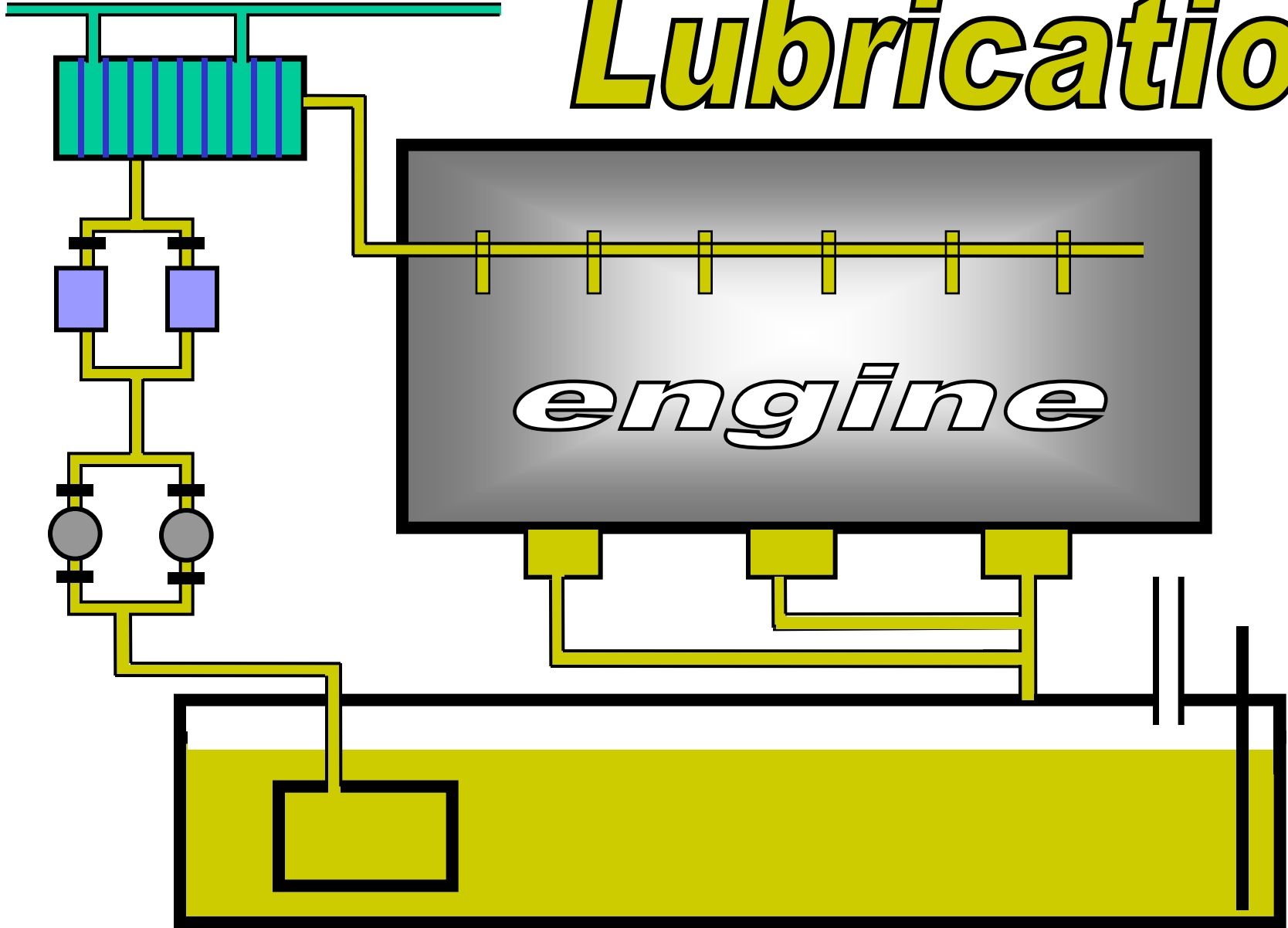
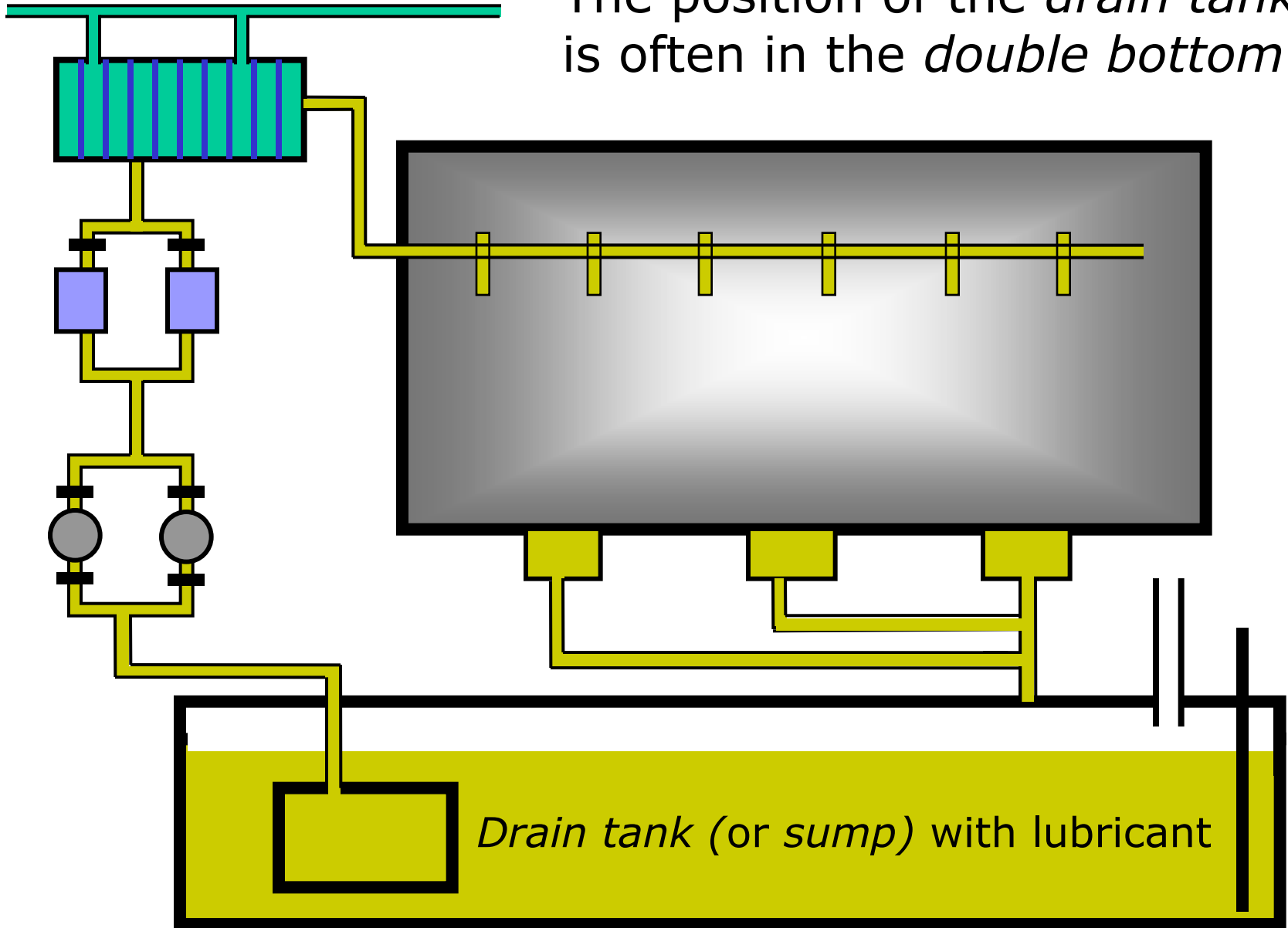


