What is claimed is:

1. An air lubrication system adapted to generate air bubbles on a ship bottom, comprising:

multiple air-jet orifices formed on a hull outer plate of a ship;

a chamber housing extending from an inner surface of the hull outer plate and enclosing the air-jet orifices;

a connection line from which air discharged through the air-jet orifices is supplied;

a main line extending in a different direction from an extending direction of the connection line to supply air to the chamber housing after receiving the air supplied from the connection line; and

a branch-off line connecting the main line to the chamber housing,

the branch-off line being connected to a side surface of the chamber housing,

wherein the chamber housing comprises:

a lower chamber extending from a hull bottom surface to be gradually narrowed in an upward direction;

an ejection amount regulator disposed on the lower chamber and controlling an ejection amount of air to be ejected toward the hull bottom surface; and

an upper chamber disposed on the ejection amount regulator and receiving air supplied from the branch-off line.

2. The air lubrication system according to claim 1, wherein the chamber housing comprises multiple chamber housings, the main line extends in an installation direction of the multiple chamber housings to supply air to the multiple chamber housings, and the branch-off line comprises multiple branch-off lines connected to the main line.

3. The air lubrication system according to claim 1, wherein a lower end of the main line is placed below an upper end of the chamber housing.

4. The air lubrication system according to claim 1, wherein the branch-off line and the connection line extend to have sections parallel to each other.

5. The air lubrication system according to claim 4, wherein the main line extends to have a section perpendicular to the extending direction of the connection line and an extending direction of the branch-off line.

6. The air lubrication system according to claim 1, wherein the branch-off line extends from the side surface of the chamber housing to be connected to the main line and comprises a curved section.

7. The air lubrication system according to claim 6, wherein the branch-off line is connected to a lower portion of the main line.

8. An air lubrication system for ships adapted to generate air bubbles on a ship bottom, the air lubrication system comprising:

multiple air-jet modules arranged on the ship bottom in a lateral direction of a ship and ejecting air toward the ship bottom; and

a pipe part supplying air to the air-jet modules,

wherein each of the multiple air-jet modules comprises multiple chamber housings each disposed to enclose air-jet orifices formed on a hull outer plate of the ship;

wherein the pipe part comprises:

a connection line from which air discharged through the air-jet orifices is supplied;

a main line extending in a different direction from an extending direction of the connection line to supply air to the chamber housings after receiving the air supplied from the connection line; and

branch-off lines connecting the main line to the chamber housings, the branch-off line being connected to side surfaces of the chamber housings, and

wherein each of the chamber housings comprises:

a lower chamber extending from a hull bottom surface to be gradually narrowed in an upward direction;

an ejection amount regulator disposed on the lower chamber and controlling an ejection amount of air to be ejected toward the hull bottom surface; and

an upper chamber disposed on the ejection amount regulator and receiving air supplied from the pipe part.

9. The air lubrication system according to claim 1 or 8, further comprising:

a cover plate detachably coupled to a cover insertion groove formed on the hull outer plate,

wherein the air-jet orifices are formed on the cover plate and each of the chamber housings is disposed to surround the cover plate.

10. The air lubrication system according to claim 9, wherein:

the cover plate is formed with a through-hole through which a fastening member is inserted into the cover plate to fasten the cover plate to the hull outer plate, the fastening member being inserted into the cover plate through the through-hole from an outer surface of the hull outer plate toward the inner surface thereof; and

each of the chamber housings is provided therein with a cover coupling portion into which the fastening member is inserted and secured.

11. The air lubrication system according to claim 10, wherein the cover coupling portion comprises a distance maintaining portion into which the fastening member is primarily inserted and an inner flange into which the fastening member is secondarily inserted after passing through the distance maintaining portion,

the inner flange extending from an inner wall of the chamber housing toward a center of the chamber housing.

12. The air lubrication system according to claim 11, wherein:

when the cover plate is coupled to the hull outer plate, an edge portion of the cover plate and an inner peripheral surface of the hull outer plate contact each other in some regions thereof; and

the edge portion of the cover plate and the inner peripheral surface of the hull outer plate are inclined at a predetermined inclination toward the center of the chamber housing.

13. The air lubrication system according to claim 11, wherein:

when the cover plate is coupled to the hull outer plate, an edge portion of the cover plate and an inner peripheral surface of the hull outer plate contact each other in some regions thereof; and

the inner peripheral surface of the hull outer plate comprises an inclined guide guiding the edge portion to be fastened to the hull outer plate and an edge seat curvedly extending from the inclined guide such that the edge portion is placed on the edge seat.

14. The air lubrication system according to claim 11, wherein the cover coupling portion comprises:

a cover support on which at least a portion of an upper surface of the cover plate is placed when the cover plate is coupled to the hull outer plate;

an inclined flange extending from an end portion of the cover support to an inner wall of the chamber housing; and

a coupling hole through which the fastening member is inserted into a region defined by the cover support and the inclined flange.

15. The air lubrication system according to claim 14, wherein the inclined flange is inclined at a predetermined inclination in a direction away from the center of the chamber housing.

16. The air lubrication system according to claim 8, wherein each of the air-jet modules has a space defined by a bottom constituting a hull bottom surface of the ship, and a sidewall and a ceiling constituted by partition walls for partitioning an interior of the ship.

17. The air lubrication system according to claim 8, wherein each of the air-jet modules further comprises a longitudinal reinforcing member disposed between the multiple chamber housings.

18. The air lubrication system according to claim 16, wherein each of the chamber housings further comprises:

a protruding portion protruding from the upper chamber and connected to the pipe part.

19. The air lubrication system according to claim 18, wherein each of the chamber housings is secured to the bottom by welding at a location at which the lower chamber adjoins the bottom.