What is claimed is:

1. An air lubrication system comprising:

a speed governor connected to a main propulsion shaft connected to a main engine of a ship, the speed governor changing rpm of the main propulsion shaft and outputting the changed rpm;

at least one air compressor connected to the speed governor and rotated at the rpm output from the speed governor to supply compressed air through compression of air;

an air ejector disposed on a bow of the ship and discharging the compressed air supplied from the at least one air compressor to an outside of the ship; and

an air delivery pipe through which the compressed air supplied from the at least one air compressor is delivered to the air ejector,

wherein the air ejector is provided with an emergency stop valve to stop delivery of air to the air ejector in an emergency.

2. The air lubrication system according to claim 1, wherein the speed governor comprises at least one gear train adapted to change the rpm of the main propulsion shaft.

3. The air lubrication system according to claim 2, wherein the speed governor further comprises a clutch adapted to block output of the changed rpm.

4. The air lubrication system according to claim 1, further comprising:

at least one control valve disposed on the at least one air compressor and regulating an air supply pressure of the at least one air compressor.

5. The air lubrication system according to claim 1, further comprising:

a temperature regulator disposed on the air delivery pipe and regulating a temperature of the compressed air supplied from the at least one air compressor.

6. An air lubrication system comprising:

a speed governor connected to a main propulsion shaft connected to a main engine of a ship, the speed governor changing rpm of the main propulsion shaft and outputting the changed rpm;

at least one rotary compressor connected to the speed governor and rotated at the rpm output from the speed governor to supply compressed air through compression of air;

at least one electrically driven compressor driven by electricity supplied from a power generation engine of the ship;

an air ejector disposed on a bow of the ship and discharging the compressed air supplied from the at least one rotary compressor and the at least one electrically driven compressor to an outside of the ship; and

an air delivery pipe through which the compressed air supplied from the at least one rotary compressor and the at least one electrically driven compressor is delivered to the air ejector,

wherein the air ejector is provided with an emergency stop valve to stop delivery of air to the air ejector in an emergency.

7. The air lubrication system according to claim 6, wherein the air delivery pipe allows the compressed air supplied from the at least one rotary compressor to be joined with the compressed air supplied from the at least one electrically driven compressor before the compressed air is delivered to the air ejector.

8. The air lubrication system according to claim 6, wherein the at least one electrically driven compressor comprises a third air compressor and a fourth air compressor disposed at a stern of a hull, the air lubrication system further comprising: a starter controlling current or voltage supplied to the third air compressor and the fourth air compressor.