# *Lubrication*

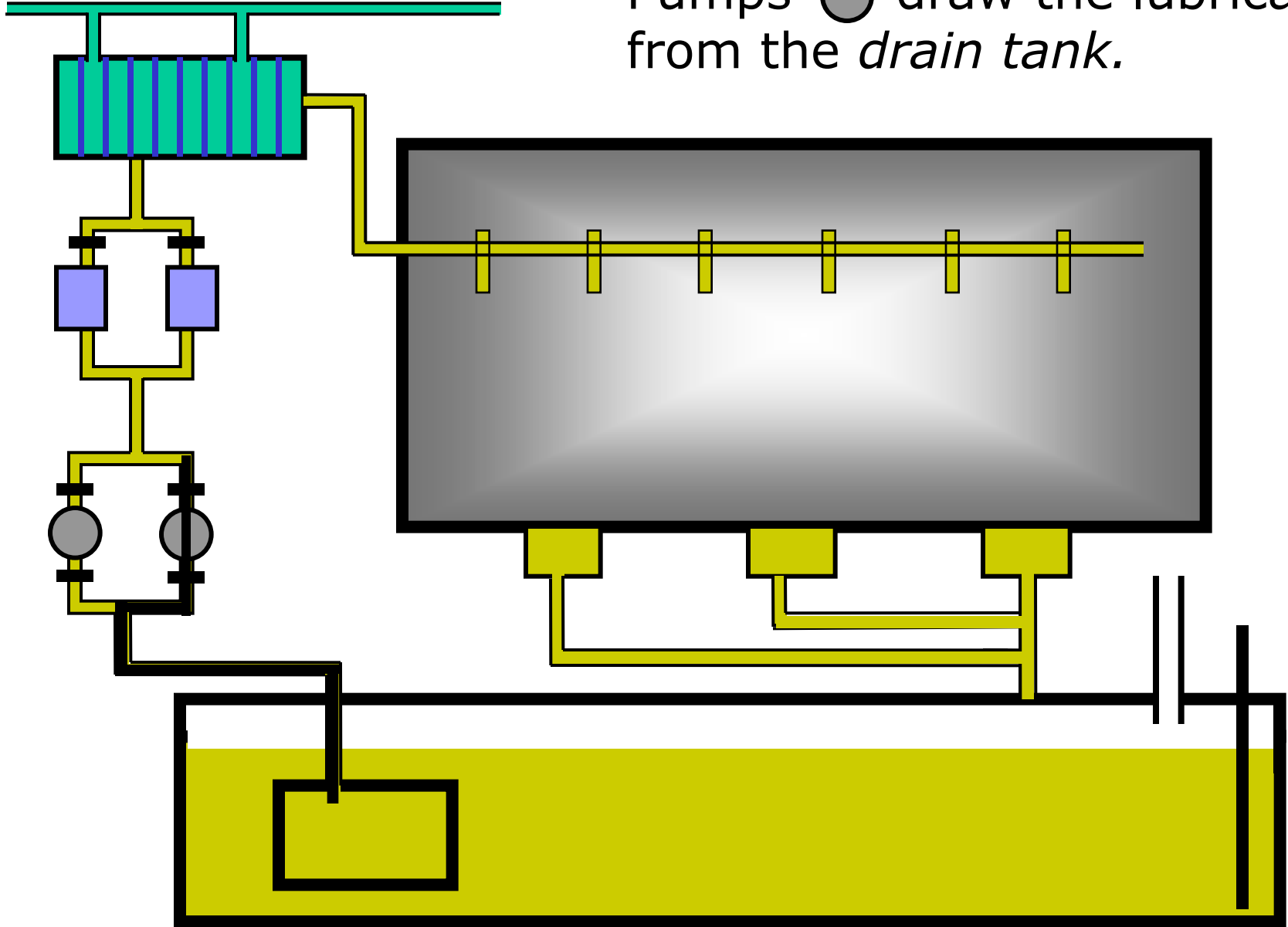



The position of the *drain tank* is often in the *double bottom*.

