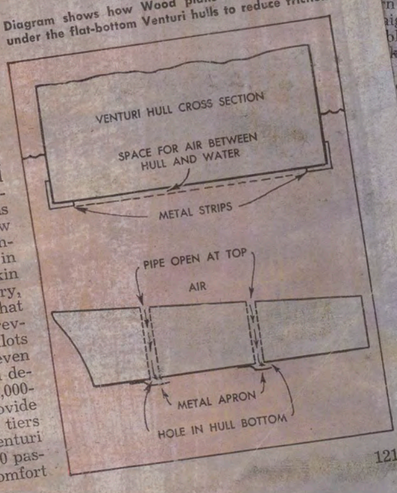
By
Richard F. Dempewolff

buoy up the 120-ton ship. She was, in fact, riding more on air than water.

From this wind tunnel the ship derives her name—Venturi. She is the culmination of 28 years of experimentation by her inventor, Garfield A. (Gar) Wood, international dean of motorboat racing.

Today, the fantastic result of all those experiments is going through tests in the Gulf Stream and proving the Venturi as good if not better than Wood's wildest expectations. Cruising at 26 knots, her twin hulls draw only six inches of water at the bow and four feet at the stern—practically nothing for a ship so big, and a vital factor in cutting that speed and power killer, "skin friction." Tank tests conducted by the wiry, white-haired inventor already indicate that bigger ships in the Venturi pattern can revolutionize aircraft carriers, providing pilots with a flight deck that will stay put even in heavy seas. Ocean liners of Venturi design would be palaces of comfort. A 16,000-ton vessel, for instance, could provide roomy accommodations in unlimited tiers of decks above the roof of the odd Venturi tunnel—enough, in fact, to carry 4000 passengers, with all the stability and comfort

Diagram shows how Wood plans to introduce air under the flat-bottom Venturi hulls to reduce friction



h are run up stern to the deck and fastened
en one quadrant turns the other goes with it

inside of the passageway between
s, forming a Venturi-shaped tube
two hulls were bridged with a
ion made of old cigar-box tops.
ard sides were perfectly straight

the experiment had resulted in
odel that had stability and s ed
roportion to its size. There was
uble. Wood, who never swears,
thus: "The go ing
n a darn."
ouldn't
ight outboard sides w
ble rudders a chance. B ing a
ed the problem by bui each
curve near the stern o dder
e. Now, when the r ex-
turned, it became a urve
tension of this new most
and the boat could dime.
spin around on a nced
The more pronou ound,
that curve, Wood rning
he shorter the t
dius of the boat. 188-
building a big volu-
foo in such a re Wood
tionary pattern. of
ad to ve plen and
hought stress tter
rain. No one was b His
tripped to d it. be
iss Americas ad
mes of perfec
ong, paper-thin
uction. "At a hundr
es an hour," he recalls
dly, "water h
h 'give' a
rete sla
Miss
as making a
ntinued to pag

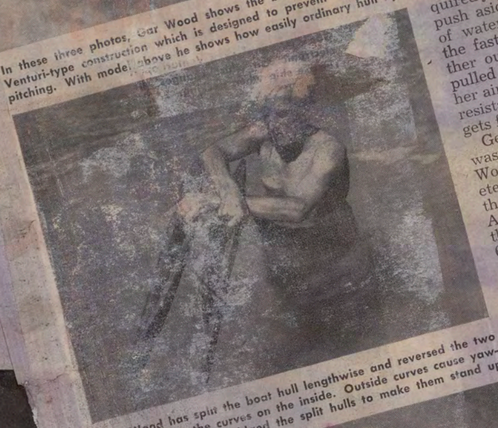
Steering device on two-rudder Venturi consists of rudder rods which are run up stern to the deck and fastened to big metal quadrants which are tied together with stout cable. When one quadrant [illegible] other goes with it

Water must flow past the curves—not into a trap—in order for the idea to work. The only answer was catamaran hulls, spaced apart—an ancient hull form used by Polynesian fishermen hundreds of years ago. But no one had applied the principle [illegible]

[illegible] along the [illegible] way between [illegible] shaped tube [illegible] ged with a [illegible] r-box tops. [illegible] ly straight

[illegible] sulted in [illegible] nd speed [illegible] ere was [illegible] swears, [illegible] thing

[illegible] ldn't [illegible] 1944, [illegible] ng a [illegible] ach [illegible] ler [illegible] x- [illegible] e [illegible] t



In these three photos, Gar Wood shows the basic principle of his Venturi-type construction which is designed to prevent rolling and pitching. With model above he shows how easily ordinary hull tips

Here Wood has split the boat hull lengthwise and reversed the two halves, placing the curves on the inside. Outside curves cause yawing. Below, he has bridged the split hulls to make them stand up

of a Waldorf-Astoria Hotel, and at a speed of more than 40 knots. What's more, its engines would have to deliver only 120,000 horsepower to do the job! Compare this with the mighty Queens, which carry 2000 passengers, weigh almost 90,000 tons and need 200,000 horsepower to drive them through the seas at 32 knots. Reason?

"These ships," Wood explains, "have massive hulls that plow along, digging great holes in the water ahead of themselves, and then pulling the hole shut astern. Think of all the wasted power required just to climb waves and push aside thousands of tons of water. With the Venturi, the faster she goes, the farther out of the water she is pulled by air rushing through her airfoil tunnel, and the less resistance and friction she gets from the water."

Germ of the Venturi idea was born in 1921, after Gar Wood had captured the coveted Harmsworth trophy in the first of his 10 famous Miss America speedboats, hitting the then incredible speed of 61.51 miles an hour. (Later, he more than doubled it.)

To achieve such super speeds, the inventor was always fooling with unconventional ideas. Typical was the time when, as a kid racing standard boats on the Great Lakes, he put his fuel in a common oilcan, inverted it over the air intake, and roared away from his astonished rivals with a burst of unexpected speed. Without knowing it, he'd invented downdraft carburetion.

Similarly, he experimented with hull design to lick water-resistance problems, and out of it came the Venturi.

"Yawing" has always been a headache to yachtsmen. This phenomenon, in which the bow shifts back and forth at its own whim, requires constant attention from the helmsman who must correct each shift, and is a dangerous thing at high speed. Wood figured it was caused by the curves

The Ship That Rides on Air

(Continued from page 124)

with his mechanic, Orlin Johnson, on the Detroit River. They were drumming over 105 miles an hour when suddenly the boat disintegrated. Engines, splinters and men went flying in all directions. Wood came to under water, battered by debris, and floated to the top where he was rescued. Johnson had to be hauled up, unconscious, with smashed jaw and cut neck. Johnson, his head in a cast, and Wood, smothered in bandage and tape, built another boat and won the Harmsworth a few weeks later. That boat did not disintegrate. "You don't forget those things," he notes.

All his savvy in construction detail went into the new Venturi. Her hulls are planked in ⅝-inch mahogany plywood, with a double thickness of ¾ inch below the waterline. Cross trussing, connecting the deck across the two hulls is of one by five-inch oak boards, bolted and spaced on three-foot centers. He was careful to distribute masses of the two hulls so that the center of gravity would not put too great a stress on the upper or lower chords of the cross trusses. "Most people," he says, "—including an admiral who should have known better—think there's danger of the Venturi doing a sort of 'split.' They forget there's no such outward strain, because there's just as much water on one side of each hull as is on the other." Distribution of weight is such as to place the lower chords of the trusses in compression and the upper chords in tension. Thus, wave action against the inside of the hull bows automatically neutralizes the stresses.

The Venturi's beam is 40 feet, and breadth of each hull at the widest place is eight feet. This is about two thirds of the way aft, where the engines are located. The main deck is about 22 feet off the water.

The ship was first launched in 1944, presumably to be used as a radio-controlled target vessel for bombers. She was strong enough to support 46,000 pounds of armor plate, and still have a safety factor to spare—in spite of the fact that her truss spacing and timber sizes are what you might usually find on a ship half her size.

Wood had quite a time retrieving her [illegible] er the war, simply because of her queer [illegible] ks. The maritime commission had her [illegible] d in its inventory as "a shelter for small [illegible] s." He finally recovered her this summer and in typical Wood fashion, practically rebuilt her.

[illegible] y, the Venturi is full of Gar Wood [illegible] Instead of installing big flat fuel [illegible] e has 12 vertical drums perched in

(Continued to page 278)

the 27-foot hull spaces, holding from 1200 to 2000 gallons each. Thus, he eliminated the necessity of building complicated baffles to keep the liquid from shifting around. The ship has a cruising range of 3000 miles.

The engines are another Wood innovation. Each propeller is driven by a pair of 1200-horsepower G.M. pancake diesels in tandem. To make two engines work on one propeller, he used a system he had devised for the Miss Americas. One drives directly on the main shaft; the other turns a short shaft that goes into a gearbox which, in turn, delivers belted power to the main shaft. Thus, two engines turn one shaft without having to be in perfect "synch." No real speed tests have been run yet, but Wood expects "to get her up over 40."

Both propellers have variable pitch, electrically controlled from the bridge. The engines have no reverse gear, but by simply reversing the propeller pitch, Wood can back up quickly and easily without, as he says, "a lot of engine-room acrobatics and bell banging." For docking, he has a portable pitch-control lever which he carries out on deck, trailing wires, so he can look over the side and see how close he's coming.

Though the ship has a conventional wheel on the bridge, the inventor hasn't bothered to hook it up yet. Rudders are turned electrically. "It's so goldarn much easier," he explains, "but we'll keep the wheel for tradition's sake."

With two rudders to consider, the speedboat king wanted no complicated synchronizing apparatus that might go out of whack. So he ran simple rudder rods up the stern to the deck and fastened them to big metal quadrants, which are tied together with cable. When one turns, the other goes with it.

With all these innovations, Gar Wood is not finished improving his dream boat. "The reason she rides so smoothly," he points out, "is because she's half airplane. All her surfaces are airfoils. The tunnel gives her lift which keeps her from bobbing, pitching or rolling. In 10-foot seas, as much as 60 feet of her hulls have been out of water, bridging wave crests without dropping down. She's riding mostly on air, and we're going to make the Venturi ride on even more air."

Here's how he'll do it: Edges of the long, flat bottoms of the hulls are bound to the hull sides by protective L-shaped metal strips, ⅛ inch thick. This means there's a hull-wide groove ⅛ inch deep running the whole length of each bottom, and the inventor has devised a way to fill it with air. Holes will be drilled along the bottoms

(Continued to page 280)

of the hulls and pipes fitted into them. The pipes will run up to a point above the waterline, so the ship won't sink. Then, the holes will be covered on the hull bottom with metal scoops, opening aft. As the ship moves forward, a vacuum will be created behind each scoop, sucking air out of the hull and along the flat bottom. "We'll practically be flying then," says Wood.

With so shallow a draft and so much of the Venturi out of water, Wood has had to figure a way to keep a stiff wind from pushing her around. The solution is a hydraulic arm—like an aircraft's landing gear—which will lower into the water from the ship's Venturi tunnel roof. Instead of a wheel on the bottom, there will be an outboard motor on a swivel. Its propeller will dip into the water in the direction of the wind, and its speed regulated exactly to counteract the wind. The device is expected to be a big assist in docking and, on larger Venturi ships, might even eliminate the necessity for tugs.

Wood is also building a 20-foot, twin-screw fishing cruiser with a collapsible flying bridge. This will fit on block-and-tackle davits snug against the Venturi's tunnel ceiling. A hatch through the ceiling will permit the fishing party to climb into the cruiser. "Then," says Wood, "I'll just push a button, start a winch, and we'll be lowered into the water without lifting a finger."

Right now the inventor is busy completing a livable deck, with cabins and a bow end entirely of glass. Its forward end will have an airfoil curve to complement the winglike lift of the tunnel. All cabin partitions, unlike most boats, will tie into the bracing structure and add strength and support to the whole ship—rather than just weight.

Wood likes to remind enthusiasts, however, that the Venturi is still experimental. "We still don't know all the things she'll do or won't do," he says.

During the test runs last month, for instance, the propeller-pitch gadget conked out momentarily, and the ship whammed into the dock. "We'll make some pitch controls in our own shop, goldarnit," he shouted, "and then they won't give us trouble."

He's just the man who can do it. Gar Wood is a firm believer in self sufficie[illegible] and he has a formula for how to [illegible] "All any man needs," he say[illegible] things—a good job, good hea[illegible] ligion and one golde[illegible]

[illegible] Built by a 17[illegible] el plane re[illegible] for spe[illegible] ered [illegible] wi[illegible]

Tunnel-Hull Boat Won't Roll

GAR Wood, the silver-haired king of speedboat racing, has designed the most stable boat in the world.

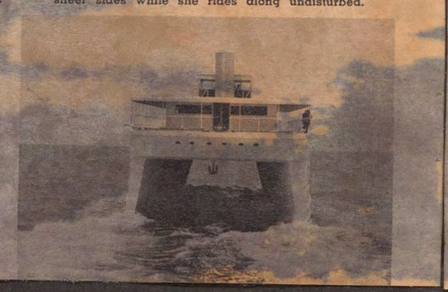
The no-roll Venturi is 188 feet long and 40 feet wide, and has twin hulls which slice through the waves instead of climbing over them as do conventional craft. Propellers are 4½ feet in diameter and extend below the hull, increasing draft at the stern to about 8 feet when underway. At 26 knots the air rushing through the tunnel buoys up the ship so that she draws only 6 inches of water at the bow. This air cushion also acts as a shock-absorber for all up-and-down movements of the boat. Wood says, "We have sailed in seas so rough that 60 of our 188 feet have been out of water between wave crests, and have made full-rudder turns at top speed with waves 10 feet high and we didn't heel over more than one or 2 degrees."

The present model was originally designed as an AAF target vessel resembling a baby flat-top. It has four pancake Diesels totaling 4,800 horsepower, is flat-bottom with a gross weight of 120 tons. Engine rooms are located ⅔ of the way aft in each hull. Hulls are planked in ⅝-inch 9-ply mahogany. Forty watertight bulkheads make it unsinkable. •

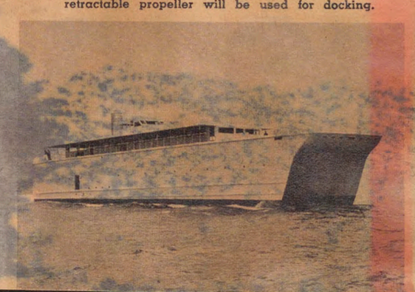
Tests show that a 16,000-ton liner of Wood's design would have a speed of 38 knots, more than any other commercial vessel, at 120,000 horsepower. The Queen Mary of 80,773 tons has a speed of 32 knots with 200,000 horsepower.

Gar Wood shifts variable pitch propellers from astern to neutral to ahead by remote control.

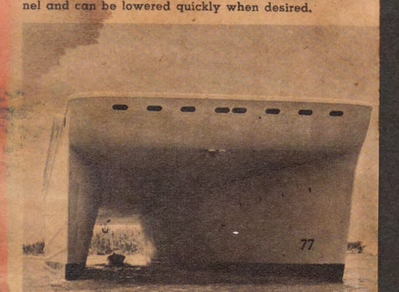
At 26 knots waves roll their crests along her sheer sides while she rides along undisturbed.



Large mass above water is subject to wind so retractable propeller will be used for docking.



A special fishing cruiser fits flush under the tunnel and can be lowered quickly when desired.



The name of Gar Wood is probably known to everybody who has had anything to do with water craft from a row-boat up; but few have known of his 28-year interest in the possibility of a high-speed "no-roll" passenger liner of which the 26-knot *Venturi* shown here is the prototype. It may look like an up-side-down drydock, but it has achieved an interesting performance.

GAR WOOD'S PASSENGER SHIP OF THE FUTURE

MORE than $600,000 and 28 years of effort by Gar Wood, silver-haired king of speed-boat racing, have gone into the development of what its protagonist believes to be the most stable vessel in the world and the prototype of tomorrow's express passenger liner.

This "no-roll" craft, which he calls **Venturi,** is 188 ft. long by 40 ft. wide and has twin hulls which slice through the waves rather than climbing up and over them as do conventional craft. A broad deck connects the two hulls about 22 ft. above the waterline and cabins are built atop this deck.

First view of the vessel is startling, for she is unlike anything that ever before put to sea. Seen head-on, she looks like a mammoth, square-sided tunnel which by some wizardry is being propelled at a startling rate. Waves roll their crests along her sheer sides but she speeds on at a completely even keel, undisturbed. She is called **Venturi** because of the venturi-like, squeezed-in-at-the-sides aerfoil tunnel which runs the length of the boat, between the hulls.

When **Venturi** is cruising at 26 knots, the air rushing through the tunnel buoys up the ship, actually lifting her enough out of the water so that she draws only 6 in. at the bow and 8 ft. at the stern, including the depth of the propellors, variable-pitch units that extend well below the hull.

The air cushion through the tunnel also acts as a shock absorber for any up and down movement of the boat, something applicable to this design only. She has been run at full speed in the roughest weather Wood could find. In Mr. Wood's own words.

"We have sailed comfortably at 26 knots without reducing speed even one knot in seas so high that 60 of our 188 ft. were out of the water at a time, between wave crests.

"We have made full-rudder turns at top speed with waves 10 ft. high and we did not heel over more than one or two degrees."

These tests are impressive, but Wood plans an additional year of even more exacting scientific examination before he establishes all details of hull and propulsion.

Wood's tank tests indicate a 16,000-ton ship of **Venturi** design, able to carry 4,000 passengers in roomy comfort, would have the phenomenal speed of 38 knots, far more than any other commercial vessel ever built, and would require only 120,000 h.p. The **Queen Mary,** of 80,773 tons, carries 1,995 passengers at a top speed of 32 knots with 200,000 h.p.

The present experimental model cruises comfortably and economically at 26 knots in any weather on 4,800 h.p., supplied by four pancake Diesel engines, two to a hull. She has a cruising range of 3,000 miles and weighs about 120 tons.

Though used to smaller craft, Gar Wood looks at home here in the wheel house of his 120-ton dream boat.

sian Islanders held promise. The Polynesians of generations ago had hollowed out tree trunks, spliced two of them together with a deck between and sailed thousands of miles at astounding rates of speed in tiny craft stable enough to ride out storms.

Working with painstaking care, he whittled many small catamaran-type towing models over the next few years. In 1939 he constructed a 36-ft. twin-hull boat which incorporated his principles.

Mr. Wood has been working on the theory of high-speed comfortable sea-going boats since 1921 when a 70-footer of his design, **Gar Junior 2d,** raced a Miami to New York express train, Havana Special, and with Wood at the helm beat the train by four minutes running time. By 1933 when his Miss America X brought him his eighth Harmsworth Trophy in 13 years and he retired from racing, he was convinced the catamaran principle of the Polyne-

from high-altitude bombers. Because she was many times more stable than any aircraft carrier **Venturi** was ideal for this purpose. She was built of 9-ply mahogany Haskelite plywood because steel was not available and because damage from 100-pound dummy bombs would be localized. The war ended before the AAF secured full value from her and Wood re-acquired the hull.

He stripped off her armor plate, replaced gasoline engines with safe

The *Venturi* has four 1,200 horsepower pancake Diesels in its two hulls. Here is the port engine room looking forward. Visible are the vertical fuel tanks and the curve of the hull on the tunnel side.

She was a completely stable, very speedy craft but wouldn't turn well.

By 1944 he had surmounted his maneuverability problems, chiefly by plotting a waterline curve near the stern on the heretofore perfectly straight fore-and-aft outboard side of each of his hulls. Now, when his rudder was turned, it in effect became an extension of this new curve on either of the two hulls and the boat spun onto course changes more easily than any sizable craft Wood ever had handled.

The Army Air Forces learned of Wood's research at this point and asked him to construct a boat of his own design at once.

The AAF wanted an extremely mobile radio-controlled target vessel which would resemble an aircraft carrier when seen

Diesels, started building cabins on what had heretofore been only a hull, and painstaking sea trials began off the Florida east coast.

He believes his basic design will for the first time permit surface vessels to compete favorably with trans-ocean airlines. Great numbers of passengers could be moved at high speed in roomy comfort and by inexpensive means.

Venturi now is being fitted out as a luxurious yacht by the Algonac, Mich., retired inventor-industrialist at his private 122-acre island just below Miami Beach, Florida. He has purchased the estate of the late William K. Vanderbilt in order to continue his work in seclusion. Wood expects she will be entirely completed and ready for public showing in a few months.

SEPTEMBER, 1949

Routing List:

DESIGN NEWS

The news magazine of design engineering and product development

Editorial features appearing in [illegible]mber

- Physical Properties of Common Plastics
- How to Read Connection Diagrams
- High-Speed Screw Slotting Machine
- Die-Cast Aluminum Automobile Door Panel
- Lightweight Fork Truck
- All-Electric Dining Car
- Twin-Hull Ocean Liner

spensing rings and shaft bushings
ded by Plastic Fabricators, Inc.

PER MACHINE!

lastics Provide Better for Kenro Ice Cream

A better product at much come news in these days of ns. Here's how the manufac- cream vending machine em- ics to pare direct manufactur- ile improving efficiency:

y dispenser units were re- lded from BAKELITE ge- erial. Each ring consists mechanically fastened to nits are installed in each o $76 each, making a total 04.

s, formerly produced from each, are now molded from t 6¢ each, providing further achine.

ne was reduced by 30 pounds ings in shipping costs.

ded by eliminating several erations.

design your products or ELITE Plastics. Our rep- nsult with you without e Dept. U-12 today for rated booklet "Simplified VINYLITE Plastics."

ite lic cs

BAKELITE CORPORATION

RPORATION
Carbon Corporation UCC
New York 17, N. Y.

e Card for more information

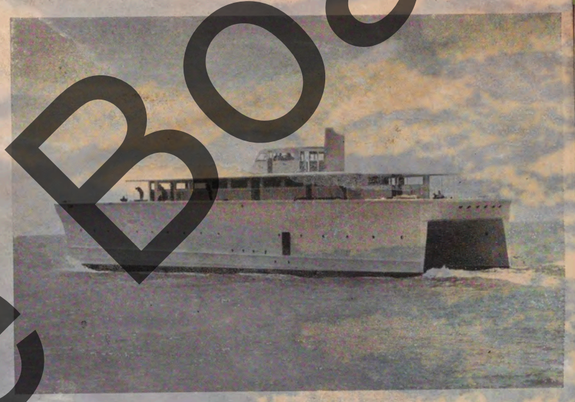
MODERN DESIGNS

Diesel-Powered Ship Has Unique Twin-Hull Design

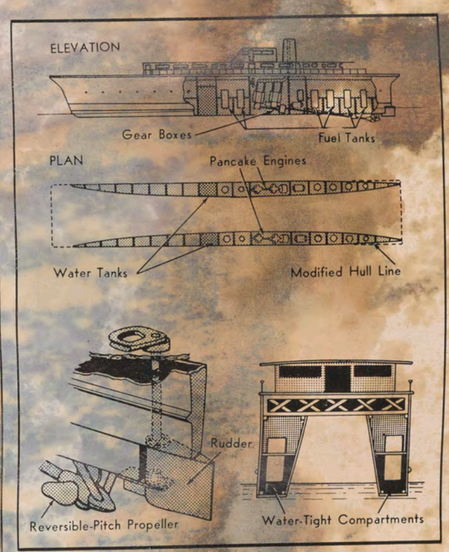
The hull design of future ocean liners may be represented in the twin-hull "Venturi" developed by Gar Wood at West Palm Beach, Florida. Test runs wtih this design in roughest weather have shown no tendency to roll, pitch or yaw. Differing from conventional hull designs, best performance in rough weather is at 26 knots speed.

Two-thirds of the way aft, a curved surface is made in the hull sides to permit a full speed turning radius of four times the ship's length. The hulls are planked in ⅝-in. 9-ply Haskelite mahogany plywood. Below the waterline ¾-in. plywood has been specified.

Variable-pitch propellers are reversed electrically to change direction of travel.

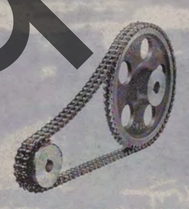


THE "VENTURI" is a flat-bottomed vessel weighing 120 gross tons. Overall length is 188 ft. with a 40-ft. beam. Draft at the bow at 26 knots is 6 in. Draft aft at this speed is 2½ ft. The 4½-ft. dia. propellers increase stern draft to 8 ft. The twin hulls have a waterline breath of 8 ft. at the engine rooms. Maximum hull width is 12½ ft., where the hull joins the deck 22 ft. above the waterline. The engine rooms are 27 ft. high.



DRIVING POWER for each propeller is provided by two General Motors pancake diesel engines. One engine is connected to the propeller shaft and the other drives an auxiliary shaft that is connected to the propeller shaft by a silent chain drive. Clutches are provided to permit independent operation of either engine. The engine exhausts are fan cooled to give high operating efficiency. The propeller shaft is a 4½-in. dia. hollow steel tube. A ball and socket joint construction is used in the outboard bearing support for the propeller shaft. Fuel is carried in twelve vertical cylindrical tanks. Four tanks in each hull carry 2,000 gallons each. Two in each hull carry 1,200 gallons apiece. All wiring and piping is mounted in the 5-ft. deep wood-trussed section under the deck; the 1 by 5-in. oak framing is on 3-ft. centers. Watertight bulkheads are located each 9 ft. of length, giving 40 compartments.

THE AERFOIL TUNNEL acts as a shock absorber to cushion vertical motion of the ship. It also tends to lift the boat, thereby decreasing draft and wetted hull surface.



CULLMAN SPROCKETS

OVER 80,000 NOW IN STOCK

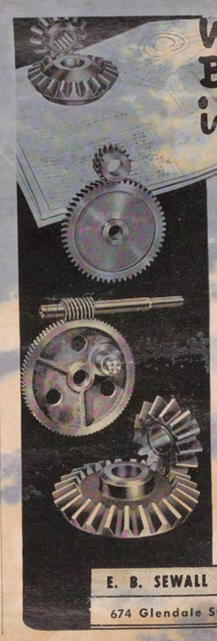
There are important advantages in bringing your sprocket requirements to Cullman Wheel. Chief among these is the fact that in fifty-five years of specialization in the design and manufacture of sprockets and kindred power transmission parts, has built up the amazing total of over eighty thousand sprockets in stock. Invariably your requirements can be met quickly from this great sprocket and chain inventory. This always brings the cost down. Quick delivery is also available at Cullman on special made to order sprockets. Send your blue prints for recommendations and estimates.

Send today for informative Cullman Catalog

CULLMAN WHEEL COMPANY

111-S 1350D ALTGELD STREET • CHICAGO 14, ILLINOIS

Circle DN 27 on Reader-Service Card for more information



WE TURN BLUEPRINTS into Action

PRECISION GEARS MADE TO YOUR EXACTING SPECIFICATIONS

When Sewall craftsmen go to work on your specifications you are employing the extensive facilities of an experienced organization. Our engineers can give you valuable assistance in establishing the *one best design* — then in turning out uniform production runs. Illustrated are examples of a Sewall bevel gear and pinion . . . worm and worm gear . . . helical gear and pinion . . . Zerol bevel gear and pinion. *Send blueprints or samples for prompt estimates on any quantity.*

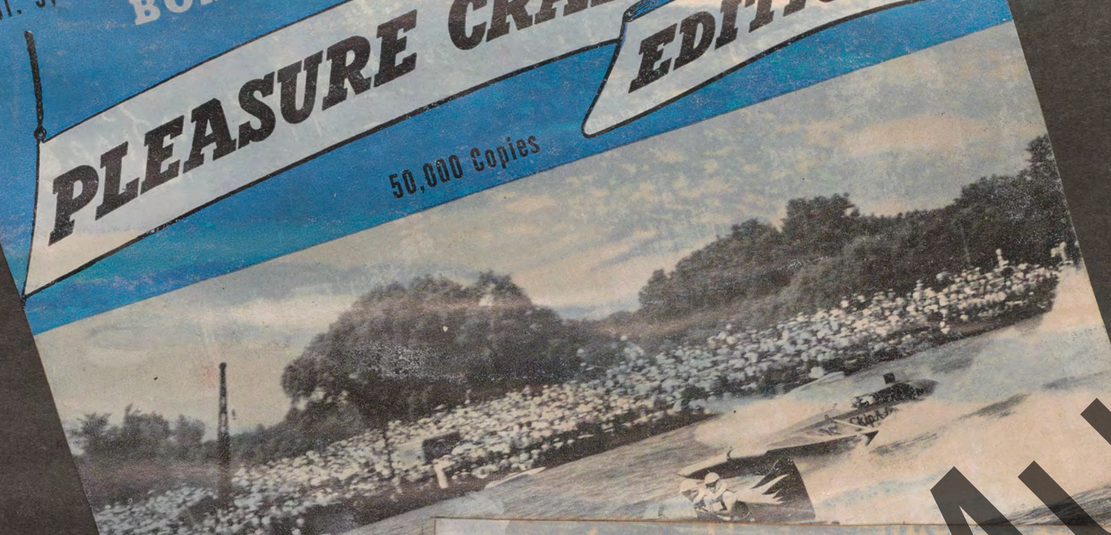
Racks • Sprockets • Spur • Spiral Bevel • Zerol Bevel • Worm Gears

E. B. SEWALL MANUFACTURING CO.

674 Glendale St. St. Paul 4, Minnesota.

Circle DN 28 on Reader-Service Card for more information

Vol. 5, No. 5 September, 1949
BOAT & EQUIPMENT NEWS
PLEASURE CRAFT EDITION
50,000 Copies



The Product Info
COVER PHOTO
by Rosenfeld
Gold Cup racers on D
troit River, Jul
with the Pacific
boat, Skipalong
quent Harmsworth
cer), and Detroit's
oat, Such Crus
straightaway just
passing judges st
IN THIS IS
Product Index
Where New
Classified
Literature
Advertisers

What's New . . . Who Makes It

Each Commercial Craft edition of Boat & Equipment News features new and improved products of interest to operators, and their builders, designers and dealers. If you desire further details about any of the products advertised or described in this issue, simply write in the B&EN key number appearing above the advertisement or description on the enclosed postcard, and mail.

Gar Wood's New Design

CONVENIENCE—Write B&EN 8908 on card when inquiring

The catamaran principle of the Polynesian Islanders, plus the principles of aerodynamics discovered in the present age are the fundamentals on which Gar Wood has designed and built the unusual vessel shown here. Mr. Wood believes the characteristics he exemplifies hold promise of great advancement as regards high speed oceangoing transportation.

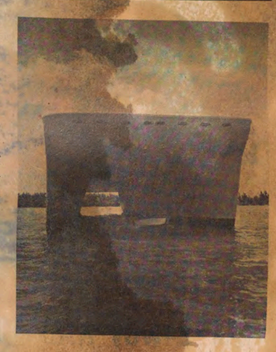
From the illustration it is obvious the extent to which this idea is freed from traditional ship conception.

Gar Wood believes this flat-bottomed, no-roll, "Venturi" is the prototype of the express passenger liner of tomorrow. Its twin hulls slice through the waves rather than climbing up and over. The squeezed-in-at-the-sides airfoil tunnel has a leading edge which simulates the lower edge of an aircraft wing so that on-rushing air, which is squeezed at the narrow point of the tunnel has two effects: acts as a shock absorber, smothering the up and down motion of the boat, and "lifts" the boat even at moderate speeds, decreasing draft and reducing the amount of speed-killing wetted hull surface.

Test runs, made in the roughest weather available, showed no roll, pitch, or yaw. Wood says it is impossible to sink her even if one hull were filled; nor could she capsize as did the Normandie as not enough water could be put into her superstructure to upset her metracentric balance point. He even goes so far as to predict that this design can importantly lessen the present speed disadvantage between the ocean liner and the air lines.

How this design was worked out is interesting. He took a flat-bottomed hull form, so slim and racy that scale models of it capsize at once. This hull then was split lengthwise; the halves were pulled apart; then they exchanged positions, the starboard half trading places with the port half. The almost entirely straight side is outboard, the curved sweep of the hull is inboard and forms the side of the venturi tunnel. The result—a boat that is said to operate with less strain and stress than any craft of recent times.

Data: present model is 188 ft. long, 40 ft. wide. Broad deck connecting two hulls is about 22 ft. above waterline with cabins built atop this deck. Bow end of main cabin will be entirely of glass and have an airfoil curve that will complement the lifting winglike quality of the tunnel. Steel or perhaps a plastic material are expected to be used in future vessels. Present model built on oak frames, is of 5/8" 9-ply mahogany Haskelite plywood with double thickness ¾" plywood below waterline. It was started as an Army Air Force vessel during war when other materials were not easily available. Model cruises comfortably and economically at 26 knots in any weather on 4,800 hp supplied by 4 GM pancake diesel engines which operate 2 to a propeller shaft, 2 to each hull. Cruising range of 3,000 miles. Weight about 120 tons. Draft at bow when cruising at 26 knots is 6" and draft aft is 2½ ft. for hull proper. Reversible pitch propellers are used so that vessel shifts from astern to ahead to neutral by electrically changing pitch, not by reversing engine or shaft rotation. Another year of exacting examination is planned by Wood before he establishes all details of the "Venturi" hull and propulsion.



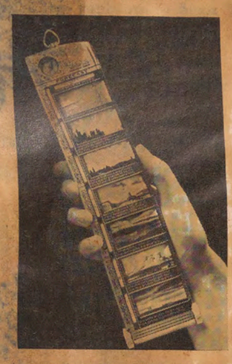
Instant Weather Predictor

CONVENIENCE—Write B&EN 8909 on card when inquiring

Local weather forecasts can now be made accurately by using a simple weather guide small enough to fit in a pocket.

The new instrument automatically predicts weather 12 to 24 hours in advance on the basis of cloud and wind conditions. Chief advantages are ease of operation and the ability to make a forecast in a fraction of a minute.

To operate the instrument, one merely notes wind direction and matches the clouds in the sky with one of seven pictures of cloud formations on the face of the instrument. Then a turn of the dial aligns a red arrow with the wind direction and the correct weather prediction appears in a little window.



This guide was developed from war-born forecasting techniques and the data gained from 50 years of daily weather charts for the entire northern hemisphere. This information has demonstrated the fundamental relationships between coming weather and each combination of cloud and wind direction.

Such forecasts, based on wind and clouds, are much more accurate than those prepared from a barometer which considers only air pressure, according to Dr. Krick, the developer of this guide. He says that air pressure alone cannot reveal the complexities caused by certain moisture and temperature conditions.

American Optical Co., Southbridge, Mass.

THE MAJOR
NEWSPAPER
BREAKS

A small runabout racing through the tunnel of Gar Wood's 188-foot yacht, Venturi, which he revealed to the public for the first time. Wood has spent $600,000 and several years designing and building it in Florida.

Gar Wood's Venturi on a test cruise at sea, its twin hulls cutting through the water at 26 knots. The yacht is 40 feet wide and the cabins are built on a broad deck atop the hulls, 22 feet above the water line.

The Venturi tied up at Gar Wood's island south of Miami Beach, Fla. Wood says the vessel has no roll or pitch. He believes it is the forerunner of the express ocean liners of tomorrow carrying 4,000 passengers.

Edison Union Asks for Strike Vote

RUSH FOR GAS HEAT BEGINS

WOOD'S SURPRISE YACHT

Detroit Times
EVENING
49th YEAR No. 305 | 3 | Detroit 31, Mich., Monday, Aug. 1, 1949 | 5 Cents
8 STAR Edition
★★★★★★★★

(See Other Pictures, Page 13)
A just-released head-on view of Gar Wood's twin hull yacht, Venturi, clipping through the water off Florida. Wood got the twin hull idea from the catamarans built of hollowed tree trunks by the Polynesian Island natives.

Boat builder Gar Wood at the wheel of his futuristic yacht, Venturi. He says you don't get seasick on it.

Wood Reveals 'Mystery' Liner

By GEORGE E. VAN

Details of the "mystery ship" which Gar Wood has been working on in Florida for years were made known today by Wood. He believes the ship is the prototype of the express passenger liner of tomorrow.

He told his story at a press conference at the Detroit Athletic Club.

The "mystery ship" is the 188-foot Venturi, 40 feet wide, a high speed ship with twin hulls which slice through the waves, rather than climb over them as do conventional craft.

SHIP RIDES ON AIR

Head-on she is startling. She looks like a mammoth, square-sided tunnel. The tunnel is created by the broad deck which connects the two hulls 22 feet above the waterline. Cabins are built on top of this deck.

When the Venturi cruises at 26 knots (she's powered with diesel, pancake type motors) the air rushing through the tunnel buoys the ship, lifting her out of the water. This way she draws only six inches of water at the bow and eight feet at the stern of each hull, a depth that includes the variable-pitch propellors.

Her rudders are a part of each hull. She can turn within three times her length and even in a 10 foot sea in the rough Gulfstream off Miami, where she has been thoroughly tested, there is not more than one or two degrees of heel, Wood says.

AVERTS SEASICKNESS

The air cushion through the tunnel also acts as a shock absorber for any up and down movement. The "no-roll" principle practically eliminates the possibility of seasickness.

The twin hulls, which give the ship her unusual beam, account for her amazing stability. Before Venturi was built, Wood made about 20 models, all tank tested.

These tests indicate, and the performance of Venturi carries the idea out, that a 16,000-ton ship of this design would be able to carry 4,000 passengers in roomy comfort, have a speed of 38 knots with her 120,000 estimated horsepower.

Her beam would be approximately 25 per cent of her overall length.

This express passenger liner of tomorrow thus would be 250 feet wide and 1,000 feet long.

TWICE QUEEN MARY LOAD

Queen Mary, the biggest thing afloat, has a tonnage of 80,733 and carries about 2,000 passengers at a top speed of 32 knots with 200,000 horsepower.

Wood has been working on high-speed, comfortable, sea-going boats since 1921 when a 70-footer, Gar Junior II, raced a Miami to New York express train, and with Wood at her helm, beat the choo-choo four minutes running time.

Wood finally came out with a 36-foot twin-hull boat in 1939. But she wouldn't turn, he says. She wanted to go only straight ahead.

USED BY AIR FORCE

About that time the Army Air Force learned of Wood's boat. The AAF wanted a maneuverable, mobile, radio-controlled, target vessel which would resemble an aircraft carrier from high altitudes.

Wood built the Venturi. The war ended before the AAF was able to get much use out of her and Wood reacquired the hull.

WEATHER
Showers tonight, low 62; Tuesday, high 78. Pollen count: 9.
(U. S. Weather Bureau Forecast)
See FOTOCAST on Page 2

The Detroit News

THE HOME NEWSPAPER FOR MORE THAN 75 YEARS
Largest Trading Area Circulation, Weekday and Sunday, of Any Michigan Newspaper

SECOND
Blue Streak
COMPLETE MARKETS, 26-27
RACES ON PAGE 13
32 PAGES FIVE

MONDAY, AUGUST 1, 1949, 76th Year, No. 344

LATE BULLETINS

Vote Stopgap Financing for U. S. Agencies

WASHINGTON—(AP)—The House rushed to the rescue of a group of moneyless Federal agencies today by voting them stop-gap financing until Aug. 15. House acceptance of a change made by the Senate sent the measure to President Truman so the agencies can meet payrolls.

★ ★ ★

Tokyo Police Raid Red Newspaper Office

TOKYO—(U.P.)—Five hundred police today made their first raid since the Allied occupation on the editorial offices of the Japanese Communist Party and arrested two men on charges of black marketing "irregularities" in connection with the party organ "Red Flag."

★ ★ ★

Chinese Reds Bolster Drive on Nationalists

HONG KONG—(U.P.)—The Communists were reported bringing up major reinforcements today to bolster their twin drives on Chungking and the provisional nationalist capital of Canton.

★ ★ ★

Massachusetts Bars Reds From State Jobs

BOSTON—(AP)—Gov. Paul A. Dever today signed a bill barring Communists from public jobs in Massachusetts. While Communists are named specifically in the new law, the ban applies as well to anyone supporting organizations which advocate violent overthrow of government.

★ ★ ★

Gen. Howley's Resignation Accepted

FRANKFURT—(U.P.)—John J. McCloy, United States Military Governor, announced tonight that he has accepted the resignation of Brig. Gen. Frank L. Howley as American commandant in Berlin.

★ ★ ★

Greek Civil Employes Schedule Strike

ATHENS—(AP)—Greek civil servants scheduled a walkout for Tuesday to back up their demand for a 65 per cent wage boost. If the strike is complete it would paralyze all government services, including post and telegraph.

State Parole Chief 'Forc...

★ ★ ★

A-BOMB PRO... 'ON MA...

Mourning a Heroic Wife and...

Seize Radio Bet Car; Race Swindle Revealed

Discovery of a short wave radio broadcasting station built into an automobile has disclosed a plot of eastern gamblers to swindle bookies, Detroit police said today.

One suspect, Anthony J. Pecukonis, 26, a petty gambler with a record of minor arrests in Waterbury, Conn., was released on a writ under bond. Detective Louis Van Buren, of Police Per... tion, conceded, however, that there was no evidence against Pecukonis yet on which to bare a warrant.

Pecukonis, who was arrested by Lieut. Burdette Banks and Patrolmen Glen Knox and Anthony Bertini while sitting in the radio-equipped car just outside the Fair Grounds track, has steadfastly refused to make a statement.

FEARFUL OF SYNDICATES

Police said he is obviously fearful of reprisals by the gambling syndicates he and his confederates have defrauded.

The automobile, a 1948 C... with licenses issued to ... Navikos, a West P... Mass., cabaret owner ... held at the Palmer Pa... also contained a ... phone issued to No... the Worcester, Ma... Banks said Pecu... listening to the ... the Detroit ... gained a ... attec...

Wood Builds 2-Hull 'Ship of the Future'

(See Pictures on Back Page)

By HARRY LeDUC

A high-speed passenger vessel which is "the most stable ship in the world and the prototype of the express liner or tomorrow" has been designed and built by Gar Wood.

With the Harmsworth race over and his duties ended as a member of the International Commission controlling the event, Wood made his revelation at a press-breakfast in the DAC Sunday morning. He showed pictures of his newest creation and told why he has been spending so much time for so many years in Florida, where he has a shipyard on a 122-acre island south of Miami Beach.

Wood said the vessel is the result of 28 years of effort and constant improvement of some 20 models. He said he was not interested in building or merchandising the boat and that any profits would go into the Gar Wood Foundation for maritime research. He estimates he has spent $600,000 on the development.

REVOLUTIONARY DESIGN

"I firmly believe my design will revolutionize hull construction for sea travel, making the latter infinitely cheaper ... much faster."

Wood's "no roll" priority ... which he calls the Ven... 188 feet long by 40 feet wide ... has "twin hulls" which slice th...

See VESSEL, Page ...

VESSEL

Wood Builds No-Roll Ship

Twin-Hull Craft Bids for New Era at Sea

(Concluded from Page One)

waves instead of climbing ... plowing them, as do conventional craft. A broad deck covers the two hulls 22 feet above the waterline and cabins are built atop the deck. The pictures show a boat unlike anything ever before sent to sea. Seen head-on she looks like a square-sided tunnel with each "hull" sheered and shaped to roll aside the seas while on a comparatively even keel, she speeds at 28 knots an hour, as a result of the tunnel's suction below the hulls.

The boat draws only six inches of water at the bow and 8 feet at the stern, including the depth of her propellers, variable pitch ... well below the hulls.

ROUGH WATER TEST

Wood said he had run the boat "at full speed in the roughest water we could find." He added: "We have made full rudder turns at top speed with waves 10 feet high and we did not heel over more than one or two degrees."

Wood said tests indicate a 16,000-ton ship of the same design able to carry 4,000 passengers "in style" would make 38 knots and would require only 120,000 horsepower.

The Queen Mary, 80,773 tons, carries 1,995 passengers and has a top speed of 32 knots with 200,000 horsepower.

The present Venturi has 4,800 horsepower supplied by four pancake Diesel engines placed two to a hull. Its cruising range is 3,000 miles and its weight 120 tons. Wood expects to have it ready for a public showing in about four months.

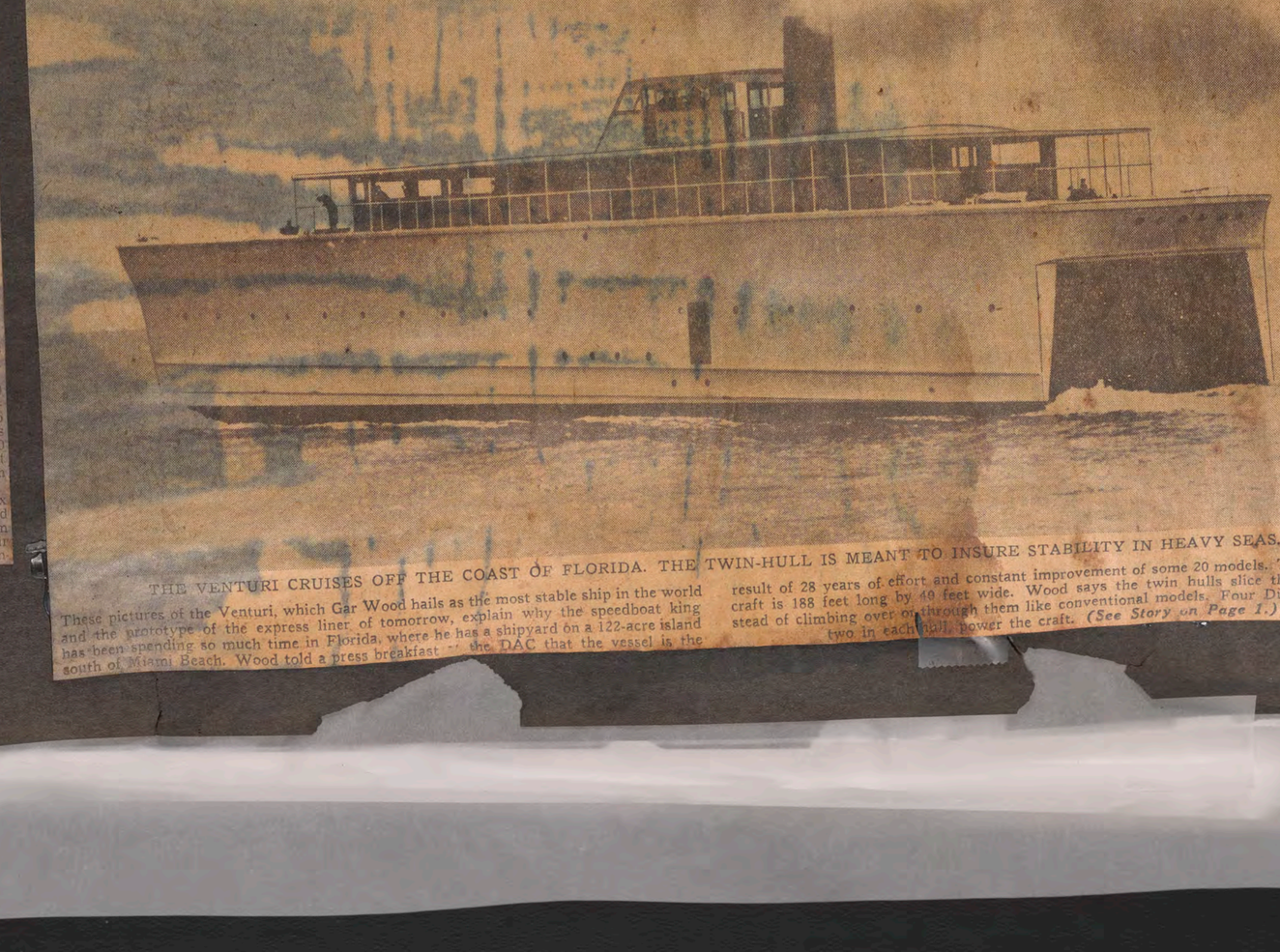
The Venturi, built in six months and originally launched Nov. 14, 1944, at West Palm Beach, Fla., for the Army Air Force, has been steadily im... proved since the war ended and Wood reacquired it from the Government. He has since converted it into a private yacht and streamlined its broad deck superworks.

Wood said it was impossible to sink the boat because water-tight bulkheads are located every 9 ... 20 compartments in each hull.

Though enthusiastic about ... already made, Wood said ... year of experimenting ... and more trials are needed before he will be satisfied ... boat can be recommended ... qualification."

A Look at Gar Wood's Express Liner of Tomorrow

A CLOSE-UP STERN VIEW OF GAR WOOD'S TWIN-HULL VENTURI.



THE VENTURI CRUISES OFF THE COAST OF FLORIDA. THE TWIN-HULL IS MEANT TO INSURE STABILITY IN HEAVY SEAS.

These pictures of the Venturi, which Gar Wood hails as the most stable ship in the world and the prototype of the express liner of tomorrow, explain why the speedboat king has been spending so much time in Florida, where he has a shipyard on a 122-acre island south of Miami Beach. Wood told a press breakfast ... the DAC that the vessel is the result of 28 years of effort and constant improvement of some 20 models. The "no roll" craft is 188 feet long by 40 feet wide. Wood says the twin hulls slice the waves instead of climbing over or through them like conventional models. Four Diesel engines, two in each hull, power the craft. *(See Story on Page 1.)*

WARMER
Three more degrees we'll take with ease
Weather Map Page 19

SUNDAY'S TEMPERATURES

7 a.m. 59	1 p.m. 73	7 p.m. 72	
8 a.m. 61	2 p.m. 73	8 p.m. 70	
9 a.m. 61	3 p.m. 75	9 p.m. 68	
10 a.m. 66	4 p.m. 76	10 p.m. 66	
11 a.m. 68	5 p.m. 76	11 p.m. 65	
12 noon 69	6 p.m. 73	12 mid. 63	

The Detroit Free Press

MONDAY, AUGUST 1, 1949 — On Guard for Over a Century — 28 Pages — Vol. 119—No. 89 — Five Cents

METRO FINAL

GOOD MORNING
Start Your Day Off Right by Reading Bingay's Popular Column. Page 6.

TIGERS WIN 2 FOR 3RD SHUTOUT IN ROW

★ ★ ★

	Saturday's Game	Sunday's First Game	Sunday's Second Game
Detroit	001 040 006—11	000 001 011—3	301 000 101—6
Phila.	000 000 000— 0	000 000 000—0	000 000 000—0

★ ★ ★ ★ ★ ★ ★ ★ ★

Union Rejects Contract in Poll

ASK EDISON STRIKE VOTE

Gray, Hutch Put Detroit in 4th Place

Ted Gives 8 Hits, Fred 5 to Stop A's

BY JAMES ZERILLI
Free Press Staff Writer

PHILADELPHIA—Two ...ger pitchers—Teddy Gray and ...reddie Hutchinson—practically ...ted an iron fence around ...e plate as they beat Phila... ...a in both ends of a double... ...r Sunday. The scores were ...and 6 to 0.

...was a novel "they shall ..." treatment for the 20,... ...for prior to Sunday the ...on five and split two ...n-bills at Shibe Park

★ ★ ★

...tory gave the ...e games to ...past the

War 'Team' Urged in Arms Pact

Bipartisan Plea Growing in Congress

New York Times Service

WASHINGTON—The demand is growing in Congress that the United States get "black-and-white commitments" from its Atlantic pact partners in Europe that they agree to organize and work as a team to qualify for American arms aid.

Both Republicans and Democrats were lining up behind the demand in the House.

The Foreign Affairs Committee there is conducting hearings on President Truman's proposal for a $1,450,000,000 military assistance program, designed substantially to implement the pact.

★ ★ ★

GREATEST insistance for unified and co-ordinated military action came from Republicans.

Many of them insist that such assurance is a necessary requisite for even scaled-down interim aid.

"This plan for united action must be agreed to in advance or else we may be throwing away American money—and we can't be

American military leaders study European defense needs. Page 7.

profligate with the American economy at this juncture," declared Rep. Judd (R., Minn.). ...e is a member of the Foreign ...rs Committee.

★ ★ ★

...ER Republican member ...tee, Rep. Vorys, of ...the demand for ...co-ordinated

Wood Unveils 'Ship of Tomorrow'

★ ★ ★ ★ ★ ★ ★ ★ ★

Twin-Hulled Design Developed over 20 Years at $600,000 Cost

BY ROBERT PERRIN
Free Press Staff Writer

A revolutionary twin-hulled ship which may become the passenger liner of tomorrow, was revealed by Gar Wood, famed boat enthusiast and industrialist.

Wood said the startling new craft was designed after 20 years of effort and at a cost of $600,000.

The speedboat racing king already has constructed a 188-foot prototype which he calls the "Venturi" after an old law of physics.

★ ★ ★

CONSTRUCTION WAS shrouded in secrecy at an island estate near Miami Beach, Fla.

Wood said a 16,000-ton liner carrying 4,000 passengers at the amazing speed of 38 knots would be possible under the new design.

(The "Queen Mary," one of the largest passenger vessels afloat, weighs 80,773 tons and carries 1,995 passengers at 32 knots.)

Wood's craft, the "Venturi," is the last word in streamlining and hydrodynamics. Its 40-foot width virtually eliminates rolling and pitching in any type of weather.

★ ★ ★

WOOD SAID the design was merely an adaptation of the old-out-rigger principle used for centuries on native canoes.

"The twin hulls cut through the waves instead of riding with them," he said. The draft is very slight, and the twin rudders make the craft very maneuverable.

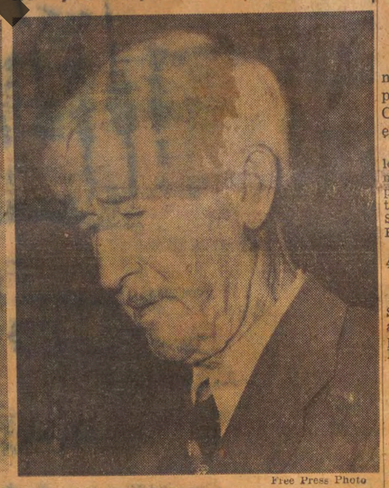
Pointing to the Venturi design of the "tunnel," Wood explained that rushing air actually lifts the ship out of the water.

The 120-ton "Venturi" has such a powerful lift that she draws only

Turn to Page 9, Column 3

TWIN-HULLED SHIP TESTED
"Venturi" called fast and sturdy

Associated Press Wirephoto



GAR WOOD
Describes new craft

Free Press Photo

Czech Reds Purging Party Ranks

Quarter of a Million Dropped from Rolls

PRAGUE—(U.P.)—The Czecho-slovak Communist Party ... closed that it ... proximat...

2 Ball Players Killed as Lightning Hits Field

Another Burned Critically; B... Sends Spectators into P...

BAKER, Fla. ... ball diamo... and ...

Chinese OK ... End ... of ...

Members Reject Pact, 540-416

Local to Request State Poll on Walkout

A strike vote loomed as the next step in the contract dispute between the Detroit Edison Co. and Local 223, Utility Workers Union of America (CIO).

Martin O'Dell, president of the local, revealed that the union members voted to reject the proposed contract at special ratification meetings held Friday and Saturday in Detroit and Port Huron.

O'Dell said the vote was 540 to 416.

★ ★ ★

"WE WILL now request the State Mediation Board to conduct a strike vote within the 20-d... period provided by the re... Bonine-Tripp Act," he s...

Neither Sta... Board mem... cials had ... nion ... learne...

H... pre... sa...

Revolutionary Ship Revealed by Gar Wood

Continued from Page One

six inches of water at the bow and eight feet at the stern.

★ ★ ★

WOODS' MODEL HAS only one deck of cabins. He said six or seven decks could be added to make room for passengers.

"The decks could be built sky-high," the designer said. "The ship would never become top heavy, and speed would not be lost if the superstructure was streamlined."

Stability, speed, maneuverability and the broad bridge between the hulls would make the craft ideal as an aircraft carrier, Wood said.

Wood's experimental model is powered by four Diesel engines placed two in each hull.

★ ★ ★

THE PLANT develops 4,800 horsepower and drives the Venturi" at 26 knots. She has a cruising range of more than 3,000 miles.

The inventor said his ship was now being fitted out as a luxurious yacht at the Miami base. After completion in November, it will be subjected to additional tests.

He already has taken it through all types of weather off the Florida coast, he said.

"We have made full rudder turns at top speed with waves 10 feet high," he said, "and we did not heel over more than one or two degrees."

★ ★ ★

WOOD SAID HE had no idea how his design would be taken in shipping circles. He said he was just "having a lot of fun" working on it and proving its worth.

Actual construction of a working model of the radical design was initiated by the Army Air Force during the war.

The AAF wanted a mobile radio-controlled vessel to be used for target practice by high-altitude bombers. The craft had to resemble an aircraft carrier from above and be able to absorb punishment from 100-pound dummy bombs.

★ ★ ★

THE WAR ENDED before the mobile target could be tested, and Wood re-acquired the hull from the AAF.

Wood, now retired, said he expected no profit from the "Venturi" design. Any profit will go into a foundation for marine development, he explained.

"I've got enough money," Wood said. "Now I'm just having fun."

The Shadow

Partly cloudy to cloudy, with scattered afternoon thundershowers. Gentle to moderate variable winds.

MIAMI TEMPERATURES SUNDAY

7 a.m.	77	1 p.m.	74	7 p.m.	77
8 a.m.	78	2 p.m.	78	8 p.m.	77
9 a.m.	81	3 p.m.	80	9 p.m.	77
10 a.m.	84	4 p.m.	78	10 p.m.	78
11 a.m.	85	5 p.m.	78	11 p.m.	79
Noon	80	6 p.m.	76	Midnight	79

Miami Beach, 3 p. m.—Air, 75; ocean, 83

The Miami Herald

Monday, August 1, 1949 No. 241 Florida's Most Complete Newspaper 39th Year 34 Pages 5 Cents

Busted?

The Duke of Windsor is having trouble with the high cost of living just like the rest of us, it seems. Consequently, he is driving a hard bargain in trying to sell the second installment of his memoirs. The story, from The Miami Herald-Chicago Daily News Wire Service is on Page 2-A.

2 Killed, 50 Hurt As Bolt Hits Florida Ball Park; 300 Spectators In Panic

Lightning Rips Field At Baker

2 Players Die, One Is Critically Burned When Storm Strikes

By United Press

BAKER, Fla.—A bolt of lightning struck in a crowded baseball park Sunday, killing two persons, burning or shocking 50 others and throwing 300 spectators into panic.

Those killed were Allen L. Joyner, jr., 23, third baseman of the Baker semi-pro team, and Harry Moore, 24, the Baker shortstop.

Second Baseman Joe Taylor was critically burned.

The bolt ripp... ...ires long a... ...alou...

Hitler Had Eye On Own 'Pope'

By United Press

FRANKFURT—The diary of an executed Nazi revealed Sunday that Hitler planned to name his own "pope" for Germany and execute Catholic leaders who opposed the scheme.

Never-before-published excerpts from the diary of Alfred Rosenberg, Nazi racial theorist who was hanged at Nuernberg, said the German fuehrer also considered creating a national pope for each country conquered by the Nazi armies.

"The more popes the better," Rosenberg quoted Hitler as saying in November, 1940.

The excerpts, published in the military government's German-language magazine Der Monat, said Hitler and Rosenberg hatched their anti-Catholic plans early in the war.

A commentary by Nuernberg Prosecutor Robert M. W. Kempner, published with the diary excerpts, said Hitler and Rosenberg "were determined to name a pope of their own for Germany, and to 'shoot' or 'strike off the heads' of bishops and churchmen who opposed him."

At one point in the diary, Hitler is quoted as saying:

"If the priests have political headaches, there is one way to relieve them painlessly to remove their heads. These gentlemen don't know me as yet."

4-A THE MIAMI HERALD Monday, August 1, 1949

Gar Wood Builds Twin-Hulled Ship

Continued from Page 1

and very speedy—enough to give Wood hope if he could design a better steering system.

Five years later Wood had solved the problem of maneuverability. Instead of the perfectly straight outside hull surfaces he added a curve near the stern at the waterline. The boat spun right or left now easier than any sizable craft Wood ever handled before.

The Army Air Forces in 1944 heard about the designer's research and asked him to build them a boat at once. The AAF wanted a highly maneuverable, radio-guided target ship which would look like an aircraft carrier when seen from high-altitude training bombers.

Wood built her of 9-ply mahogany Haskelite plywood. Steel wasn't available.

The war ended before the AAF got full value for their **dream boat and Wood bought the hull back from the government. He took out the gasoline engines, put in Diesel motors. These were of the "pancake" type—same as used in the navy's smaller 110-foot subchasers.**

He stripped off the "armor plate" put cabins on what had been the target deck.

Then sea trials — painstaking "will it or won't it?" ordeals—were commenced off the Florida coast.

Wood will use the ship as a yacht and sort of floating research laboratory when she's completed in about four months.

For the boat fan, it may be noted the Venturi's hull draws only six inches of water forward and 30 inches aft, when she's hitting 26 knots.

There are four 1,200 horsepower engines. Should as many as three be out for repair the remaining engine will propel the craft.

Watertight bulkheads are located every nine feet. There are 20 compartments in each hull. Woods claims that if one hull filled completely with water the ship would be able to continue on its course.

Her turning radius is only three to four times her 188-foot length.

Each of the twin hulls is 8 feet wide at the broadest point along the waterline. The deck joins them 22 feet above the waterline, forming a sort of tunnel, through which Wood's assistants delight in running small motorboats.

That tunnel is where the Venturi gets its name, thanks to the scientific principle involving the squeezing of air as it flows back through a narrowing chamber. This effect, Woods says helps to buoy up the draft, cutting down on the bounce as it cuts through the water.

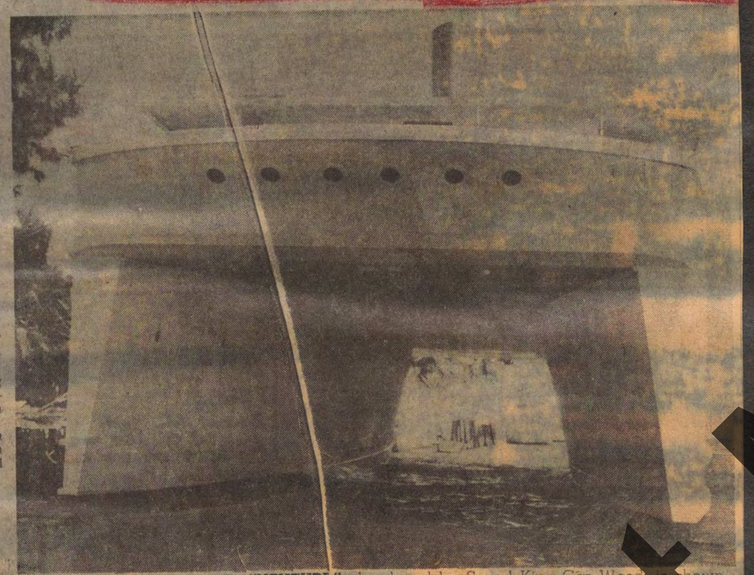
The "cutting" principle is Wood's biggest ace in the Venturi.

Instead of designing hulls to ...ice through the water, Wood says ...ve concentrated on building massive hulls that crash and plow their way throug., the water — each hull digging a hole in the water ahead of itself, and then pulling the hole shut astern . . .

The Venturi is a culmination of ideas Wood has had about boat design since he beat a Miami-to-New York express train at its own game in 1921. In his "Gar Junior 20", a 70-footer of his own design, he raced the Havana Special northward and beat its running time by four minutes.

The Wood application of the twin-hulled theory is the first stride toward steadying passenger liners since the Italians put gyro-stabilizers in their swankiest transatlantic ships.

The craft that attracts gawking sightseers off Fisher's Island may well send a world of marine engineers back to their drawing boards to try a new trick.



STRANGE, TWIN-HULLED "VENTURI," developed by Speed King Gar Wood, is shown alongside dock at his 122-acre private estate here on Fisher's Island, south of Government Cut. Secrecy has shrouded the "no roll" craft during its experimental stages. The 188-foot model—which Wood sees as the prototype of express passenger liners of the future—cruises at 26 knots in any weather without rolling.

Perfected By Gar Wood

2-Hulled Ship Rides Rough Seas Smoothly

See pictures on Pages 4-A and 4-B

After more than a quarter-century of hard work Gar Wood, dean of American speedboat racing, has built a high-speed ship that refuses to roll in rough seas.

Called the Venturi, the odd twin-hulled craft is the Miami Beach designer's idea of what tomorrow's ocean liner will look like. An express liner, designed like the Venturi, and weighing one-fifth as much as the Queen Mary, Wood says, would make 38 knots and carry twice as many passengers as the the British flagship.

What's more, it would require only three-fifths as much horsepower as the "Queen" does and be able to run six knots faster.

To Greater Miami's sailing and boating fans the Venturi has been no secret for months. Cruising around Wood's private 122-acre domain on Fisher's Island, just south of Government Cut, they have seen the huge craft floating high in the water, its wide deck supported by vertical pontoon-like fins.

The Venturi has been to sea many times. Wood and his helpers have put it through seagoing hell to learn what the craft would do. They have found out its unorthodox design licks most of the problems of navigating in high seas.

In Detroit Sunday the retired inventor-industrialist told newsmen:

NEW YORK HERALD TRIBUNE, MONDAY, AUGUST 1, 1949

Gar Wood's 'No-Roll' Ship Which He Calls Protoype of Express Liner of Future

A close-in stern view of the 188-foot Venturi designed and built by Gar Wood. The twin hulls slice through the waves giving a "no-roll" effect. A conventional ship rides up and over the waves

Gar Wood at the wheel of his new ship which has cruised at twenty-six knots in heavy seas. The 120-ton vessel has a range of 3,000 miles

Gar Wood Busy On Ocean Ship 'To Rival Plane'

High Speed, No Pitching, Big Passenger Load Claimed for His Twin-Hull Craft

DETROIT, July 31 (AP).—Gar Wood, retired speedboat king, disclosed today the design of a secret ship that he believes may revolutionize ocean travel.

It is the 120-ton Venturi, a seagoing vessel that slices through the waves on twin hulls and has no roll at high speed. It is unlike anything that has ever been seen on the water.

Mr. Wood calls it the prototype of the express passenger liner of tomorrow. The industrialist inventor spent twenty-eight years developing the design at an expenditure of $600,000.

The basic design of the odd-looking craft, he said, will permit surface vessels to compete favorably with transocean air lines.

The Venturi is being fitted out as a yacht at Mr. Wood's 122-acre island estate below Miami Beach, Fla. He expects it to be completed in four months. It already has made test runs in the roughest weather. Mr. Wood said it has not been possible to make the ship roll, pitch or yaw at any speed.

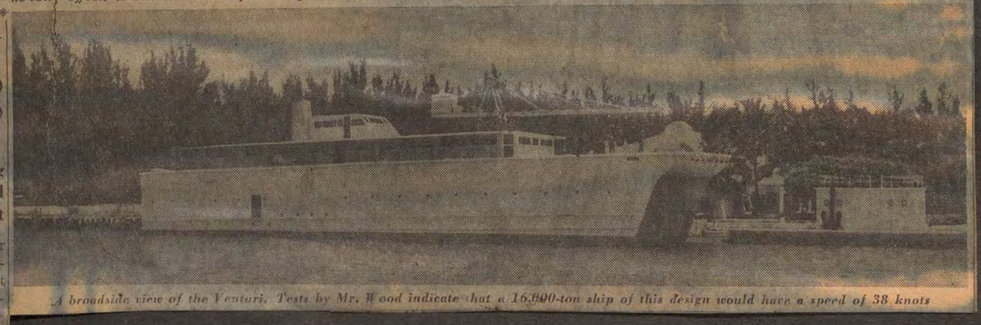
The craft is 188 feet long and 40 feet wide. A broad deck connects the two hulls twenty-two feet above the waterline. Cabins are built atop this deck.

The Venturi, seen head-on, looks like a big, square-sided tunnel. The tunnel runs the length of the boat between the hulls. When the ship cruises at twenty-six knots air rushes through the tunnel and acts as a shock absorber for any up and down movement of the boat. The air cushion actually lifts the craft enough out of the water so that she draws only six inches of water at the bow and eight feet at the stern.

Tank tests indicate, Mr. Wood said, that a 16,000-ton ship of Venturi design could easily carry 4,000 passengers at thirty-eight knots. It would require only 120,000 horsepower. He pointed out that a ship like the Queen Mary of 80,773 tons requires 200,000 horsepower to carry 1,995 passengers at thirty-two knots. The Venturi is powered with four 1,200-horsepower diesel engines. Its cruising range is 3,000 miles.

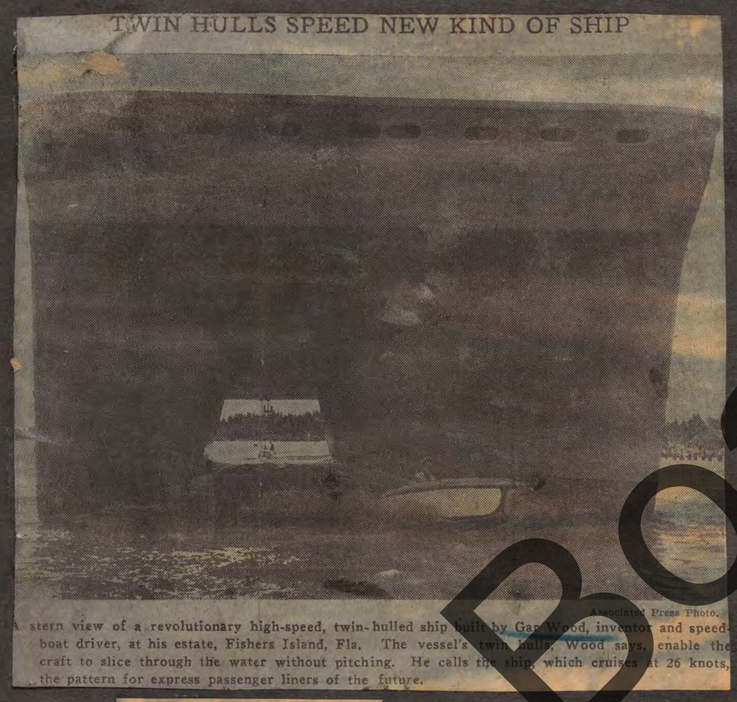
Mr. Wood termed results of tests with the Venturi impressive. He plans, however, another year of study before deciding upon all details of the ship.

The Venturi hull was launched originally in 1944 at West Palm Beach, Fla. Mr. Wood built her in secret there for the Army Air Forces. The war ended, however, before the A.A.F. secured full value from her and Mr. Wood reacquired the hull.



A broadside view of the Venturi. Tests by Mr. Wood indicate that a 16,000-ton ship of this design would have a speed of 38 knots

TWIN HULLS SPEED NEW KIND OF SHIP



Associated Press Photo.

Stern view of a revolutionary high-speed, twin-hulled ship built by Gar Wood, inventor and speedboat driver, at his estate, Fishers Island, Fla. The vessel's twin hulls, Wood says, enable the craft to slice through the water without pitching. He calls the ship, which cruises at 26 knots, the pattern for express passenger liners of the future.

THE WALL STREET JOURNAL,
Monday, August 1, 1949

THE WALL STREET JOURNAL
DOW, JONES & CO., INC.
Publishers
Founded 1882
44 Broad Street, New York 4, N. Y.
Telephone: Hanover 2-3115
BERNARD KILGORE, PRESIDENT — WILLIAM H. GRIMES, EDITOR

NEW YORK, N. Y.
DAILY NEWS
Circ. D. 2,402,346 - S. 4,716,807
AUG 1 1949

Wood Designs New Type of Ocean Liner

Twin-Hulled, 120-Ton Model Cuts Waves at High Speeds With No Pitch or Roll, He Says

DETROIT (AP)—Gar Wood, the retired speedboat king, disclosed the design of a ship he believes may revolutionize ocean travel.

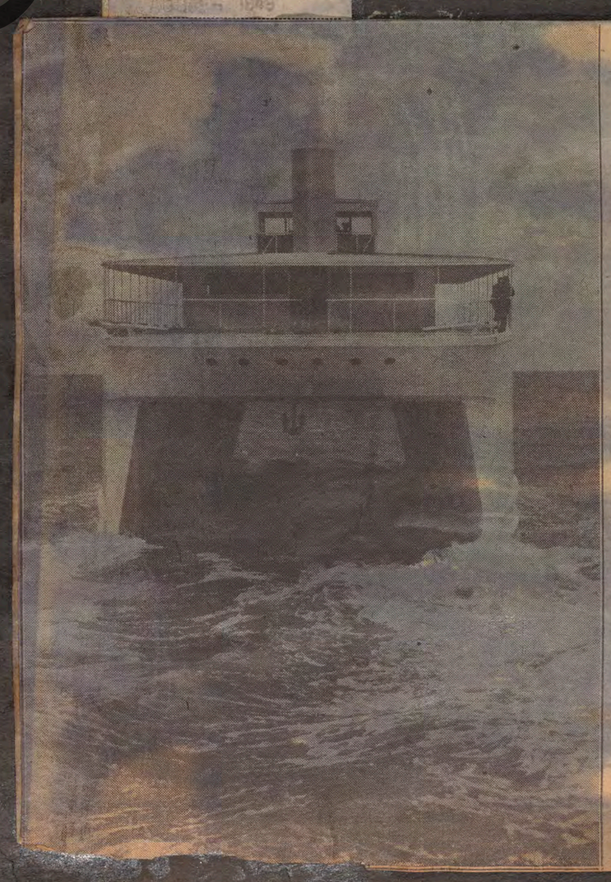
It is a 120-ton seagoing vessel that slices through the waves on twin hulls and has no roll at high speed. The "Venturi" is unlike anything that has ever been seen on the water.

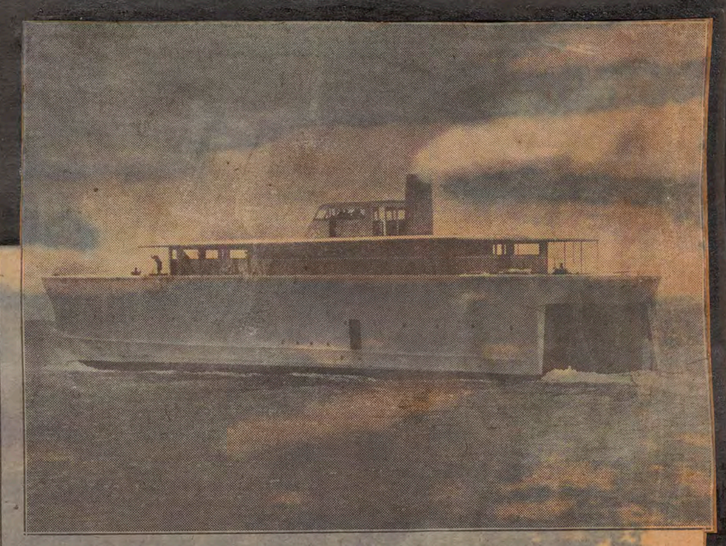
Mr. Wood calls it the protoype, or model, of the express passenger liner of tomorrow. The industrialist-inventor spent 28 years developing the design at an expenditure of $600,000.

The basic design of the odd-looking craft, Mr. Wood said, will permit surface vessels to compete favorably with trans-ocean airlines.

The ship, named the "Venturi," now is being fitted out as a yacht at Mr. Wood's private 122-acre island estate below Miami Beach, Fla. He expects it to be completed in about four months. The "Venturi" already has made test runs in the roughest weather. Mr. Wood said it has not been possible to make the ship roll, pitch or yaw at any speed.

Tank tests indicate, Mr. Wood said, that a 16,000 ton ship of "Venturi" design could easily carry 4,000 passengers at a speed of 38 knots. It would require only 120,000 horsepower." He pointed out that a ship like the "Queen Mary" of 80,773 tons requires 200,000 horsepower to carry 1,995 passengers at 32 knots.





Putting the Wood to The Pitch

If you have any stock in seasickness pills, maybe you'd better sell. The days of seasickness for ocean-spanning customers may be numbered. Gar Wood, the former speed merchant [→], has come up with this revolutionary vessel [↑] which has twin hulls [←], enabling it to slice through water without the pitching effect. The craft, dubbed Venturi, is still uncompleted after 28 years of work and an outlay of $600,000. Wood is working on it at his island estate near Miami. He calls it the pattern for tomorrow's ocean liner.

The New York Times — MONDAY, AUGUST 1, 1949

INTO OPERATION

WARNINGS POSTED OF PARKWAY PERIL

50 Accidents in Six Months on Grand Central Stretch, Slippery When Wet

AUTO CLUB COMPLAINED

...s Hazardous Zone
...ilt in 1950—
...Blamed

...CE
...of fifty
...months,
...Central
...ading
...oop,
...ith

HIGH-SPEED 'NO ROLL' SHIP DEVELOPED

A stern view of Gar Wood's Venturi as she cruises far at sea

Twin-Hull Vessel Like Big Tunnel Described as Calm in a Rough Sea

Gar Wood, After 28 Years of Planning, Constructs Ship That Makes 26 Knots and Turns Easily in Bad Weather

DETROIT, July 31—A flat-bottom, twin-hull vessel of unconventional design, which utilizes the catamaran principle for maximum stability, has been constructed by Gar Wood after twenty-eight years of planning, it was announced here today.

The vessel, named the Venturi, is 188 feet long and forty feet wide, with a broad deck connecting the two hulls about twenty-two feet above the waterline. The ship, seen head-on, looks like a mammoth, square-sided tunnel. Developed at a cost of $600,000, the ship cruises at twenty-six knots, drawing only six inches of water at the bow and eight feet at the stern.

Mr. Wood explained that air rushing through the tunnel buoyed up the ship and served also as a shock absorber for any up-and-down movement of the vessel. Explaining that she had been run at full speed in rough weather, Mr. Wood said:

"We have sailed comfortably at twenty-six knots without reducing speed even one knot in seas so high that sixty of our 188 feet were out of the water at a time between wave crests. We have made full-rudder turns at top speed with waves ten feet high and we did not heel over more than one or two degrees."

Mr. Wood said he planned an additional year of more exacting scientific examination before he established all hull and propulsion details of the Venturi.

Tank tests conducted by Mr. Wood indicated that a 16,000-ton ship of Venturi design would be able to carry 4,000 passengers in roomy comfort at a speed of thirty-eight knots and would require only 120,000 horsepower. The present experimental model will be completed and ready for public showing in about four months.

Mr. Wood began working on the theory of high-speed comfortable seagoing boats in 1921. In 1933 he decided to apply the catamaran principle of the Polynesian islanders. Eleven years later he overcame maneuverability problems and launched the Venturi at West Palm Beach, Fla., where she was constructed in secret for the Army Air Forces as a target vessel. The war ended before the AAF obtained full value from her and Mr. Wood reacquired the hull.

The vessel weighs 120 gross tons, and the hulls are planked in five-eighth-inch nine-ply mahogany plywood. Below the waterline double thickness three-quarter-inch plywood is used. She is powered with four 1,200 horsepower G. M. pancake Diesel engines which operate two to a propeller shaft. There are twelve fuel tanks, each one a vertical cylinder, capable of holding 20,800 gallons. The ship's cruising range is 3,000 miles.

Each of the hulls is straight on the outboard side for most of its length. A gentle curve begins about two-thirds of the way aft as a maneuvering aid. The hulls broaden on their inboard sides about two-thirds of the way aft, thus producing a squeezed-in tunnel which gave Mr. Wood his name for the vessel of "Venturi."

Benton Harbor, Mich. News-Palladium
MONDAY, AUGUST 1 1949

Gar Wood Unveils 'Liner Of Future'

Gar Wood, inventor and speed boat racer, revealed today he has designed and built a high speed twin-hulled ship at his estate, Fisher's Island, Fla. The ship, named the "Venturi" and shown here in side and stern views, cruises at 26 knots on completely even keel. The "Venturi" is 188 feet long and 40 feet wide with the twin hulls connected by a deck 22 feet above the waterline. Wood says air rushing through the "tunnel" buoys up the ship. (AP Wirephoto).

DETROIT, Aug. 1-(AP)-Inventor-Industrialist Gar Wood has taken the wraps off a secret ship that eventually may make ocean liners like the Queen Mary obsolete.

It's a strange looking craft with twin hulls. She knifes through the waves instead of climbing over them. The retired king of speed-boat racing calls it a prototype of the express passenger liner of tomorrow.

For 28 years Wood has been designing a ship unlike anything that ever before put to sea. He talked publicly for the first time yesterday about his 120-ton experimental craft named the "Venturi."

The ship, which cruises at 26 knots through high waves at a completely even keel roll or pitch was started as a hush-hush job for the Army Air Forces in 1944. The Air Forces had wanted an extremely mobile radio-control target vessel, but the war ended before the AAF secured full value from Wood's ship.

The resigner re-acquired the hull from the government and went to work to develop his dream boat.

He says the basic design should permit surface vessels for the first time to compete favorably with trans-ocean airlines.

His ship, 180 feet long and 40 feet wide, looks much like a floating tunnel when you see her head-on. A broad deck connects the two hulls 22 feet above the waterline. Wood says she is unsinkable.

The "Venturi" is being fitted out as a luxury yacht and will be completed about next November.

Tests show, Wood said, that a 16,000 ton ship of the "Venturia" design could carry 4,000 passengers in roomy comfort at the high speed of 38 knots. It would require only 120,000 horsepower.

The inventor pointed out that the 80,773-ton "Queen Mary" which carries 1,995 passengers at a speed of 32 knots requires 200,000 horsepower.

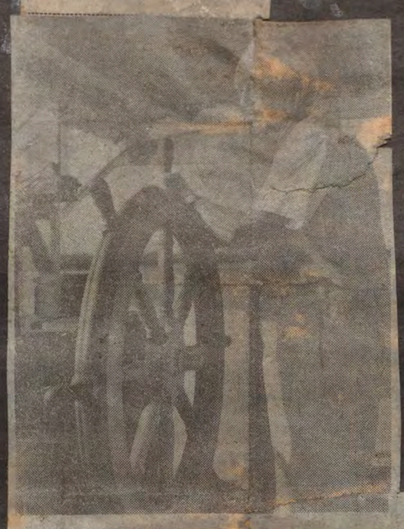
Describing the performance of the "Venturi" in test runs, Wood said, "We have sailed comfortably at 26 knots without reducing speed even one knot in seas so high that 60 of our 188 feet were out of the water at a time, between wave crests."

