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(71) Applicant (for all designated States except US): **SAM-SUNG HEAVY IND. CO., LTD.** [KR/KR]; 530, Jangpyeong-ri, Sinhyeon-eup, Geoje-si, Gyeongsangnam-do 656-710 (KR).

(72) Inventors; and

(75) Inventors/Applicants (for US only): **HONG, Chun Beom** [KR/KR]; Hanyang Gongjak Apt. 4-708, Tanbang-dong, Seo-gu, Daejeon 302-764 (KR). **BAE, Joon Hwan** [KR/KR]; Youngrim House 301448-7, Jeonmin-dong, Yuseong-gu, Daejeon 305-810 (KR). **KIM, Ki Hyun** [KR/KR]; Expo Apt. 305-501, Jeonmin-dong, Yuseong-gu, Daejeon 305-761 (KR). **AHN,**

Sung Mok [KR/KR]; Narae Apt. 109-302, Jeonmin-dong, Yuseong-gu, Daejeon 305-729 (KR). **HWANGBO, Seung Myun** [KR/KR]; Expo Apt. 211-1704, Jeonmin-dong, Yuseong-gu, Daejeon 305-761 (KR).

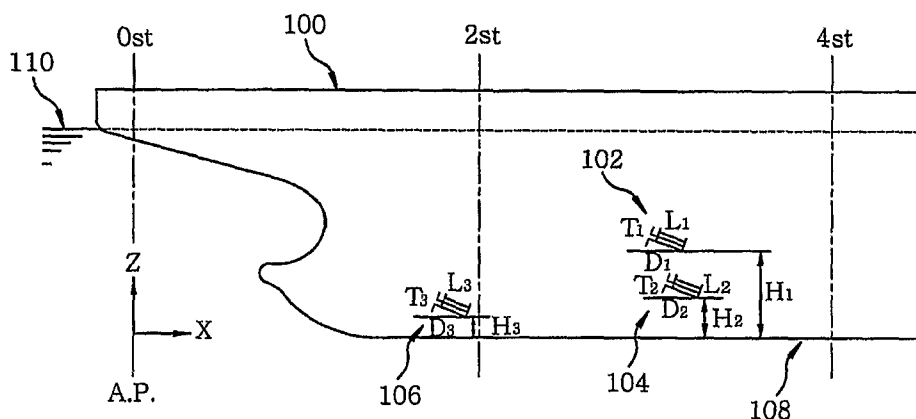
(74) Agent: **JANG, Seong Ku**; 19th Fl., Trust Tower, 275-7, Yangjae-dong, Seocho-gu, Seoul 137-130 (KR).

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(54) Title: FLOW CONTROL MECHANISM FOR IMPROVING PRESSURE RESISTANCE AND HULL VIBRATION



(57) Abstract: A flow control mechanism, for improving pressure resistance and hull vibration, includes a lower fin and an upper fin. The lower fin is disposed between a second station and a fourth station in a length direction of a ship and between 10% and 20% of a design draught from a bottom of the ship in a height direction of the ship, the lower fin being inclined at an angle of 20 to 40 degrees with respect to a design draught (or base) line. The upper fin is disposed between the second station and the fourth station in the length direction of the ship and between 30% and 60% of the design draught from the bottom of the ship in the height direction of the ship, the upper fin being inclined at an angle of 10 to 30 degrees with respect to the design draught (or base) line. Further, an additional fin is disposed between a first station and a third station in the length direction of the ship and between 5% and 20% of the design draught from the bottom of the ship in the height direction of the ship, the additional fin being inclined at an angle of 10 to 40 degrees with respect to the design draught (or base) line.

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