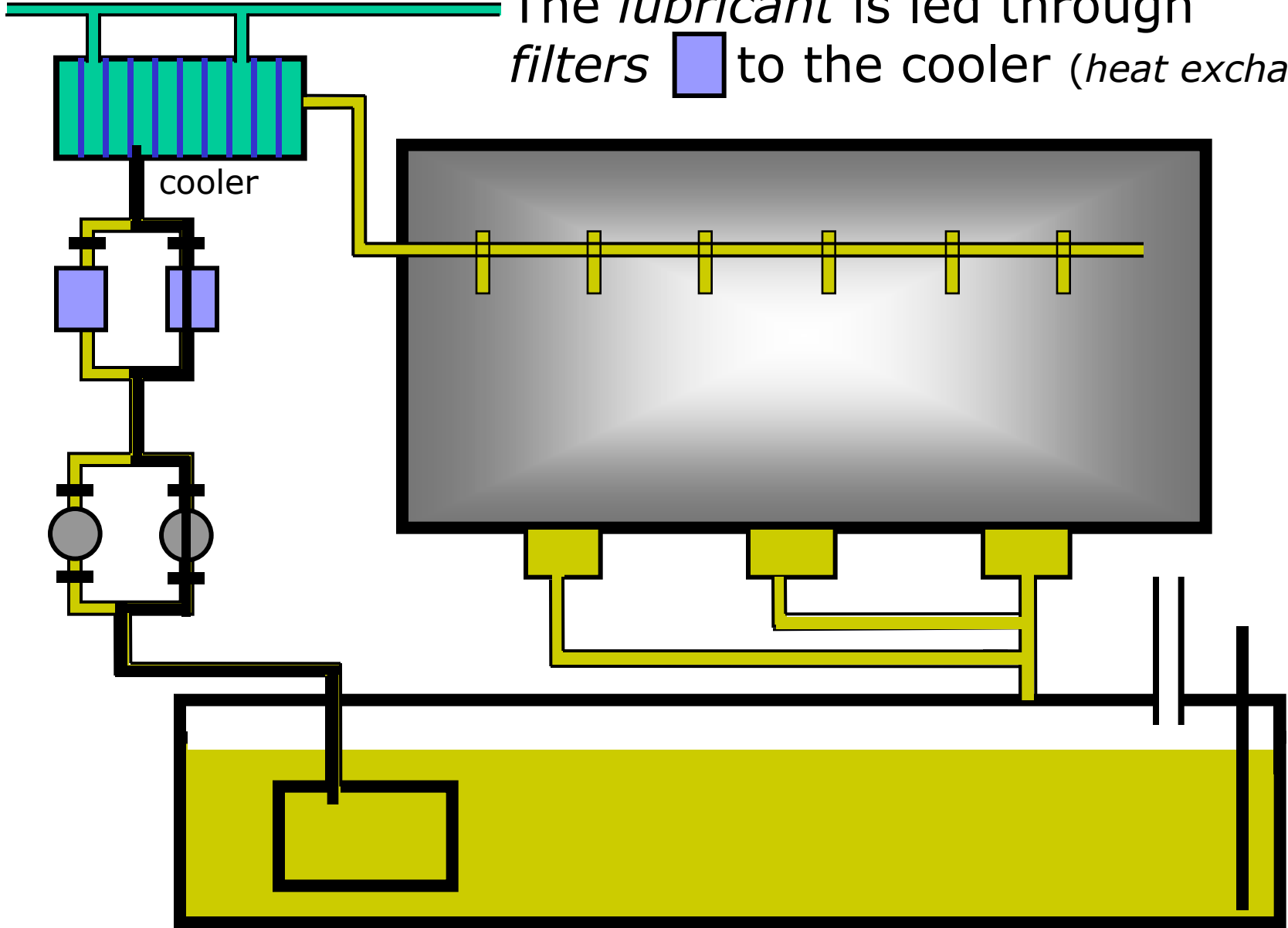


*Drain tank (or sump) with lubricant*

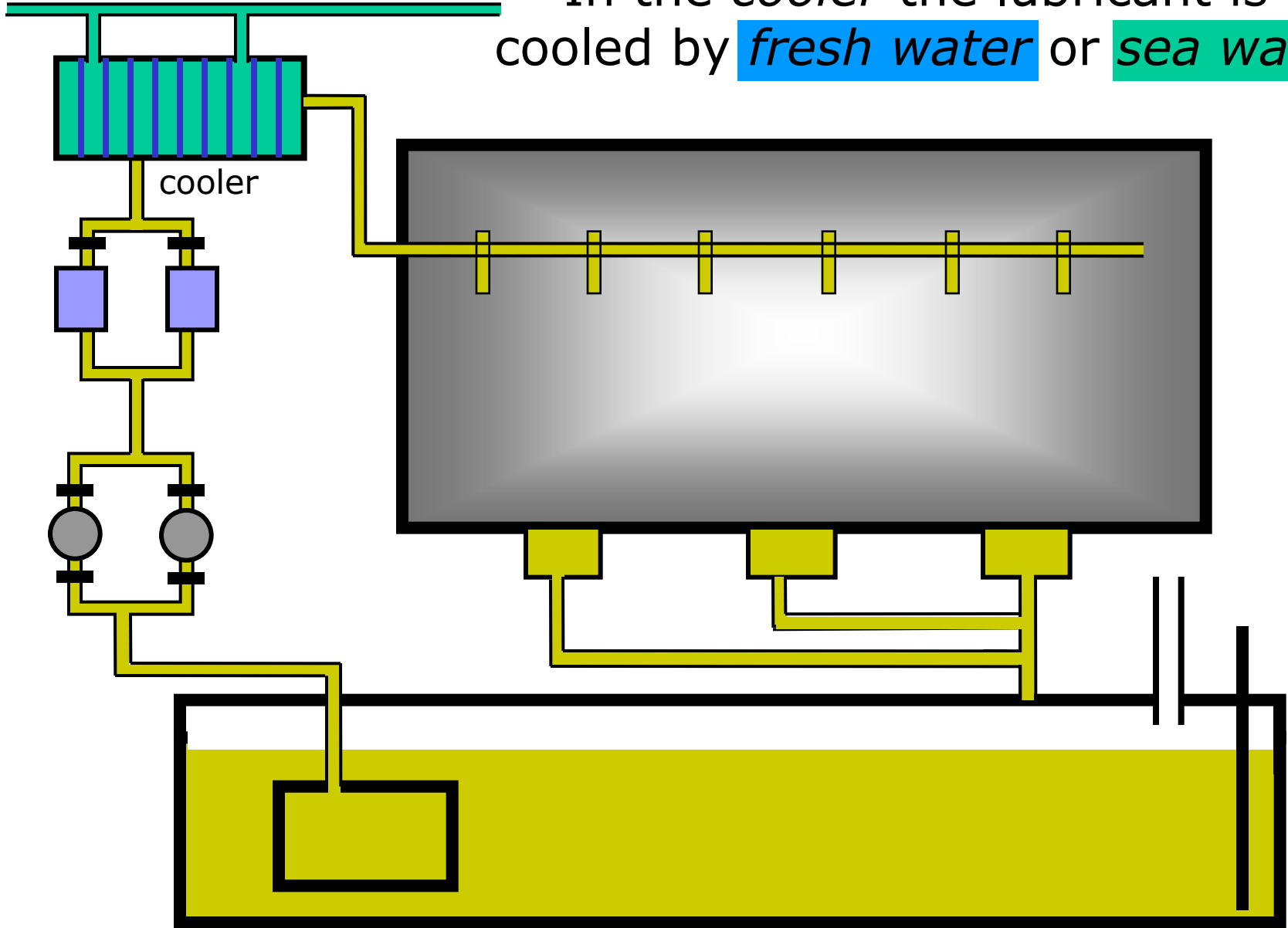
Pumps ● draw the lubricant from the *drain tank*.