Wood said the tests have been impressive but he wants another year to perfect his creation.

Wood said the tunnel-like shape of the "Venturia" was planned on the principle of slicing through waves with a minimum of drag. Conventional liners, he said, waste power by climbing waves and pushing aside water.

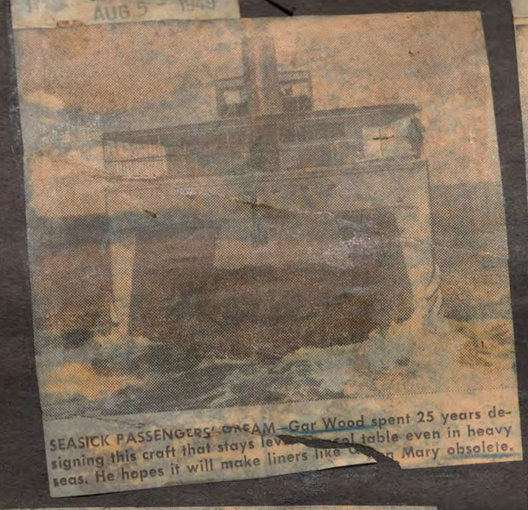
In the "Venturi's" tunnel, Wood explained, the air acts as a shock absorber, smothering up and down motion of the boat. He added the air "lifts" the boat even at moderate speeds, decreasing draft and reducing the amount of speed-killing wetted hull surface.

PHILADELPHIA, PA.
NEWS
Circ. D. 169,855
AUG 1 - 1949



NO-ROLL vessel, shown below, is piloted, above, by its designer, speedboat king Gar Wood, 68. Unveiled at Detroit, Mich., futuristic craft sports twin hulls for stability and moves at high speed.—(Int.)

WHITE PLAINS, N. Y.
REPORTER-DISPATCH
Circ. D. 16,885
AUG 5 - 1949



SEASICK PASSENGERS' DREAM—Gar Wood spent 25 years designing this craft that stays level as pool table even in heavy seas. He hopes it will make liners like Queen Mary obsolete.

NEW YORK, N. Y.
JOURNAL & AMERICAN
Circ. D. 693,687 - S. 1,[illegible]
AUG 1 -

"NO-ROLL" SHIP . . . Gar Wood, silver-haired king of speedboat racing, revealed today that he has designed and built a high-speed ship which is the most stable vessel in the world. It took Wood 28 years to build his 188-foot vessel shown above. His "no-roll" prototype, which he calls the "Venturi" is 40 feet wide and has twin hulls which slice through the waves, rather than climbing up and over them as do conventional craft. The inventor estimated that $600,000 has been spent so far on the development of this ship that looks like a mammoth, square-sided tunnel. Tests indicate that the "Venturi," still unfinished, will have the phenomenal speed of 38 knots. She is being completed on Wood's island estate near Miami. AP Photo.

RICHMOND, VA.
NEWS-LEADER
Circ. D. 86,941
AUG 1 - 1949

Wood Reveals 'Dream Boat' Of Twin Hulls

DETROIT, Aug. 1—(AP)—Inventor-Industrialist Gar Wood has taken the wraps off a secret ship that eventually may make ocean liners like the Queen Mary obsolete.

It's a strange looking craft with twin hulls. She knifes through the waves instead of climbing over them. The retired king of speed-boat racing calls it a prototype

[AP Wirephoto]

GAR WOOD
At the Helm

of the express passenger liner of tomorrow.

For 28 years Wood has been designing a ship unlike anything that ever before put to sea. He talked publicly for the first time yesterday about his 120-ton experimental craft named the "Venturi."

The ship, which cruises at 26 knots through high waves at a completely even keel without roll or pitch was started as a hush-hush job for the Army Air Forces in 1944. The Air Forces had wanted an extremely mobile radio-controlled target vessel, but the war ended before the AAF secured full value from Wood's ship.

The designer re-acquired the hull from the government and went to work to develop his dream boat.

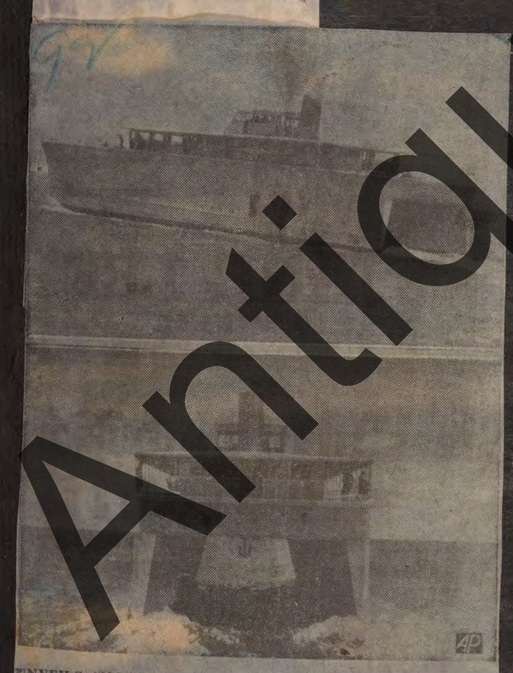
He says the basic design should permit surface vessels for the first time to compete favorably with transocean air lines.

His ship, 180 feet long and 40

SPARTANBURG, S. C.
HERALD-JOURNAL
Circ. S. 29,808
AUG 7 1949

SEASICK PASSENGERS' DREAM—Gar Wood spent 25 years designing this craft that stays level as pool table even in heavy seas. He hopes it will make liners like Queen Mary obsolete.

ELKHART IND. TRUTH
WEDNESDAY AUGUST 3 1949

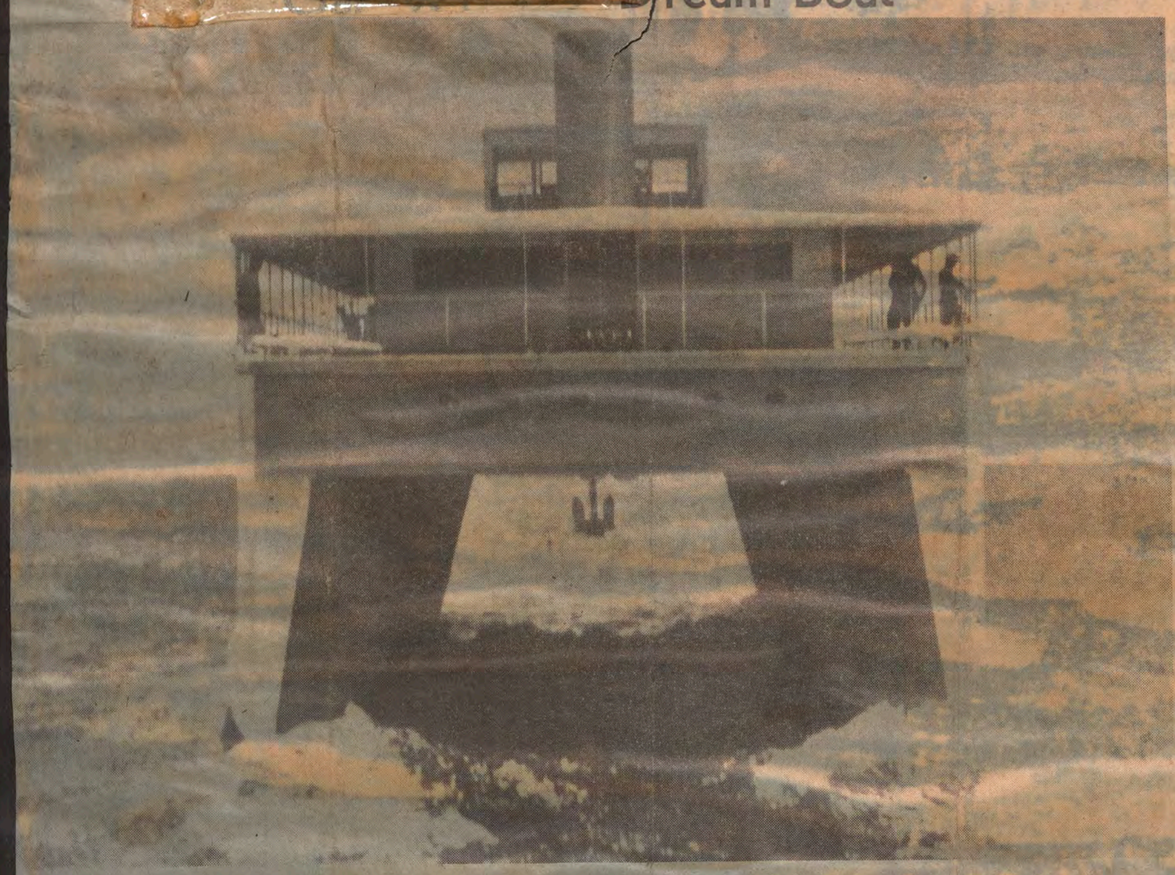


UNVEILS "NO-ROLL" SHIP. Gar Wood, inventor and speed-boat racer, revealed Sunday that he has designed and built a high-speed, twin-hulled ship at his estate at Fisher's island, Fla. The ship, named the "Venturi" and shown here in side (top) and stern (bottom) views, cruises at 26 knots on completely even keel. The "Venturi" is 188 feet long and 40 feet wide with twin hulls connected by a deck 22 feet above the water line. Wood says air rushing through the "tunnel" buoys up the ship. (AP Wirephoto.)

[illegible]power," Wood
The 80,773-ton Queen Mary
uses 200,000 horsepower to carry
only 1,995 passengers at 32 knots."

This strange-looking craft is Gar Wood's twin-hulled Venturi. (Acme Telephoto)

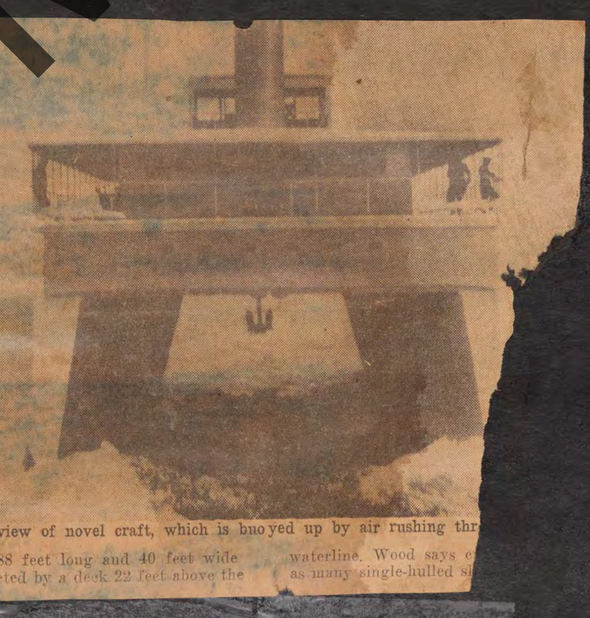
Dream Boat'



Wirephoto A.P.)

Inventor-Industrialist Gar Wood this week took wraps off a secret ship which he says may make ocean liners of today obsolete. It's the strange-looking craft with two hulls shown above. It knifes through waves instead of climbing over them. Wood, at right shown at the wheel of his ship, says he has been designing such a ship for 28 years. He calls this model he has completed the "Venturi." It is 188 feet long, 40 feet wide and the deck between the hulls is 22 feet above the water line. This particular model was started for the army air force in 1944 as a hush hush job. The army wanted an extremely mobile radio-controlled target vessel, but the project was dropped as the war ended and Wood re-acquired the hull from the government. In experimental cruising this week near Detroit, Mich., Wood's "dream boat" made 26 knots through high waves without roll or pitch. Wood says it is unsinkable and thinks the design will make it possible for surface vessels to compete favorably with trans-ocean airlines.

Side view of twin-hulled ship built by Gar Wood, inventor and boat racer.

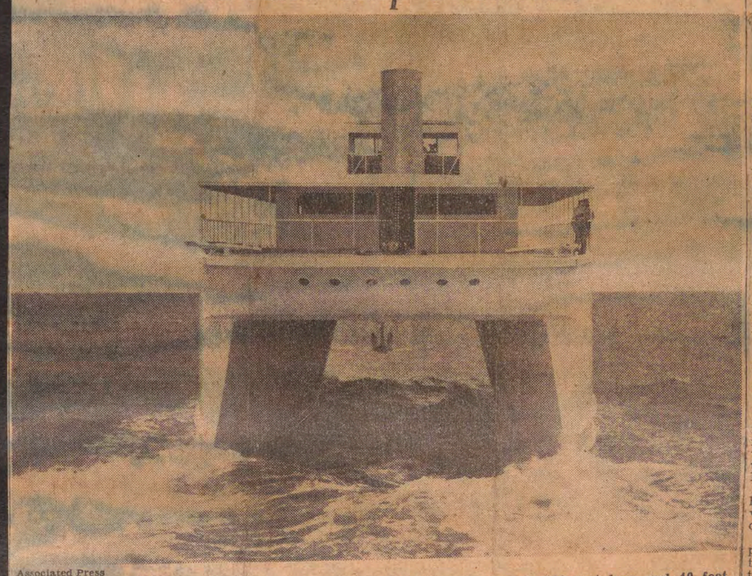


Rear view of novel craft, which is buoyed up by air rushing thr

MIAMI BEACH—NO ROLL TO TWIN HULL SHIP. Gar Wood, inventor and speedboat racer, has designed and built this novel twin-hulled high-speed ship, the Venturi, at his Fisher's Island estate. The odd vessel which cruises at 26 knots, is 188 feet long and 40 feet wide with the twin hull connected by a deck 22 feet above the waterline. Wood says a as many single-hulled s

'NO-ROLL' SHIP: Gar Wood, inventor and speedboat racer, has designed and built this high-speed, twin-hulled ship at his estate, Fisher's Island, Fla. The ship, named the Venturi and shown above in a side view, cruises at 26 knots on an even keel. The Venturi is 188 feet long and 40 feet wide with the twin hulls connected by a deck 22 feet above the waterline. Wood says air rushing through the "tunnel" buoys up the ship. (AP)

'No-Roll' Ship Unveiled



Associated Press

Gar Wood, inventor and speedboat racer, disclosed July 31 that he had designed and built this high-speed, twin-hull ship at his estate, Fisher's Island, Fla. The ship, named Venturi, shown here in a stern view, cruises at 26 knots on an even keel. The Venturi is 188 feet long and 40 feet wide, with the twin hulls connected by a deck 22 feet above the waterline. Mr. Wood says air rushing through the "tunnel" buoys up the vessel.

'Rock-Less' Boat Developed By Wood at Florida Estate

By the Associated Press

Detroit

Inventor-industrialist Gar Wood has taken the wraps off a secret ship that eventually may make ocean liners like the Queen Mary obsolete.

It's a strange looking craft with twin hulls. She knifes through the waves instead of climbing over them. The retired king of speedboat racing calls it a prototype of the express passenger liner of tomorrow.

For 28 years Mr. Wood has been designing a ship unlike anything that ever before put to sea. He now has talked publicly for the first time about his 120-ton experimental craft named the Venturi.

The ship, which cruises at 26 knots through high waves at a completely even keel without roll or pitch was started as a hush-hush job for the United States Army Air Forces in 1944. The air forces had wanted an extremely mobile radio-controlled target vessel, but the war ended before the AAF secured full value from Mr. Wood's ship.

The designer re-acquired the hull from the government and went to work to develop his dream boat.

He says the basic design should permit surface vessels for the first time to compete favorably with transocean airlines.

His ship, 130 feet long and 40 feet wide, looks much like a floating tunnel when you see her head-on. A broad deck connects the two hulls 22 feet above the water line. Mr. Wood says she is unsinkable.

AKE CITY, UTAH
RIBUNE
3,987 - S. 115,343
UG 1 1949

WIREPHOTOS

Swift, Pitchless Ocean Liner Passes Tests

DETROIT, July 31 (AP) — Gar Wood, the retired speedboat king, disclosed Sunday the design of a secret ship that may revolutionize ocean travel.

It is the 120-ton "Venturi," a seagoing vessel, that slices through the waves on twin hulls and has no roll at high speed. The "Venturi" is unlike anything that has ever been seen on the water.

Wood calls it the prototype, or model, of the express passenger liner of tomorrow. The industrialist inventor spent 28 years developing the design at an expenditude of $600,000.

The basic design of the odd-looking craft, Wood said, will permit surface vessels to compete favorably with trans-ocean airlines.

Cannot Roll

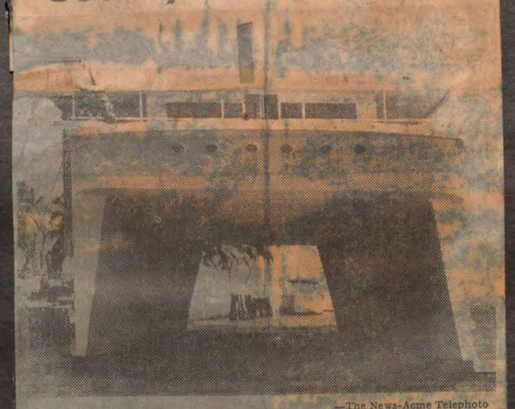
The ship now is being fitted out as a yacht at Wood's private 122-acre island estate below Miami Beach, Fla. Wood expects it to be completed in about four months. The "Venturi" already has made test runs in the roughest weather. Wood said it has not been possible to make the ship roll, pitch or yaw at any speed.

The experimental craft is 188 feet long and 40 feet wide. A broad deck connects the two hulls about 22 feet above the waterline. Cabins are built atop this deck. The "Venturi," seen head-on looks like a big, square-sided tunnel. The tunnel runs the length of the boat between the hulls. When the ship cruises at 26 knots air rushes through the tunnel and acts as a shock absorber for any up and down movement of the boat. The air cushion actually lifts the craft through out of the water so that

The racer and inventor, Gar Wood, says he has discovered the answer to seasickness in his high speed, twin hulled ocean liner, which does not pitch or roll and can do 26 knots on an even keel. The liner is 188 feet long, 40 feet wide and has a linking deck 22 feet above the water line. Wood says air rushing through the "tunnel" buoys up the ship. He plans to work one more year on tests and designs.

SAN FRANCISCO, CAL.
NEWS
145,648
AUG 1 1949

Goodbye to Seasickness



—The News-Acme Telephoto

Gar Wood, speedboat designer and manufacturer, has made public his latest design for ocean-going vessels. The twin-hulled yacht, the Venturi (above) is said to be able to ride the roughest water and still maintain an even keel. Mr. Wood is sure it is the coming thing in passenger ships.

PHILADELPHIA, PA.
BULLETIN
Circ. D. 771,303 - S. 630,524
AUG 1 1949

No Roll Vessel Cuts Water with Twin Hulls

Associated Press Wirephoto

Side view of Gar Wood's yacht, Venturi, which can ride the roughest water on even keel

Acme Telephoto

Broad deck connects two hulls. Wood says air rushing through the tunnel buoys up ship

DULUTH (MINN.) HERALD
THURSDAY, AUGUST 4, 1949

NEW TYPE OCEAN SHIP

Gar Wood, Detroit speedboat designer and manufacturer, is displaying his latest design for ocean-going vessels. The twin hulled yacht the "Venturi" shown above, is said to be able to ride the roughest type of water and still maintain an even keel. Wood says this is the coming thing in large passenger ships.—(Acme photo.)

Gar Wood Discloses Test Ship That Keeps on an Even Keel

Detroit, Aug. 1—(UP)—A twin-hulled ship which cuts through the waves with a minimum of stress and rolling was introduced today by Gar Wood, speedboat manufacturer, as a model for the super ocean liner of the future.

Wood disclosed the details of his 120-ton experimental yacht "Venturi" which he built in 1944 for the Army Air Force. He predicted that the air tunnel formed by the two hulls which support the ship's cabin deck will revolutionize ocean travel.

"The massive hulls of present-day ships which crash and plow their way through the water waste a tremendous amount of power," Wood said. "The narrow twin hulls of the 'Venturi' slice through the waves, permitting the ship to speed on at a completely even keel, undisturbed."

Tested in Rough Weather

The Detroit manufacturer said he had tested the graceful, 188-foot "Venturi" in the roughest possible weather without finding it necessary to reduce the 26-knot cruising speed. He said the deck connecting the hulls 22 feet above the water line spanned mountainous waves without any appreciable pitch.

The "Venturi" has four 1,200-horsepower diesel engines and a cruising range of 3,000 miles. The air tunnel acts as a cushion which lifts the ship's plywood hulls out of the water so they only draw six inches of water at the bow and eight feet at the stern.

Sees 4,000 Passenger Ship

"Tests indicate a 16,000-ton ship of "Venturi" design could easily carry 4,000 persons at 38 knots using only 120,000 horsepower," Wood said. "This is revolutionary considering that the 80,733-ton Queen Mary uses 200,000 horsepower to carry only 1,995 passengers at 32 knots."

Wood said the "Venturi" was the result of 28 years of research and experimentation on the Catamaran principle used by boat-builders in the Polynesian islands. The AAF ordered him to construct the ship for use as an extremely mobile target vessel but the war ended before it was fully tested.

Public Showing Expected

Final details of the ship's construction are being completed at the secluded island estate of the late William K. Vanderbilt near Miami, Fla., to permit public showing in about four months, Wood said. He estimated the cost of the vessel at $600,000.

"Naval designers had forgotten the primitive Polynesian principle of slicing through the waves with a minimum of drag," he said. "Progress is made by always considering the new and by not forgetting what is worth remembering of the old."

INDIANAPOLIS IND TIMES
MONDAY AUGUST 1 1949

Unveils 'Peep Into the Future' of Sea-Going Ships

Smooth sailing in rough seas . . . The twin hulled yacht the "Venturi" . . . New Gar Wood design.

Non-Rolling Four-Engine Ship Unveiled by Gar Wood

Predicts Air Tunnel Formed by Two Hulls Will Revolutionize Ocean Trend

DETROIT, Aug. 1 (UP)—A twin-hulled ship which cuts through the waves with a minimum of stress and rolling was introduced today by speedboat manufacturer Gar Wood as a model for the super ocean liner of the future.

Mr. Wood made public for the first time the details of his 120-ton experimental yacht "Venturi" which he built in 1944 for the Army Air Forces.

He predicted that the air tunnel formed by the two hulls which support the ship's cabin deck will revolutionize ocean travel.

"The massive hulls of present-day ships which crash and plow their way through the water waste a tremendous amount of power," Mr. Wood said. "The narrow twin hulls of the 'Venturi' slice through the waves, permitting the ship to speed on at a completely even keel, undisturbed."

The Detroit manufacturer said he had tested the graceful, 188-foot "Venturi" in the roughest possible weather without finding it necessary to reduce the 26-knot cruising speed.

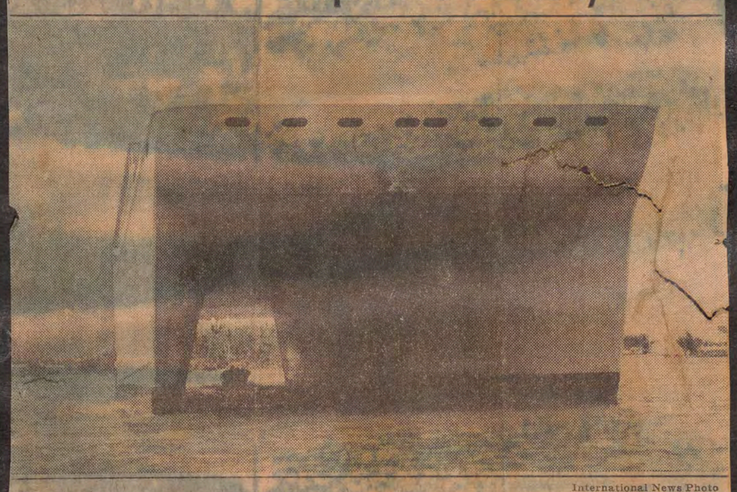
He said the deck connecting the hulls 22 feet above the water line spanned mountainous waves without any appreciable pitch.

The "Venturi" has four 1200 horsepower diesel engines and a cruising range of 3000 miles. The air tunnel acts as a cushion which lifts the ship's plywood hulls out of the water so they draw only six inches of water at the bow and eight feet at the stern.

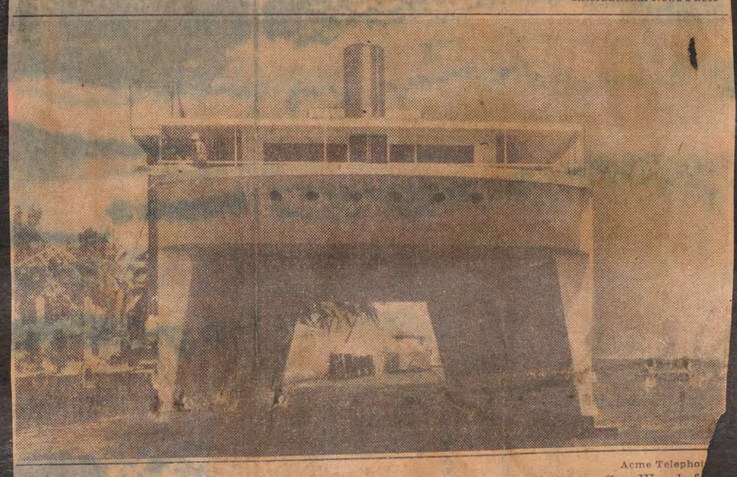
Gar Wood

WASHINGTON, D. C.
TIMES-HERALD (Eve.)
Circ. D. 249,576
AUG 1 1949

Twin-Hulled Ship Avoids Roll, Pitch



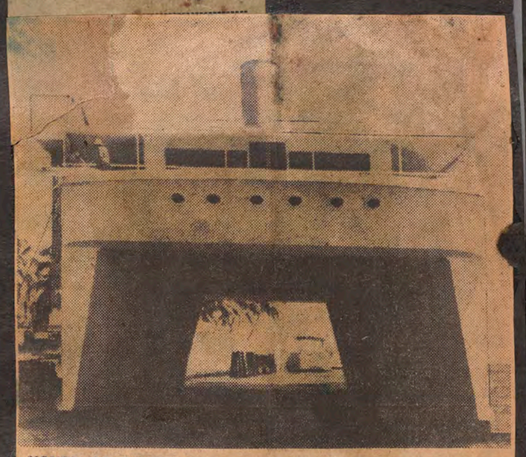
International News Photo



Acme Telephoto

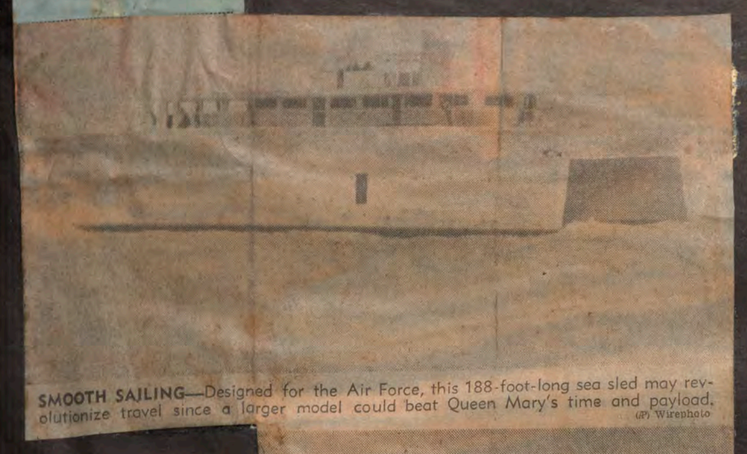
Future ocean liners might look like this new twin-hulled ship designed by Gar Wood, f... mer speedboat racing champion. His 120-ton vessel, the Venturi, does not roll, pitch... yaw at high speeds or in rough seas, he claims. It also boasts a speed of 26 knots an... 188 feet long and 40 feet wid... rises at top speed, air rushes through th... funnel between the hulls, rai... and thus preventing any rolling acti... the ship. Top photo shows re... picture shows its pow...

NEWBURGH, N. Y.
NEWBG.-BEACON NEWS
Cir. D. 17,396
AUG 1 - 1949

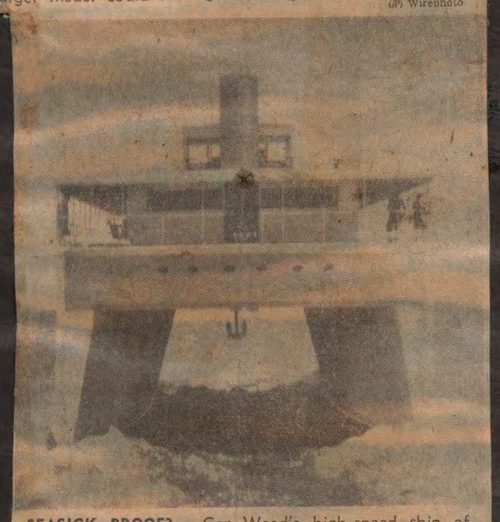


NOVEL LINER—At Detroit, speedboat designer and manufacturer Gar Wood has made public his latest design for ocean-going vessels. The twin-hulled yacht, "Venturi," (above) is said to be able to ride the roughest type of water and still maintain its even keel. This type, Wood says, is the coming thing in large passenger ships. (Acme Telephoto)

LOS ANGELES, CALIF.
TIMES
Circ. D. 412,606 - S. 759,045
AUG 1 1949



SMOOTH SAILING—Designed for the Air Force, this 188-foot-long sea sled may revolutionize travel since a larger model could beat Queen Mary's time and payload. (AP) Wirephoto



SEASICK PROOF? — Gar Wood's high-speed ship of unorthodox design which cruises at 26 knots on completely even keel even in storms is unveiled at Florida. (AP) Wirephoto

Speedboat King Reveals High-Speed, No-Roll Ship

DETROIT, July 31 (AP)—Gar Wood, the retired speedboat king, disclosed today the design of a secret ship that may revolutionize ocean travel.

It is the 120-ton Venturi, a seagoing vessel, that slices through the waves on twin hulls and has no roll at high speed. The Venturi is unlike anything that has ever been seen on the water.

Wood calls it the prototype, or model, of the express passenger liner of tomorrow. The industrialist inventor spent 28 years developing the design at an expenditure of $600,000.

Won't Roll in Storm

The basic design of the odd-looking craft, Wood said, will permit surface vessels to compete favorably with transocean air lines.

The ship is being fitted out as a yacht at Wood's private 122-acre island estate below Miami Beach, Fla. Wood expects it to be completed in about four months.

The Venturi already has made test runs in the roughest weather. Wood said it has not been possible to make the ship roll, pitch or yaw at any speed.

The experimental craft is 188 feet long and 40 feet wide. A broad deck connects the two hulls about 22 feet above the water line. Cabins are built atop this deck.

The Venturi seen head on looks like a big, square-sided tunnel. The tunnel runs the length of the boat between the hulls.

When the ship cruises at 26 knots, air rushes through the tunnel and acts as a shock absorber for any up-and-down movement of the boat. The air cushion actually lifts the craft enough out of the water so that she draws only six inches of water at the bow and eight feet at the stern.

Tank tests indicate, Wood said, that a 16,000-ton ship of Venturi design could easily carry 4000 passengers at a speed of 38 knots. It would require only 120,000 horsepower.

Built for Air Force

He pointed out that a ship like the Queen Mary of 80,773 tons requires 200,000 horsepower to carry 1995 passengers at 32 knots.

The Venturi is powered with four 1200-horsepower Diesel engines. Its cruising range is 3000 miles.

Wood plans another year of study before deciding upon all details of the Venturi.

The Venturi hull was launched originally in 1944 at West Palm Beach, Fla. Wood built her in secret there for the Army Air Forces. The war ended, however, before the AAF secured full value from her and Wood re-acquired the hull.

San Francisco, Cal.
Chronicle
(Cir. D. 168,842 - S. 271,120)
AUG 1 - '49

Gar Wood Reveals Twin-Hulled Ship for High-Speed Sea Travel

New Design Depends on Air Cushion

DETROIT, July 31 (AP)—Gar Wood, retired speedboat king, disclosed today the design of a ship that he hopes will revolutionize ocean travel.

It is the 120-ton "Venturi," a seagoing vessel, that slices through the waves on twin hulls and has no roll at high speed.

Wood calls it the forerunner of the express passenger liner of tomorrow. The industrialist inventor spent 28 years developing the design at an expenditure of $600,000.

The ship now is being fitted out as a yacht at Wood's estate below Miami Beach, Fla. The "Venturi" already has made test runs in the roughest weather. Wood said it has not been possible to make the ship roll, pitch or yaw at any speed.

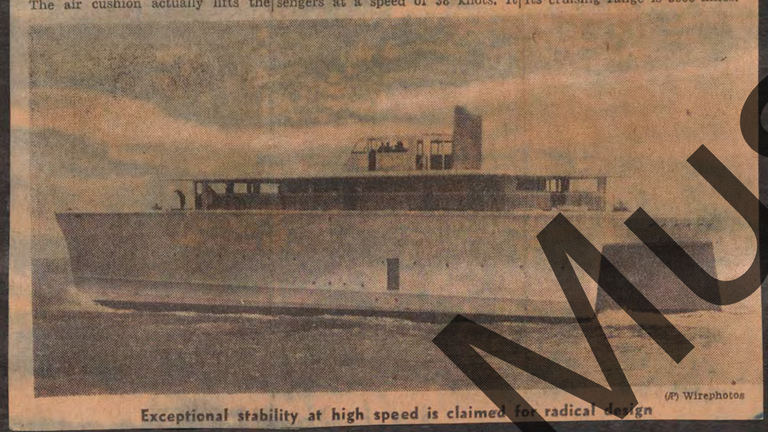
The experimental craft is 188 feet long and 40 feet wide. A broad deck connects the two hulls about 22 feet above the waterline. Cabins are built atop this deck. The "Venturi," seen head-on looks like a big, square-sided tunnel. The tunnel runs the length of the boat between the hulls.

When the ship cruises at 26 knots air rushes through the tunnel and acts as a shock absorber for any up and down movement of the boat. The air cushion actually lifts the craft enough out of the water so that she draws only six inches of water at the bow and eight feet at the stern.

Air rushing between hulls gives craft a lift

Tank tests indicate, Woods said, that a 16,000-ton ship of "Venturi" design could easily carry 4000 passengers at a speed of 38 knots. It would require only 120,000 horsepower. He pointed out that a ship like the "Queen Mary" of 80,773 tons requires 200,000 horsepower to carry 1995 passengers at 32 knots.

The "Venturi" is powered with four 1200-horsepower diesel engines. Its cruising range is 3000 miles.



Exceptional stability at high speed is claimed for radical design (AP) Wirephotos

PROVIDENCE, R. I.
BULLETIN
Circ. D. 133,908
AUG 1 - 1949

TWIN-HULLED SHIP OF THE FUTURE: Gar Wood, at right, inventor of the 'Venturi', calls the ship the prototype of the express passenger liner of tomorrow. The unusual ship cruises at 26 knots. The twin hulls are connected by a deck 22 feet above the water line. (Other picture, Page 1). —Associated Press Wirephotos

a grocery store employe, said the newest addition to his family is expected this month. His 35-year-old wife is his third.

Gar Wood Designs New High Speed Ocean Vessel

Twin Hulls Knife Through Waves Easily at 28 Knots With No Roll

Detroit, Aug. 1.—(UP)—A twin-hulled ship which cuts through the waves with a minimum of stress and rolling was introduced today by speedboat manufacturer Gar Wood as a model for the super ocean liner of the future.

Wood made public for the first time the details of his 120-ton experimental yacht "Venturi" which he built in 1944 for the Army Air Forces. He predicted that the air tunnel formed by the two hulls which support the ship's cabin deck will revolutionize ocean travel.

"The massive hulls of present-day ships which crash and plow their way through the water waste a tremendous amount of power," Wood said. "The narrow twin hulls of the 'Venturi' slice through the waves permitting the ship to speed on at a completely even keel, undisturbed."

The Detroit manufacturer said he had tested the graceful, 188-foot "Venturi" in the roughest possible weather without finding it necessary to reduce the 26-knot cruising speed. He said the deck connecting the hulls 22 feet above the water line spanned mountainous waves without any appreciable pitch.

The "Venturi" has four 1200-horsepower diesel engines and a cruising range of 3000 miles. The air tunnel acts as a cushion which lifts the ship's plywood hulls out of the water so they only drew six inches of water at the bow and eight feet at the stern.

"Tests indicate a 16,000-ton ship of 'Venturi' design could easily carry 4000 persons at 38 knots using only 120,000 horsepower," Wood said. "This is revolutionary, considering that the 80,733-ton Queen Mary uses 200,000 horsepower to carry only 1995 passengers at 32 knots."

Wood said the "Venturi" was the result of 28 years of research and experimentation on the catamaran principle used by boat-builders in the Polynesian islands. The AAF ordered him to construct the ship for use as an extremely mobile target vessel but the war ended before it was fully tested.

The vessel weighs 120 gross tons, and the hulls are planked in five-eighth-inch nine-ply mahogany plywood. Below the waterline double thickness three-quarter-inch plywood is used. She is powered with four 1200 horsepower G. M. pancake Diesel engines which operate two to a propeller shaft. There are 12 fuel tanks, each one a vertical cylinder, capable of holding 20,800 gallons.

Each of the hulls is straight on the outboard side for most of its length. A gentle curve begins about two-thirds of the way aft as a maneuvering aid. The hulls broaden on their inboard sides about two-thirds of the way aft, thus producing a squeezed-in tunnel which gave Mr. Wood his name for the vessel of "Venturi."

Final details of the ship's construction are being completed at the secluded island estate of the late William K. Vanderbilt near Miami, Fla., to permit public showing in about four months, Wood said. He estimated the cost of the vessel at $800,000.

"Naval designers had forgotten the primitive Polynesian principle of slicing through the waves with a minimum of drag," he said. "Progress is made by always considering the new and by not forgetting what is worth remembering of the old."

JANESVILLE, WIS.
GAZETTE
Circ. D. 18,238
AUG 2 - 1949

GAR WOOD UNVEILS "NO-ROLL" SHIP—Gar Wood, inventor and speedboat racer, revealed Sunday that he has designed and built a high-speed, twin-hulled ship at his estate at Fisher's Island, Fla. The ship, named the "Venturi" and shown here in side (top) and stern (bottom) views, cruises at 26 knots on completely even keel. The "Venturi" is 188 feet long and 40 feet wide with twin hulls connected by a deck 22 feet above the water line. Wood says air rushing through the "tunnel" buoys up the ship. (AP wirephoto)

BOSTON, MASS.
POST
Circ. D. 412,347 - S. 292,171
AUG 1 - 1949

TWIN-HULL BOAT LINER OF FUTURE

Gar Wood Reveals Secret Designs of High Speed Craft With No Roll---Trials Are Amazing

NEW "NO-ROLL" SHIP

Gar Wood, inventor and speed-boat racer, revealed today that he has designed and built this twin-hulled ship at Fisher's Island, Fla. It cruises at 26 knots on completely even keel. It is 188 feet long and 40 feet wide and the hulls are connected by deck 22 feet above waterline. Wood says the air rushing through the tunnel buoys up the ship.

DETROIT, July 31 (AP)—Gar Wood, the retired speedboat king, disclosed today the design of a secret ship that may revolutionize ocean travel.

It is the 120-ton "Venturi," a seagoing vessel, that slices through the waves on twin hulls and has no roll at high speed. The "Venturi" is unlike anything that has ever been seen on the water.

LINER OF TOMORROW

Wood calls it the prototype, or model, of the express passenger liner of tomorrow. The industrialist inventor spent 28 years developing the design at an expenditure of $600,000.

The basic design of the odd-looking craft, Wood said, will permit surface vessels to compete favorably with trans-ocean airlines.

The ship, named the "Venturi," now is being fitted out as a yacht at Woods's private 122-acre island estate below Miami Beach, Fla. Wood expects it to be completed in about four months. The "Venturi" already has made test runs in the roughest weather. Wood said it has not been possible to make the ship roll, pitch or yaw at any speed.

Looks Like Tunnel

The experimental craft is 188 feet long and 44 feet wide. A broad deck connects the two hulls about 22 feet above the waterline. Cabins are built atop this deck. The "Venturi," seen head-on, looks like a big, square-sided tunnel. The tunnel runs the length of the boat between the hulls.

When the ship cruises at 26 knots aid rushes through the tunnel and acts as a shock absorber for any up and down movement of the boat. The air cushion actually lifts the craft enough out of the water so that she draws only six inches of water at the bow and eight feet at the stern.

Tank tests indicate, Wood said, that a 16,000-ton ship of Venturi design could easily carry 4000 passengers at a speed of 38 knots. It would require only 120,000 horsepower. He pointed out that a ship like the Queen Mary of 80,773 tons requires 200,000 horsepower to carry 1995 passengers at 32 knots.

Impressive Trials

The Venturi is powered with four 1200-horsepower Diesel engines. Its crusing range is 3000 miles.

Wood termed results of tests with the Venturi as impressive. He plans, however, another year of study before deciding upon all details of the Venturi.

The Venturi hull was launched originally in 1944, at West Palm Beach, Fla. Wood built her in secret there for the army air forces. The war ended, however, before the AAF secured full value from her and Wood re-acquired the hull.

WESTERLY, R. I.
SUN
Circ. D. 7,724 S. 7,627
AUG 1 - 1949

Gar Wood Unveils 'No-Roll' Ship

Gar Wood, inventor and speedboat racer, revealed that he has designed and built a high-speed twin-hulled ship at his estate, Fisher's Island, Fla. The ship, named the "Venturi" and shown here in side and head-on views, cruises at 26 knots on completely even keel. Wood says air rushing through the "tunnel" buoys up the ship.

ATLANTA, GA.
CONSTITUTION
Circ. D. 179,397 - S. 213,447
AUG 1 - 1949

UNVEILS "NO-ROLL" SHIP—Gar Wood, inventor and high-speed, twin-hulled ship at his Fisher's Island, Fla., him. The ship, christened the Venturi, is shown here i Venturi is 188 feet long and 40 feet wide, with twin hul above waterline; cruises at 28 knots on completely even

SOUTH BEND, IND.
TRIBUNE
Circ. D. 86,415 - S. 84,647
AUG 1 1949

GAR WOOD UNVEILS

This "no-roll" ship was unveiled today by Gar designed the high-speed, twin-hulled ship at his views, the craft cruises at 26 knots on completely even keel. Wood, who calls the ship the says air rushing through the "funnel" buoys up the ship. It is 188 feet long, 40 feet wide n hulls connected by a deck 22 feet above the water

CHICAGO, ILL.
TRIBUNE
Circ. D. 1,058,627 - S. 1,582,656
AUG 1 - 1949

New twin hulled ship developed by Gar Wood, inventor and speed boat racer, cruises at 26 miles an hour on an even keel. Ship slices thru waves on twin hulls and has no roll at high speed or in rough seas. Wood said air rushes thru tunnel and acts as a shock absorber.
(AP Wirephoto)

GAR WOOD'S NEW "NO-ROLL" SHIP

FISHER'S ISLAND, Fla., Aug. 2 — This high-speed, twin-hulled ship was designed and built by Gar Wood, inventor and speedboat racer. The ship, named the "Venturi," cruises at 26 knots on completely even keel. It is 188 feet long and 40 feet wide with the hulls connected by a deck 22 feet above the water line.
—AP Wirephoto.

BOSTON, MASS.
GLOBE (Morning)
Circ. D. 136,075 - S. 404,292
AUG 1 - 1949

GAR WOOD UNVEILS NO-ROLL S
hulled, high-speed ship he designe
The ship, named the Venturi, cruis
long and 40 feet wide. The hulls
waterline. Wood says that air r

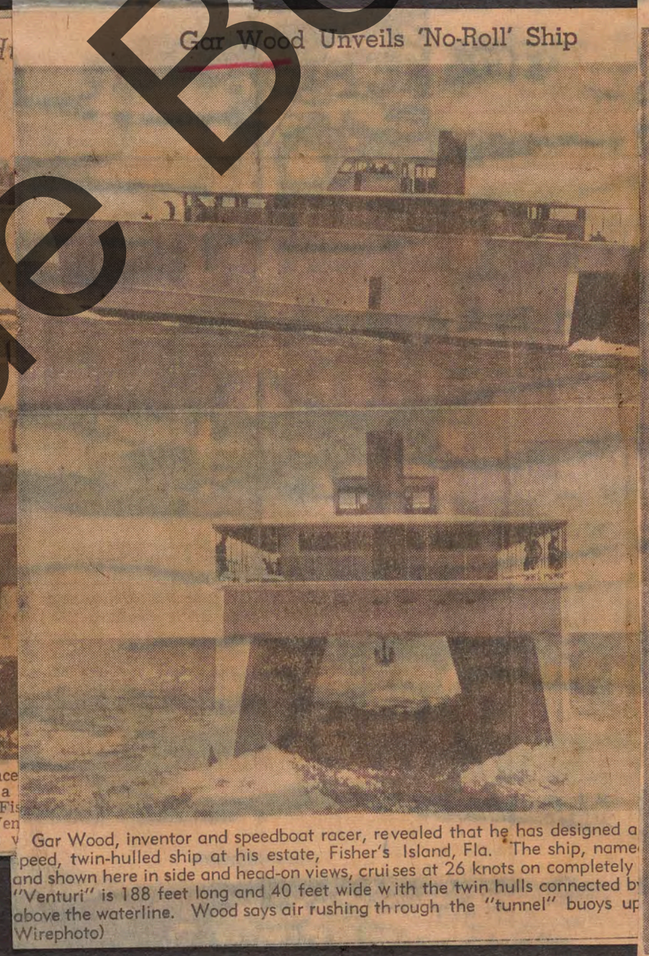
SPOKANE, WASH.
SPOKESMAN-REVIEW
Circ. D. 83,221 - S. 125,252
AUG 2 - 1949

Gar Wood Unveils H

Gar Wood, inventor and speedboat race
vealed that he has designed and built a
speed, twin-hulled ship at his estate, Fis
Island, Fla. The ship, named the "Ven
and shown here in side and head-on v

APPLETON, WIS.
POST-CRESCENT
Circ. D. 26,068
AUG 1 - 19

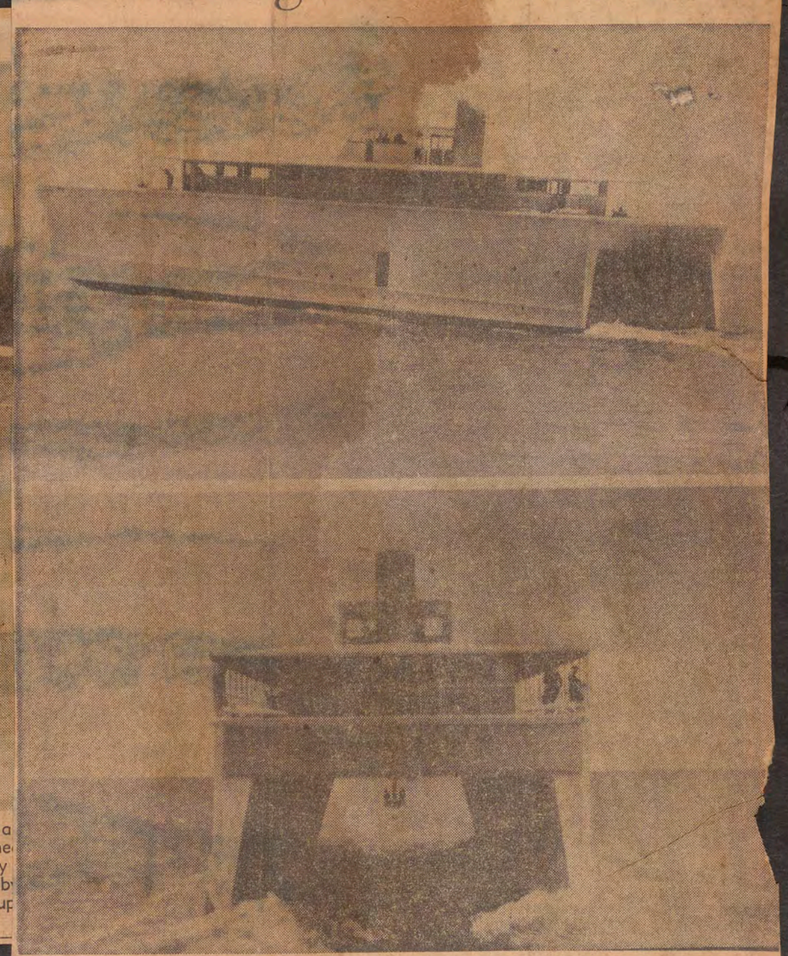
Gar Wood Unveils 'No-Roll' Ship



Gar Wood, inventor and speedboat racer, revealed that he has designed a
peed, twin-hulled ship at his estate, Fisher's Island, Fla. The ship, name
and shown here in side and head-on views, cruises at 26 knots on completely
"Venturi" is 188 feet long and 40 feet wide with the twin hulls connected b
above the waterline. Wood says air rushing through the "tunnel" buoys up
Wirephoto)

NSFIELD, OHIO
WS-JOURNAL
D. 23,878 - S. 24,118
AUG 2 1949

Wood Designs Twin-Hull Craft



'NO-ROLL' SHIP — Inventor-industrialist Gar Wood has taken the wraps off a secret ship that eventually may make ocean liners like the Queen Mary obsolete.

It's the strange looking craft with twin hulls shown above. She knifes through the waves instead of climbing over them. The retired king of speed-boat racing calls it a prototype of the express passenger liner of tomorrow.

For 28 years Wood has been designing a ship unlike anything that ever before put to sea. He talked publicly for the first time yesterday about his 120-ton experimental craft named the "Venturi."

The ship, which cruises at 26 knots through high waves at a completely even keel without roll or pitch was started as a hush-hush job for the army air forces in 1944. The air forces wanted an extremely mobile radio-controlled target vessel, but the war ended before the AAF secured full value from Wood's ship.

The designer re-acquired the hull from the government and went to work to develop his dream boat.

He said the basic design should permit surface vessels for the first time to compete favorably with trans-ocean airlines.

The Venturi, shown in side view at top and rear view at bottom, is 188 feet long and 40 feet wide. The deck is 22 feet above the water line. Wood says wind rushing through the "tunnel" between the twin [illegible] buoys up the ship.

SAN ANTONIO, TEX.
LIGHT
Circ. D. 70,933 - S. 120,791

AUG 1 1949

NO ROLL SHIP —Gar Wood, inventor and speed-boat racer, reveals his twin-hulled ship, shown above in side and head-on views, which cruises at 26 knots and is 188 feet long and 40 feet wide. The hulls are connected by a deck 22 feet above the waterline.

Unsinkable Ship Designed

DETROIT, Aug. 1.—(AP)—Inventor-Industrialist Gar Wood has taken the wraps off a secret ship that eventually may make ocean liners like the Queen Mary obsolete.

It's a strange looking craft with twin hulls. She knifes through the waves instead of climbing over them. The retired king of speedboat racing calls it a prototype of the express passenger liner of tomorrow.

28-YEAR JOB

For 28 years Wood has been designing a ship unlike anything that ever before put to sea. He talked publicly for the first time yesterday about his 120-ton experimental craft named the "Venturi".

The ship, which cruises at 26 knots through high waves at a completely even keel without roll or pitch was started as a hush-hush job for the Army Air forces in 1944. The AAF had wanted an extremely mobile radio-controlled target vessel, but the war ended before the AAF secured full value from Wood's ship.

The designer re-acquired the hull from the government and went to work to develop his dream boat.

COMPETE WITH PLANES

He says the basic design should permit surface vessels for the first time to compete favorably with trans-ocean airlines.

His ship, 180 feet long and 40 feet wide, looks much like a floating tunnel when you see her head-on. A broad deck connects the two hulls 22 feet above the waterline. Wood says she is unsinkable.

EASTON, PA.
EXPRESS
Circ. D. 41,590

AUG 1 1949

GAR WOOD UNVEILS 'NO-ROLL' SHIP—Gar Wood, inventor and speedboat racer, revealed that he has designed and built a high-speed twin-hulled ship at his estate, Fisher's Island, Fla. The ship, named the "Venturi" and shown here in side and head-on views, cruises at 26 knots on completely even keel. Wood says air rushing through the "tunnel" buoys up the ship.

Gar Wood Takes Wraps Off Speed Liner Of Future

DETROIT, Aug. 1 (AP)—Inventor-industrialist Gar Wood has taken the wraps off a secret ship that eventually may make ocean liners like the Queen Mary obsolete.

It's a strange looking craft with twin hulls. She knifes through the waves instead of climbing over them. The retired king of speedboat racing calls it a prototype of the express passenger liner of tomorrow.

For 28 years Wood has been designing a ship unlike anything that ever before put to sea. He talked publicly for the first time yesterday about his 120-ton experimental craft named the "Venturi."

The ship, which cruises at 26 knots through high waves at a completely even keel without roll or pitch was started as a hush-hush job for the Army Air Forces in 1944. The Air Forces had wanted an extremely mobile radio-controlled target vessel, but the war ended before the AAF secured full value from Wood's ship.

The designer re-acquired the hull from the government and went to work to develop his dream boat.

He says the basic design should permit surface vessels for the first time to compete favorably with trans-ocean airlines.

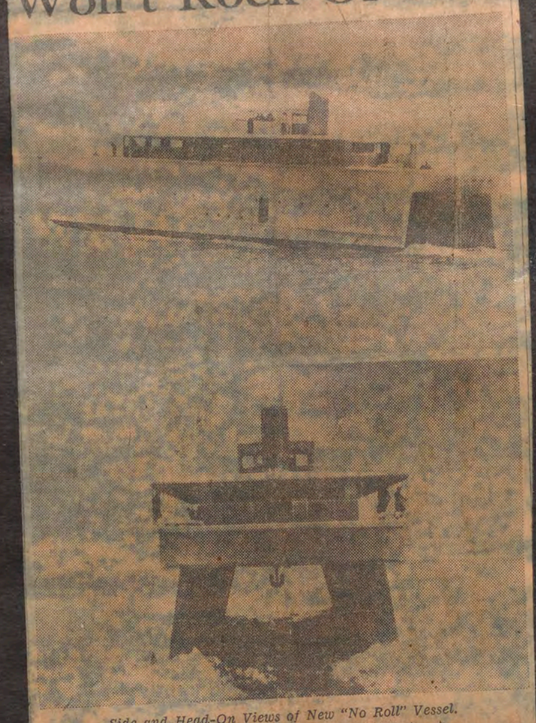
His ship, 180 feet long and 40 feet wide, looks much like a floating tunnel when you see her head-on. A broad deck connects the two hulls 22 feet above the waterline. Wood says she is unsinkable.

HUNTINGTON, W. VA.
HERALD-DISPATCH
Circ. D. 31,216

AUG 1 - 1949

Gar Wood Reveals Secret

Twin-Hull Vessel Won't Rock Or Roll



Side and Head-On Views of New "No Roll" Vessel.

DETROIT, July 31. (AP)—Gar Wood, the retired speedboat king, disclosed today the design of a secret ship that may revolutionize ocean travel.

It is the 120-ton "Venturi," a seagoing vessel, that slices through the waves on twin hulls and has no roll at high speed. The "Venturi" is unlike anything that has ever been seen on the water.

Wood calls it the prototype, or model, of the express passenger liner of tomorrow. The industrialist inventer spent 28 years developing the design at an expenditure of $600,000.

The basic design of the odd-looking craft, Wood said, will permit surface vessels to compete favorably with trans-ocean airlines.

TEST RUNS MADE

The ship, named the "Venturi," now is being fitted out as a yacht at Wood's private 122-acre island estate near Miami Beach, Fla. Wood expects it to be completed in about four months. The "Venturi" already has made test runs in the roughest weather. Wood said it has not been possible to make the ship roll, pitch or yaw at any speed.

The experimental craft is 188 feet long and 40 feet wide. A broad deck connects the two hulls about 22 feet above the waterline. Cabins are built atop this deck. The "Venturi," seen head-on looks like a big, square-sided tunnel. The tunnel runs the length of the boat between the hulls. When the ship cruises at 26 knots air rushes through the tunnel and acts as a shock absorber for any up and down movement of the boat. The air cushion actually lifts the craft enough out of the water so that she draws only six inches of water at the bow and eight feet at the stern.

Tank tests indicate, Wood said, that a 16,000 ton ship of "Venturi" design could easily carry 4,000 passengers at a speed of 38 knots. It would require only 120,000 horsepower. He pointed out that a ship like the "Queen Mary" of 80,773 tons rekuires 200,000 horsepower to carry 1,995 passengers at 32 knots.

3,000 MILE RANGER

The "Venturi" is powered with four 1,200 horsepower diesel engines. Its cruising range is 3,000 miles.

Wood termed results of tests with the "Venturi" as impressive. He plans, however, another year of study before deciding upon all details of the "Venturi."

The "Venturi" hull was launched originally in 1944 at West Palm Beach, Fla. Wood built her in secret there for the Army Air Forces. The war ended, however, before the AAF secured full value from her and Wood re-acquired the hull.

NEW HAVEN, CONN.
REGISTER
Circ. D. 86,708

AUG 1 - 1949

Gar Wood Exhibits His Twin-Hulled Ship

Gar Wood, inventor and speedboat racer, revealed July 31 that he has designed and built this high-speed, twin-hulled ship at his estate, Fisher's Island, Fla. The ship, named the "Venturi" and shown above in head-on-view, cruises at 26 knots on completely even keel. The "Venturi" is 188 feet long and 40 feet wide with the twin hulls connected by a deck 22 feet above the waterline. Wood says air rushing through the "tunnel" buoys up the ship. (AP)

TOLEDO, O.
BLADE
Circ. D. 180,700

AUG 1 - 1949

'No-Roll' Ocean Liner

SHIP EXPECTED TO OUTDO QUEEN MARY

Gar Wood's Venturi buoyed up by air in tunnel

Gar Wood Designs Ship, Called Liner Of Tomorrow

Twin-Hulled Craft Cruises At 26 Knots Without Rolling, Even In Roughest Water

DETROIT, Aug. 1 (AP) — Inventor-Industrialist Gar Wood has taken the wraps off a secret ship that eventually may make ocean liners like the Queen Mary obsolete.

It's a strange looking craft with twin hulls. She knifes through the waves instead of climbing over them. The retired king of speedboat racing calls it a prototype of the express passenger liner of tomorrow.

Unlike Anything

For 28 years Mr. Wood has been designing a ship unlike anything that ever before put to sea. He talked publicly for the first time yesterday about his 120-ton experimental craft, the "Venturi."

The ship, which cruises at 26 knots through high waves at a completely even keel without roll or pitch, was started as a hush-hush job for the army air forces in 1944. The air forces had wanted an extremely mobile radio-controlled target vessel, but the war ended before the AAF secured full value from Mr. Wood's ship.

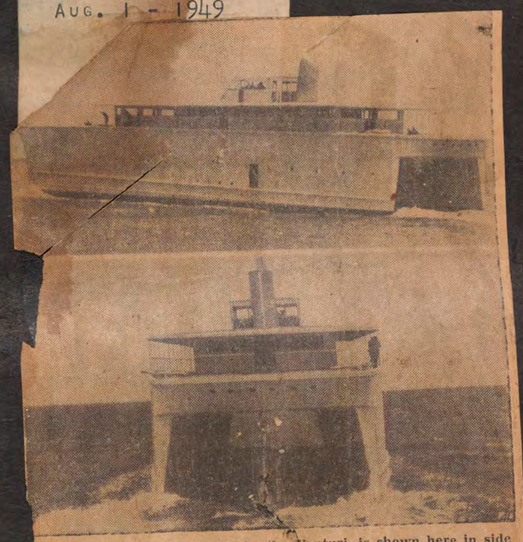
Compete With Air Lines

The designer reacquired the hull from the Government and went to work to develop his dream boat.

He says the basic design should permit surface vessels for the first time to compete favorably with trans-ocean air lines.

His ship, 180 feet long and 40 feet wide, looks much like a floating tunnel when you see her headon. A broad deck connects the two hulls 22 feet above the waterline. Mr. Wood says she is unsinkable.

PAWTUCKET, R.I.
TIMES
AUG. 1 - 1949



GAR WOOD'S twin-hulled ship, the Venturi, is shown here in side and stern views.

Unsinkable Twin-Hulled Ship Knifes Waves On Even Keel

DETROIT (AP)—Inventor-industrialist Gar Wood has taken the wraps off a secret ship that eventually may make ocean liners like the Queen Mary obsolete.

It's a strange looking craft with twin hulls. She knifes through the waves instead of climbing over them. The retired king of speedboat racing calls it a prototype of the express passenger liner of tomorrow.

For 28 years Wood has been designing a ship unlike anything that ever before put to sea. He talked publicly for the first time yesterday about his 120-ton experimental craft named the Venturi.

The ship, which cruises at 26 knots through high waves at a completely even keel without roll or pitch was started as a hush-hush job for the Army Air Forces in 1944. The Air Forces had wanted an extremely mobile radio-controlled target vessel, but the war ended before the AAF secured full value from Wood's ship.

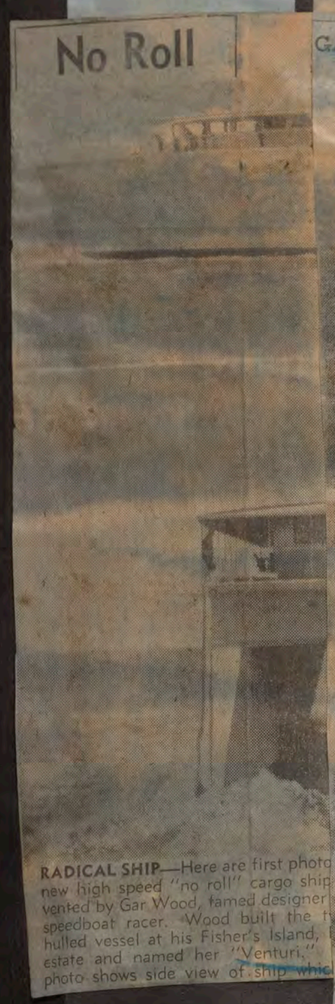
The designer reacquired the hull from the government and went to work to develop his dream boat.

He says the basic design should permit surface vessels for the first time to compete favorably with trans-ocean airlines.

His ship, 180 feet long and 40 feet wide, looks much like a floating tunnel when you see her headon. A broad deck connects the two hulls 22 feet above the waterline. Wood says she is unsinkable.

OAKLAND, CAL.
POST-ENQUIRER
Circ. D. 74,806
AUG 2 - 1949

No Roll



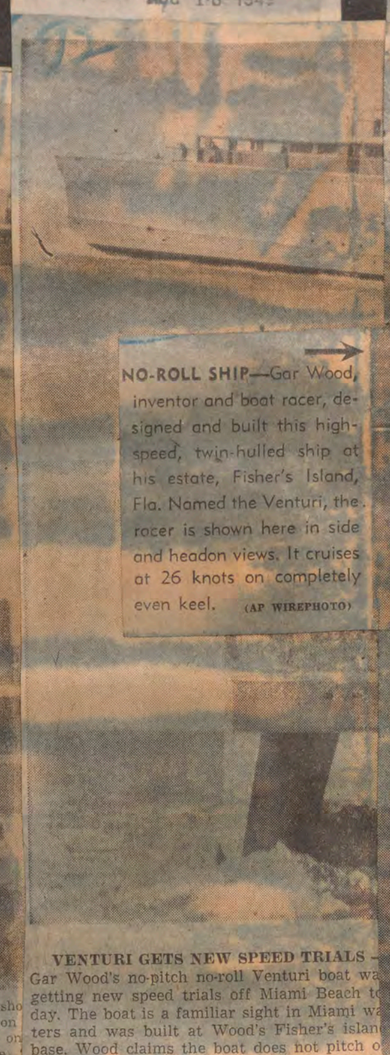
RADICAL SHIP—Here are first photo
new high speed "no roll" cargo ship
vented by Gar Wood, famed designer
speedboat racer. Wood built the
hulled vessel at his Fisher's Island,
estate and named her "Venturi."
photo shows side view of ship whic

CARBONDALE, ILL.
FREE PRESS
Circ. D. 3,375
AUG 1 1949

GAR WOOD UNVEILS 'NO ROLL' SHIP

Gar Wood, inventor and speedboat racer, revealed Sunday that he has designed and built a high-speed, twin-hulled ship at his estate, Fisher's Island, Fla. The ship, named the "Venturi" and sho
side and head-on
es at 26 knots on
even keel. The
188 feet long and
with the twin hulls connected

MIAMI FLA NEWS
AUG 1-8 1949

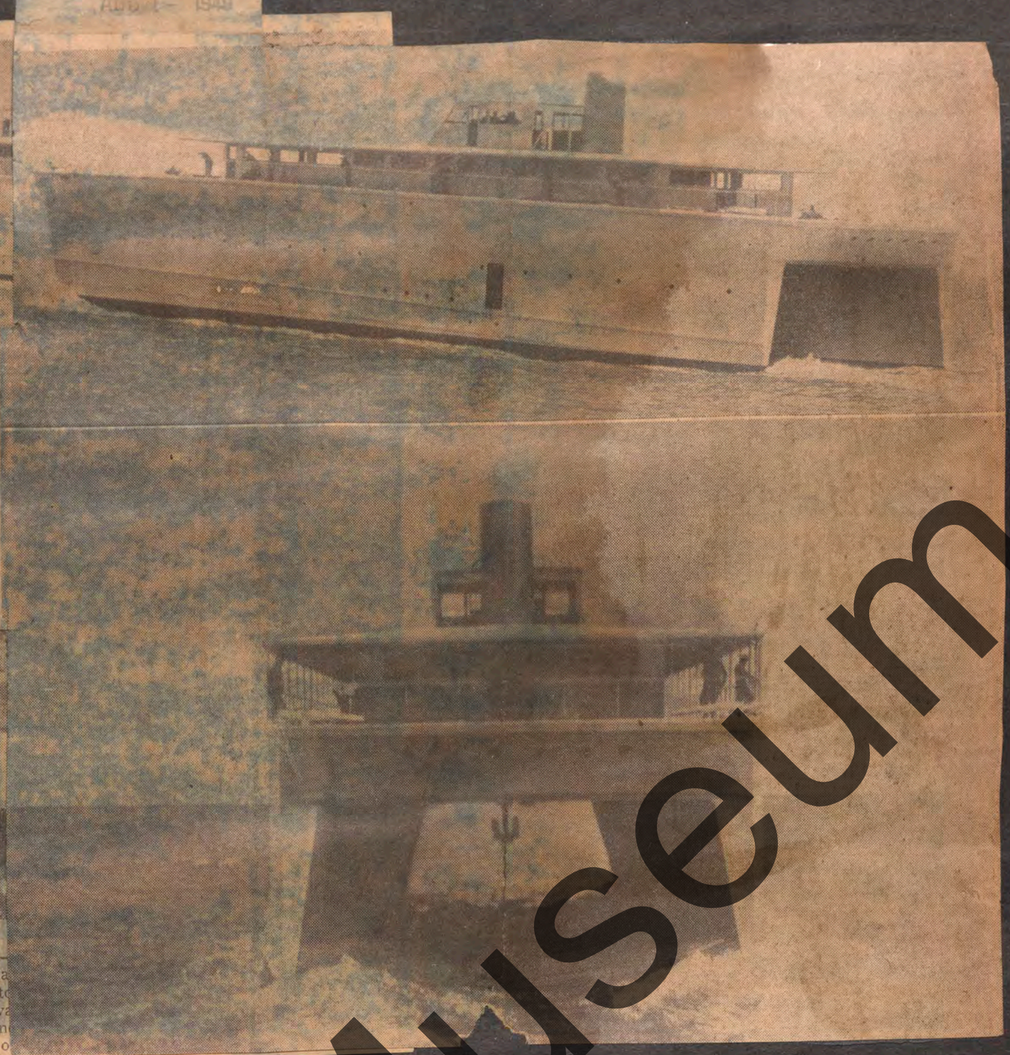


NO-ROLL SHIP—Gar Wood, inventor and boat racer, designed and built this high-speed, twin-hulled ship at his estate, Fisher's Island, Fla. Named the Venturi, the racer is shown here in side and headon views. It cruises at 26 knots on completely even keel. (AP WIREPHOTO)

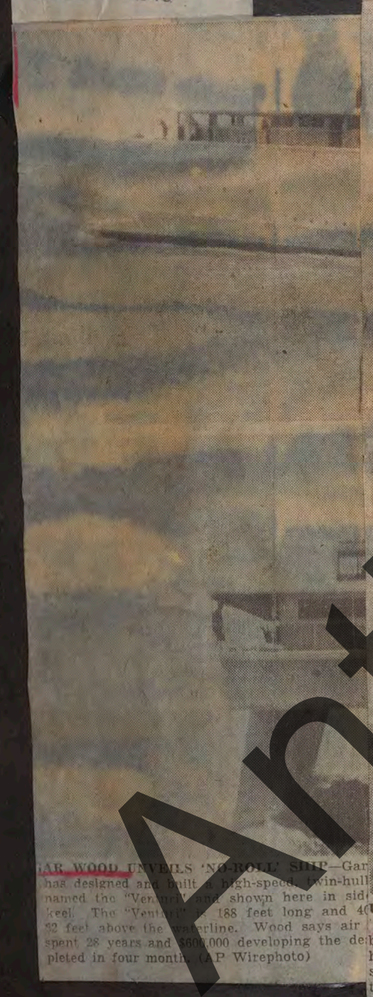
VENTURI GETS NEW SPEED TRIALS –
Gar Wood's no-pitch no-roll Venturi boat wa
getting new speed trials off Miami Beach t
day. The boat is a familiar sight in Miami wa
ters and was built at Wood's Fisher's islan
base. Wood claims the boat does not pitch o

(AP WIREPHOTO)

NEWARK, N. J.
STAR-LEDGER
Circ. D. 117,678 - S. 127,399
AUG 1 - 1949



FORT WAYNE, IND.
NEWS-SENTINEL
Circ. D. 75,441
AUG 1 1949



GAR WOOD UNVEILS 'NO-ROLL' SHIP—Ga
has designed and built a high-speed, twin-hull
named the "Ventur
keel. The "Ventur
32 feet above the waterline. Wood says air
spent 28 years and $60,000 developing the de
pleted in four month
(AP Wirephoto)

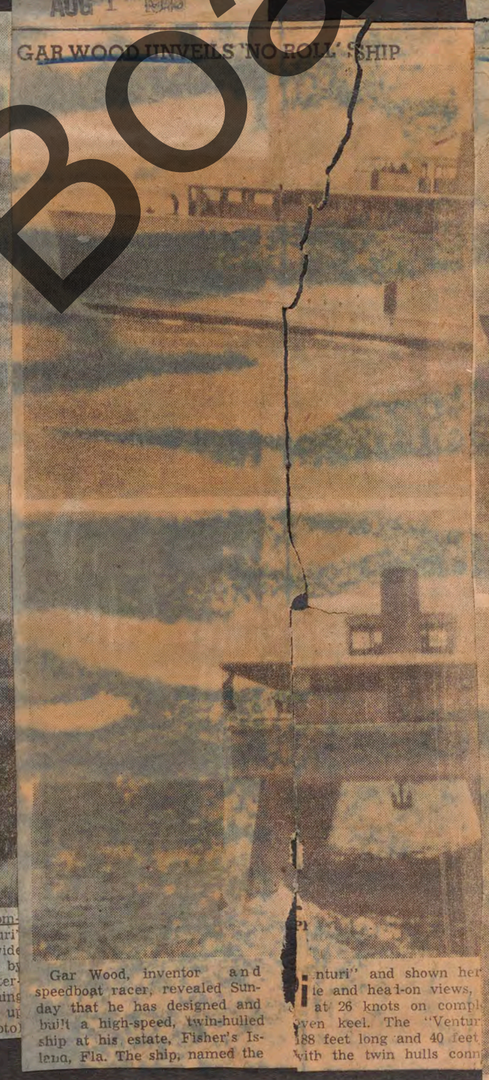
EAST ST. LOUIS, ILL.
JOURNAL
Circ. D. 22,324 S. 24,467
AUG 1 1949

UNVEILS 'NO ROLL' SHIP

Gar Wood, inventor and speedboat racer, revealed Sunday that he has designed and built a high-speed, twin-hulled ship at his estate, Fisher's island, Fla. The ship, named the "Venturi" and shown here in side and head-on view, cruises at 26 knots on com-
pletely even keel. The "Venturi"
is 188 feet long and 40 feet wide
with the twin hulls connected by
a deck 22 feet above the water-
line. Wood says air rushing
through the "tunnel" buoys up
the ship. (Associated Press Photo)

MURPHYSBORO, ILL.
INDEPENDENT
Cir. D. 4,825
AUG 1 1949

GAR WOOD UNVEILS 'NO ROLL' SHIP

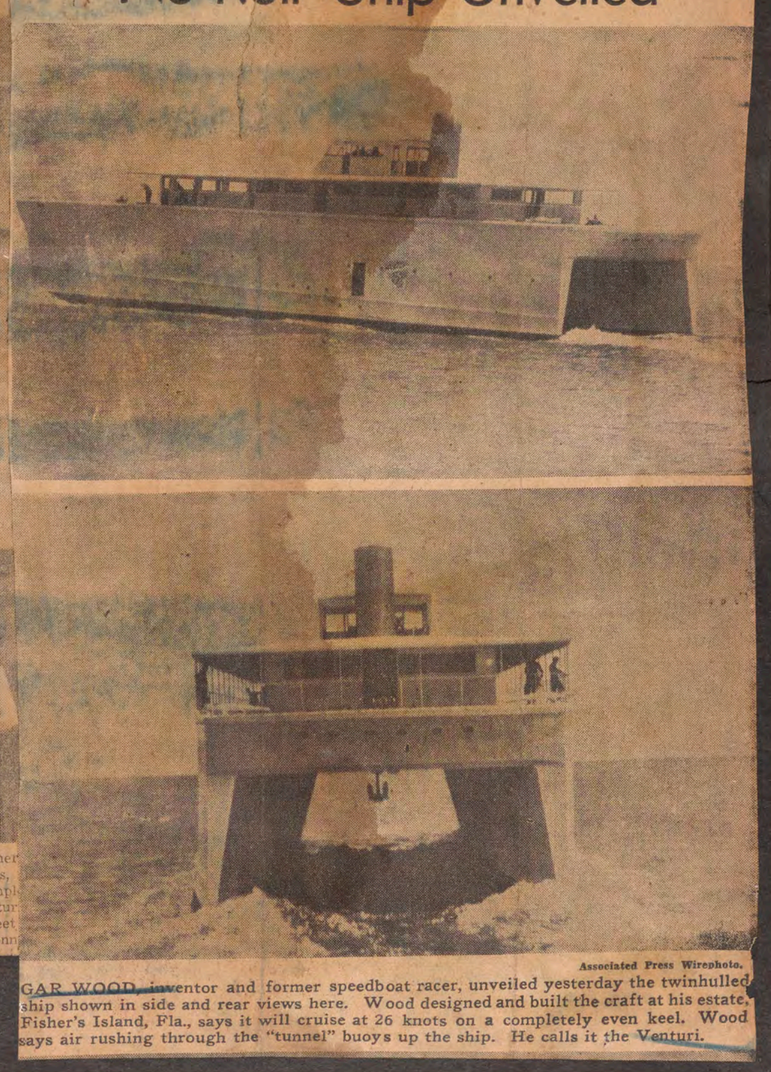


Gar Wood, inventor and speedboat racer, revealed Sunday that he has designed and built a high-speed, twin-hulled ship at his estate, Fisher's Island, Fla. The ship, named the

nturi" and shown her
e and head-on views,
at 26 knots on compl
even keel. The "Ventur
188 feet long and 40 feet
with the twin hulls conn

ST LOUIS MO
STAR-TIMES
AUG 1 1949

'No-Roll' Ship Unveiled



Associated Press Wirephoto.

GAR WOOD, inventor and former speedboat racer, unveiled yesterday the twinhulled ship shown in side and rear views here. Wood designed and built the craft at his estate, Fisher's Island, Fla., says it will cruise at 26 knots on a completely even keel. Wood says air rushing through the "tunnel" buoys up the ship. He calls it the Venturi.

