CLAIMS

1. An air supply system ~~(100)~~ for supplying air to an outside of a hull ~~(201)~~ of a vessel ~~(200)~~, the vessel ~~(200)~~ holding a combustion engine, the air supply system ~~(100)~~ comprising:
   - one or more air discharge units, ADUs, ~~(20)~~ for releasing compressed air to an outside of the hull ~~(201)~~ below a waterline of the vessel ~~(200)~~,
   - a first turbocharger ~~(10A)~~ and a second turbocharger ~~(10B)~~ for supplying a compressed air flow to the combustion engine of the vessel via a first flow path ~~(11A)~~, the first turbocharger ~~(10A)~~ and the second turbocharger ~~(10B)~~ each comprising a turbine ~~(T)~~ configured to be driven by an exhaust gas flow of the combustion engine and a compressor ~~(C)~~ connected to the turbine and comprising an inlet for receiving air and an outlet for providing the compressed air flow to the first flow path ~~(11A)~~, wherein the first turbocharger ~~(10A)~~ and the second turbocharger ~~(10B)~~ are arranged in series with an inlet of the compressor of the second turbocharger ~~(10B)~~ being connected to and receiving compressed air from the first flow path ~~(11A)~~ downstream of the compressor of the first turbocharger ~~(10A)~~ in the first flow path ~~(11A)~~, and
   - a first sub-path ~~(11B)~~ and a second sub-path ~~(11C)~~ branching off the first flow path ~~(11A)~~ and supplying a sub-flow of air to the ADUs ~~(20)~~, wherein the first sub-path ~~(11B)~~ branches off from the first flow path ~~(11A)~~ downstream of the first turbocharger ~~(10A)~~ and upstream of the second turbocharger ~~(10B)~~ and wherein the second sub-path ~~(11C)~~ branches off from the first flow path ~~(11A)~~ downstream of both the first turbocharger ~~(10A)~~ and the second turbocharger ~~(10B)~~.

2. The air supply system ~~(100)~~ according to claim 1, wherein the turbine ~~(T)~~ of the first turbocharger ~~(10A)~~ is arranged downstream of the turbine ~~(T)~~ of the second turbocharger ~~(10B)~~ in an exhaust gas flow from the combustion engine.

3. The air supply system ~~(100)~~ according to any one of the previous claims, wherein the second turbocharger ~~(10B)~~ is smaller than the first turbocharger ~~(10A)~~.

4. The air supply system ~~(100)~~ according to any one of the previous claims, wherein the first sub-path ~~(11B)~~ comprises a first flow control device ~~(12A)~~ for controlling the air

flow through the first sub-path ~~(11B)~~ and the second sub-path ~~(11C)~~ comprises a second flow control device ~~(12B)~~ for controlling the air flow through the second sub-path ~~(11C)~~.

5. The air supply system ~~(100)~~ according to claim 4, wherein the compressed air in the first flow path ~~(11A)~~ is scavenge air for the engine, and wherein the first flow control device ~~(12A)~~ is configured to allow a flow of compressed air through the first sub-path ~~(11B)~~ when a load of the combustion engine is above a load threshold and to prevent the flow through the first sub-path ~~(11B)~~ when the load of the combustion engine is below the load threshold.

6. The air supply system ~~(100)~~ according to any one of claims 4 or 5, wherein the compressed air in the first flow path ~~(11A)~~ is scavenge air for the engine and wherein the second flow control device ~~(12B)~~ is configured to allow a flow of compressed air through the second sub-path ~~(11C)~~ when a load of the combustion engine is below a load threshold and to prevent the flow through the second sub-path ~~(11C)~~ when the load of the combustion engine is above the load threshold.

7. The air supply system ~~(100)~~ according to any one of claims 4 to 6, wherein the first flow control device ~~(12A)~~ and/or the second flow control device ~~(12B)~~ comprises an orifice ~~(13)~~ and/or a control valve ~~(14)~~.

8. The air supply system ~~(100)~~ according to any one of the previous claims, wherein the air supply system ~~(100)~~ comprises a first air cooler ~~(15A)~~ for cooling of the compressed air flow from the first turbocharger ~~(10A)~~ and a second air cooler ~~(15B)~~ for cooling of the compressed air flow from the second turbocharger ~~(10B)~~, wherein the first air cooler ~~(15A)~~ and the second air cooler ~~(15B)~~ are arranged in the first flow path ~~(11A)~~ and wherein the first sub-path ~~(11A)~~ is connected to the first flow path ~~(11A)~~ downstream of the first air cooler ~~(15A)~~ and wherein the second sub-path ~~(11C)~~ is connected to the first flow path ~~(11A)~~ downstream of the second air cooler ~~(15B)~~.

9. The air supply system ~~(100)~~ according to claim 8, wherein the air supply system ~~(100)~~ comprises a water mist catcher ~~(16)~~ for removing condensate from the compressed air flow, wherein the water mist catcher ~~(16)~~ is arranged in the first flow path ~~(11A)~~ downstream of the second air cooler ~~(15B)~~, and wherein the first sub-path ~~(11B)~~ and

the second sub-path ~~(11C)~~ are connected to the first flow path ~~(11A)~~ upstream of the water mist catcher ~~(16)~~.

10. A vessel ~~(200)~~ comprising the air supply system according to any one of the claims 1 to 9.