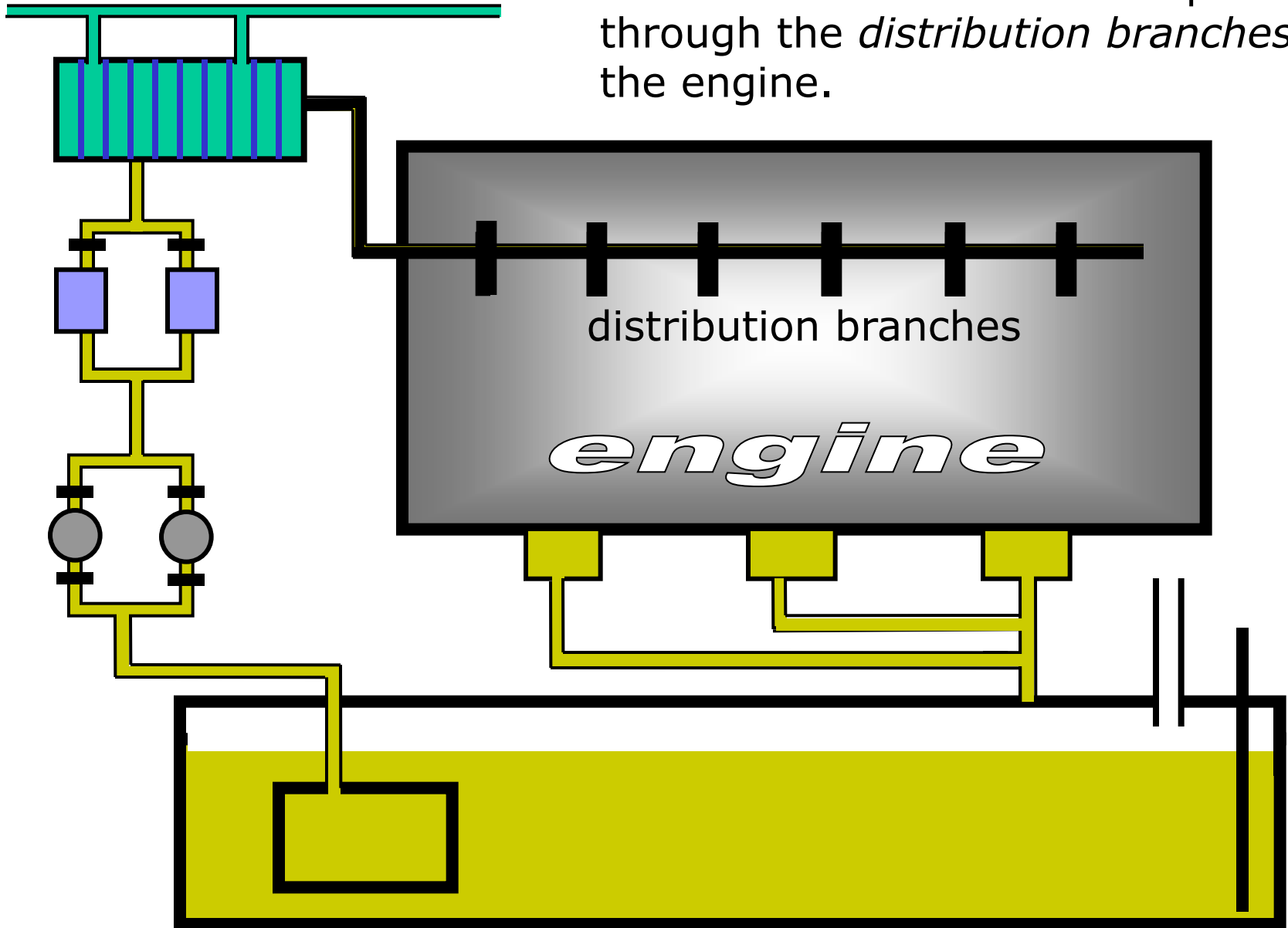
The *lubricant* is led through filters  to the cooler (*heat exchanger*).