OAKLAND, CAL.
POST-ENQUIRER
Circ. D. 74,806
AUG 2 - 1949

No Roll

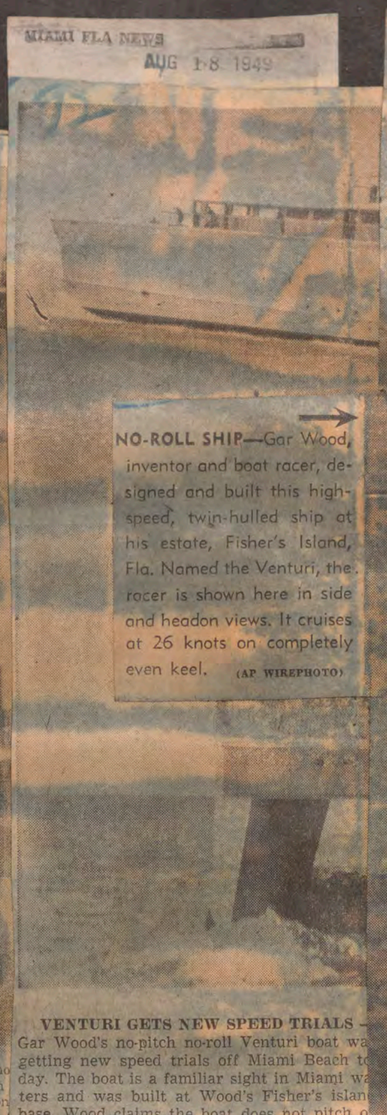
RADICAL SHIP—Here are first photo
new high speed "no roll" cargo ship
vented by Gar Wood, famed designer
speedboat racer. Wood built the t
hulled vessel at his Fisher's Island,
estate and named her "Venturi."
photo shows side view of ship whic

CARBONDALE, ILL.
FREE PRESS
Circ. D. 3,276
AUG 1 1949

GAR WOOD UNVEILS 'NO ROLL' SHIP

Gar Wood, inventor and speedboat racer, revealed Sunday that he has designed and built a high-speed, twin-hulled ship at his estate, Fisher's Island, Fla. The ship, named the "Venturi" and sho
side and head-on
es at 26 knots on
even keel. The
188 feet long and
with the twin hulls connected

MIAMI FLA NEWS
AUG 18 1949

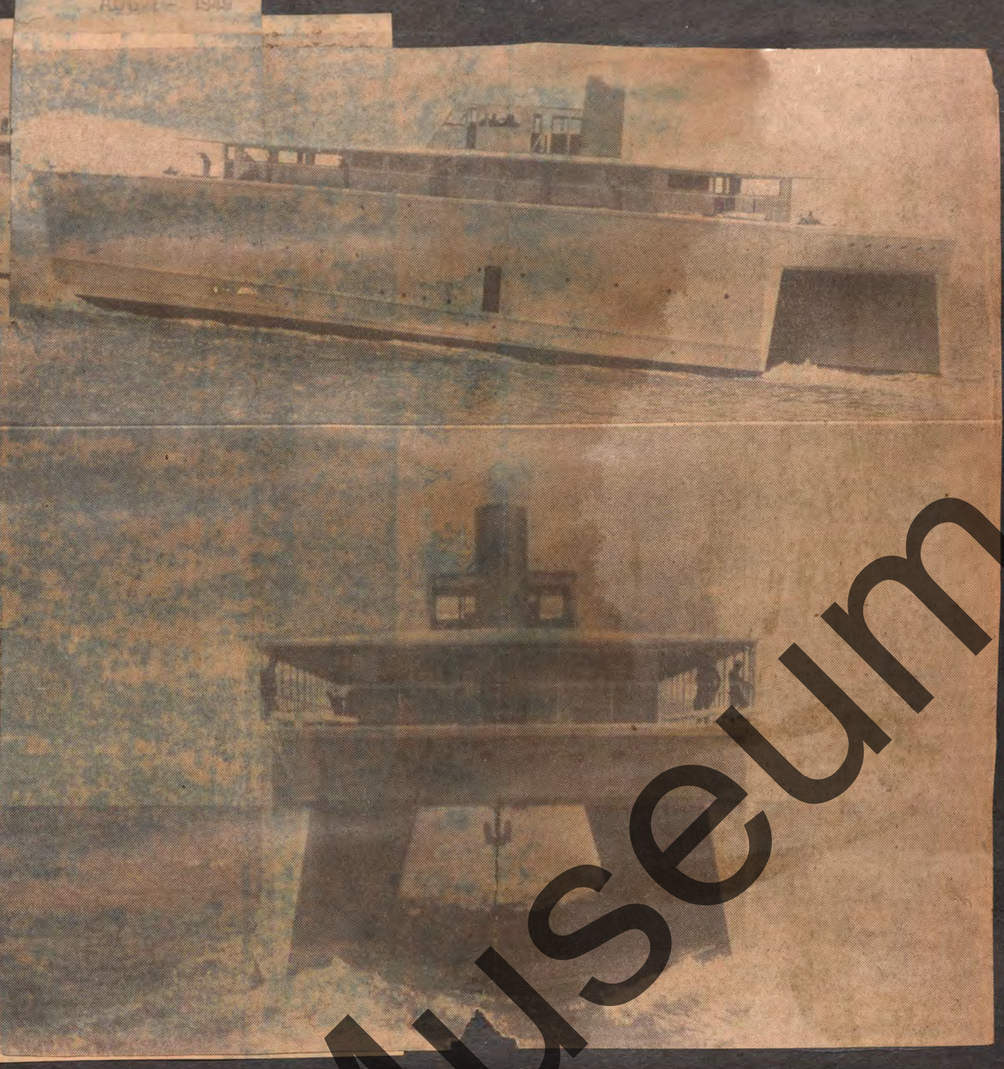


NO-ROLL SHIP—Gar Wood, inventor and boat racer, designed and built this high-speed, twin-hulled ship at his estate, Fisher's Island, Fla. Named the Venturi, the racer is shown here in side and headon views. It cruises at 26 knots on completely even keel. (AP WIREPHOTO)

VENTURI GETS NEW SPEED TRIALS –
Gar Wood's no-pitch no-roll Venturi boat wa
getting new speed trials off Miami Beach to
day. The boat is a familiar sight in Miami wa
ters and was built at Wood's Fisher's islan
base. Wood claims the boat does not pitch o

(AP WIREPHOTO)

NEWARK, N. J.
STAR-LEDGER
Circ. D. 117,678 - S. 127,399
August - 1949



FORT WAYNE, IND.
NEWS-SENTINEL
Circ. D. 75,441
AUG 1 1949

GAR WOOD UNVEILS 'NO-ROLL' SHIP—Gar
has designed and built a high speed, twin-hull
named the "Venturi" as shown here in sid
keel. The "Venturi" is 188 feet long and 4
22 feet above the waterline. Wood says air
spent 28 years and $500,000 developing the de
pleted in four month. (AP Wirephoto)

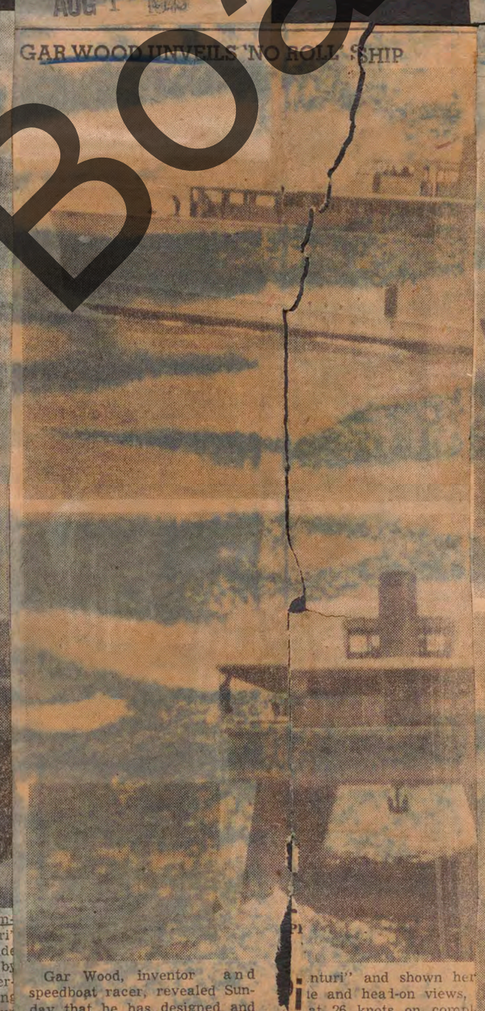
EAST ST. LOUIS, ILL.
JOURNAL
Circ. D. 22,324 S. 24,467
AUG 1 1949

GAR WOOD UNVEILS 'NO ROLL' SHIP

Gar Wood, inventor and speedboat racer, revealed Sunday that he has designed and built a high-speed, twin-hulled ship at his estate, Fisher's island, Fla. The ship, named the "Venturi" and shown here in side and head-on view, cruises at 26 knots on com-
pletely even keel. The "Venturi"
is 188 feet long and 40 feet wide
with the twin hulls connected by
a deck 22 feet above the water-
line. Wood says air rushing
through the "tunnel" buoys up
the ship. (Associated Press Photo)

MURPHYSBORO, ILL.
INDEPENDENT
Circ. D. 4,825
AUG 1 1949

GAR WOOD UNVEILS 'NO ROLL' SHIP

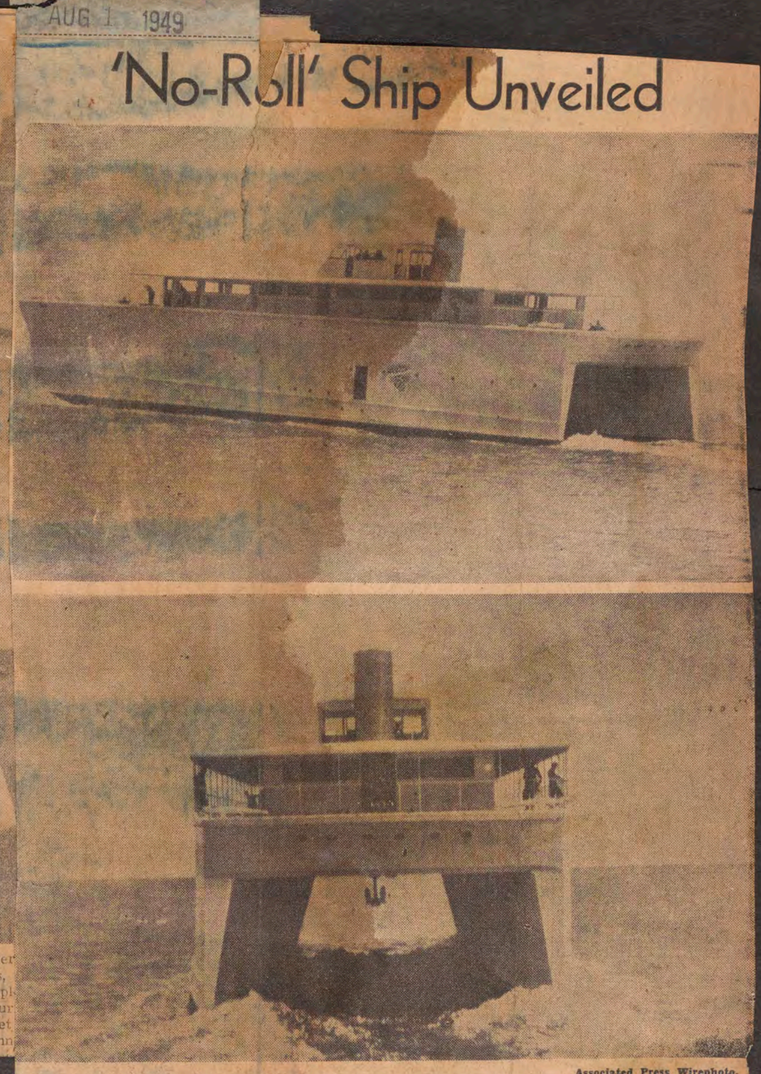


Gar Wood, inventor and speedboat racer, revealed Sunday that he has designed and built a high-speed, twin-hulled ship at his estate, Fisher's Island, Fla. The ship, named the

nturi" and shown her
te and head-on views,
at 26 knots on compl
even keel. The "Ventur
188 feet long and 40 feet
with the twin hulls conn

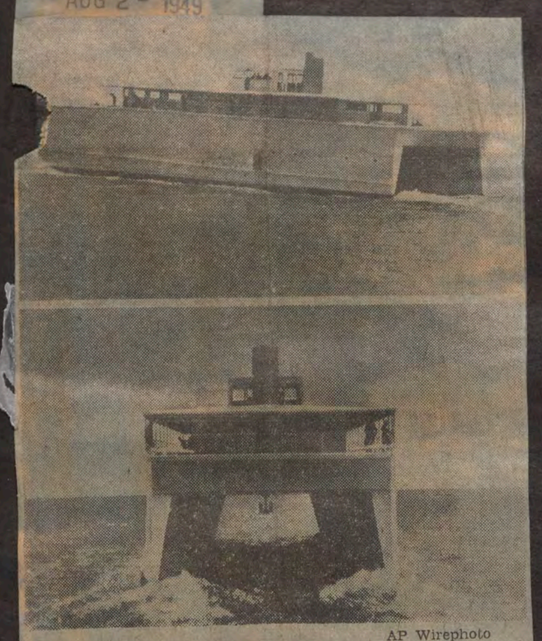
ST LOUIS MO
STAR TIMES
AUG 1 1949

'No-Roll' Ship Unveiled



Associated Press Wirephoto.

GAR WOOD, inventor and former speedboat racer, unveiled yesterday the twinhulled ship shown in side and rear views here. Wood designed and built the craft at his estate, Fisher's Island, Fla., says it will cruise at 26 knots on a completely even keel. Wood says air rushing through the "tunnel" buoys up the ship. He calls it the Venturi.



AP Wirephoto

REVOLUTIONARY—Gar Wood, inventor and speedboat racer, has revealed that he designed and built the above high-speed, twin-hulled ship at his Fisher's Island, Fla., estate. Named the Venturi, shown in side and stern-to- views, she cruises at 26 knots on a completely even keel. She is 188 feet long, 40 feet wide, and has twin hulls connected 22 feet above the waterline. Her designer says wind rushing between the hulls buoys the ship.

Gar Wood Unveils Radically New Ocean Passenger Liner

Detroit, Aug. 1. (AP)—Inventor-industrialist Gar Wood has taken the wraps off a secret ship that eventually may make ocean liners like the Queen Mary obsolete.

It's a strange looking craft with twin hulls. She knifes through the waves instead of climbing over them. The retired king of speedboat racing calls it a prototype of the express passenger liner of tomorrow.

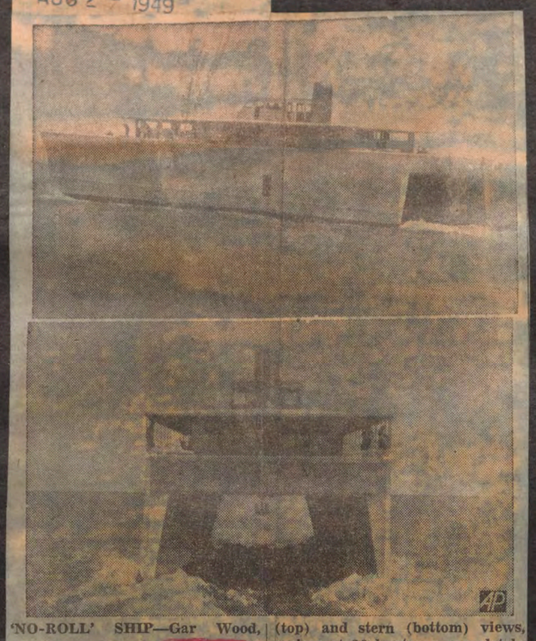
For 28 years Wood has been designing a ship unlike anything that ever before put to sea. He talked publicly for the first time yesterday about his 120-ton experimental craft named the Venturi.

The ship, which cruises at 26 knots through high waves at a completely even keel without roll or pitch was started as a hush-hush job for the army air forces in 1944. The air forces had wanted an extremely mobile radio-controlled target vessel, but the war ended before the AAF secured full value from Wood's ship.

The designer re-acquired the hull from the Government and went to work to develop his dream boat.

He says the basic design should permit surface vessels for the first time to compete favorably with transocean airlines.

His ship, 180 feet long and 40 feet wide, looks much like a floating tunnel when you see her head-on. A broad deck connects the two hulls 22 feet above the waterline. Wood says she is unsinkable.



'NO-ROLL' SHIP—Gar Wood, inventor and speedboat racer, revealed that he has designed and built a high-speed, twin?hulled ship at his estate at Fisher's Island, Fla. The ship, named the "Venturi" and shown here in side (top) and stern (bottom) views, cruises at 26 knots on completely even keel. The "Venturi" is 188 feet long and 40 feet wide with twin hulls connected by a deck 22 feet above the water line. Wood says air rushing through the "tunnel" buoys up the ship.

Gar Wood Takes Wraps Off Secret Ship That May Make Present Liners Obsolete

Detroit (AP) — Inventor-Industrialist Gar Wood has taken the wraps off a secret ship that eventually may make ocean liners like the Queen Mary obsolete.

It's a strange looking craft with twin hulls. She knifes through the waves instead of climbing over them. The retired king of speedboat racing calls it a prototype of the express passenger liner of tomorrow.

For 28 years Wood has been designing a ship unlike anything that ever before put to sea. He talked publicly for the first time Sunday about his 120-ton experimental craft named the "Venturi."

The ship, which cruises at 26 knots through high waves at a completely even keel without roll or pitch was started as a hush-hush job for the army air forces in 1944. The air forces had wanted an extremely mobile radio-controlled target vessel, but the war ended before the AAF secured full value from Wood's ship.

The ship, 180 feet long and 40 feet wide, looks much like a floating tunnel when you see her head-on. A broad deck connects the two hulls 22 feet above the waterline. Wood says she is unsinkable.

Twin-Hulled Ship May Succeed Present Liners, Gar Wood Says

Here are two views of a high-speed, twin-hulled ship built by Gar Wood, inventor and speedboat racer, at his estate, Fisher's Island, in Florida. —AP Wirephoto.

By the Associated Press

DETROIT, Aug. 1—Inventor-industrialist Gar Wood has taken the wraps off a secret ship that he believes eventually may make ocean liners like the Queen Mary obsolete.

It's a strange-looking craft with twin hulls. It knifes through the waves instead of climbing over them. The retired king of speedboat racing calls it a prototype of the express passenger liner of tomorrow.

For 28 years Mr. Wood has been designing a ship unlike anything that ever before put to sea. He talked publicly for the first time yesterday about his 120-ton experimental craft, the "Venturi."

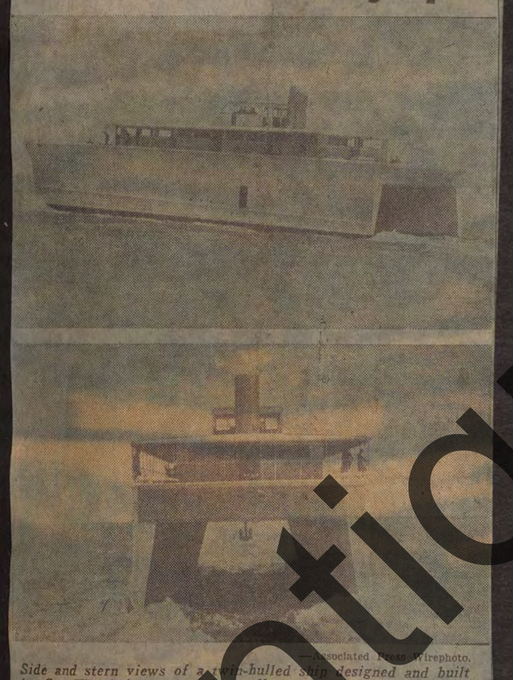
The ship cruises at 26 knots through high waves at a completely even keel without roll or pitch. It was started as a hush-hush job for the Army Air Forces in 1944. The Air Forces had wanted an extremely mobile radio-controlled target vessel, but the war ended before the AAF secured full value from Mr. Wood's ship.

He re-acquired the hull from the Government and went to work to develop his dream boat.

He said the basic design should permit surface vessels for the first time to compete favorably with trans-ocean airlines.

His ship, 180 feet long and 40 feet wide, looks much like a floating tunnel when you see her head-on. A broad deck connects the two hulls 22 feet above the waterline. Mr. Wood said she is unsinkable.

Gar Wood Builds 'Secret' Ship Which Doesn't Roll at High Speed



Side and stern views of a twin-hulled ship designed and built by Gar Wood, inventor and speedboat racer, to eliminate roll at high speeds. —Associated Press Wirephoto.

DETROIT, Aug. 1 (AP).

GAR WOOD, the retired speedboat king, disclosed yesterday the design of a secret ship that may revolutionize ocean travel.

It is the 120-ton Venturi, a sea-going vessel, that slices through the waves on twin hulls and has no roll at high speed.

Wood calls it the prototype, or model, of the express passenger liner of tomorrow. The industrialist-inventor spent 28 years developing the design at an expenditure of $600,000.

Compete With Airlines.

The basic design of the odd-looking craft, Wood said, will permit surface vessels to compete favorably with trans-ocean airlines.

The ship now is being fitted out as a yacht at Wood's private 122-acre island estate below Miami Beach, Fla. Wood expects it to be completed in about four months. The Venturi already has made test runs in the roughest weather. Wood said it has not been possible to make the ship roll, pitch or yaw at any speed.

The experimental craft is 188 feet long and 40 feet wide. A broad deck connects the two hulls about 22 feet above the waterline. Cabins are built atop this deck. The Venturi, seen head-on, looks like a big, square-sided tunnel. The tunnel runs the length of the boat between the hulls. When the ship cruises at 26 knots, air rushes through the tunnel and acts as a shock absorber for any up and down movement of the boat. The air cushion actually lifts the craft enough out of the water so that it draws only six inches of water at the bow and eight feet at the stern.

Tank Tests Made.

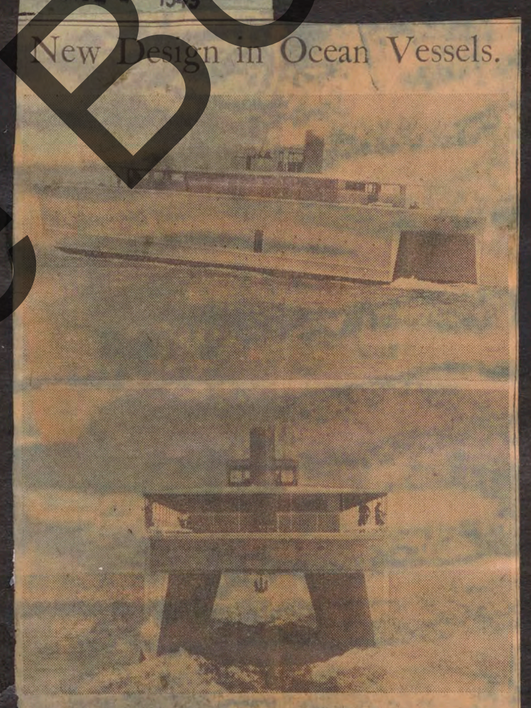
Tank tests indicate, Wood said, that a 16,000-ton ship of Venturi design could easily carry 4000 passengers at a speed of 38 knots. It would require only 120,000 horsepower. He pointed out that a ship like the "Queen Mary" of 80,773 tons requires 200,000 horsepower to carry 1995 passengers at 32 knots.

The Venturi is powered with four 1200 horsepower diesel engines. Its cruising range is 3000 miles.

Wood plans another year of study before deciding upon all details of the craft.

The ship was started as a hush-hush job for the Army Air Forces in 1944. The Air Forces had wanted an exiremely mobile radio-controlled target vessel, but the war ended and Wood re-acquired the hull from the Government.

New Design in Ocean Vessels.



DETROIT, July 31.—Gar Wood, the retired speedboat king, disclosed today the design of a secret ship that may revolutionize ocean travel.

It is the 120-ton Venturi, a sea-going vessel that slices through the waves on twin hulls and has no roll at high speed. The top picture shows a side view, the bottom a view of the stern.

Wood calls it the prototype, or model, of the express passenger liner of tomorrow. The industrialist inventor spent twenty-eight years developing the design at an expenditure of $600,000.

The ship now is being fitted out as a yacht at Wood's private 122-acre island estate below Miami Beach, Fla. Wood expects it to be completed in about four months. It already has made test runs in the roughest weather. Wood said it has not been possible to make the ship roll, pitch or yaw at any speed.

The experimental craft is 188 feet lang and forty feet wide. A broad deck connects the two hulls about twenty-two feet above the waterline. Cabins are built atop this deck. Seen head-on or from the stern it looks like a big, square-sided tunnel. The tunnel runs the length of the boat between the hulls. When the ship cruises at twenty-six knots, air rushes through the tunnel and acts as a shock absorber for any up and down movement of the boat. The air cushion actually lifts the craft enough out of the water so that she draws only six inches of water at the bow and eight feet at the stern.

Tank tests indicate, Wood said, that a 16,000-ton ship of Venturi design could easily carry 4,000 passengers at a speed of thirty-eight knots. It would require only 120,000-horsepower. He pointed out that a ship like the Queen Mary of 80,773 tons requires 200,000-horsepower to carry 1,995 passengers at thirty-two knots.

The Venturi is powered with four 1,200-horsepower diesel engines. Its cruising range is 3,000 miles—(Wirephoto).

AP Wirephoto

REVOLUTIONARY—Gar Wood, inventor and speedboat racer, has revealed that he designed and built the above high-speed, twin-hulled ship at his Fisher's Island, Fla., estate. Named the Venturi, shown in side and stern-to- views, she cruises at 26 knots on a completely even keel. She is 188 feet long, 40 feet wide, and has twin hulls connected 22 feet above the waterline. Her designer says wind rushing between the hulls buoys the ship.

Inventor Takes Wraps Off Radically New Ocean Liner

Detroit, Aug. 1. (AP)—Inventor-industrialist Gar Wood has taken the wraps off a secret ship that eventually may make ocean liners like the Queen Mary obsolete.

It's a strange looking craft with twin hulls. She knifes through the waves instead of climbing over them. The retired king of speedboat racing calls it a prototype of the express passenger liner of tomorrow.

For 28 years Wood has been designing a ship unlike anything that ever before put to sea. He talked publicly for the first time yesterday about his 120-ton experimental craft named the Venturi.

The ship, which cruises at 26 knots through high waves at a completely even keel without roll or pitch was started as a hush-hush job for the army air forces in 1944. The air forces had wanted an extremely mobile radio-controlled target vessel, but the war ended before the AAF secured full value from Wood's ship.

The designer re-acquired the hull from the Government and went to work to develop his dream boat.

He says the basic design should permit surface vessels for the first time to compete favorably with transocean airlines.

His ship, 180 feet long and 40 feet wide, looks much like a floating tunnel when you see her head-on. A broad deck connects the two hulls 22 feet above the waterline. Wood says she is unsinkable.

DAYTON, OHIO
NEWS
Circ. D. 89,574 - S. 135,042
AUG 1 - 1949

THE VENTURI . . . *side and head-on views of "no roll" ship*

Twin-Hull Ship Promises New Passenger Comfort

New York Times Wire Service

DETROIT, Mich., Aug. 1.—A flat-bottom, twin-hull vessel of unconventional design, which utilizes the catamaran principle for maximum stability, has been constructed by Gar Wood after years of planning.

The retired speed boat king calls it a prototype of the express passenger liner of the future. It promises new comfort for travelers since it cruises without pitch or roll at high speed, he said.

Details of the new vessel, named the Venturi, were disclosed here yesterday. It is 188 feet long and 40 feet wide, with a broad deck connecting the two hulls about 32 feet above the waterline. The ship, seen head-on, looks like a mammoth, square sided tunnel. Developed at a cost of $600,000, the new ship cruises at 26 knots drawing only six inches of water at the bow and eight feet at the stern.

Wood explained that air rushing through the tunnel buoys up the ship and serves also as a shock absorber for any up and down movement of the vessel. Explaining that she has been run at full speed in the roughest weather he could find, Wood said:

"We have sailed comfortably at 26 knots without reducing speed even one knot in seas so high that 60 of our 188 feet were out of the water at a time between wave crests.

"We have made full-rudder turns at top speed with waves 10 feet high and we did not heel over more than one or two degrees."

WOOD SAID he plans an additional year of more exacting scientific examination before he establishes all hull and propulsion details of the Venturi.

Tank tests conducted by Wood indicated that a 16,000 ton ship of Venturi design would be able to carry 4000 passengers in roomy comfort, at a speed of 38 knots, and would require only 120,000 horsepower. The present experimental model will be entirely completed and ready for public showing in about four months.

The inventor and industrialist began working on the theory of high-speed comfortable seagoing boats in 1921. In 1933 he decided to apply the catamaran principle of the Polynesian islanders.

Eleven years later he overcame manuverability problems and launched the Venturi at West Palm Beach, Fla., where she was constructed in secret for the Army Air Forces as a target vessel. The war ended before the AAF secured full value from her and Wood reacquired the hull.

The vessel weighs 120 gross tons. She is powered with four 1200 horsepower GM pancake Diesel engines which operate two to a propeller shaft.

Each of the hulls is straight on the outboard side for most of its length. A gentle curve begins about two-thirds of the way aft as a maneuvering aid. The hulls broaden on their inboard sides about two-thirds of the way aft, thus producing a squeezed in tunnel which gave Wood his name for the vessel of Venturi.

—AP Wirepl

GAR WOOD . . . *at whee of new ship*

SAN BERNARDINO, CAL.
SUN
Circ. D. 24,110 - S. 24,543
AUG 2 - 1949

'NO-ROLL' SHIP—Gar Wood, inventor and speedboat racer, has designed and built a high-speed, twin-hulled ship at his Florida estate. The ship, the Venturi, is shown in side and rear views. It cruises at 26 knots on a completely even keel. (AP Wirephoto)

Wood Unveils Secret Ship Which May Revolutionize Ocean Travel

DETROIT, Aug. 1 (AP)—Gar Wood, the retired speedboat king, disclosed today the design of a secret ship that may revolutionize ocean travel.

It is the 120-ton Venturi, a seagoing vessel, that slices through the waves on twin hulls and has no roll at high speed. The Venturi is unlike anything that has ever been seen on the water.

Wood calls its the prototype, or model, of the express passenger liner of tomorrow. The industrialist inventor spent 28 years developing the design of the odd-looking craft, Wood said, which will permit surface vessels to compete favorably with transocean airlines.

FITTED AS YACHT

The ship is being fitted out as a yacht at Wood's private 122-acre island estate below Miami Beach, Fla. Wood expects it to be completed in about four months. The Venturi already has made test runs in the roughest weather. Wood said it has not been possible to make the ship roll, pitch or yaw at any speed.

The experimental craft is 188 feet long and 40 feet wide. A broad deck connects the two hulls about 22 feet above the waterline. Cabins are built atop this deck. The Venturi, seen head-on looks like a big, square-sided tunnel. The tunnel runs the length of the boat between the hulls. When the ship cruises at 26 knots air rushes through the tunnel and acts as a shock absorber for any up and down movement of the boat. The air cushion actually lifts the craft enough out of the water so that she draws only six inches of water at the bow and eight feet at the stern.

COULD CARRY 4,000

Tank tests indicate, Wood said, that a 16,000-ton ship of Venturi design could easily carry 4,000 passengers at a speed of 38 knots. It would require only 120,000 horsepower. He pointed out that a ship like the Queen Mary of 80,773 tons requires 200,000 horsepower to carry 1,995 passengers at 32 knots.

The Venturi is powered with four 1,200-horsepower Diesel engines. Its cruising range is 3,000 miles.

Wood termed results of tests with the Venturi as impressive. He plans, however, another year of study before deciding upon all details of the Venturi.

The Venturi hull was launched originally in 1941 at West Palm Beach, Fla. Wood built her in secret there for the Army Air Forces. The war ended, however, before the A.A.F. secured full value from her and Wood reacquired the hull.

MILWAUKEE, WIS.
SENTINEL
Circ. D. 188,266 - S. 272,664
AUG 1 - 1949

Gar Wood's Secret Ship Plan May Revolutionize Sea Trave

Shown in stern and side views is the Venturi, designed by Gar Wood. It is 188 feet long and 40 feet wide, with twin hulls connected by a deck 22 feet above waterline. The inventor says air rushing through the "tunnel" buoys up the ship, which cruises at 26 knots on completely even keel.

Associated Press Wirephotos.

Retired Speed King Says Boat Will Rival Ocean Airlines

DETROIT, July 31—(AP)—Gar Wood, the retired speedboat king, disclosed today the design of a secret ship that may revolutionize ocean travel.

It is the 120-ton Venturi, a seagoing vessel, that slices through the waves on twin hulls and has no roll at high speed. The Venturi is unlike anything that has ever been seen on the water.

Wood calls it the prototype, or model, of the express passenger liner of tomorrow. The industrialist inventor spent 28 years developing the design at an expenditure of $600,000.

The basic design of the odd-looking craft, Wood said, will permit surface vessels to compete favorably with trans-ocean airlines.

The ship now is being fitted out as a yacht at Wood's private 122-acre island estate below Miami Beach, Fla. Wood expects it to be completed in about four months.

Tank tests indicate, Wood said, that a 16,000 ton ship of Venturi design could easily carry 4,000 passengers at a speed of 38 knots. It would require only 120,000 horsepower. A ship like the Queen Mary, 80,773 tons, requires 200,000 horsepower to carry 1,995 passengers at 32 knots.

The Venturi is powered with four 1,200 horsepower diesel engines. Its cruising range is 3,000 miles.

READING, PA.
EAGLE
Circ. D. 44,765 - S. 40,139
AUG 7 - 1949

SEASICK PASSENGERS' DREAM—Gar Wood spent 25 years designing this craft that stays level as pool table even in heavy seas. He hopes it will make liners like Queen Mary obsolete.

YOUNGSTOWN O VINDICATOR
MONDAY AUGUST 1 1949

Speedy New "No-Roll" Ship Cuts Water at 26 Knots

Gar Wood Builds Vessel with Twin Hulls

(By The Associated Press)

Detroit, Aug. 1.—Inventor-Industrialist Gar Wood has taken the wraps off a secret ship that eventually may make ocean liners like the Queen Mary obsolete.

It's a strange looking craft with twin hulls. She knifes through the waves instead of climbing over them. The retired king of speedboat racing calls it a prototype of the express passenger liner of tomorrow.

For 28 years Wood has been designing a ship unlike anything that ever before put to sea. He talked publicly for the first time Sunday about his 120-ton experimental craft named the Venturi.

The ship, which cruises at 26 knots through high waves at a completely even keel without roll or pitch was begun as a hush-hush job for the army air forces in 1944. The air forces had wanted an extremely mobile radio-controlled target vessel, but the war ended before the AAF secured full value from Wood's ship.

The designer reacquired the hull from the government and went to work to develop his dream boat.

He says the basic design should permit surface vessels for the first time to complete favorably with trans-ocean airlines.

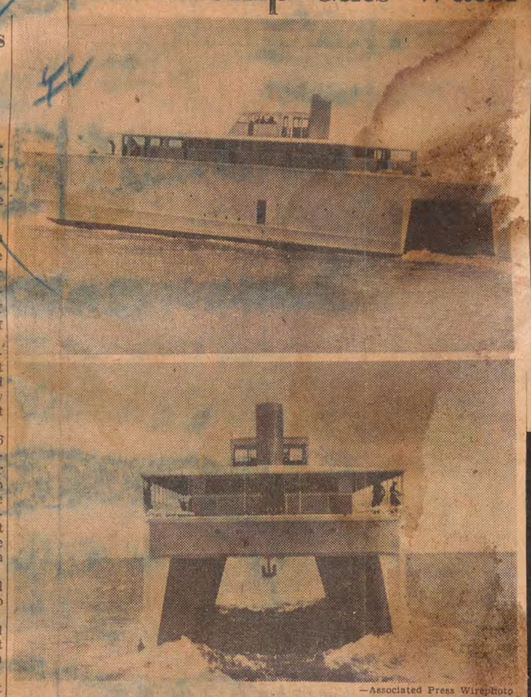
His ship, 180 feet long and 40 feet wide, looks much like a floating tunnel when you see her head-on. A broad deck connects the two hulls 22 feet above the waterline. Wood says she is unsinkable.

The tunnel runs the length of the boat between the hulls. When the ship cruises at 26 knots, air rushes through the tunnel and acts as a shock absorber for any up-and-down movement of the boat. The air cushion actually lifts the craft enough out of the water so that she draws only six inches of water at the bow and eight feet at the stern.

Tank tests indicate, Wood said, that a 16,000-ton ship of Venturi design could easily carry 4,000 passengers at a speed of 38 knots. It would require only 120,000 horsepower. He pointed out that a ship like the Queen Mary of 80,778 tons requires 200,000 horsepower to carry 1,995 passengers at 32 knots.

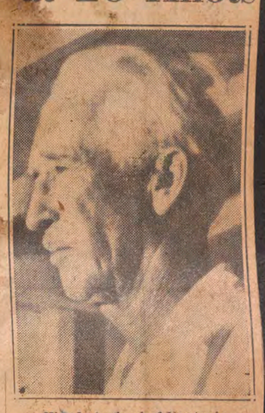
The Venturi is powered with four 1,200-horsepower Diesel engines. Its cruising range is 3,000 miles.

Wood termed results of tests with the Venturi impressive. He plans, however, another year of study



—Associated Press Wirephoto

Gar Wood, inventor and speedboat racer, has designed and built a high-speed, twin-hulled ship at his estate, Fisher's Island, Fla. The ship, named the Venturi and shown in side and head-on views, cruises at 26 knots on completely even keel. The Venturi is 188 feet long and 40 feet wide with the twin hulls connected by a deck 22 feet above the waterline. Wood says air rushing through the "tunnel" buoys up the ship. He believes the ship is the prototype of the express passenger liner of tomorrow.



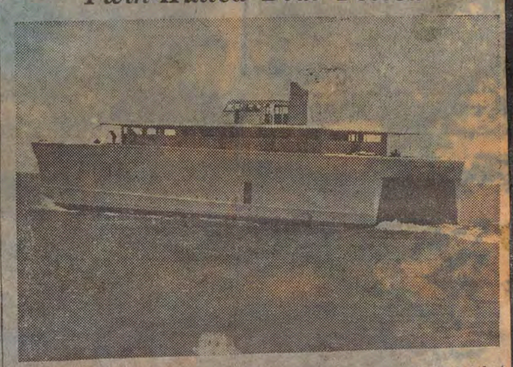
Wood at wheel of Venturi.

HARTFORD CONN. COURANT
AUG 2 - 1949

Gar Wood's 'No-Roll' Ship

Gar Wood has designed and built a twin-hulled ship at Fisher's Island, Fla. The ship, named the Venturi and shown above in stern view, cruises at 26 knots. The Venturi is 188 feet long and 40 feet wide with the twin hulls connected by a deck 22 feet above the waterline. Wood says air rushing through the "tunnel" buoys up the ship (Associated Press Pi

Twin-Hulled Boat Tested



Gar Wood, inventor and speedboat racer, revealed July 31 that he has designed and built this high-speed, twin-hulled ship at his estate, Fisher's Island, Fla. The ship, named the Venturi and shown above in a side view, cruises at 26 knots on completely even keel (Associated Press Photo).

WILLIAMSPORT, PA.
GRIT
Circ. S. 559,209
AUG 14 1949

New Type Speed Racer

GAR WOOD, inventor and speedboat racer, has designed and built this high speed twin-hulled ship. Named the Venturi, it cruises at 26 knots on a comparatively even keel. The Venturi is 188 feet long and 40 feet wide with twin hulls connected by a deck 22 feet above the waterline. Wood says the air rushing through the tunnel buoys the ship exceptionally well.

CINCINNATI, OHIO
POST
Circ. D. 153,124
AUG 4 - 1949

GAR WOOD'S TWIN-HULLED YACHT
. . . built to ride heaviest seas.

GAR WOOD AT THE WHEEL
. . . product of 28 years' work.

Gar Wood Designs New Ship for Heavy Seas

DETROIT, Aug. 3 (UP).—A twin-hulled ship which cuts through the waves with a minimum of stress and rolling has been introduced by Gar Wood, speedboat manufacturer, as a model for the super ocean liner of the future.

Wood has made public for the first time details of his 120-ton experimental yacht "Venturi" which he built in 1944 for the Army Air Forces. He predicted that the air tunnel formed by the two hulls which support the ship's cabin deck will revolutionize ocean travel. The narrow hulls of the "Venturi" slice through the waves, permitting the ship to speed on at a completely even keel, undisturbed, Wood said.

The Detroit manufacturer said he had tested the graceful, 188-foot "Venturi" in the roughest possible weather without finding it necessary to reduce the 26-knot cruising speed. The "Venturi" has four 1200 h. p. Diesel engines and a cruising range of 3000 miles. The air tunnel acts as a cushion which lifts the ship's plywood hulls out of the water so they only draw six inches of water at the bow and eight feet at the stern.

"Tests indicate a 16,000-ton ship of "Venturi" design could easily carry 4000 persons at 38 knots using only 120,000 horsepower," Wood said. He said the "Venturi" was the result of 28 years of research and experimentation.

Final details of the ship's construction are being completed at the secluded island estate of the late William K. Vanderbilt near Miami, Fla., to permit public showing in about four months, Wood said. He estimated the cost of the vessel at $600,000.

ROCK ISLAND, ILL.
ARGUS
Circ. D. 23,388

Gar Wood, inventor and speed boat racer, has revealed [illegible] ship at his estate, Fisher's Island, Fla. The [illegible] side and stern views, cruises at 26 knots on completely [illegible] and 40 feet wide with twin hulls connected by a deck 22 feet [illegible] through the "tunnel," buoys up the ship. (AP wirephoto.)

Gar Wood Develops Vessel With Two Hulls That Does Not Roll When Going Fast

Detroit—(INS)—Gar Wood, onetime speedboat champion, has developed a twin-hulled ship which, for speed and comfort, is expected to rival current ocean liners and trans-ocean planes.

Wood said yesterday in Detroit that his 120-ton vessel, the Venturi, has no roll at high speeds and does not pitch or yaw in the roughest weather.

The ship is 188 feet long and 40 feet wide. The two hulls are joined by a board deck about 22 feet above the waterline. Cabins are built on the deck.

The Venturi resembles a large, square-sided tunnel when seen from the front. When it cruises at 26 knots, air rushes through the air tunnel between the hulls, acting as a shock absorber for any rolling motion of the ship.

The air cushion also serves as a lift, raising the vessel [illegible] water so that the Venturi draws only six inches of water at the bow and eight feet at the stern.

Wood, who spent 28 years and $600,000 developing his design, said he expects to have the Venturi completed in four months.

ROCHESTER, N. Y.
TIMES-UNION
Circ. D. 105,918
AUG 1 - 1949

Twin-Hulled Craft Called Future Liner

Detroit—(UP)—A twin-hulled ship which cuts through the waves with a minimum of stress and rolling was introduced today by Speedboat Manufacturer Gar Wood as a model for the super ocean liner of the future.

Wood made public the details of his 120-ton experimental yacht Venturi which he built in 1944 for the Army Air Force. He predicted that the air tunnel formed by the two hulls which support the cabin deck will revolutionize ocean travel.

"The massive hulls of present-day ships which crash and plow their way through the water waste a tremendous amount of power," Wood said. "The narrow twin hulls of the Venturi slice through the waves, permitting the ship to speed on at a completely even keel, undisturbed"

He said he had tested the 188-foot Venturi in roughest weather without finding it necessary to reduce the 26-knot cruising speed.

The Venturi has four 1,200-horsepower diesel engines and a cruising range of 3,000 miles.

This strange-looking craft is Gar Wood's twin-hulled Venturi. (Acme Telephoto)

LANCASTER, PA.
Intelligencer-Journal
Circ. D. 26,885

Gar Wood Unveils "No-Roll" Ship

Gar Wood, inventor and speed-boat racer, revealed Sunday that he has designed and built a high-speed, twin-hulled ship at his estate, Fisher's Island, Fla. The ship, named the "Venturi" and shown here in side and rear views, cruises at 26 knots on completely even keel. The "Venturi" is 188 feet long and 40 feet wide with the twin hulls connected by a deck 22 feet above the waterline. Wood says air rushing through the "tunnel" buoys up the ship. (AP Wirephoto)

Secret Gar Wood Ship May Revolutionize Ocean Travel

Detroit—(AP)—Gar Wood, the retired speedboat king, disclosed Sunday the design of a secret ship that may revolutionize ocean travel.

It is the 120-ton "Venturi," a sea-going vessel that slices through the waves on twin hulls and has not roll at high speed. The "Venturi" is unlike anything that has ever been seen on the water.

Wood calls it the prototype, or model, of the express passenger liner of tomorrow. The industrialist inventor spent 28 years developing the design at an expenditure of $600,000.

COMPETES WITH PLANES

The basic design of the odd-looking craft, Wood said, will permit surface vessels to compete favorably with trans-ocean airlines.

The ship now is being fitted out as a yacht at Woods's private 122-acre island estate below Miami Beach, Fla. Wood expects it to be completed in about four months. The "Venturi" already has made test runs in the roughest weather. Wood said it has not been possible to make the ship roll, pitch or yaw at any speed.

The experimental craft is 188 feet long and 40 feet wide. A broad deck connects the two hulls about 22 feet above the waterline. Cabins are build atop this deck. The "Venturi," seen head-on, looks like a big, square-sided tunnel. The tunnel runs the length of the boat between the hulls. When the ship cruises at 26 knots, air rushes through the tunnel and acts as a

Turn To Page 4 For More Of SHIP

SHIP

(Continued From Page One)

shock absorber for any up and down movement of the boat. The air cushion actually lifts the craft enough out of the water so that she draws only six inches of water at the bow and eight feet at the stern.

Tank tests indicate, Wood said, that a 16,000 ton ship of "Venturi" design could easily carry 4,000 passengers at a speed of 38 knots. It would require only 120,000 horsepower. He pointed out that a ship like the "Queen Mary" of 80,773 tons requires 200,000 horsepower to carry 1,995 passengers at 32 knots.

The "Venturi" is powered with four 1,200 horsepower diesel engines. Its cruising range is 3,000 miles.

MT. PLEASANT, MICH.
TIMES NEWS
Circ. D. 5,307
AUG 1 - 1949

DEVELOPS TWIN-HULLED SHIP

Gar Wood Startles Sea-Going World

DETROIT — (UP) — A twin-hulled ship which cuts through the waves with a minimum of stress and rolling was introduced by speedboat manufacturer Gar Wood as a model for the super ocean liner of the future.

Wood made public for the first time the details of his 120-foot experimental yacht "Venturi" which he built in 1944 for the army air forces. He predicted that the air tunnel formed by the two hulls which support the ship's cabin deck will revolutionize ocean travel.

"The massive hulls of present-day ships which crash and plow their way through the water waste a tremendous amount of power," Wood said. "The narrow twin hulls of the 'Venturi' slice through the waves permitting the ship to speed on at completely even keel, undisturbed."

Wood said he had tested the graceful 188-foot "Venturi" in the roughest possible weather finding it necessary to reduce the 26 knot cruising speed. He said the deck connecting the hulls 22 feet above the water line spanned mountainous waves without appreciable pitch.

The "Venturi" has four 1,200 horsepower diesel engines and cruising range of 3,000 miles. The air tunnel acts as a cushion which lifts the ship's plywood hulls out of the water so they only draw six inches of water at the bow and eight feet at the stern.

"Tests indicate a 16,000 ton ship of 'Venturi' design could easily carry 4,000 persons at 38 knots using only 120,000 horsepower," Wood said. "This is revolutionary considering that the 80,733-ton Queen Mary uses 200,000 horsepower to carr only 1,995 passengers at 32 knots."

Final details of the ship's construction are being completed at the secluded island estate of the late William K. Vanderbilt near Miami, Fla., to permit public showing in about four months, Wood said. He estimated the cost of the vessel at $600,000.

HERKIMER, N. Y.
TELEGRAM
Circ. D. 5,712
AUG 1 - 1949

Twin-Hulled Vessel Foreshadows Liner of Future

Detroit (UP) — A twin-hulled ship which cuts through the waves with a minimum of stress and rolling was introduced today by speedboat manufacturer Gar Wood as a model for the super ocean liner of the future.

Wood made public for the first time the details of his 120-ton experimental yacht "Venturi," which he built in 1944 for the Army Air Forces. He predicted that the air tunnel formed by the two hulls which support the ship's cabin deck will revolutionize ocean travel.

"The massive hulls of present-day ships which crash and plow their way through the water waste a tremendous amount of power," Wood said. "The narrow twins hulls of the 'Venturi' slice through the waves permitting the ship to speed on at a completely even keel, undisturbed."

The Detroit manufacturer said he had tested the graceful 188-foot "Venturi" in the roughest possible weather without finding it necessary to reduce the 26 knot cruising speed. He said the deck connecting the hulls 22 feet above the water line spanned mountainous waves without any appreciable pitch.

The "Venturi" has four 1,200 hosepower diesel engines and a cruising range of 3,000 miles. The air tunnel acts as a cushion which lifts the ship's plywood hulls out of the water so they only draw six inches of water at the bow and eight feet at the stern.

"Tests indicate a 16,000-ton ship of "Venturi" design could easily carry 4,000 persons at 38 knots using only 120,000 horsepower," Wood said. "This is revolutionary considering that the 80,733-ton Queen Mary uses 200,000 horsepower to carry 1,995 passengers at 32 knots."

Final details of the ship's construction are being completed at the secluded island estate of the late William K. Vanderbilt near Miami, Fla., to permit public showing in about four months, Wood said. He estimated the cost of the vessel at $600,000.

PHILADELPHIA, PA.
INQUIRER
Circ. D. 724,767 - S. 1,083,113

AUG 1 - 1949

Twin-Hulled Ship Eliminates Roll

DETROIT, July 31 (AP). — Gar Wood, the retired speedboat king, disclosed today the design of a secret ship that may revolutionize ocean travel.

It is the 120-ton Venturi, a seagoing vessel that slices through the waves on twin hulls and has no roll at high speed. The Venturi is unlike anything that has even been seen on the water.

Wood calls it the prototype, or model, of the express passenger liner of tomorrow. The industrialist-inventor spent 28 years developing the design at a cost of $600,000.

COMPETE WITH AIRLINERS

The basic design of the odd-looking craft, Wood said, will permit surface vessels to compete favorably with trans-oceanic airliners.

The ship is being fitted out as a yacht at Wood's 122-acre island estate below Miami Beach, Fla. Wood expects it to be completed in about four months.

The Venturi already has made test runs in the roughest weather. Wood said it has not been possible to make the ship roll, pitch or yaw at any speed.

TUNNEL BETWEEN HULLS

The experimental craft is 188 feet long and 40 feet wide. A board deck connects the two hulls about 22 feet above the waterline. Cabins are built atop this deck.

The Venturi, seen head-on, looks like a big, square-sided tunnel. The tunnel runs the length of the boat between the hulls. When the ship cruises at 26 knots, air rushes through the tunnel and acts as a shock absorber for any up and down movement of the boat. The air cushion actually lifts the craft enough out of the water so that she draws only six inches of water at the bow and eight feet at the stern.

LESS POWER REQUIRED

Tank tests indicate, Wood said, that a 16,000-ton ship of Venturi design could easily carry 4000 passengers at a speed of 38 knots. It would require only 120,000 horsepower. He pointed out that a ship like the Queen Mary, of 80,773 tons, requires 200,000 horsepower to carry 1995 passengers at 32 knots.

The Venturi is powered with four 1200-horsepower Diesel engines. Its cruising range is 8000 miles.

Wood termed results of tests as impressive. He plans, however, another year of study before deciding upon all details.

NORFOLK, VA. PILOT
AUG 1 - 1949

Wood Builds 2-Hull Ship With No Roll

Former Speedboat King May Revolutionize Ocean Travel

Detroit, July 31.—(AP)—Gar Wood, the retired speedboat king, disclosed today the design of a secret ship that may revolutionize ocean travel.

It is the 120-ton "Venturi," a seagoing vessel, that slices through the waves on twin hulls and has no roll at high speed. The "Venturi" is unlike anything that has ever been seen on the water.

Wood calls it the prototype, or model, of the express passenger liner of tomorrow. The industrialist inventor spent 28 years developing the design at an expenditure of $600,000.

The basic design of the odd-looking craft, Wood said, will permit surface vessels to compete favorably with trans-ocean airlines.

Fitted Out as Yacht

The ship now is being fitted out as a yacht at Wood's private 122-acre island estate below Miami Beach, Fla. Wood expects it to be completed in about four months. The "Venturi" already has made test runs in the roughest weather. Wood said it has not been possible to make the ship roll, pitch or yaw at any speed.

The experimental craft is 188 feet long and 40 feet wide. A broad deck connects the two hulls about 22 feet above the waterline. Cabins are built atop this deck. The "Venturi," seen head-on, looks like a big, square-sided tunnel. The tunnel runs the length of the boat between the hulls. When the ship cruises at 26 knots air rushes through the tunnel and acts as a shock absorber for any up and down movement of the boat. The air cushion actually lifts the craft out of the water so that she draws only six inches of water at the bow and eight feet at the stern.

2 Diesel Engines

The "Venturi" is powered with four 1,200-horsepower Diesel engines. Her cruising range is 3,000 miles.

Associated Press Wirephoto

GAR WOOD'S "NO-ROLL" SHIP—The "Venturi," a ship designed by Gar Wood which may revolutionize ocean travel by the elimination of roll, in side and head-on views. Wood, inventor and retired speedboat racer, says air rushing through the "tunnel" buoys up the ship.

FLINT, MICH.
JOURNAL
Circ. D. 69,569 - S. 68,186

AUG 1 - 1949

GAR WOOD'S 'NO-ROLL' SHIP—Gar Wood, inventor and speedboat racer, reveals that he has designed and built a high-speed, twin-hulled ship, named the Venturi. These two AP Wirephotos show side and head-on views.

New Type Ocean Liner Designed by Gar Wood

Detroit —AP— Inventor-industrialist Gar Wood has taken the wraps off a secret ship that eventually may make ocean liners like the Queen Mary obsolete.

It's a strange looking craft with twin hulls. She knifes through the waves instead of climbing over them. The retired king of speedboat racing calls it a prototype of the express passenger liner of tomorrow.

For 28 years Wood has been designing a ship unlike anything that ever before put to sea. He talked publicly for the first time Sunday about his 120-ton experimental craft named the "Venturi."

The ship, which cruises at 26 knots through high waves at a completely even keel without roll or pitch, was started as a hush-hush job for the Army Air Forces in 1944. The Air Forces had wanted an extremely mobile radio-controlled target vessel, but the war ended before the AAF obtained full value from Wood's ship.

The designer reacquired the hull from the Government and went to work to develop his dream boat.

He says the basic design should permit surface vessels for the first time to compete favorably with transocean airlines.

His ship, 180 feet long and 40 feet wide, looks much like a floating tunnel when you see her head-on. A broad deck connects the two hulls 22 feet above the waterline. Wood says she is unsinkable.

The "Venturi" is being fitted out as a luxury yacht and will be completed about next November.

Tests show, Wood said, that a 16,000-ton ship of the "Venturi" design could carry 4,000 passengers in roomy comfort at the high speed of 38 knots. It would require only 120,000 horsepower.

The inventor pointed out that the 80,773-ton "Queen Mary" which carries 1,995 passengers at a speed of 32 knots requires 200,000 horsepower.

Describing the performance of the "Venturi" in test runs, Wood said, "we have sailed comfortably at 26 knots without reducing speed even one knot in seas so high that 60 of our 188 feet were out of the water at a time, between wave crests."

Wood said the tests have been impressive but he wants another year to perfect his creation.

Wood said the tunnel-like shape of the "Venturi" was planned on the principles of slicing through waves with a minimum of drag. Conventional liners, he said, waste power by climbing waves and pushing aside water.

In the "Venturi's" tunnel, Wood explained, the air acts as a shock absorber, smothering up-and-down motion of the boat. He added the air "lifts" the boat even at moderate speeds, decreasing draft and reducing the amount of speed-killing wetted hull surface.

Wood said he has no interest in profits from the "Venturi." If any profits come through licensing construction of larger craft built on the "Venturi" design, Wood said the money would be set aside for maritime research by the Gar Wood Foundation.

(Acme Telephoto)

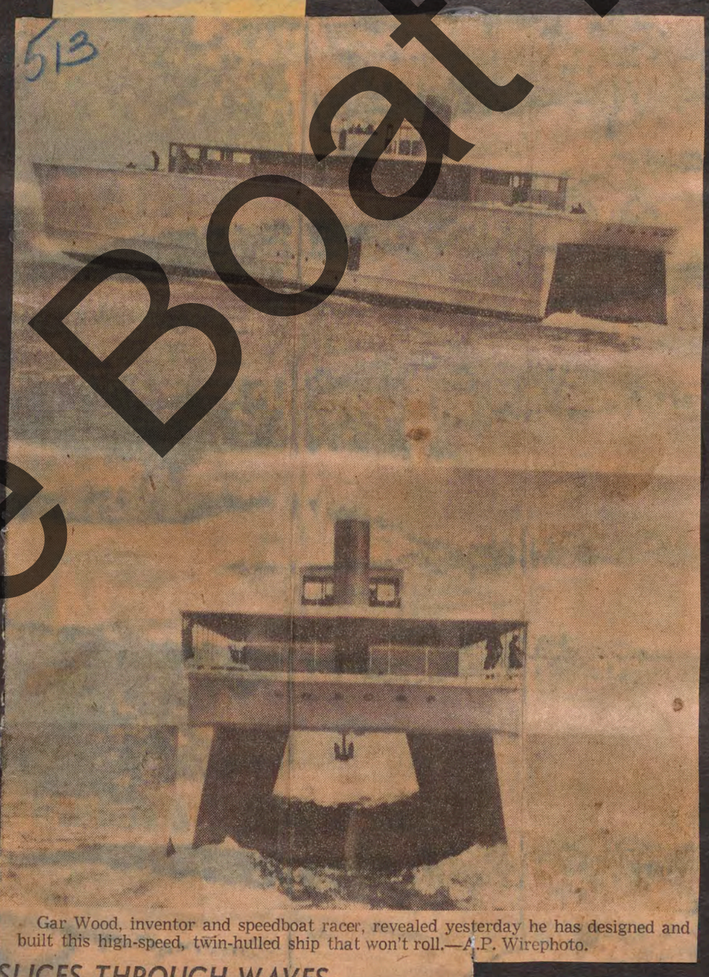
'NO ROLL' SHIP UNVEILED BY GAR WOOD

Two views of the twin-hulled ship Gar Wood, inventor and retired speedboat racer, has built at his estate below Miami Beach, Fla. The vessel cruises at 26 knots on completely even keel. Wood says air rushing through "tunnel" buoys up the ship.

San Diego, Calif.
Union
(Cir. D. 60,771 - S. 115,328)

AUG 1 1949

513



Gar Wood, inventor and speedboat racer, revealed yesterday he has designed and built this high-speed, twin-hulled ship that won't roll.—A.P. Wirephoto.

SLICES THROUGH WAVES

Gar Wood Designs Twin-Hull Ship

DETROIT, July 31 (AP)—Gar Wood, retired speedboat king, disclosed today design of a secret ship that may revolutionize ocean travel. It is the 120-ton Venturi, a seagoing vessel that slices through the waves on twin hulls and has no roll at high speed. The venturi is unlike anything that ever has been seen on the water.

Wood calls it the prototype, or model, of the express passenger liner of tomorrow. The industrialist inventor spent 28 years developing the design at an expenditure of $600,000.

The basic design of the odd-looking craft, Wood said, will permit surface vessels to compete favorably with transocean airlines.

The diesel-powered ship is being fitted out as a yacht at Wood's private 122-acre island estate below Miami Beach, Fla. Wood expects it to be completed in about 4 months. The Venturi already has made test runs in rough weather.

The experimental craft is 188 feet long and 40 feet wide. A broad deck connects the two hulls about 22 feet above the waterline. Cabins are built atop this deck. head-on, the Venturi looks big, square-sided tunnel.

DAYTON, OHIO
JOURNAL-HERALD
Circ. D. 39,830 - Sat. 32,248

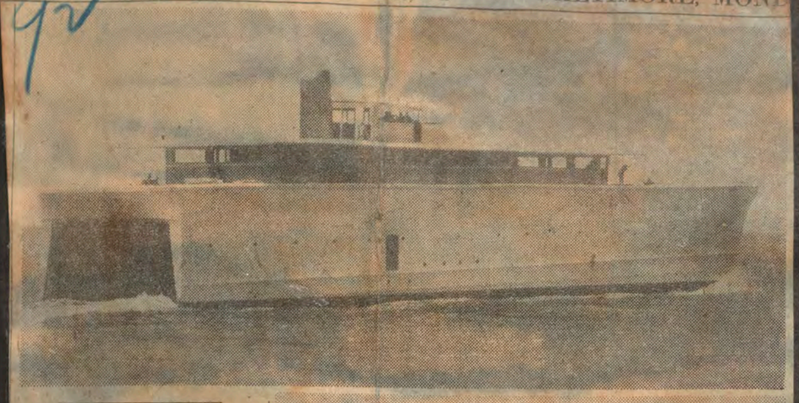
AUG 2 1949

Gar Wood's "Rough Weather" Yacht Makes Debut

MIAMI BEACH, FLA.—This is the stern view of the Venturi, Gar Wood's "rough weather" yacht, which he says is adaptable to large scale ocean liner use for ships up to 16,000 tons. The aerfoil tunnel between the twin hulls adds buoyancy and stability to the vessel, Wood says. Through the tunnel can be seen Wood's private PT boat. (Acme Telephoto)

MD MORNING SUN
AUG 1 - 1949

PAID CIRCULATION JUNE
MORNING, 172,395 | EVENING, 193,076 | 365,471 || SUNDAY 306,574
BALTIMORE, MONT



SHIP CUTS SEA ON TWIN HULLS

New Gar Wood Vessel Touted As Liner Of Tomorrow

Detroit, July 31 (AP)—Gar Wood, the retired speedboat king, disclosed today the design of a secret ship that may revolutionize ocean travel.

It is the 120-ton Venturi, a seagoing vessel, that slices through the waves on twin hulls and has no roll at high speed. The Venturi is unlike anything that has ever been seen on the water.

Wood calls it the prototype, or model, of the express passenger liner of tomorrow. The industrialist inventor spent 28 years developing the design at an expenditure of $600,000.

The basic design of the odd-looking craft, Wood said, will permit surface vessels to compete favorably with trans-ocean airlines.

Won't Roll, Pitch Or Yaw

The ship is being fitted out as a yacht at Wood's private 122-acre island estate below Miami Beach, Fla. Wood expects it to be completed in about four months. The Venturi already has made test runs in the roughest weather. Wood said it had not been possible to make the ship roll, pitch or yaw at any speed.

The experimental craft is 188 feet long and 40 feet wide. A broad deck connects the two hulls about 22 feet above the waterline. Cabins are built atop this deck.

The Venturi, seen head-on, looks like a big, square-sided tunnel. The tunnel runs the length of the boat between the hulls. When the ship cruises at 26 knots, air rushes through the tunnel and acts as a shock absorber for any up-and-down movement of the boat.

The air cushion actually lifts the craft enough out of the water so that she draws only 6 inches of water at the bow and 8 feet at the stern.

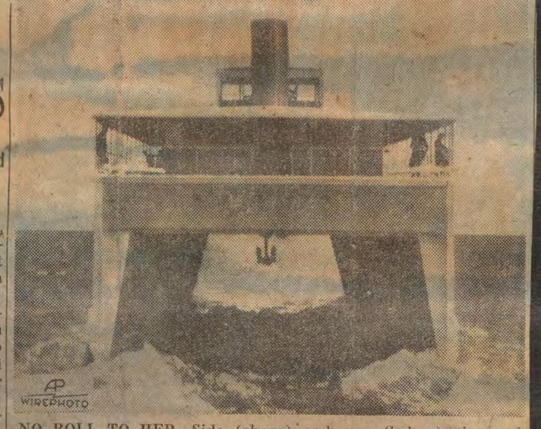
4,000 Passengers Sighted

Tank tests indicate, Wood said, a 16,000-ton ship of Venturi design could easily carry 4,000 passengers at a speed of 38 knots. It would require only 120,000 horsepower. He pointed out that a ship like the Queen Mary, of 80,773 tons, requires 200,000 horsepower to carry 1,995 passengers at 32 knots.

The Venturi is powered with four 1,200-horsepower Diesel engines. Its cruising range is 3,000 miles.

Wood termed results of tests with the Venturi as impressive. He plans, however, another year of study before deciding upon all details of the Venturi.

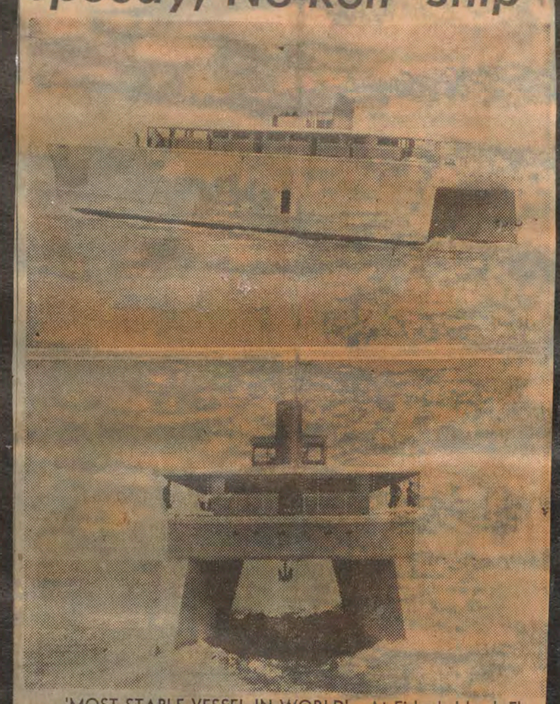
The Venturi hull was launched originally in 1944 at West Palm Beach, Fla. Wood built her in secret there for the Army Air Force. The war ended, however, before the AAF secured full value from her and Wood reacquired the hull.



NO ROLL TO HER—Side (above) and rear (below) views of Gar Wood's Venturi, which, he says, cruises at 26 knots on completely even keel. Air rushing through the "tunnel" between the twin hulls buoys up the ship and keeps it from rolling.

SEATTLE, WASH.
TIMES
Circ. D. 178,817 - S. 223,237
AUG 1 1949

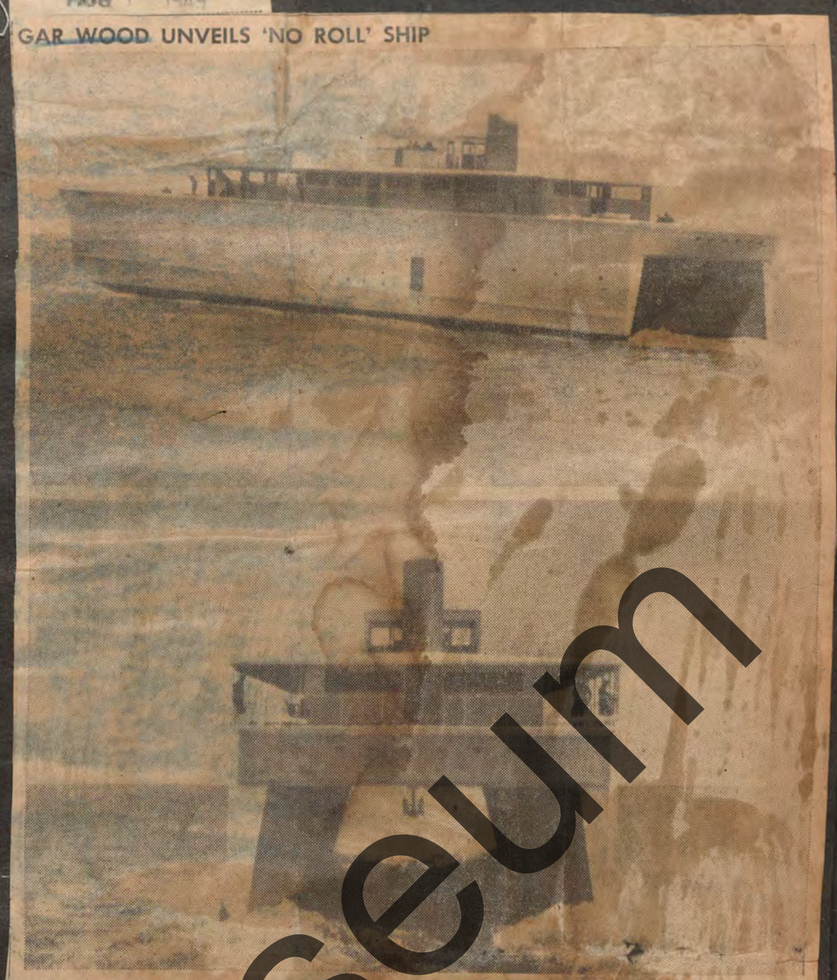
Gar Wood Unveils His Speedy, 'No-Roll' Ship



'MOST STABLE VESSEL IN WORLD': At Fisher's Island, Fla., yesterday—Gar Wood, inventor and speed-boat racer, revealed that he had designed and built a high-speed, twin-hulled ship on his Fisher's Island estate near Miami. The ship named the Venturi, shown here (side and head-on views) cruises at 26 knots on a completely even keel. The Venturi is 188 feet long and 40 feet wide with twin hulls connected by a deck 22 feet above the water line. Wood says air rushing through the "tunnel" buoys up the ship. He calls it the most stable vessel in the world and believes it is the prototype of the express passenger liner of tomorrow.—A. P. wirephotos.

DECATUR, ILL.
HERALD
Circ. D. 27,003
AUG 1 1949

GAR WOOD UNVEILS 'NO ROLL' SHIP



Gar Wood, inventor and speedboat racer, revealed Sunday that he has designed and built a high-speed, twin-hulled ship at his estate, Fisher's Island, Fla. The ship, named the "Venturi" and shown here in side and head-on views, cruises at 26 knots on completely even keel. The "Venturi" is 188 feet long and 40 feet wide with the twin hulls connected by a deck 22 feet above the waterline. Wood says air rushing through the "tunnel" buoys up the ship. (AP WIREPHOTO)

Design of New Vessel May Revolutionize Ocean Travel

Detroit, July 31 (AP)

Gar Wood, the retired speedboat king, disclosed today the design of a secret ship that may revolutionize ocean travel.

It is the 120-ton "Venturi," a seagoing vessel, that slices through the waves on twin hulls and has no roll at high speed. The "Venturi" is unlike anything that has ever been seen on the water.

WOOD CALLS it the prototype, or model, of the express passenger liner of tomorrow. The industrialist inventor spent 28 years developing the design at an expenditure of $600,000.

The basic design of the odd-looking craft, Wood said, will permit surface vessels to compete favorably with trans-ocean airlines.

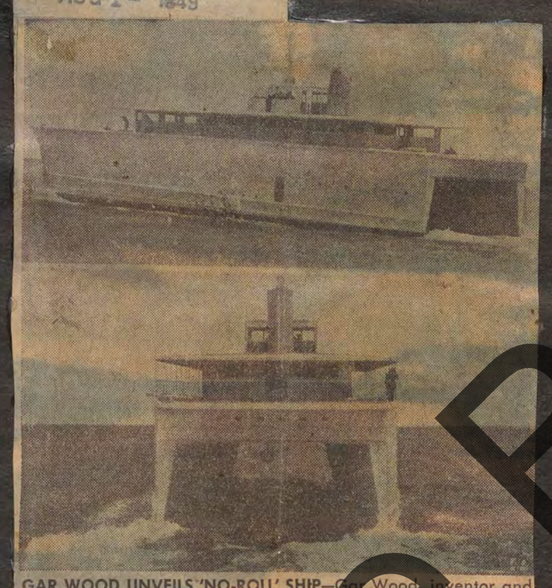
The ship now is being fitted out as a yacht at Woods's private 122-acre island estate below Miami Beach, Fla. Wood expects it to be completed in about four months. It already has made test runs in the roughest weather. Wood said it has not been possible to make the ship roll, pitch or yaw at any speed.

The experimental craft is 188 feet long and 40 feet wide. A broad deck connects the two hulls about 22 feet above the waterline. Cabins are built atop this deck. The "Venturi," seen head-on looks like a big, square-sided tunnel. The tunnel runs the length of the boat between the hulls. When the ship cruises at 26 knots air rushes through the tunnel and acts as a shock absorber for any up and down movement of the boat. The air cushion actually lifts the craft enough out of the water so that she draws only six inches of water at the bow and eight feet at the stern.

TANK TESTS indicate, Wood said, that a 16,000 ton ship of this design could easily carry 4,000 passengers at a speed of 38 knots. It would require only 120,000 horsepower. He pointed out that a ship like the "Queen Mary" of 80,773 tons requires 200,000 horsepower to carry 1,995 passengers at 32 knots.

The "Venturi" is powered with four 1,200 horsepower diesel engines. Its cruising range is 3,000 miles.

ASBURY PARK, N. J.
PRESS
Circ. D. 19,494 S. 15,565
AUG 1 - 1949



GAR WOOD UNVEILS 'NO-ROLL' SHIP—Gar Wood, inventor and speedboat racer, revealed that he has designed and built a high-speed, twin-hulled ship at his estate, Fisher's Island, Fla. The ship, named the "Venturi" and shown here in side and headon views, cruises at 26 knots on completely even keel. Mr. Wood says air rushing thru the "tunnel" buoys up the ship.

THE INVENTOR: Gar Wood, inventor of the "no roll" twin-hulled ship, at the wheel of his novel craft.—A. P. wirephoto.

SPRINGFIELD, ILL.
ILL. STATE REGISTER
Circ. D. 25,314
AUG 1 1949

Air In 'Tunnel' Acts As Buoy—

Gar Wood, inventor and speedboat racer, revealed that he has designed and built a high speed, twin hulled ship at his estate, Fisher's Island, Fla. The ship, named the "Venturi" and shown here in side and stern views, cruises at 26 knots on a completely even keel. The "Venturi" is 188 feet long and 40 feet wide with the twin hulls connected by a deck 22 feet above the waterline. Wood says air rushing through the "tunnel" buoys up the ship. (Associated Press Wirephoto.)

Ship May Make Present Ocean Liners Obsolete

DETROIT, (AP) —Inventor-industrialist Gar Wood has taken the wraps off a secret ship that eventually may make ocean liners like the Queen Mary obsolete.

It's a strange looking craft with twin hulls. She knifes thru the waves instead of climbing over them. The retired king of speedboat racing calls it a prototype of the express passenger liner of tomorrow.

For 28 years Mr. Wood has been designing a ship unlike anything that ever before put to sea. He talked publicly for the first time yesterday about his 120-ton experimental craft named the "Venturi."

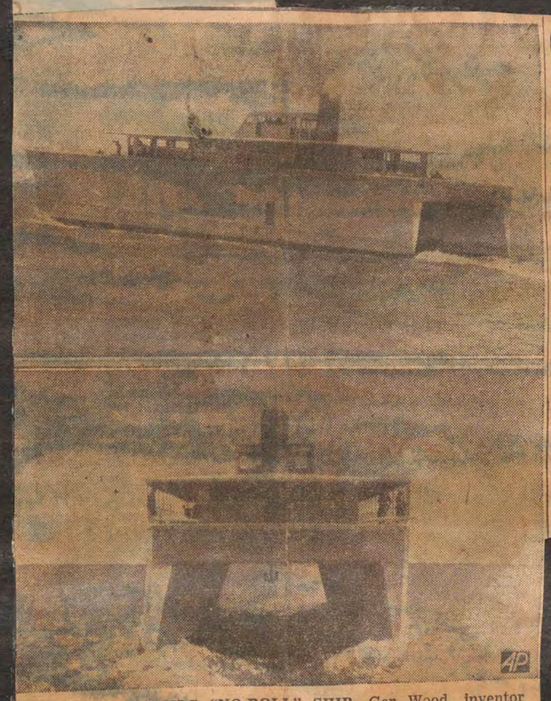
The ship, which cruises at 26 knots thru high waves at a completely even keel without roll or pitch was started as a hush-hush job for the army air forces in 1944. The air forces had wanted an extremely mobile radio-controlled target vessel, but the war ended before the A.A.F. secured full value from Mr. Wood's ship.

The designer re-acquired the hull from the government and went to work to develop his dream boat.

He says the basic design should permit surface vessels for the first time to compete favorably with trans-ocean airlines.

His ship, 180 feet long and 40 feet wide, looks much like a floating tunnel when you see her head-on. A broad deck connects the two hulls 22 feet above the waterline. Mr. Wood says she is unsinkable.

TERRE HAUTE, IND.
STAR
Circ. D. 29,048
AUG 2 - 1949



GAR WOOD UNVEILS "NO-ROLL" SHIP—Gar Wood, inventor and speedboat racer, reveals that he has designed and built a high-speed, twin-hulled ship at his estate at Fischer's Island, Fla. The ship, named the "Venturi" and shown here in side (top) and stern (bottom) views, cruises at 26 knots on completely even keel. The "Venturi" is 188 feet long and 40 feet wide with twin hulls connected by a deck 22 feet above the water line. Wood says air rushing through the "tunnel" buoys up the ship.. (A. P. Wirephoto.)

Gar Wood Reveals Secret Ship Designed to Speed Over Oceans

DETROIT, Aug. 1.—(AP)—Gar Wood, the retired speedboat king, disclosed here the design of a secret ship that may revolutionize ocean travel.

It is the 120-ton "Venturi," a seagoing vessel, that slices through the waves on twin hulls and has no roll at high speed. The "Venturi" is unlike anything that has even been seen on the water.

Wood calls it the prototype, or model, of the express passenger liner of tomorrow. The industrialist inventor spent 28 years developing the design at an expenditure of $600,000.

+ + +

THE BASIC design of the odd-looking craft, Wood said, will permit surface vessels to compare favorably with trans-ocean airlines.

The ship now is being fitted out as a yacht at Wood's private 122-acre island estate below Miami Beach, Fla. Wood expects it to be completed in about four months. It already has made test runs in the roughest weather. Wood said it has not been possible to make the ship roll, pitch or yaw at any speed.

The experimental craft is 188 feet long and 40 feet wide. A broad deck connects the two hulls about 22 feet above the waterline. Cabins are built atop this deck. The "Venturi," seen head-on looks like a big, square-sided tunnel.

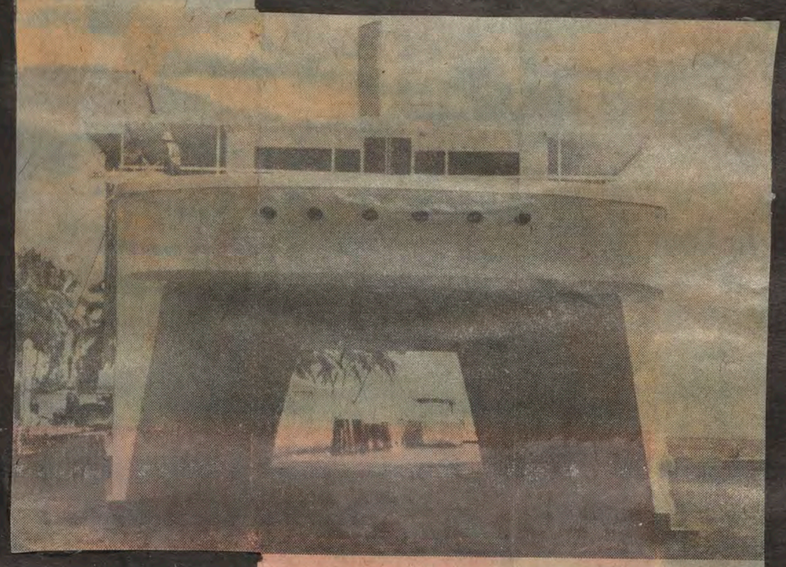
+ + +

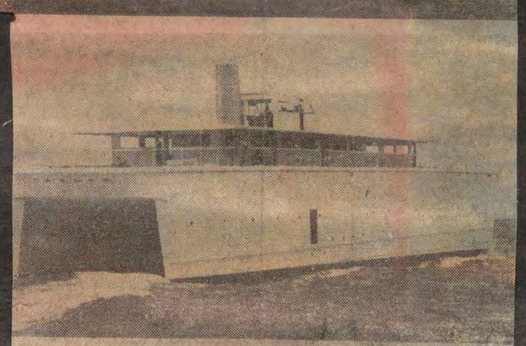
THE TUNNEL runs the entire length of the boat between the hulls. When the ship cruises at 26 knots air rushes through the tunnel and acts as a shock absorber for any up and down movement of the boat. The air cushion actually lifts the craft enough out of the water so that she draws only six inches of water at the bow and eight feet at the stern.

Tank tests indicate, Wood said, that a 16,000-ton ship of this design could easily carry 4,000 passengers at a speed of 38 knots. It would require only 120,000 horsepower. He pointed out that a ship like the "Queen Mary" of 80,773 tons requires 200,000 horsepower to carry 1,995 passengers at 32 knots.

The "Venturi" is powered with four 1,200 horsepower diesel engines. Its cruising range is 3,000 miles.

Twin-Hulled Passenger Liner Built By Gar Wood





THIS IS THE "VENTURI," Gar Wood's twin-hulled craft which the marine engineer claims can ride the roughest water and still maintain an even keel. It's the coming thing for luxury liners, Wood says, pointing to speed, comfort and lower costs. The "tunnel" construction, Wood claims, pockets air on which the craft rides smoothly. (Acme Telephoto).

Gar Wood Unveils 'No-Roll' Ship

Gar Wood, inventor and speedboat racer, revealed that he has designed and built a high-speed twin-hulled ship at his estate, Fisher's Island, Fla. The ship, named the "Venturi" and shown here in side and head-on views, cruises at 26 knots on completely even keel. Wood says air rushing through the "tunnel" buoys up the ship.

Gar Wood's Twin-Hulled Ship May Rival Big Ocean Liners

Retired Water Speed King's Craft Knifes Through Waves Instead of Climbing Over Them; Has Been Working 28 Years on New Design

DETROIT, Aug. 1 (AP)—Inventor-industrialist Gar Wood has taken the wraps off a secret ship that eventually may make ocean liners like the Queen Mary obsolete.

It's a strange looking craft with twin hulls. She knifes through the waves instead of climbing over them. The retired king of speedboat racing calls it a prototype of the express passenger liner of tomorrow.

For 28 years Wood has been designing a ship unlike anything that ever before put to sea. He talked publicly for the first time yesterday about his 120-ton experimental craft named the "Venturi."

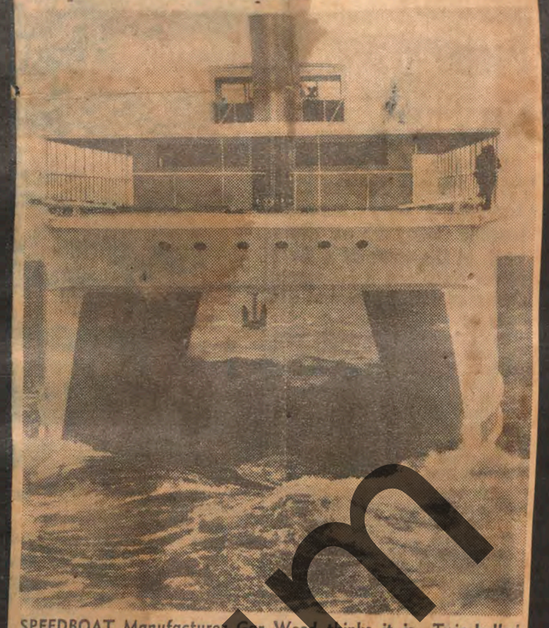
The ship, which cruises at 26 knots through high waves at a completely even keel without roll or pitch was started as a hush-hush job for the Army Air Forces in 1944. The Air Forces had wanted an extremely mobile radio-controlled target vessel, but the war ended before the AAF secured full value from Wood's ship.

The designer reacquired the hull from the government and went to work to develop his dream boat.

He says the basic design should permit surface vessels for the first time to compete favorably with transocean airlines.

His ship, 180 feet long and 40 feet wide, looks much like a floating tunnel when you see her head-on. A broad deck connects the two hulls 22 feet above the waterline. Wood says she is unsinkable.

Ship of the Future?



SPEEDBOAT Manufacturer Gar Wood thinks it is. Twin-hulled yacht skims waves without rolling, he says, supported by air tunnel between supports.—*[AP Photo]*

Detroit—(UP) — A twin-hulled ship which cuts through the waves with a minimum of stress and rolling was introduced today by speedboat manufacturer Gar Wood as a model for the super ocean liner of the future.

Wood made public for the first time the details of his 120-ton experimental craft "Venturi" which he built in 1944 for the Army Air Forces. He predicted that the air tunnel formed by the two hulls which support the ship's cabin deck would revolutionize ocean travel.

* * *

"THE MASSIVE HULLS of present-day ships which crash and plow their way through the water waste a tremendous amount of power," Wood said. "The narrow twin hulls of the 'Venturi' slice through the waves permitting the ship to speed on at a completely even keel, undisturbed."

The Detroit manufacturer said he had tested the graceful, 188-foot "Venturi" in the roughest possible weather without finding it necessary to reduce the 26-knot cruising speed. He said the deck connecting the hulls 22 feet above the water line spanned mountainous waves without any appreciable pitch.

The "Venturi" has four 1,200-horsepower Diesel engines and a cruising range of 3,000 miles. The air tunnel acts as a cushion which lifts the ship's plywood hulls out of the water so they only draw six inches of water at the bow and eight feet at the stern.

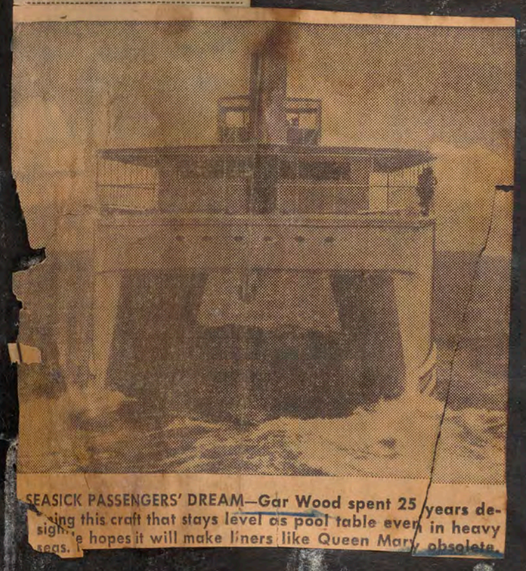
* * *

"TESTS INDICATE a 16,000-ton ship of 'Venturi' design could easily carry 4,000 persons at 38 knots using only 120,000 horsepower," Wood said. "This is revolutionary considering that the 80,733-ton Queen Mary uses 200,000 to carry only 1,995 passengers at 32 knots."

Wood said the "Venturi" was the result of 28 years of research and experimentation on the Catamaran principle used by boat-builders in the Polynesian islands. The AAF ordered him to construct the ship for use as an extremely mobile target vessel, but the war ended before it was fully tested.

Final details of the ship's construction are being completed at the secluded island estate of the late William K. Vanderbilt near Miami, Fla., to permit public showing in about four months, Wood said. He estimated the cost of the vessel at $600,000.

"Naval designers had forgotten the primitive Polynesian principle of slicing through the waves with a minimum of drag," he said.



SEASICK PASSENGERS' DREAM—Gar Wood spent 25 years designing this craft that stays level as pool table even in heavy sight. He hopes it will make liners like Queen Mary obsolete.

GAR WOOD'S LATEST — The silver-haired king of speedboat racing, Gar Wood, has revealed what he claims to be the prototype of the express passenger liner of tomorrow. After 28 years of effort, he has designed and built a high-speed ship which may prove to be the most stable vessel in the world.

The "Venturi," pictured above, is 188 feet long and 40 feet wide and has twin hulls which slice through the waves, rather than climb over them as do the conventional craft. A broad deck connects the two hulls.

—INS Photo

Wood Uncovers New Type Ship

Twin Hulls Knife Through Water; Designer Claims Craft Unsinkable

DETROIT —AP— Inventor-industrialist Gar Wood has taken the wraps off a secret ship that eventually may make ocean liners like the Queen Mary obsolete.

