CLAIMS:

1. A marine vessel (10) comprising:

a bow section (14), a stern section (15) and a centreline (20); and

a planing hull (11) extending between a hull bow (25) in the bow section (14) and a hull stern (26) in the stern section (15), the planing hull (11) comprising:

a vee bottom section (30) extending along the centreline (20) from the stern section (15) to the bow section (14), the vee bottom section (30) being V-shaped and forming a keel (31) of the marine vessel (10); and

a pair of retainer walls (40, 41) extending from the stern section (15) towards the bow section (14) along either side of the vee bottom section (30), wherein, in at least the stern section (15) each retainer wall (40, 41) extends downwardly parallel to, or at an acute angle to, the centreline (20) and the lowermost edges of the retainer walls (40, 41) rise away from the keel (31) from the hull stern (26) by the lowermost edges having a greater longitudinal angle (δ) than the keel (31), the longitudinal angle (δ) being the angle relative to the horizontal plane and a keel line (29), the keel line (29) extending along and projected from the keel (31);

wherein the vee bottom section (30) is configured to, as the marine vessel travels across water, direct water outwardly from the centreline (20) towards the retainer walls (40, 41) and the retainer walls (40, 41) are configured to direct said outwardly directed water aft relative to the hull (11) and retain said aft directed water between the retainer walls (40, 41) and vee bottom section (30) in at least the stern section (15) for providing lift to the marine vessel (10).

2. A marine vessel (10) as claimed in claim 1 wherein the retainer walls (40, 41) extend parallel to the centreline (20) and/or keel (31) in the stern section (15).

3. A marine vessel (10) as claimed in claim 1 or claim 2 wherein the retainer walls (40, 41) are configured to, towards the hull stern (26), increase the ratio of water to air per unit of volume between the retainer walls (40, 41) and the vee bottom section (30).

4. A marine vessel (10) as claimed in any one of the preceding claims wherein the keel (31) is lower than the retainer walls (40, 41).

5. A marine vessel (10) as claimed any one of the preceding claims wherein the vee bottom section (30) comprises a pair of lower main sections (32, 33) each extending outwardly from each side of the centreline (20) along a lower main section width A, the retainer walls

(40, 41) extend along a retainer wall height B and the retainer wall height B is less than about 0.5A.

6. A marine vessel (10) as claimed any one of the preceding claims wherein the vee bottom section (30) extends outwardly from the centreline (20) at a vee bottom angle α relative to horizontal, which is in the range of from about 18 degrees to about 28 degrees inclusive, and/or the retainer walls extend downwardly at a retainer wall angle β relative to horizontal, which is in the range of from about 70 degrees to about 90 degrees inclusive.

7. A marine vessel (10) as claimed any one of the preceding claims wherein the retainer walls (40, 41) extend from the hull stern (26) or are separated from the hull stern (26).

8. A marine vessel (10) as claimed in any one of the preceding claims wherein the bow section (14) comprises at least one spray deflector (100, 110) for deflecting spray from rising over the bow section (14), the at least one spray deflector (100, 110) comprising a deflection surface (101, 111) extending downwardly forwards along the centreline (20) and outwards from the centreline (20).

9. A marine vessel (10) as claimed in any one of the preceding claims further comprising an upper body (12) mounted to the hull (11), optionally wherein the upper body (12) comprises a fender, deck or gunwale.

10. A marine vessel (10) as claimed in claim 8 or claim 9 wherein the keel (31) extends along a keel line (29) and the deflection surface (101, 111) extends downwardly forwards along the centreline (20) at a deflection surface angle relative to the keel line (29) in the range of from 10 degrees to 30 degrees inclusive.

11. A marine vessel (10) as claimed any one of claims 8 to 10 wherein the at least one spray deflector (100, 110) comprises an upper body spray deflector (100) comprising a deflection surface (101) formed by the upper body (12) and a deflection cavity (102) formed between the deflection surface (101) and the hull (11).

12. A marine vessel (10) as claimed in claim 11 wherein the deflection cavity (102) of the upper body spray deflector (100) is partially bounded by the upper body (12) and is formed by an upwardly extending concave recess in the upper body (12).

13. A marine vessel (10) as claimed any one of claims 8 to 12 wherein the hull (11) comprises a stem (80) and an upper edge (13) to which the upper body (12) is mounted, wherein the upper body spray deflector (100) extends from the stem (80) at least partially around the upper edge (13) of the hull (11).

14. A marine vessel (10) as claimed in any one of the preceding claims comprising outer hull sections (50, 51) extending from the stern section (15) towards the bow section (14) and along and outwardly from the retainer walls (40, 41).

15. A marine vessel (10) as claimed in claim 14 comprising outer chines (60, 61) extending from the stern section (15) towards the bow section (14) and along and outwardly from the outer hull sections (50, 51).

16. A marine vessel (10) as claimed in claim 15 comprising hull sides (70, 71) extending from the stern section (15) towards the bow section (14) and along and outwardly from the outer chines (60, 61).

17. A marine vessel (10) as claimed in any one of claims 8 to 16 wherein the at least one spray deflector (110) comprises a hull spray deflector (110) comprising a deflection surface (111) formed by the hull (11) and a deflection cavity (112) formed between the deflection surface (111) and the hull (11).

18. A marine vessel (10) as claimed in any one of claims 8 to 17 wherein the hull (11) comprises a stem (80) and the deflection surface (111) is located at the stem (80), wherein the hull (11) comprises the deflection cavity (112) in the form of a concave recess extending upwardly into the stem (80) and hull (11).

19. A method of operating a marine vessel (10) comprising:

a bow section (14), a stern section (15) and a centreline (20); and

a planing hull (11) extending between a hull bow (25) in the bow section (14) and a hull stern (26) in the stern section (15), the planing hull (11) comprising:

a vee bottom section (30) extending along the centreline (20) from the stern section (15) to the bow section (14), the vee bottom section (30) being V-shaped and forming a keel (31) of the marine vessel (10); and

a pair of retainer walls (40, 41) extending from the stern section (15) towards the bow section (14) along either side of the vee bottom section (30), wherein, in at least

the stern section (15) each retainer wall (40, 41) extends downwardly parallel to, or at an acute angle to, the centreline (20), and the lowermost edges of the retainer walls (40, 41) rise away from the keel (31) from the hull stern (26) by the lowermost edges having a greater longitudinal angle (δ) than the keel (31), the longitudinal angle (δ) being the angle relative to the horizontal plane and a keel line (29), the keel line (29) extending along and projected from the keel (31);

wherein the method comprises propelling the marine vessel (10) through water such that the vee bottom section (30) directs water outwardly from the centreline (20) towards the retainer walls (40, 41) and the retainer walls (40, 41) direct said outwardly directed water aft relative to the hull (11) and retain said aft directed water between the retainer walls (40, 41) and vee bottom section (30) in at least the stern section (15) such that lift is provided to the marine vessel (10).

20. A method as claimed in claim 19 wherein the bow section (14) comprises at least one spray deflector (100, 110), the at least one spray deflector (100, 110) comprising a deflection surface (101, 111) extending downwardly forwards along the centreline (20) and outwards from the centreline (20), wherein the method comprises propelling the marine vessel (10) through the water such that the at least one spray deflector (100, 110) deflects spray from rising over the bow section (14).