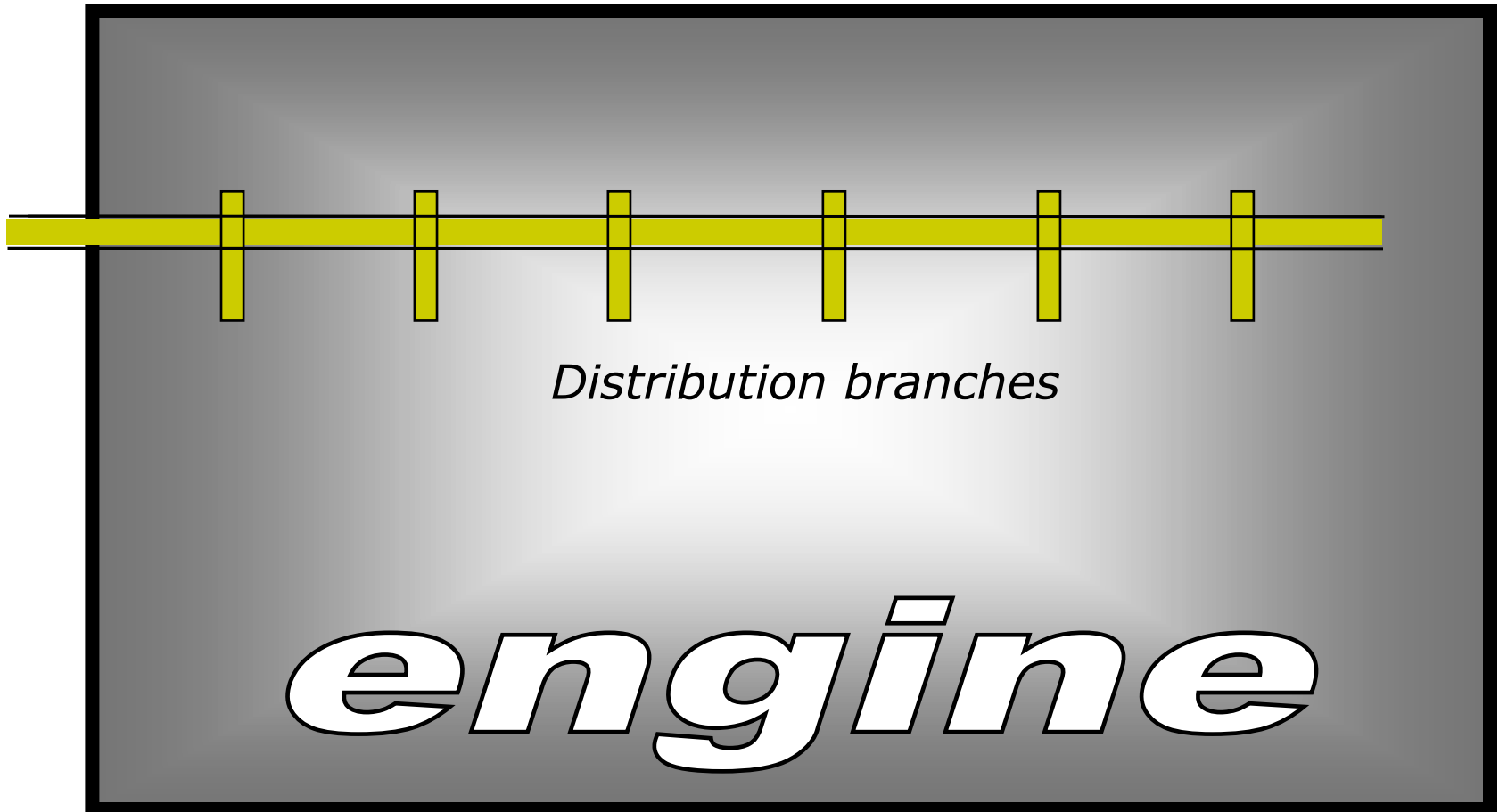
In the *cooler* the lubricant is cooled by *fresh water* or *sea water*.



From the cooler the lube oil passes through the *distribution branches* in the engine.



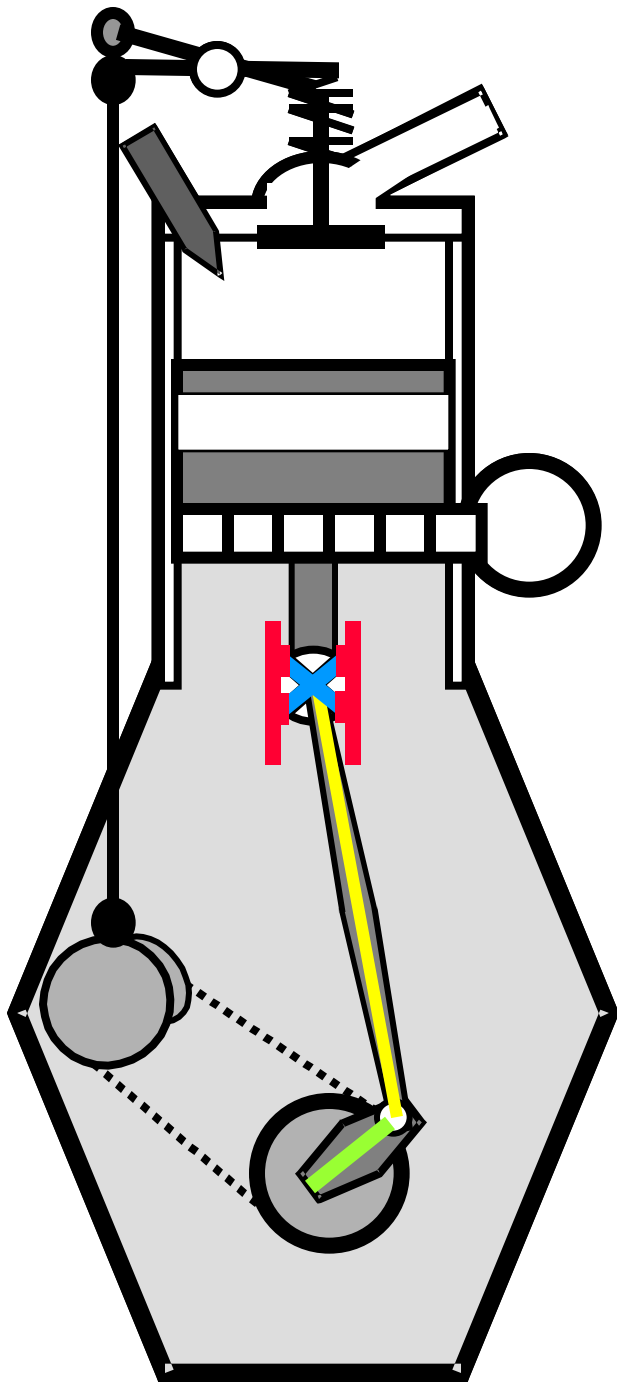
# *Lubrication of engine parts*





In a crosshead engine *oil bores* run through the *crankshaft*, *crankwebs* and *crankpins*,