It's a strange looking craft with twin hulls. She knifes through the waves instead of climbing over them. The retired king of speedboat racing calls it a prototype of the express passenger liner of tomorrow.

For 28 years Wood has been designing a ship unlike anything that ever before put to sea. He talked publicly for the first time Sunday about his 120-ton experimental craft named the "Venturi."

The ship, which cruises at 26 knots through high waves at a completely even keel without roll or pitch was started as a hush-hush job for the army air forces in 1944. The air forces had wanted an extremely mobile radio-controlled target vessel but the war ended before the AAF secured full value from Wood's ship.

The designer re-acquired the hull from the government and went to work to develop his dream boat.

He says the basic design should permit surface vessels for the first time to compete favorably with trans-ocean airlines.

His ship, 180 feet long and 40 feet wide, looks much like a floating tunnel when you see her head-on. A broad deck conects the two hulls 22 feet above the waterline. Wood says she is unsinkable.

—Associated Press Wirephoto

UNVEILED YESTERDAY at his estate at Fisher's Island, Fla., was Gar Wood's "no roll," high speed, twin hulled ship, side and stern views of which are shown above. The ship cruises at 26 knots on a completely even keel, is 188 feet long and 40 feet wide, with twin hulls connected by a deck 22 feet above the waterline. Wood says air rushing through the "tunnel" buoys up the ship.

Wave-Cutting Ship Promises To Make Liners Obsolete

DETROIT (AP) — Inventor-Industrialist Gar Wood has taken the wraps off a secret ship that eventually may make ocean liners like the Queen Mary obsolete.

It's a strange looking craft with twin hulls. She knifes through the waves instead of climbing over them. The retired king of speedboat racing calls it a prototype of the express passenger liner of tomorrow.

For 28 years Wood has been designing a ship unlike anything that ever before put to sea. He talked publicly for the first time yesterday about his 120-ton experimental craft named the "Venturi."

The ship, which cruises at 26 knots through high waves at a completely even keel without roll or pitch was started as a hush-hush job for the Army air forces in 1944. The air forces had wanted an extremely mobile radio-controlled target vessel, but the war ended before the AAF secured full value from Wood's ship.

The designer re-acquired the hull from the government and went to work to develop his dream boat.

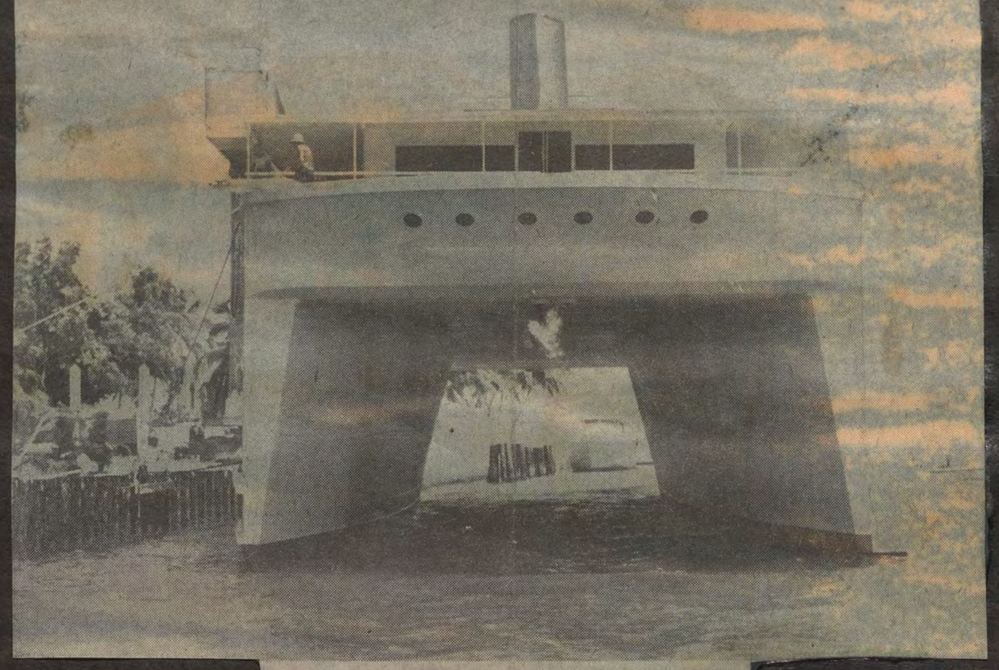
He says the basic design should permit surface vessels for the first time to compete favorably with trans-ocean airlines.

His ship, 180 feet long and 40 feet wide, looks much like a floating tunnel when you see her head-on. A broad deck connects the two hulls 22 feet above the water line. Wood says she is unsinkable.

HERE IS A HEAD-ON VIEW of Gar Wood's new express passenger liner of tomorrow. Note the small runabout racing through the tunnel formed by the larger craft's hull. The new ship features speed and stability.

—International News Photo

Ex-Speed King Gar Wood Reveals New Ship Design



—Pictures from Acme and International News.

Retired speedboat king Gar Wood has designed and built a new ship which he believes is the prototype of the new passenger liners of the future. The craft, called the Venturi, has unique twin hulls, which enable the ship to attain a speed of 26 knots and to slice through waves, rather than climb them.

The top photo shows a stern view of the craft, which the designer reports stable at high speed.

In the lower photo, Wood, who is 68, is at the controls of his ship.

SEAGOING TUNNEL — The "Venturi," twin-hulled steamship and product of designing by Gar Wood, racing enthusiast, is shown in side and head on views near Fisher's Island, Fla. Wood claims the ship, his yacht, is adaptable to passenger ships and eliminates "rolling" and "yawing."—AP wirephoto.

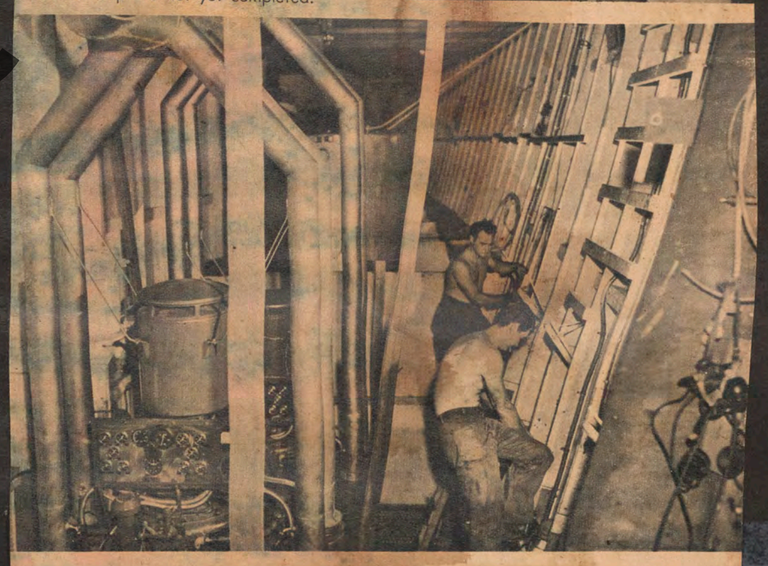
Ship With Twin Hulls

A view through the aerfoil tunnel from the stern of the unique craft reveals Wood's private PT boat. Wood said he sailed the Venturi at 26 knots in high seas, and experienced no appreciable roll.

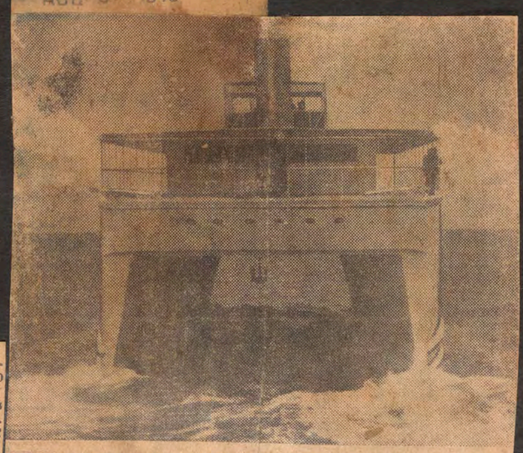
RETIRED speedboat king Gar Wood, of Miami Beach, Fla., has designed and built a high-speed ship which he believes is the prototype of the express passenger liner of the future. The craft, called the Venturi, is unique in that it has twin hulls. Wood says tests have proved the vessel extremely stable and fast and indicate that a 16,000-ton ship of the same design, able to carry 4,000 passengers, would have the phenomenal speed of 38 knots. The twin hulls slice through, rather than over, the waves, and air rushing through the tunnel formed by them buoys up the ship, adding to stability.

→

Owner Gar Wood stands at the helm of his new craft, which he has been developing for 28 years on the Catamaran principle of the Polynesian Islanders. Cabins on the 120-ton ship are not yet completed.



There's an engine room in each hull of the Venturi. This is the port room, looking forward. Powered by four 1200-horsepower pancake diesel engines, the ship has a cruising range of 3000 miles. Wood expects the vessel to be ready for public inspection in November.



SEASICK PASSENGERS' DREAM—Gar Wood spent 25 years designing this craft that stays level as pool table even in heavy seas. He hopes it will make liners like Queen Mary obsolete.

Speedboat King Unveils Secret Ship Model

Detroit, July 31 (AP)—Gar Wood, the retired speedboat king, disclosed today the design of a secret ship that may revolutionize ocean travel.

It is the 120-ton "Venturi," a seagoing vessel, that slices through the waves on twin hulls and has no roll at high speed. The "Venturi" is unlike anything that has ever been seen on the water.

Tomorrow's Model

Wood calls it the rototype, or model, of the express passenger liner of tomorrow. The industrialist inventor spent 28 years developing the design at an expenditure of $600,000.

The basic design of the odd-looking craft, Wood said, will permit surface vessels to compete favorably with trans-ocean airlines.

Fitted As Yacht

The ship now is being fitted out as a yacht at Wood's private 1½ acre island estate below Miami, Fla. Wood expects it to be completed in about four months. The "Venturi" already has made test runs in the roughest weather. Wood said it has not been possible to make the ship roll, pitch or yaw at any speed.

The experimental craft is 188 feet long and 40 feet wide. A broad deck connects the two hulls about 22 feet above the waterline. Cabins are built atop this deck. The "Venturi," seen head on looks like a big, square sided tunnel.

Between Hulls

The tunnel runs the length of the boat between the hulls. When the ship cruises at 26 knots air rushes through the tunnel and acts as a shock absorber for any up and down movement of the boat. The air cushion actually lifts the craft enough out of the water so that she draws only six inches of water at the bow and eight feet at the stern.

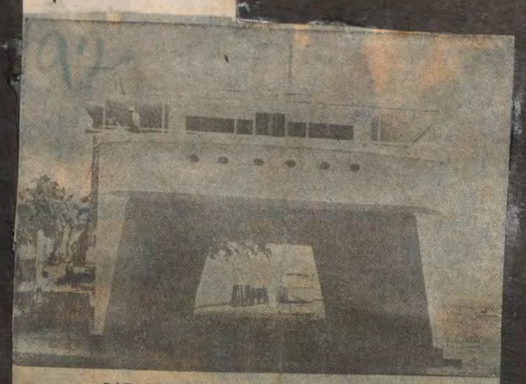
38 Knots

Tank tests indicate, Wood said, that a 16,000-ton ship of "Venturi" design could easily carry 4000 passengers at a speed of 38 knots. It would require only 120,000 horsepower. He pointed out that a ship like the "Queen Mary" of 80,773 tons requires 200,000 horsepower to carry 1995 passengers at 32 knots.

The "Venturi" is powered with four 1200 horsepower diesel engines. Its cruising range is 3000 miles.

Wood termed results of tests with the "Venturi" as impressive. He plans, however, another year of study before deciding upon all details of the "Venturi."

The "Venturi" hull was launched originally in 1944 at West Palm Beach, Fla. Wood built her in secret there for the Army Air forces. The war ended, however, before the AAF secured full value from her and Wood re-acquired the hull.



GAR WOOD'S TWIN-HULLED YACHT
. . . built to ride heaviest seas.

GAR WOOD AT THE WHEEL
. . . product of 28 years' work.

Gar Wood Designs New Ship for Heavy Seas

DETROIT, Aug. 3 (UP).—A twin-hulled ship which cuts through the waves with a minimum of stress and rolling has been introduced by Gar Wood, speedboat manufacturer, as a model for the super ocean liner of the future.

Wood has made public for the first time details of his 120-ton experimental yacht "Venturi" which he built in 1944 for the Army Air Forces. He predicted that the air tunnel formed by the two hulls which support the ship's cabin deck will revolutionize ocean travel. The narrow hulls of the "Venturi" slice through the waves, permitting the ship to speed on at a completely even keel, undisturbed, Wood said.

The Detroit manufacturer said he had tested the graceful, 188-foot "Venturi" in the roughest possible weather without finding it necessary to reduce the 26-knot cruising speed. The "Venturi" has four 1200 h. p. Diesel engines and a cruising range of 3000 miles. The air tunnel acts as a cushion which lifts the ship's plywood hulls out of the water, so they only draw six inches of water at the bow and eight feet at the stern.

"Tests indicate a 16,000-ton ship of "Venturi" design could easily carry 4000 persons at 38 knots using only 120,000 horsepower," Wood said. He said the "Venturi" was the result of 28 years of research and experimentation.

Final details of the ship's construction are being completed at the secluded island estate of the late William K. Vanderbilt near Miami, Fla., to permit public showing in about four months, Wood said. He estimated the cost of the vessel at $600,000.

GAR WOOD'S 'NO-ROLL' SHIP—Gar Wood, 68-year-old speedboat racing king, is shown at left at the wheel of the "Venturi," his no-roll yacht which he claims is a prototype of the future passenger liner. Above is an end view of the Venturi. A small speedboat is racing through the "tunnel."

HAS PARALLEL HULLS

Speedboat Racing King Designs 'No-Roll' Ship

SPECIAL TO MINNEAPOLIS TRIBUNE

DETROIT—A revolutionary twin-hulled ship has been developed by Gar Wood, famed boat enthusiast and industrialist. He insists the ship could well become the "liner of tomorrow."

Wood said the new craft had been designed after 20 years of effort and at a cost of $600,000.

The speedboat racing king already has constructed a 188-foot prototype which he calls the Venturi, after an old law of physics.

Construction was shrouded in secrecy at an island estate near Miami Beach, Fla.

ELIMINATES ROLL

Wood said a 16,000-ton liner carrying 4,000 passengers at the amazing speed of 38 knots would be possible under the new design. (The Queen Mary, one of the largest passenger vessels afloat, weighs 80,773 tons and carries 1,995 passengers at 32 knots.)

The Venturi is the last word in streamlining and hydrodynamics. Its 40-foot width virtually eliminates rolling and pitching in any type of weather.

Wood said its design was merely an adaptation of the old outrigger principle used for centuries on native canoes.

"The twin hulls cut through the waves instead of riding with them," he said.

"The draft is very slight, and the twin rudders make the craft very maneuverable."

Pointing to the Venturi design of the tunnel, Wood explained that pushing air actually lifts the ship out of the water.

The 120-ton Venturi has such a powerful lift that she draws only six inches of water at the bow and eight feet at the stern.

AIRCRAFT USE SEEN

Wood's model has only one deck of cabins. He said six or seven decks could be added to make room for passengers.

"The decks could be built sky-high," the designer said. "The ship would never become top-heavy and speed would not be lost if the superstructure was streamlined."

Stability, speed, maneuverability and the broad bridge between the hulls would make the craft ideal as an aircraft carrier, Wood said.

Wood's experimental model is powered by four diesel engines placed two to each hull. The plant develops 4,800 horsepower and drives the Venturi at 26 knots. She has a cruising range of more than 3,000 miles.

The inventor said his ship was built for fun as a luxurious yacht at the Miami base. After completion in November, it will be subjected to additional tests.

He has tested it in all types of weather off the Florida coast, he said.

"We have made full-rudder turns at top speed with waves 10 feet high," he said, "and we did not heel over more than one or two degrees."

EXPECTS NO PROFIT

Wood said he had no idea how his design would be accepted by shipping circles. He said he was just "having a lot of fun" working on it and proving its worth.

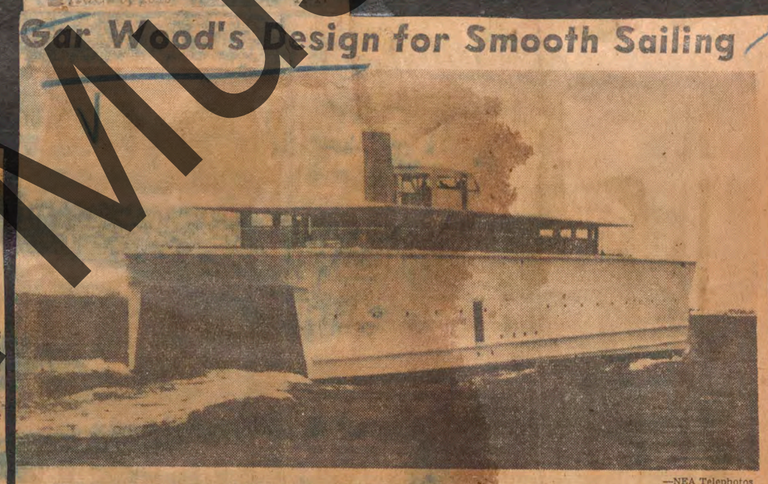
Actual construction of a working model of the radical design was initiated by the army air force during the war.

The AAF wanted a mobile radio-controlled vessel to be used for target practice by high altitude bombers. The craft had to resemble an aircraft carrier from above and be able to absorb punishment from 100-pound dummy bombs.

The war ended before the mobile target could be tested, and Wood re-acquired the hull from the AAF.

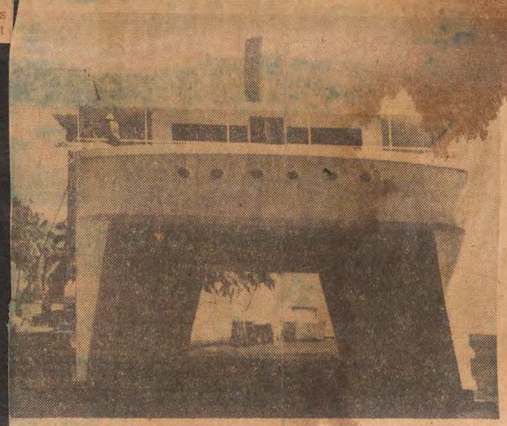
Wood, now retired, said he expected no profit from the Venturi design. Any profit will go into a foundation for marine development, he explained.

Gar Wood's Design for Smooth Sailing



—NEA Telephotos

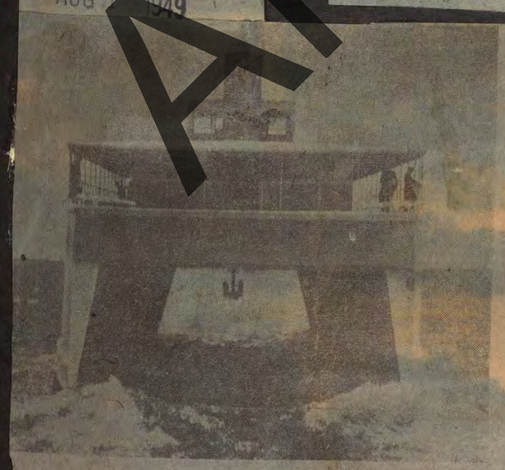
This is an angled view of Gar Wood's "Venturi." The inventor and speedboat designer says the twin-hulled craft presages new speed, comfort and low cost in luxury liners. The boat is designed for smooth sailing even in heavy seas at high speeds. It has four 1200-horsepower diesel engines and cruising range of 3000 miles. "Tests indicate a 16,000-ton ship of 'Venturi' design could easily carry 4000 persons at 38 knots using only 120,000 horsepower," Wood says. "This is revolutionary considering that the 80,733-ton Queen Mary uses 200,000 horsepower to carry 1995 passengers at 32 knots."



Stern view of the "Venturi." Wood says the twin hulls will slice thru waves permitting the ship to travel at a completely even keel. "Venturi" is the result of 28 years of research on the principle used by boat-builders in the Polynesian Islands. "Naval designers had forgotten the primitive Polynesian principle of slicing thru the waves with a minimum of drag," Wood claims. Vessel's decks are 22 feet above water. The plywood hulls, Wood says, draw only six inches of water at the bow and eight feet at stern. The tunnel construction is supposed to pocket air, giving the smooth ride.

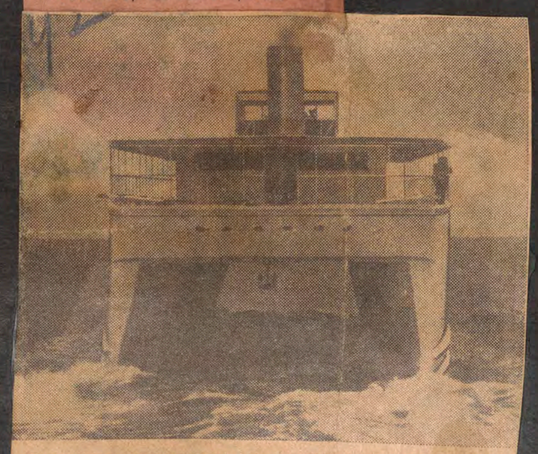
Wood at the wheel of the "Venturi." Final details of the ship's construction are being completed at the secluded island estate of the late William K. Vanderbilt near Miami, Fla. Cost of vessel is $600,000. Public showing in about four months. An Air Force order for a steady target vessel gave impetus to Wood's project.

SHIP OF THE FUTURE? Even keel in rough weather is claim by inventor and speed boat racer Gar Wood for his latest creation. Twin hulled vessel, with connecting deck is said to travel at nearly 30 MPH on perfectly even keel. With length of 188 feet, beam of 40 feet, ship Venturi was built at Wood's estate, Fisher's Island, Va. Wood says air rushing through "tunnel" aids stability. (AP Photo)



A "NO-ROLL" SHIP OF REVOLUTIONARY DESIGN was disclosed yesterday by its inventor, Gar Wood, industrialist and retired speedboat king. Twin hulls supporting a deck 22 feet above the waterline prevent rolling, pitching or yawing, Wood claims.

THE PILOT MODEL, built at Woods estate near Miami, Beach, Fla., is 188 feet long and 40 feet wide. Driven by four 1200-horsepower diesel motors, the 120-ton craft will cruise at 26 knots. Wood attributes its stability to the cushion of air in the tunnel formed by the hulls and upper body, which acts as a shock absorber.
—A. P. Wirephotos



SEASICK PASSENGERS' DREAM—Gar Wood spent 25 years designing this craft that stays level as pool table even in heavy seas. He hopes it will make liners like Queen Mary obsolete.

Gar Wood Unveils 'No-Roll' Ship

GAR WOOD, inventor and speedboat racer, revealed that he has designed and built a high-speed twin-hulled ship at his estate, Fisher's Island, Fla. The ship, named the "Venturi" and shown here in side and head-on views, cruises at 26 knots on completely even keel. Wood says air rushing through the "tunnel" buoys up the ship.

DETROIT, Aug. 2 (U.P.)—A twin-hulled ship which cuts through the waves with a minimum of stress and rolling was introduced by speedboat manufacturer Gar Wood as a model for the super ocean liner of the future.

Wood made public for the first time the details of his 120-ton experimental yacht "Venturi" which he built in 1944 for the Army Air Forces. He predicted that the air tunnel formed by the two hulls which support the ship's cabin deck will revolutionize ocean travel.

"The massive hulls of present-day ships which crash and plow their way through the water waste a tremendous amount of power," Wood said. "The narrow twin hulls of the 'Venturi' slice through the waves permitting the ship to speed on at a completely even keel, undisturbed."

The Detroit manufacturer said he had tested the graceful, 188-foot "Venturi" in the roughest possible weather without finding it necessary to reduce the 26 knot cruising speed. He said the deck connecting the hulls 22 feet above the water line spanned mountainous waves without any appreciable pitch.

Tests indicate a 16,000 ton ship of "Venturi" design could easily carry 4,000 persons at 38 knots using only 120,000 horsepower," Wood said. "This is revolutionary considering that the 80,733-ton Queen Mary uses 200,000 horsepower to carry only 1,995 passengers at 32 knots."

Unveils 'Peep Into the Future' of Sea-Going Ships

Smooth sailing in rough seas . . . The twin hulled yacht, the "Venturi" . . . New Gar Wood design.

Non-Rolling Four-Engine Ship Unveiled by Gar Wood

Predicts Air Tunnel Formed by Two Hulls Will Revolutionize Ocean Trend

DETROIT, Aug. 1 (UP)—A twin-hulled ship which cuts through the waves with a minimum of stress and rolling was introduced today by speedboat manufacturer Gar Wood as a model for the super ocean liner of the future.

Mr. Wood made public for the first time the details of his 120-ton experimental yacht "Venturi" which he built in 1944 for the Army Air Forces.

He predicted that the air tunnel formed by the two hulls which support the ship's cabin deck will revolutionize ocean travel.

"The massive hulls of present-day ships which crash and plow their way through the water waste a tremendous amount of power," Mr. Wood said. "The narrow twin hulls of the 'Venturi' slice through the waves, permitting the ship to speed on at a completely even keel, undisturbed."

The Detroit manufacturer said he had tested the graceful, 188-foot "Venturi" in the roughest possible weather without finding it necessary to reduce the 26-knot cruising speed.

He said the deck connecting the hulls 22 feet above the water line spanned mountainous waves without any appreciable pitch.

The "Venturi" has four 1200 horsepower diesel engines and a cruising range of 3000 miles. The air tunnel acts as a cushion which lifts the ship's plywood hulls out of the water so they draw only six inches of water at the bow and eight feet at the stern.

"Tests indicate a 16,000-ton ship of "Venturi" design could easily carry 4000 persons at 38 knots using only 120,000 horsepower," Mr. Wood said.

"This is revolutionary considering that the 80,733-ton Queen Mary uses 200,000 horsepower to carry only 1995 passengers at 32 knots."

He estimated the cost of the vessel at $600,000.

Gar Wood

Secret Vessel of Radical New Design May Revolutionize Sea Transportation

Gar Wood, inventor and speedboat racer, announced Sunday that he has designed and built a high-speed, twin-hulled ship at his estate at Fisher's island, Florida. Vessel (side and rear view above) cruises at 26 knots on completely even keel. Wood said air rushing through tunnel buoys up ship, which is 188 feet long and 40 feet wide with twin hulls. (AP photo)

DETROIT, July 31 (AP)—Gar Wood, the retired speedboat king, disclosed Sunday the design of a secret ship that may revolutionize ocean travel.

It is the 120-ton Venturi, a seagoing vessel that slices through the waves on twin hulls and has no roll at high speed. The Venturi is unlike anything that has ever been seen on the water.

Wood calls it the prototype, or model, of the express passenger liner of tomorrow. The industrialist-inventor spent 28 years developing the design at an expenditure of $600,000.

The basic design of the odd-looking craft, Wood said, will permit surface vessels to compete favorably with transocean airlines.

Test Runs Made

The ship, named the Venturi, now is being fitted out as a yacht at Woods' private 122-acre island estate below Miami Beach, Fla. Wood expects it to be completed in about four months. The Venturi already has made test runs in the roughest weather. Wood said it has not been possible to make the ship roll, pitch or yaw at any speed.

The experimental craft is 188 feet long and 40 feet wide. A broad deck connects the two hulls about 22 feet above the water line. Cabins are built atop this deck. The Venturi, seen head-on, looks like a big square-sided tunnel. The tunnel runs the length of the boat between the hulls. When the ship cruises at 26 knots air rushes through the tunnel and acts as a shock absorber for any up and down movement of the boat. The air cushion actually lifts the craft enough out of the water so that she draws only six inches of water at the bow and eight feet at the stern.

Tank tests indicate, Wood said, that a 16,000 ton ship of Venturi design could easily carry 4000 passengers at a speed of 38 knots. It would require only 120,000 horsepower. He pointed out that a ship like the Queen Mary of 80,773 tons requires 200,000 horsepower to carry 1995 passengers at 32 knots.

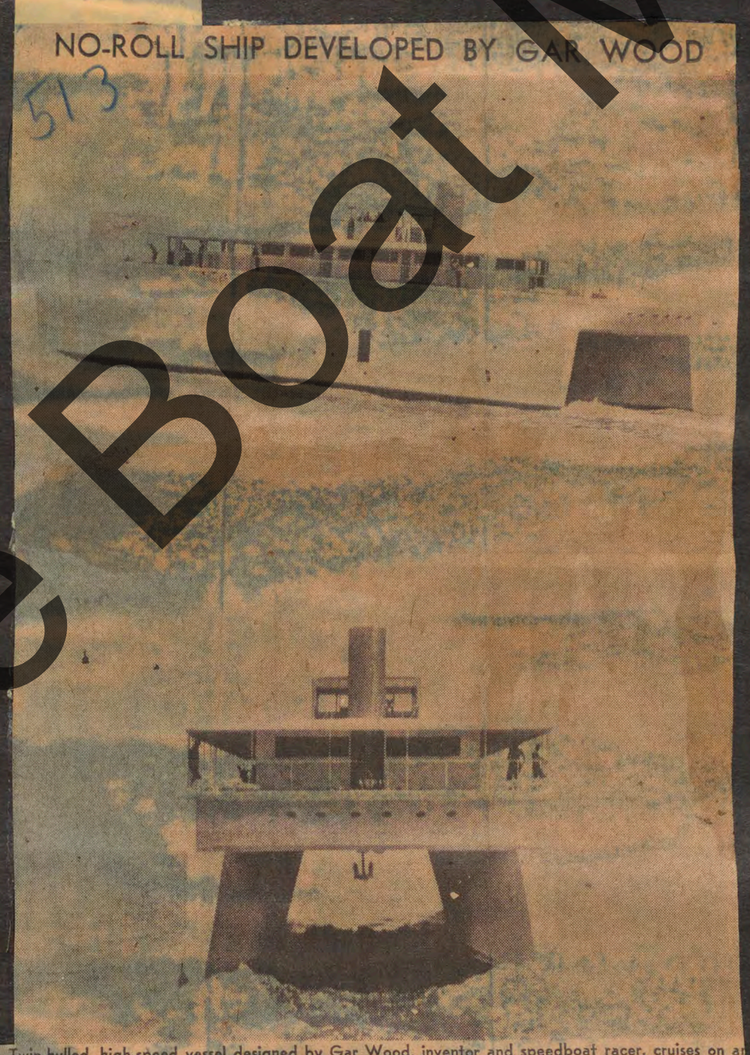
The Venturi is powered with four ~~1200~~ horsepower diesel engines. Its cruising range is 3000 miles.

Wood termed results of tests with the Venturi as impressive. He plans, however, another year of study before deciding upon all details of the Venturi.

The venturi hull was launched originally in 1944 at West Palm Beach, Fla. Wood built her in secret there for the army air forces. The war ended, however, before the AAF secured full value from her and Wood re-acquired the hull.

SEASICK PASSENGERS' DREAM—Gar Wood spent 25 years designing this craft that stays level as pool table even in heavy seas. He hopes it will make liners like Queen Mary obsolete.

NO-ROLL SHIP DEVELOPED BY GAR WOOD



Twin-hulled, high-speed vessel designed by Gar Wood, inventor and speedboat racer, cruises on an even keel due to unique design. Rush of air between hulls, Wood claims, bouys up the ship, giving it stability by acting as a shock absorber to halt the rolling tendency. Named the Venturi, the vessel is 188 feet long and 40 feet wide, with the twin hulls connected by a deck 22 feet above the waterline.

Two Hulls Give Vessel Stability, Extra Speed

DETROIT, Aug. 1 (INS) — Gar Wood, onetime speedboat champion, has developed a twin-hulled ship which, for speed and comfort, is expected to rival current ocean liners and transocean planes.

Wood said yesterday in Detroit that his 120-ton vessel, the Venturi, has no roll at high speeds and does not pitch or yaw in the roughest weather.

The ship is 188 feet long and 40 feet wide. The two hulls are joined by a broad deck about 22 feet above the waterline. Cabins are built on the deck.

The Venturio resembles a large, square - sided tunnel whe seen from the front. When it cruises at 26 knots, air rushes through the air funnel between the hulls, acting as a shock absorber for any rolling motion of the ship.

The air cushion also serves as a lift, raising the vessel out of the water so that the Venturi draws only six inches of water at the bow and eight feet at the stern.

Wood, who spent 28 years and $600,000 developing his design, said he expects to have the Venturi completed in four months.

Have a Piece of Pork?

THIS is the seasick-proof boat built by Gar Wood, the veteran designer and speedboat racer. Because of the tunnel thru the twin hulls, over which are built the cabins, a condition is created which makes it impossible for the ship to pitch, toss or yaw (a nautical term meaning a little of both). Mr. Wood, who started the 18-foot model as a part-time experiment, completed it on his own and says it will revolutionize ocean liners. Bring on your salt pork!

Twin-Hulled Ship Hailed As Liner of the Future

DETROIT (UP)—A twin-hulled ship which cuts through the waves with a minimum of stress and rolling was introduced today by speedboat manufacturer Gar Wood as a model for the super ocean liner of the future.

Wood made public for the first time the details of his 120-ton experimental yacht Venturi which he built in 1944 for the Army Air Forces. He predicted that the air tunnel formed by the two hulls which support the ship's cabin deck will revolutionize ocean travel.

"The massive hulls of present-day ships which crash and plow their way through the water waste a tremendous amount of power," Wood said. "The narrow twin hulls of the Venturi slice through the waves, permitting the ship to speed on at a completely even keel, undisturbed."

The Detroit manufacturer said he tested the graceful, 188-foot Venturi in the roughest possible weather without finding it necessary to reduce the 26-knot cruising speed. He said the deck connecting the hulls 22 feet above the water line spanned mountainous waves without any appreciable pitch.

The Venturi has four 1,200 horsepower diesel engines and a cruising range of 3,000 miles. The air tunnel acts as a cushion which lifts the ship's plywood hulls out of the water so they only draw six inches of water at the bow and eight feet at the stern.

"Tests indicate a 16,000-ton ship of Venturi design could easily carry 4,000 persons at 38 knots using only 120,000 horsepower," Wood said. "This is revolutionary, considering that the 80,733-ton Queen Mary uses 200,000 horsepower to carry only 1,995 passengers at 32 knots."

Wood said the Venturi was the result of 28 years of research and experimentation on the catamaran principle used by boat-builders in the Polynesian Islands. The Navy ordered him to construct the craft for use as an extremely fast target vessel but the ship was completed before it was fully tested.

Twin-Hulled Ship Built by Gar Wood

DETROIT (UP) — A twin-hulled ship which cuts through the waves with a minimum of stress and rolling was introduced today by speedboat manufacturer Gar Wood as a model for the super ocean liner of the future.

Wood made public for the first time the details of his 120-ton experimental yacht "Venturi" which he built in 1944 for the Army Air Forces. He predicted that the air tunnel formed by the two hulls which support the ship's cabin deck will revolutionize ocean travel.

"The massive hulls of present-day ships which crash and plow their way through the water waste a tremendous amount of power," Wood said. "The narrow twin hulls of the 'Venturi' slice through the waves, permitting the ship to speed on at a completely even keel, undisturbed."

The Detroit manufacturer said he had tested the graceful, 188-foot "Venturi" in the roughest possible weather without finding it necessary to reduce the 26 knot cruising speed. He said the deck connecting the hulls 22 feet above the water line spanned mountainous waves without any appreciable pitch.

"Tests indicate a 16,000 ton ship of "Venturi" design could easily carry 4,000 persons at 38 knots using only 120,000 horsepower," Wood said. "This is revolutionary considering that the 80,733-ton Queen Mary uses 200,000 horsepower to carry only 1,995 passengers at 32 knots."

He estimated the cost of the vessel at $600,000.

BOSTON, MASS.
HERALD
Circ. D. 150,505 - S. 250,493
AUG 1 - 1949

NEW GAR WOOD 2-HULL TUNNEL SHIP 'SHOCK-ABSORBS' ROUGHEST SEAS

DETROIT, Mich., Jully 31 (AP)—A flat-bottom, twin-hull vessel of unconventional design, which utilizes the catamaran principle for maximum stability, has been constructed by Gar Wood after 28 years of planning, it was announced here today.

The new vessel, named the Venturi, is 188 feet long, 40 feet wide, with a broad deck connecting the two hulls about 22 feet above the waterline. The ship, seen head-on, looks like a mamoth, square sided tunnel, developed at a cost of $600,000, the new ship cruises at 26 knots drawing only six inches of water at the bow and eight feet at the stern.

Wood explained that air rushing through the tunnel buoys up the ship and serves also as a shock absorber for any up and down movement of the vessel, Explaining that she has been run at full speed in the roughest weather he could find, Wood said:

"We have sailed comfortably at 26 knots without derucing speed even one knot in seas so high that 60 of our 188 feet were out of the water at a time between wave crests.

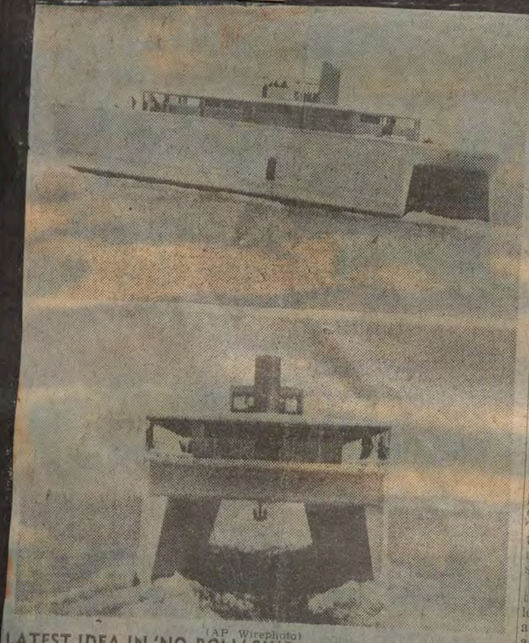
We have made full-rudder turns at top speed with waves 10 feet high and we did not heel over more than one or two degrees."

Wood said he plans an additional year of more exacting scientific examination, before he establishes all hull and proulsion details of Venturi.

Tank tests conducted by Wood indicated that a 16,000-ton ship of Venturi design would be able to carry 4000 passengers in roomy comfort, at a speed of 38 knots, and would require only 120,000 horsepower. The present experimental model will be entirely completed and ready for public showing in about four months.

Wood began working on the theory of high-speed comfortable

(Continued on Page Eight)



(AP Wirephoto)

LATEST IDEA IN 'NO-ROLL' SHIP—Gar Wood, inventor and speedboat operator, has designed and built this new roll-proof vessel called the Ventari. Cruising at 26 knots on a completely even keel, the ship is 188 feet long and 40 feet wide with twin hulls connected by a deck 22 feet above the waterline. Air rushing through "tunnel" is said to buoy up the craft.

Tunnel Ship Defies Seas

(Continued from First Page)

seagoing boats in 1921. In 1933 he decided to apply the catamaran principle of the Polynesian islanders. Eleven years later he overcame maneuverability problems and launched the Venturi at West Palm Beach, Fla., where she was constructed in secret for the army air forces as a target vessel. The war ended before the AAF secured full value from her and Wood reacquired the hull.

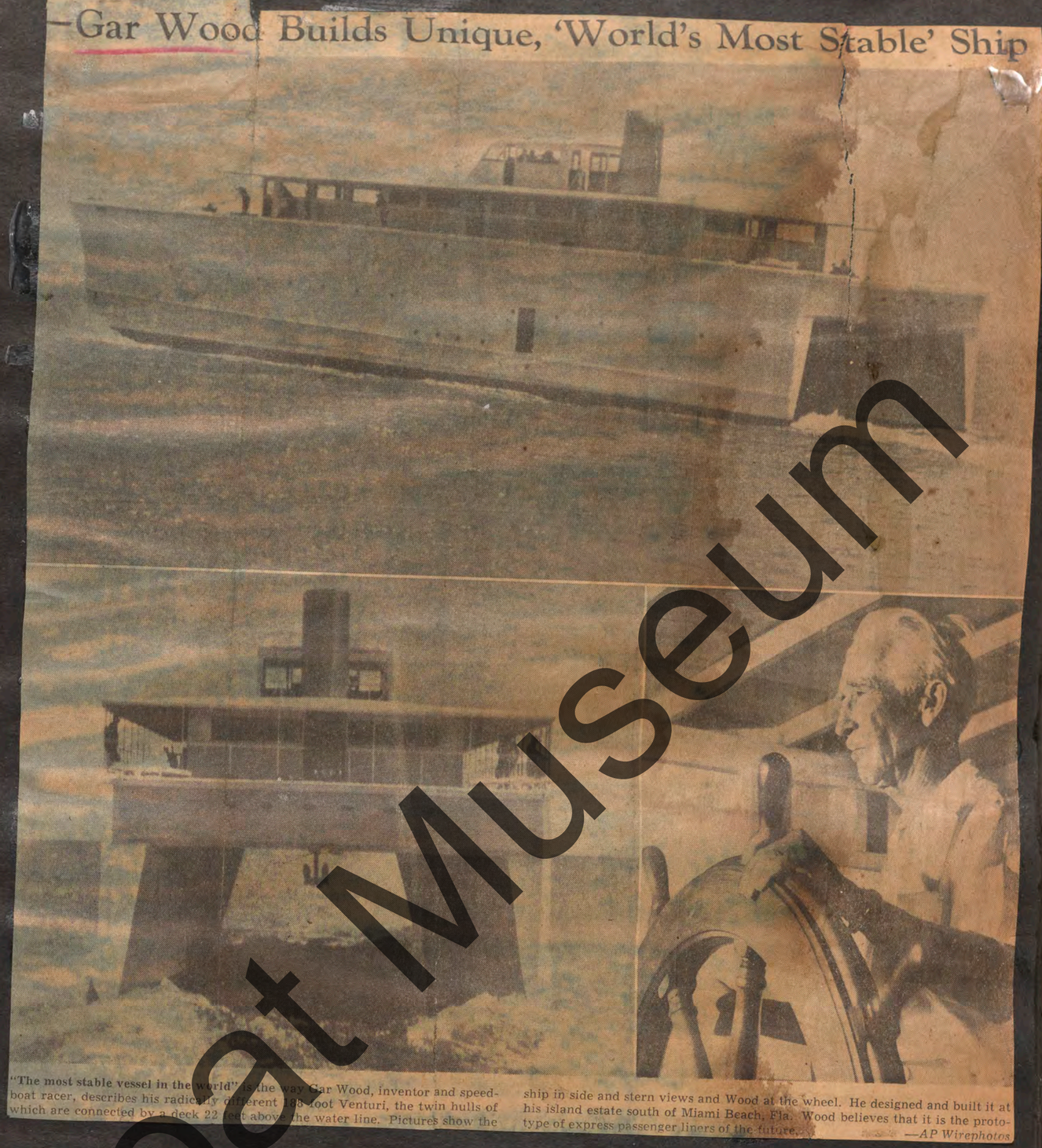
3000-MILE RANGE

The vessel weights 120 gross tons, and the hulls are planked in 5-8-inch 9-ply plywood. Below the waterline double thickness ¾-inch plywood is used. She is powered with four 1200 horsepower G. M. pancake diesel engines which operate two to a propeller shaft. There are a total of 12 fuel tanks, each one a vertical cylinder, capable of holding 20,300 gallons. The ship's cruising range is 3000 miles.

Each of the hulls is straight on the outboard side for most of its length. A gentle curve begins about two-thirds of the way aft as a maneuvering aid. The hulls broaden on their inboard sides about two-thirds of the way aft, thus producing a squeezed intunnel which gave Wood his name for the vessel of Venturi.

MILWAUKEE, WIS.
JOURNAL
Circ. D. 309,414 - S. 378,048
AUG 1 - 1949

Gar Wood Builds Unique, 'World's Most Stable' Ship



"The most stable vessel in the world" is the way Gar Wood, inventor and speedboat racer, describes his radically different 188-foot Venturi, the twin hulls of which are connected by a deck 22 feet above the water line. Pictures show the ship in side and stern views and Wood at the wheel. He designed and built it at his island estate south of Miami Beach, Fla. Wood believes that it is the prototype of express passenger liners of the future. —AP Wirephotos

WORCESTER, MASS.
GAZETTE
Circ. D. 95,055
AUG 1 - 1949

IN SHIP OF THE FUTURE—Fisher's Island, Fla., Aug. 1—Gar Wood, inventor and speedboat racer, stands at the wheel of his 188-foot twin-hulled vessel. Wood described the craft as the most stable vessel in the world and says he believes it is the prototype of the express passenger liner of tomorrow. The two hulls of the "Venturi" are connected by a deck 22 feet above the waterline. —AP Photo

Gar Wood Praises Twin-Hulled Ship

DETROIT, Aug. 1 (UP)—A twin-hulled ship which cuts through the waves with a minimum of stress and rolling was introduced today by speedboat manufacturer Gar Wood as a model for the super ocean liner of the future.

Wood made public for the first time the details of his 120-ton experimental yatch "Venturi" which he built in 1944 for the Army Air Forces. He predicted that the air tunnel formed by the two hulls which support the ship's cabin deck will revolutionize ocean travel.

The massive hulls of present-day ships which crash and plow their way through the water waste a tremendous amount of power," Wood said. "The narrow twin hulls of the Venturi slice through the waves permitting the ship to speed on at a completely even keel, undisturbed."

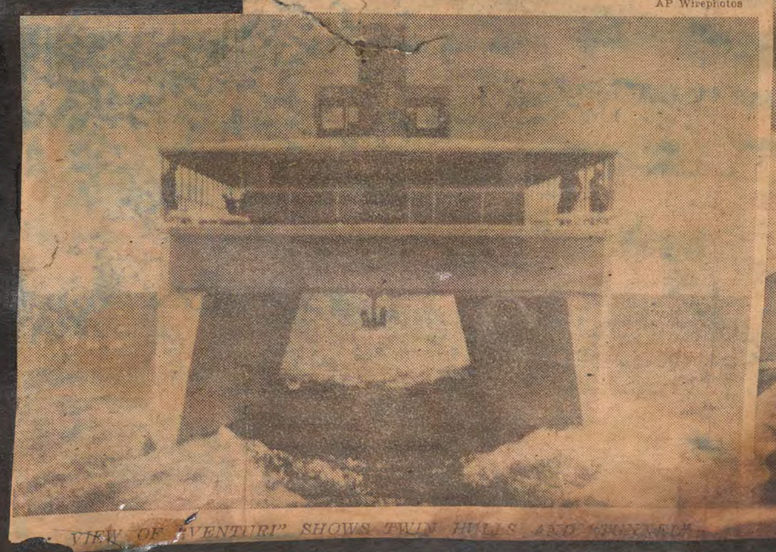
The Detroit manufacturer said he had tested the 188-foot Venturi in the roughest possible weather without finding it necessary to reduce the 26-knot cruising speed. He said the deck connecting the hulls 22 feet above the water line spanned mountainous waves without any appreciable pitch.

BOSTON, MASS.
AMERICAN
Circ. D. 207,953
AUG 1 - 1949

'No-Roll' Twin-Hull Ship Unveiled

On Even Keel—Gar Wood, inventor and speedboat racer (at right), has revealed in Florida his high-speed, twin-hull ship, "Venturi," which cruises at 26 knots on completely even keel. He explains that air rushing through the "tunnel" buoys up the ship. It is 188 feet long and 40 feet wide with a deck 22 feet above the waterline, connecting the twin hulls. See below . . .

AP Wirephotos



VIEW OF "VENTURI" SHOWS TWIN HULLS AND "TUNNEL" . . . GAR WOOD AT WHEEL OF NEW SHIP

CHEBOYGAN, MICH.
TRIBUNE
Circ. D. 3,960
AUG 1 - 1949

Craft Of The Future

Twin-Hulled Ship Built By Inventor Gar Wood

DETROIT (UP) — A twin-hulled ship wich cuts through the waves with a minimun of stress and rolling was introduced today by speedboat manufacturer Gar Wood as a model for the super ocean liner of the future.

Wood made public for the first time the details of his 120-ton experimental yatch "Venturi" which he built in for the Army Air Forces. He predicted that the air tun[nel] formed by the two hulls which [support the ship's] cabin deck will [revolutionize] ocean travel.

[The massive hulls of present-day ships which crash and plow] their way through the water waste a tremendous amount of power," Wood said. "The narrow twin hulls of the 'Venturi' slice through the waves permitting the ship to speed on at a completely even keel, undistrubed."

Wood said he had tested the graceful, 188-foot "Venturi" in the roughest possible weather without finding it necessary to reduce the 26 knot cruising speed. He said the deck connecting the hulls 22 feet above the water line spanned mountainous waves without any appreciable pitch.

OUR PHOTOS WERE USED EVERYWHERE

MILES CITY, MONT.
STAR
Circ. D. 3,306
AUG 2 - 1949

Gar Wood Unveils "No-Roll"

GAR WOOD, inventor and speedboat racer, revealed July 3 designed and built a high-speed, twin-hulled ship at Fisher's Island, Fla. The ship, named the "Venturi" and side (top) and stern (bottom) views, cruises at 26 knots even keel. The "Venturi" is 188 feet long and 40 feet w hulls connected by a deck 22 feet above the water line. rushing through the "tunnel" buoys up the ship.

MINOT, N. D.
NEWS
Circ. D. 18,051
AUG 2 - 1949

Gar Wood Unveils 'No-Roll'

Gar Wood, inventor and speed-boat racer, revealed that he has designed and built a high-speed, twin-hulled ship at his estate at Fishers Island, Fla. The ship, shown here in side (top) and stern (bottom) views, cruises at 26 knots on compl The "Venturi" is and 40 feet wide connected by a above the water line. Wood says air rushing thru the "tunnel" buoys up the ship.

EAST LIVERPOOL, O.
REVIEW
Circ. D. 14,731
AUG 2 1949

TWIN HULL SHIP. Gar Wood, inventor discloses he has designed and built a hig ship, named the Venturi and shown her stern (bottom) views, cruises at 26 knots keel. The Venturi is 188 feet long and 40 hulls connected by a deck 22 feet above Wood says air rushing through the "tunn

MIDDLETOWN, OHIO
JOURNAL
Circ. D. 14,102
AUG 2 1949

Gar Wood Unveils 'N

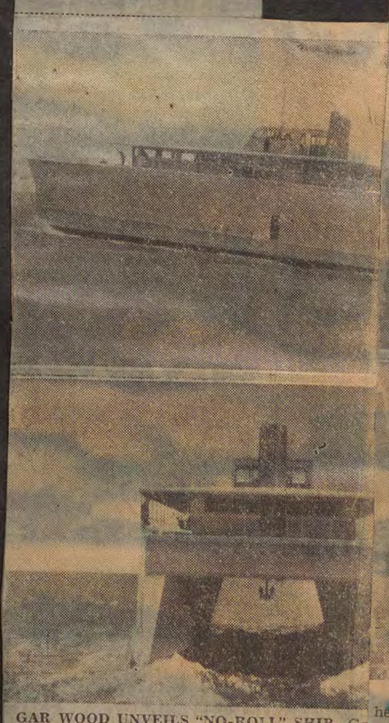
Gar Wood, inventor and speedboat racer designed and built a high-speed, twin-h at Fisher's Island, Fla. The ship, nam shown here in side (top) and stern (bott knots on completely even keel. The "Ven 40 feet wide with twin hulls connected the water line. Wood says air rushing buoys up the ship.—(AP Wirephoto).

HAMILTON, OHIO
JOURNAL-NEWS
Circ. D. 19,778
AUG 2 1949

Gar Wood Unveils New Ship

Special To Journal-News.
Fisher's Island, Fla., Aug. 2.—Gar Wood, inventor and speedboat racer, revealed July 31 that he has designed and built a high-speed twin-hulled ship at his estate at Fisher's Island, Fla. The ship, named the "Venturi" and shown here in side (top) and stern (bottom) views, cruises at 26 knots on completely even keel. The "Venturi" is 188 feet long and 40 feet wide with twin hulls connected by a deck 22 feet above the water line. Wood says air rushing through the "tunnel" buoys up the ship.

LITTLE FALLS, MINN.
TRANSCRIPT
Cir. D. 2,724
AUG 3 1949



GAR WOOD UNVEILS "NO-ROLL" SHIP—Ga speedboat racer, revealed July 31 that he has high-speed, twin-hulled ship at his estate at Fi ship, named the "Venturi" and shown here in (bottom) views, cruises at 26 knots on comp "Venturi" is 188 feet long and 40 feet wide with by a deck 22 feet above the water line. Wood says air rushing through the "tunnel" buoys up the ship. (AP Wirephoto).

WINONA, MINN.
REPUBLICAN-HERALD
Circ. D. 18,014
AUG 5 1949

Gar Wood, inventor and speedboat racer, revealed he has designed and built a high-speed, twin-hulled estate at Fisher's Island, Fla. The ship, named the shown here in side (top) and stern (bottom) views, knots on completely even keel. The Venturi is 188 feet feet wide with twin hulls connected by a deck 22 feet abo line. Wood says air rushing through the "tunnel" buoys (A.P. Wirephoto.)

BUTTE, MONT.
POST
Cir. D. 11,390
AUG 3 1949

Gar Wood Unveils "No Roll" Ship

Gar Wood, inventor and speedboat racer, 31) that he has designed and built a high hulled ship at his estate, Fisher's Island, F named the "Venturi," and shown here in side views, cruises at 26 knots on completely ev "Venturi" is 188 feet long and 40 feet wide, hulls connected by a deck 22 feet above Wood says air rushing through the "tunnel" ship.

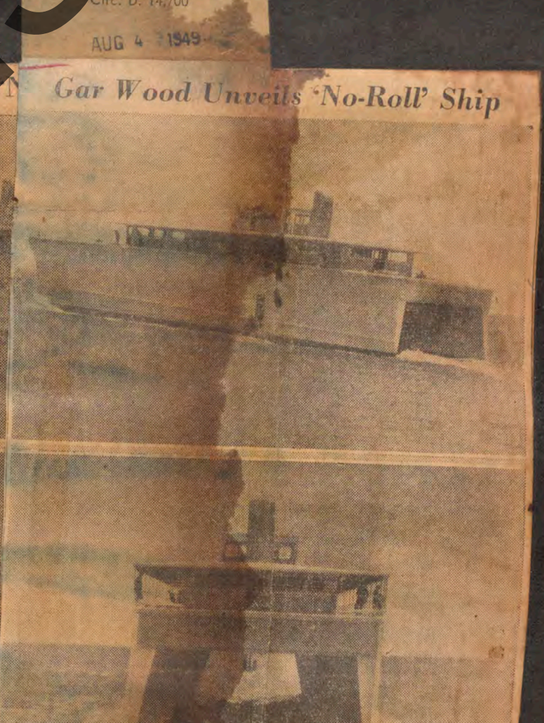
LIVINGSTON, MONT.
ENTERPRISE
Cir. D. 1,775
AUG 3 1949

Gar Wood Unveils "N

Gar Wood inventotr and speedboat r designed and built a high-speed, twi at Fisher's Island, Fla. The ship, n shown here in side (top) and stern (b knots on completely even keel. The and 40 feet wide with twin hulls co above the water line. Wood says "tunnel" buoys up the ship.

MANKATO, MINN.
FREE PRESS
Circ. D. 14,700
AUG 4 1949

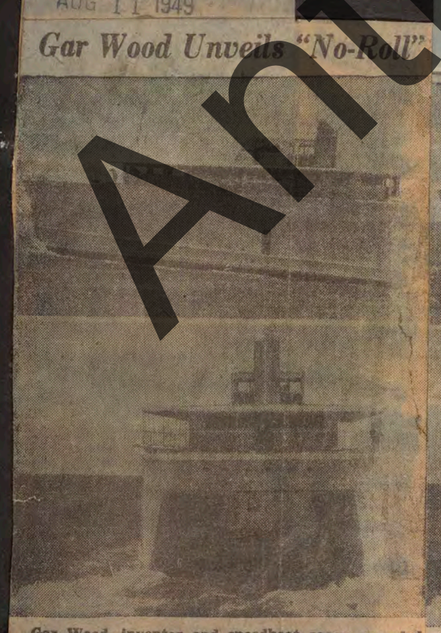
Gar Wood Unveils 'No-Roll' Ship



Gar Wood, inventor and speedboat racer, revealed that he has designed and built a high-speed, twin-hulled ship at his estate at Fisher's Island, Fla. The ship, named the "Venturi" and shown here in side (top) and stern (bottom) views, cruises at 26 knots on completely even keel. The "Venturi" is 188 feet long and 40 feet wide with twin hulls connected by a deck 22 feet above the water line. Wood says air rushing through the "tunnel" buoys up the ship. (AP Wirephoto)

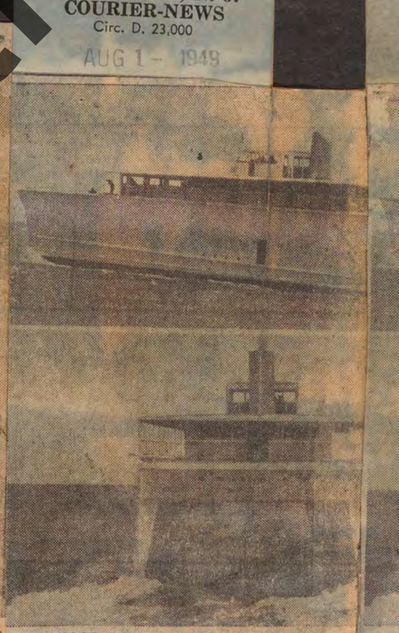
AMSTERDAM, N. Y.
RECORDER
Circ. D. 11,970
AUG 11 1949

Gar Wood Unveils "No-Roll"



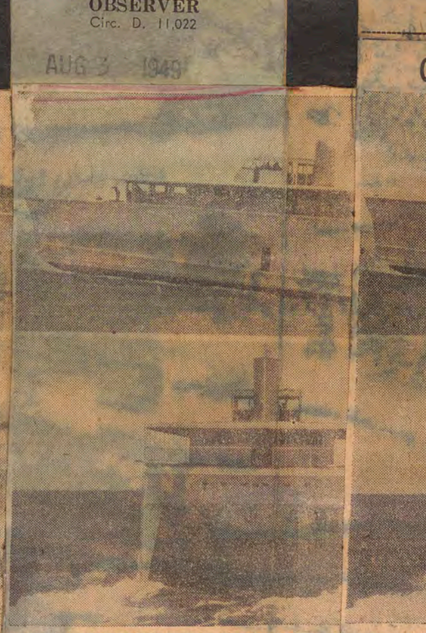
Gar Wood, inventor and speedboat racer, revealed designed and built a high-speed twin-hulled ship at Fisher's Island, Fla. The ship, named the "Venturi" and side and head-on views, cruises at 26 knots on com keel. Wood says air rushing through the "tunnel" b ship.

PLAINFIELD, N. J.
COURIER-NEWS
Circ. D. 23,000
AUG 1 - 1949



GAR WOOD UNVEILS 'NO-ROLL' SHIP—Ga speedboat racer, revealed that he has designed a twin-hulled ship at his estate, Fisher's Island, the "Venturi" and shown here in side and hea 26 knots on completely even keel. Wood says the "tunnel" buoys up the ship.

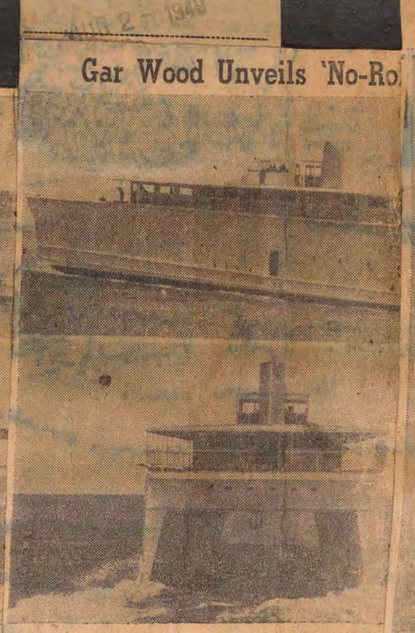
FAYETTEVILLE, N. C.
OBSERVER
Circ. D. 11,022
AUG 3 1949



GAR WOOD UNVEILS 'NO-ROLL' SHIP—G speedboat racer, revealed that he has designed a twin-hulled at his estate, Fisher's Island, Fla. "Venturi" and shown here in side and head- knots on completely even keel. Wood says a "tunnel" buoys up the ship.

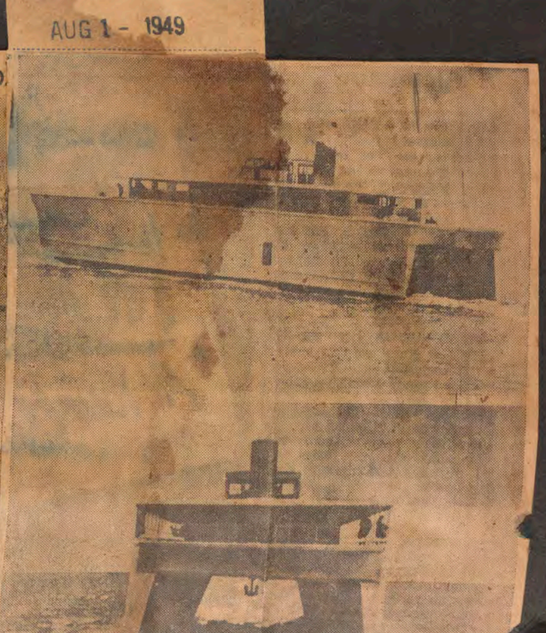
CANANDAIGUA, N. Y.
MESSENGER
Circ. D. 4,091
AUG 2 1949

Gar Wood Unveils 'No-Ro



Gar Wood, inventor and speedboat racer, re designed and built a high speed ewin-hulled ship in side and head-on views, cruises at 26 knots o keel. Wood says air rushing through the "tunn ship.

BATTLE CREEK, MICH.
ENQUIRER-NEWS
Circ. D. 30,466 - S. 30,768
AUG 1 - 1949



'SHIP OF TOMORROW'—Two views of the twin-hulled sh Gar Wood, famous boat builder, revealed yesterday. He bel of this type will essentially replace those now in use. The shown in two views above is 138 feet long and 40 feet wide

MANDAN (N. D.) DAILY PIONEER
TUESDAY, AUGUST 2, 1949

Gar Wood Unveils "No-Roll" S

Gar Wood, inventor and speedboat racer, revealed July 31 that he has designed and built a high-speed, twin-hulled ship at his estate at Island, Fla. The sh the "Venturi" and in side (top) and tom) views, crui knots on completel The "Venturi" is 1 and 40 feet wide hulls connected by feet above the water line. Wood says air rushing through the "tunnel" buoys up the ship. (AP Wirephoto)

FREEPORT ILL. JOURNAL-STANDARD
TUESDAY AUGUST 2 1949

"No-Roll" Ship Unveil

Gar Wood, inventor and speedboat racer, ha high-speed, twin-hulled ship at his estate on Fi ship, named the "Venturi" and shown here in sid tom) views, cruises at 26 knots on completely ev is 188 feet long and 40 feet wide with twin hulls feet above the water line. Wood says air rushi buoys up the ship.—AP Photo.

CAPE GIRARDEAU MO. MO'AN
AUG. 3, 1949 A-18

GAR WOOD UNVEILS "NO-

GAR WOOD, inventor and speedboat r he has designed and built a high-spee at his estate at Fisher's Island, Fla. Th "Venturi" and shown here in side (top) and stern (bottom) views, cruises at 26 knots on completely even keel. The "Venturi" is 188 feet long and 40 feet wide with twin hulls connected by a deck 22 feet above the waterline. Wood says air rushing through the "tunnel" buoys up the ship.—(AP Wirephoto).

NEWARK OHIO ADVOCATE
MONDAY AUGUST 1 1949

Builds Twin-Hulled

NEW YORK, Aug. 1 — Gar Wood, inventor and speed boat racer, revealed today that he has designed and built a high-speed twin-hulled ship at his estate, Fisher's Island, Fla. The ship, named the "Venturi" and shown here in side and head-on views, cruises completely "Venturi" is 40 feet wide w connected by above the wat air rushing t nel" buoys u

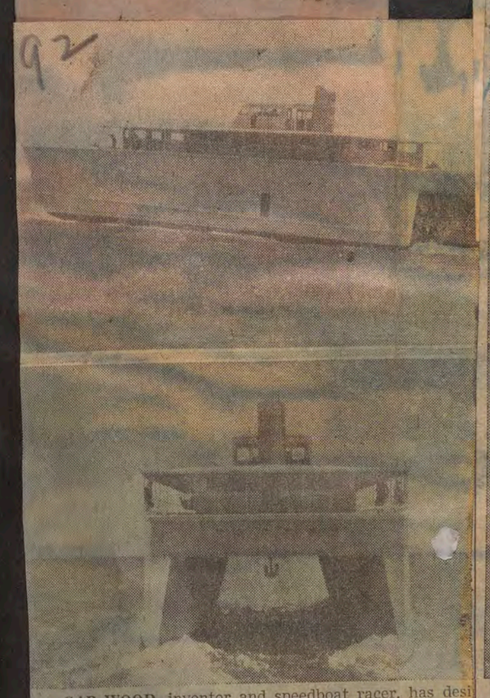
Wir

CINCINNATI OHIO
MONDAY AUGUST 1 1949

NO-ROLL SHIP UNVEILED

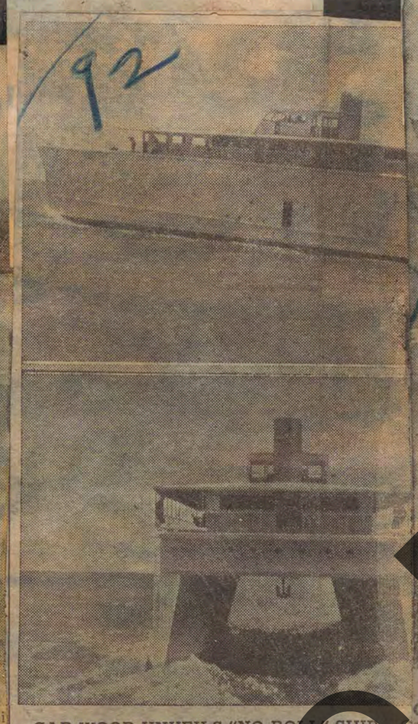
Associated Press Wirephoto.
Shown here are side and head-on views of the ship invented by Gar Wood, famed as a speedboat designer, that Wood says cruises at 26 knots an hour and keeps a completely even keel. It is 188 feet long and 40 feet wide, with twin hulls which are connected by a deck 22 feet above the water line. Wood says that air rushing through the tunnel between the hulls buoys up the ship and keeps it from rolling.

FARGO (N. D.) MORNING FORUM
WEDNESDAY, AUGUST 3, 1949



GAR WOOD, inventor and speedboat racer, has desi built a high-speed, twin-hulled ship at his estate on Fisher Fla. The ship, named the Venturi and shown here in side stern (bottom) views, cruises at 26 knots on completely e The Venturi is 188 feet long and 40 feet wide, with twin h nected by a deck 22 feet above the water line. Wood says ing through the "tunnel" buoys up the ship. (AP Wirepho

PROVIDENCE, KY. ENTERPRISE
AUG. 4, 1949 A-13



GAR WOOD UNVEILS "NO-ROLL" SHIP— and speedboat racer, reveals that he has des high-speed, twin-hulled ship at his estate at F The ship, named the "Venturi" and shown her stern (bottom) views, cruises at 26 knots keel. The "Venturi" is 188 feet long and 40 f hulls connected by a deck 22 feet above the says air rushing through the "tunnel" buoys Wirephoto.)

ANTIGO, WISC., JOURNAL
WEDNESDAY AUGUST 3 1949

GAR WOOD UNVEILS "NO-R Gar Wood, inventor and speedboat racer, reve has designed and built a high-speed, twin-hull Fisher's Island, Fla. The ship, named the in side (top) and stern (bottom) views, cr completely even keel. The "Venturi" is 188 wide with twin hulls connected by a deck 22 line. Wood says air rushing through the "t ship.

LEXINGTON, KY. LEADER
AUG. 4, 1949 A-16

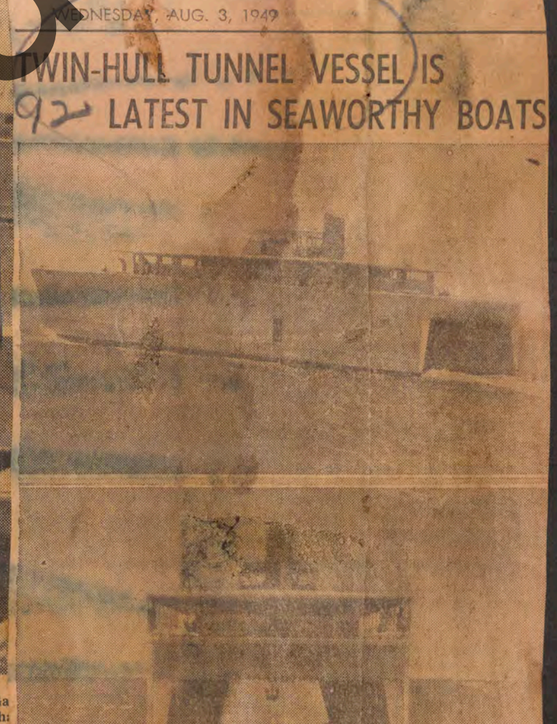
GAR WOOD UNVEILS 'NO-ROLL' SHIP—Ga speed boat racer, revealed today that he h high-speed, twin-hulled ship at his estate, Fi ship, named the "Venturi" and shown here cruises at 26 knots on completely even keel. feet long and 40 feet wide with the twin hull 22 feet above the waterline. Wood says a "tunnel" buoys up the ship.

(AP Wirephoto).

FT. DODGE (IA.) MESSENGER & CHRON.
WEDNESDAY, AUGUST 3, 1949

WEDNESDAY, AUG. 3, 1949

TWIN-HULL TUNNEL VESSEL IS LATEST IN SEAWORTHY BOATS



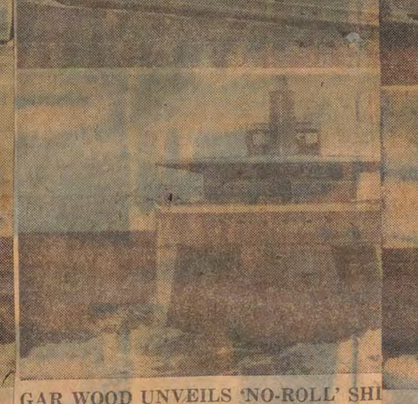
GAR WOOD UNVEILS "NO-ROLL" SHIP
Gar Wood, inventor and speedboat racer, revealed that he has designed and built a high-speed, twin hulled ship at his estate at Fisher's Island, Fla. The ship, named the "Venturi" and shown here in side (top) and stern (bottom) views, cruises at 26 knots on completey even keel. The "Venturi" is 188 feet long and 40 feet wide with twin hulls connected by a deck 22 feet above the water line. Wood says air rushing through the "tunnel" buoys up the ship. (AP Wirephoto)

NEW BRUNSWICK N. J. HOME NEWS
AUG 1 - 1949

UNVEILS 'NO-ROLL' SHIP

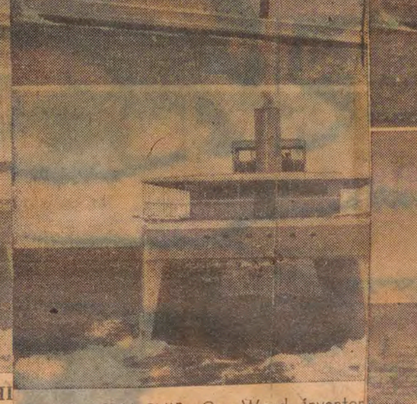
Gar Wood, inventor and speedboat racer, revealed that he has designed and built a high-speed twin-hulled ship at his estate, Fisher's Island, Fla. The ship, named the Venturi and shown here in side and head-on views, cruises at 26 knots on completely even keel. Wood says air rushing thro nel" buoys up the ship.

FREDERICKSBURG VA. F. L. STAR
AUG 2 - 1949



GAR WOOD UNVEILS 'NO-ROLL' SHI ventor and speedboat racer, revealed tha and built a high-speed twin-hulled ship a er's Island, Fla. The ship, named the "Ve here in side and head-on views, cruises at pletely even keel. Wood says air rushing nel" buoys up the ship.

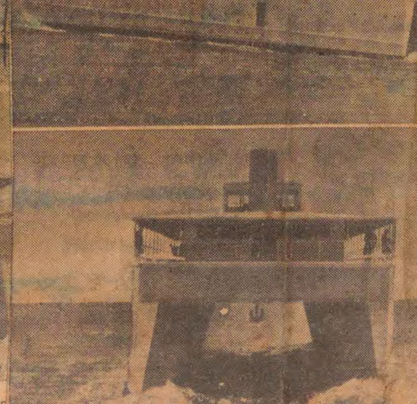
ENDICOTT, N. Y.
BULLETIN
Circ. D. 6,856
AUG 10 1949



'NO-ROLL' SHIP—Gar Wood, inventor revealed that he has designed and built a ship at his estate, Fisher's Island, Fla. The furi" and shown here in side and stern views completely even keel. Wood says air rushi buoys up the ship.

Yakima, Wash.
Yakima Republic
AUG 8 1949

Wood Creation Built for S

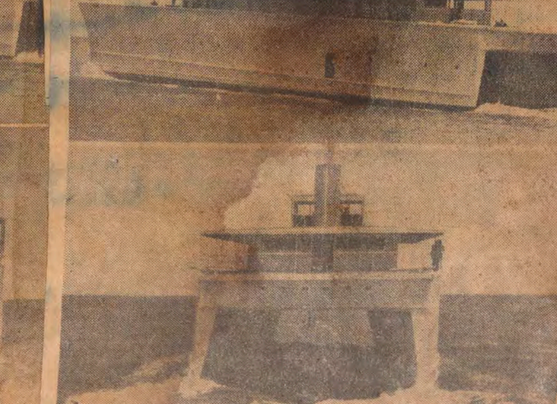


GAR WOOD BUILT this speedboat at his estate at Fish Fla. The ship, called the Venturi, cruises at 26 kn pletely even keel. It is 188 feet long and 40 feet wid twin hulls connected by a deck 22 feet above the w

—Associated Press Wirephoto through the "tunnel" buoys up the ship.

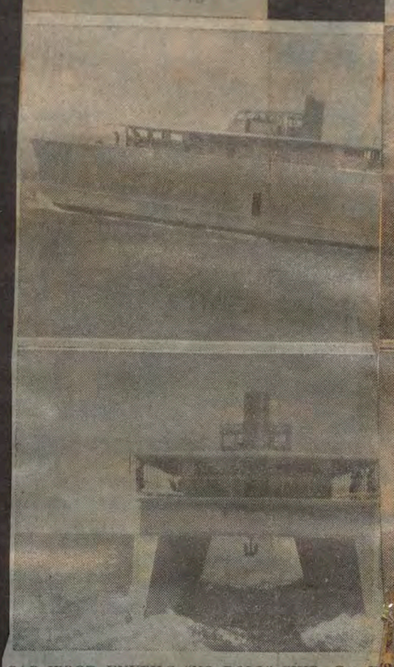
ANSONIA CONN. SENTINEL
AUG 4 - 1949

UNVEILS "NO ROLL" SHIP



Gar Wood, inventor and speedboat racer, revealed that he designed and built a high-speed twin-hulled ship at his estate, Fish Island, Fla. The ship, named the "Venturi" and shown here in side ead-on views, cruises at 26 knots on completely even keel. Woo

KENOSHA, WIS.
NEWS
Circ. D. 16,611
AUG 2 - 1949



GAR WOOD UNVEILS "NO ROLL" SHIP—Gar W speedboat racer, revealed that he has designed and twin-hulled ship at his estate at Fisher's Island, Fl the "Venturi" and shown here in side (top) and ste cruises at 26 knots on completely even keel. The feet long and 40 feet wide with twin hulls connected above the water line. Wood says air rushing through up the ship.—(AP Wirephoto)

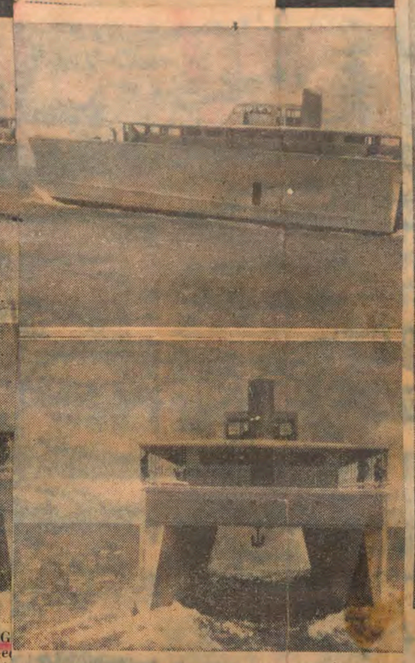
AUG 2 - 1949

NEW LOOK" IN SHIPS—Gar Wood, inventor ver, has designed and built a high-speed, twin- estate at Fisher's Island, Fla. The ship, named t shown here in side and stern views, cruises at ely even keel, even in heavy seas. The "Ven ng and 40 feet wide with twin hulls connected ve the water line. Wood says air rushing thro buoys up the ship. He says its high speed—top 39 knots—and economy promise a lift to shipping.

GRAND HAVEN, MICH.
TRIBUNE
Circ. D. 3,573
AUG 2 - 1949

GAR WOOD UNVEILS "NO-ROLL" SHIP—G and speedboat racer, reveals that he has designe speed, twin-hulled ship at his estate at Fisher's ship, named the "Venturi" and shown here in si (bottom) views, cruises at 26 knots on complete "Venturi" is 188 feet long and 40 feet wide wi nected by a deck 22 feet above the water lin rushing through the "tunnel" buoys up the ship.

KEWANEE, ILL.
STAR-COURIER
Circ. D. 10,292
AUG 2 - 1949

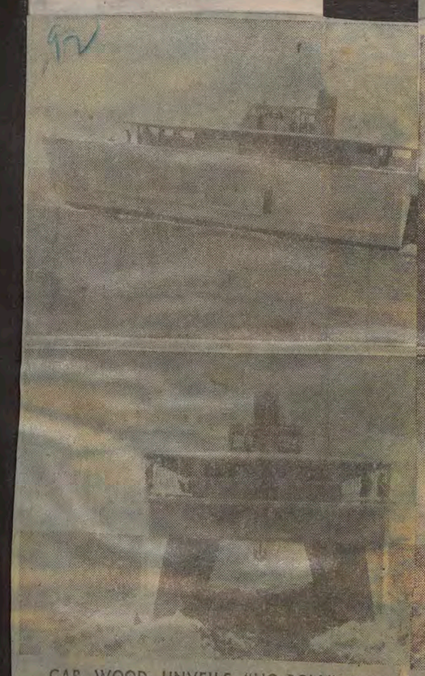


UNVEILS "NO-ROLL" SHIP—Gar Wood, i speedboat racer, revealed July 31 that he h and built a high-speed, twin-hulled ship at Fisher's Island, Fla. The ship, named the "V shown here in side (top) and stern (bot cruises at 26 knots on completely even keel. turi" is 188 feet long and 40 feet wide wit connected by a deck 22 feet above the water line. Wood says air rushing through the "tunnel" buoys up the ship. (AP Wirephoto)

CEDAR RAPIDS
IOWA
GAZETE
AUG 2 - 1949

GAR WOOD, inventor and speedboat racer, revealed that he has designed and built a high-speed, twin-hulled ship at his estate at Fisher's Island, Fla. The ship, named the "Venturi" and shown here in side (top) and stern (bottom) views, cruises at 26 knots on completely even keel. The "Venturi" is 188 feet long and 40 feet wide with twin hulls connected by a deck 22 feet above the water line. Wood says air rushing through the "tunnel" buoys up the ship.

ALTON ILL TELEGRAPH
TUESDAY AUGUST 2 1949



GAR WOOD UNVEILS "NO-ROLL" SHIP—
ventor and speedboat racer, revealed July 31 that
and built a high-speed, twin-hulled ship at his est
Island, Fla. The ship, named the "Venturi" and sho
(top) and stern (bottom) views cruises at 26 knot
twin-hulled connected by a deck 22 feet above the wa
air rushing through the "tunnel" buoys up the s
photo.

BELLEVILLE, ILL.
ADVOCATE
Circ. D. 9,169
AUG 3 1949

GAR WOOD UNVEILS "NO-ROLL" SHIP—Ga ventor and speedboat racer, revealed July 31 t designed and built a high-speed, twin-hulled s estate at Fisher's Island, Fla. The ship, named turi" and shown here in side (top) and stern views, cruises at 26 knots on completely even "Venturi" is 188 feet long and 40 feet wide with connected by a deck 22 feet above the water li says air rushing through the "tunnel" buoys up (AP Wirephoto).

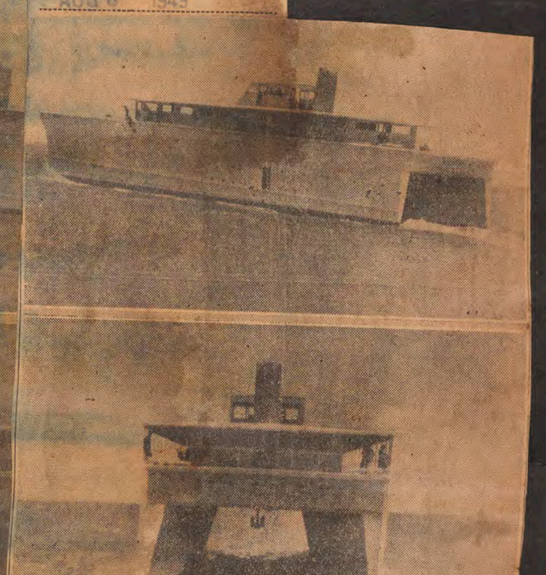
RUSHVILLE, IND.
REPUBLICAN
Circ. D. 3,467
AUG 2

GAR WOOD UNVEILS "NO-ROLL" SHI ventor and speedboat racer, has revealed and built a high-speed, twin-hulled sh Fisher's Island, Fla. The ship, named the here in side (top) and stern (bottom) knots on completely even keel. The "Ven and 40 feet wide with twin hulls connect above the water line. Wood says air r "tunnel" buoys up the ship.

