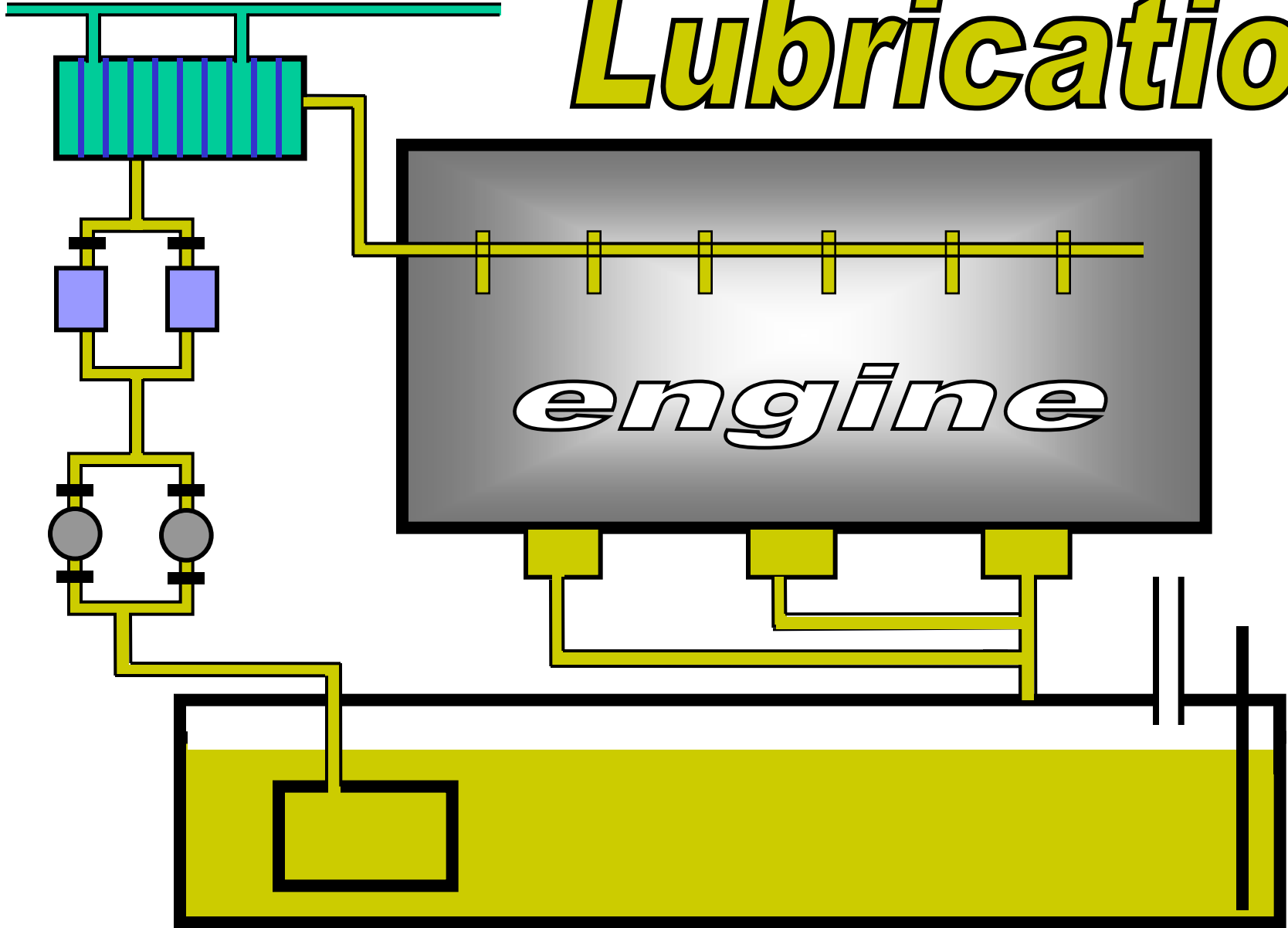