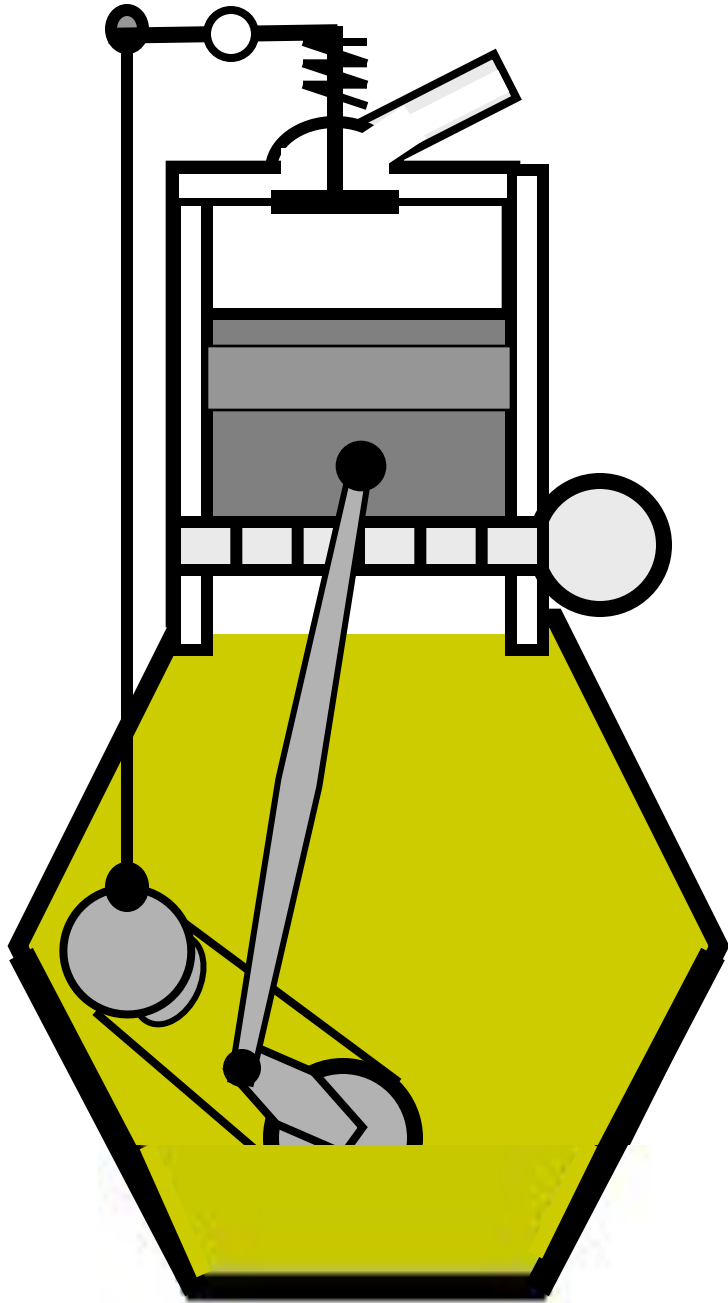




so that the oil can flow  
from the main bearing to  
the crank,  
connecting rod,  
crosshead,  
crosshead guide shoes and  
crosshead guides.

The oil passes through the main lube-oil supply line to the *bearings*.