SANDUSKY, OHIO
REGISTER-STAR NEWS
Circ. D. 15,936
AUG 2 1949

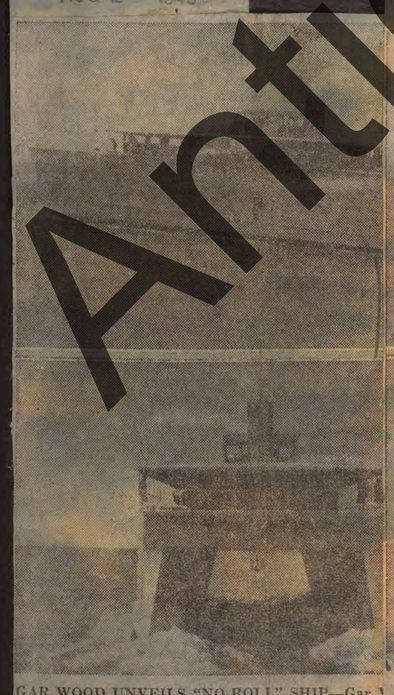
GAR OOD UNVEILS "NO-ROLL" SHIP— speedboat racer, revealed he has designed twin-hulled ship at his estate at Fisher's named the "Venturi" and shown here in s tom) views, cruises at 266 knots on com "Venturi" is 188 feet long and 40 feet w nected by a deck 22 feet above the wat rushing through the "tunnel" buoys up the

PORTSMOUTH, OHIO
TIMES
Circ. D. 23,644
AUG 8 1949



GAR WOOD UNVEILS "NO-ROLL" SHIP. Gar Wood, inventor and speedboat racer, revealed he has designed and built a high-speed, twin-hulled ship at his estate at Fisher's Island, Fla. The ship, named the "Venturi" and shown here in side (top) and stern (bottom) views, cruises at 26 knots on a completely even keel. The "Venturi" is 188 feet long and 40 feet wide with twin hulls connected by a deck 22 feet above the water line. Mr. Wood says air rushing through the "tunnel" buoys up the ship.

Wisconsin Rapids, Wis.
TRIBUNE
Circ. D. 7,823
AUG 2 - 1949



GAR WOOD UNVEILS "NO-ROLL" SHIP—Gar W speedboat racer, revealed July 31 that he has de high-speed, twin-hulled ship at his estate at Fi The ship, named the "Venturi" and shown here stern (bottom) views, cruises at 26 knots on co The "Venturi" is 188 feet long and 40 feet wid connected by a deck 22 feet above the water li rushing through the "tunnel" buoys up

WAUSAU, WIS.
RECORD-HERALD
Circ. D. 14,992
AUG 2 - 1949

GAR WOOD UNVEILS "NO-ROLL" SHIP—Gar and speedboat racer, revealed July 31 that he ha built a high-speed, twin-hulled ship at his est Island, Fla. The ship, named the "Venturi" and side (top) and stern (bottom) views, cruises at 26 pletely even keel. The "Venturi" is 188 feet long a with twin hulls connected by a deck 22 feet above Wood says air rushing through the "tunnel" buo (AP Wirephoto)

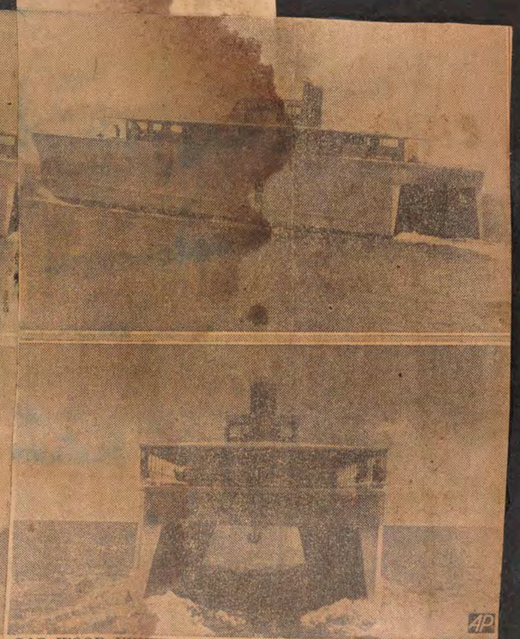
STEVENS POINT, WIS.
JOURNAL
Circ. D. 7,801
AUG 2 - 1949

GAR WOOD UNVEILS "NO-ROLL" SHIP and speedboat racer, revealed July 31 that h a high-speed, twin-hulled ship at his estate The ship, named the "Venturi" and shown stern (bottom) views, cruises at 26 knots o The "Venturi" is 188 feet long and 40 fee connected by a deck 22 feet above the wa rushing through the "tunnel" buoys up the

RACINE, WIS.
JOURNAL-TIMES
Circ. D. 25,212
AUG 2 - 1949

UNVEILS 'NO-ROLL' SHIP—Gar Wood, invent boat racer, revealed that he has designed and built twin-hulled ship at his estate at Fisher's Island, named the "Venturi" and shown here in side (t (bottom) views, cruises at 26 knots on completely e "Venturi" is 188 feet long and 40 feet wide with tw nected by a deck 22 feet above the water line. W rushing through the "tunnel" buoys up the ship. (AP

LINCOLN, NEB.
STATE JOURNAL
AUG 4 1949



GAR WOOD UNVEILS "NO-ROLL" SHIP—Gar Wood, inventor and speedboat racer, designed and built this high-speed, twin-hulled ship at his estate at Fisher's Island, Fla. The ship, named the "Venturi" and shown here in side (top) and stern (bottom) views, cruises at 26 knots on completely even keel. The "Venturi" is 188 feet long and 40 feet wide with twin hulls connected by a deck 22 feet above the water line. Wood says air rushing th the "tunnel" buoys up the ship.

ITHACA, N. Y.
JOURNAL
Circ. D. 10,744
AUG 2 - 1949

GAR WOOD, inventor and speedboat rac
that he has designed and built a high-speed
ship at his estate, Fisher's Island, Fla. The
the 'Venturi' and shown here in side
views, cruises at 26 knots on completel
Wood says air rushing through the 'tunn
the ship.

PORT CHESTER, N. Y.
ITEM
Circ. D. 9,909
AUG 1 - 1949

GAR WOOD, inventor and speedboat racer, revealed that he has designed and built a high-speed twin-hulled ship at his estate, Fisher's Island, Fla. The ship, named the "Venturi" and shown here in side and head-on views, cruises at 26 knots on completely even keel. The "Venturi" is 188 feet long and 40 feet wide with the twin hulls connected by a deck 22 feet above the waterline. Wood said air rushing through the "tunnel" buoys up the ship.

VALLEJO, CALIF.
TIMES HERALD
Circ. D. 21,315 - S. 21,418
AUG 2 1949

GAR WOOD UNVEILS "NO ROLL" SHIP—G
entor and speedboat racer, revealed yesterday
and built a high-speed, twin-hulled ship
Fisher's Island, Fla. The ship, named the "V
shown here in side and head-on views, cruises
on completely even keel. The "Venturi" is 188
40 feet wide with the twin hulls connected by a
above the waterline. Wood said air rushing
"Tunnel" buoys up the ship.

GALENA, ILL.
GAZETTE
Circ. D. 4,110
AUG 2

GAR WOOD UNVEILS "NO-ROLL" SHIP—
or and speedboat racer, revealed July 31 t
and built a high-speed, twin-hulled ship at his estate at Fi
er's Island, Fla. The ship, named the "Venturi" and sho
here in side (top) and stern (bottom) views, cruises at 2
knots on completely even keel. The "Venturi" is 188 feet lo
and 40 feet wide with twin-hulls connected by a deck 22 feet
above the water line. Wood says air rushing through the "tun-
nel" buoys up the ship.

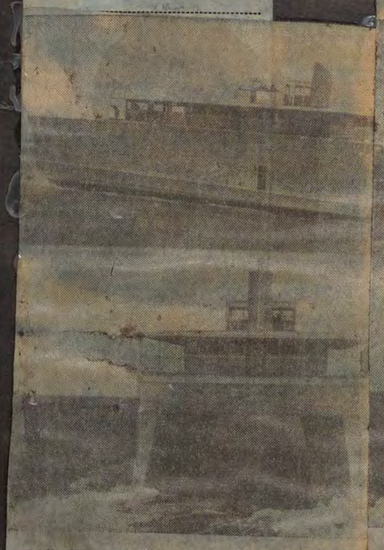
LANSING, MICH.
STATE JOURNAL
Circ. D. 52,032 - S. 51,463
AUG 3 1949

Wood Unveils 'No-Roll' Ship

AP

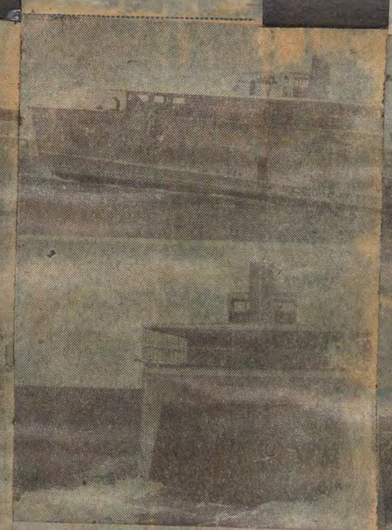
Gar Wood, inventor and speedboat racer, revealed that he has designed and built a high-speed, twin-hulled ship at his estate at Fisher's Island, Fla. The ship, named the "Venturi" and shown here in side (top) and stern (bottom) views, cruises at 26 knots on completely even keel. The "Venturi" is 188 feet long and 40 feet wide with twin hulls connected by a deck 22 feet above the water line. Wood says air rushing through the "tunnel" buoys up the ship. (AP Wirephoto)

WHITE PLAINS, N. Y.
REPORTER-DISPATCH
Circ. D. 16,885
AUG 1 - 1949



GAR WOOD, inventor and speedboat racer, revealed that he has designed and built a high-hulled ship at his estate, Fisher's Island, Fla. The ship, named the Venturi and shown here in side and head at 26 knots on keel. Wood through the the ship.

WATERTOWN, N. Y.
TIMES
Circ. D. 41,667
AUG 1 - 1949



GAR WOOD UNVEILS "NO-ROLL"
Wood, inventor and speedboat racer, revea
designed and built a high-speed twin-hull
estate, Fisher's Island, Fla. The shi
and shown here in side and head
knots on completely even keel.
through the "tunnel" buoys up the

SALAMANCA, N. Y.
REPUBLICAN-PRESS
Circ. D. 3,348
AUG 3 1949

'NO-ROLL' SHIP—Gar Wood, inventor and speedb
aled that he has designed and built a high-speed tw
his estate, Fisher's Island, Fla. The ship named the
and shown here in side and head-on views, cruises at 26 knots on
completely even keel. Wood says air rushing through the "tunnel"
buoys up the ship.

POUGHKEEPSIE, N. Y.
NEW YORKER
Circ. D. 21,342 - S. 22,891
AUG

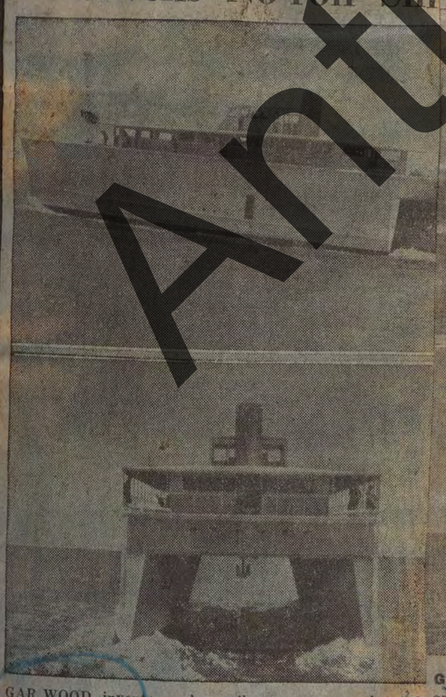
GAR WOOD, inventor and speedboat racer, reveal
designed and built a high-speed twin-hulled ship
in side and head-on views, cruises at 26 knots on
keel. Wood says air rushing through the "tunnel" bu

ROME, N. Y.
SENTINEL
Circ. D. 14,690
AUG 2 - 1949

GAR WOOD UNVEILS 'NO-ROLL' SHIP — Gar Wood, inventor and speedboat racer, revealed that he has designed and built a high-speed twin-hulled ship at his estate, Fisher's Island, Fla. The ship, named the "Venturi" and shown here in side and stern views, cruises at 26 knots on completely even keel. Wood says air rushing through the "tunnel" buoys up the ship. (AP Wirephoto).

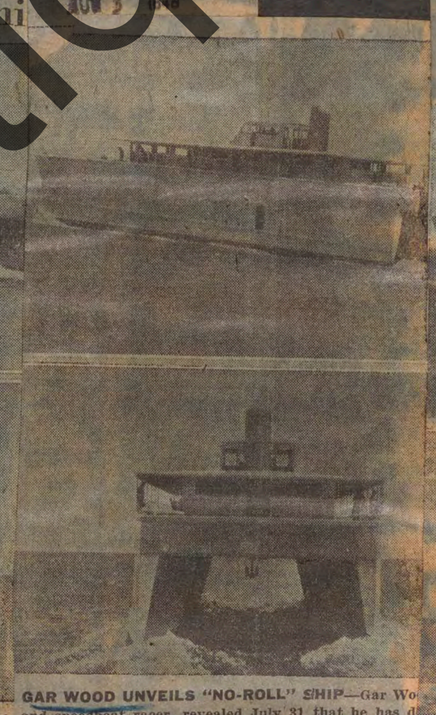
International Falls, Minn.
JOURNAL
Circ. D. 3,807
AUG 3 1949

Unveils 'No-roll' Shi



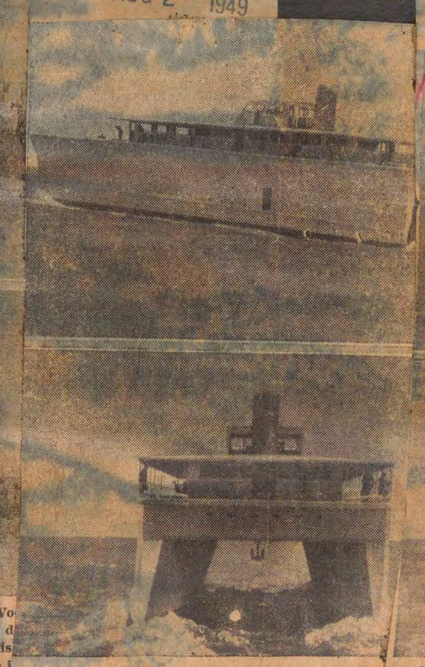
GAR WOOD, inventor and speedboat racer, revealed July
has designed and built a high speed, twin hulled ship a
at Fisher's Island, Fla. The ship, named the "Venturi"
here in side (top) and stern (bottom) views, cruises at
completely even keel. The "Venturi" is 188 feet long
wide with twin hulls connected by a deck 22 feet abov
line. Wood says air rushing through the "tunnel" buoys
(AP Wirephoto).

FAIRMONT, MINN.
SENTINEL
Circ. D. 8,741



GAR WOOD UNVEILS "NO-ROLL" SHIP—Gar Wo
and speedboat racer, revealed July 31 that he has d
built a high-speed, twin-hulled ship at his estate at Fis
Fla. The ship, named the "Venturi' and shown here
and stern (botton) views, cruises at 26 knots on com
keel. The "Venturi" is 188 feet long and 40 feet wi
hulls connected by a deck 22 feet above the water
says air rushing through the "tunnel" buoys up th
Wirephoto).

MENOMINEE, MICH.
HERALD-LEADER
Circ. D. 4,940
AUG 2 - 1949



Gar Wood, inventor and speedboat racer, revealed
signed and built a high-speed, twin-hulled ship at his
Island, Fla. The ship, named the "Venturi" and sh
(top) and stern (bottom) views, cruises at 26 kn
even keel. The "Venturi" is 188 feet long and 40 fe
hulls connected by a deck 22 feet above the water
air rushing through the "tunnel" buoys up the ship.

Sault Sainte Marie, Mich.
NEWS
Circ. D. 8,228
AUG 3 1949

Gar Wood, inventor and speedboat r
has designed and built a high-speed, twi
Fisher's Island, Fla. The ship, named t
in side (top) and stern (bottom) views,
twin hulls connected by a deck 22 feet
air rushing through the "tunnel" buoys u

MONROE, MICH.
NEWS
Circ. D. 12,586
AUG 1 - 1949

Gar Wood Unveils 'No-Roll' Ship

Gar Wood, inventor and speedboat racer, revealed that he has designed and built a high-speed twin-hulled ship at his estate, Fisher's Island, Fla. The ship, named the "Venturi" and shown here in side and head-on views, cruises at 26 knots on completely even keel. Wood says air rushing through the "tunnel" buoys up the ship.
(AP Wirephoto)

GAR WOOD UNVEILS "NO-ROLL" SH
speedboat racer, revealed that he has de
twin-hulled ship at his estate, Fisher's I
the "Venturi" and shown here in side and
knots on completely even keel. Wood s
"tunnel" buoys up the ship.

GAR WOOD, INVENTOR AND SPEEDBOAT
Sunday that he has designed and built a high-spe
at his estate, Fisher's Island, Fla. The ship, na
and shown here in side and head-on views, cru
completely even keel. The "Venturi" is 188 fe
wide with the twin hulls connected by a deck 22 f
line. Wood says air rushing through the "tunnel

GAR WOOD UNVEILS 'NO-ROLL' SHIP
ventor and speedboat racer, revealed that he
and built a high-speed twin-hulled ship at his
er's Island, Fla. The ship, named the "Venturi"
here in side and head-on views, cruises at 26
pletely even keel. Wood says air rushing through the "tunn
nel" buoys up the ship.

GAR WOOD, inventor and speedboat racer, reve
has designed and built a high-speed twin-hulled ship a
Fisher's Island, Fla. The ship, named the "Venturi"
here in side and head-on views, cruises at 26 knots or
even keel. Wood says air rushing through the "tunn
the ship.

Gar Wood Unveils "No-Roll" Ship

Gar Wood, inventor and speedboat racer, revealed that he has designed and built a high-speed twin-hulled ship at his estate, Fisher's Island, Fla. The ship, named the "Venturi" and shown here in side and head-on views, cruises at 26 knots on completely even keel. Wood says air rushing through the "tunnel" buoys up the ship.

'No-Roll' Ship

Gar Wood, inventor and speedboat racer, revealed he has designed and built a high-speed, twin-hulled estate at Fisher's Island, Fla. The ship, named the shown here in side (top) and stern (bottom) views knots on completely even keel. The "Venturi" is 188 40 feet wide with twin hulls connected by a deck 22 water line. Wood says air rushing through the "tun the ship. (AP Wirephoto)

GAR WOOD UNVEILS "NO-ROLL" SHIP—Gar
speedboat racer, revealed that he has designed
and Island, Fla. The ship, named the "Venturi"
twin-hulled ship at his estate, Fisher's Island, Fla.
"Venturi" and shown here in side and head-on views,
on completely even keel. Wood says air rushing through the "tunnel"
buoys up the ship.

GAR WOOD UNVEILS 'NO-R

Gar Wood inventor and speedboat racer, revea
signed and built a high-speed twin-hulled ship at
land, Fla. The ship, named the "Venturi" and sho
views, cruises at 26 knots on completely
with hulls connected by a deck 22 feet abo
rushing through the "tunnel" buoys up the sh

'NO ROLL SHIP'—Gar Wood, inventor
signed and built a high speed twin-hulled
land, Fla. The ship, named the Venturi and
views, cruises at 26 knots on even keel.
here in side and headon views, cruises at 26 knots on com-
pletely even keel. Wood says air rushing through the "tunnel"
buoys up the ship.

Gar Wood's 'No-roll' Ship . . .

Gar Wood, inventor and speedboat racer, revealed that he has designed and built a high-speed twin-hulled ship at his estate, Fishers Island, Fla. The ship, named the Venturi and shown here in side and headon views, cruises at 26 knots on completely even keel. Wood says air rushing through the "tunnel" buoys up the ship.

513

'No Roll' Ship

Gar Wood, inven
revealed July 31
built a high speed, twin hulled ship at hi
Fla. The ship, named the "Venturi" and
head-on views, cruises at 26 knots on co
"Venturi" is 188 feet long and 40 feet wide
nected by a deck 22 feet above the waterli
through the "tunnel" buoys up the ship.

GAR WOOD UNVEILS "NO-ROLL" SHIP—Gar W
and speedboat racer, has designed and built a hig
hulled ship at his estate at Fisher's island, Fla. Th
the "Venturi" and shown here in side (top) and
views, cruises at 26 knots on completely even kee
188 feet long and 40 feet wide with twin hulls c
deck 22 feet above the water line. Wood says air ru
the "tunnel" buoys up the ship.

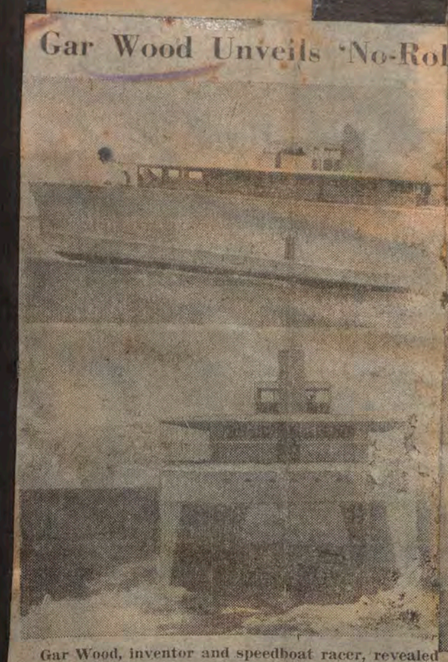
GAR WOOD UNVEILS "NO-ROLL"
and speedboat racer, revealed that he
high-speed, twin-hulled ship at his est
The ship, named the "Venturi" and sh
stern (bottom) views, cruises at 26 kno
The Venturi" is 188 feet long and 40 fe
nected by a deck 22 feet above the wate
ing through the "tunnel" buoys up the

GAR WOOD UNVEILS "NO-ROLL" SHIP—Gar Woo
and speedboat racer, revealed July 31 that he has de
built a high speed, twin hulled ship at his estate at Fis
Fla. The ship, named the "Venturi" and shown here i
and stern (bottom) views, cruises at 26 knots on comp
keel. The "Venturi" is 188 feet long and 40 feet wide
hulls connected with a deck 22 feet above the water
says air rushing through the "tunnel" buoys up the
Wirephoto.)

GAR WOOD UNVEILS "NO-ROLL" SHIP — Gar Wood, inventor and speedboat racer, revealed July 31 that he has designed and built a high-speed, twin-hulled ship at his estate at Fisher's Island, Fla. The ship, named the "Venturi" and shown here in side (top) and stern (bottom) views, cruises at 26 knots on completely even keel. The "Venturi" is 188 feet long and 40 feet wide with twin hulls connected by a deck 22 feet above the water line. Wood says air rushing through the "tunnel" buoys up the ship. (AP Wirephoto)

LACONIA, N. H.
CITIZEN
Circ. D. 4,718
AUG 3 1949

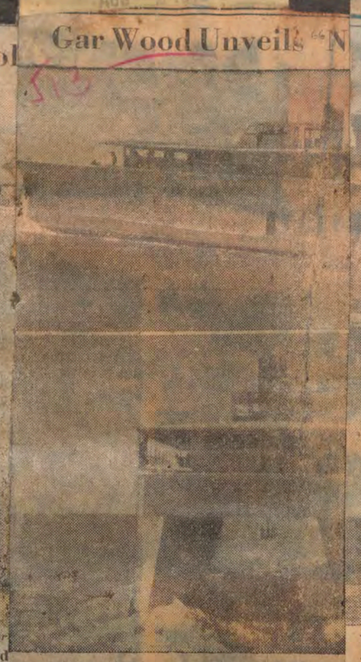
Gar Wood Unveils 'No-Rol



Gar Wood, inventor and speedboat racer, revealed
signed and built a high-speed twin-hulled ship at his
Island, Fla. The ship, named the "Venturi" and sho
and head-on views, cruises at 26 knots on completely
says air rushing through the "tunnel" buoys up the

Nampa, Idaho
Free-Press
(Cir. 5,322)
AUG 3 1949

Gar Wood Unveils "N



Gar Wood, inventor and speedboat racer, r
has designed and built a high-speed, twin-
(Fisher's Island, Fla. The ship, named the "
in side and head-
keel. The "Venturi"
hulls connected by
rushing through

HIBBING, MINN.
TRIBUNE
Circ. D. 7,913
AUG 3 1949

UNVEILS "NO-ROLL" SHIP — Gar W
tor and speedboat racer, revealed that he has designe
a high-speed, twin hulled ship at his estate at Fish
Fla. The ship, named the "Venturi" and shown h
(top) and stern (bottom) views, cruises at 26 kno
pletely even keel. The "Venturi" is 188 feet long a
wide with twin hulls connected by a deck 22 feet abov
line. Wood says air rushing through the "funnel" bu
ship.

CROOKSTON, MINN.
TIMES
Cir. D. 3,720
AUG 5 1949

GAR WOOD UNVEILS "NO-

Gar Wood, inventor and speedboat
31 that he has designed and built a hig
ship at his estate at Fisher's Island, F
the "Venturi" and shown here is side
tom) views, cruises at 26 knots on co
The "Venturi" is 186 feet long and 40
hulls connected by a deck 22 feet ab
Wood says air rushing through the "t
ship. (AP Wirephoto)

MOLINE, ILL.
DISPATCH
Circ. D. 22,386
AUG 1 1949

Ship Made Not to Roll

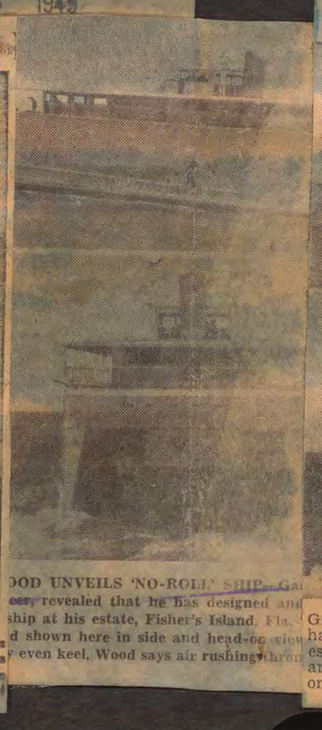
DESIGNED NOT TO ROLL, the above ship, designed by Gar Wood, inventor and speedboat racer, was demonstrated for the first time yesterday at Wood's estate, Fisher's Island, Fla. The ship, named Venturi, is shown in side and stern views. It cruises at 26 knots on a completely even keel, Wood claims. The ship is 188 feet long and 40 feet wide, with the twin hulls connected by a deck 22 feet above the waterline. Wood says air rushing through the "tunnel" buoys up the ship. (AP Photo)

MANCHESTER, N. H.
UNION
Circ. D. 24,562
AUG 2 - 1949

UNVEILS 'NO-ROLL' SHIP

Gar Wood, inventor and speedboat racer, revealed that he has
designed and built a high-speed twin-hulled ship at his estate, Fisher's
Island, Fla. The ship, named the "Venturi" and shown here in side
and head-on views, cruises at 26 knots on completely even keel. Wood
says air rushing through the "tunnel" buoys up the ship.

PORTSMOUTH, N. H.
HERALD
Circ. D. 7,978
AUG 3 1949



OOD UNVEILS 'NO-ROLL' SHIP—Ga
cer, revealed that he has designed and
ship at his estate, Fisher's Island, Fla.
d shown here in side and head-on vie
y even keel. Wood says air rushing thro

ATLANTIC CITY, N. J.
UNION
Circ. D. 9,067
AUG 1 - 1949

GAR WOOD UNVEILS 'NO-R

GAR WOOD, inventor and speedboat racer, r
has designed and built a high-speed twin-hu
estate, Fisher's Island, Fla. The ship, name
and shown here in side and head-on views, cr
on completely even keel. Wood says air rus
"tunnel" buoys up the ship. (A

BRIDGETON, N. J.
NEWS
Circ. D. 7,653
AUG 2 1949

Gar Wood Unveils 'No-R

Gar Wood, inventor and speedboat racer, r
designed and built a high-speed twin-hulled
Fisher's Island, Fla. The ship, named the
here in side and head-on views, cruises at
pletely even keel. Wood says air rushing
buoys up the ship.

LAKEWOOD, N. J.
TIMES
Circ. D. 2,056
AUG 2 1949

Gar Wood Unveils 'No-Roll' Ship

GAR WOOD, inventor and speedboat racer, revealed that he has
designed and built a high-speed twin-hulled ship at his estate, Fish-
er's Island, Fla. The ship, named the "Venturi" and shown here
side and head-on views, cruises at 26 knots on completely even keel.
Wood says air rushing through the "tunnel" buoys up the ship.

GARDNER, MASS.
NEWS
Circ. D. 5,511
AUG 2 1949

GAR WOOD UNVEILS 'NO-ROLL' SHIP

Gar Wood, inventor and speedboat racer, revealed that he has de-
signed and built a high-speed twin-hulled ship at his estate, Fisher's Island,
Fla. The ship, named the "Venturi" and shown here in side and head-on
views, cruises at 26 knots on completely even keel. Wood says air rush-
ing through the "tunnel" buoys up the ship.

Santa Rosa, Cal.
Republican
(Cir. 2,053)
AUG 2 - 49

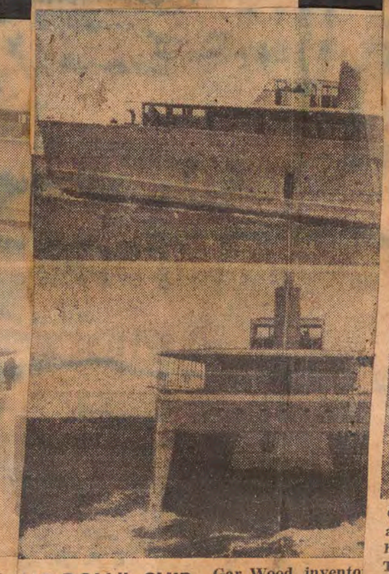
513

WOOD, INVENTOR and spee
31 that he has designed and bu
d ship at his estate, Fisher's I
ed the "Venturi" and shown he
s, cruises at 26 knots on compl
turi" is 188 feet long and 40 fe
connected by a deck 22 feet
says air rushing through the
(AP Wirephoto.)

MORGANTOWN, W. VA.
DOMINION-NEWS
Cir. D. 7,687
AUG 4 - 1949

GAR WOOD UNVEILS 'NO-ROLL' SHIP—Gar
and speedboat racer, revealed that he has designed
speed twin-hulled ship at his estate, Fisher's Island, Fla
the "Venturi" and shown here in side and head-on vi
knots on completely even keel. Wood says air rushing
nel" buoys up the ship.

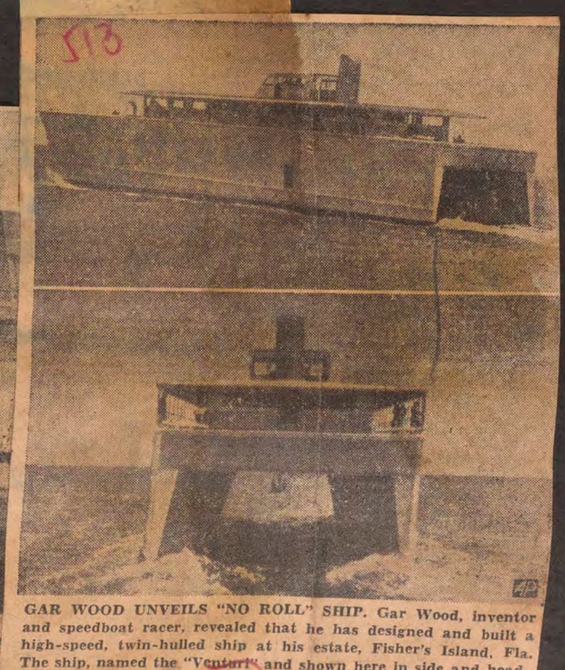
NORTH ADAMS, MASS.
TRANSCRIPT
Circ. D. 12,930
AUG 1 - 1949



NO-ROLL" SHIP—Gar Wood, invento
revealed that he ha
high-speed twin-hulled ship at his estate
The ship, named the "Venturi" and sh
head-on views, cruises at 26 knots on
Wood says air rushing through the "tunn

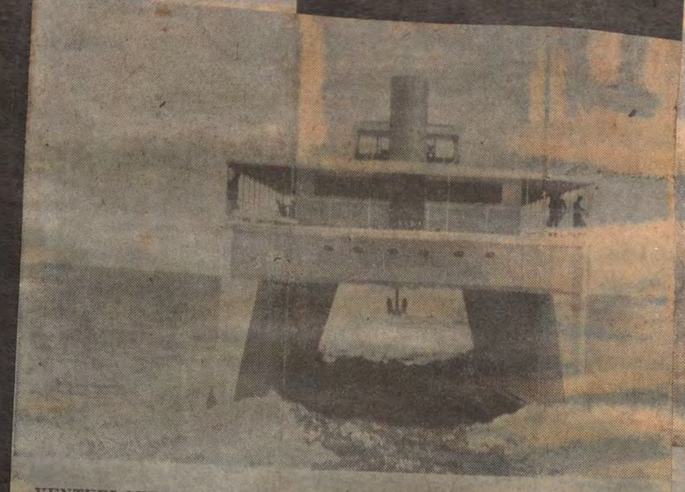
Pocatello Tribune
Pocatello, Idaho
(Cir. 7,265)

513



GAR WOOD UNVEILS "NO ROLL" SHIP. Gar Wood, inventor and speedboat racer, revealed that he has designed and built a high-speed, twin-hulled ship at his estate, Fisher's Island, Fla. The ship, named the "Venturi" and shown here in side and head-on views, cruises at 26 knots on completely even keel. The "Venturi" is 188 feet long and 40 feet wide with the twin hulls connected by a deck 22 feet above the waterline. Wood says air rushing through the "Tunnel" buoys up the ship.

MIAMI, FLA.
NEWS
Circ. D. 98,900 - S. 93,160
AUG 18 1949



VENTURI GETS NEW SPEED TRIALS — Gar Wood's no-pitch no-roll Venturi boat was getting new speed trials off Miami Beach today. The boat is a familiar sight in Miami waters and was built at Wood's Fisher's island base. Wood claims the boat does not pitch or roll due to its twin-hull construction. Newspapermen were aboard the Venturi for today's demonstration of the speed of the craft which Wood claims someday may be the new design of ocean liners.

GRIFFIN, GA.
NEWS
Cir. D. 5,204
AUG 6 1949

SEASICK PASSENGERS' DREAM—Gar Wood sp
signing this craft that stays level as pool tab
seas. He hopes it will make liners like Quee

PORTSMOUTH, N. H.
HERALD
Circ. D. 7,978
AUG 6 1949

SEASICK PASSENGERS' DREAM—Gar Wo
signing this craft that stays level as poo
seas. He hopes it will make liners like Queen Mary obsolete.

CHICAGO, ILL.
TRIBUNE
Circ. D. 1,058,627 - S. 1,582,651
AUG 21 1949

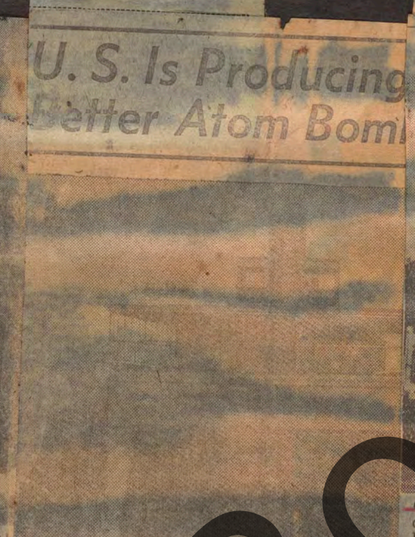
Associated Press

BUFFALO, N. Y.
NEWS
Circ. D. 270,610
AUG 1 - 1949

Wood Invents Revolutionary N
This is a head-on view of Gar Wood's new Venturi, a rev
twin hulls, which cruises on an even keel at 26 knots. It
Deck connects hulls 22 feet above the waterline. Air ru

TUCUMCARI, N. M.
NEWS
Cir. D. 4,167
AUG 2 1949

U. S. Is Producing
Better Atom Bom



SEASICK PASSENGERS' DREAM—Gar Wood spent 25 years de-
signing this craft that stays level on a pool table even in heavy
seas. He hopes it will make liners like Queen Mary obsolete.

DULUTH, MINN.
HERALD
Circ. D. 32,090
AUG 4 1949

NEW TYPE OCEAN

Gar Wood, Detroit speedboat designer
displaying his latest design for ocean-go
hulled yacht the "Venturi," shown abo
to ride the roughest type of water and s
keel. Wood says this is the coming thi
ships.—(Acme photo.)

ST. PAUL, MINN.
PIONEER-PRESS
Circ. D. 156,789 - S. 156,285
AUG 1 1949

NO-ROLL SHIP UNVEILED—Gar Wood, inventor and speedboat racer, revealed high-speed twin-hulled ship he has built at his estate at Fisher's Island, Fla. The ship is named Venturi. It is capable of 26 knots on a completely even keel. It is 188 feet long and 40 feet wide. The connecting deck is 22 feet above the water line. Air rushing through the tunnel is claimed to make the craft more buoyant.—AP Wirephoto.

San Francisco, Cal.
Drydocker
AUG 26 '49

THE LATEST VOGUE FOR BOATS

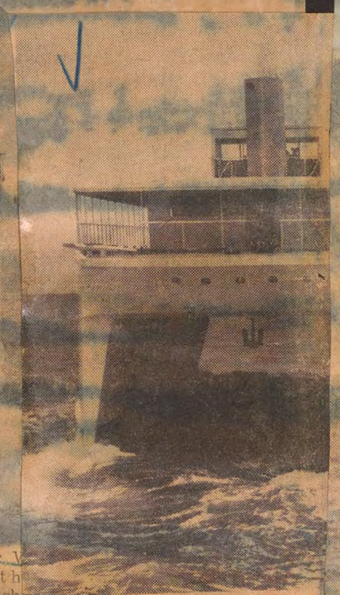
513

The latest thing in boat design was revealed recently by Gar Wood, inventor and speed boat racer. The new vogue is for twin hulls and a high speed smooth ride. The ship is named the "Venturi" and is pictured from a head-on view. The "Venturi" is 188 feet long and 40 feet wide. The deck rides 22 feet above the water connecting the two hulls. Wood says air rushing through the "tunnel" buoys up the ship.

KNOXVILLE, TENN.
JOURNAL
Circ. D. 90,930 - S. 85,807
AUG 3 1949

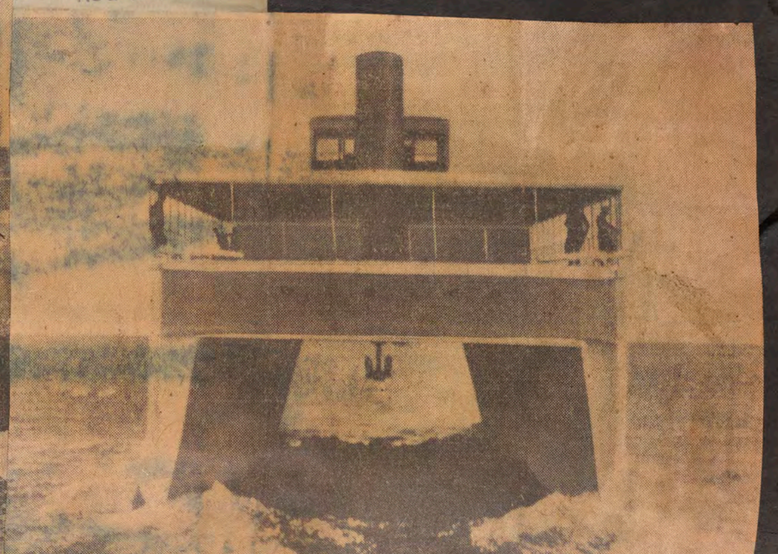
AR WOOD UNVEILS 'NO-ROLL' SHIP—Gar W
ventor and speedboat racer, revealed July 31 that h
signed and built this high-speed, twin-hulled sh
s estate, Fisher's Island, Fla. The ship, named
enturi" and shown above in head-on view, cruis
knots on completely even keel. The "Venturi" is
t long and 40 feet wide with the twin hulls conne
a deck 22 feet above the waterline. Wood says
shing through the "tunnel" buoys up the ship. (

MEMPHIS, TENN. COM'L APPEAL
AUG 2, 1949 A-13



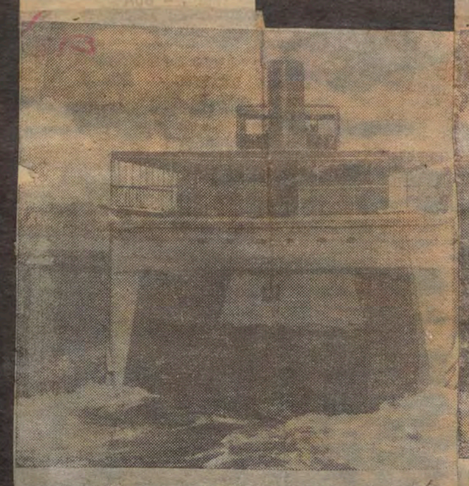
"NO-ROLL" SHIP—This high-s
cruising at 26 knots, will remain on
The Venturi is 188 feet long and 40
hulls connected by a deck 22 feet
Wood, the inventor, says air rushing
buoys the ship.

PROVIDENCE, R. I.
BULLETIN
Circ. D. 133,908
AUG 1 - 1949



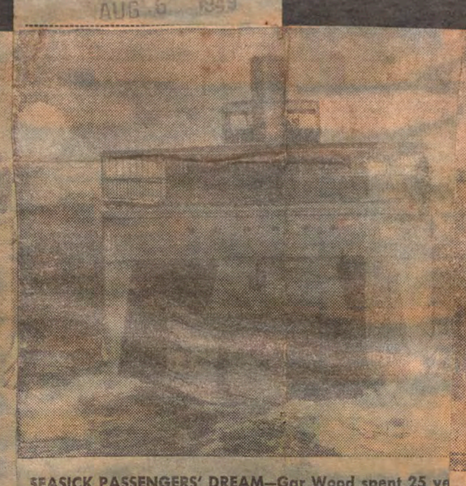
GOOD NEWS FOR SEA SICKNESS SUFFERERS: The 188-foot twin-hulled 'Venturi' designed by Gar Wood, famed speed boat racer and inventor, is the answer to ocean tourists subject to mal-de-mer. Wood claims that wind rushing through the 'tunnel' buoys up the ship and helps give that no-roll effect.

Oregon Statesman
Salem, Oregon
(Cir. 12,580)
AUG



SEASICK PASSENGERS' DREAM—Gar Wood spent 25 y
signing this craft that stays level as pool table even
seas. He hopes it will make liners like Queen Mary

ROCKY MOUNT, N. C.
TELEGRAM
Circ. D. 8,515
AUG 6 1949

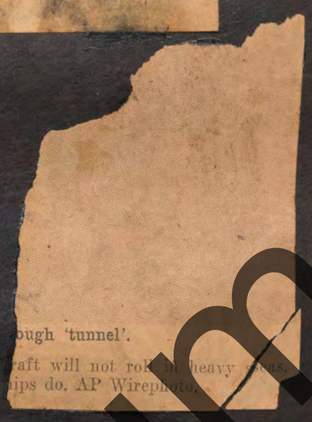


SEASICK PASSENGERS' DREAM—Gar Wood spent 25 ye
signing this craft that stays level as pool table even in
seas. He hopes it will make liners like Queen Mary o

COATESVILLE, PA.
RECORD
Cir. D. 6,764
AUG 5 - 1949

SEASICK PASSENGERS' DREAM—Gar Wood spent 25 ye
signing this craft that stays level as pool table even
seas. He hopes it will make liners like Queen Ma

STEEL
CLEVELAND, OHIO
AUG 8 1949



ough 'tunnel'.
raft will not rol heavy
ips do, AP Wirephoto.

TUSCALOOSA, ALA.
NEWS
Circ. D. 9,329 - S. 9,432
AUG 6 1949

SEASICK PASSENGERS' DREAM—Gar Wood spent 25 years d
signing this craft that stays level as pool table even in hea
seas. He hopes it will make liners like Queen Mary obsolet

PUEBLO, COLO.
STAR-JOURNAL AND CHIEFTAIN
Circ. S. 24,936
AUG 7 1949

SEASICK PASSENGERS' DREAM—Gar Wood spent 25 years
signing this craft that stays level as pool table even in hea
seas. He hopes it will make liners like Queen Mary obsole

COATESVILLE PA RECORD
FRIDAY AUGUST 5 19

SEASICK PASSENGERS' DREAM—Gar Wood spent 25
signing this craft that stays level as pool table even
seas. He hopes it will make liners like Queen Mary

ANDERSON, S. C.
INDEPENDENT
Circ. D. 19,008 - S. 19,882
AUG 8 1949

SEASICK PASSENGERS' DREAM—Gar Wood spent 25 years de-
signing this craft that stays level as pool table even in heavy
seas. He hopes it will make liners like Queen Mary obsolete.

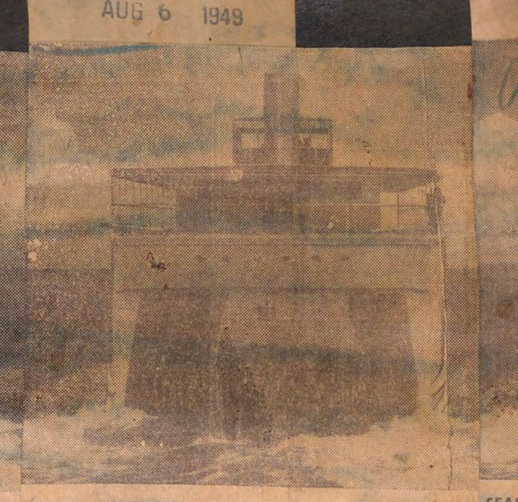
HEMPSTEAD N. Y. NASSAU STAR
AUG 6 7 1949

SEASICK PASSENGERS' DREAM—Gar Wood spent 25 years d
signing this craft that stays level as pool table even in heav
seas. He hopes it will make liners like Queen Mary obsolete

LANCASTER, PA.
Intelligencer-Journal
Circ. D. 26,885
AUG 6 1949

SEASICK PASSENGERS' DREAM—Gar Wood spent 25 year
signing this craft that stays level as pool table even in h
seas. He hopes it will make liners like Queen Mary obs

TOWANDA, PA.
REVIEW
Circ. D. 6,774
AUG 6 1949



SEASICK PASSENGERS' DREAM—Gar Wood spent 25 years
signing this craft that stays level as pool table even in he
seas. He hopes it will make liners like Queen Mary obsol

ERIE PA DISPATCH-HERALD
SATURDAY AUGUST 6 1949

SEASICK PASSENGERS' DREAM—Gar Wood spent 25 years de-
signing this craft that stays level as pool table even in heavy
seas. He hopes it will make liners like Queen Mary obsolete.

BENSENVILLE, ILL.
Du Page Co. Register
Circ. W. 8,905
OCT 21 1949

Central States News Views

NEW SHIP SHAPE is claimed by Gar Wood, famed Detroit inventor, to make this craft rollproof even in rough seas. It's 188 by 40 feet, cruises at 26 knots.

WEIGHING 10 times her premature birth Caulfield—nicknamed "Li'l Hungry" scales at a healthy 20 pounds on first b

WELLSTON, OHIO SENTINEL
TUESDAY SEPTEMBER 13 1949

Central States News Views

NEW SHIP SHAPE is claimed by Gar Wood, famed Detroit inventor, to make this craft rollproof even in rough seas. It's 188 by 40 feet, cruises at 26 knots.

WEIGHING 10 times her premature b
een Caulfield—nicknamed "Li'l Hungr
scales at a healthy 20 pounds on first b

MARSHFIELD, WIS.
JOURNAL
SEP 22 1949

Central States News Views

NEW SHIP SHAPE is claimed by Gar Wood, famed Detroit inventor, to make this craft rollproof even in rough seas. It's 188 by 40 feet, cruises at 26 knots.

WEIGHING 10 times her premature birth
een Caulfield—nicknamed "Li'l Hungry"
scales at a healthy 20 pounds on first bir

VERSAILLES OHIO POLICY
HURSDAY SEPTEMBER 15 1949

Central States News Views

NEW SHIP SHAPE is claimed by Gar Wood, famed Detroit inventor, to make this craft rollproof even in rough seas. It's 188 by 40 feet, cruises at 26 knots.

WEIGHING 10 times her premature birth
een Caulfield—nicknamed "Li'l Hungry"
scales at a healthy 20 pounds on first bir

SHAWANO, WIS.
JOURNAL
Circ. W. 2,876
SEP 1949

Central States News Views

HOME TOWN boy makes good as Freddy Derks, 14, of Akron, O., wins Soap-Box Derby for third time, before 75,000 onlookers.

NEW SHIP SHAPE is claimed by Gar Wood, famed Detroit inventor, to make this craft rollproof even in rough seas. It's 188 by 40 feet, cruises at 26 knots.

WEIGHING 10 times her premature
een Caulfield—nicknamed "Li'l Hu
scales at a healthy 20 pounds on firs

QUINCY, MICH.
HERALD
Circ. W. 750
NOV 3 1949

Central States News Views

HOME TOWN boy makes good as Fred
Derks, 14, of Akron, O., wins Soap-B
Derby for third time, before 75,000 onlook

INCREA
ing and
nues ar
Schenle
inac Isl
excessiv
levies be

NEW SHIP SHAPE is claimed by Gar Wood, famed Detroit inventor, to make this craft rollproof even in rough seas. It's 188 by 40 feet, cruises at 26 knots.

MORAVIA, IOWA
UNION
Circ. W.
OCT 2

Central States News Views

HOME TOWN boy makes good as
Derks, 14, of Akron, O., wins
Derby for third time, before

NEW SHIP SHAPE is claimed by Gar Wood, famed Detroit inventor, to make this craft rollproof even in rough seas. It's 188 by 40 feet, cruises at 26 knots.

WESTPOINT, NEB.
DEMOCRAT
Circ. W. 1,615
SEP 8 1949

Central States News Views

HOME
Derks, 14,
Derby for t

NEW SHIP SHAPE is claimed by Gar Wood, famed Detroit inventor, to make this craft rollproof even in rough seas. It's 188 by 40 feet, cruises at 26 knots.

WEIGHING 10 times her premature bi
een Caulfield—nicknamed "Li'l Hungr
scales at a healthy 20 pounds on first b

Arlington Heights, Ill.
HERALD
OCT 21 1949

Central States News Views

HOME
Derks,
Derby fo

NEW SHIP SHAPE is claimed b
Gar Wood, famed Detroit inventor
to make this craft rollproof even i
rough seas. It's 188 by 40 feet, cruise
at 26 knots.

WEIGHING 10 times her premature
een Caulfield—nicknamed "Li'l Hu
scales at a healthy 20 pounds on fi

NEW CARLISLE, OHIO
SUN
SEP 22 1949

Central States News Views

HOME
Derks,
Derby fo

NEW SHIP SHAPE is claimed b
Gar Wood, famed Detroit inventor
to make this craft rollproof even i
rough seas. It's 188 by 40 feet, cruise
at 26 knots.

WEIGHING 10 times her prematu
een Caulfield—nicknamed "Li'l H
scales at a healthy 20 pounds on fi

AVOCA, IOWA
JOURNAL-HERALD
Circ. W. 1,196
SEP 29 1949

Central States News Views

NEW SHIP SHAPE is claime
Gar Wood, famed Detroit inve
to make this craft rollproof ev
rough seas. It's 188 by 40 feet, cr
at 26 knots.

WEIGHING 10 times her prema
een Caulfield—nicknamed "Li'l
scales at a healthy 20 pounds or

Central States News Views

HOME TOWN boy makes good as Freddy Derks, 14, of Akron, O., wins Soap-Box Derby for third time, before 75,000 onlookers.

PALATINE ILL ENTERPRISE
THURSDAY OCTOBER 20 1949

Central States News Views

HOME TOWN boy makes good as
Derks, 14, of Akron, O., wins
Derby for third time, before 75,00

INCR
ing
nue
Sch
ina
exc
levi

NEW SHIP SHAPE is claimed by Gar Wood, famed Detroit inventor, to make this craft rollproof even in rough seas. It's 188 by 40 feet, cruises at 26 knots.

SISSETON, S. DAK.
COURIER
Circ. W. 2,399
SEP 29 1949

Central States

HOME TO
Derks, 14
Derby for

(Acme)

NEW SHIP SHAPE is claimed by Gar Wood, famed Detroit inventor, to make this craft rollproof even in rough seas. It's 188 by 40 feet, cruises at 26 knots.

WEIGHING 10 times her premature
leen Caulfield—nicknamed "Li'l Hun
cales at a healthy 20 pounds on first

MUNCIE IND POST DEMOCRAT
FRIDAY SEPTEMBER 23 1949

Central States

HOME TO
Derks, 14,
Derby for th

(Acme)

NEW SHIP SHAPE is claimed by Gar Wood, famed Detroit inventor, to make this craft rollproof even in rough seas. It's 188 by 40 feet, cruises at 26 knots.

WEIGHING 10 times her premature
leen Caulfield—nicknamed "Li'l Hun
cales at a healthy 20 pounds on first

HAYWARD, WIS.
RECORD
Circ. W. 1,219
EP 15 1949

Central States News Views

HOME TOW
Derks, 14,
Derby for th

(Acme)

NEW SHIP SHAPE is claimed by Gar Wood, famed Detroit inventor, to make this craft rollproof even in rough seas. It's 188 by 40 feet, cruises at 26 knots.

WEIGHING 10 times her premature
leen Caulfield—nicknamed "Li'l Hun
cales at a healthy 20 pounds on first

WALL LAKE, IOWA
BLADE
Circ. W. 575
OCT 20 1949

Central States

HOME TOW
Derks, 14,
Derby for th

(Acme)

NEW SHIP SHAPE is claimed by Gar Wood, famed Detroit inventor, to make this craft rollproof even in rough seas. It's 188 by 40 feet, cruises at 26 knots.

WEIGHING 10 times her premature bi
leen Caulfield—nicknamed "Li'l Hungr
cales at a healthy 20 pounds on first b

MT PROSPECT ILL HERALD
FRIDAY OCTOBER 21 1949

Central States

HOME TO
Derks, 14,
Derby for th

(Acme)

NEW SHIP SHAPE is claimed by Gar Wood, famed Detroit inventor, to make this craft rollproof even in rough seas. It's 188 by 40 feet, cruises at 26 knots.

WEIGHING 10 times her premature bi
leen Caulfield—nicknamed "Li'l Hungr
cales at a healthy 20 pounds on first b

RUSSELL, IOWA
UNION-TRIBUNE
Circ. W. 642
OCT 13 1949

Central States News Views

HOME TOWN boy makes good as Freddy
Derks, 14, of Akron, O., wins Soap-Box
Derby for third time, before 75,000 onlookers.

(Acme)

NEW SHIP SHAPE is claimed by Gar Wood, famed Detroit inventor, to make this craft rollproof even in rough seas. It's 188 by 40 feet, cruises at 26 knots.

WEIGHING 10 times her premature bir
leen Caulfield—nicknamed "Li'l Hungry
cales at a healthy 20 pounds on first bi

WASHINGTON, KAN.
REGISTER
SEP 29 1949

Central States News Views

HOME TOWN boy makes good as
Derks, 14, of Akron, O., wins
Derby for third time, before 75,0

(Acme)

INCREASE of
ing and paral
nues are cau
Schenley pre
inac Island,
excessive
levies be

NEW SHIP SHAPE is claimed by Gar Wood, famed Detroit inventor, to make this craft rollproof even in rough seas. It's 188 by 40 feet, cruises at 26 knots.

SEDALIA, MO.
TIMES RECORD
Circ. W. 3,556
SEP 9 1949

Central States News Views

HOME TOWN boy makes good as Fr
Derks, 14, of Akron, O., wins Soa
Derby for third time, before 75,000 o

(Acme)

INCREASE
ing and pa
nues are
Schenle
inac Is
excessiv
levies be

NEW SHIP SHAPE is claimed by Gar Wood, famed Detroit inventor, to make this craft rollproof even in rough seas. It's 188 by 40 feet, cruises at 26 knots.

WAUSEON, O.
Fulton County Expositor
SEP 22 1949

Central States News Views

HOME T
Derks,
Derby for

(Acme)

NEW SHIP SHAPE is claimed by Gar Wood, famed Detroit inventor, to make this craft rollproof even in rough seas. It's 188 by 40 feet, cruises at 26 knots.

WEIGHING 10 times her premature b
leen Caulfield—nicknamed "Li'l Hung
scales at a healthy 20 pounds on first

BROOKLYN MICH EXPONENT Wkly
THURSDAY OCTOBER 20 1949

Central States News Views

HOME
Derks,
Derby for

(Acme)

NEW SHIP SHAPE is claimed by Gar Wood, famed Detroit inventor, to make this craft rollproof even in rough seas. It's 188 by 40 feet, cruises at 26 knots.

WEIGHING 10 times her premature
leen Caulfield—nicknamed "Li'l Hun
cales at a healthy 20 pounds on firs

PLYMOUTH, NEB.
TIMES
Circ. W.
SEP 27 1949

HOME T
Derks, 1
Derby for

(Acme)

NEW SHIP SHAPE is claimed by Gar Wood, famed Detroit inventor, to make this craft rollproof even in rough seas. It's 188 by 40 feet, cruises at 26 knots.

WEIGHING 10 times her premature
leen Caulfield—nicknamed "Li'l Hun
cales at a healthy 20 pounds on first

WASHBURN ILL LEADER
URSDAY SEPTEMBER 8 1949

Central States

HOME T
Derks, 14
Derby for

(Acme)

NEW SHIP SHAPE is claimed by Gar Wood, famed Detroit inventor, to make this craft rollproof even in rough seas. It's 188 by 40 feet, cruises at 26 knots.

WEIGHING 10 times her premature
leen Caulfield—nicknamed "Li'l Hur
scales at a healthy 20 pounds on first

PLYMOUTH, NEB.
NEWS
Circ. W. 570
SEP 22 1949

(Acme)

NEW SHIP SHAPE is claime
Gar Wood, famed Detroit inv
to make this craft rollproof e
rough seas. It's 188 by 40 feet, c
at 26 knots.

WEIGHING 10 times her prem
leen Caulfield—nicknamed "Li'
scales at a healthy 20 pounds

CENTERVILLE, IND.
OLD TRAILS ECHO
OCT 7 1949

HOME
Derks,
Derby fo

(Acme)

NEW SHIP SHAPE is claimed by Gar Wood, famed Detroit inventor, to make this craft rollproof even in rough seas. It's 188 by 40 feet, cruises at 26 knots.

WEIGHING 10 times her premature bir
leen Caulfield—nicknamed "Li'l Hungry
scales at a healthy 20 pounds on first

HOMER, MICH.
INDEX
Circ. W. 1,160
SEP 15 1949

Central States News Views

HOME TOWN boy makes good as Fre
Derks, 14, of Akron, O., wins Soap-
Derby for third time, before 75,000 onlook

(Acme)

INCREASE
ing and pa
nues are
Schenle
inac Is
excessiv
levies be

NEW SHIP SHAPE is claimed by Gar Wood, famed Detroit inventor, to make this craft rollproof even in rough seas. It's 188 by 40 feet, cruises at 26 knots.

SAVANNA, ILL.
TIMES-JOURNAL
Cir. D. 2,010
AUG 2 - 1949

GAR WOOD'S NEW NO-ROLL 'LINER OF TOMORROW'

ALBION, MICH.
RECORDER
Circ. D. 3,310
AUG 6 1949

GAR WOOD'S NEW NO-ROLL 'LINER OF TOMORROW'

LAWRENCEVILLE, ILL.
RECORD
Circ. D. 3,256
AUG 2 - 1949

GAR WOOD'S NEW NO-ROLL 'LINER OF TOMORROW'

CADILLAC, MICH.
NEWS
Circ. D. 4,620
AUG 2 - 1949

GAR WOOD'S NEW NO-ROLL 'LINER OF TOMORROW'

CHEBOYGAN, MICH.
TRIBUNE
Circ. D. 3,960
AUG 5 - 1949

GAR WOOD'S NEW NO-ROLL 'LINER OF TOMORROW'

BIG RAPIDS, MICH.
PIONEER
Circ. D. 3,481
AUG 3 - 1949

GAR WOOD'S NEW NO-ROLL 'LINER OF TOMORROW'

DOWAGIAC, MICH.
NEWS
Cir. D. 2,344
AUG 3 1949

Gar Wood's New No-Roll 'Liner of Tomorrow'

MANISTEE, MICH.
NEWS-ADVOCATE
Cir. D. 3,406
AUG 5 - 1949

GAR WOOD'S NEW NO-ROLL 'LINER OF TOMORROW'

FAYETTEVILLE, ARK.
Northwest Ark. Times
Cir. D. 5,136
AUG 8 1949

'GAR WOOD'S NEW NO-ROLL 'LINER OF TOMORROW'

AUSTIN, TEX.
STATESMAN
Circ. D. 18,880
AUG 15 1949

LINER OF TOMORROW'—Nearing completion at Detroit is Gar Wood's new twin-hulled ship Venturi, 188 feet long, 40 feet wide. The 120-ton vessel's deck is 22 feet above water, and forms a bridge between the two hulls. Wood says air rushing between the hulls absorbs the shock of waves and prevents rolling. The rush of air also acts as a lift. The 62-year-old inventor spent 28 years and $600,000 developing the vessel, which he believes is the "liner of tomorrow." It slices right through waves.

NEWPORT, ARK.
INDEPENDENT
Cir. D. 2,750
AUG 3 1949

GAR WOOD'S NEW NO-ROLL 'LINER OF TOMORROW'

SAPULPA, OKLA.
HERALD
Circ. D. 4,151
AUG 4 1949

GAR WOOD'S NEW NO-ROLL 'LINER OF TOMORROW'

MITCHELL, S. D.
REPUBLIC
AUG

GAR WOOD'S NEW NO-ROLL 'LINER OF TOMORROW'

TWO RIVERS, WIS.
REPORTER
Circ. D. 2,934
AUG 4 - 1949

CHESTER, IND.
EWS-SENTINEL
Cir. D. 3,280
AUG 4 1949

GAR WOOD'S NEW NO-ROLL 'LINER OF TOMORROW'

TIPTON, IND.
TRIBUNE
Cir. D. 2,604
AUG 5 1949

GAR WOOD'S NEW NO-ROLL 'LINER OF TOMORROW'

SHELBYVILLE IND. NEWS
SATURDAY AUGUST 13 1949

GAR WOOD'S NEW NO-ROLL 'LINER OF TOMORROW'

WINCHESTER, IND.
JOURNAL-HERALD
Cir. D. 1,595
AUG 2 - 1949

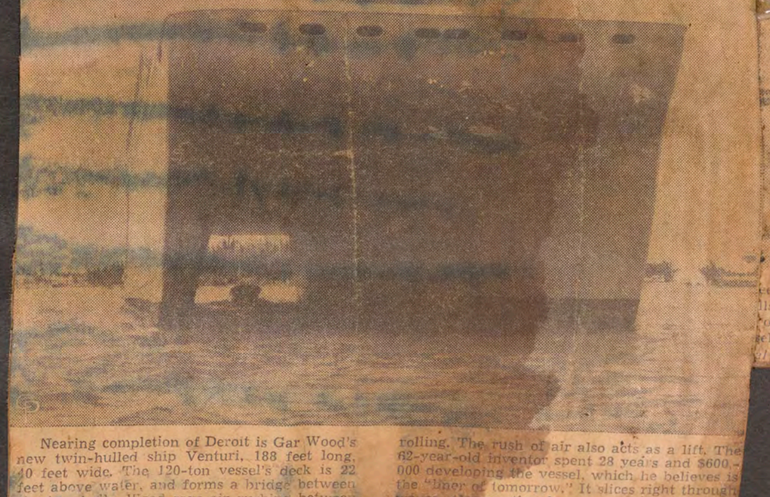
GAR WOOD'S NEW NO-ROLL 'LINER OF TOMORROW'

est Frankfort, Ill
DAILY AMERICAN
Aug 3 1949

GAR WOOD'S NEW NO-ROLL 'LINER OF TOMORROW'

MADISON (WIS.) STATE JOURNAL
THURSDAY, AUGUST 4, 1949

Gar Wood's New No-Roll 'Liner of Tomorrow



Nearing completion of Detroit is Gar Wood's new twin-hulled ship Venturi, 188 feet long, 40 feet wide. The 120-ton vessel's deck is 22 feet above water, and forms a bridge between the two hulls. Wood says air rushing between the hulls absorbs shock of waves and prevents rolling. The rush of air also acts as a lift. The 62-year-old inventor spent 28 years and $600,000 developing the vessel, which he believes is the "liner of tomorrow." It slices right through waves. (International)

MARYVILLE, TENN.
TIMES
Circ. D. 6,127
AUG 11 1949

GAR WOOD'S NEW NO-ROLL 'LINER OF TOMORROW'

NEVADA, IOWA
JOURNAL
Circ. D. 4,223
AUG 5 1949

GAR WOOD'S NEW NO-ROLL 'LINER OF TOMORROW'

WELLSBURG, W. VA.
HERALD
Circ. D. 3,001
AUG 3 1949

GAR WOOD'S NEW NO-ROLL 'LINER OF TOMORROW'

BLUFFTON, IND.
NEWS-BANNER
Circ. D. 4,502
AUG 5 1949

GAR WOOD'S NEW NO-ROLL 'LINER OF TOMORROW'

BRAZIL, IND.
TIMES
Cir. D. 4,960
AUG 4 1949

GAR WOOD'S NEW NO-ROLL 'LINER OF TOMORROW'

GREENCASTLE, IND.
BANNER
Cir. D. 3,814
AUG 8 1949

GAR WOOD'S NEW NO-ROLL 'LINER OF TOMORROW'

GREENFIELD, IND.
REPORTER
AUG 2 1949

GAR WOOD'S NEW NO-ROLL 'LINER OF TOMORROW'

LOGANSPORT, IND.
PRESS
Circ. D. 10,761 — S. 10,888
AUG 3 1949

GAR WOOD'S NEW NO-ROLL 'LINER OF TOMORROW'

HARTFORD CITY IND NEWS-TIMES
THURSDAY AUGUST 4 1949

GAR WOOD'S NEW NO-ROLL 'LINER OF TOMORROW'

OAKLAND CITY, IND.
JOURNAL
Circ. W. 1,330
AUG 4 1949

GAR WOOD'S NEW NO-ROLL 'LINER OF TOMORROW'

MT. CLEMENTS, MICH.
MONITOR LEADER
Circ. D. 8,412
AUG 2 - 1949

GAR WOOD'S NEW NO-ROLL 'LINER OF TOMORROW'

NEARING COMPLETION at Detroit is Gar Wood's new twin-hulled ship Venturi, 133 feet long, 40 feet wide. The 120-ton vessel's deck is 22 feet above water, and forms a bridge between the two hulls. Wood says air rushing between the hulls absorbs shock of waves and prevents rolling. The rush of air also acts as a lift. The 62-year-old inventor spent 28 years and $600,000 developing the vessel, which he believes is the "liner of tomorrow." It slices right through waves.

COLUMBUS, MISS.
Commercial Dispatch
Cir. D. 5,120 — S. 5,120
AUG 15 1949

GAR WOOD'S NEW NO-ROLL 'LINER OF TOMORROW'

CLARKSDALE, MISS.
PRESS
Circ. D. 2,946
AUG 4 1949

GAR WOOD'S NEW NO-ROLL 'LINER OF TOMORROW'

AURORA, MO.
DAILY ADVERTISER
Circ. D. 1,250
AUG 4 1949

GAR WOOD'S NEW NO-ROLL 'LINER OF TOMORROW'

ZANESVILLE, OHIO
NEWS
Circ. D. 14,809 - S. 16,076
AUG 3 1949

GAR WOOD'S NEW NO-ROLL 'LINER OF TOMORROW'

FAIRFIELD, IA.
LEDGER
Circ. D. 4,681
AUG 2 1949

GAR WOOD'S NEW NO-ROLL 'LINER OF TOMORROW'

WASHINGTON, IA.
JOURNAL
Circ. D. 3,886
AUG 12 1949

GAR WOOD'S NEW NO-ROLL 'LINER OF TOMORROW'

MACON, MO. CHRONICLE
AUG. 6, 1949 A-22

GAR WOOD'S NEW NO-ROLL 'LINER OF TOMORROW'

CANON CITY, COLO.
RECORD
Circ. D. 3,327
AUG 3 1949

GAR WOOD'S NEW NO-ROLL 'LINER OF TOMORROW'

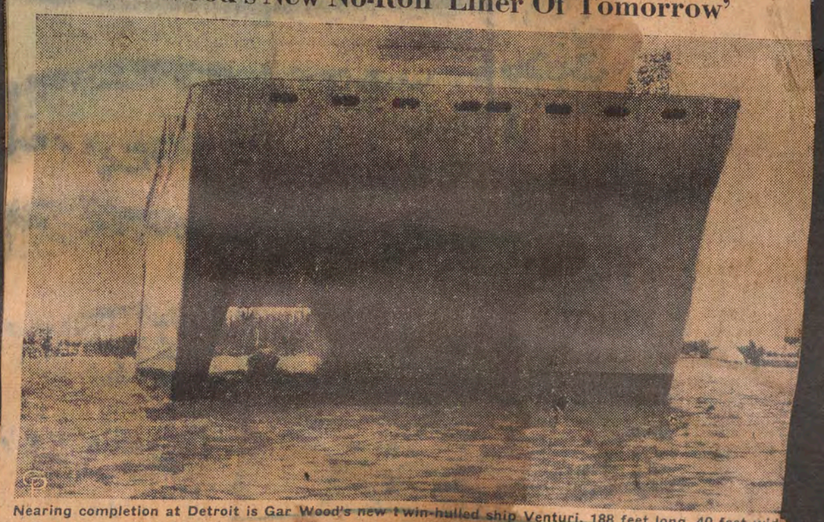
CEDAR FALLS, IA.
RECORD
Circ. D. 2,645
1949

GAR WOOD'S NEW NO-ROLL 'LINER OF TOMORROW'

Richmond, Cal.
Independent
(Cir. 27,940)
AUG 3 49

MURFREESBORO, TENN.
NEWS-JOURNAL
Circ. D. 3,888 - S. 3,888
AUG 3 1949

Gar Wood's New No-Roll 'Liner Of Tomorrow'



Nearing completion at Detroit is Gar Wood's new twin-hulled ship Venturi, 188 feet long, 40 feet wide. The 120-ton vessel's deck is 22 feet above water, and forms a bridge between the two hulls. Wood says air rushing between the hulls absorbs shock of waves and prevents rolling. The rush of air also acts as a lift. The 62-year-old inventor spent 28 years and $600,000 developing the vessel, which he believes is the "liner of tomorrow." It slices right through waves. (International)

PUNXSUTAWNEY, PA.
SPIRIT
Circ. D. 5,828
AUG 6 1949

GAR WOOD'S NEW NO-ROLL 'LINER OF TOMORROW'

MONESSEN, PA.
INDEPENDENT
Cir. D. 4,375
AUG 2 - 1949

KITTANNING, PA.
Simpsons' Leader-Times
Circ. D. 9,810
AUG 10 1949

GAR WOOD'S NEW NO-ROLL 'LINER OF TOMORROW'

KANE, PA.
REPUBLICAN
Circ. D. 3,277
AUG 3 1949

GAR WOOD'S NEW NO-ROLL 'LINER OF TOMORROW'

DONORA, PA.
HERALD-AMERICAN
Cir. D. 4,119

GAR WOOD'S NEW NO-ROLL 'LINER OF TOMORROW'

CONNELLSVILLE, PA.
COURIER
Circ. D. 8,297
AUG 2 - 1949

GAR WOOD'S NEW NO-ROLL 'LINER OF TOMORROW'

BROWNSVILLE, PA.
TELEGRAPH
Circ. D. 7,891
AUG 4 - 1949

GAR WOOD'S NEW NO-ROLL 'LINER OF TOMORROW'

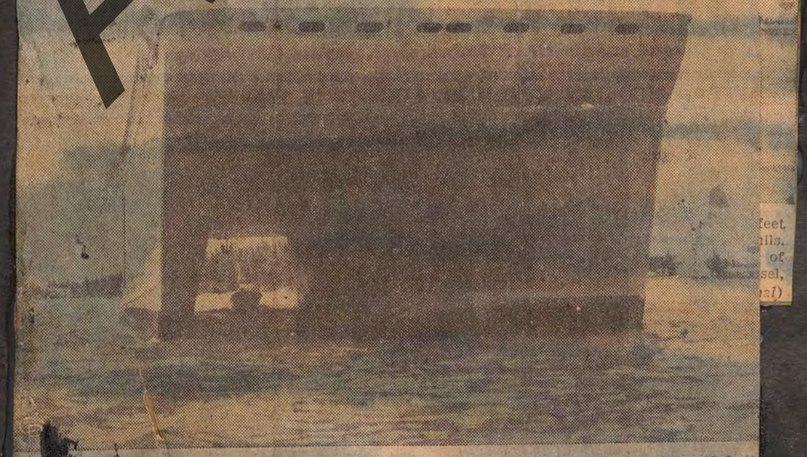
BRADFORD, PA.
ERA
Circ. D. 9,723
AUG 5 - 1949

GAR WOOD'S NEW NO-ROLL 'LINER OF TOMORROW'

SOMERSET, PA.
AMERICAN
Circ. D. 4,828
AUG 3 1949

GAR WOOD'S NEW NO-ROLL 'LINER OF TOMORROW'

CLARKSBURG, W. VA.
TELEGRAM
Circ. D. 22,958
AUG 1949



NEARING COMPLETION at Detroit is Gar Wood's new twin-hulled ship Venturi, 188 feet long, 40 feet wide. The 120-ton vessel's deck is 22 feet above water, and forms a bridge between the two hulls. Wood says air rushing between the hulls absorbs shock of waves and prevents rolling. The rush of air also acts as a lift. The 62-year-old inventor spent 28 years and $600,000 developing the vessel, which he believes is the "liner of tomorrow." It slices right through waves. (International)

TYRONE, PA.
HERALD
Circ. D. 3,275
AUG 2 - 1949

GAR WOOD'S NEW NO-ROLL 'LINER OF TOMORROW'

92

GAR WOOD'S NEW NO-ROLL 'LINER OF TOMORROW'

WINCHESTER, KY.
SUN
Cir. D. 3,584
AUG 1 9 1949

GAR WOOD'S NEW NO-ROLL 'LINER OF TOMORROW'

FULTON, KY.
LEADER
Cir. D. 1,490
AUG 9 - 1949

GAR WOOD'S NEW NO-ROLL 'LINER OF TOMORROW'

PIKEVILLE, KY. NEWS
AUG. 4, 1949 A-20

GAR WOOD'S NEW NO-ROLL 'LINER OF TOMORROW'

92

WEST POINT, MISS.
TIMES-LEADER
Cir. D. 3,721
AUG 3 1949

GAR WOOD'S NEW NO-ROLL 'LINER OF TOMORROW'

S. ST. PAUL, MINN.
DAILY REPORTER
Circ. D. 4,284
AUG 4 1949

RED WING, MINN.
REPUBLICAN-EAGLE
Circ. D. 6,275
AUG 4 1949

JACKSON, MISS. CLARION
AUG. 30, 1949 S-7

GAR WOOD'S NEW NO-ROLL 'LINER OF TOMORROW'

92

NEOSHO, MO.
DEMOCRAT
Cir. D. 850
AUG 4 1949

GAR WOOD'S NEW NO-ROLL 'LINER OF TOMORROW'

INDEPENDENCE, MO.
NEWS
Circ. D. 1,500
AUG 5 1949

GAR WOOD'S NEW NO-ROLL 'LINER OF TOMORROW'

NEARING COMPLETION at Detroit is Gar Wood's new twin-hulled ship Venturi, 188 feet long, 40 feet wide. The 120-ton vessel's deck is 22 feet above water, and forms a bridge between the two hulls. Wood says air rushing between the hulls absorbs shock of waves and prevents rolling. The rush of air also acts as a lift. The 62-year-old inventor spent 28 years and $600,000 developing the vessel, which he believes is the "liner of tomorrow." It slices right through waves. (International)

MASSILLON, OHIO
INDEPENDENT
Circ. D. 12,454
AUG 2 1949

URBANA, O.
CITIZEN
Cir. D. 4,437
AUG 3 1949

GAR WOOD'S NEW NO-ROLL 'LINER OF TOMORROW'

UPPER SANDUSKY, O.
CHIEF-UNION
Cir. D. 4,292
AUG 2 1949

GAR WOOD'S NEW NO-ROLL 'LINER OF TOMORROW'

NORWALK, OHIO
REFLECTOR-HERALD
Circ. D. 4,117
AUG 2 1949

GAR WOOD'S NEW NO-ROLL 'LINER OF TOMORROW'

MARYSVILLE, O.
TRIBUNE
Circ. D. 3,182
AUG 6 1949

GAR WOOD'S NEW NO-ROLL 'LINER OF TOMORROW'

WAPAKONETA, OHIO
NEWS
Circ. D. 3,276
AUG 2 1949

GAR WOOD'S NEW NO-ROLL 'LINER OF TOMORROW'

WELLESTON, O.
SENTINEL
AUG 4 - 1949

GAR WOOD'S NEW NO-ROLL 'LINER OF TOMORROW

WILMINGTON, O.
NEWS-JOURNAL
Circ. D. 5,464
AUG 2 1949

GAR WOOD'S NEW NO-ROLL 'LINER OF TOMORROW'

BEAVER FALLS, PA.
NEWS-TRIBUNE
Circ. D. 12,300
AUG 4 - 1949

GAR WOOD'S NEW NO-ROLL 'LINER OF TOMORROW'

WASHINGTON, PA.
REPORTER
Circ. D. 7,833
AUG 3 1949

Gar Wood's New No-Roll 'Liner of Tomorrow'

CANONSBURG, PA.
NOTES
Circ. D. 4,360
AUG 5 - 1949

GAR WOOD'S NEW NO-ROLL 'LINER OF TOMORROW'

MPLETION at Detroit is Gar Wood's new twin-hulled ship Venturi, 188 feet long, 40 feet
ton vessel's deck is 22 feet above water, and forms a bridge between the two hulls.
rushing between the hulls absorbs shock of waves and prevents rolling. The rush of
a lift. The 62-year-old inventor spent 23 years and $600,000 developing the vessel,
ves is the "liner of tomorrow." It slices right through waves. *(International)*

ELLEFONTAINE, O.
EXAMINER
Circ. D. 7,205
AUG 3 1949

GAR WOOD'S NEW NO-ROLL 'LINER OF TOMORROW'

BUCYRUS, OHIO
TELEGRAPH-FORUM
Circ. D. 6,268
AUG 4 - 1949

GAR WOOD'S NEW NO-ROLL 'LINER OF TOMORROW'

CIRCLEVILLE, O.
HERALD
Circ. D. 3,528
AUG 9 - 1949

CONNEAUT, O.
NEWS-HERALD
Circ. D. 4,957
AUG 4 - 1949

GAR WOOD'S NEW NO-ROLL 'LINER OF TOMORROW'

ELYRIA, OHIO
CHRONICLE TELEGRAM
Circ. D. 14,834
AUG 3 1949

GAR WOOD'S NEW NO-ROLL 'LINER OF TOMORROW'

FOSTORIA, O.
REVIEW TIMES
Circ. D. 5,272
AUG 4 - 1949

GAR WOOD'S NEW NO-ROLL 'LINER OF TOMORROW'

GENEVA, O.
FREE PRESS
Circ. D. 2,3[illegible]
AUG 2 1949

GAR WOOD'S NEW NO-ROLL 'LINER OF TOMORROW'

IRONTON, O.
NEWS
Circ. D. 5,721
AUG 5 - 1949

GAR WOOD'S NEW NO-ROLL 'LINER OF TOMORROW'

LANCASTER, OHIO
EAGLE GAZETTE
Circ. 11,368
AUG 2 1949

GAR WOOD'S NEW NO-ROLL 'LINER OF TOMORROW'

TITUSVILLE, PA.
HERALD
Circ. D. 6,671
AUG 8 1949

GAR WOOD'S NEW NO-ROLL 'LINER OF TOMORROW'

AMBRIDGE, PA.
CITIZEN
Circ. D. 6,120
AUG 4 - 1949

GAR WOOD'S NEW NO-ROLL 'LINER OF TOMORROW'

LATROBE, PA.
BULLETIN
Circ. D. 8,276
AUG 3 1949

GAR WOOD'S NEW NO-ROLL 'LINER OF TOMORROW'

NEARING COMPLETION at Detroit is Gar Wood's new twin-hulled ship Venturi, 188 feet long, 40 feet wide. The 120-ton vessel's deck is 22 feet above water, and forms a bridge between the two hulls. Wood says air rushing between the hulls absorbs shock of waves and prevents rolling. The rush of air also acts as a lift. The 62-year-old inventor spent 28 years and $600,000 developing the vessel, which he believes is the "liner of tomorrow." It slices right through waves. *(International)*

CARLISLE, PA.
SENTINEL
Circ. D. 6,212
AUG 2 - 1949

GAR WOOD PILOTS HIS 'NO ROLL' SHIP OF F

ANSONIA, CONN.
SENTINEL
Circ. D. 11,088
AUG 10 1949

GAR WOOD PILOTS HIS 'NO ROLL' SHIP OF FUTU

DUBLIN, GA., Courier-
Herald Dispatch & Post
Circ. D. 7,049
AUG 3 - 1949

GAR WOOD PILOTS HIS 'NO ROLL' SHIP OF

WILLIMANTIC, CONN.
CHRONICLE
Circ. D. 4,150
AUG 12 1949

GAR WOOD PILOTS HIS 'NO ROLL' SHIP OF FU

NORWICH, CONN.
RECORD
Circ. D. 3,792 - S. 3,792
AUG 2 - 1949

GAR WOOD PILOTS HIS 'NO ROLL' SHIP OF F

WINTER HAVEN, FLA.
NEWS-CHIEF
Circ. D. 3,827
AUG 3 1949

GAR WOOD PILOTS HIS 'NO ROLL' SHIP OF FU

ATLANTIC CITY, N. J.
WORLD
Circ. D. 6,347
AUG 3 1949

R WOOD PILOTS HIS 'NO ROLL' SHIP OF F

GLENS FALLS, N. Y.
TIMES
Circ. D. 8,814
AUG 4 - 1949

GAR WOOD PILOTS HIS 'NO ROLL' SHIP OF F

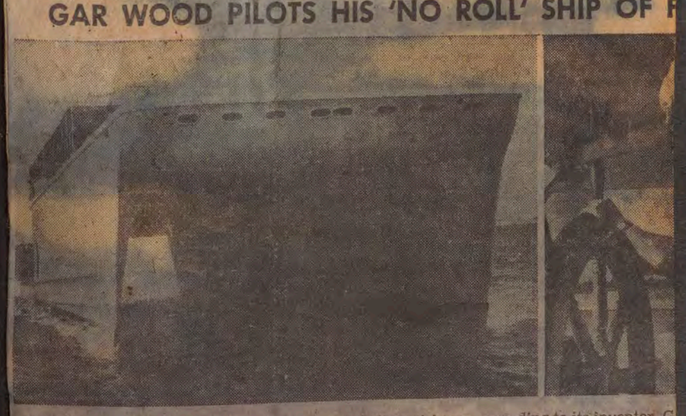
AWRENCE MASS EAGLE
AUG 3 - 1949

GAR WOOD PILOTS HIS 'NO ROLL' SHIP OF F

ARLINGTON VA. DAILY SUN
Aug. 3 - 1949

MERIDEN, CONN.
RECORD
Circ. D. 14,011
AUG 2 - 1949

GAR WOOD PILOTS HIS 'NO ROLL' SHIP OF F



THIS IS THE TYPE OF BOAT which will one day end all seasickness, according to its inventor, G
68, the king of speedboat racing, who pilots the craft at his island estate near Miami, Fla. T
vessel has twin hulls, enabling it to slice through the water without a boat's usual pitching e
ished after 28 years, the *Venturi* will set the pattern for future liners, says Wood.

