to a ship while allowing uniform supply of air towards a surface of a ship bottom in various navigation conditions such as hull rolling.

[0013a] According to a first aspect of the present disclosure, there is provided 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.

[0013b] According to a second aspect of the present disclosure, there is provided 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.

[0014] In embodiments of the present disclosure, an air lubrication system for ships adapted to generate air bubbles on a ship bottom includes: an air-jet module ejecting air toward the ship bottom; and a pipe part supplying air to the air-jet module, wherein the air-jet module is arranged in plural on the ship bottom in a lateral direction of a ship and each of the multiple air-jet modules includes multiple chamber housings having air-jet orifices disposed on a bottom surface thereof to eject air toward the ship bottom through the air-jet orifices and a longitudinal reinforcing member disposed between the multiple chamber housings, and the pipe part is connected to each of the multiple chamber housings to allow uniform discharge of air upon rolling of the ship.

[0015] The air-jet orifices may be formed in plural on a hull outer plate of the ship; the multiple chamber housings may extend from an inner surface of the hull outer plate to enclose the air-jet orifices; and the pipe part may include 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 lines being connected to side surfaces of the chamber housings.

[0016] The main line may extend in an installation direction of the chamber housings to supply air to the multiple chamber housings and multiple branch-off lines may be connected to the main line.

[0017] A lower end of the main line may be placed below upper ends of the chamber housings.

[0018] The branch-off lines and the connection line may extend to have sections parallel to each other.

[0019] The main line may extend to have a section perpendicular to the extending direction of the connection line and an extending direction of the branch-off lines.

[0020] The branch-off lines may extend from the side surfaces of the chamber housings to be connected to the main line and may include a curved section.