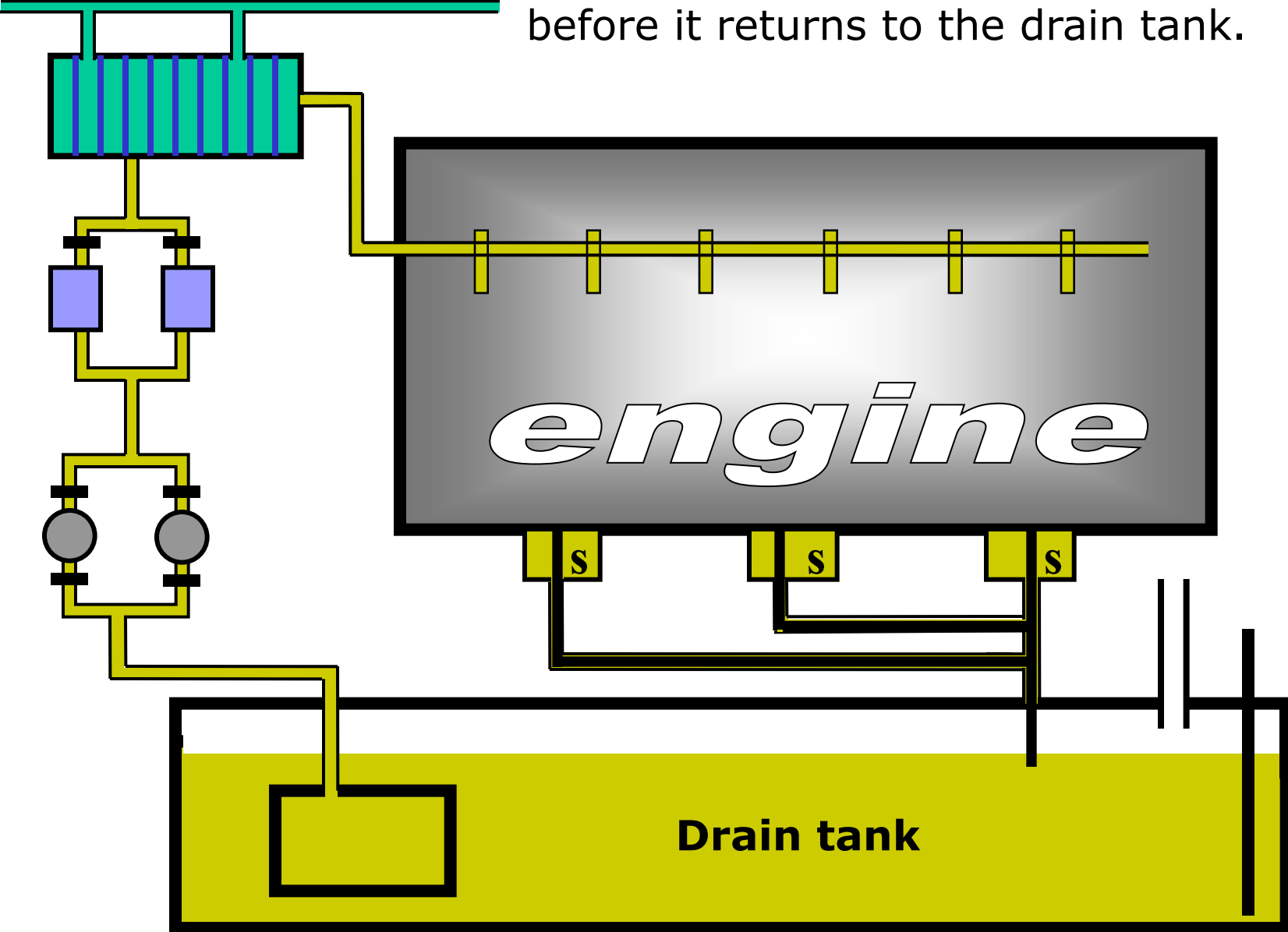




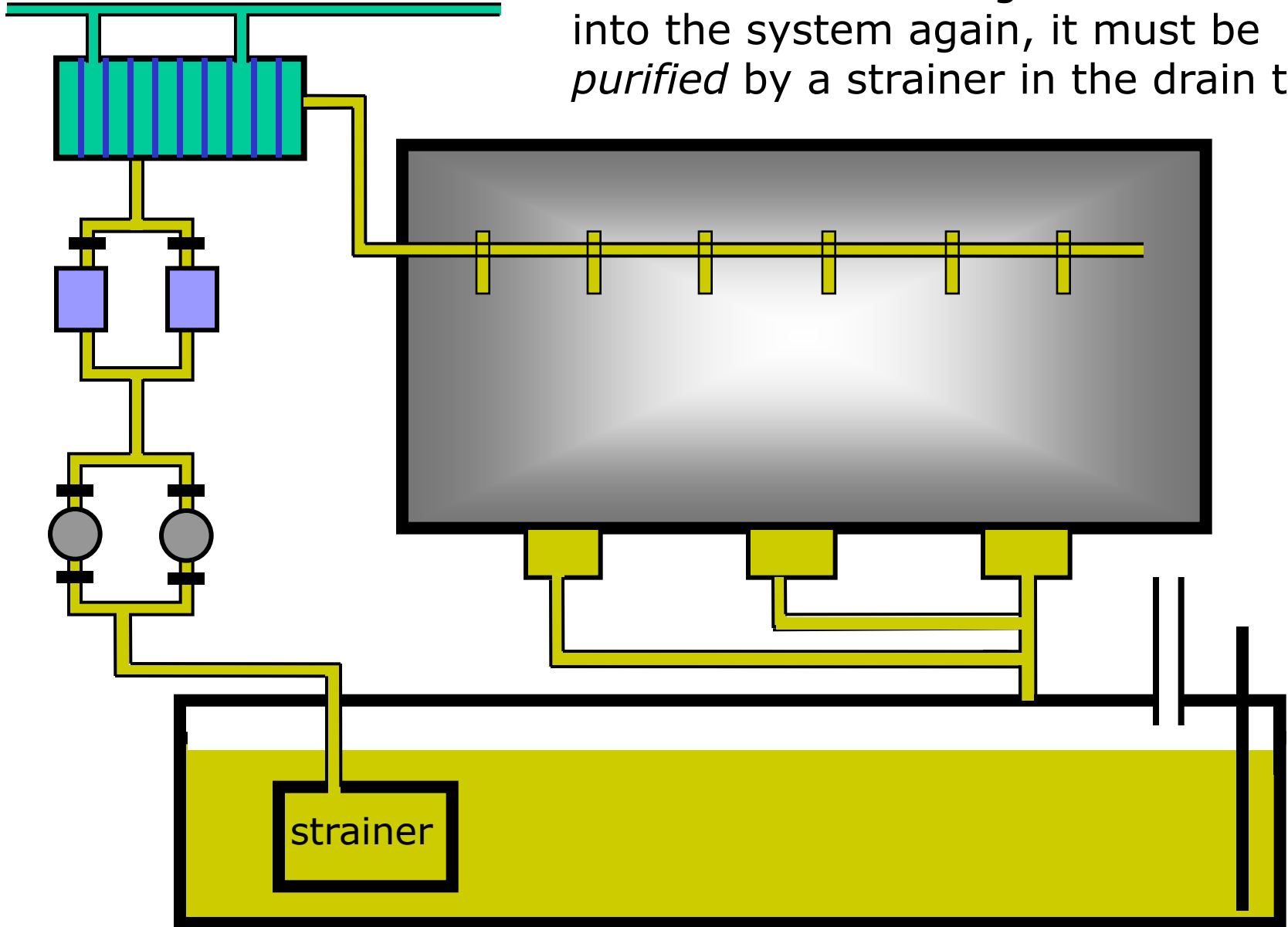
# *Trunk engine*

In a *trunk engine*  
the *cylinder-lubrication*  
is done by the  
*oil mist*  
thrown up by *the crank*.