NORWICH, N. Y.
SUN
Circ. D. 3,495
AUG 3 1949

GAR WOOD PILOTS HIS 'NO ROLL' SHIP O

HERKIMER, N. Y.
TELEGRAM
Circ. D. 5,712
AUG 2 - 1949

NAPLES, N. Y.
RECORD
Cir. W. 1,106
AUG 3 1949

GAR WOOD PILOTS HIS 'NO ROLL' SHIP

LEOMINSTER, MASS.
ENTERPRISE
Circ. D. 4,446
AUG 2 1949

NAUGATUCK, CONN.
NEWS
Circ. D. 3,326
AUG 2 - 1949

GAR WOOD PILOTS HIS 'NO ROLL' SHIP

PATERSON, N. J.
CALL
Cir. D. 26,118
AUG 3 1949

CAMBRIDGE, MD.
BANNER
Circ. D. 3,852
AUG 2 - 1949

GAR WOOD PILOTS HIS 'NO ROLL' SHIP

DURHAM, N. C.
HERALD
Circ. D. 25,723
AUG 3 1949

CLINTON, MASS.
ITEM
Cir. D. 2,775
AUG 2 1949

GAR WOOD PILOTS HIS 'NO ROLL' SHIP

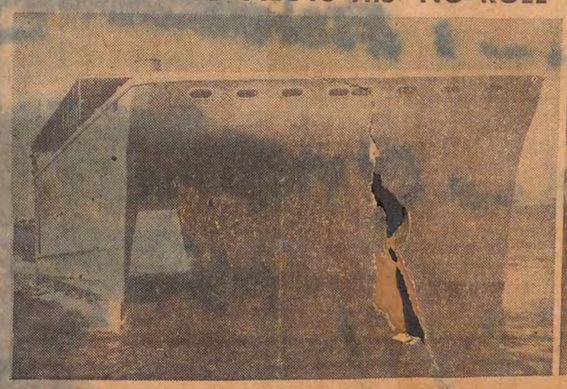
LAKE WORTH, FLA.
LEADER
Circ. D. 3,037
AUG 5 - 1949

LAWRENCE, MASS.
EAGLE
Circ. D. 3,448
AUG 3 1949

GAR WOOD PILOTS HIS 'NO ROLL' SHIP O

ONEIDA, N. Y.
DISPATCH
Circ. D. 4,903
AUG 3 1949

GAR WOOD PILOTS HIS 'NO ROLL' SH



THIS IS THE TYPE OF BOAT which will one day end all seasickness, according t
68, the king of speedboat racing, who pilots the craft at his island estate ne
vessel has twin hulls, enabling it to slice through the water without a boat's
ished after 28 years, the *Venturi* will set the pattern for future liners, says Wood.

MIDDLETOWN, CONN.
PRESS
Circ. D. 13,198
AUG 8 1949

GAR WOOD PILOTS HIS 'NO ROLL' SHIP OF FUTURE

HENDERSON, N. C.
DISPATCH
Circ. D. 4,425
AUG 2 1949

GAR WOOD PILOTS HIS 'NO ROLL' SHIP OF FUTURE

TARBORO, N.C.
SOUTHERNER
Circ. D. 2,380
AUG 3 1949

WASHINGTON, N. C.
NEWS
Cir. D. 3,215
AUG 4 - 1949

GAR WOOD PILOTS HIS 'NO ROLL' SHIP OF FUTURE

LEWISTOWN, PA.
SENTINEL
Circ. D. 11,215
AUG 2 - 1949

ATHENS, TENN.
POST-ATHENIAN
Cir. D. 4,296
AUG 5 - 1949

GAR WOOD PILOTS HIS 'NO ROLL' SHIP OF FUTURE

CLIFTON FORGE, VA.
REVIEW
Cir. D. 1,570
AUG 3 1949

GAR WOOD PILOTS HIS 'NO ROLL' SHIP OF FUTURE

RADFORD, VA.
NEWS JOURNAL
AUG 3 1949

ROCKY MOUNT, VA.
FRANKLIN NEWS-POST
Circ. W. 1,945
AUG 5 - 1949

GAR WOOD PILOTS HIS 'NO ROLL' SHIP OF FUTURE

BANGOR, ME.
COMMERCIAL
Circ. D. 8,214
AUG 4 1949

NO-ROLL BOAT OF FUTURE—Shown above is the type of boat which will one day end all seasickness, according to its inventor, Gar Wood (right), 68, the king of speedboat racing who pilots the craft at his island estate near Miami, Fla. The revolutionary vessel has twin hulls, enabling it to slice through the water without a boat's usual pitching effect.

VINCENNES, IND.
SUN-COMMERCIAL
Circ. D. 12,803 - S. 12,835
AUG 3 1949

W. PALM BEACH, FLA.
Palm Beach Post-Times
Circ. S. 20,018

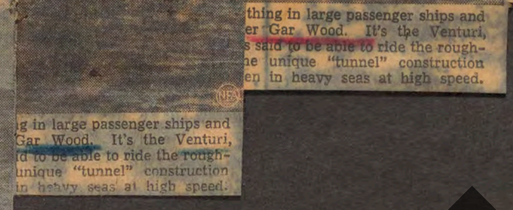
ESCANABA, MICH.
PRESS
Circ. D. 10,801 - S. 11,028
AUG 3 1949

PORT HURON, MICH.
TIMES-HERALD
Circ. D. 26,984 - S. 26,733
AUG 3 1949

WATERVILLE, ME.
SENTINEL
Circ. D. 12,405
AUG 4 - 1949

VIRGINIA, MINN.
MESABI NEWS
Circ. D. 5,138
AUG 9 1949

ROUGH SAILING ON ITS WAY OUT—This will be the coming thing in large passenger ships and luxury liners, according to speedboat designer and manufacturer Gar Wood. It's the Venturi, Wood's newest design, shown in Detroit. The twin-hulled yacht is said to be able to ride the roughest type of water and still maintain its even keel. Wood says the unique "tunnel" construction pockets air on which the craft rides, preventing rough sailing even in heavy seas at high speed.



g in large passenger ships and
Gar Wood. It's the Venturi,
d to be able to ride the rough-
unique "tunnel" construction
in heavy seas at high speed.

thing in large passenger ships and
er Gar Wood. It's the Venturi,
s said to be able to ride the rough-
he unique "tunnel" construction
en in heavy seas at high speed.

st type of water and still
keel. Wood says the unique
on pockets air on which the
ting rough sailing even in
speed.

g in large passenger ships a
ar Wood. It's the Ventu Wood
-hulled yacht is said to be abl
Wood says the unique "tunnel"
sailing even in heavy seas a

in large passenger ships and luxury
. It's the Venturi, Wood's newest
rid- the roughest type of water and
pockets air on which the craft
speed.

GREENVILLE, MISS.
Delta Democrat-Times
Circ. D. 5,902 - S. 6,919

BURLINGTON, IA.
HAWK-EYE GAZETTE
Circ. D. 19,875
AUG 3 1949

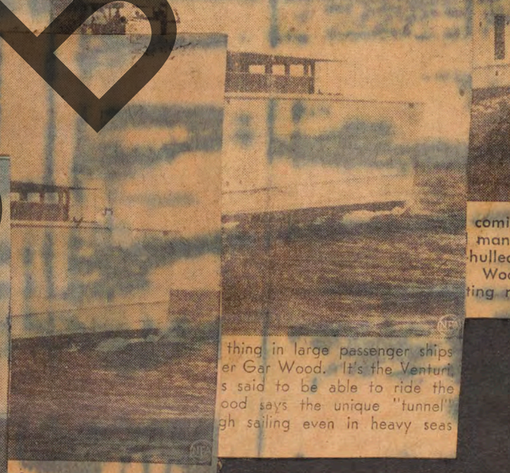
MARION, IND.
CHRONICLE
Circ. D. 10,393
AUG 8 1949

EVANSVILLE IND.
FRIDAY AUGUST

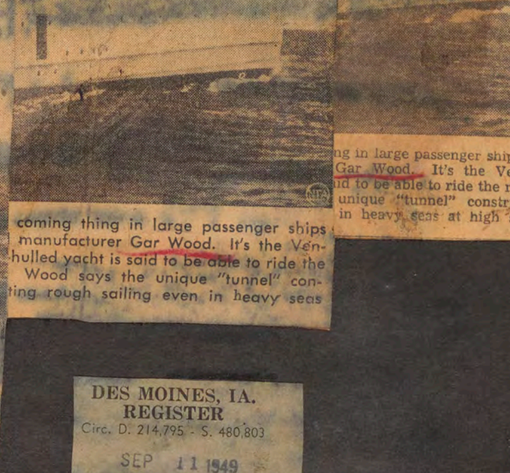
Colorado Springs, Colo.
GAZETTE-TELEGRAPH
Circ. D. 15,257 - S. 17,710
AUG 8 1949

LOGANSPORT, IND.
PRESS
Circ. D. 10,761 — S. 10,888
AUG 11

UGH SAILING ON ITS WAY OUT—This will be the coming thing in large passenger ships and
ury liners, according to speedboat designer and manufacturer Gar Wood. It's the Venturi,
od's newest design, shown in Detroit. The tw in-hulled yacht is said to be able to ride the rough-
st type of water and still maintain its even keel. Wood says the unique "tunnel" construction
ockets air on which the craft rides, preventing rough sailing even in heavy seas at high speed.



n large passenger ships and
Wood. It's the Venturi,
o be able to ride the rough-
que "tunnel" construction
heavy seas at high speed.

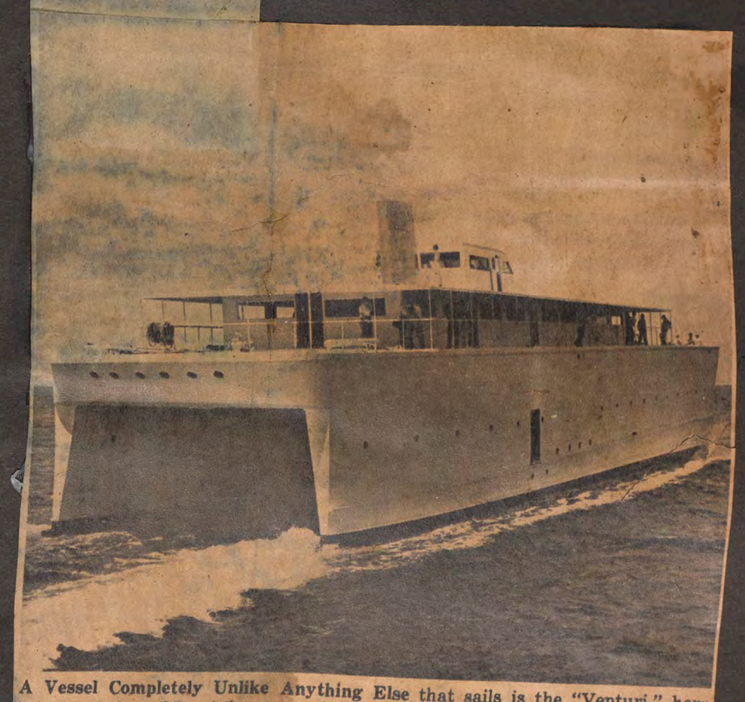


thing in large passenger ships
er Gar Wood. It's the Venturi,
s said to be able to ride the
ood says the unique "tunnel"
gh sailing even in heavy seas

coming thing in large passenger ships
manufacturer Gar Wood. It's the Ven-
-hulled yacht is said to be able to ride the
Wood says the unique "tunnel" con-
ting rough sailing even in heavy seas

g in large passenger ships and
Gar Wood. It's the Venturi,
d to be able to ride the rough-
unique "tunnel" construction
in heavy seas at high speed.

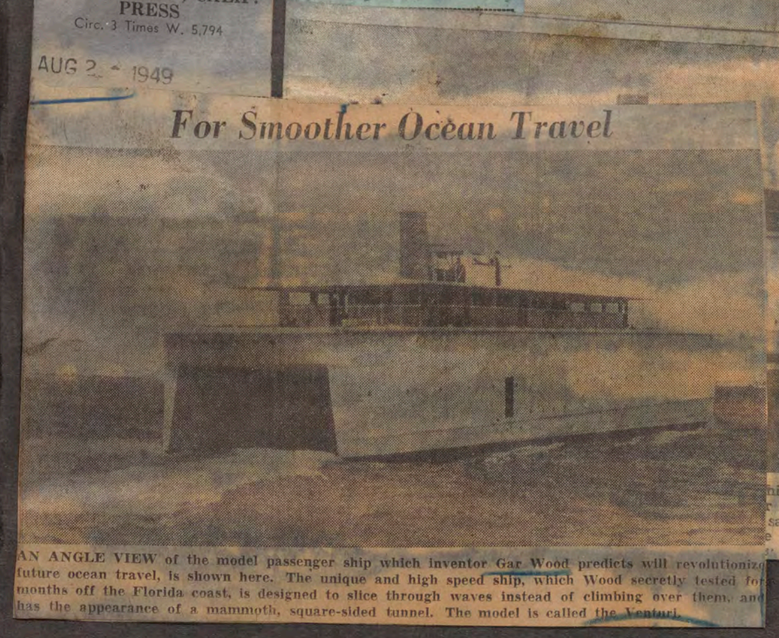
DES MOINES, IA.
REGISTER
Circ. D. 214,795 - S. 480,803
SEP 11 1949



A Vessel Completely Unlike Anything Else that sails is the "Venturi," here being tested off Miami Beach, Fla. This is the new craft Gar Wood, the motorboat expert, designed. It has twin hulls that form a tunnel over the water and plow through waves to give a steadier ride. It is 188 feet long, has a 40-foot beam, four 1,200-horsepower engines that give it a cruising range of 3,000 miles. It was built originally in secret for the airforce.

BAKERSFIELD, CALIF. PRESS
Circ. 3 Times W. 5,794
AUG 2 - 1949

For Smoother Ocean Travel



AN ANGLE VIEW of the model passenger ship which inventor Gar Wood predicts will revolutionize future ocean travel, is shown here. The unique and high speed ship, which Wood secretly tested for months off the Florida coast, is designed to slice through waves instead of climbing over them, and has the appearance of a mammoth, square-sided tunnel. The model is called the Venturi.

SEDALIA, MO. CAPITAL
Circ. D. 4,468 S. 7,398
AUG 13 1949

GULFPORT, MISS. HERALD
Circ. D. 8,638
AUG 6 1949

LEBANON, MO. RECORD
AUG. 3, 1949 A-18

BLOOMINGTON, ILL. PANTAGRAPH
Circ. D. 26,360 S. 20,543
AUG 16 1949

WHEELING, W. VA. NEWS-REGISTER
Circ. D. 28,051 S. 38,051

Gar Wood's Latest Craft Presages New Speed and Comfort

Acme Telephoto

...craft which inventor claims pres... ...sses unique "tunnel" construc... ...in heavy seas at high speeds.

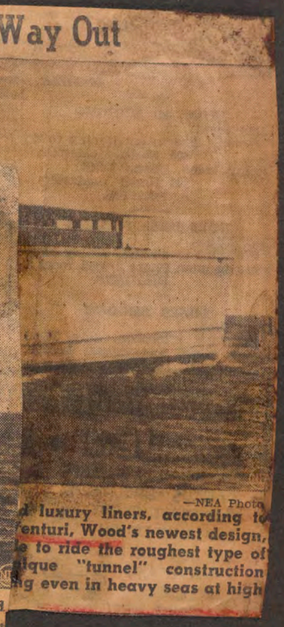
...g thing in large passenger ships and ...urer Gar Wood. It's the Venturi, ...t is said to be able to ride the rough... ...the unique "tunnel" construction ...even in heavy seas at high speed.

...in large passenger ships and ...ar Wood. It's the Venturi, ...to be able to ride the rough... ...ique "tunnel" construction ...heavy seas at high speed.

...ning thing in large passenger ships and ...r Gar Wood. It's the Venturi, ...said to be able to ride the rough... ...e unique "tunnel" construction ...in heavy seas at high speed.

AMARILLO, TEX. GLOBE
Circ. D. 17,776
AUG 1949

Rough Sailing on Its Way Out



—NEA Photo

...d luxury liners, according to ...enturi, Wood's newest design, ...e to ride the roughest type of ...ique "tunnel" construction ...g even in heavy seas at high

...in large passenger ships and ...ar Wood. It's the Venturi, ...to be able to ride the rough... ...nique "tunnel" construction ...heavy seas at high speed.

BLYTHEVILLE, ARK. COURIER-NEWS
Circ. D. 5,924
AUG 5 1949

HOPE, ARK. STAR
Circ. D. 4,505
AUG 5 1949

BLUFF, ARK. COMMERCIAL
AUG. 3, 1949 18

...ming thing in large passenger ships and ...facturer Gar Wood. It's the Venturi, ...yacht is said to be able to ride the rough... ...says the unique "tunnel" construction ...ling even in heavy seas at high speed.

...in large passenger ships and ...r Wood. It's the Venturi, ...to be able to ride the rough... ...que "tunnel" construction ...heavy seas at high speed.

...coming thing in large pas... ...ger and manufacturer Gar ... Detroit. The twin-hulled ... and still maintain its even ... air on which the craft ...peed.

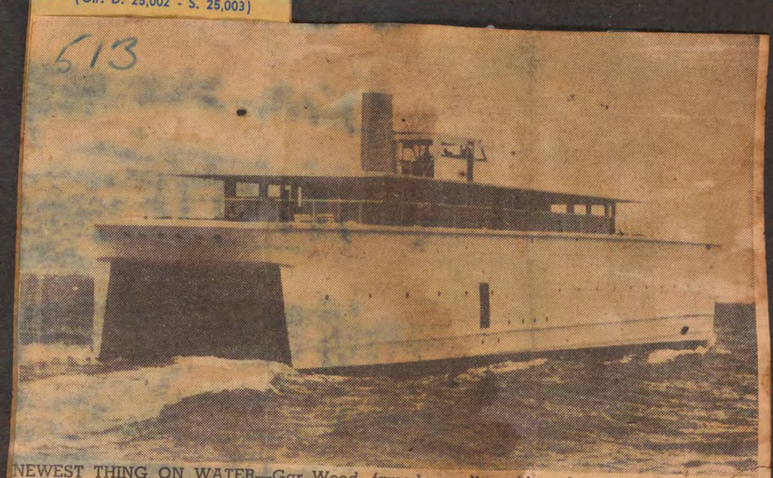
Merced, Cal. Sun
(Cir. 6,453)
AUG 8 - 49

ALBANY, ORE. DEMOCRAT-HERALD
Circ. D. 6,550
AUG 6 1949

Rough Sailing on Its Way Out

This will be the coming thing in large passenger ships and luxury liners, according to speedboat designer and manufacturer Gar Wood. It's the Venturi, Wood's newest design, shown in Detroit. The twin-hulled yacht is said to be able to ride the roughest type of water and still maintain its even keel. Wood says the unique "tunnel" construction pockets air on which the craft rides, preventing rough sailing even in heavy seas at high speed.

Long Beach, Calif. Independent
(Cir. D. 25,002 - S. 25,003)



NEWEST THING ON WATER—Gar Wood, famed speedboat king, thought this one up. It's his latest design for ocean-going vessels. The twin-hulled Venturi (above) is said to be able to ride the roughest type of water and still maintain its even keel. Wood says the unique "tunnel" construction pockets air on which craft rides, preventing rough sailing even in heavy seas at high speeds.

(Acme Telephoto)

Gar Wood's Twin-Hulled Ship Tops in Sea Comfort

DETROIT—(INS)—Gar Wood, one-time speedboat champion, has developed a twin-hulled ship which, for speed and comfort, is expected to rival current ocean liners and trans-ocean planes.

Wood said Sunday that his 120-ton vessel, the Venturi, has no roll at high speeds and does not pitch or yaw in the roughest weather.

The ship is 188 feet long and 40 feet wide. The two hulls are joined by a broad deck about 22 feet above the waterline. Cabins are built on the deck.

The Venturi resembles a large, square-sided tunnel when seen from the front. When it cruises at 26 knots, air rushes through the air funnel between the hulls, acting as a shock absorber for any rolling motion of the ship.

The air cushion also serves as a lift, raising the vessel out of the water so that the Venturi draws only six inches of water at the bow and eight at the stern.

Wood, who spent 28 years and $600,000 developing his design, said he expects to have the Venturi completed in four months.

SPRINGFIELD MASS REPUBLICAN
SEP 4 - 1949

PASSING TESTS

Gar Wood, "gray fox" of motorboat racing, puts his new boat, completely unlike any other craft in existence . . . through its paces off Miami Beach. This shows the strange craft with flat-bottomed twin hulls. The vessel is 188 feet long and has a 40-foot beam. It is powered by four 1200 horsepower engines (diesel) and a fuel capacity that gives it a range of 3000 miles.

DIXON, ILL.
TELEGRAPH
Circ. D. 6,467
AUG 4 1949

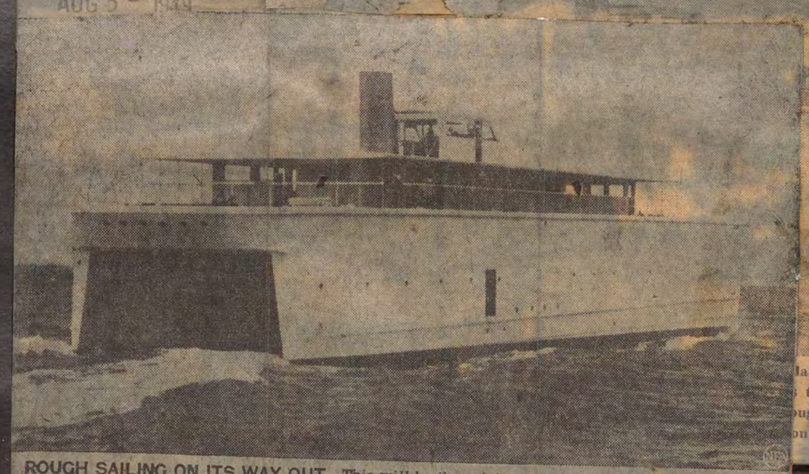
MATTOON, ILL.
JOURNAL-GAZETTE
Circ. D. 8,177
AUG 5 1949

COEUR D'ALENE, IDAHO
PRESS
Circ. D. 5,313
AUG 6 1949

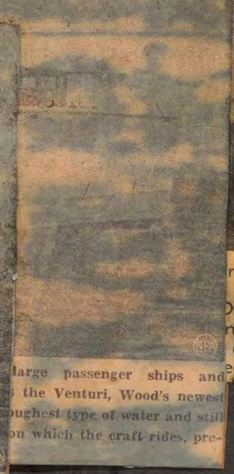
FT. LAUDERDALE, FLA.
NEWS-SENTINEL
Circ. D. 8,050
AUG 15 1949

PORTSMOUTH, N. H.
HERALD
Circ. D. 7,978
AUG 20 1949

CLAREMONT, N. H.
EAGLE
Circ. D. 6,198
AUG 5 - 1949



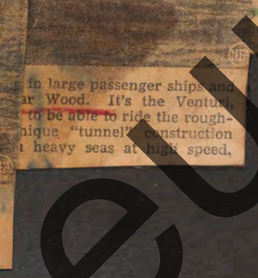
ROUGH SAILING ON ITS WAY OUT—This will be the coming thing in large passenger ships and luxury liners, according to speedboat designer and manufacturer Gar Wood. It's the Venturi, Wood's newest design, shown in Detroit. The twin-hulled yacht is said to be able to ride the roughest type of water and still maintain its even keel. Wood says the unique "tunnel" construction pockets air on which the craft rides, preventing rough sailing even in heavy seas at high speed.



large passenger ships and
the Venturi, Wood's newest
oughest type of water and still
on which the craft rides, pre-

ng thing in large passen-
and manufacturer Gar
Detroit. The twin-hulled
nd still maintain its even
air on which the craft
eed.

thing in large passenger ships and
Gar Wood. It's the Venturi,
said to be able to ride the rough-
unique "tunnel" construction
heavy seas at high speed.



in large passenger ships and
ar Wood. It's the Venturi,
to be able to ride the rough-
nique "tunnel" construction
heavy seas at high speed.

BARABOO, WIS.
NEWS-REPUBLIC
Circ. D. 5,197
AUG 6 1949

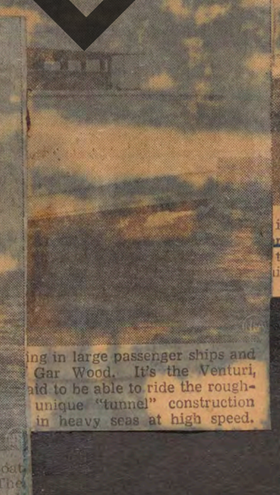
ANTIGO, WIS.
JOURNAL
Circ. D. 5,515
AUG 5 - 1949

JEFFERSON CITY, MO.
POST-TRIBUNE
Circ. D. 7,234
AUG 8 1949

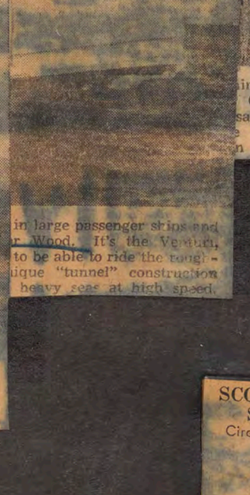
SELMA, ALA.
TIMES-JOURNAL
Circ. D. 6,542 - S. 7,682
AUG 7 - 1949

BELOIT, WIS.
NEWS
Circ. D. 15,957
AUG 3 1949

This will be the coming thing in large passenger ships and luxury liners, according to speedboat designer and manufacturer Gar Wood. It's the Venturi, Wood's newest design, shown in Detroit. The twin-hulled yacht is said to be able to ride the roughest type of water and still maintain its even keel. Wood says the unique "tunnel" construction pockets air on which the craft rides, preventing rough sailing even in heavy seas at high speed.



ing in large passenger ships and
Gar Wood. It's the Venturi,
aid to be able to ride the rough-
unique "tunnel" construction
in heavy seas at high speed.



in large passenger ships and
r Wood. It's the Venturi,
to be able to ride the rough-
uique "tunnel" construction
heavy seas at high speed.

ing thing in large passenger ships and
turer Gar Wood. It's the Venturi,
nt is said to be able to ride the rough-
the unique "tunnel" construction
even in heavy seas at high speed.

ners, according to speed-
newest design, shown in
type of water and still
ckets air on which the
(NEA Photo.)

BARABOO, WIS.
NEWS-REPUBLIC
Circ. D. 5,197
AUG 6 1949

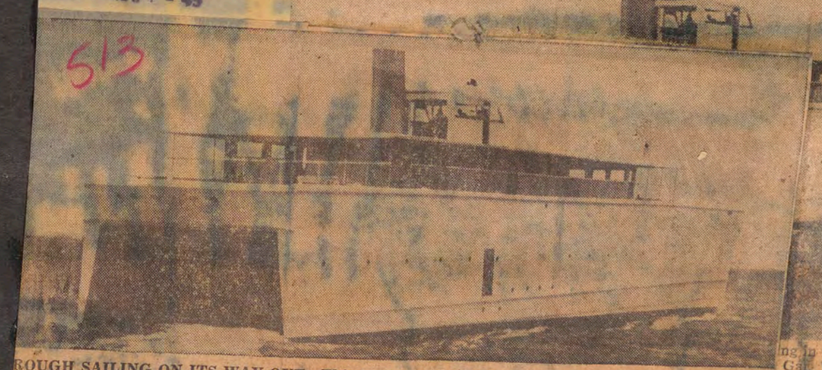
Proof that Rough Sailing's on Way Out

SCOTTSBLUFF, NEB.
STAR-HERALD
Circ. D. 10,627 - S. 10,633

HAZLETON, PA.
PLAIN SPEAKER
Circ. D. 14,614
AUG 12 1949

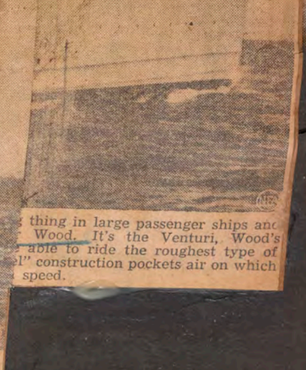
Palo Alto, Cal.
Times
(Cir. 9,649)
AUG 4 - '49

513



ROUGH SAILING ON ITS WAY OUT—This is supposed to be the coming thing in large passenger ships and luxury liners, according to speedboat designer and manufacturer, Gar Wood. It's the Venturi, Wood's newest design, shown in Detroit. The twin-hulled yacht is said to be able to ride the roughest type of water and still maintain its even keel. Wood says the unique "tunnel" construction pockets air on which the craft rides, preventing rough sailing even in heavy seas at high speed.

ng in large passenger ships and
Gar Wood. It's the Venturi,
aid to be able to ride the rough-
unique "tunnel" construction
in heavy seas at high speed.



thing in large passenger ships and
Wood. It's the Venturi, Wood's
able to ride the roughest type of
l" construction pockets air on which
speed.

GREENVILLE, S. C.
PIEDMONT
Circ. D. 20,500
AUG 11 1949

Rough Sailing Is Now On It's Way Out

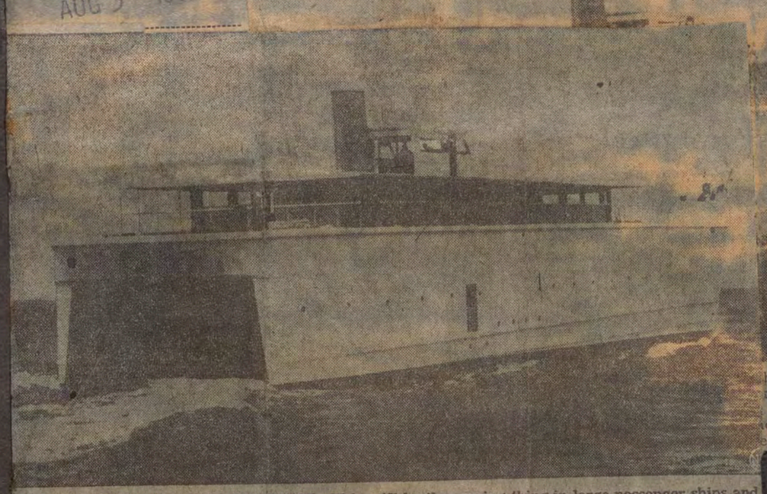
LANCASTER, PA.
NEWS
Circ. S. 29,733
AUG 15 1949

Astorian Budget
Astoria, Oregon
(Cir. 6,934)
AUG

CARBONDALE, PA.
DAILY NEWS
Circ. D. 5,025
AUG 3 1949

CLOVIS, N. M.
NEWS JOURNAL
Circ. D. 7,210 - S. 7,210
SEP 9 1949

SUPERIOR, WIS.
TELEGRAM
Circ. D. 22,977
AUG 3 1949



ROUGH SAILING ON ITS WAY OUT—This will be the coming thing in large passenger ships and luxury liners, according to speedboat designer and manufacturer Gar Wood. It's the Venturi, Wood's newest design, shown in Detroit. The twin-hulled yacht is said to be able to ride the roughest type of water and still maintain its even keel. Wood says the unique "tunnel" construction pockets air on which the craft rides, preventing rough sailing even in heavy seas at high speed.

hing in large passenger ships and
Gar Wood. It's the Venturi,
said to be able to ride the rough-
e unique "tunnel" construction
en in heavy seas at high speed.

n large passenger ships and
Wood. It's the Venturi,
o be able to ride the rough-
que "tunnel" construction
heavy seas at high speed.

large passenger ships and
Wood. It's the Venturi,
be able to ride the rough-
"tunnel" construction
seas at high speed.

ixury liners, according to speedboa
est design, shown in Detroit. The
r and still maintain an even keel
t rides, preventing rough sail-
ning in large passenger ships and
r Gar Wood. It's the Venturi,
d to be able to ride the rough-
ue "tunnel" construction pock-
evy seas at high speed.

BEATRICE, NEB.
SUN
Circ. D. 7,308 - S. 7,360
AUG 11 1949

PAMPA, TEX.
NEWS
Circ. D. 7,261 - S. 7,261
AUG 10 1949

SAN LUIS OBISPO, CAL.
TELEGRAM-TRIBUNE
Circ. D. 6,900
AUG 6 1949

BATON ROUGE, LA.
ADVOCATE
Circ. D. 9,938 - S. 17,497
AUG 12 1949

ALBUQUERQUE, N. M.
TRIBUNE
Circ. D. 17,413
AUG 4 1949

ing in large passenger ships and
Gar Wood. It's the Venturi,
aid to be able to ride the rough-
unique "tunnel" construction
in heavy seas at high speed.

in large passenger ships and
r Wood. It's the Venturi,
to be able to ride the rough-
ique "tunnel" construction
heavy seas at high speed.

ng in large passenger ships and
Gar Wood. It's the Venturi,
aid to be able to ride the rough-
unique "tunnel" construction
in heavy seas at high speed.

SPARTANBURG, S. C.
Journal & Carolina Spartan
Circ. D. 12,907
AUG 4 1949

ROUGH SAILING ON ITS WAY OUT—This will be the coming thing in large passenger ships and luxury liners, according to speedboat designer and manufacturer Gar Wood. It's the Venturi, Wood's newest design, shown in Detroit. The twin-hulled yacht is said to be able to ride the roughest type of water and still maintain its even keel. Wood says the unique "tunnel" construction pockets air on which the craft rides, preventing rough sailing even in heavy seas at high speed.

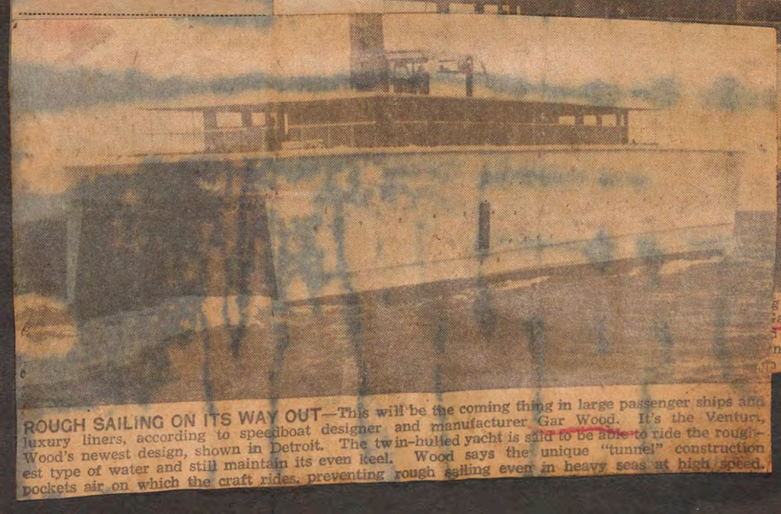
thing in large passenger ships
rer Gar Wood. It's the Venturi,
id to be able to ride the roughest
"tunnel" construction pockets air
as at high speed.

in large passenger ships and
r Wood. It's the Venturi,
to be able to ride the rough-
ique "tunnel" construction
heavy seas at high speed

SPRINGFIELD, MO.
LEADER & PRESS
Circ. D. 38,858
AUG 4 1949

CONCORD, N. C.
TRIBUNE
Circ. D. 6,961 - S. 7,089
AUG 3 1949

SEDALIA, MO.
DEMOCRAT
Circ. D. 7,103 - S. 10,918
AUG 12 1949



ROUGH SAILING ON ITS WAY OUT—This will be the coming thing in large passenger ships and luxury liners, according to speedboat designer and manufacturer Gar Wood. It's the Venturi, Wood's newest design, shown in Detroit. The twin-hulled yacht is said to be able to ride the roughest type of water and still maintain its even keel. Wood says the unique "tunnel" construction pockets air on which the craft rides, preventing rough sailing even in heavy seas at high speed.

g in large passenger ships and
ar Wood. It's the Venturi,
to be able to ride the rough-
nique "tunnel" construction
heavy seas at high speed

ing in large passenger ships and
Gar Wood. It's the Venturi,
aid to be able to ride the rough-
unique "tunnel" construction
in heavy seas at high speed.

PHOENIX, ARIZ.
ARIZONA REPUBLIC
Circ. D. 56,981 - S. 54,089
AUG 6 1949

Twin Hulled Ship Prevents Yawing

according to speedboat designe
own in Detroit. The twin-hulle
on its even keel. Wood says the
venting rough sailing even in

large passenger ships and
Wood. It's the Venturi,
be able to ride the roughest
ique "tunnel" construction
eavy seas at high speed.

DANBURY, CONN.
NEWS-TIMES
Circ. D. 13,600
AUG 3 1949

WOODSTOCK, ILL.
DAILY SENTINEL
Circ. D. 3,426
AUG 3 1949

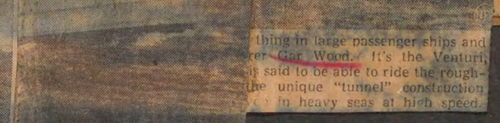
ANNAPOLIS, MD.
CAPITAL
Circ. D. 4,826
AUG 3 1949

BAYONNE, N. J.
TIMES
Circ. D. 14,884
AUG 4 1949

WACO, TEX. TIMES-HERALD
AUG. 4, 1949 A-18

Rough Sailing On Its Way Out

This will be the coming thing in large passenger ships and luxury liners, according to speedboat de-
signer and manufacturer Gar Wood. It's the Venturi, Wood's newest design, shown in Detroit. Th
twin-hulled yacht is said to be able to ride the roughest type of water and still maintain its even keel
Wood says the unique "tunnel" construction pockets air on which the craft rides, preventing rough
sailing even in heavy seas at high speed.

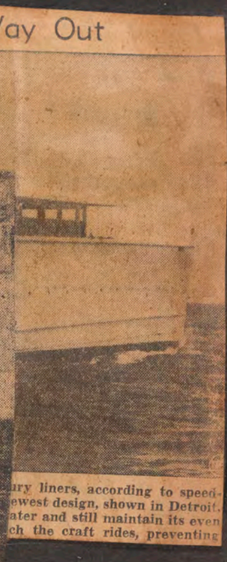


thing in large passenger ships and
rer Gar Wood. It's the Venturi,
is said to be able to ride the rough-
the unique "tunnel" construction
in heavy seas at high speed.

ng in large passenger ships and
Gar Wood. It's the Venturi,
said to be able to ride the rough-
unique "tunnel" construction
in heavy seas at high speed.

MUNCIE, IND.
PRESS
Circ. D. 18,555
AUG 4 1949

Rough Sailing on Its Way Out



ury liners, according to speed-
ewest design, shown in Detroit.
ater and still maintain its even
ch the craft rides, preventing

in large passenger ships and
ar Wood. It's the Venturi,
to be able to ride the rough-
nique "tunnel" construction
heavy seas at high speed.

BATON ROUGE, LA.
STATE TIMES
Circ. D. 23,591
AUG 1 1949

Napa, Cal.
Register
(Cir. 7,385)
AUG 6 - '49

CORBIN, KY.
TRIBUNE
Cir. D. 4,133
AUG 4 - 1949

513

MILFORD, MASS.
NEWS
Cir. D. 4,641
AUG 9 - 1949

MARQUETTE, MICH.
MINING JOURNAL
Circ. D. 12,445
AUG 7 - 1949

Rough Sailing On Its Way Out

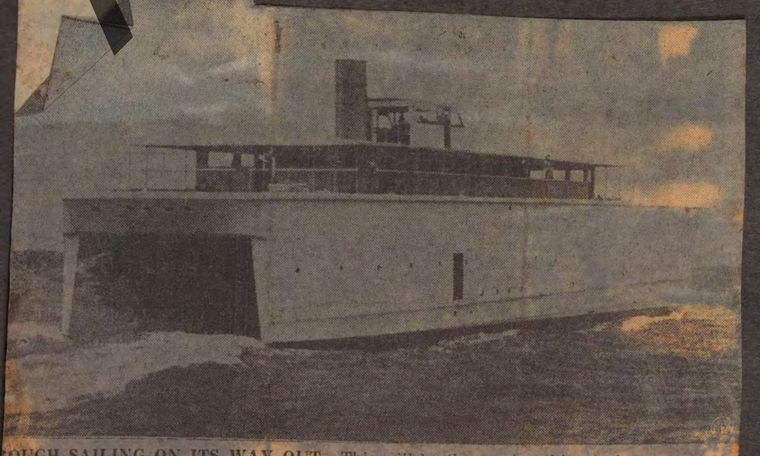
This will be the coming thing in large passenger ships and luxury liners, according to speed-
boat designer and manufacturer Gar Wood. It's the Venturi, Wood's newest design shown in Detroit.
The twin-hulled yacht is said to be able to ride the roughest type of water and still maintain its even
keel. Wood says the unique "tunnel" construction pockets air on which the craft rides, preventing
rough sailing even in heavy seas at high speed.

ng in large passenger ships and
Gar Wood. It's the Venturi,
id to be able to ride the rough-
unique "tunnel" construction
in heavy seas at high speed.

ing in large passenger ships and
Gar Wood. It's the Venturi,
aid to be able to ride the rough-
unique "tunnel" construction
in heavy seas at high speed.

g in large passenger ships and
Gar Wood. It's the Venturi,
d to be able to ride the rough-
unique "tunnel" construction
in heavy seas at high speed.

ABILENE, TEX.
Reporter-News (Morning)
Circ. D. 13,598
AUG 9 1949



ROUGH SAILING ON ITS WAY OUT—This will be the coming thing in large passenger
ships and luxury liners, according to speedboat designer and manufacturer Gar Wood. It's
the Venturi, Wood's newest design, shown in Detroit. The twin-hulled yacht is said to
be able to ride the roughest type of water and still maintain its even keel. Wood says the
unique "tunnel" construction pockets air on which the craft rides, preventing rough sailing
even in heavy seas at high speed.

ALLENTOWN, PA.
CHRONICLE
Circ. D. 18,699
AUG 1 - 1949

Secret Ship Disclosed

SECRET SHIP — Here is an angle view of Gar Wood's "Venturi," twin-hulled craft which the inventor claims presages new speed, comfort and low cost in future luxury liners.
—(Acme Telephoto)

Detroit, (AP)— Inventor - Industrialist Gar Wood has taken the wraps off a secret ship that eventually may make ocean liners like the Queen Mary obsolete.

It's a strange looking craft with twin hulls. She knifes through the waves instead of climbing over them. The retired king of speedboat racing calls it a prototype of the express passenger liner of tomorrow.

For 28 years Wood has been designing a ship unlike anything that ever before put to sea. He talked publicly for the first time yesterday about his 120-ton experimental craft named the Venturi.

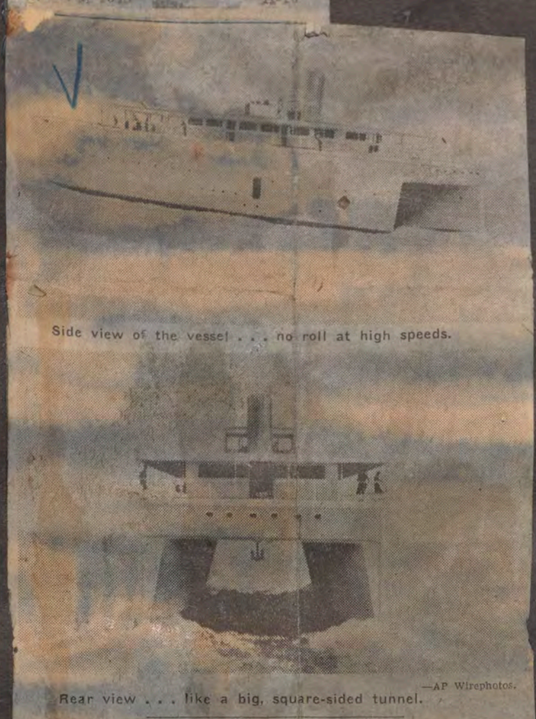
The ship, which cruises at 26 knots through high waves at a completely even keel without roll or pitch was started as a hush-hush job for the army air forces in 1944. The air forces had wanted an extremely mobile radio-controlled target vessel, but the war ended before the AAF secured full value from Wood's ship.

The designer reacquired the hull from the government and went to work to develop his dream boat.

He says the basic design should permit surface vessels for the first time to compete favorably with trans-ocean airlines.

His ship, 180 feet long and 40 feet wide, looks much like a floating tunnel when you see her head-on. A broad deck connects the two hulls 22 feet above the waterline. Wood says she is unsinkable.

MIAMI, NEB. WORLD-HERALD
AUG. 1, 1949 A-16



Side view of the vessel . . . no roll at high speeds.

—AP Wirephotos.

Rear view . . . like a big, square-sided tunnel.

Wood's New Twin-Hulled Ship Called 'Revolutionary'

Detroit, Mich. (AP)—Gar Wood, retired speedboat king, disclosed Sunday the design of a secret ship that may revolutionize ocean travel.

It is the 120-ton Venturi, a seagoing vessel, that slices through the waves on twin hulls and has no roll at high speed. The Venturi is unlike anything that ever has been seen on the water.

Mr. Wood calls it the prototype, or model, of the express passenger liner of tomorrow. The industrialist inventor spent 28 years developing the design at an expenditure of 600 thousand dollars.

The basic design, Mr. Wood said, will permit surface vessels to compete favorably with trans-ocean airlines.

The ship is now being fitted as a yacht at Mr. Wood's private 122-acre island estate below Miami Beach, Fla. Mr. Wood expects it to be completed in about four months.

The Venturi already has made test runs inth e roughest weather. Mr. Wood said it has not been possible to make the ship roll, pitch or yaw at any speed.

The craft is 188 feet long and 40 feet wide. A broad deck connects the two hulls 22 feet above the waterline. Cabins are built atop this deck. The Venturi, seen head-on, looks like a big, square-sided tunnel.

The tunnel runs the length of the boat between the hulls. When the ship cruises at 26 knots air rushes through the tunnel and acts as a shock absorber for any up-and-down movement of the boat. The air cushion actually lifts the craft enough out of the water so that she draws only six inches of water at the bow and eight feet at the stern.

Tank tests indicate, Mr. Wood said, that a 16 thousand ton ship of Venturi design could carry four thousand passengers at a speed of 38 knots. It would require only 120 thousand horsepower. He pointed out that a ship like the Queen Mary of 80,773 tons requires 200 thousand horsepower to carry 1,995 passengers at 32 knots.

The Venturi is powered with four 1,200-horsepower diesel engines.

The hull was launched originally in 1944 at West Palm Beach, Fla. Mr. Wood built her in secret there for the Army Air Forces. The war ended, however, before the AAF secured

in this corner.....
THE EDITORS

Gar Wood

All the time Gar Wood was racing his Miss Americas to international fame (he holds the coveted Harmsworth Trophy and has defended and won it nine times since 1920) it seems he was dreaming of building a prototype for an ocean liner that will not roll or pitch. He is shown below on this craft, the Venturi, which is featured in story, pictures and diagrams beginning on page 120. This story broke right on the deadline for our October issue. Getting

it into the magazine necessitated a speed play that even Gar Wood would applaud. We wired our eastern editor, Richard Dempewolff, in New York, to grab a plane for Miami, Fla., to get the story and pictures from Mr. Wood who was at his home on Fisher's Island near Miami Beach. Dempewolff left New York on a Tuesday morning and 24 hours later the complete story and pictures were in our Chicago office with much credit due to the fine cooperation of Eastern Air Lines. Many of the diagrams and photos in the layout, particularly those of Mr. Wood and the hull models, are exclusive. The photographs on page 122 clearly show the basic Venturi principle which assures a smooth ride.

(Continued to page 8)

POPULAR MECHANICS

NEW BEDFORD, MASS.
STANDARD-TIMES
Circ. D. 54,522 - S. 45,834
AUG 1 - 1949

Wood Designs Twin-Hull Ship

Idea May Revolutionize Travel on High Seas

DETROIT, Aug. 1 (AP)—Inventor-industrialist Gar Wood has taken the wraps off a secret ship that eventually may make ocean liners like the Queen Mary obsolete.

It's a strange looking craft with twin hulls. She knifes through the waves instead of climbing over them. The retired king of speedboat racing calls it a prototype of the express passenger liner of tomorrow.

For 28 years Wood has been designing a ship unlike anything that ever before put to sea. He talked publicly for the first time yesterday about his 120-ton experimental craft named the Venturi.

The ship, which cruises at 26 knots through high waves at a completely even keel without roll or pitch was started as a "hush-hush" job for the Army Air Forces in 1944. The Air Forces had wanted an extremely mobile radio-controlled target vessel, but the war ended before the AAF secured full value from Wood's ship.

The designer re-acquired the hull from the Government and went to work to develop his dream boat.

He says the basic design should permit surface vessels for the first time to compete favorably with trans-ocean airlines.

His ship, 180 feet long and 40 feet wide, looks much like a floating tunnel when you see her head-on. A broad deck connects the two hulls 22 feet above the waterline. Wood says she is unsinkable.

'No Roll' Ship Unveiled

—Associated Press Wirephoto

Gar Wood, inventor and speedboat racer, disclosed that he has designed and built a high-speed, twin-hulled ship at his estate, Fisher's Island, Fla. The ship, named the Venturi and shown here in side and head-on views, cruises at 26 knots on a completely even keel.

LAUREL, MISS.
LEADER-CALL
Cir. D. 9,265

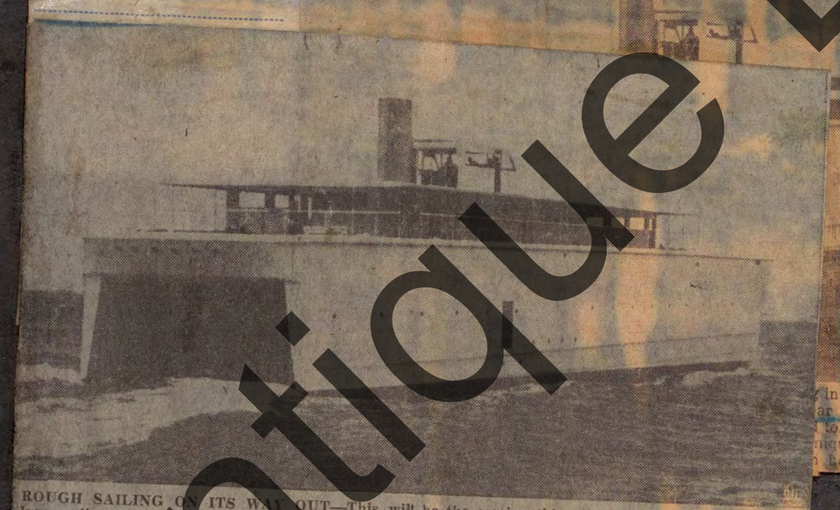
HOOPESTON, ILL.
CHRONICLE-HERALD
Cir. D. 2,525
AUG 5 1949

EDWARDSVILLE, ILL.
INTELLIGENCER
Cir. D. 4,758
AUG 6 1949

DE LAND, FLA.
SUN NEWS
Circ. D. 3,407
AUG 18 1949

REDLANDS, CALIF.
FACTS
Circ. D. 3,590
AUG 5 1949

HAVERHILL, MASS.
GAZETTE
Circ. D. 17,575
AUG 3 1949



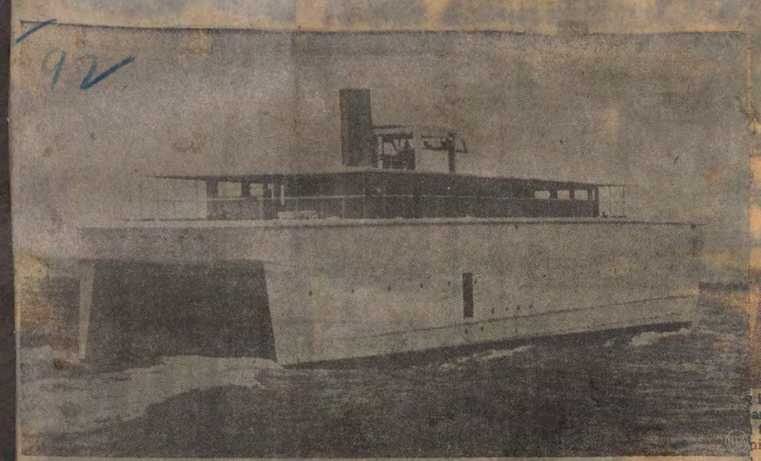
ROUGH SAILING ON ITS WAY OUT—This will be the coming thing in large passenger ships and luxury liners, according to speedboat designer and manufacturer Gar Wood. It's the Venturi, Wood's newest design, shown in Detroit. The twin-hulled yacht is said to be able to ride the roughest type of water and still maintain an even keel. Wood says the unique "tunnel" construction pockets air on which the craft rides, preventing rough sailing even in heavy seas at high speed.

JACKSONVILLE, ILL.
COURIER
Cir. D. 2,480
AUG 3 1949

SARANAC LAKE, N. Y.
Adirondack Enterprise
Circ. D. 2,888
AUG 4 1949

WARSAW, IND.
TIMES
Cir. D. 4,696
AUG 3 1949

ROUGH SAILING ON ITS WAY OUT.—This will be the coming thing in large passenger ships and luxury liners, according to speedboat designer and manufacturer Gar Wood. It's the Venturi, Wood's newest design, shown in Detroit. The twin-hulled yacht is said to be able to ride the roughest types of water and still maintain an even keel. Wood says the unique "tunnel" construction pockets air on which the craft rides, preventing rough sailing even in heavy seas at high speed.



ROUGH SAILING ON ITS WAY OUT—This will be the coming thing in large passenger ships and luxury liners, according to speedboat designer and manufacturer Gar Wood. It's the Venturi, Wood's newest design, shown in Detroit. The twin-hulled yacht is said to be able to ride the roughest type of water and still maintain its even keel. Wood says the unique "tunnel" construction pockets air on which the craft rides, preventing rough sailing even in heavy seas at high speed.

MORGANTOWN, W. VA.
POST
Circ. D. 7,741
AUG 8 1949

Okmulgee, Okla
DAILY TIMES
Aug 7 1949

MILTON, PA.
STANDARD AND MILTONIAN
Circ. D. 4,829
AUG 8 1949

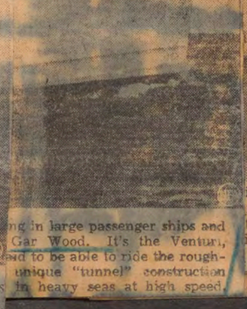
Ashland Tidings
Ashland, Oregon
(Cir. 2,261)

CUSHING, OKLA.
CITIZEN
Circ. D. 4,086 - S. 4,086
AUG 3 0 1949

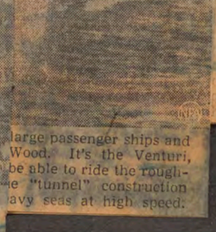
MARIETTA, OHIO
TIMES
Circ. D. 10,832
AUG 4 1949

BLACKWELL, OKLA.
JOURNAL TRIBUNE
Circ. D. 5,698
AUG 4 1949

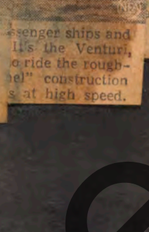
ROUGH SAILING ON ITS WAY OUT—This will be the coming thing in large passenger ships and luxury liners, according to speedboat designer and manufacturer Gar Wood. It's the Venturi, Wood's newest design, shown in Detroit. The twin-hulled yacht is said to be able to ride the rough-est type of water and still maintain its even keel. Wood says the unique "tunnel" construction pockets air on which the craft rides, preventing rough sailing even in heavy seas at high speed.



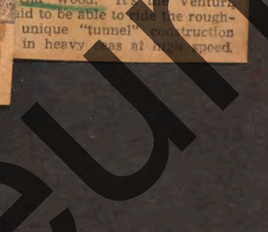
ng in large passenger ships and
Gar Wood. It's the Venturi,
id to be able to ride the rough-
unique "tunnel" construction
in heavy seas at high speed.



large passenger ships and
Wood. It's the Venturi,
be able to ride the rough-
e "tunnel" construction
avy seas at high speed.



large passenger ships and
Gar Wood. It's the Venturi,
to be able to ride the rough-
unique "tunnel" construction
in heavy seas at high speed.



ng in large passenger ships and
Gar Wood. It's the Venturi,
id to be able to ride the rough-
unique "tunnel" construction
in heavy seas at high speed.

SEMINOLE, OKLA.
PRODUCER
Circ. D. 4,518 - S. 4,5

KINGSPORT, TENN.
NEWS
Circ. D. 2,890
AUG 9 - 1949

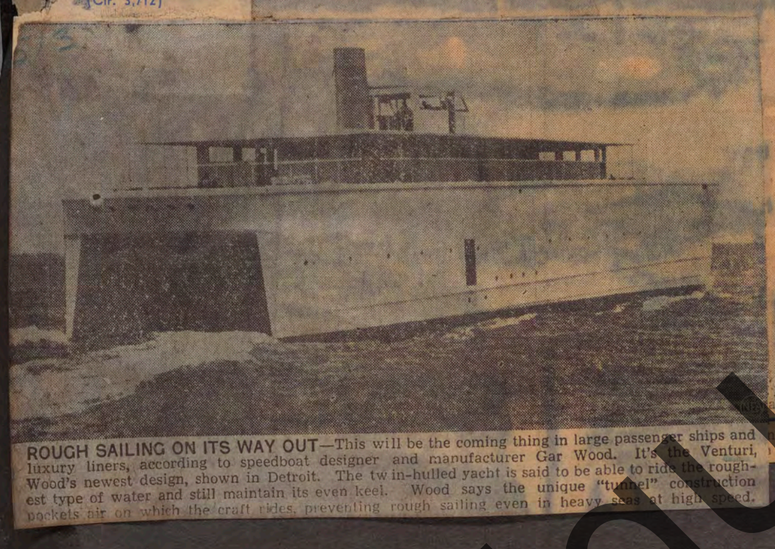
YANKTON (S. D.) PRESS & DAK.
SATURDAY, AUGUST 6, 1949

CENTRALIA, WASH.
CHRONICLE
Circ. D. 7,379
AUG 6 1949

BORGER, TEX. HERALD
AUG. 4, 1949 A-27

92

The Dalles, Oregon
The Dalles Chronicle
(Cir. 3,712)

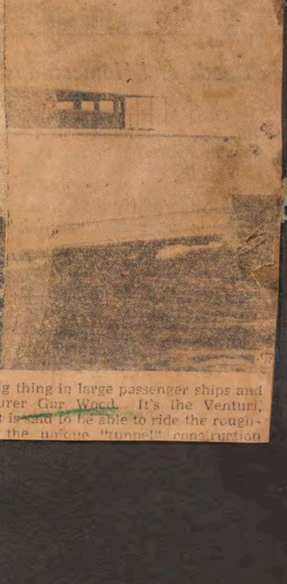


ROUGH SAILING ON ITS WAY OUT—This will be the coming thing in large passenger ships and luxury liners, according to speedboat designer and manufacturer Gar Wood. It's the Venturi, Wood's newest design, shown in Detroit. The twin-hulled yacht is said to be able to ride the rough-est type of water and still maintain its even keel. Wood says the unique "tunnel" construction pockets air on which the craft rides, preventing rough sailing even in heavy seas at high speed.

g in large passenger ships and
Gar Wood. It's the Venturi,
id to be able to ride the rough-
unique "tunnel" construction
in heavy seas at high speed.

coming thing in large passenger ships and
nufacturer Gar Wood. It's the Venturi,
d yacht is said to be able to ride the rough-
says the unique "tunnel" construction
ailing even in heavy seas at high speed.

g in large passenger ships and
Gar Wood. It's the Venturi,
id to be able to ride the rough-
unique "tunnel" construction
in heavy seas at high speed.



g thing in large passenger ships and
urer Gar Wood. It's the Venturi,
t is said to be able to ride the rough-
the unique "tunnel" construction

TIFFIN, OHIO
Advertiser-Tribune
Circ. D. 9,116
AUG 2 1949

XENIA, O.
GAZETTE
Circ. D. 6,245
UG 3 1949

VISALIA, CALIF.
TIMES-DELTA
Circ. D. 5,525
AUG 4 1949

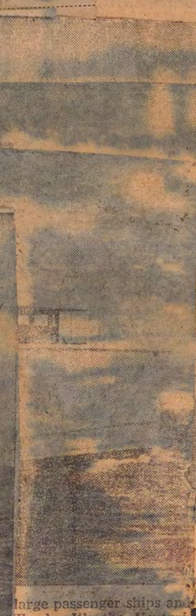
McALESTER, OKLA.
NEWS-CAPITAL
Circ. D. 9,146
AUG 3 194

MERIDEN, CONN.
JOURNAL
Cir. D. 8,494
G 12 1949

STREATOR, ILL.
TIMES-PRESS
Cir. D. 8,268
AUG 4 1949

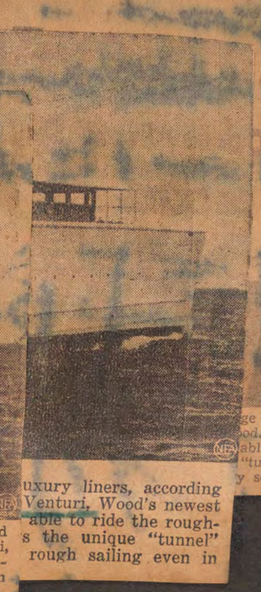
FRANKFORT, IND.
TIMES
Circ. D. 6,979 - S. 7,138
OCT 13 1949

ROUGH SAILING ON ITS WAY OUT—This will be the coming thing in large passenger ships and luxury liners, according to speedboat designer and manufacturer Gar Wood. It's the Venturi, Wood's newest design, shown in Detroit. The twin-hulled yacht is said to be able to ride the rough-est type of water and still maintain its even keel. Wood says the unique "tunnel" construction pockets air on which the craft rides, preventing rough sailing even in heavy seas at high speed.



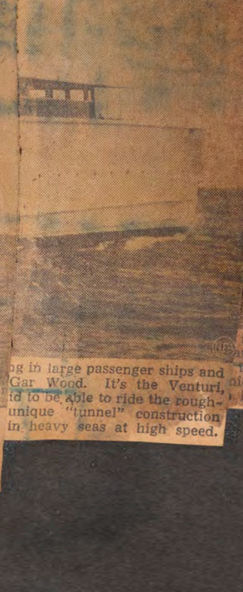
large passenger ships and
Wood. It's the Venturi,
be able to ride the rough-
ue "tunnel" construction
eavy seas at high speed.

uxury liners, according
Venturi, Wood's newest
able to ride the rough-
s the unique "tunnel"
rough sailing even in



ge passenger ships and
od. It's the Venturi,
able to ride the rough-
"tunnel" construction
y seas at high speed.

g in large passenger ships and
Gar Wood. It's the Venturi,
id to be able to ride the rough-
unique "tunnel" construction
in heavy seas at high speed.



in large passenger ships and
ar Wood. It's the Venturi,
to be able to ride the rough-
nique "tunnel" construction
heavy seas at high speed.

DUNKIRK, N. Y. OBSERVER
Circ. D. 7,252
AUG 3 1949

GOSHEN, IND. NEWS-DEMOCRAT
Cir. D. 5,568
AUG 2 - 1949

NORMAN, OKLA. TRANSCRIPT
Circ. D. 5,157 — S. 5,157
AUG 5 1949

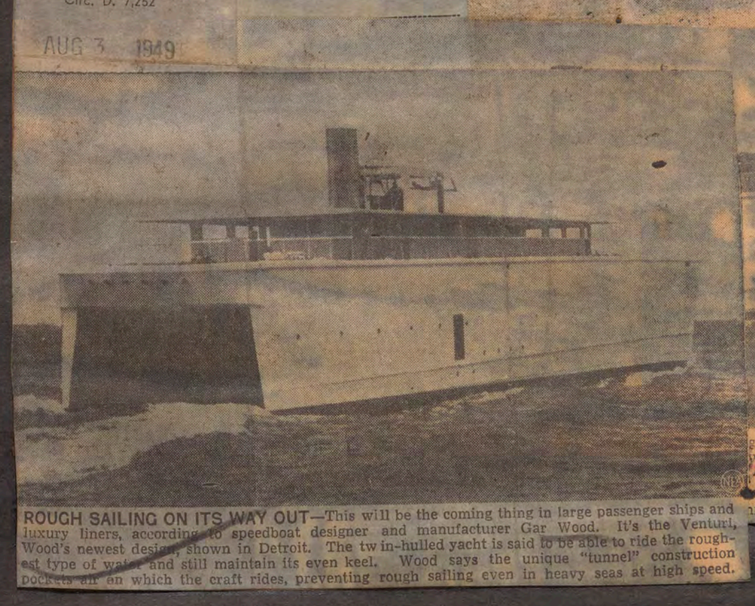
COSHOCTON, OHIO TRIBUNE
Circ. D. 10,290 - S. 10,311
AUG 2 1949

POTTSVILLE, PA. JOURNAL
Circ. D. 10,190
AUG 16 1949

JACKSON, TENN. SUN
Circ. D. 10,428 - S. 10,428
AUG 5 - 1949

HURON IS DI HURONITE & PLAINSMAN
FRIDAY, AUGUST 5, 1949

Rough Sailing On Its Way Out



ROUGH SAILING ON ITS WAY OUT—This will be the coming thing in large passenger ships and luxury liners, according to speedboat designer and manufacturer Gar Wood. It's the Venturi, Wood's newest design, shown in Detroit. The twin-hulled yacht is said to be able to ride the roughest type of water and still maintain its even keel. Wood says the unique "tunnel" construction pockets air on which the craft rides, preventing rough sailing even in heavy seas at high speed.

Yuma, Ariz. Sun and Sentinel (Cir. 4,410)
SEP 20 1949

RIDSVILLE, N. C. REVIEW
Cir. D. 4,374
AUG 3 1949

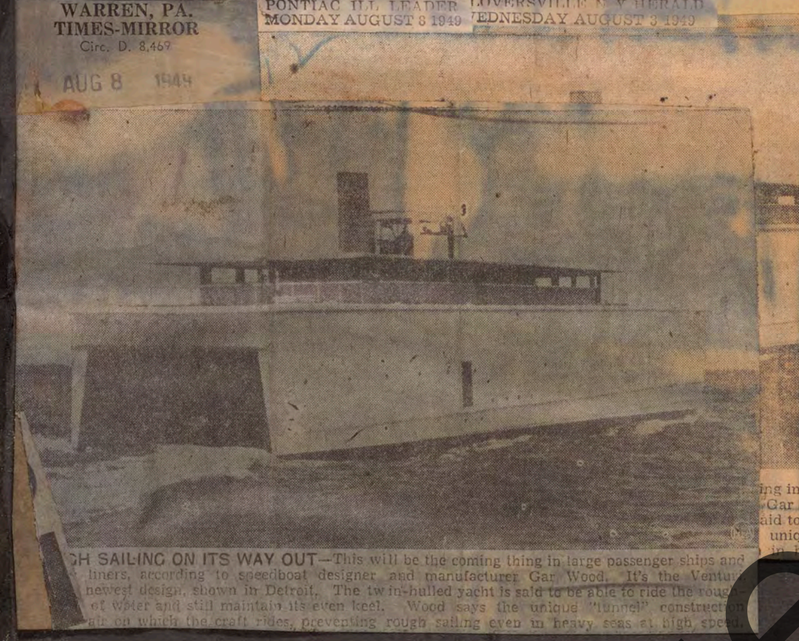
MIDDLESBORO, KY. NEWS
AUG. 4, 1949 A-20

MUSCATINE (IA) JOURNAL
WEDNESDAY, AUGUST 3, 1949

WARREN, PA. TIMES-MIRROR
Circ. D. 8,467
AUG 8 1949

PONTIAC ILL. LEADER
MONDAY AUGUST 8 1949

LOVERSVILLE N.Y. HERALD
WEDNESDAY AUGUST 3 1949



PITTSBURG, KAN. HEADLIGHT
Circ. D. 5,164
AUG 4 1949

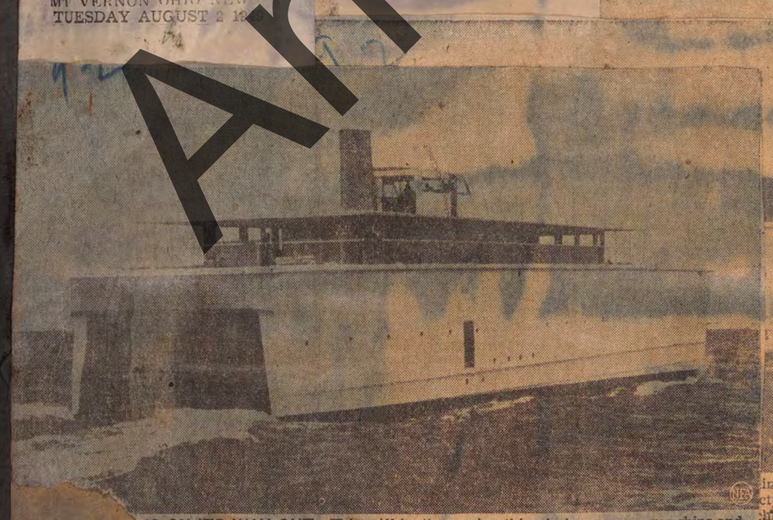
SHAMOKIN, PA. NEWS-DISPATCH
Circ. D. 11,943
AUG 4 1949

Rough Sailing on Its Way Out

GALION, O. INQUIRER
Circ. D. 3,740
AUG 2 1949

AMBRIDGE O JEFFERSONIAN
FRIDAY AUGUST 5 1949

MT VERNON OHIO NEWS
TUESDAY AUGUST 2 1949



NG ON ITS WAY OUT—This will be the coming thing in large passenger ships and ...ording to speedboat designer and manufacturer Gar Wood. It's the Venturi, ...n, shown in Detroit. The twin-hulled yacht is said to be able to ride the rough- ...still maintain its even keel. Wood says the unique "tunnel" construction ...e craft rides, preventing rough sailing even in heavy seas at high speed.

FOND DU LAC, WIS.
Commonwealth Reporter
Circ. D. 16,356
AUG 3 1949

MIAMI, OKLA.
NEWS RECORD
Circ. D. 7,187 - S. 7,245
AUG 5 1949

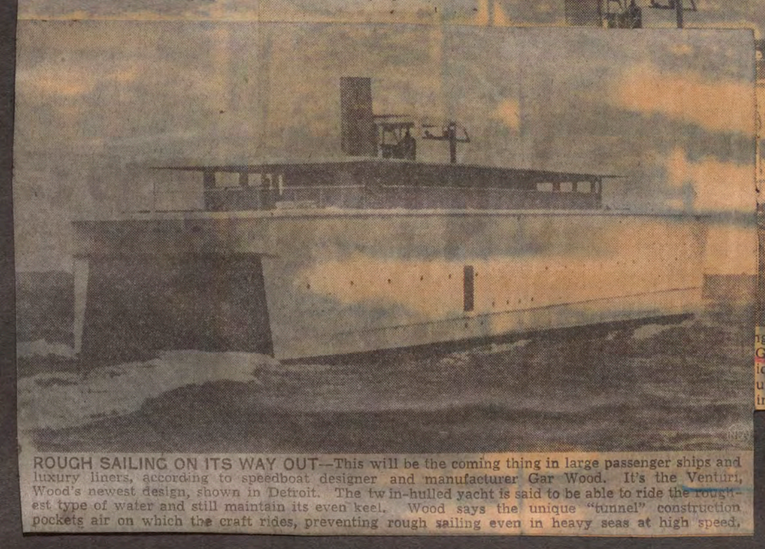
ATTLEBORO, MASS.
SUN
Circ. D. 8,028
AUG 4 1949

OWENSBORO, KY.
INQUIRER
Circ. D. 9,499
AUG 12 1949

MANHATTAN, KAN.
MERCURY-CHRONICLE
Circ. D. 5,595
AUG 11 1949

SHARON, PA.
HERALD
Circ. D. 19,059
AUG 2 - 1949

Rough Sailing On Its Way Out



ROUGH SAILING ON ITS WAY OUT—This will be the coming thing in large passenger ships and luxury liners, according to speedboat designer and manufacturer Gar Wood. It's the Venturi, Wood's newest design, shown in Detroit. The twin-hulled yacht is said to be able to ride the roughest type of water and still maintain its even keel. Wood says the unique "tunnel" construction pockets air on which the craft rides, preventing rough sailing even in heavy seas at high speed.

SHAWNEE, OKLA.
NEWS STAR
Circ. D. 12,253 - S. 12,487
AUG 4 1949

ARKANSAS CITY, KANS.
TRAVELER
Circ. D. 5,968
AUG 4 1949

NEW ALBANY, IND.
TRIBUNE
Circ. D. 6,919
AUG 2 - 1949

LA PORTE, IND.
HERALD-ARGUS
Circ. D. 7,700
AUG 3 1949

SPENCER, IA.
REPORTER
Circ. D. 5,301
AUG 4 1949

TINE, IA.
News-Tribune
D. 8,653
1949

AUSTIN, TEX.
STATESMAN
Circ. D. 18,880
AUG 10 1949

KINGSTON, N. Y.
FREEMAN
Circ. D. 11,641
AUG 4 - 1949

Ontario, Calif.
Report
(Cir. 6,533)
AUG 11 1949

513

ROUGH SAILING ON ITS WAY OUT—This will be the coming thing in large passenger ships and luxury liners, according to speedboat designer and manufacturer Gar Wood. It's the Venturi, Wood's newest design, shown in Detroit. The twin-hulled yacht is said to be able to ride the roughest type of water and still maintain its even keel. Wood says the unique "tunnel" construction pockets air on which the craft rides, preventing rough sailing even in heavy seas at high speed.

ORLAND PARK ... HERALD
THURSDAY AUGUST 18 1949

"THE OCEAN LINER OF TH
right, ... the wheel, calls his ...
Wood ... the twin-hulled, 188-f...
that a ...00-ton ocean liner of t...
through ... waves at a speed of ...
through ... tunnel formed by th...

Laguna Beach, Calif.
South Coast News
(Cir. 3,459)
SEP 8 1949

513

"THE OCEAN LINER OF THE F...
right, at the wheel, calls his uniqu...
Wood says the twin-hulled, 188-foot ...
that a 16,000-ton ocean liner of the sa...
through the waves at a speed of 38 kn...
through the tunnel formed by the tw...

Banning, Calif.
Record
(Cir. 2,111)
SEP 8 1949

513

"THE OCEAN LINER OF THE
right, at the wheel, calls his un...
Wood says the twin-hulled, 188-foo...
that a 16,000-ton ocean liner of the...
through the waves at a speed of 38...
through the tunnel formed by the ...

SHANNON ILL
REPORTER
AUG 11 1949

"THE OCEAN LINER OF
right, at the wheel, calls h...
Wood says the twin-hulled, 18...
that a 16,000-ton ocean liner ...
through the waves at a speed ...
through the tunnel formed by ...

CLATSKANIE ORE CHIEF
FRIDAY OCTOBER 28 1949

"THE OCEAN LINER OF
right, at the wheel, calls h...
Wood says the twin-hulled, 18...
that a 16,000-ton ocean liner ...
through the waves at a speed ...
through the tunnel formed by ...

BANNING, CALIF.
RECORD
Circ. W. 2,229
SEP 8 1949

"THE OCEAN LINER OF THE FUTURE"—That's what retired speedboat king, Gar Wood, right, at the wheel, calls his uniquely-designed "Venturi," left, moored at Miami Beach, Fla. Wood says the twin-hulled, 188-foot craft has proven extremely stable and fast in tests, and claims that a 16,000-ton ocean liner of the same design would be able to carry 4000 passengers and knife through the waves at a speed of 38 knots. When the ship is traveling at high speed, air rushing through the tunnel formed by the two hulls helps buoy up the ship and adds to its stability.

Indio, Calif.
Date Palm
(Cir. W. 2,100)
AUG 11 1949

"THE OCEAN LINER OF TH
right, at the wheel, calls his ...
Wood says the twin-hulled, 188-f...
that a 16,000-ton ocean liner of t...
through the waves at a speed of ...
through the tunnel formed by th...

PEMBERVILLE, O.
LEADER
Cir. W. 1,100
SEP 8 1949

"THE OCEAN LINER OF
right, at the wheel, calls h...
Wood says the twin-hulled, 1...
that a 16,000-ton ocean liner ...
through the waves at a speed ...
through the tunnel formed b...

COLVILLE WASH STATESMAN-...
FRIDAY OCTOBER 28 1949

The Ocean Liner of the Future.

Retired speedboat king, Gar Wood, says th...
fast in tests, and claims that a 16,000-ton oc...
gers and knife through the waves at a spe...
rushing through the tunnel formed by the tw...

FREDERICKSBURG, TEX. STD.
SEPT. 7, 1949 S-29

Edmonds, Wash.
Edmonds Tribune-Review
(Cir. 1,7...)

"THE OCEAN LINER OF THE FU...
right, at the wheel, calls his unique...
Wood says the twin-hulled, 183-foot cr...
that a 16,000-ton ocean liner of the sa...
through the waves at a speed of 38 kn...
through the tunnel formed by the two...

"THE OCEAN LINER OF
right, at the wheel, calls h...
Wood says the twin-hulled, 1...
that a 16,000-ton ocean liner ...
through the waves at a speed ...
through the tunnel formed by ...

CLARKSVILLE MICH RECORD
THURSDAY SEPTEMBER 8 1949

"THE OCEAN LINER OF THE FUTURE"—That's what retired speedboat king, Gar Wood, right, at the wheel, calls his uniquely-designed "Venturi," left, moored at Miami Beach, Fla. Wood says the twin-hulled, 188-foot craft has proven extremely stable and fast in tests, and claims that a 16,000-ton ocean liner of the same design would be able to carry 4000 passengers and knife through the waves at a speed of 38 knots. When the ship is traveling at high speed, air rushing through the tunnel formed by the two hulls helps buoy up the ship and adds to its stability.

HALF MOON BAY, CAL.
...eview & Pescadero Pebble
Circ. W. 1,100
AUG 11 1949

"THE OCEAN LINER O
right, at the wheel, calls
Wood says the twin-hulled,
that a 16,000-ton ocean line
through the waves at a spe
through the tunnel formed

CARLINVILLE ...
THURSDAY AUG... 1949

"The Ocean Liner of the Future"

That's what retired speedboat king, Gar Wood, right, at t...
turi", left, moored at Miami Beach, Fla. Wood says the ...
tremely stable and fast in tests, and claims that a 16,000-...
be able to carry 4000 passengers and knife through the ...
ship is traveling at high speed, air rushing through the t...
up the ship and adds to its s...

FONTANA, CALIF.
HERALD-NEWS
Circ. Semi-W. 2,704
AUG 16 1949

"THE OCEAN LINER OF THE FUTURE"—That's what retired speedboat king, Gar Wood, right, at the wheel, calls his uniquely-designed "Venturi," left, moored at Miami Beach, Fla. Wood says the twin-hulled, 188-foot craft has proven extremely stable and fast in tests, and claims that a 16,000-ton ocean liner of the same design would be able to carry 4000 passengers and knife through the waves at a speed of 38 knots. When the ship is traveling at high speed, air rushing through the tunnel formed by the two hulls helps buoy up the ship and adds to its stability.

WARRETON (N. D.) FARMERS-C...
FRIDAY, AUGUST 12, 19...

"THE OCEAN LINER O...
right, at the wheel, calls ...
Wood says the twin-hulled, ...
that a 16,000-ton ocean line...
through the waves at a spe...
through the tunnel formed ...

Five Points, Calif
HERALD
Aug 9 1949

"THE OCEAN LINER O...
right, at the wheel, calls ...
Wood says the twin-hulled, ...
that a 16,000-ton ocean lin...
through the waves at a spe...
through the tunnel formed ...

