example, the exhaust fan 41 is provided on the side of the floor surface of the safety gap (apparatus non-arrangement region) 23. As the exhaust fan 41, a known fan provided in an air cooled heat exchanger (ACHE) or the like can be used, but unlike the case of the ACHE, a tube in which a fluid to be cooled flows is not arranged on the side of the upper or lower surface of the exhaust fan 41.

[0026]

Figs. 3 and 4 are enlarged side and plan views of the periphery of the region where the exhaust fan 41 is installed. As shown in Fig. 3, in the FLNG 1 of the present example, the module 21 is installed on a deck which is the upper surface of the hull 10 with a column base 102 interposed therebetween. A plate deck 101 forming the floor surfaces of the module 21 and the safety gap 23 is provided at a height position corresponding to the vicinity of the upper end part of the column base 102.

[0027]

A recessed part 421 is formed in the plate deck 101 located in the safety gap 23. The recessed part 421 is an exhaust fan installation region 4 in which a plurality of exhaust fans 41 are housed. In the recessed part 421 shown in Fig. 4, two rows of exhaust fans including five exhaust fans 41 are arranged side by side from the side of the pipe rack 22 toward the side of the ship edge of the hull 10.

In the present technique, a constitution is adopted, in which the exhaust fan 41 is provided on the upstream side of the flow, and the gas of the combustible substances is pushed out and discharged. A comparison is made between the case where the constitution is adopted and the case where, for example, the exhaust fan 41 is provided at a gas discharge position to suck and exhaust the gas of the combustible substances.

In the suction-exhaust, a motor of the exhaust fan 41, which is an ignition source, is located in the gas discharge region, so that the motor increases the possibility of occurrence of fire and explosion, and the exhaust fan 41 further increases the congestion degree in the gas discharge region, which also increases the influence of the blast pressure. From this result, it can be said that extrusion-exhaust are safer than the suction-exhaust. Furthermore, for the purpose of the exhaust, it is more efficient to discharge the gas to the wide gas discharge region 40 than to suck the gas into the narrow space, i.e., the exhaust fan 41.

[0039]

In the example in which the safety gap 23 is the gas discharge region 40, it is not necessary to provide a wall-shaped structure for holding the exhaust fan 41 on the side of the upper surface or ship edge of the safety gap 23,