CLAIMS

1. A ship desulfurization device for desulfurizing exhaust gas discharged from an exhaust gas generation device mounted to a ship, the ship desulfurization device comprising:

an absorber including an absorber body unit defining an interior space having a longitudinal direction and having an exhaust gas introducing port formed on an end portion of the absorber body unit with respect to the longitudinal direction, the exhaust gas introducing port being in communication with the interior space;

an exhaust gas introducing device for introducing exhaust gas discharged from the exhaust gas generation device to the absorber body unit;

a spraying device capable of spraying a cleaning liquid over exhaust gas flowing through the interior space; and

a packing material vertically packed in a packed layer provided in the interior space and configured to bring the cleaning liquid into gas-liquid contact with exhaust gas passing through the packed layer, wherein

the absorber body unit includes a pair of wall surfaces extending parallel and apart from to each other along a width direction of the ship,

the packing material includes a plurality of regular packing materials, the plurality of regular packing materials being disposed side by side from one wall surface of the pair of wall surfaces to other wall surface of the pair of wall surfaces along the width direction of the ship, and

when L is a maximum length of the interior space of the absorber body unit with respect to the longitudinal direction, and W is a maximum width of the interior space of the absorber body unit with respect to a lateral direction that is orthogonal to the longitudinal direction, a ratio (W:L) of the maximum width W to the maximum length L is within a range of 1:X, where $1.1 < X \leq 6.0$.

2. The ship desulfurization device according to claim 1, wherein

the absorber body unit is configured such that exhaust gas flows from a lower side toward an upper side in a vertical direction, and

the spraying device is configured to inject the cleaning liquid upward.

3. The ship desulfurization device according to claim 1 or 2, wherein

a spacing between the packed layer and the spraying device is not less than 2 m.

4. A ship desulfurization device for desulfurizing exhaust gas discharged from an exhaust gas generation device mounted to a ship, the ship desulfurization device comprising:

an absorber including an absorber body unit defining an interior space having a longitudinal direction and having an exhaust gas introducing port formed on an end portion of the absorber body unit with respect to the longitudinal direction, the exhaust gas introducing port being in communication with the interior space;

an exhaust gas introducing device for introducing exhaust gas discharged from the exhaust gas generation device to the absorber body unit;

a spraying device capable of spraying a cleaning liquid over exhaust gas flowing through the interior space; and

a packing material vertically packed in a packed layer provided in the interior space and configured to bring the cleaning liquid into gas-liquid contact with exhaust gas passing through the packed layer, wherein

an anticorrosion layer is formed on at least a part of a wall surface defining the interior space of the absorber body unit, the part being other than a part of the wall surface partitioning the packed layer,

the anticorrosion layer is not formed on the part of the wall surface partitioning the packed layer of the absorber body unit, and

when L is a maximum length of the interior space of the absorber body unit with respect to the longitudinal direction, and W is a maximum width of the interior space of the absorber body unit with respect to a lateral direction that is orthogonal to the longitudinal direction, a ratio (W:L) of the maximum width W to the maximum length L is within a range of 1:X, where $1.1 < X \leq 6.0$.

5. A ship comprising the ship desulfurization device according to any one of claims 1 to 4 mounted therein.