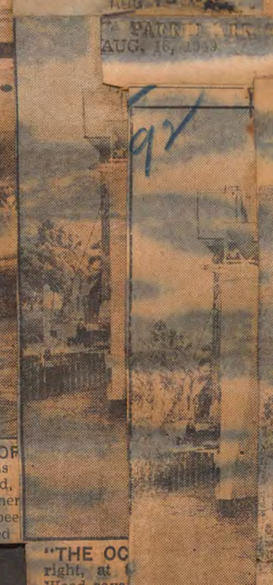
SUPERIOR, ARIZ.
SUN
Circ. W. 764
AUG 12 1949

"THE OCEAN LINER O...
right, at the wheel, calls ...
Wood says the twin-hulled, ...
that a 16,000-ton ocean line...
through the waves at a spe...
through the tunnel formed ...

COOLIDGE, ARIZ.
EXAMINER
Circ. W. 1,131
AUG 12 1949

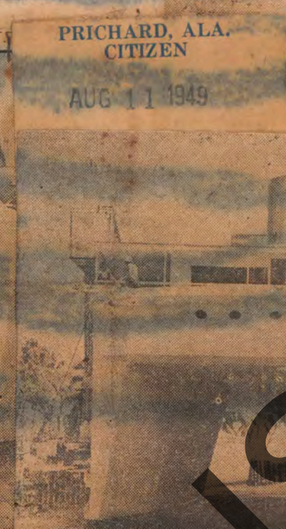
"THE OCEAN LINER OF...
right, at the wheel, calls ...
Wood says the twin-hulled, ...
that a 16,000-ton ocean liner ...
through the waves at a spee...
through the tunnel formed ...

BENSON, ARIZ.
San Pedro Valley News
Circ. W. 580
AUG 12 1949



"THE OCEA...
right, at the ...
Wood says th...
that a 16,000-...
through the ...
through th...

PALM ... U.S. ...
AUG. 16, 1949 A-31



PRICHARD, ALA.
CITIZEN
AUG 11 1949

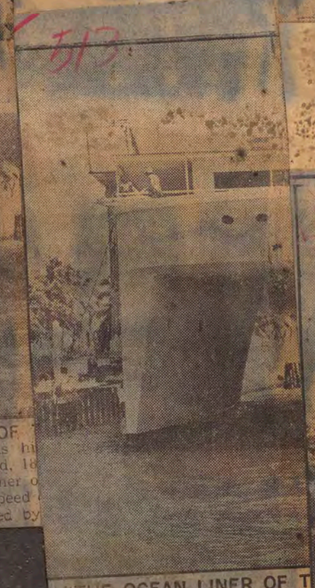
"THE OCEAN LINER OF THE FUTURE"—That's what retired speedboat king, Gar Wood, right, at the wheel, calls his uniquely-designed "Venturi," left, moored at Miami Beach, Fla. Wood says the twin-hulled, 188-foot craft has proven extremely stable and fast in tests, and claims that a 16,000-ton ocean liner of the same design would be able to carry 4000 passengers and knife through the waves at a speed of 38 knots. When the ship is traveling at high speed, air rushing through the tunnel formed by the two hulls helps buoy up the ship and adds to its stability.

SEP 16 1949

513

"THE OCEAN LINER OF ...
right, at the wheel, calls hi...
Wood says the twin-hulled, 1...
that a 16,000-ton ocean liner ...
through the waves at a speed ...
through the tunnel formed by...

Davis, Cal.
Enterprise
(Cir. 925)
AUG 26 ...



"THE OCEAN LINER OF T...
right, at the wheel, calls his ...
Wood says the twin-hulled, 188...
that a 16,000-ton ocean liner of...
through the waves at a speed o...
through the tunnel formed by ...

513

Daly City, Cal.
Record
(Cir. 1,300)
SEP 1 - '49

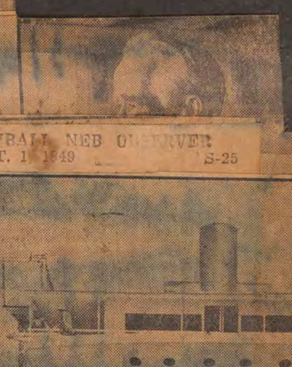
"THE OCEAN LINER OF ...
right, at the wheel, calls ...
Wood says the twin-hulled, ...
that a 16,000-ton ocean liner ...
through the waves at a speed ...
through the tunnel formed ...

Exeter, Cal.
Sun
(Cir. 1,800)
AUG 11 '49

"THE OCEAN LINER OF ...
right, at the wheel, calls ...
Wood says the twin-hulled, ...
that a 16,000-ton ocean liner ...
through the waves at a speed ...
through the tunnel formed ...

513

Farmington, Minn.
Dakota Co. Tribune
Circ. W. 4,0...



"THE OCEAN LINER ...
right, at the wheel, ca...
Wood says the twin-hull...
that a 16,000-ton ocean ...
through the waves at a ...
through the tunnel form...

SUMMIT, NEB OBSERVER
SEPT. 1... 1949 S-25

2

"THE OCEAN LINER OF THE FUTURE"—That's what retired speedboat king, Gar Wood, right, at the wheel, calls his uniquely-designed "Venturi," left, moored at Miami Beach, Fla. Wood says the twin-hulled, 188-foot craft has proven extremely stable and fast in tests, and claims that a 16,000-ton ocean liner of the same design would be able to carry 4000 passengers and knife through the waves at a speed of 38 knots. When the ship is traveling at high speed, air rushing through the tunnel formed by the two hulls helps buoy up the ship and adds to its stability.

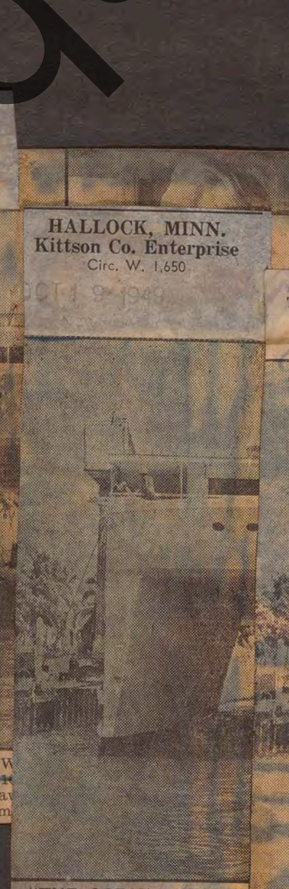
BOYERTOWN, PA.
TIMES
Cir. W. 1,545
SEP 24 1949

"THE OCEAN LINER OF ...
right, at the wheel, calls ...
Wood says the twin-hulled, ...
that a 16,000-ton ocean liner ...
through the waves at a spee...
through the tunnel formed ...

COLVILLE, WASH.
STATESMAN INDEX
Circ. W. 3,942
OCT 28 1949

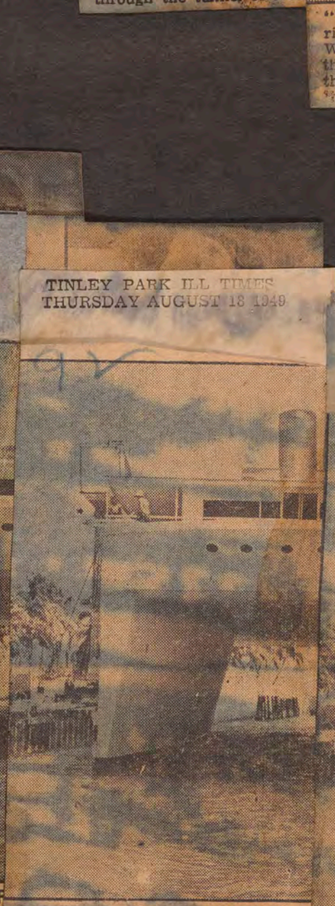
Retired speedboat king, Gar W...
fast in tests, and claims that a 1...
gers and knife through the wav...
rushing through the tunnel form...

HALLOCK, MINN.
Kittson Co. Enterprise
Circ. W. 1,650
OCT 6 1949



"THE OCEAN LINER OF ...
right, at the wheel, calls ...
Wood says the twin-hulled, ...
that a 16,000-ton ocean liner ...
through the waves at a spee...
through the tunnel formed ...

TINLEY PARK ILL TIMES
THURSDAY AUGUST 18 1949



"THE OCEAN LINER OF THE F...
right, at the wheel, calls his uniq...
Wood says the twin-hulled, 188-foot ...
that a 16,000-ton ocean liner of the s...
through the waves at a speed of 38 k...
through the tunnel formed by the t...

Bursh Colo
News Tribune
Aug 11 1949

"THE OCEAN LINER OF THE FUTURE"—That's what retired speedboat king, Gar Wood, right, at the wheel, calls his uniquely-designed "Venturi," left, moored at Miami Beach, Fla. Wood says the twin-hulled, 188-foot craft has proven extremely stable and fast in tests, and claims that a 16,000-ton ocean liner of the same design would be able to carry 4000 passengers and knife through the waves at a speed of 38 knots. When the ship is traveling at high speed, air rushing through the tunnel formed by the two hulls helps buoy up the ship and ...lity.

IMBALL, NEB.
OBSERVER
Circ. W. 1,970
SEP 1 1949

MASON, MICH.
NEWS
Circ. W. 5,051
AUG 11 1949

ALBION, NEB.
NEWS
Circ. W. 3,310
AUG 11 1949

WHITEHALL, MICH.
FORUM
Circ. W. 900
AUG 11 1949

GREENFIELD, MO.
ADVOCATE
Circ. W. 855
AUG 11 1949

NORTH BRANCH MICH GAZETTE
THURSDAY AUGUST 25 1949

Carthage, Miss.
CARTHAGINIAN
Aug 11 1949

Muskegon Heights, Mich.
RECORD
AUG 9 - 1949

ALMA, MICH.
RECORD JOURNAL
Circ. W. 2,925
AUG 11 1949

MADISON, ME.
BULLETIN
Circ. W. 1,394
AUG 11 1949

MORRIS, MINN.
TRIBUNE
Circ. W. 2,787
AUG 19 1949

FARMINGTON, ME.
JOURNAL & CHRONICLE
AUG 12 1949

SAYVILLE, N. Y.
SUFFOLK CO. NEWS
Circ. W. 2,922

LONG PRAIRIE, MINN.
LEADER
Circ. W. 3,607
AUG 18 1949

Detroit Lakes, Minn.
RECORD
Circ. W. 2,112
AUG 25 1949

WHITEHALL N.Y. TIMES
THURSDAY AUGUST 11 1949

PRINCETON, N. J.
PACKET
Circ. W. 1,500
SEP 1 - 1949

MANCHESTER, N. H.
SUNDAY NEWS
AUG 7 - 1949

WHITE PLAINS N. Y.
HERALD OF WESTCHESTER
Circ. W. 4,068
AUG 12 1949

Graham, N.C.
Alamance News
August 13, 1949

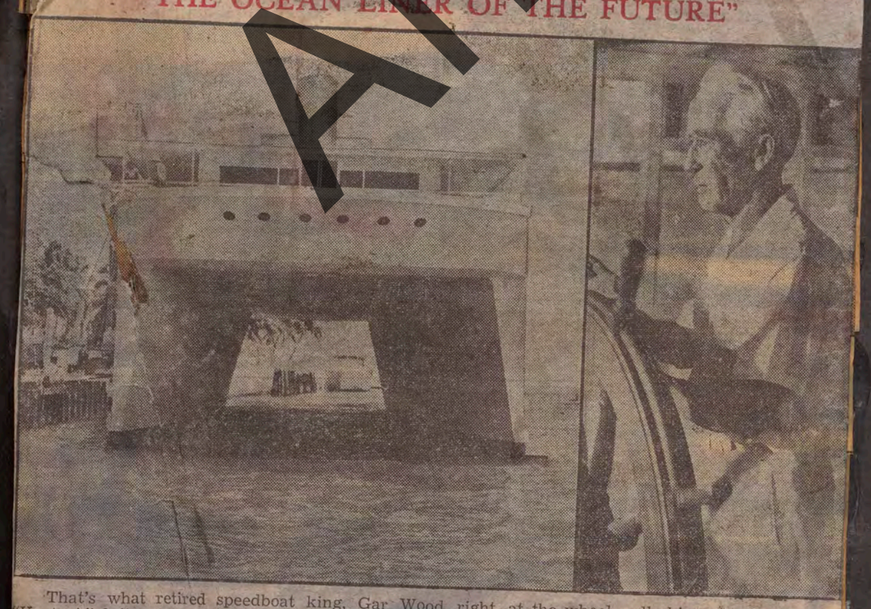
BLOOMINGTON, IND.
STAR COURIER
Circ. W. 4,061

BELLEVILLE, KAN.
TELESCOPE
Circ. W. 3,823
AUG 25 1949

BARDSTOWN, KY.
KENTUCKY STANDARD
Circ. W. 3,400
AUG 25 1949

South Bend, Ind.
Mirror
Aug 19 1949

"THE OCEAN LINER OF THE FUTURE"



That's what retired speedboat king, Gar Wood, right, at the wheel, calls his uniquely-designed "Venturi," left, moored at Miami Beach, Fla. Wood says the twin-hulled, 188-foot craft has proven extremely stable and fast in tests, and claims that a 16,000-ton ocean liner of the same design would be able to carry 4,000 passengers and knife through the waves at a speed of 38 knots. When the ship is traveling at high speed, air rushing through the tunnel formed by the two bulls helps buoy up the ship and adds to its stability.

Tribune
Aug 18 1949

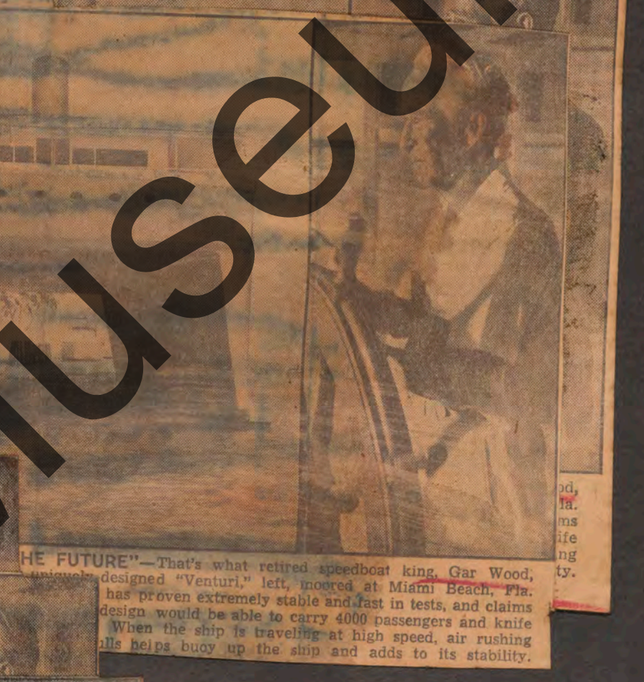
ORRVILLE, OHIO
COURIER CRESCENT
Circ. W. 2,500
AUG 18 1949

BELEN, N. MEX.
BULLETIN
Circ. Semi-W. 1,016
AUG 12 1949

LONDON, KY.
SENTINEL ECHO
Circ. W. 3,715
AUG 18 1949

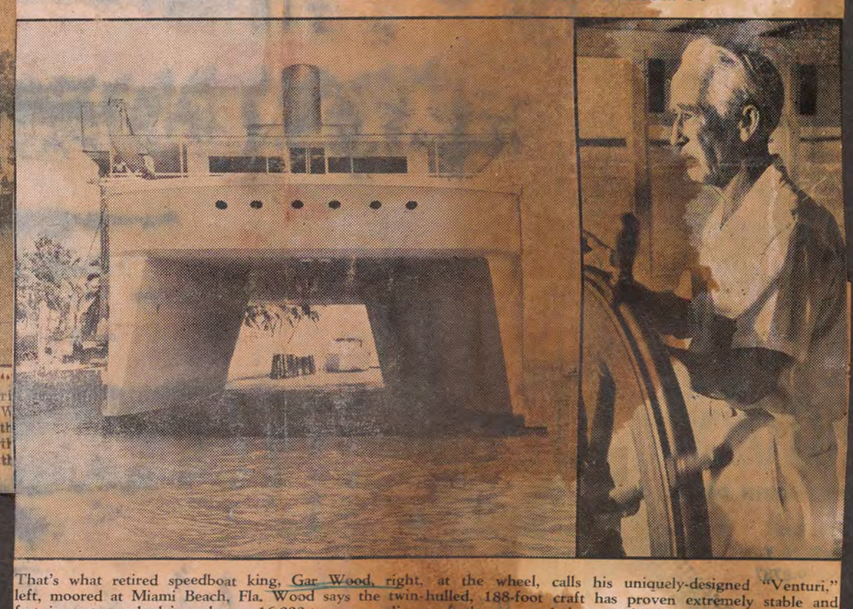
BEACH HAVEN, N. J.
TIMES
Circ. W. 1,770
AUG 9 - 1949

FLINT, MICH.
REVIEW
SEP 16 1949



HE FUTURE"—That's what retired speedboat king, Gar Wood, designed "Venturi," left, moored at Miami Beach, Fla. has proven extremely stable and fast in tests, and claims design would be able to carry 4000 passengers and knife
When the ship is traveling at high speed, air rushing
lls helps buoy up the ship and adds to its stability.

Is This "The Ocean Liner of the Future?"



That's what retired speedboat king, Gar Wood, right, at the wheel, calls his uniquely-designed "Venturi," left, moored at Miami Beach, Fla. Wood says the twin-hulled, 188-foot craft has proven extremely stable and fast in tests, and claims that a 16,000-ton ocean liner of the same design would be able to carry 4,000 passengers and knife through the waves at a speed of 38 knots. When the ship is traveling at high speed, air rushing through the tunnel formed by the two hulls helps buoy up the ship and adds to its stability.

Kelso, Wash.
Kelsonian Tribune
(Cir. 2,245)
SEP — 1949

MILACA, MINN.
Mille Lacs Co. Times
Circ. W. 2,843
AUG 11 1949

CLARKSVILLE, MICH.
RECORD
Circ. W. 498
SEP 8 1949

GROTON, N. Y.
Journal & Courier
Circ. W. 1,180
AUG 25 1949

JACKSON, O.
NEWS-LEADER
AUG 17 1949

Statesman-Examiner
Colville, Wash.

COLUMBUS, OHIO
CITIZEN
Circ. D. 83,823 - S. 105,987
AUG 1 - 1949

LONDON, O.
MADISON, PRESS
AUG 11 1949

Madison County Democrat
LONDON, O.
AUG 11 1949

Hillsboro & Chapel Hill, N. C.
News of Orange Co.
Circ. W. 1,428
AUG 11 1949

NORWALK, O.
EXPERIMENT NEWS
Circ. W. 1,395
SEP 1 - 1949

PALMYRA, IND.
GAZETTE
Circ. W. 495
AUG

NEW HAMILTON (Ind.) THE ECONOMIST
WEDNESDAY, AUGUST 17, 1949

Hollywood, Calif.
TRIBUNE
AUG 11 1949

BRAZIL IND GAZETTE
FRIDAY AUGUST 19 1949

"THE OCEAN LINER OF THE FUTURE"—That's what retired speedboat king, Gar Wood, right, at the wheel, calls his uniquely-designed "Venturi," left, moored at Miami Beach, Fla. Wood says the twin-hulled, 188-foot craft has proven extremely stable and fast in tests, and claims that a 16,000-ton ocean liner of the same design would be able to carry 4000 passengers and knife through the waves at a speed of 38 knots. When the ship is traveling at high speed, air rushing through the tunnel formed by the two hulls helps buoy up the ship and adds to its stability.

Clatskanie, Oregon
Clatskanie Chief
(Cir. 1,424)

OTTAWA, O.
Putnam County Sentinel
AUG 12 1949

HOUMA, LA.
COURIER
Cir. D. 3,280
AUG 25 1949

GARRETTSVILLE, O.
JOURNAL
AUG 11 1949

LOUDONVILLE, O.
TIMES
Circ. W. 1,811
SEP 9 - 1949

EMMETT, IDAHO
MESSENGER
Circ. W. 2,130
AUG 25 1949

"THE OCEAN LINER OF THE FUTURE"—That's what retired speedboat king, Gar Wood, right, at the wheel, calls his uniquely-designed "Venturi," left, moored at Miami Beach, Fla. Wood says the twin-hulled, 188-foot craft has proven extremely stable and fast in tests, and claims that a 16,000-ton ocean liner of the same design would be able to carry 4000 passengers and knife through the waves at a speed of 38 knots. When the ship is traveling at high speed, air rushing through the tunnel formed by the two hulls helps buoy up the ship and adds to its stability.

ired speedboat king, Gar Wood,
t, moored at Miami Beach, Fla.
stable and fast in tests, and claims
carry 4000 passengers and knife
veling at high speed, air rushing
ship and adds to its stability.

speedboat king, Gar Wood,
ored at Miami Beach, Fla.
and fast in tests, and claims
4000 passengers and knife
at high speed, air rushing
and adds to its stability.

ed speedboat king, Gar Wood,
moored at Miami Beach, Fla.
able and fast in tests, and claims
carry 4000 passengers and knife
eling at high speed, air rushing
ship and adds to its stability.

speedboat king, Gar Wood,
ored at Miami Beach, Fla.
and fast in tests, and claims
4000 passengers and knife
at high speed, air rushing
and adds to its stability.

dboat king, Gar Wood,
at Miami Beach, Fla.
fast in tests, and claims
00 passengers and knife
high speed, air rushing
adds to its stability.

Owyhee Chronicle
Homedale, Idaho

HAILEY, IDAHO
TIMES
Circ. W. 1,275
AUG 11 1949

edboat king, Gar Wood,
ed at Miami Beach, Fla.
d fast in tests, and claims
4000 passengers and knife
t high speed, air rushing
nd adds to its stability.

ired speedboat king, Gar Wood,
t, moored at Miami Beach, Fla.
stable and fast in tests, and claims
carry 4000 passengers and knife
veling at high speed, air rushing
ship and adds to its stability.

speedboat king, Gar Wood,
moored at Miami Beach, Fla.
le and fast in tests, and claims
rry 4000 passengers and knife
ng at high speed, air rushing
ip and adds to its stability.

THOMSON, GA.
McDUFFIE PROGRESS
Circ. W. 1,400
AUG 11 1949

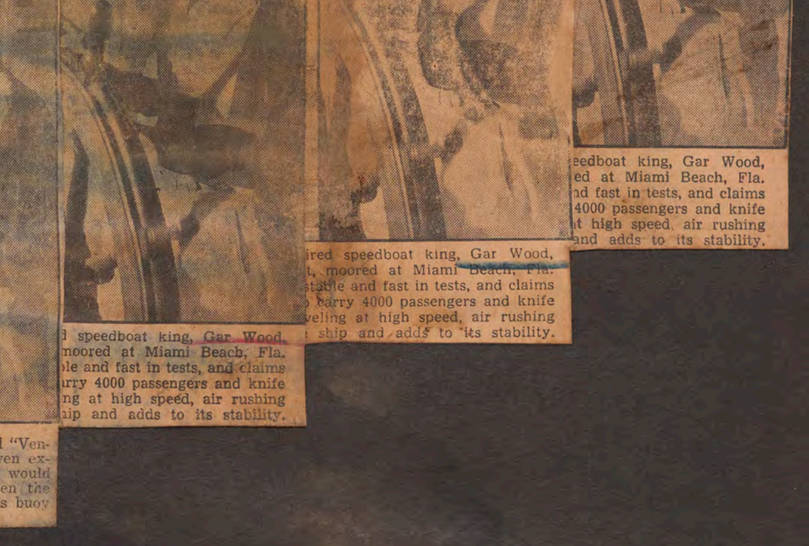
BELLEVILLE, ILL.
NEWS-DEMOCRAT
Circ. D. 9,227
AUG 11 1949

HOMEDALE, IDAHO
OWYHEE CHRONICLE
Circ. W. 815
AUG 11 1949

"The Ocean Liner of the Future"

MORRISON, ILL.
WHITESIDE SENTINEL
Circ. W. 2,932
AUG 11 1949

"THE OCEAN LINER OF THE FUTURE"—That's what retired speedboat king, Gar Wood, right, at the wheel, calls his uniquely-designed "Venturi," left, moored at Miami Beach, Fla. Wood says the twin-hulled, 188-foot craft has proven extremely stable and fast in tests, and claims that a 16,000-ton ocean liner of the same design would be able to carry 4000 passengers and knife through the waves at a speed of 38 knots. When the ship is traveling at high speed, air rushing through the tunnel formed by the two hulls helps buoy up the ship and adds to its stability.



ls his uniquely-designed "Ven-
188-foot craft has proven ex-
er of the same design would
speed of 38 knots. When the
d by the two hulls helps buoy

speedboat king, Gar Wood,
moored at Miami Beach, Fla.
le and fast in tests, and claims
rry 4000 passengers and knife
ng at high speed, air rushing
ip and adds to its stability.

San Pablo, Cal.
The Enterprise
AUG 12 49

LENA, ILL.
STAR
Circ. W. 1,250
AUG 11 1949

Los Angeles, Calif.
West Hollywood Tribune
AUG 11 1949

"THE OCEAN LINER OF THE FUTURE"—That's what retired speedboat king, Gar Wood, right, at the wheel, calls his uniquely-designed "Venturi," left, moored at Miami Beach, Fla. Wood says the twin-hulled, 188-foot craft has proven extremely stable and fast in tests, and claims that a 16,000-ton ocean liner of the same design would be able to carry 4000 passengers and knife through the waves at a speed of 38 knots. When the ship is traveling at high speed, air rushing through the tunnel formed by the two hulls helps buoy up the ship and adds to its stability.

speedboat king, Gar Wood,
ored at Miami Beach, Fla.
and fast in tests, and claims
y 4000 passengers and knife
at high speed, air rushing
and adds to its stability.

speedboat king, Gar Wood,
hoored at Miami Beach, Fla.
de and fast in tests, and claims
rry 4000 passengers and knife
ng at high speed, air rushing
ip and adds to its stability.

EVERY PRESS
ASSOCIATION
HAD STORIES

NEWARK, OHIO
Advocate & Amer. Tribune
Circ. D. 17,770

AUG 1 - 1949

Gar Wood's Dream Boat Is Unwrapped

DETROIT, Aug. 1 — (AP) — Inventor-Industrialist Gar Wood has taken the wraps off a secret ship that eventually may make ocean liners like the Queen Mary obsolete.

It's a strange looking craft with twin hulls. She knifes through the waves instead of climbing over them. The retired king of speedboat racing calls it a prototype of the express passenger liner of tomorrow.

For 28 years Wood has been designing a ship unlike anything that ever before put to sea. He talked publicly for the first time yesterday about his 120-ton experimental craft named the "Venturi."

The ship, which cruises at 26 knots through high waves at a completely even keel without roll or pitch was started as a huge rush job for the Army Air Forces in 1944. The air forces had wanted an extremely mobile radio-controlled target vessel, but the war ended before the AAF secured full value from Wood's ship.

The designer re-acquired the hull from the government and went to work to develop his dream boat.

He says the basic design should permit surface vessels for the first time to compete favorably with trans-ocean airlines.

GREENSBURG PA MORN REVIEW
WEDNESDAY AUGUST 3 1949

SECRET SHIP DESIGN DISCLOSED BY WOOD

Detroit (AP)—Gar Wood, the retired speedboat king, disclosed the design of a secret ship that may revolutionize ocean travel.

It is the 120-ton "Venturi," a seagoing vessel, that slices through the waves on twin hulls and has no roll at high speed. The "Venturi" is unlike anything that has ever been seen on the water.

Wood calls it the prototype, or model, of the express passenger liner of tomorrow. The industrialist inventor spent 28 years developing the design at an expenditure of $600,000.

The basic design of the odd-looking craft, Wood said, will permit surface vessels to compete favorably with trans-ocean airlines.

The ship, named the "Venturi," now is being fitted out as a yacht at Wood's private 122-acre island estate below Miami Beach, Fla. Wood expects it to be completed in about four months. The "Venturi" already has made test runs in the roughest weather. Wood said it has not been possible to make the ship roll, pitch or yaw at any speed.

The experimental craft is 188 feet long and 40 feet wide. A broad deck connects the two hulls about 22 feet above the waterline. Cabins are built atop this deck. The "Venturi," seen head-on looks like a big, square-sided tunnel. The tunnel runs the length of the boat between the hulls. When the ship cruises at 26 knots air rushes through the tunnel and acts as a shock absorber for any up and down movement of the boat. The air cushion actually lifts the craft enough out of the water so that she draws only six inches of water at the bow and eight feet at the stern.

STEUBENVILLE, OHIO
HERALD-STAR
Circ. D. 25,218

AUG 1 - 1949

Gar Wood Reveals His Secret Ship With Twin Hulls

DETROIT, Aug. 1—(AP)—Inventor-Industrialist Gar Wood has taken the wraps off a secret ship that eventually may make ocean liners like the Queen Mary obsolete.

It's a strange looking craft with twin hulls. She knifes through the waves instead of climbing over them. The retired king of speedboat racing calls it a prototype of the express passenger liner of tomorrow.

For 28 years Mr. Wood has been designing a ship unlike anything that ever before put to sea. He talked publicly for the first time yesterday about his 120-ton experimental craft named the "Venturi."

The ship, which cruises at 26 knots through high waves at a completely even keel without roll or pitch was started as a hush-hush job for the army air forces in 1944. The air forces had wanted an extremely mobile radio-controlled target vessel, but the war ended before the A.A.F. secured full value from Mr. Wood's ship.

The designer re-acquired the hull from the government and went to work to develop his dream boat.

He says the basic design should permit surface vessels for the first time to compete favorably with trans-ocean airlines.

His ship, 180 feet long and 40 feet wide, looks much like a floating tunnel when you see her head-on. A broad deck connects the two hulls 22 feet above the waterline. Mr. Wood says she is unsinkable.

TITUSVILLE, PA.
HERALD
Circ. D. 6,671

AUG 1 - 1949

Secret Ship Has Two Hulls For Top Speed

Gar Wood Designs Craft of Tomorrow For Ocean Travel

DETROIT, July 31. —(AP)— Gar Wood, the retired speedboat king disclosed today the design of a secret ship that may revolutionize ocean travel.

It is the 120-ton "Venturi," a seagoing vessel, that slices through the waves on twin hulls and has no roll at high speed. The "Venturi" is unlike anything that has ever been seen on the water.

Wood calls it the prototype, or model, of the express passenger liner of tomorrow. The industrialist inventor spent 28 years developing the design at an expenditure of $600,000.

The basic design of the odd-looking craft, Wood said, will permit surface vessels to compete favorably with trans-ocean airlines.

The ship, named the "Venturi," now is being fitted out as a yacht at Wood's private 122-acre island estate below Miami Beach, Fla. Wood expects it to be completed in about four months. The "Venturi" already has made test runs in the roughest weather. Wood said it has not been possible to make the ship roll, pitch or yaw at any speed.

The experimental craft is 188 feet long and 40 feet wide. A broad deck connects the two hulls about 22 feet above the waterline. Cabins are built atop this deck. The "Venturi," seen head-on, looks like a big, square-sided tunnel. The tunnel runs the length of the boat between the hulls. When the ship cruises at 26 knots air rushes through the tunnel and acts as a shock absorber for any up and down movement of the boat. The air cushion actually lifts the craft out of the water so that she draws only six inches of water at the bow and eight feet at the stern.

PORTSMOUTH, VA.
STAR
Circ. D. 20,799 - S. 20,818

AUG 2 1949

Wood Takes Wraps Off Secret Ship

DETROIT, Aug. 2—(AP)—Inventor-Industrialist Gar Wood has taken the wraps off a secret ship that eventually may make Ocean liners like the Queen Mary obsolete.

It's a strange looking craft with twin hulls. She knifes through the waves instead of climbing over them. The retired king of speedboat racing calls it prototype of the express passenger liner of tomorrow.

For 25 years wood has been designing a ship unlike anything that ever before put to sea. He talked publicly for the first time yesterday about his 120-ton experimental craft named the "Venturi."

The ship, which cruises at 26 knots through high waves at a completely even keel without roll or pitch was started as a hush-hush job for the Army Air Forces in 1944. The Air Forces had wanted an extremely mobile radio-controlled target vessel, but the war ended before the AAF secured full value from Wood's ship.

The designer re-acquired the hull from the government and went to work to develop his dream boat.

He says the basic design should permit surface vessels for the first time to compete favorably with trans-ocean airlines.

His ship, 180 feet long and 40 feet wide, looks much like a floating tunnel when you see her head-on. A broad deck connects the two hulls 22 feet above the waterline. Wood says she is unsinkable.

MEADVILLE, PA.
Tribune-Republican
Circ. D. 11,172

AUG 1 - 1949

HAS TWIN HULLS . . .

Revolutionary Ship Designed By Gar Wood

DETROIT, July 31 — (AP) — Gar Wood, the retired speedboat king, disclosed today the design of a secret ship that may revolutionize ocean travel.

It is the 120-ton "Venturi," a seagoing vessel, that slices through the waves on twin hulls and has no roll at high speed. The "Venturi" is unlike anything that has ever been seen on the water.

Wood calls it the prototype, or model, of the express passenger liner of tomorrow. The industrialist inventor spent 28 years developing the design at an expenditure of $600,000.

The basic design of the odd-looking craft, Wood said, will permit surface vessels to compete favorably with transocean airlines.

The ship, named the "Venturi," now is being fitted out as a yacht at Woods' private 122-acre island estate below Miami Beach, Fla. Wood expects it to be completed in about four months. The "Venturi" already has made test runs in the roughest weather. Wood said it has not been possible to make the ship roll, pitch or yaw at any speed.

The experimental craft is 188 feet long and 40 feet wide. A broad deck connects the two hulls about 22 feet above the waterline. Cabins are built atop this deck. The "Venturi," seen head-on looks like a big, square-sided tunnel. The tunnel runs the length of the boat between the hulls. When the ship cruises at 26 knots air rushes through the tunnel and acts as a shock absorber for any up and down movement of the boat. The air cushion actually lifts the craft enough out of the water so that she draws only six inches of water at the bow and eight feet at the stern.

MIDDLETOWN, OHIO
JOURNAL
Circ. D. 14,102

AUG 1 - 1949

SECRET SHIP IS DISCLOSED

DETROIT (AP) — Inventor-industrialist Gar Wood has taken the wraps off a secret ship that eventually may make ocean liners like the Queen Mary obsolete.

It's a strange looking craft with twin hulls. She knifes through the waves instead of climbing over them. The retired king of speedboat racing calls it a prototype of the express passenger liner of tomorrow.

For 28 years Wood has been designing a ship unlike anything that ever before put to sea. He talked publicly for the first time yesterday about his 120-ton experimental craft named the "Venturi."

The ship, which cruises at 26 knots through high waves at a completely even keel without roll or pitch was started as a hush-hush job for the Army Air Forces in 1944. The Air Forces had wanted an extremely mobile radio-controlled target vessel, but the war ended before the AAF secured full value from Wood's ship.

The designer re-acquired the hull from the government and went to work to develop his dream boat.

He says the basic design should permit surface vessels for the first time to compete favorably with trans-ocean airlines.

His ship, 180 feet long and 40 feet wide, looks much like a floating tunnel when you see her head-on. A broad deck connects the two hulls 22 feet above the waterline. Wood says she is unsinkable.

Bristol, Va. Tenn.
Evening Herald Cour
August 1, 1949

Strange New Ship Created By Gar Wood

DETROIT, Aug. 1. (AP)—Inventor-industrialist Gar Wood has taken the warps off a secret ship that eventually may make ocean liners like the Queen Mary obsolete.

It's a strange looking craft with twin hulls. She knifes through the waves instead of climbing over them. The retired king of speedboat racing calls it a prototype of the express passenger liner of tomorrow.

For 28 years Wood has been designing a ship unlike anything that ever before put to sea. He talked publicly for the first time yesterday about his 120-ton experimental craft named the "Venturi."

Speed Of 26 Knots

The ship, which cruises at 26 knots through high waves at a completely even keel without roll or pitch was started as a hush-hush job for the army air forces in 1944. The Air Forces had wanted an extremely mobile radio-controlled target vessel, but the war ended before the AAF secured full value from Wood's ship.

The designer re-acquired the hull from the government and went to work to develop his dream boat.

He says the basic design should permit surface vessels for the first time to compete favorably with trans-ocean airlines.

His ship, 180 feet long and 40 feet wide, looks much like a floating tunnel when you see her head-on. A broad deck connects the two hulls 22 feet above the waterline. Wood says she is unsinkable.

Wisconsin Rapids, Wis.
TRIBUNE
Circ. D. 7,823

AUG 1 - 1949

New Secret Ship Is Designed By Vessel Inventor

Detroit—(AP)—Inventor-industrialist Gar Wood has taken the wraps off a secret ship that eventually may make ocean liners like the Queen Mary obsolete.

It's a strange looking craft with twin hulls. She knifes through the waves instead of climbing over them. The retired king of speedboat racing calls it a prototype of the express passenger liner of tomorrow.

For 28 years Wood has been designing a ship unlike anything that ever before put to sea. He talked publicly for the first time yesterday about his 120-ton experimental craft named the "Venturi."

The ship, which cruises at 26 knots through high waves at a completely even keel without roll or pitch was started as a hush-hush job for the army air forces in 1944. The air forces had wanted an extremely mobile radio-controlled target vessel, but the war ended before the AAF secured full value from Wood's ship.

The ship, 180 feet long and 40 feet wide, looks much like a floating tunnel when you see her head-on. A broad deck connects the two hulls 22 feet above the waterline. Wood says she is unsinkable.

WAUSAU, WIS.
RECORD-HERALD
Circ. D. 14,992

AUG 1 - 1949

Revolutionary Ocean Liner Is Invented

Detroit, Aug. 1—(AP)—Inventor-industrialist Gar Wood has taken the wraps off a secret ship that eventually may make ocean liners like the Queen Mary obsolete.

It's a strange looking craft with twin hulls. She knifes through the waves instead of climbing over them. The retired king of speedboat racing calls it a prototype of the express passenger liner of tomorrow.

For 28 years Wood has been designing a ship unlike anything that ever before put to sea. He talked publicly for the first time yesterday about his 120-ton experimental craft named the "Venturi."

The ship, which cruises at 26 knots through high waves at a completely even keel without roll or pitch was started as a hush-hush job for the army air forces in 1944. The air forces had wanted an extremely mobile radio-controlled target vessel, but the war ended before the AAF secured full value from Wood's ship.

The ship, 180 feet long and 40 feet wide, looks much like a floating tunnel when you see her head-on. A broad deck connects the two hulls 22 feet above the waterline. Wood says she is unsinkable.

RACINE, WIS.
JOURNAL-TIMES
Circ. D. 25,213

AUG 1 - 1949

Designs Liner Like Speedboat

DETROIT— (AP) —Inventor-industrialist Gar Wood has taken the wraps off a secret ship that eventually may make ocean liners like the Queen Mary obsolete.

It's a strange looking craft with twin hulls. She knifes through the waves instead of climbing over them. The retired king of speedboat racing calls it a prototype of the express passenger liner of tomorrow.

For 28 years Wood has been designing a ship unlike anything that ever before put to sea. He talked publicly for the first time Sunday about his 120-ton experimental craft named the "Venturi."

The ship, which cruises at 26 knots through high waves at a completely even keel without roll or pitch was started as a hush-hush job for the Army Air Forces in 1944. The Air Forces had wanted an extremely mobile radio-controlled target vessel, but the war ended before the AAF secured full value from Wood's ship.

The ship, 180 feet long and 40 feet wide, looks much like a floating tunnel when you see her head-on. A broad deck connects the two hulls 22 feet above the waterline. Wood says she is unsinkable.

SHAWANO, WIS.
LEADER
Cir. D. 4,605

AUG 1 - 1949

New Type Boat Is Designed by Wood

DETROIT, — (AP) — Inventor-industrialist Gar Wood has taken the wraps off a secret ship that eventually may make ocean liners like the Queen Mary obsolete.

It's a strange looking craft with twin huls. She knifes through the waves instead of climbing over them. The retired king of speedboat racing calls it a prototype of the express passenger liner of tomorrow.

FOR 28 YEARS Wood has been designing a ship unlike anything that ever before put to sea. He talked publicly for the first time yesterday about his 120-ton experimental craft named the "Venturi."

The ship, which cruises at 26 knots through high waves at a completely even keel without roll or pitch was started as a hush-hush job for the army air forces in 1944. The air forces had wanted an extremely mobile radio-controlled target vessel, but the war ended before the AAF secured full value from Wood's ship.

The ship, 180 feet long and 40 feet wide, looks much like a floating tunnel when you see her head-on. A broad deck connects the two hulls 22 feet above the waterline. Wood says she is unsinkable.

JANESVILLE, WIS. GAZETTE
MONDAY AUGUST 1 1949

Ship That Knifes Through Waves Is Invented by Wood

Detroit —(AP)— Inventor-Industrialist Gar Wood has taken the wraps off a secret ship that eventually may make ocean liners like the Queen Mary obsolete.

It's a strange looking craft with twin hulls. She knifes through the waves instead of climbing over them. The retired king of speedboat racing calls it a prototype of the express passenger liner of tomorrow.

For 28 years Wood has been designing a ship unlike anything that ever before put to sea. He talked publicly for the first time yesterday about his 120-ton experimental craft named the "Venturi."

The ship, which cruises at 26 knots through high waves at a completely even keel without roll or pitch was started as a hush-hush job for the army air forces in 1944. The air forces had wanted an extremely mobile radio-controlled target vessel, but the war ended before the AAF secured full value from Wood's ship.

The ship, 180 feet long and 40 feet wide, looks much like a floating tunnel when you see her head-on. A broad deck connects the two hulls 22 feet above the waterline. Wood says she is unsinkable.

KENOSHA, WIS.
NEWS
Circ. D. 16,611

AUG 1 - 1949

New Ocean Ship Has Twin Hulls

Detroit —(AP)— Inventor-Industrialist Gar Wood has taken the wraps off a secret ship that eventually may make ocean liners like the Queen Mary obsolete.

It's a strange looking craft with twin hulls. She knifes through the waves instead of climbing over them. The retired king of speedboat racing calls it a prototype of the express passenger liner of tomorrow.

Started in 1944

For 28 years Wood has been designing a ship unlike anything that ever before put to sea. He talked publicly for the first time yesterday about his 120-ton experimental craft named the "Venturi."

The ship, which cruises at 26 knots through high waves at a completely even keel without roll or pitch was started as a hush-hush job for the army air forces in 1944. The air forces had wanted an extremely mobile radio-controlled target vessel, but the war ended before the AAf secured full value from Wood's ship.

The ship, 180 feet long and 40 feet wide, looks much like a floating tunnel when you see her head-on. A broad deck connects the two hulls 22 feet above the waterline. Wood says she is unsinkable.

EAU CLAIRE, WIS.
TELEGRAM
Circ. D. 8,582

AUG 1 - 1949

Gar Wood Unveils Secret Ship Plans

DETROIT—(AP)—Inventor - Industrialist Gar Wood has taken the wraps off a secret ship that eventually may make ocean liners like the Queen Mary obsolete.

It's a strange looking craft with twin hulls. She knifes through the waves instead of climbing over them. The retired king of speedboat racing calls it a prototype of the express passenger liner of tomorrow.

For 28 years Wood has been designing a ship unlike anything that ever before put to sea. He talked publicly for the first time yesterday about his 120-ton experimental craft named the "Venturi."

The ship, which cruises at 26 knots through high waves at a completely even keel without roll or pitch was started as a hush-hush job for the Army Air Forces in 1944. The air forces had wanted an extremely mobile radio-controlled target vessel, but the war ended before the AAF secured full value from Wood's ship.

The ship, 180 feet long and 40 feet wide, looks much like a floating tunnel when you see her head-on. A broad deck connects the two hulls 22 feet above the waterline. Wood says she is unsinkable.

SAN ANTONIO, TEX. NEWS
AUG. 1, 1949

Wood Unveils New Ship

BY ASSOCIATED PRESS

DETROIT, Aug. 1.—Inventor-industrialist Gar Wood has taken the wraps off a secret ship that eventually may make ocean liners like the Queen Mary obsolete.

It's a strange looking craft with twin hulls. She knifes through the waves instead of climbing over them. The retired king of speedboat racing calls it a prototype of the express passenger liner of tomorrow.

For 28 years Wood has been designing a ship unlike anything that ever before put to sea. He talked publicly for the first time Sunday about his 120-ton experimental craft named the "Venturi."

The ship, which cruises at 26 knots through high waves at a completely even keel without roll or pitch was started as a hush-hush job for the Army Air Force in 1944. The Air Force had wanted an extremely mobile radio-controlled target vessel, but the war ended before the A.A.F. secured full value from Wood's ship.

STEVENS POINT, WIS.
JOURNAL
Circ. D. 7,801

AUG 1 - 1949

Gar Wood Unveils Revolutionary Ship

Detroit —(AP)— Inventor-industrialist Gar Wood has taken the wraps off a secret ship that eventually may make ocean liners like the Queen Mary obsolete.

It's a strange looking craft with twin hulls. She knifes through the waves instead of climbing over them. The retired king of speedboat racing calls it a prototype of the express passenger liner of tomorrow.

For 28 years Wood has been designing a ship unlike anything that ever before put to sea. He talked publicly for the first time yesterday about his 120-ton experimental craft named the "Venturi."

The ship, which cruises at 26 knots through high waves at a completely even keel without roll or pitch was started as a hush-hush job for the army air forces in 1944. The air forces had wanted an extremely mobile radio-controlled target vessel, but the war ended before the AAF secured full value from Wood's ship.

The ship, 180 feet long and 40 feet wide, looks much like a floating tunnel when you see her head-on. A broad deck connects the two hulls 22 feet above the waterline. Wood says she is unsinkable.

EAST PALESTINE
MONDAY AUGUST 1 1949

New Ship Won't Pitch or Roll In Roughest Weather

DETROIT, Aug. 1—Gar Wood, the retired speedboat king, has disclosed the design of a secret ship that may revolutionize ocean travel.

It is the 120-ton Venturi, a sea-going vessel that slices through the waves on twin hulls and has no roll at high speed. It is unlike anything that has ever been seen on the water.

Wood calls it the prototype, or model, of the express passenger liner of tomorrow. The industrialist inventor spent 28 years developing the design at an expenditure of $600,000.

The basic design of the odd-looking craft, Wood said, will permit surface vessels to compete favorably with transocean airlines.

The ship now is being fitted out as a yacht at Wood's private 122-acre island estate below Miami Beach Fla. Wood expects it to be completed in about four months. The Venturi already has made test runs in the roughest weather. Wood said it has not been possible to make the ship roll, pitch or yaw at any speed.

MERIDEN, CONN.
JOURNAL
Circ. D. 8,494
AUG 1 - 1949

Gar Wood Shows New Ship Design With Two Hulls

Detroit, Aug. 1, (AP)—Inventor-industrialist Gar Wood has taken the wraps off a secret ship that eventually may make ocean liners like the Queen Mary obsolete.

It's a strange looking craft with twin hulls. She knifes through the waves instead of climbing over them. The retired king of speedboat racing calls it a prototype of the express passenger liner of tomorrow.

For 28 years Wood has been designing a ship unlike anything that ever before put to sea. He talked publicly for the first time yesterday about his 120-ton experimental craft named the "Venturi."

The ship, which cruises at 26 knots through high waves at a completely even keel without roll or pitch was started as a hush-hush job for the Army Air forces in 1944. The air forces had wanted an extremely mobile radio-controlled target vessel, but the war ended before the AAF secured full value from Wood's ship.

The designer re-acquired the hull from the government and went to work to develop his dream boat.

He says the basic design should permit surface vessels for the first time to compete favorably with trans-ocean airlines.

His ship, 180 feet long and 40 feet wide, looks much like a floating tunnel when you see her head on. A broad deck connects the two hulls 22 feet above the waterline. Wood says she is unsinkable.

Oregon Statesman
Salem, Oregon
(Cir. 12,580)

Twin-Hull Ship Ends Roll in Ocean Travel

DETROIT, July 32 —(AP) —Gar Wood, the retired speedboat king, disclosed today the design of a secret ship that may revolutionize ocean travel.

It is the 120-ton "Venturi," a seagoing vessel, that slices through the waves on twin hulls and has no roll at high speed. The "Venturi" is unlike anything that has ever been seen on the water.

Wood calls it the prototype, or model, of the express passenger liner of tomorrow. The industrialist inventor spent 28 years developing the design at an expenditure of $600,000.

The experimental craft is 188 feet long and 40 feet wide. A broad deck connects the two hulls about 22 feet about the waterline. Cabins are built atop this deck. The "Venturi," seen head-on looks like a big, square-sided tunnel. The tunnel runs the length of the boat between the hulls. When the ship cruises at 26 knots air rushes through the tunnel and acts as a shock absorber for any up and down movement of the boat. The air cushion actually lifts the craft enough out of the water so that she draws only six inches of water at the bow and eight feet at the stern.

Tank tests indicate, Wood said, that a 16,000 ton ship of "Venturi" design could easily carry 4,000 passengers at a speed of 38 knots. It would require only 120,000 horsepower. He pointed out that a ship like the "Queen Mary" of 80,773 tons requires 200,000 horsepower to carry 1,995 passengers at 32 knots.

CHATTANOOGA, TENN.
TIMES
Circ. D. 56,849 - S. 90,973
AUG 1 - 1949

Twin-Hulled Ship Held 'Revolution'

DETROIT, July 31 (AP)—Gar Wood, the retired speedboat king, disclosed today the design of a secret ship that may revolutionize ocean travel.

It is the 120-ton Venturi, a seagoing vessel, that slices through the waves on twin hulls and has no roll at high speed. The Venturi is unlike anything that has ever been seen on the water.

Wood calls it the prototype, or model, of the express passenger liner of tomorrow. The industrialist inventor spent 28 years developing the design at an expenditure of $600,000.

The basic design of the odd-looking craft, Wood said, will permit surface vessels to compete favorably with trans-ocean airlines.

The ship, named the Venturi, now is being fitted out as a yacht at Wood's private 122-acre island estate below Miami Beach, Fla. Wood Expects it to be completed in about four months. The Venturi already has made test runs in the roughest weather. Wood said it has not been possible to make the ship roll, pitch or yaw at any speed.

The experimental craft is 188 feet long and 40 feet wide. A

See Page Two, Column Four

tunnel when you see her head on. A broad deck connects the two hulls 22 feet above the waterline. Wood says she is unsinkable.

BRADFORD, PA.
ERA
Circ. D. 9,723
AUG 1 - 1949

Gar Wood Designs New Plan Vessel For Ocean Travel

Detroit (AP)— Gar Wood, the retired speedboat king, disclosed yesterday the design of a secret ship that may revolutionize ocean travel.

It is the 120-ton "Venturi," a seagoing vessel, that slices through the waves on twin hulls and has no roll at high speed. The "Venturi" is unlike anything that has ever been seen on the water.

Wood calls it the prototype, or model, of the express passenger liner of tomorrow. The industrialist inventor spent 28 years developing the design at an expenditure of $600,000.

The basic design of the odd-looking craft, Wood said, will permit surface vessels to compete favorably with trans-ocean airlines.

The ship, named the "Venturi," now is being fitted out as a yacht at Wood's private 122-acre island estate below Miami Beach, Fla. Wood expects it to be completed in about four months. The "Venturi" already has made test runs in the roughest weather. Wood said it has not been possible to make the ship roll, pitch or yaw at any speed.

The experimental craft is 188 feet long and 40 feet wide. A broad deck connects the two hulls about 22 feet above the waterline. Cabins are built atop this deck. The "Venturi," seen head-on looks like a big, square-sided tunnel. The tunnel runs the length of the boat between the hulls. When the ship cruises at 26 knots air rushes through the tunnel and acts as a shock absorber for any up and down movement of the boat. The air cushion actually lifts the craft enough out of the water so that she draws only six inches of water at the bow and eight feet at the stern.

DAYTON, OHIO
JOURNAL-HERALD
Circ. D. 39,830 - Sat. 32,248
AUG 1 - 1949

Wood Reveals Revolutionary Ship Design

DETROIT, July 31.—(AP)—Gar Wood, the retired speedboat king, disclosed today the design of a secret ship that may revolutionize ocean travel.

It is the 120-ton "Venturi," a seagoing vessel, that slices through the waves on twin hulls and has no roll at high speed. The "Venturi" is unlike anything that has been seen on the water.

Wood calls it the prototype, or model, of the express passenger liner of tomorrow. The industrialist inventor spent 28 years developing the design at an expenditure of $600,000.

The basic design of the odd-looking craft, Wood said, will permit surface vessels to compete favorably with trans-ocean airlines.

The "Venturi" now is being fitted out as a yacht at Wood's private 122-acre island estate below Miami Beach, Fla. Wood expects it to be completed in about four months.

The "Venturi" already has made test runs in the roughest weather. Wood said it has not been possible to make the ship roll, pitch or yaw at any speed.

The experimental craft is 188 feet long and 40 feet wide. A broad deck connects the two hulls about 22 feet above the waterline. Cabins are built atop this deck.

The "Venturi," seen head-on looks like a big, square-sided tunnel. The tunnel runs the length of the boat between the hulls. When the ship cruises at 26 knots, air rushes through the tunnel and acts as a shock absorber for any up-and-down movement of the boat. The air cushion actually lifts the craft enough out of the water so that she draws only six inches of water at the bow and eight feet at the stern.

CLEVELAND OHIO PLAIN DEALER
MONDAY AUGUST 1 1949

NEW OCEAN SHIP RIDES AIR CUSHION

Gar Wood's Twin-Hull Design Won't Pitch or Roll

DETROIT, July 31 — (AP) — Gar Wood, the retired speedboat king, disclosed today the design of a secret ship that may revolutionize ocean travel.

It is the 120-ton Venturi, a seagoing vessel that slices through the waves on twin hulls and has no roll at high speed. It is unlike anything that has ever been seen on the water.

Wood calls it the prototype, or model, of the express passenger liner of tomorrow. The industrialist inventor spent 28 years developing the design at an expenditure of $600,000.

Gives Plans a Run

The basic design of the odd-looking craft, Wood said, will permit surface vessels to compete favorably with transocean air lines.

The ship now is being fitted out as a yacht at Wood's private 122-acre island estate below Miami Beach, Fla. Wood expects it to be completed in about four months. The Venturi already has made test runs in the roughest weather. Wood said it has not been possible to make the ship roll, pitch or yaw at any speed.

The experimental craft is 188 feet long and 40 feet wide. A broad

(Continued on Page 2, Column 5)

NEW OCEAN SHIP RIDES AIR CUSHION

(Continued From First Page)

deck connects the two hulls about 22 feet above the waterline. Cabins are built atop this deck. The Venturi, seen head-on, looks like a big, square-sided tunnel. The tunnel runs the length of the boat between the hulls. When the ship cruises at 26 knots, air rushes through the tunnel and acts as a shock absorber for any up-and-down movement of the boat. The air cushion actually lifts the craft enough out of the water so that she draws only six inches of water at the bow and eight feet at the stern.

MEMPHIS, TENN.
COMMERCIAL APPEAL
Circ. D. 149,332 S. 193,001
AUG 1 - 1949

NON-ROLL OCEAN LINER DESIGNED BY GAR WOOD

120-Ton Model Tested—May Revolutionize Shipping

DETROIT, July 31.—(AP)—Gar Wood, the retired speedboat king, disclosed Sunday the design of a secret ship that may revolutionize ocean travel.

It is the 120-ton Venturi, a seagoing vessel, that slices through the waves on twin hulls and has no roll at high speed. The Venturi is unlike anything that has ever been seen on the water.

Wood calls it the prototype, or model, of the express passenger liner of tomorrow. The industrialist inventor spent 28 years developing the design at an expenditure of $600,000.

The basic design of the odd-looking craft, Wood said, will permit surface vessels to compete favorably with transocean airlines.

The experimental craft is 188 feet long and 40 feet wide. A broad deck connects the two hulls about 22 feet above the waterline. Cabins are built atop this deck. The "Venturi," seen head-on looks like a big, square-sided tunnel. The tunnel runs the length of the boat between the hulls. When the ship cruises at 26 knots air rushes through the tunnel and acts as a shock absorber for any up and down movement of the boat. The air cushion actually lifts the craft enough out of the water so that she draws only six inches of water at the bow and eight feet at the stern.

Tank tests indicate, Wood said, that a 16,000 ton ship of "Venturi" design could easily carry 4000 passengers at a speed of 38 knots. It would require only 120,000 horsepower. He pointed out that a ship like the "Queen Mary" of 80,773 tons requires 200,000 horsepower to carry 1995 passengers at 32 knots.

Everett Herald
Everett, Wash.
(Cir. 23,605)
AUG 2 - 1949

TWIN-HULLED SHIP HELD 'REVOLUTION'

From Page One

broad deck connects the two hulls about 22 feet about the waterline. Cabins are built atop this deck. The Venturi, seen head-on, looks like a big, square-sided tunnel. The tunnel runs the length of the boat between the hulls. When the ship cruises at 26 knots air rushes through the tunnel and acts as a shock absorber for any up and down movement of the boat. The air cushion actually lifts the craft enough out of the water so that she draws only six inches of water at the bow and eight feet at the stern.

Tank tests indicate, Wood said, that a 16,000-ton ship of Venturi design could easily carry 4,000 passengers at a speed of 38 knots. It would require only 120,000 horsepower. He pointed out that a ship like the Queen Mary of 80,773 tons requires 200,000 horsepower to carry 1,995 passengers at 32 knots.

The Venturi is powered with four 1,200-horsepower diesel engines. Its cruising range is 3,000 miles.

Wood termed results of tests with the Venturi as impressive. He plans, however, another year of study before deciding upon all details of the Venturi.

The Venturi hull was launched originally in 1944 at West Palm Beach, Fla. Wood built her in secret there for the army air forces. The war ended, however, before the AAF secured full value from her and Wood re-acquired the hull.

49

at the bow and eight feet at the stern.

Tank tests indicate. Wood said, that a 16,000-ton ship of Venturi design could easily carry 4,000 passengers at a speed of 38 knots. It would require only 120,000 horsepower. He pointed out that a ship like the Queen Mary of 80,773 tons requires 200,000 horsepower to carry 1,995 passengers at 32 knots.

The Venturi is powered with four 1,200-horsepower Diesel engines. Its cruising range is 3,000 miles.

Wood termed results of tests with the Venturi impressive. He plans, however, another year of study.

MONTPELIER, VT.
ARGUS
Circ. D. 4,513
AUG 2 - 1949

Gar Wood Has New Boat That Beats Liners

Detroit, Aug. 2 (AP)—Inventor-industrialist Gar Wood has taken the wraps off a secret ship that eventually may make ocean liners like the Queen Mary obsolete.

It's a strange looking craft with twin hulls. She knifes through the waves instead of climbing over them. The retired king of speedboat racing calls it a prototype of the express passenger liner of tomorrow.

For 28 years Wood has been designing a ship unlike anything that ever before put to sea. He talked publicly for the first time yesterday about his 120-ton experimental craft named the "Venturi."

The ship, which cruises at 26 knots through high waves at a completely even keel without roll or pitch was started as a hush-hush job for the Army Air Forces in 1944. The air forces had wanted an extremely mobile radio-controlled target vessel, but the war ended before the AAF secured full value from Wood's ship.

The designer re-acquired the hull from the government and went to work to develop his dream boat.

He says the basic design should permit surface vessels for the first time to compete favorably with trans-ocean airlines.

His ship, 180 feet long and 40 feet wide, looks much like a floating tunnel when you see her head-on. A broad deck connects the two hulls 22 feet above the waterline. Wood says she is unsinkable.

ANTIGO, WIS.
JOURNAL
Circ. D. 5,515
AUG 2 - 1949

Gar Wood Designs Ship of Tomorrow

DETROIT (AP) Inventor-industrialist Gar Wood has taken the wraps off a secret ship that eventually may make ocean liners like the Queen Mary obsolete.

It's a strange looking craft with twin hulls. She knifes through the waves instead of climbing over them. The retired king of speedboat racing calls it a prototype of the express passenger liner of tomorrow.

For 28 years Wood has been designing a ship unlike anything that ever before put to sea. He talked publicly for the first time yesterday about his 120 ton experimental craft named the "Venturi."

The ship, which cruises at 26 knots through high waves at a completely even keel without roll or pitch was started as a hush-hush job for the army air forces in 1944. The air forces had wanted an extremely mobile radio-controlled target vessel, but the war ended before the AAF secured full value from Wood's ship.

The ship, 180 feet long and 40 feet wide, looks much like a floating tunnel when you see her head-on. A broad deck connects the two hulls 22 feet above the waterline. Wood says she is unsinkable.

HARRISONBURG, VA.
NEWS-RECORD
Circ. D. 10,878
AUG 2 1949

Wood Designs New Vessel

New Type of Boat May Revolutionize Ovean Travel

DETROIT, Aug. 1, —(AP)— Gar Wood, the retired speedboat king, disclosed today the design of a secret ship that may revolutionize ocean travel.

It is the 120-ton "Venturia," a seagoing vessel, that slices through the waves on twin hulls and has no roll at high speed. The "Venturi" is unlike anything that has evere been seen on the water.

Wood calls it the prototype, or model, of the express passenger liner of tomorrow. The i ndustrialist inventor spent 28 years developing the design at an expenditure of $600,000.

The basic design of the odd-looking craft, Wood said, will permit surface vessells to compete favorably with trans-ocean airlines.

The ship now is being fitted out as a yacht at Wood's private 122-acre island estate below Miami Beach, Fla.

The "Venturi" already has made test runs in the roughest weather. Wood said it has not been possible to make the ship roll, pitch or yaw at any speed.

The craft is 188 feet long and 40 feet wide. A broad deck connects the two hulls about 22 feet above the waterline. Cabins are built atop this deck. Seen head-on the "Venturi" looks like a big, square-sided tunnel. The tunnel runs the length of the boat between the hulls. When the ship cruises at 26 knots air rushes through the tunnel and acts as a shock absorber for any up and down movement of the boat. The air cushion actually lifts the craft enough out of the water so that she draws only six inches of water at the bow and eight feet at the stern.

TACOMA, WASH.
NEWS-TRIBUNE
Circ. D. 58,231 - S. 50,358
AUG 1 1949

Wraps Off New Vessel

DETROIT, Aug. 1 (AP)—Inventor-Industrialist Gar Wood has taken the wraps off a secret ship that eventually may make ocean liners like the Queen Mary obsolete.

It's a strange looking craft with twin hulls. She knifes through the waves instead of climbing over them. The retired king of speedboat racing calls it a prototype of the express passenger liner of tomorrow.

For 28 years Wood has been designing a ship unlike anything that ever before put to sea. He talked publicly for the first time yesterday about his 120-ton experimental craft named the Venturi.

The ship, which cruises at 26 knots through high waves at a completely even keel without roll or pitch was started as a hush-hush job for the Army Air Forces in 1944. The Air Forces had wanted an extremely mobile radio-controlled target vessel, but the war ended before the AAF secured full value from Wood's ship.

The designer re-acquired the hull from the government and went to work to develop his dream boat.

He says the basic design should permit surface vessels for the first time to compete favorably with trans-ocean airlines.

His ship, 180 feet long and 40 feet wide, looks much like a floating tunnel when you see her head-on. A broad deck connects the two hulls 22 feet above the waterline. Wood says she is unsinkable.

Spokesman Review
Spokane, Wash.
(Cir. D. 67,800 - S. 132,077)
AUG 2 1949

INVENTOR SHOWS NEW STYLE SHIP

DETROIT, Aug. 1. (AP)—Inventor-industrialist Gar Wood has taken the wraps off a secret ship that eventually may make ocean liners like the Queen Mary obsolete.

It's a strange looking craft with twin hulls. She knifes through the waves instead of climbing over them. The retired king of speedboat racing calls it a prototype of the express passenger liner of tomorrow.

For 28 years Wood has been designing a ship unlike anything that ever before put to sea. He talked publicly for the first time yesterday about his 120-ton experimental craft named the "Venturi."

The ship, which cruises at 26 knots through high waves at a completely even keel without roll or pitch was started as a hush-hush job for the army air forces in 1944.

The air forces had wanted an extremely mobile radio-controlled target vessel, but the war ended before the AAF secured full value from Wood's ship.

The designer reacquired the hull from the government and went to work to develop his dream boat.

He says the basic design should permit surface vessels for the first time to compete favorably with trans-ocean air lines.

His ship, 180 feet long and 40 feet wide, looks much a floating tunnel when you see her head-on. A broad deck connects the two hulls 22 feet above the waterline. Wood says she is unsinkable.

POTTSTOWN, PA.
MERCURY
Circ. D. 15,318
AUG 1 1949

Ship Designed To Revolutionize Ocean Travel

DETROIT, July 31 (AP)—Gar Wood, the retired speedboat king, disclosed today the design of a secret ship that may revolutionize ocean travel.

It is the 120-ton "Venturi," a seagoing vessel, that slices through the waves on twin hulls and has no roll at high speed. The "Venturi" is unlike anything that has ever been seen on the water.

Wood calls it the prototype, or model, of the express passenger liner of tomorrow. The industrialist inventor spent 28 years developing the design at an expenditure of $600,000.

The basic design of the odd-looking craft, Wood said, will permit surface vessels to complete favorably with trans-ocean airlines

The ship, named the "Venturi," now is being fitted out as a yacht at Wood's private 122-acre island estate below Miami Beach, Fla. Wood expects it to be completed in about four months. The "Venturi" already has made test runs in the roughest weather. Wood said it has not been possible to make the ship roll, pitch or yaw at any speed.

THE EXPERIMENTAL craft is 188 feet long and 40 feet wide. A broad deck connects the two hulls about 22 feet above the waterline. Cabins are built atop this deck. The "Venturi," seen head-on looks like a big, square-sided tunnel. The tunnel runs the length of the boat between the hulls. When the ship cruises at 26 knots air rushes through the tunnel and acts as a shock absorber for any up and down movement of the boat. The air cushion actually lifts the craft enough out of the water so that she draws only six inches of water at the bow and eight feet at the stern.

Tank tests indicate, Wood said, that a 16,000 ton ship of "Venturi" design could easily carry 4,000 passengers at a speed of 38 knots. It would require only 120,000 horsepower. He pointed out that a ship like the "Queen Mary" of 80,773 tons requires 200,000 horsepower to carry 1,995 passengers at 32 knots.

The Venturi" is powered with four 1,200 horsepower Diesel engines. Its cruising range is 3,000 miles.

Spokane, Wash.
Spokane Chronicle

Secret Ship May Make Giant Liners Obsolete

DETROIT, Aug. 1—(AP)—Inventor-Industrialist Gar Wood has taken the wraps off a secret ship that eventually may make ocean liners like the Queen Mary obsolete.

It's a strange looking craft with twin hulls. She knifes through the waves instead of climbing through them. The retired king of speedboat racing calls it a prototype of the express passenger liner of tomorrow.

For 28 years Wood has been designing a ship unlike anything that ever before put to sea. He talked publicly for the first time yesterday about his 120-ton experimental craft named the "Venturi."

The ship, which cruises at 26 knots through high waves at a completely even keel without roll or pitch was started as a hush-hush job for the army air forces in 1944. The air forces had wanted an extremely mobile radio-controlled target vessel, but the war ended before the AAF secured full value from Wood's ship.

The designer re-acquired the hull from the government and went to work to develop his dream boat.

He says the basic design should permit surface vessels for the first time to compete favorably with trans-ocean airlines.

His ship, 180 feet long and 40 feet wide, looks much like a floating

NEWPORT, VT.
EXPRESS
Circ. D. 4,288
AUG 1 - 1949

Gar Wood Designs New Ocean Liner

Strange Looking Craft with Twin Hulls May Make Queen Mary Obsolete

DETROIT, Aug. 1, (AP)—Inventor-industrialist Gar Wood has taken the wraps off a secret ship that eventually may make ocean liners like the Queen Mary obsolete.

It's a strange looking craft with twin hulls. She knifes through the waves instead of climbing over them. The retired king of speedboat racing calls it a prototype of the express passenger liner of tomorrow.

For 28 years Wood has been designing a ship unlike anything that ever before put to sea. He talked publicly for the first time yesterday about his 120-ton experimental craft named the "Venturi."

The ship, which cruises at 26 knots through high waves at a completely even keel without roll or pitch was started as a hush-hush job for the Army Air Forces in 1944. The Air Forces had wanted an extremely mobile radio-controlled target vessel, but the war ended before the AAF secured full value from Wood's ship.

The designer re-acquired the hull from the government and went to work to develop his dream boat.

He says the basic design should permit surface vessels for the first time to compete favorably with trans-ocean airlines.

His ship, 180 feet long and 40 feet wide, looks much like a floating tunnel when you see her head-on. A broad deck connects the two hulls 22 feet above the waterline. Wood says she is unsinkable.

Chico, Cal.
Enterprise
(Cir. 5,042)

AUG 1 - '49

Speedboat King Reveals Ocean Liner of Future

DETROIT. (AP)—Gar Wood, the retired speedboat king, disclosed yesterday the design of a secret ship that may revolutionize ocean travel.

It is the 120-ton "Venturi," a seagoing vessel, that slices through the waves on twin hulls and has no roll at high speed. The "Venturi" is unlike anything that has ever been seen on the water.

Wood calls it the prototype, or model, of the express-passenger liner of tomorrow. The industrialist inventor spent 28 years developing the design of the odd-looking craft, which he said will permit surface vessels to compete favorably with trans-ocean airlines.

The ship, named the "Venturi," now is being fitted out as a yacht at Wood's private 122-acre island estate below Miami Beach, Fla. Wood expects it to be completed in about four months. The "Venturi" already has made test runs in the roughest weather. Wood said it has not been possible to make the ship roll, pitch or yaw at any speed.

The experimental craft is 188 feet long and 40 feet wide. A broad deck connects the two hulls about 22 feet above the waterline. Cabins are built atop this deck. The "Venturi," seen head-on, looks like a big, square-sided tunnel. The tunnel runs the length of the boat between the hulls. When the ship cruises at 26 knots, air rushes through the tunnel and acts as a shock absorber for any up and down movement of the boat. The air cushion actually lifts the craft enough out of the water so that she draws only six inches of water at the bow and eight feet at the stern.

Tank tests indicate, Wood said, that a 16,000-ton ship of "Venturi" design could easily carry 4,000 passengers at a speed of 38 knots. It would require only 120,000 horsepower. He pointed out that a ship like the Queen Mary of 80,733 tons requires 200,000 horsepower to carry 1,995 passengers at 32 knots.

The "Venturi" is powered with four 1,200 horsepower diesel engines. Its cruising range is 3,000 miles.

Wood termed results of tests with the "Venturi" as impressive. He plans, however, another year of study before deciding upon all details of the "Venturi."

The "Venturi" hull was launched originally in 1944 at West Palm Beach, Fla. Wood built her in secret there for the army air forces. The war ended, however, before the AAF secured full value from her and Wood reacquired the hull.

Long Beach, Calif.
Press Telegram
(Cir. D. 86,443 - S. 82,378)

AUG 1 1949

Ex-speedboat King Develops Ship to Outmode Liners

DETROIT, Aug. 1. (AP) Inventor-industrialist Gar Wood has taken the wraps off a secret ship that eventually may make ocean liners like the Queen Mary obsolete.

It's a strange looking craft with twin hulls. She knifes through the waves instead of climbing over them. The retired king of speedboat racing calls it a prototype of the express passenger liner of tomorrow.

For 28 years Wood has been designing a ship unlike anything that ever before put to sea. He talked publicly for the first time yesterday about his 120-ton experimental craft named the "Venturi."

The ship, which cruises at 26 knots through high waves at a completely even keel without roll or pitch was started as a hugh-hush job for the Army Air Forces in 1944. The Air Forces had wanted an extremely mobile radio-controlled target vessel, but the war ended before the A. A. F. secured full value from Wood's ship.

The designer re-acquired the hull from the government and went to work to develop his dream boat.

He says the basic design should permit surface vessels for the first time to compete favorably with transocean air lines.

His ship, 180 feet long and 40 feet wide, looks much like a floating tunnel when you see her head on. A broad deck connects the two hulls 22 feet above the waterline. Wood says she is unsinkable.

HARTFORD, CONN.
COURANT
Circ. D. 61,151 - S. 98,982

AUG 1 - 1949

Secret Ship Designed For Ocean Travel

Gar Wood Discloses Two-Hull Model to Eliminate Pitch, Roll

Detroit, July 31.—(AP.)—Gar Wood, the retired speedboat king, disclosed today the design of a secret ship that may revolutionize ocean travel.

It is the 120-ton "Venturi," a seagoing vessel, that slices through the waves on twin hulls and has no roll at high speed. The "Venturi" is unlike anything that has ever been seen on the water.

Wood calls it the prototype, or model, of the express passenger liner of tomorrow. The industrialist inventor spent 28 years developing the design at an expenditure of $600,000.

The basic design of the odd-looking craft, Wood said, will permit surface vessels to compete favorably with trans-ocean airlines.

The ship, named the "Venturi," now is being fitted out as a yacht at Wood's private 122-acre island estate below Miami Beach, Fla. Wood expects it to be completed in about four months. The "Venturi" already has made test runs in the roughest weather. Wood said it has not been possible to make the ship roll, pitch or yaw at any speed.

The experimental craft is 188 feet long and 40 feet wide. A broad deck connects the two hulls about 22 feet above the waterline. Cabins are built atop this deck. The "Venturi," seen head-on, looks like a big, square-sided tunnel. The tunnel runs the length of the boat between the hulls. When the ship cruises at 26 knots air rushes through the tunnel and acts as a shock absorber for any up and down movement of the boat. The air cushion actually lifts the craft enough out of the water so that she draws only six inches of water at the bow and eight feet at the stern.

Tank tests indicate, Wood said, that a 16,000 ton ship of "Venturi" design could easily carry 4000 passengers at a speed of 38 knots. It would require only 120,000 horsepower. He pointed out that a ship like the "Queen Mary" of 80,773 tons requires 200,000 horsepower to carry 1995 passengers at 32 knots.

The "Venturi" is powered with four 1200 horsepower Diesel engines. Its cruising range is 3000 miles.

Wood termed results of tests with the "Venturi" as impressive. He plans, however, another year of study before deciding upon all details of the "Venturi."

The "Venturi" hull was launched originally in 1944 at West Palm Beach, Fla. Wood built her in secret there for the Army Air Forces. The war ended, however, before the AAF secured full value from her and Wood re-acquired the hull.

DANBURY, CONN.
NEWS-TIMES
Circ. D. 13,600

AUG 2 - 1949

SECRET SHIP IS REVEALED

Detroit, Aug. 2 (AP)—Inventor-industrialist Gar Wood has taken the wraps off a ship that eventually may [illegible] ocean liners like the Queen [illegible] lete.

It's a strange looking [illegible] twin hulls. She knifes thr[illegible] waves instead of climbing over them. The retired king of speedboat racing calls it a prototype of the express passenger liner of tomorrow.

For 28 years Wood has been designing a ship unlike anything that ever before put to sea. He talked publicly for the first time Sunday about his 120-ton experimental craft named the "Venturi."

The ship, which cruises at 26 knots through high waves at a completely even keel without roll or pitch was started as a hush-hush job for the Army Air Forces in 1944. The Air Forces had wanted an extremely mobile radio-controlled target vessel, but the war ended before the AAF secured full value from Wood's ship.

The designer re-acquired the hull from the government and went to work to develop his dream boat.

He says the basic design should permit surface vessels for the first time to compete favorably with trans-ocean airlines.

His ship, 180 feet long and 40 feet wide, looks much like a floating tunnel when you see her head-on. A broad deck connects the two hulls 22 feet above the waterline. Wood says she is unsinkable.

Santa Cruz, Cal.
Sentinel News
(Cir. D. 9,918 - S. 10,011)

Gar Wood Designs Fast 'Secret Ship'

Detroit, Aug. 1 (AP) — Gar Wood, the retired speedboat king, disclosed recently the design of a secret ship that may revolutionize ocean travel.

It is the 120-ton "Venturi," a seagoing vessel, that slices through the waves on twin hulls and has no roll at high speed. The "Venturi" is unlike anything that has ever been seen on the water.

Wood calls it the prototype, or model, of the express passenger liner of tomorrow. The industrialist inventor spent 28 years developing the design of the odd-looking craft, Wood said, will permit surface vessels to compete favorably with trans-ocean airlines.

The ship, named the "Venturi," now is being fitted out as a yacht at Wood's private 122-acre island estate below Miami Beach, Fla. Wood expects it to be completed in about four months. The "Venturi" already has made test runs in the roughest weather. Wood said it has not been possible to make the ship roll, pitch or yaw at any speed.

The experimental craft is 188 feet long and 40 feet wide. A broad deck connects the two hulls about 22 feet above the waterline. Cabins are built atop this deck. The "Venturi," seen head-on looks like a big, square-sided tunnel. The tunnel runs the length of the boat between the hulls. When the ship cruises at 26 knots air rushes through the tunnel and acts as a shock absorber for any up and down movement of the boat. The air cushion actually lifts the craft enough out of the water so that she draws only six inches of water at the bow and eight feet at the stern.

Tank tests indicate, Wood said, that a 16,000 ton ship of "Venturi" design could easily carry 4000 passengers at a speed of 38 knots. It would require only 120,000 horsepower. He pointed out that a ship like the "Queen Mary" of 80,773 tons requires 200,000 horsepower to carry 1995 passengers at 32 knots.

The "Venturi" is powered with four 1200 horsepower diesel engines. Its cruising range is 3000 miles.

Wood termed results of tests with the "Venturi" as impressive. He plans, however, another year of study before deciding upon all details of the "Venturi."

The "Venturi" hull was launched originally in 1944 at West Palm Beach, Fla. Wood built her in secret there for the army air forces. The war ended, however, before the AAF secured full value from her and Wood re-acquired the hull.

LOS ANGELES, CALIF.
EXAMINER
Circ. D. 370,977 S. 829,323

AUG 1 1949

Gar Wood Ship Has Twin Hulls; to Speed Travel

DETROIT, July 31.—(AP)—Gar Wood, the retired speedboat king, disclosed today the design of a secret ship that may revolutionize ocean travel.

It is the 120-ton Venturi, a seagoing vessel, that slices through the waves on twin hulls and has no roll at high speed.

The "Venturi" is unlike anything that has ever been seen on the water.

Wood calls it the prototype, or model, of the express passenger liner of tomorrow. The industrialist inventor spent 28 years developing the design at an expenditure of $600,000.

MODEL—

The experimental craft is 188 feet long and 40 feet wide. A broad deck connects the two hulls about 22 feet above the waterline. Cabins are built atop this deck. The Venturi, seen head-on looks like a big, square-sided tunnel.

The tunnel runs the length of the boat between the hulls. When the ship cruises at 26 knots air rushes through the tunnel and acts as a shock absorber for any up and down movement of the boat.

AIR LIFT—

The air cushion actually lifts the craft enough out of the water so that she draws only six inches of water at the bow and eight feet at the stern.

Tank tests indicate, Wood said, that a 16,000-ton ship of Venturi design could easily carry 4000 passengers at a speed of 38 knots. It would require only 120,000 horsepower. He pointed out that a ship like the Queen Mary of 80,773 tons requires 200,000 horsepower to carry 1995 passengers at 32 knots.

NORWALK, CONN.
HOUR
Circ. D. 12,255

AUG 1 - 1949

GAR WOOD DEVELOPS NEW-TYPE OCEAN LINER

Detroit (AP)—Inventor-industrialist Gar Wood has taken the wraps off a secret ship that eventually may make ocean liners like the Queen Mary obsolete.

It's a strange craft with twin hulls. She knifes through the waves instead of climbing over them. The retired king of speedboat racing calls it a prototype of the express passenger liner of tomorrow.

For 28 years Wood has been designing a ship unlike anything that ever before put to sea. He talked publicly for the first time Sunday about his 120-ton experimental craft named the "Venturi."

The ship, which cruises at 26 knots through high waves at a completely even keel without roll or pitch was started as a hush-hush job for the Army Air Forces in 1944. The Air Forces had wanted an extremely mobile radio-controlled target vessel, but the war ended before the AAF secured full value from Wood's ship.

The designer reacquired his hull from the government and went to work to develop his dream boat.

He says the basic design should permit surface vessels for the first time to compete favorably with trans-ocean airlines.

His ship, 180 feet long and 40 feet wide, looks much like a floating tunnel when you see her head on. A broad deck connects the two hulls 22 feet above the waterline. Wood says she is unsinkable.

STAMFORD CONN ADVOCATE

Gar Wood Shows Strange New Ship

Detroit, Aug. 1. (AP)—Inventor-industrialist Gar Wood has taken the wraps off a secret ship that eventually may make ocean liners like the Queen Mary obsolete.

It's a strange looking craft with twin hulls. She knifes through the waves instead of climbing over them. The retired king of speedboat racing calls it a prototype of the express passenger liner of tomorrow.

For 28 years Wood has been designing a ship unlike anything that ever before put to sea. He talked publicly for the first time yesterday about his 120-ton experimental craft named the "Venturi."

26 Knot Speed.

The ship, which cruises at 26 knots through high waves at a completely even keel without roll or pitch was started as a hush-hush, extremely mobile radio-target vessel, but the war ended before the AAF secured full value from Wood's ship.

The designer re-acquired the hull from the government and went to work to develop his dream boat.

He says the basic design should permit surface vessels for the first time to compete favorably with trans-ocean airlines.

His ship, 180 feet long and 40 feet wide, looks much like a floating tunnel when you see her head on. A broad deck connects the two hulls 22 feet above the waterline. Wood says she is unsinkable.

TORRINGTON, CONN.
REGISTER
Circ. D. 8,534

AUG 1 - 1949

Gar Wood Takes The Wraps Off Secret Ship

Detroit, Aug. 1 (AP)—Inventor - industrialist Gar Wood has taken the wraps off a secret ship that eventually may make ocean liners like the Queen Mary obsolete.

It's a strange looking craft with twin hulls. She knifes through the waves instead of climbing over them. The retired king of speedboat racing calls it a prototype of the express passenger liner of tomorrow.

For 28 years Wood has been designing a ship unlike anything that ever before put to sea. He talked publicly for the first time yesterday about his 120-ton experimental craft named the "Venturi."

The ship, which cruises at 26 knots through high waves at a completely even keel without roll or pitch was started as a hush-hush job for the army air forces in 1944. The air forces had wanted an extremely mobile radio controlled target vessel, but the war ended before the AAF secured full value from Wood's ship.

The designer re-acquired the hull from the government and went to work to develop his dream boat.