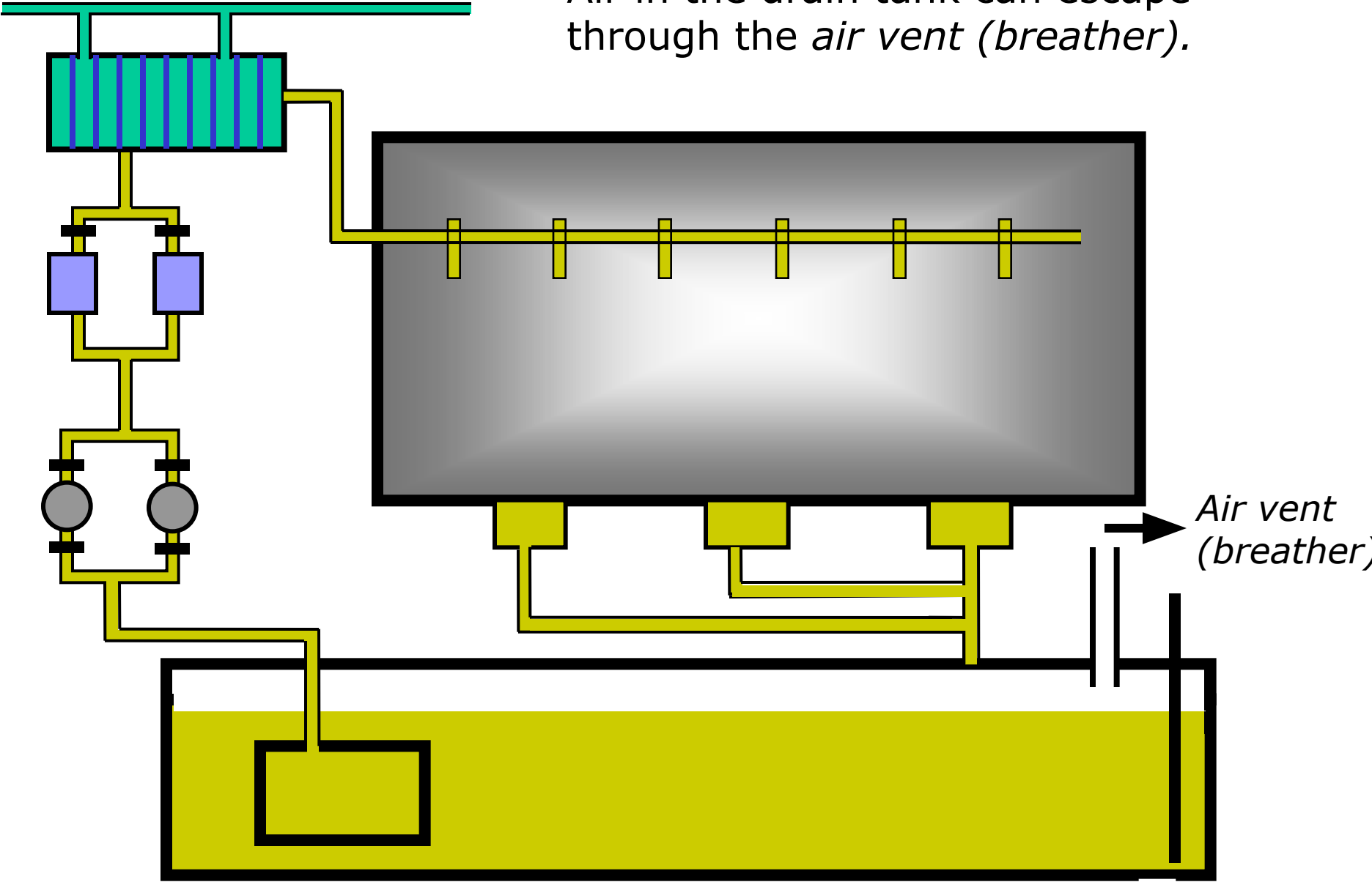
Used oil is passed through the *strainers* (S) before it returns to the drain tank.



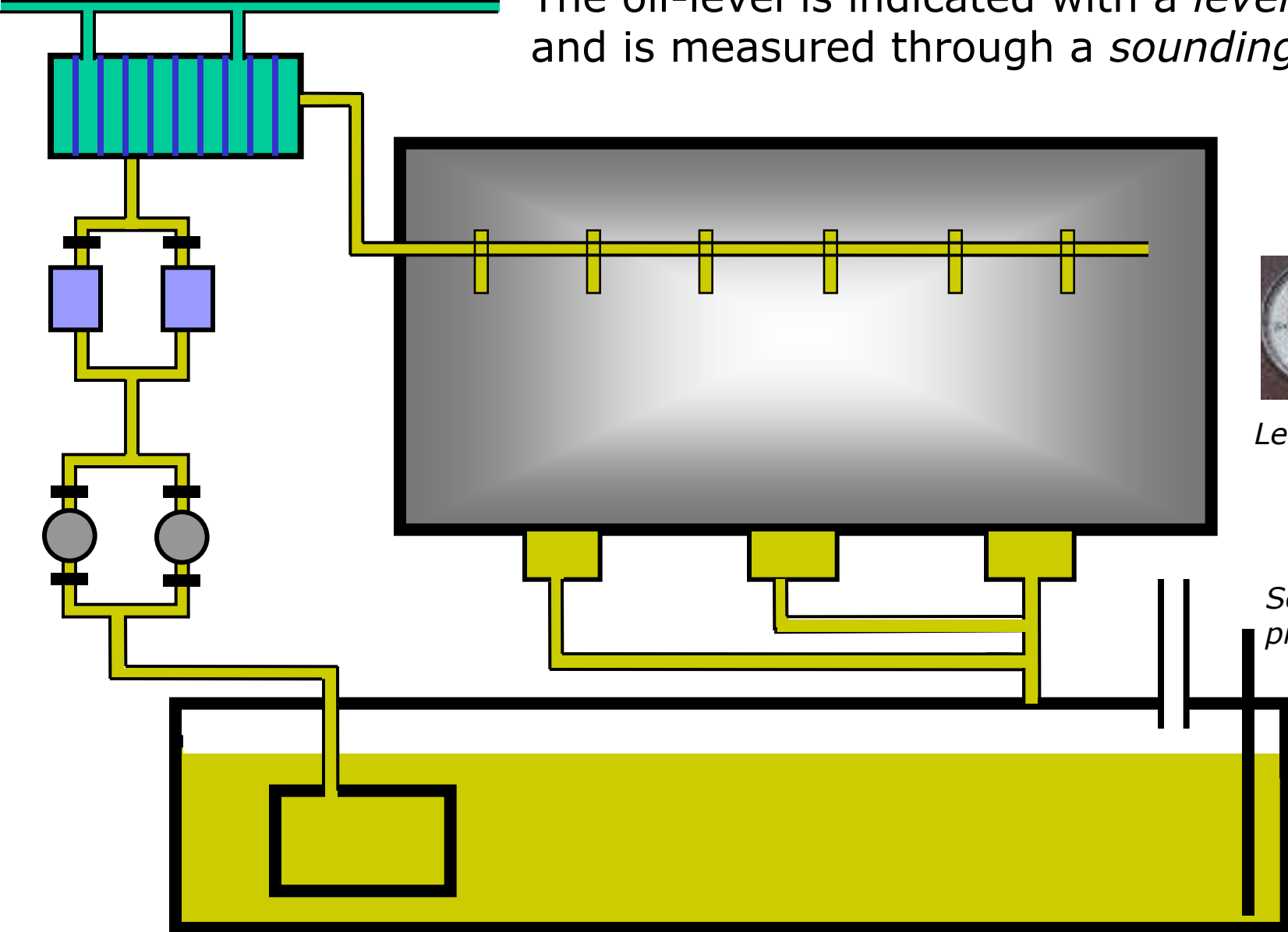
Before the lubricating oil is entered into the system again, it must be *purified* by a strainer in the drain tank.



Air in the drain tank can escape through the *air vent (breather)*.



The oil-level is indicated with a *level gauge* and is measured through a *sounding pipe*.



*Level gauge*

*Sounding pipe*

# The International Maritime Language Programme – IMLP

# FINISHED

© P.C. van Kluijven