He says the basic design should permit surface vessels for the first time to compete favorably with trans-ocean airlines.

His ship, 180 feet long and 40 feet wide, looks much like a floating tunnel when you see her head-on. A broad deck connects the two hulls 22 feet above the waterline. Wood says she is unsinkable.

FINDLAY, OHIO
REPUBLICAN COURIER
Circ. D. 16,749

AUG 1 - 1949

Gar Wood Designs Ship Of Tomorrow

Trans-Ocean Planes Challenged By Type

DETROIT, July 31—(AP)—Gar Wood, the retired speedboat king, disclosed today the design of a secret ship that may revolutionize ocean travel.

It is the 120-ton "Venturi," a seagoing vessel, that slices through the waves on twin hulls and has no roll at high speed. The "Venturi" is unlike anything that has ever been seen on the water.

Wood calls it the prototpye, or model of the express passenger liner of tomorrow. The industrialist inventor spent 28 years developing the design at an expenditure of $600,000.

The basic design of the odd-looking craft, Wood said, will permit surface vessels to compete favorable with trans-ocean airlines.

The ship, named the "Venturi," now is being fitted out as a yacht at Wood's private 122-acre island estate below Miami Beach, Fla. Wood expects it to be completed in about four months. The "Venturi" already has made test runs in the roughest weather. Wood said it has not been possible to make the ship roll, pitch or yaw at any speed.

THE EXPERIMENTAL craft is 188 feet long and 40 feet wide. A broad deck connects the two hulls about 22 feet above the waterline. Cabins are built atop this deck. The "Venturi," seen head-on looks like a big square-sided tunnel. The tunnel runs the length of the boat between the hulls. When the ship cruises at 26 knots air rushes through the tunnel and acts as a shock absorber for any up and down movement of the boat. The air cushion actually lifts the craft enough out of the water so that she draws only six inches of water at the bow and eight feet at the stern.

Tank tests indicate, Wood said, that a 16,000 ton ship of "Venturi" design could easily carry 4000 passengers at a speed of 38 knots. It would require only 120,000 horsepower. He pointed out that a ship like the "Queen Mary" of 80,773 tons requires 200,000 horsepower to carry 1,995 passengers at 32 knots.

The "Venturi" is powered with four 1,200 horsepower Diesel engines. Its cruising range is 3,000 miles.

UPPER SANDUSKY, O.
CHIEF-UNION
Cir. D. 4,292

AUG 1 - 1949

WOOD DESIGNS NEW SEAGOING NO-ROLL SHIP

Famed Former Race King Sees Ocean Travel At Greater Speeds

Detroit, Mich., Aug. 1—(AP)—Gar Wood, the retired speedboat king, disclosed yesterday the design of a secret ship that may revolutionize ocean travel.

It is the 120-ton "Venturi," a seagoing vessel, that slices through the waves on twin hulls and has no roll at high speed. The "Venturi" is unlike anything that has ever been seen on the water.

28-Year Development

Wood calls it the prototype, or model, of the express passenger liner of tomorrow. The industrialist inventor spent 28 years developing the design at an expenditure of $600,000.

The basic design of the odd-looking craft, Wood said, will permit surface vessels to compete favorably with trans-ocean airlines.

The ship now is being fitted out as a yacht at Woods' private 122-acre island estate below Miami Beach, Fla. Wood expects it to be completed in about four months.

The "Venturi" already has made test runs in the roughest weather. Wood said it has not been possible to make the ship roll, pitch or yaw at any speed.

The experimental craft is 188 feet long and 40 feet wide. A broad deck connects the two hulls about 22 feet above the waterline. Cabins are built atop this deck. The "Venturi," seen head-on, looks like a big, square-sided tunnel.

The tunnel runs the length of the boat between the hulls. When the ship cruises at 26 knots, air rushes through the tunnel and acts as a shock absorber for any up and down movement of the boat. The air cushion actually lifts the craft enough out of the water so that she draws only six inches of water at the bow and eight feet at the stern.

Could Beat "Queen"

Tank tests indicate, Wood said, that a 16,000-ton ship of "Venturi" design could easily carry 4000 passengers at a speed of 38 knots. It would require only 120,000 horsepower. He pointed out that a ship like the "Queen Mary" of 80,000 tons requires 200,000 horsepower to carry 1995 passengers at 32 knots.

The "Venturi" is powered with four 1200 horsepower Diesel engines. Its cruising range is 3000 miles.

Wood termed results of tests with the "Venturi" as impressive. He plans, however, another year of study before deciding upon all details of the "Venturi."

The "Venturi" hull was launched originally in 1944 at West Palm Beach, Fla. Wood built her in secret there for the Air Force. The war ended, however, before the AF secured full value from her and Wood re-acquired the hull.

Mr. Wood is a brother of Lou Wood, of Upper Sandusky, who is associated with the Ohio National company here.

NEW HAVEN, CONN.
JOURNAL-COURIER
Circ. D. 21,198

AUG 1 - 1949

Novel Marine Design Bared By Gar Wood

Detroit, July 31—(AP)—Gar Wood, the retired speedboat king, disclosed today the design of a secret ship that may revolutionize ocean travel.

It is the 120-ton "Venturi," a seagoing vessel, that slices through the waves on twin hulls and has no roll at high speed. The "Venturi" is unlike anything that has ever been seen on the water.

Wood calls it the prototype, or model, of the express passenger liner of tomorrow. The industrialist inventor spent 28 years developing the design at an expenditure of $600,000.

The basic design of the odd-looking craft, Wood said, will permit surface vessels to compete favorably with trans-ocean airlines.

Fitted Out at Estate

The ship, named the "Venturi," now is being fitted out as a yacht at Wood's private 122-acre island estate below Miami Beach, Fla. Wood expects it to be completed in about four months. The "Venturi" already has made test runs in the roughest weather. Wood said it has not been possible to make the ship roll, pitch or yaw at any speed.

The experimental craft is 188 feet long and 40 feet wide. A broad deck connects the two hulls about 22 feet above the waterline. Cabins are built atop this deck. The "Venturi," seen head-on looks like a big, square-sided tunnel. The tunnel runs the length of the boat between the hulls. When the ship cruises at 26 knots air rushes through the tunnel and acts as a shock absorber for any up and down movement of the boat. The air cushion actually lifts the craft enough out of the water so that she draws only six inches of water at the bow and eight feet at the stern.

Tank tests indicate, Wood said, that a 16,000 ton ship of "Venturi" design could easily carry 4,000 passengers at a speed of 38 knots. It would require only 120,000 horsepower. He pointed out that a ship like the "Queen Mary" of 80,773 tons requires 200,000 horsepower to carry 1,995 passengers at 32 knots.

The "Venturi" is powered with four 1,200 horsepower diesel engines. Its cruising range is 3,000 miles.

Wood termed results of tests with the "Venturi" as impressive. He plans, however, another year of study before deciding upon all details of the "Venturi."

The "Venturi" hull was launched originally in 1944 at West Palm Beach, Fla. Wood built her in secret there for the Army Air Forces. The war ended, however, before the AAF secured full value from her and Wood re-acquired the hull.

AKRON, OHIO
BEACON JOURNAL
Circ. D. 127,893 - S. 142,171

AUG 1 - 1949

Wood Develops Non-Roll Ship

DETROIT, July 31 (AP)—Gar Wood, the retired speedboat king, disclosed today the design of a secret ship that may revolutionize ocean travel.

It is the 120-ton Ventura, a seagoing vessel, that slices through the waves on twin hulls and has no roll at high speed. The Ventura is unlike anything that has ever been seen on the water.

Wood calls it the prototype, or model, of the express passenger liner of tomorrow. The industrialist inventor spent 28 years developing the design at an expenditure of $600,000.

The basic design of the odd-looking craft, Wood said, will permit surface vessels to compete favorably with transocean airlines.

The ship now is being fitted out as a yacht at Wood's private 122-acre island estate below Miami Beach. Wood expects it to be completed in about four months. The Venturi already has made test runs in the roughest weather. Wood said it has not been possible to make the ship roll, pitch or yaw at any speed.

The experimental craft is 188 feet long and 40 wide. A broad deck connects the two hulls about 22 feet above the waterline. Cabins are built atop this deck. The Venturi, seen head-on, looks like a big, square-sided tunnel. The

WASHINGTON, D. C.
TIMES-HERALD
Circ. D. 249,576 - S. 264,484

AUG 1 - 1949

Twin-Hull Boat Doesn't Roll Or Pitch

DETROIT (AP) — Inventor-industrialist Gar Wood has taken the wraps off a secret ship that eventually may make ocean liners like the Queen Mary obsolete.

It's a strange looking craft with twin hulls. She knifes through the waves instead of climbing over them. The retired king of speedboat racing calls it a prototype of the express passenger liner of tomorrow.

For 28 years Wood has been designing a ship unlike anything that ever before put to sea. He talked publicly for the first time yesterday about his 120-ton experimental craft named the "Venturi."

* * *

THE SHIP, which cruises at 26 knots through high waves at a completely even keel without roll or pitch was started as a hush-hush job for the army air forces in 1944. The air forces had wanted an extremely mobile radio-controlled target vessel, but the war ended before the AAF secured full value from Wood's ship.

The designer re-acquired the hull from the government and went to work to develop his dream boat.

His ship, 180 feet long and 40 feet wide, looks much like a floating tunnel when you see her head-on. A broad deck connects the two hulls 22 feet above the waterline. Wood says she is unsinkable.

WATERBURY, CONN.
AMERICAN
Circ. D. 33,198
AUG 1 - 1949

Twin-Hull Ocean Liner Is Designed

Detroit, Aug. 1—(AP)—Inventor-industrialist Gar Wood has taken the wraps off a secret ship that eventually may make ocean liners like the Queen Mary obsolete.

It's a strange looking craft with twin hulls. She knifes through the waves instead of climbing over them. The retired king of speedboat racing calls it a prototype of the express passenger liner of tomorrow.

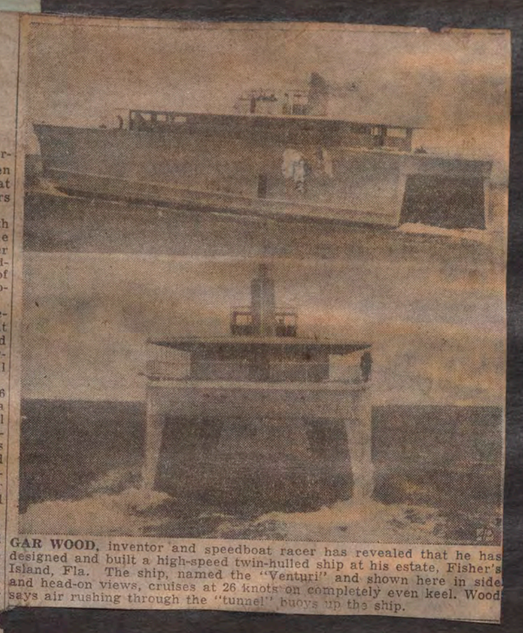
For 28 years Wood has been designing a ship unlike anything that ever before put to sea. He talked publicly for the first time yesterday about his 120-ton experimental craft named the "Venturi."

The ship, which cruises at 26 knots through high waves at a completely even keel without roll or pitch was started as a hush-hush job for the Army Air Forces in 1944. The Air Forces had wanted an extremely mobile radio-controlled target vessel, but the war ended before the AAF secured full value from Wood's ship.

The designer re-acquired the hull from the Government and went to work to develop his dream boat.

He says the basic design should permit surface vessels for the first time to compete favorably with transocean airlines.

His ship, 180 feet long and 40 feet wide, looks much like a floating tunnel when you see her head on. A broad deck connects the two hulls 22 feet above the waterline. Wood says she is unsinkable.



GAR WOOD, inventor and speedboat racer has revealed that he has designed and built a high-speed twin-hulled ship at his estate, Fisher's Island, Fla. The ship, named the "Venturi" and shown here in side and head-on views, cruises at 26 knots on completely even keel. Wood says air rushing through the "tunnel" buoys up the ship.

BUFFALO, N. Y.
COURIER-EXPRESS
Circ. D. 145,940 - S. 271,500
AUG 1 - 1949

'No-Roll' Ship Stable at Sea Despite High Speed

Gar Wood, inventor and speedboat racer, yesterday revealed that he had designed and built a high-speed, twin-hulled ship at his estate, Fisher's Island, Fla. The craft shown above in side and stern views, cruises at 26 knots on a competely even keel. Air rushing through the tunnel buoys up the vessel. It has no pitch or roll at high speed in heavy seas. *Associated Press Wirephoto*

Wood Says Novel Craft Can Carry 4,000 at 38 Knots

Model for 16,000-Ton Vessel Buoyed Up by Its Air Tunnel

Detroit, July 31 (AP)—Gar Wood, the retired speedboat king, disclosed today the design of a secret ship that may revolutionize ocean travel. It is the 120-ton "Venturi," a seagoing vessel, that slices through the waves on twin hulls and has no roll at high speed. The "Venturi" is unlike anything that has ever been seen on the water.

Wood calls it the prototype, or model, of the express passenger liner of tomorrow. The industrialist inventor spent 28 years developing the design at an expenditure of $600,000.

The basic design of the odd-looking craft, Wood said, will permit surface vesels to compete favorably with trans-ocean airlines.

The ship now is being fitted out as a yacht at Woods' private 122-acre island estate below Miami Beach, Fla. Wood expects it to be completed in about four months. The "Venturi" already has made test runs in the roughest weather. Wood said it has not been possible to make the ship roll, pitch or yaw at any speed.

The experimental craft is 188 feet long and 40 feet wide. A broad deck connects the two hulls about 22 feet above the waterline. Cabins are built atop this deck. The "Venturi," seen headon, looks like a big, square-sided tunnel. The tunnel runs the length of the boat between the hulls. When the ship cruises at 26 knots air rushes through the tunnel and acts as a shock obsorber for any up and down movement of the boat. The air cushion actually lifts the craft enough out of the water so that she draws only six inches of water at the bow and eight feet at the stern.

Tank tests indicate, Wood said, that a 16,000-ton ship of "Venturi" design could easily carry 4,000 passengers at a speed of 38 knots. It would require only 120,000 horsepower. He pointed out that a ship like the Queen Mary of 80,733 tons requires 200,000 horsepower to carry 1,995 passengers at 32 knots.

The Venturi is powered with four 1,200 horsepower diesel engines. Its cruising range is 3,000 miles.

Wood termed results of tests with the Venturi as impressive. He plans, however, another year of study before deciding upon all details of the Venturi.

The Venturi hull was launched originally in 1944 at West Palm Beach, Fla. Wood built her in secret there for the Army Air Forces. The war ended, however, before the AAF got full value from her and Wood re-acquired the hull.

NORFOLK, VA.
VIRGINIAN-PILOT
Circ. D. 84,479 - S. 88,459
AUG 1 - 1949

Wood Builds 2-Hull Ship With No Roll

Former Speedboat King May Revolutionize Ocean Travel

Detroit, July 31.—(AP)—Gar Wood, the retired speedboat king, disclosed today the design of a secret ship that may revolutionize ocean travel.

It is the 120-ton "Venturi," a seagoing vessel, that slices through the waves on twin hulls and has no roll at high speed. The "Venturi" is unlike anything that has ever been seen on the water.

Wood calls it the prototype, or model, of the express passenger liner of tomorrow. The industrialist inventor spent 28 years developing the design at an expenditure of $600,000.

The basic design of the odd-looking craft, Wood said, will permit surface vessels to compete favorably with trans-ocean airlines.

Fitted Out as Yacht

The ship now is being fitted out as a yacht at Wood's private 122-acre island estate below Miami Beach, Fla. Wood expects it to be completed in about four months. The "Venturi" already has made test runs in the roughest weather. Wood said it has not been possible to make the ship roll, pitch or yaw at any speed.

The experimental craft is 188 feet long and 40 feet wide. A broad deck connects the two hulls about 22 feet above the waterline. Cabins are built atop this deck. The "Venturi," seen head-on, looks like a big, square-sided tunnel. The tunnel runs the length of the boat between the hulls. When the ship cruises at 26 knots air rushes through the tunnel and acts as a shock absorber for any up and down movement of the boat. The air cushion actually lifts the craft out of the water so that she draws only six inches of water at the bow and eight feet at the stern.

Tank tests indicate, Wood said, that a 16,000-ton ship of "Venturi" design could easily carry 4,000 passengers at a speed of 38 knots. It would require only 120,000 horsepower. He pointed out that a ship like the "Queen Mary" of 80,773 tons, requires 200,000 horsepower to carry 1,995 passengers at 32 knots.

2 Diesel Engines

The "Venturi" is powered with four 1,200-horsepower Diesel engines. Her cruising range is 3,000 miles.

Wood termed results of tests with the "Venturi" as impressive. He plans, however, another year of study before deciding upon all details of the "Venturi."

The hull was launched originally in 1944 at West Palm Beach, Fla. Wood built her in secret there for the Army Air Forces. The war ended, however, before the AAF secured full value from her, and Wood re-acquired the hull.

Associated Press Wirephoto

GAR WOOD'S "NO-ROLL" SHIP—The "Venturi," a ship designed by Gar Wood which may revolutionize ocean travel by the elimination of roll, in side and head-on views. Wood, inventor and retired speedboat king, says air rushing through the "tunnel" buoys up the ship.

PORTLAND, ORE.
OREGON JOURNAL
Circ. D. 175,657 - S. 194,391
AUG 1 1949

Lid Taken Off Double-Hull Ship

DETROIT, Aug. 1.-(AP)-Inventor-industrialist Gar Wood has taken the wraps off a secret ship that eventually may make ocean liners like the Queen Mary obsolete.

It's a strange looking craft with twin hulls. She knifes through the waves instead of climbing over them. The retired king of speedboat racing calls it a prototype of the express passenger liner of tomorrow.

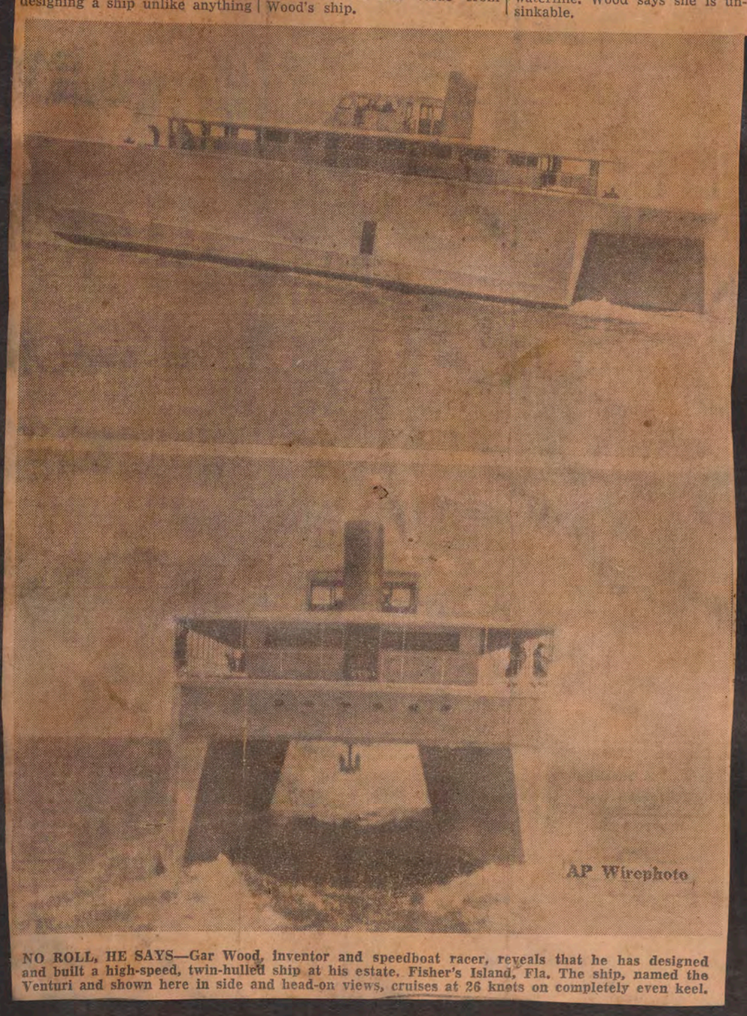
For 28 years Wood has been designing a ship unlike anything that ever before put to sea. He talked publicly for the first time Sunday about his 120-ton experimental craft named the "Venturi."

The ship, which cruises at 26 knots through high waves at a completely even keel without roll or pitch was started as a hush-hush job for the army air forces in 1944. The air forces had wanted an extremely mobile radio-controlled target vessel, but the war ended before the AAF secured full value from Wood's ship.

The designer re-acquired the hull from the government and went to work to develop his dream boat.

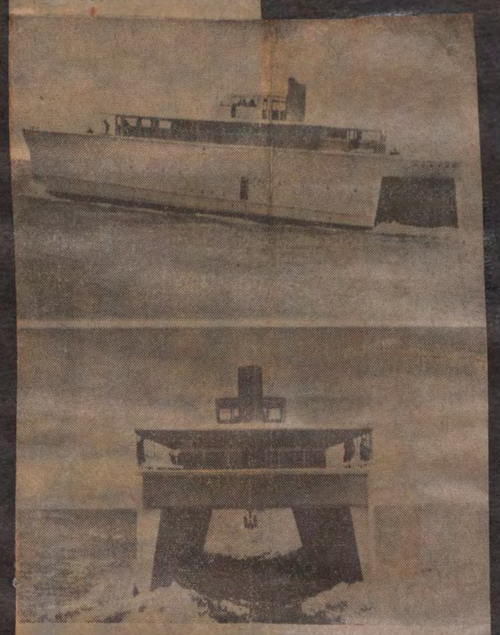
He says the basic design should permit surface vessels for the first time to compete favorably with trans-ocean airlines.

His ship, 180 feet long and 40 feet wide, looks much like a floating tunnel when you see her head-on. A broad deck connects the two hulls 22 feet above the waterline. Wood says she is unsinkable.



AP Wirephoto

NO ROLL, HE SAYS—Gar Wood, inventor and speedboat racer, reveals that he has designed and built a high-speed, twin-hulled ship at his estate, Fisher's Island, Fla. The ship, named the Venturi and shown here in side and head-on views, cruises at 26 knots on completely even keel.



SMOOTH SAILING—Exspeedboat' champion Gar Wood designed this high speed, twin hulled ship at his estate at Fisher's Island, Fla. Shown here in side and headon views, the vessel cruises at 26 knots on completely even keel. Wood says air rushing through the "tunnel" buoys up the ship.

AP Wirephoto

Gar Wood Ship May Rival Liners

DETROIT, Aug. 1.—(INS)—Gar Wood, one time speedboat champion, has developed a twin hulled ship which, for speed and comfort, is expected to rival current ocean liners and trans ocean planes.

Wood said his 120 ton vessel, the Venturi, has no roll at high speeds and does not pitch or yaw in the roughest weather.

The ship is 188 feet long and 40 feet wide. The two hulls are joined by a broad deck about 22 fet above the waterline. Cabins are built on the deck.

The Venturi resembles a large, square sided tunnel when seen from the front. When it cruises at 26 knots, air rushes through the air tunnel between the hulls, acting as a shock absorber for any rolling motion of the ship.

The air cushion also serves as a lift, raising the vessel out of the water so the Venturi draws only 6 inches of water at the bow and 8 feet at the stern.

Wood, who spent 28 years and $600,000 developing his design, and he expects to have the Venturi completed in four months.

'No-Roll' Ship Unveiled

Associated Press WIREPHOTO

SECRET DISCLOSED—Gar Wood, the speedboat king, designed this vessel, named the Venturi, for the Army Air Forces and launched her secretly in 1944 at West Palm Beach, Fla. When the war ended Wood reacquired the hull, and he expects to have the Venturi completed in about four months. She slices through the ocean at 26 knots and, according to the inventor, has no roll at high speed. This is because air rushing through the tunnel in the center acts as a shock absorber for up-and-down movement. At 26 knots, she draws only 6 inches of water at the bow and 8 feet at the stern. Wood expects his design this 120-ton model is 188 feet long and 40 feet abeam—will revolutionize ocean travel. With four 1200 horsepower diesel motors the Venturi has a cruising range of 3000 miles. She has been tested on rough seas, and according to Wood it is impossible to make her roll, pitch or yaw.

—Associated Press Wirephoto

GOODBYE SEASICKNESS!—Here are side and head-on views of a non-roll boat just invented by Gar Wood, speed boat racer. He says air rushing through the "tunnel" buoys up the ship and prevents it from rocking. It is a high-speed, twin-hulled craft built by Wood at his estate, Fisher's Island, Fla. The ship is named "Venturi" and her designer says she is capable of cruising 26 knots on a completely even keel. She is 188 feet long, 40 feet wide and with deck 22 feet above waterline.

★ ★ ★

Gar Wood Bares Details Of Revolutionary Ship

DETROIT—(AP)—Inventor-Industrialist Gar Wood has taken the wraps off a secret ship that eventually may make ocean liners like the Queen Mary obsolete.

It's a strange looking craft with twins hulls. She knifes through the waves instead of climbing over them. The retired king of speedboat racing calls its a prototype of the express passenger liner of tomorrow.

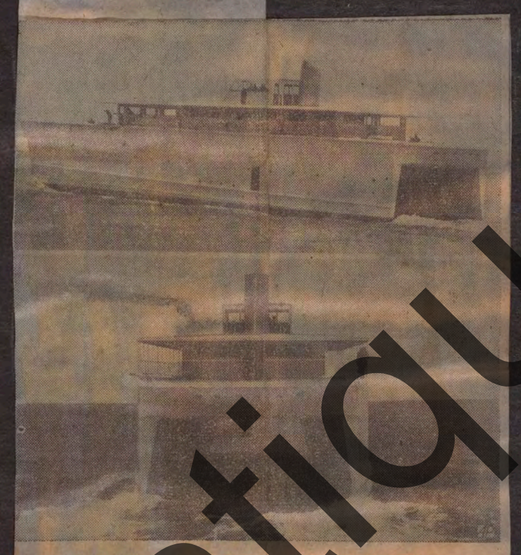
For 28 years Wood has been designing a ship unlike anything that ever put to sea. He talked publicly for the first time yesterday about his 120-ton experimental craft named the Venturi.

The ship, which cruises at 26 knots through high waves at a completely even keel without roll or pitch was started as a hus-hush job for the Army Air Forces in 1944. The Air Forces had wanted an extremely mobile radio-controlled target vessel, but the war ended before the AAF secured full value from Wood's ship.

The designer reacquired the hull from the Government and went to work to develop his dream boat.

He says the basic design should permit surface vessels for the first time to compete favorably with trans-ocean airlines.

His ship, 180 feet long and 40 feet wide, looks much like a floating tunnel when you see her head-on. A broad deck connects the two hulls 22 feet above the waterline. Wood says she is unsinkable.



Gar Wood Unveils 'No-Roll' Ship

Gar Wood, inventor and speedboat racer, revealed that he has designed and built a high-speed twin-hulled ship at his estate, Fisher's Island, Fla. The ship, named the "Venturi" and shown here in side and head-on views, cruises at 26 knots on completely even keel. Wood says air rushing through the "tunnel" buoys up the ship.

Gar Wood Discloses New Secret Design for Ship To Revolutionize Travel

DETROIT (AP) — Gar Wood, the retired speedboat king, has disclosed the design of a secret ship that may revolutionize ocean travel.

It is the 120-ton Venturi, a seagoing vessel, that slices through the waves on twin hulls and has no roll at high speed. The Venturi is unlike anything that has ever been seen on the water.

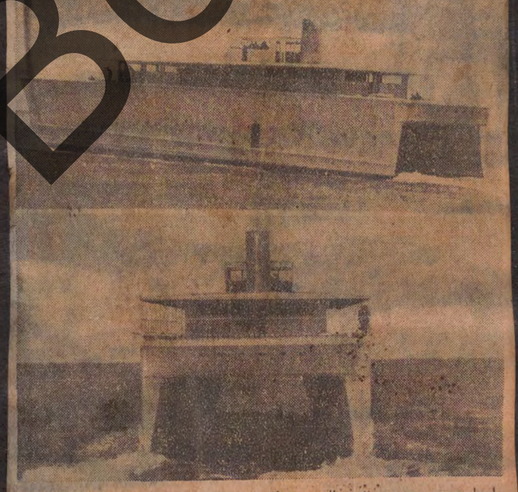
Wood calls it the prototype, or model, of the express passenger liner of tomorrow. The industrialist inventor spent 28 years developing the design at an expenditure of $600,000.

The basic design of the odd-looking craft, Wood said, will permit surface vessels to compete favorably with trans-ocean airlines.

The ship now is being fitted out as a yacht at Wood's private 122-acre island estate below Miami Beach, Fla. Wood expects it to be completed in about four months. The Venturie already has made test runs in the roughest weather. Wood said it has not been possible to make the ship roll, pitch or yaw at any speed.

The experimental craft is 188 feet long and 40 feet wide. A broad neck connects the two hulls about 22 feet above the waterline. Cabins are built atop this deck. The Venturi, seen head-on looks like a big, square-sided tunnel. The tunnel runs the length of the boat between the hulls. When the ship cruises at 26 knots air rushes through the tunnel and acts as a shock absorber for any up and down movement of the boat. The air cushion actually lifts the craft enough out of the water so that she draws only six inches of water at the bow and eight feet at the stern.

Unveils 'No-Roll' Ship



GAR WOOD . . . inventor and speedboat racer, revealed that he has designed and built a high-speed twin-hulled ship at his estate, Fisher's Island, Fla. The ship, named the "Venturi" and shown here in side and head-on views, cruises at 26 knots on completely even keel. Wood says air rushing through the "tunnel" buoys up the ship.

Gar Wood Unveils 'Unsinkable' Express Liner Of Tomorrow

DETROIT— (AP) —Inventor-Industrialist Gar Wood has taken the wraps off a secret ship that eventually may make ocean liners like the Queen Mary obsolete.

It's a strang looking craft with twin hulls. She knifes through the waves instead of climbing over them. The retired king of speedboat racing calls in a prototype of the express passenger liner of tomorrow.

Venture

For 28 years Wood has been designing a ship unlike anything that ever before put to sea. He talked publicly for the first time yesterday about his 120-ton experimental craft named the "Venturi."

The ship, which cruises at 26 knots through high waves at a completely even keel without roll or pitch was started as a hush-hush job for the Army Air Forces in 1944. The air forces had wanted an extremely mobile radio-controlled target vessel, but the war ended before the AAF secured full value from Wood's ship.

Dream Boat

The designer re-acquired the hull from the government and went to work to develop his dream boat.

He says the basic design should permit surface vessels for the first

Continued on Page 4 Wood

time to compete favorably with trans-ocean airlines.

His ship, 180 feet long and 40 feet wide, looks much like a floating tunnel when you see her head-on. A broad deck connects the two hulls 22 feet above the waterline. Wood says she is unsinkable.

GAR WOOD'S "NO-ROLL" SHIP

Wraps Taken Off 'Hush-Hush' Boat

DETROIT —(AP)— Inventor-Industrialist Gar Wood has taken the wraps off a secret ship that eventually may make ocean liners like the Queen Mary obsolete.

It's a strange looking craft with twin hulls. She knifes through the waves instead of climbing over them. The retired king of speedboat racing calls it a prototype of the express passenger liner of tomorrow.

For 28 years Wood has been designing a ship unlike anything that ever before put to sea. He talked publicly for the first time Sunday about his 120-ton experimental craft named the "Venturi."

The ship, which cruises at 26 knots through high waves at a completely even keel without roll or pitch was started as a hush-hush job for the Army Air forces in 1944. The Air forces had wanted an extremely mobile radio-controlled target vessel, but the war ended before the AAF secured full value from Wood's ship.

The designer re-acquired the hull from the government and went to work to develop his dream boat.

He says the basic design should permit surface vessels for the first time to compete favorably with trans-ocean airlines.

His ship, 180 feet long and 40 feet wide, looks much like a floating tunnel when you see her head-on. A broad deck connects the two hulls 22 feet above the waterline. Wood says she is unsinkable.

WARREN, O.
TRIBUNE-CHRONICLE
Circ. D. 24,139
AUG 1 - 1949

Detroit Inventor Unveils Revolutionary Ocean Liner

DETROIT, (AP) — Inventor-industrialist Gar Wood has taken the wraps off a secret ship that eventually may make ocean liners like the Queen Mary obsolete.

It's a strange looking craft with twin hulls. She knifes thru the waves instead of climbing over them. The retired king of speedboat racing calls it a prototype of the express passenger liner of tomorrow.

For 28 years Wood has been designing a ship unlike anything that ever before put to sea. He talked publicly for the first time yesterday about his 120-ton experimental craft named the "Venturi."

The ship, which cruises at 26 knots thru high waves at a completely even keel without roll or pitch was started as a hush-hush job for the Army Air Forces in 1944. The Air Forces had wanted an extremely mobile radio-controlled target vessel, but the war ended before the AAF secured full value from Wood's ship.

The designer re-acquired the hull from the government and went to work to develop his dream boat.

He says the basic design should permit surface vessels for the first time to compete favorably with trans-ocean airlines.

His ship, 180 feet long and 40 feet wide, looks much like a floating tunnel when you see her head-on. A broad deck connects the two hulls 22 feet above the waterline. Wood says she is unsinkable.

BIG SPRING, TEX.
HERALD
Circ. D. 5,490 - S. 5,490
AUG

Secret Ship May Make Ocean Liners Obsolete

DETROIT, Aug. 2. (AP)—Inventor Industrialist Gar Wood has taken the wraps off a secret ship that eventually may make ocean liners like the Queen Mary obsolete.

It's a strange looking craft with twin hulls. She knifes through the waves instead of climbing over them. The retired king of speed boat racing calls it a prototype of the express passenger liner of tomorrow.

For 28 years Wood has been designing a ship unlike anything that ever before put to sea. He talked publicly for the first time yesterday about his 120-ton experimental craft named the "Venturi."

The ship, which cruises at 26 knots through high waves at a completely even keel without roll or pitch was started as a hush-hush job for the Army Air Forces in 1944. The Air Forces had wanted an extremely mobile radio-controlled target vessel, but the war ended before the AAF secured full value from Wood's ship.

The designer re-acquired the hull from the government and went to work to develop his dream boat.

He says the basic design should permit surface vessels for the first time to compete favorably with trans-ocean airlines.

His ship, 180 feet long and 40 feet wide, looks much like a floating tunnel when you see her head-on. A broad deck connects the two hulls 22 feet above the waterline. Wood says she is unsinkable.

LYNCHBURG, VA.
ADVANCE
Circ. D. 12,080
AUG 1 - 1949

Gar Wood Unveils Strange Ship

Detroit, Aug. 1 (AP)—Inventor-industrialist Gar Wood has taken the wraps off a secret ship that eventually may make ocean liners like the Queen Mary obsolete.

It's a strange looking craft with twin hulls. It knifes through the waves instead of climbing over them. The retired king of speedboat racing calls it a prototype of the express passenger liner of tomorrow.

For 28 years Wood has been designing a ship unlike anything that ever before put to sea. He talked publicly for the first time yesterday about his 120-ton experimental craft named the "Venturi."

The ship, which cruises at 26 knots through high waves at a completely even keel without roll or pitch was started as a hush-hush job for the army air forces in 1944. The air forces had wanted an extremely mobile radio-controlled target vessel, but the war ended before the AAF secured full value from Wood's ship.

The designer re-acquired the hull from the government and went to work to develop his dream boat.

He says the basic design should permit surface vessels for the first time to compete favorably with trans-ocean airlines.

His ship, 180 feet long and 40 feet wide, looks much like a floating tunnel when you see her head-on. A broad deck connects the two hulls 22 feet above the waterline. Wood says she is unsinkable.

LUBBOCK, TEX. JOURNAL
AUG. 1, 1949 A-24

Inventor Reveals New Ship Which May Render Modern Ocean Liners Obsolete

DETROIT, Aug. 1 (AP)—Inventor-industrialist Gar Wood has taken the wraps off a secret ship that eventually may make ocean liners like the Queen Mary obsolete.

It's a strange looking craft with twin hulls. She knifes through the waves instead of climbing over them. The retired king of speedboat racing calls it a prototype of the express passenger liner of tomorrow.

For 28 years Wood has been designing a ship unlike anything that ever before put to sea. He talked publicly for the first time yesterday about his 120-ton experimental craft named the "Venturi."

Started During War

The ship, which cruises at 26 knots through high waves at a completely even keel without roll or pitch was started as a hush-hush job for the army air forces in 1944. The air forces had wanted an extremely mobile radio-controlled target vessel, but the war ended before the AAF secured full value from Wood's ship.

The designed re-acquired the hull from the government and went to work to develop his dream boat.

He says the basic design should permit surface vessels for the first time to compete favorably with trans-ocean airlines.

His ship, 180 feet long and 40 feet wide, looks much like a floating tunnel when you see her head-on. A broad deck connects the two hulls 22 feet above the waterline. Wood says she is unsinkable.

EAST LIVERPOOL, O.
REVIEW
Circ. D. 14,731
AUG 1 - 1949

New Twin Hull Liner Bared By Wood

DETROIT, Aug. 1 (AP)—Inventor-industrialist Gar Wood has taken the wraps off a secret ship that eventually may make ocean liners like the Queen Mary obsolete.

It's a strange looking craft with twin hulls. She knifes through the waves instead of climbing over them. The retired king of speedboat racing calls it a prototype of the express passenger liner of tomorrow.

For 28 years Mr. Wood has been designing a ship unlike anything that ever before put to sea. He talked publicly for the first time yesterday about his 120-ton experimental craft named the Venturi.

The ship, which cruises at 26 knots through high waves at a completely even keel without roll or pitch, was started as a hush-hush job for the Army Air Force in 1944. The Air Force had wanted an extremely mobile radio-controlled target vessel, but the war ended before the A.A.F. secured full value from Mr. Wood's ship.

The designer reacquired the hull from the government and went to work to develop his dream boat.

He says the basic design should permit surface vessels for the first time to compete favorably with transocean airlines.

His ship, 180 feet long and 40 feet wide, looks much like a floating tunnel when you see her head-on. A broad deck connects the two hulls 22 feet above the waterline. Mr. Wood says she is unsinkable.

MADISON (WIS.) STATE JOURNAL
MONDAY, AUGUST 1, 1949

Gar Wood, Ex-Speedboat King, Designs 'No-Roll' Ocean Ship

DETROIT —(AP)— Gar Wood, the retired speedboat king, disclosed today the design of a secret ship that may revolutionize ocean travel.

It is the 120-ton "Venturi," a seagoing vessel, that slices through the waves on twin hulls and has no roll at high speed. The "Venturi" is unlike anything that has ever been seen on the water.

Wood calls it the prototype, or model, of the express passenger liner of tomorrow. The industrialist inventor spent 28 years developing the design.

The ship now is being fitted out as a yacht. Wood expects it to be completed in about four months. It already has made test runs in the roughest weather. Wood said it has not been possible to make the ship roll, pitch, or yaw at any speed.

A broad deck connects the two hulls about 22 feet above the waterline. Cabins are built atop this deck.

GAR WOOD

NEWPORT NEWS, VA.
PRESS
Circ. D. 16,291 - S. 30,715
AUG 1 - 1949

Gar Wood Says Secret Ship To Revolutionize Sea Travel

Detroit, July 31—(AP)—Gar Wood, the retired speedboat king, disclosed today the design of a secret ship that may revolutionize ocean travel.

It is the 120-ton "Venturi," a seagoing vessel, that slices through the waves of twin hulls and has no roll at high speed. The "Venturi" is unlike anything that has ever been seen on the water.

Wood calls it the prototype, or model, of the express passenger liner of tomorrow. The industrialist inventor spent 28 years developing the design at an expenditure of $600,000.

The basic design of the odd-looking craft, Wood said, will permit surface vessels to compete favorably with trans-ocean airlines.

The ship, named the "Venturi" now is being fitted out as a yacht at Wood's private 112-acre island estate below Miami Beach, Fla. Wood expects it to be completed in about four months. The "Venturi" already has made test runs in the roughest weather. Wood said it has not been possible to make the ship roll, pitch or yaw at any speed.

The experimental craft is 188 feet long and 40 feet wide. A broad deck connects the two hulls about 22 feet above the waterline. Cabins are built atop this deck. The "Venturi," seen head-on, looks like a big, square-sided tunnel. The tunnel runs the length of the boat between the hulls. When the ship cruises at 26 knots air rushes through the tunnel and acts as a shock absorber for any up and down movement of the boat. The air cushion actually lifts the craft enough out of the water so that she draws only six inches of water at the bow and eight feet at the stern.

Tests indicate, Wood said, that a 16,000-ton ship of "Venturi" design could easily carry 4,000 passengers at a speed of 38 knots. It would require only 120,000 horsepower. He pointed out that a ship like the Queen Mary of 80,773 tons requires 200,000 horsepower to carry 1,995 passengers at 32 knots.

The "Venturi" is powered with four 1,200 horsepower diesel engines. Its cruising range is 3,000 miles.

Wood termed results of tests with the "Venturi" impressive. He plans, however, another year of study before deciding upon all details of the "Venturi."

The "Venturi" hull was launched originally in 1944 at West Palm Beach, Fla. Wood built her in secret there for the Army Air Forces. The war ended, however, before the AAF secured full value from her and Wood re-acquired the hull.

ROANOKE, VA.
WORLD-NEWS
Circ. D. 32,693
AUG 1 - 1949

Gar Wood Designs Unsinkable 'Floating Tunnel,' Ocean Liner of Tomorrow

DETROIT (AP)—Inventor-industrialist Gar Wood has taken the wraps off a secret ship that eventually may make ocean liners like the Queen Mary obsolete.

It's a strange looking craft with twin hulls. She knifes through the waves instead of climbing over them. The retired king of speedboat racing calls it a prototype of the express passenger liner of tomorrow.

For 28 years Wood has been designing a ship unlike anything that ever before put to sea. He talked publicly for the first time yesterday about his 120-ton experimental craft named the "Venturi."

The ship, which cruises at 26 knots through high waves at a completely even keel without roll or pitch was started as a hush-hush job for the Army Air Forces in 1944. The air forces had wanted an extremely mobile radio-controlled target vessel, but the war ended before the AAF secured full value from Wood's ship.

The designer re-acquired the hull from the government and went to work to develop his dream boat.

He says the basic design should permit surface vessels for the first time to compete favorably with trans-ocean airlines.

His ship, 180 feet long and 40 feet wide, looks much like a floating tunnel when you see her head-on. A broad deck connects the two hulls 22 feet above the waterline. Wood says she is unsinkable.

OGDEN, UTAH
STANDARD-EXAMINER
Circ. D. 22,414 - S. 22,717
AUG 1 1949

Wood 'Dream Boat' Braves Waves, Rides at Even Keel

DETROIT, Aug. 1 (AP)—Inventor-industrialist Gar Wood has taken the wraps off a secret ship that eventually may make ocean liners like the Queen Mary obsolete.

It's a strange looking craft with twin hulls. She knifes through the waves instead of climbing over them. The retired king of speedboat racing calls it a prototype of the express passenger liner of tomorrow.

For 28 years Wood has been designing a ship unlike anything that ever before put to sea. He talked publicly for the first time yesterday about his 120-ton experimental craft named the "Venturi."

The ship, which cruises at 26 knots through high waves at a completely even keel without roll or pitch was started as a hush-hush job for the army air forces in 1944. The air forces had wanted an extremely mobile radio-controlled target vessel, but the war ended before the AAF secured full value from Wood's ship.

The designer re-acquired the hull from the government and went to work to develop his dream boat.

He says the basic design should permit surface vessels for the first time to compete favorably with trans-ocean airlines.

His ship, 180 feet long and 40 feet wide, looks much like a floating tunnel when you see her head-on. A broad deck connects the two hulls 22 feet above the waterline. Wood says she is unsinkable.

LA CROSSE, WIS.
Tribune & Leader-Press
Circ. D. 25,031 - S. 24,791
AUG 1 - 1949

Gar Wood Unveils Secret Ship; May Revolutionize Ocean Travel

DETROIT — (AP) — Inventor industrialist Gar Wood has taken the wraps off a secret ship that eventually may make ocean liners like the Queen Mary obsolete.

It's a strange looking craft with twin hulls. She knifes through the waves instead of climbing over them. The retired king of speedboat racing calls it a prototype of the express passenger liner of tomorrow.

For 28 years Wood has been designing a ship unlike anything that ever before put to sea. He talked publicly for the first time Sunday about his 120-ton experimental craft named the "Venturi."

The ship, which cuises at 26 knots through high waves at a completely even keel without roll or pitch was started as a hush-hush job for the army air forces in 1944. The air forces had wanted an extremely mobile radio-controlled target vessel, but the war ended before the AAF secured full value from Wood's ship.

The ship, 180 feet long and 40 feet wide, looks much like a floating tunnel when you see her head-on. A broad deck connects the two hulls 22 feet above the waterline. Wood says she is unsinkable.

SACRAMENTO, CALIF.
BEE
Circ. D. 81,799
AUG 1 1949

Gar Wood Reveals New Type Ocean Vessel With Twin Hull

DETROIT, Aug. 1.—(AP)—Inventor industrialist Gar Wood has taken the wraps off a secret ship which eventually may make ocean liners like the Queen Mary obsolete.

It is a strange looking craft with twin hulls. It knifes through the waves instead of climbing over them. The retired king of speedboat racing calls it a prototype of the express passenger liner of tomorrow.

For 28 years Wood has been designing a ship unlike anything which ever put to sea. He talked publicly for the first time yesterday about his 120-ton experimental craft named Venturi.

The ship, 180 feet long and 40 feet wide, looks much like a floating tunnel when you see her head-on. A broad deck connects the two hulls 22 feet above the waterline. Wood says it is unsinkable.

SEATTLE, WASH.
POST-INTELLIGENCER
Circ. D. 164,197 - S. 273,594

Novel Type Non-Rolling Ship Mav Revolutionize Sea Travel

DETROIT, July 31.—(AP)—Gar Wood, retired speedboat king, disclosed today the design of a secret ship that may revolutionize ocean travel.

It is the 120-ton "Venturi," a seagoing vessel, that slices through the waves on twin hulls and has no roll at high speed. The "Venturi" is unlike anything ever seen on the water.

Wood calls it the prototype of the express passenger liner of tomorrow. The industrialist inventor spent 28 years developing the design at an expenditure of $600,000.

Basic design of the odd-looking craft, Wood said, will permit surface vessels to compete favorably with trans-ocean airlines.

The "Venturi" already has made test runs in the roughest weather. Wood said it has not been possible to make the ship roll, pitch or yaw at any speed.

The experimental craft is 188 feet long and 40 feet above the waterline. Cabins are built atop this deck. The "Venturi," seen head-on, looks like a big, square-sided tunnel. The tunnel runs the length of the boat between the hulls.

When the ship cruises at 26 knots air rushes through the tunnel and acts as a shock absorber for any up and down movement of the boat. The air cushion actually lifts the craft enough out of the water so that she draws only six inches of water at the bow and eight feet at the stern.

Tests indicate, Wood said, that a 16,000-ton ship of "Venturi" design could easily carry 4,000 passengers at 38 knots. It would require only 120,000 horsepower. He pointed out that a ship like the "Queen Mary" of 80,773 tons requires 200,000 horsepower to carry 1,995 passengers at 32 knots.

The "Venturi" is powered with four 1,200 horsepower diesel engines.

WILMINGTON, DEL.
NEWS
Circ. D. 19,234

AUG 1 - 1949

Gar Wood Builds Secret Ship To Revolutionize Sea Travel

DETROIT, July 31 (AP).—Gar Wood, the retired speedboat king, disclosed today the design of a secret ship that may revolutionize ocean travel. It is the 120-ton Venturi, a seagoing vessel, that slices through the waves on twin hulls and has no roll at high speed. The Venturi is unlike anything that has ever been seen on the water. Wood calls it the prototype, or model, of the express passenger liner of tomorrow. The industrialist inventor spent 28 years developing the design at an expenditure of $600,000.

The basic design of the odd-looking craft, Wood said, will permit surface vessels to compete favorably with trans-ocean airlines.

The ship now is being fitted out as a yacht at Wood's private 122-acre island estate below Miami Beach, Fla. Wood expects it to be completed in about four months. The Venturi already has made test runs in the roughest weather. Wood said it has not been possible to make the ship roll, pitch or yaw at any speed.

The experimental craft is 188 feet long and 40 feet wide. A broad deck connects the two hulls about 22 feet above the waterline. Cabins are built atop this deck. The Venturi, seen head-on, looks like a big, square-sided tunnel. The tunnel runs the length of the boat between the hulls. When the ship cruises at 26 knots air rushes through the tunnel and acts as a shock absorber for any up and down movement of the boat. The air cushion actually lifts the craft enough out of the water so that she draws only six inches of water at the bow and eight feet at the stern.

Tank tests indicate, Wood said, that a 16,000-ton ship of Venturi design could easily carry 4,000 passengers at a speed of 38 knots. It would require only 120,000 horsepower. He pointed out that a ship like the Queen Mary of 80,773 tons requires 200,000 horsepower to carry 1,995 passengers at 32 knots.

The Venturi is powered with four 1,200 horsepower diesel engines. Its cruising range is 3,000 miles.

Wood termed results of tests with the Venturi as impressive. He plans, however, another year of study before deciding upon all details of the Venturi.

The hull was launched originally in 1944 at West Palm Beach, Fla. Wood built her in secret there for the Air Force. The war ended, however, before the Air Force secured full value from her and Wood reacquired the hull.

ALLENTOWN, PA.
CALL
Circ. D. 55,556

AUG 1 - 1949

Gar Wood Bares Design of Secret Ship Which May Revolutionize Ocean Travel

Detroit, (AP)— Gar Wood, the retired speedboat king, disclosed yesterday the design of a secret ship that may revolutionize ocean travel.

It is the 120 - ton "Venturi," a seagoing vessel, that slices through the waves on twin hulls and has no roll at high speed. The "Venturi" is unlike anything that has ever been seen on the water.

Wood calls it the prototype, or model, of the express passenger liner of tomorrow. The industrialist inventor spent 28 years developing the design at an expenditure of $600,000.

Compete with Airlines

The basic design of the odd-looking craft, Wood said, will permit surface vessels to compete favorably with trans-ocean airlines.

The ship, named the "Venturi," now is being fitted out as a yacht at Wood's private 122-acre island estate below Miami Beach, Fla. Wood expects it to be completed in about four months. The "Venturi" already has made test runs in the roughest weather. Wood said it has not been possible to make the ship roll, pitch or yaw at any speed.

The experimental craft is 188 feet long and 40 feet wide. A broad deck connects the two hulls about 22 feet above the waterline. Cabins are built atop this deck. The "Venturi," seen head-on, looks like a big, square-sided tunnel. The tunnel runs the length of the boat between the hulls. When the ship cruises at 25 knots air rushes through the tunnel and acts as a shock absorber for any up and down movement of the boat. The air cushion actually lifts the craft enough out of the water so that she draws only six inches of water at the bow and eight feet at the stern.

Tank tests indicate, Wood said, that a 16,000-ton ship of "Venturi" design could easily carry 4,000 passengers at a speed of 38 knots. It would require only 120,000 horsepower. He pointed out that a ship like the "Queen Mary" of 80,773 tons requires 200,000 horsepower to carry 1,995 passengers at 32 knots.

The "Venturi" is powered with four 1,200-horsepower diesel engines. Its crusing range is 3,000 miles.

Results Impressive

Wood termed results of tests with the "Venturi" as impressive. He plans, however, another year of study before deciding upon all details of the "Venturi."

The "Venturi" hull was launched originally in 1944 at West Palm Beach, Fla. Wood built her in secret there for the army air forces. The war ended, however, before the AAF secured full value from her and Wood re-acquired the hull.

MASSILLON, OHIO
INDEPENDENT
Circ. D. 12,454

AUG 1 - 1949

—SECRET CRAFT IS UNVEILED—

New Ship Design May Make Liners Obsolete

DETROIT. (AP)—Inventor-industrialist Gar Wood has taken the wraps off a secret ship that eventually may make ocean liners like the Queen Mary obsolete.

It's a strange looking craft with twin hulls. She knifes through the waves instead of climbing over them. The retired king of speedboat racing calls it a prototype of the express passenger liner of tomorrow.

For 28 years Wood has been designing a ship unlike anything that was ever before put to sea. He talked publicly for the first time yesterday about his 120-ton experimental craft named the "Venturi."

* * *

THE SHIP, which cruises at 26 knots through high waves at a completely even keel without roll or pitch was started as a hush-hush job for the army air forces in 1944. The air forces had wanted an extremely mobile radio-controlled target vessel but the war ended before the AAF secured full value from Wood's ship.

The designer re-acquired the hull from the government and went to work to develop his dream boat.

He said the basic designs should permit surface vessels for the first time to compete favorably with trans-ocean airlines.

SPRINGFIELD, OHIO
NEWS
Circ. D. 25,055

AUG 1 - 1949

Gar Wood Takes Wraps Off New Secret Ship

DETROIT, Aug. 1.—(AP)—Inventor-industrialist Gar Wood has taken the wraps off a secret ship that eventually may make ocean liners like the Queen Mary obsolete.

It's a strange looking craft with twin hulls. She knifes through the waves instead of climbing over them. The retired king of speedboat racing calls it a prototype of the express passenger liner of tomorrow.

For 28 years Wood has been designing a ship unlike anything that ever before put to sea. He talked publicly for the first time yesterday about his 120-ton experimental craft named the "Venturi."

The ship, which cruises at 26 knots through high waves at a completely even keel without roll or pitch was started as a hush-hush job for the Army Air Forces in 1944. The Air Forces had wanted an extremely mobile radio-controlled target vessel, but the war ended before the AAF secured full value from Wood's ship.

The designer re-acquired the hull from the government and went to work to develop his dream boat.

He says the basic design should permit surface vessels for the first time to compete favorably with trans-ocean airliners.

His ship, 180 feet long and 40 feet wide, looks much like a floating tunnel when you see her head-on. A broad deck connects the two hulls 22 feet above the waterline. Wood says she is unsinkable.

LANCASTER, PA.
NEW ERA
Circ. D. 36,741

AUG 1 - 1949

Gar Wood Unveils Secret Ship Which He Says Will Rival Planes

DETROIT, Aug. 1 —(AP)— Inventor-Industrialist Gar Wood has taken the wraps off a secret ship that eventually may make ocean liners like the Queen Mary obsolete.

It's a strange looking craft with twin hulls. She knifes through the waves instead of climbing over them. The retired king of speedboat racing calls it a prototype of the express passenger liner of tomorrow.

For 28 years Wood has been designing a ship unlike anything that ever before put to sea. He talked publicly for the first time yesterday about his 120-ton experimental craft named the "Venturi."

THE SHIP, which cruises at 26 knots through high waves at a completely even keel without roll or pitch was started as a hush-hush job for the Army Air Forces in 1944. The Air Forces had wanted an extremely mobile radio-controlled target vessel, but the war ended before the AAF secured full value from Wood's ship.

The designer re-acquired the hull from the government and went to work to develop his dream boat.

HE SAYS the basic design should permit surface vessels for the first time to compete favorably with trans-ocean airlines.

His ship, 180 feet long and 40 feet wide, looks much like a floating tunnel when you see her head-on. A broad deck connects the two hulls 22 feet above the waterline. Wood says she is unsinkable.

AP Photo

Two Views of Gar Wood's Ship

Gar Wood reveals his new high-speed twin-hulled ship at his estate, Fisher's Island, Fla. The ship is shown here in side and stern views.

READING, PA.
EAGLE
Circ. D. 44,765 - S. 40,139

Gar Wood Designs New Type Ship for Trans-Ocean Travel

Detroit, Aug. 1 (AP) — Inventor-industrialist Gar Wood has taken the wraps off a secret ship that eventually may make ocean liners like the Queen Mary obsolete.

It's a strange looking craft with twin hulls. She knives through the waves instead of climbing over them. The retired king of speedboat racing calls it a prototype of the express passenger liner of tomorrow.

For 28 years Wood has been designing a ship unlike anything that ever before put to sea. He talked publicly for the first time yesterday about his 120-ton experimental craft named the "Venturi."

The ship, which cruises at 26 knots through high waves at a completely even keel without roll or pitch was started as a hush-hush job for the Army Air Forces in 1944. The air forces had wanted an extremely mobile radio-controlled target vessel, but the war ended before the AAF secured full value from Wood's ship.

The designer reacquired the hull from the government and went to work to develop his dream boat.

He says the basic design should permit surface vessels for the first time to compete favorably with trans-ocean airlines.

His ship, 180 feet long and 40 feet wide, looks much like a floating tunnel when you see her head-on. A broad deck connects the two hulls 22 feet above the waterline. Wood says she is unsinkable.

TOWANDA, PA.
REVIEW
Circ. D. 6,774

AUG 1 - 1949

Gar Wood Discloses His Design for Secret Ship

Detroit, July 31. —(AP)— Gar Wood, the retired speedboat king, disclosed today the design of a secret ship that may revolutionize ocean travel.

It is the 120-ton "Venturi", a sea-going vessel, that slices through th ewaves on twin hulls and has no roll at high speed. The "Venturi" is unlike anything that has ever been seen on the water.

Wood calls it the prototype, or model, of the express passenger liner of tomorrow. The industrialist inventor spent 28 years developing the design at an expenditure of $600,000.

The basic design of the odd-looking craft Wood said, will permit surface vessels to compete favorably with trans-ocean airlines.

The ship, named the "Venturi", now is being fitted out as a yacht at Wood's private 122-acre island estate below Miami Beach, Fla. Wood expects it to be completed in about four months. The "Venturi", already has made test runs in the roughest weather. Wood said it has not been possible to make the ship roll, pitch or yaw at any speed.

The experimental craft is 188 feet long and 40 feet wide. A broad deck connects the two hulls about 22 feet above the waterline. Cabins are built atop this deck. The 'Venturi", seen head-on, looks like a big, square-sided tunnel. The tunnel runs the length of the boat between the hulls. When the ship cruises at 26 knots air rushes through the tunnel and acts as a shock absorber for any up and down movement of the boat. The air cushion actually lifts the craft enough out of the water so that she draws only six inches of water at the bow and eight feet at the stern.

AMARILLO, TEX. GLOBE
AUG. 1, 1949 — A-18

GAR WOOD'S DREAM BOAT MAY REPLACE BIG LINERS

DETROIT, Aug. 1 (AP)—Inventor-industrialist Gar Wood has taken the wraps off a secret ship that eventually may make ocean liners like the Queen Mary obsolete.

It's a strange looking craft with twin hulls. She knifes through the waves instead of climbing over them. The retired king of speedboat racing calls it a prototype of the express passenger liner of tomorrow.

For 28 years Wood has been designing a ship unlike anything that ever before put to sea. He talked publicly for the first time yesterday about his 120-ton experimental craft named the "Venturi."

The ship, which cruises at 26 knots through high waves at a completely even keel without roll or pitch was started as a hush-hush job for the Army Air Forces in 1944. The Air Forces had wanted an extremely mobile radio-controlled target vessel, but the war ended before the AAF secured full value from Wood's ship.

The designer re-acquired the hull from the government and went to work to develop his boat.

He says the basic design should permit surface vessels for the first time to compete favorably with transocean airlines.

His ship, 180 feet long and 40 feet wide, looks much like a floating tunnel when you see her head-on. A broad deck connects the two hulls 22 feet above the waterline. Wood says she is unsinkable.

PROVIDENCE, R. I.
JOURNAL
Circ. D. 46,838 - S. 160,087

AUG 1 - 1949

New Ship Is Designed by Gar Wood, May Revolutionize Ocean Travel

Retired Speedboat King Says That Vessel Slices Through Waves on Twin Hulls and Has No Roll; Sees It as Competitor With Airlines

Detroit, July 31. —(AP)— Gar Wood, the retired speedboat king, disclosed today the design of a secret ship that may revolutionize ocean travel.

It is the 120-ton "Venturi," a seagoing vessel, that slices through the waves on twin hulls and has no roll at high speed. The "Venturi" is unlike anything that has ever been seen on the water.

Wood calls it the prototype, or model, of the express passenger liner of tomorrow. The industrialist inventor spent 28 years developing the design at an expenditure of $600,000.

The basic design of the odd-looking craft, Wood said, will permit surface vessels to compete favorably with transocean airlines.

The ship now is being fitted out as a yacht at Wood's private 122-acre island estate below Miami Beach, Fla. Wood expects it to be completed in about four months.

The "Venturi" already has made test runs in the roughest weather. Wood said it has not been possible to make the ship roll, pitch or yaw at any speed.

The experimental craft is 188 feet long and 40 feet wide. A broad deck connects the two hulls about 22 feet above the waterline. Cabins are built atop this deck. The "Venturi," seen head-on looks like a big square-sided tunnel. The tunnel runs the length of the boat between the hulls. When the ship cruises at 26 knots air rushes through the tunnel and acts as a shock absorber for any up and down movement of the boat. The air cushion actually lifts the craft enough out of the water so that she draws only six inches of water at the bow and eight feet at the stern.

Tank tests indicate, Wood said, that a 16,000-ton ship of "Venturi" design could easily carry 4000 passengers at a speed of 38 knots. It would require only 120,000 horsepower. He pointed out that a ship like the "Queen Mary" of 80,773 tons requires 200,000 horsepower to carry 1995 passengers at 32 knots.

The "Venturi" is powered with four 1200 horsepower diesel engines. Its cruising range is 3000 miles.

BEAUMONT, TEX. JOURNAL
AUG. 1, 1949 — A-18

Gar Wood Unveils Radical New Version Of Future Ocean Ship

DETROIT, Aug. 1 (AP)—Inventor-industrialist Gar Wood has taken the wraps off a secret ship that eventually may make ocean liners like the Queen Mary obsolete.

It's a strange looking craft with twin hulls. She knifes through the waves instead of climbing over them. The retired king of speed-boat racing calls it a prototype of the express passenger liner of tomorrow.

For 28 years Wood has been designing a ship unlike anything that ever before put to sea. He talked publicly for the first time yesterday about his 120-ton experimental craft named the "Venturi."

The ship, which cruises at 26 knots through high waves at a completely even keel without roll or pitch was started as a hugh-hush job for the army air forces in 1944. The air forces had wanted an extremely mobile radio-controlled target vessel, but the war ended before the AAF secured full value from Wood's ship.

The designer re-acquired the hull from the government and went to work to develop his dream boat.

He says the basic design should permit surface vessels for the first time to compete favorably with trans-ocean airlines.

His ship, 180 feet long and 40 feet wide, looks much like a floating tunnel when you see her head-on. A broad deck connects the two hulls 22 feet above the waterline. Wood says she is unsinkable.

FORT SMITH, ARK. TIMES RECORD
AUG. 1, 1949 A-11

Speedboat King Building Yacht Model

Reveal Revolutionary New Ship Design

Detroit.-(AP)-Gar Wood, the retired speedboat king, disclosed Sunday the design of a secret ship that may revolutionize ocean travel.

★ ★ ★

It is the 120-ton "Venturi," a sea-going vessel, that slices through the waves on twin hulls and has no roll at high speed. The "Venturi" is unlike anything that has ever been seen on the water.

Wood calls it the prototype, or model, of the express passenger liner of tomorrow. The industrialist inventor spent 28 years developing the design at an expenditure of $600,000.

The basic design of the odd-looking craft, Wood said, will permit surface vessels to compete favorably with trans-ocean airlines.

The ship now is being fitted out as a yacht at Woods' private 122-acre island estate below Miami Beach, Fla. Wood expects it to be completed in about four months.

The Venturi already has made test runs in the roughest weather. Wood said it has not been possible to make the ship roll, pitch or yaw at any speed.

THE EXPERIMENTAL CRAFT is 188 feet long and 40 feet wide. A broad deck connects the two hulls about 22 feet above the waterline. Cabins are built atop this deck. The "Venturi," seen head-on looks like a big square-sided tunnel. The tunnel runs the length of the boat between the hulls.

When the ship cruises at 26 knots air rushes through the tunnel and acts as a shock absorber for any up and down movement of the boat. The air cushion actually lifts the craft enough out of the water so that she draws only six inches of water at the bow and eight feet at the stern.

Tank tests indicate, Wood said, that a 16,000 ton ship of "Venturi" design could easily carry 4,000 passengers at a speed of 38 knots. It would require only 120.000 horsepower. He pointed out that a ship like the "Queen Mary" of 80,773 tons requires 200.000 horsepower to carry 1,995 passengers at 32 knots.

The "Venturi" is powered with four 1,200 horsepower diesel engines. Its cruising range is 3,000 miles.

Phoenix, Ariz.
Republic
(Cir. 62,799)
1 1949

Gar Wood Designs High Speed Ship Without Roll

DETROIT, July 31—(AP)—Gar Wood, the retired speedboat king, disclosed Sunday the design of a secret ship that may revolutionize ocean travel.

It is the 120-ton Venturi, a seagoing vessel, that slices through the waves on twin hulls and has no roll at high speed. The Venturi is unlike anything that has ever been seen on the water.

WOOD CALLS it the prototype, or model, of the express passanger liner of tomorrow. The industrialist inventor spent 28 years developing the design at an expenditure of $600,000.

The basic design of the odd-looking craft, Wood said, will permit surface vessels to compete favorably with trans-ocean air lines.

The ship, named the Venturi, now is being fitted out as a yacht at Wood's private 122-acre island estate below Miami Beach, Fla. Wood expects it to be completed in about four months. The Venturi already has made test runs in the roughest weather. Wood said it has not been possible to make the ship roll, pitch, or yaw at any speed.

THE EXPERIMENTAL craft is 188 feet long and 40 feet wide. A broad deck connects the two hulls about 22 feet above the waterline. Cabins are built atop this deck. The Venturi, seen head-on looks like a big, square-sided tunnel. The tunnel runs the length of the boat between the hulls. When the ship cruises at 26 knots air rushes through the tunnel and acts as a shock absorber for any up and down movement of the boat. The air cushion actually lifts the craft enough out of the water so that she draws only six inches of water at the bow and eight feet at the stern.

Tank tests indicate, Wood said, that a 16,000 ton ship of venturi design could easily carry 4,000 passengers at a speed of 38 knots. It would require only 120,000 horsepower. He pointed out that a ship like the Queen Mary of 80,773 tons requires 200,000 horsepower to carry 1,995 passengers at 32 knots.

THE VENTURI is powered with four 1,200 horsepower diesel engines. Its cruising range is 3,000 miles.

Wood termed results of tests with the Venturi as impressive. He plans, however, another year of study before deciding upon all details of the Venturi.

The Venturi hull was launched originally in 1944 at West Palm Beach, Fla. Wood built her in secret there for the army air forces. The war ended, however, before the army air force secured full value from her and Wood re-acquired the hull.

LITTLE ROCK, ARK.
GAZETTE
Circ. D. 87,809 - S. 99,790
AUG 1 1949

Ex-Speed Boat King Designs Revolutionary Roll-less Ship

Detroit, July 31 (AP).—Gar Wood, the retired speedboat king disclosed today the design of a secret ship that may revolutionize ocean travel. It is the 120-ton Venturi, a seagoing vessel that slices through the waves on twin hulls and has no roll at high speed.

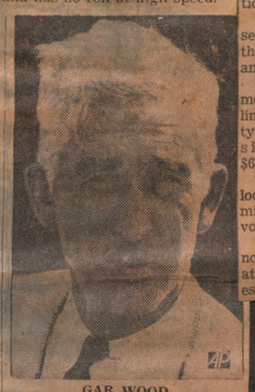
Wood calls it the model of the express passenger liner of tomorrow. The industrialist inventor spent 28 years developing the design at an expenditure of $600,000.

The basic design, Wood said, will permit surface vessels to compete favorably with trans-ocean airlines.

The ship is being fitted out as a yacht at Woods' 122-acre island estate below Miami Beach, Fla. Wood expects it to be completed in about four months. The Venturi already has made test runs in the roughest weather. Wood said it has not been possible to make the ship roll, pitch or yaw at any speed.

The craft is 188 feet long and 40 feet wide. A broad deck connects the two hulls about 22 feet above the waterline. Cabins are built atop this deck. The Venturi, seen head-on looks like a big, square-sided tunnel. The tunnel runs the length of the boat between the hulls. When the ship cruises at 26 knots air rushes through the tunnel and acts as a shock absorber for any up and down movement. The air cushion actually lifts the craft enough out of the water so that she draws only six inches of water at the bow and eight feet at the stern.

Tank tests indicate, Wood said, that a 16,000-ton ship of Venturi design could carry easily 4,000 passengers at 38 knots. It would require only 120,000 horsepower. He pointed out that a ship like the Queen Mary of 80,773 tons requires 200,000 horsepower to carry 1,995 passengers at 32 knots.



GAR WOOD
No Seasickness

The Venturi is powered with four 1,200-horsepower diesel engines. Its cruising range is 3,000 miles.

The Venturi hull was launched in 1944 at West Palm Beach, Fla. Wood built her in secret there for the Army Air Forces. The war ended before the AAF secured full value from her and Wood re-acquired the hull.

San Francisco, Cal.
Examiner
(Cir. D. 228,522 - S. 606,349)
AUG 1 - '49

Gar Wood Invents Secret Ship With No Pitch or Roll in Storm

DETROIT, July 31. — (AP) — Gar Wood, the retired speedboat king, disclosed today the design of a secret ship that may revolutionize ocean travel.

It is the 120-ton "Venturi," a seagoing vessel, that slices through the waves on twin hulls and has no roll at high speed.

Wood calls it the prototype, or model, of the express passenger liner of tomorrow. He spent twenty-eight years developing the design at an expenditure of $600,000.

The basic design of the odd looking craft, Wood said, will permit surface vessels to compete favorably with trans-ocean airlines.

The ship, named the "Venturi," now is being fitted out as a yacht at Wood's private 122-acre island estate below Miami Beach, Fla. Wood expects it to be completed in about four months. The Venturi already has made test runs in the roughest weather. Wood said it has not been possible to make the ship roll, pitch or yaw at any speed.

The experimental craft is 188 feet long and forty feet wide. A broad deck connects the two hulls about twenty-two feet above the waterline. Cabins are built atop this deck. The "Venturi," seen head-on looks like a big, square-sided tunnel. The tunnel runs the length of the boat between the hulls. When the ship cruises at 26 knots air rushes through the tunnel and acts as a shock absorber for any up and down movement of the boat. Tank tests indicate, Wood said, that a 16,000 ton ship of "Venturi" design could easily carry 4,000 passengers at a speed of 38 knots.

PUEBLO, COLO.
CHIEFTAIN
Circ. D. 11,321
AUG 1 1949

Strange New Vessel Expected To Revolutionize Ocean Travel

DETROIT, July 31—(AP)—Gar Wood, the retired speedboat king, disclosed Sunday the design of a secret ship that may revolutionize ocean travel.

It is the 120-ton "Venturi," a seagoing vessel, that slices thru the waves on twin hulls and has no roll at high speed. The "Venturi" is unlike anything that has ever been seen on the water.

Wood calls it the prototype, or model, of the express passenger liner of tomorrow. The industrialist inventor spent 28 years developing the design at an expenditure of $600,000.

The basic design of the odd-looking craft, Wood said, will permit surface vessels to compete favorably with trans-ocean airlines.

The ship now is being fitted out as a yacht at Wood's private 122-acre island estate below Miami Beach, Fla. Wood expects it to be completed in about four months. The "Venturi" already has made test runs in the roughest weather. Wood said it has not been possible to make the ship roll, pitch or yaw at any speed.

The experimental craft is 188 feet long and 40 feet wide. A broad deck connects the two hulls about 22 feet above the waterline. Cabins are built atop this deck. The "Venturi" seen head-on looks like a big, square-sided tunnel. The tunnel runs the length of the boat between the hulls. When the ship cruises at 26 knots air rushes thru the tunnel and acts as a shock absorber for any up and down movement of the boat. The air cushion actually lifts the craft enough out of the water so that she draws only six inches of water at the bow and eight feet at the stern.

COLUMBUS, OHIO
STATE JOURNAL
Circ. D. 71,950
AUG 1 - 1949

Design Of Secret Ship Unveiled; May Revolutionize Ocean Travel

Detroit, Juuly 31—(AP)—Gar Wood, the retired speedboat king, disclosed today the design of a secret ship that may revolutionize ocean travel.

It is the 120-ton "Venturi" a seagoing vessel, that slices through the waves on twin hulls and has no roll at high speed. The "Venturi" is unlike anything that has ever been seen on the water.

Wood calls it the prototype, or model, of the express passenger liner of tomorrow. The industrialist inventor spent 28 years developing the design at an expenditure of $600,000.

The basic design of the odd-looking craft, Wood said, will permit surface vessels to compete favorably with trans-ocean airlines.

The ship, named the "Ventuci," now is being fitted out as a yyacht at Wood's private 122-acre island estate below Miami Beach, Fla. Wood expects it to be completed in about four months. The "Ventuci" already has made test runs in the roughest weather. Wood said it has not been possible to make the ship roll, pitch or yaw at any speed.

The experimental craft is 188 feet long and 40 feet wide. A broad deck connects the two hulls about 22 feet above the waterline. Cabins are built atop this deck. The "Ventuci," seen head-on looks like a big, square-sided tunnel. runs the length of the boat between the hulls. When the ship cruises at 26 knots air rushes through the tunnel and acts as a shock absorber for any up and down movement of the boat. The air cushion actually lifts the craft enough out of the water so that she draws only six inches of water at the bow and eight feet at the stern.

Tank tests indicate, Wood said, that a 16,000 ton ship of "Ventuci" design could easily carry 4,000 passengers at a speed of 38 knots .It would require only 120,000 horsepower. He pointed out that a ship like the "Queen Mary" of 80,773 tons requires 200,000 horsepower to carry 1,995 passengers at 32 knots.

The Ventuci" is powered with four 1,200 horsepower Diesel engines. Its cruising range is 3,000 miles.

Wood termed results of tests with the "Ventuci" as impressive. He plans, however, another year of study before deciding upon all details of the "Ventuci."

The "Ventuci."

The "Ventuci" hull was launched originally in 1944 at West Palm Beach, Fla. Wood built her in secret there for the Army Air Forces. The war ended, however, before the AAF secured full value from her and Wood re-acquired the hull.

MERIDEN, CONN.
RECORD
Circ. D. 14,011
AUG 1 - 1949

After 28 Years' Work . . .

Gar Wood Unveils Revolutionary Ship

Twin Hulls Abolish Roll, Speed King Says; Cost Him $600,000

DETROIT, Mich., July 31—(AP)—Gar Wood, the retired speedboat king, disclosed today the design of a secret ship that may revolutionize ocean travel.

It is the 120-ton "Venturi," a seagoing vessel, that slices through the waves on twin hulls and has no roll at high speed. The "Venturi" is unlike anything that has ever been seen on the water.

Wood calls it the prototype, or model, of the express passenger liner of tomorrow. The industrialist inventor spent 28 years developing the design at an expenditure of $600,000.

NOW IN FLORIDA

The basic design of the odd-looking craft, Wood said, will permit surface vessels to compete favorably with trans-ocean airlines.

The ship now is being fitted out as a yacht at Woods' private 122-acre island estate below Miami Beach, Fla. Wood expects it to be completed in about four months.

The "Venturi" already has made test runs in the roughest weather. Wood said it has not been possible to make the ship roll, pitch or yaw at any speed.

The experimental craft is 188 feet long and 40 feet wide. A broad deck connects the two hulls about 22 feet above the waterline. Cabins are built atop this deck. The "Venturi," seen head-on, looks like a big, square-sided tunnel.

The tunnel runs the length of the boat between the hulls. When the ship cruises at 26 knots, air rushes through the tunnel and acts as a shock absorber for any up and down movement of the boat. The air cushion actually lifts the craft enough out of the water so that she draws only six inches of water at the bow and eight feet at the stern.

COULD BEAT "QUEEN"

Tank tests indicate, Wood said, that a 16,000-ton ship of "Venturi" design could easily carry 4000 passengers at a speed of 38 knots. It would require only 120,000 horsepower. He pointed out that a ship like the "Queen Mary" of 80,000 tons requires 200,000 horsepower to carry 1995 passengers at 32 knots.

The "Venturi" is powered with four 1200 horsepower Diesel engines. Its cruising range is 3000 miles.

Wod termed results of tests with the "Venturi" as impressive. He plans, however, another year of study before deciding upon all details of the "Venturi."

The "Venturi" hull was launched originally in 1944 at West Palm Beach, Fla. Wood built her in secret there for the Air Force. The war ended, however, before the AF secured full value from her and Wood reacquired the hull.

NEW BRITAIN, CONN.
HERALD
Circ. D. 22,964
1949

GAR WOOD BARES TWIN-HULL SHIP

It Knifes Through Waves—May Displace Liners

Detroit, Aug. 1 (AP) — Inventor-industrialist Gar Wood has taken the wraps off a secret ship that eventually may make ocean liners like the Queen Mary obsolete.

It's a strange looking craft with twin hulls. She knifes through the waves instead of climbing over them. The retired king of speedboat racing calls it a prototype of the express passenger liner of tomorrow.

For 28 years Wood has been designing a ship unlike anything that ever before put to sea. He talked publicly for the first time yesterday about his 120-ton experimental craft named the "Venturi."

The ship, which cruises at 26 knots through high waves at a completely even keel without roll or pitch was started as a hush-hush job for the Army Air Forces in 1944. The Air Forces had wanted an extremely mobile radio-controlled target vessel, but the war ended before the AAF secured full value from Wood's ship.

The designer re-acquired the hull from the government and went to work to develop his dream boat.

He says the basic design should permit surface vessels for the first time to compete favorably with trans-ocean airlines.

His ship, 180 feet long and 40 feet wide, looks much like a floating tunnel when you see her head-on. A broad deck connects the two hulls 22 feet above the waterline. Wood says she is unsinkable.

WATERBURY, CONN.
REPUBLICAN
Circ. D. 19,247 - S. 36,636
AUG 1 - 1949

Gar Wood Designs New Ship Which Rides On Twin Hulls

Detroit, July 31—(AP)—Gar Wood, the retired speedboat king, disclosed today the design of a secret ship that may revolutionize ocean travel.

It is the 120-ton "Venturi," a seagoing vessel, that slices through the waves on twin hulls and has no roll at high speed. The "Venturi" is unlike anything that has ever been seen on the water.

Wood calls it the prototype, or model, of the express passenger liner of tomorrow. The industrialist inventor spent 28 years developing the design at an expenditure of $600,000.

The basic design of the odd-looking craft, Wood said, will permit surface vessels to compete favorably with trans-ocean airlines.

The ship now is being fitted out as a yacht at Wood's private 122-acre island estate below Miami Beach, Fla. Wood expects it to be completed in about four months.

The "Venturi" already has made test runs in the roughest weather. Wood said it has not been possible to make the ship roll, pitch or yaw at any speed.

The experimental craft is 188 feet long and 40 feet wide. A broad deck connect the two hulls about 22 feet above the waterline. Cabins are built atop this deck. The "Venturi," seen head-on looks like a big, square-sided tunnel. The tunnel runs the length of the boat between the hulls. When the ship cruises at 26 knots air rushes through the tunnel and acts as a shock absorber for any up and down movement of the boat. The air cushion actually lifts the craft enough out of the water so that she draws only six inches of water at the bow and eight feet at the stern.

Tank tests indicate, Wood said, that a 16,000 ton ship of "Venturi" design could easily carry 4,000 passengers at a speed of 38 knots. It would require only 120,000 horsepower. He pointed out that a ship like the "Queen Mary" of 80,773 tons requires 200,000 horsepower to carry 1,995 passengers at 32 knots.

The "Venturi" is powered with four 1,200 horsepower diesel engines. Its cruising range is 3,000 miles.

Wood termed results of tests with the "Venturi" as impressive. He plans, however, another year of study before deciding upon all details of the "Venturi."

The "Venturi" hull was launched originally in 1944 at West Palm Beach, Fla. Wood built her in secret there for the Army Air Forces. The war ended, however, before the AAF secured full value from her and Wood re-acquired the hull.

COLUMBUS, OHIO
DISPATCH
Circ. D. 150,599 - S. 194,862
AUG 1 - 1949

Gar Wood's Secret Ship May Make Ocean Liners Obsolete

(Picture on Page 1-B)

DETROIT, AUG. 1—(AP)—Inventor-Industrialist Gar Wood has taken the wraps off a secret ship that eventually may make ocean liners like the Queen Mary obsolete.

It's a strange looking craft with twin hulls. She knifes through the waves instead of climbing over them. The retired king of speedboat racing calls it a prototype of the express passenger liner of tomorrow.

For 28 years, Wood has been designing a ship unlike anything that ever before put to sea. He talked publicly for the first time yesterday about his 120-ton experimental craft named the "Venturi."

The ship, which cruises at 26 knots through high waves at a completely even keel without roll or pitch, was started as a hush-hush job for the Army Air Forces in 1944. The Air Forces had wanted an extremely mobile radio-controlled target vessel, but the war ended before the AAF secured full value from Wood's ship.

The designer re-acquired the hull from the government and went to work to develop his dream boat.

He says the basic design should permit surface vessels for the first time to compete favorably with trans-ocean airlines.

His ship, 180 feet long and 40 feet wide, looks much like a floating tunnel when you see her head-on. A broad deck connects the two hulls 22 feet above the waterline. Wood says she is unsinkable.

LOGAN, OHIO
NEWS
Circ. D. 3,689
AUG 2 1949

Inventor Bares Revolutionary Ship Design

DETROIT, Aug. 2—(AP)—Inventor-industrialist Gar Wood has taken the wraps off a secret ship that eventually may make ocean liners like the Queen Mary obsolete.

It's a strange looking craft with twin hulls. She knifes through the waves instead of climbing over them. The retired king of speedboat racing calls it a prototype of the express passenger liner of tomorrow.

For 28 years Wood has been designing a ship unlike anything that ever before put to sea. He talked publicly for the first time yesterday about his 120-ton experimental craft named the "Venturi."

The ship, which cruises at 26 knots through high waves at a completely even keel without roll or pitch was started as a hush-hush job for the Army Air Forces in 1944. The Air Forces had wanted an extremely mobile radio-controlled target vessel, but the war ended before the AAF secured full value from Wood's ship.