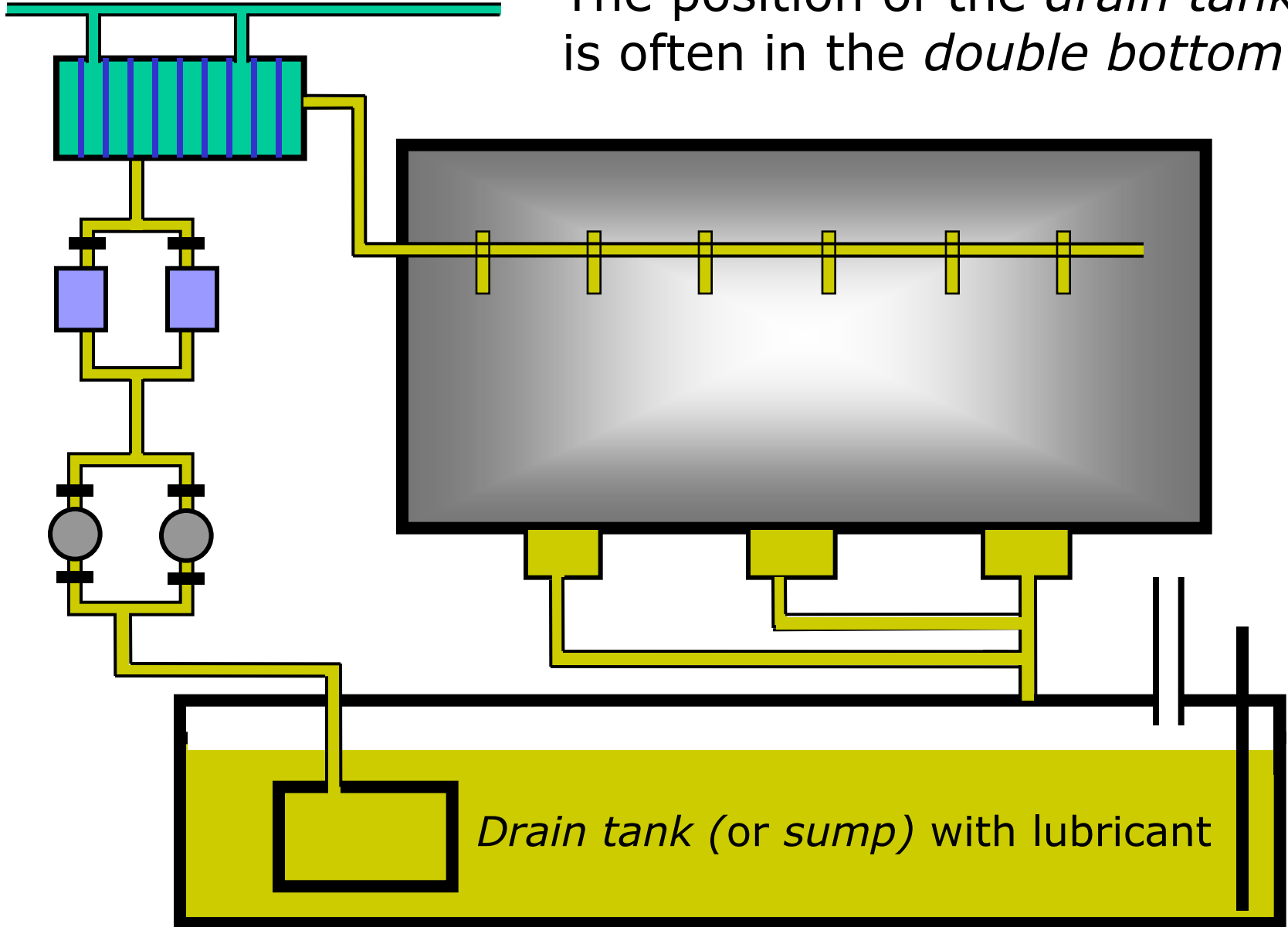


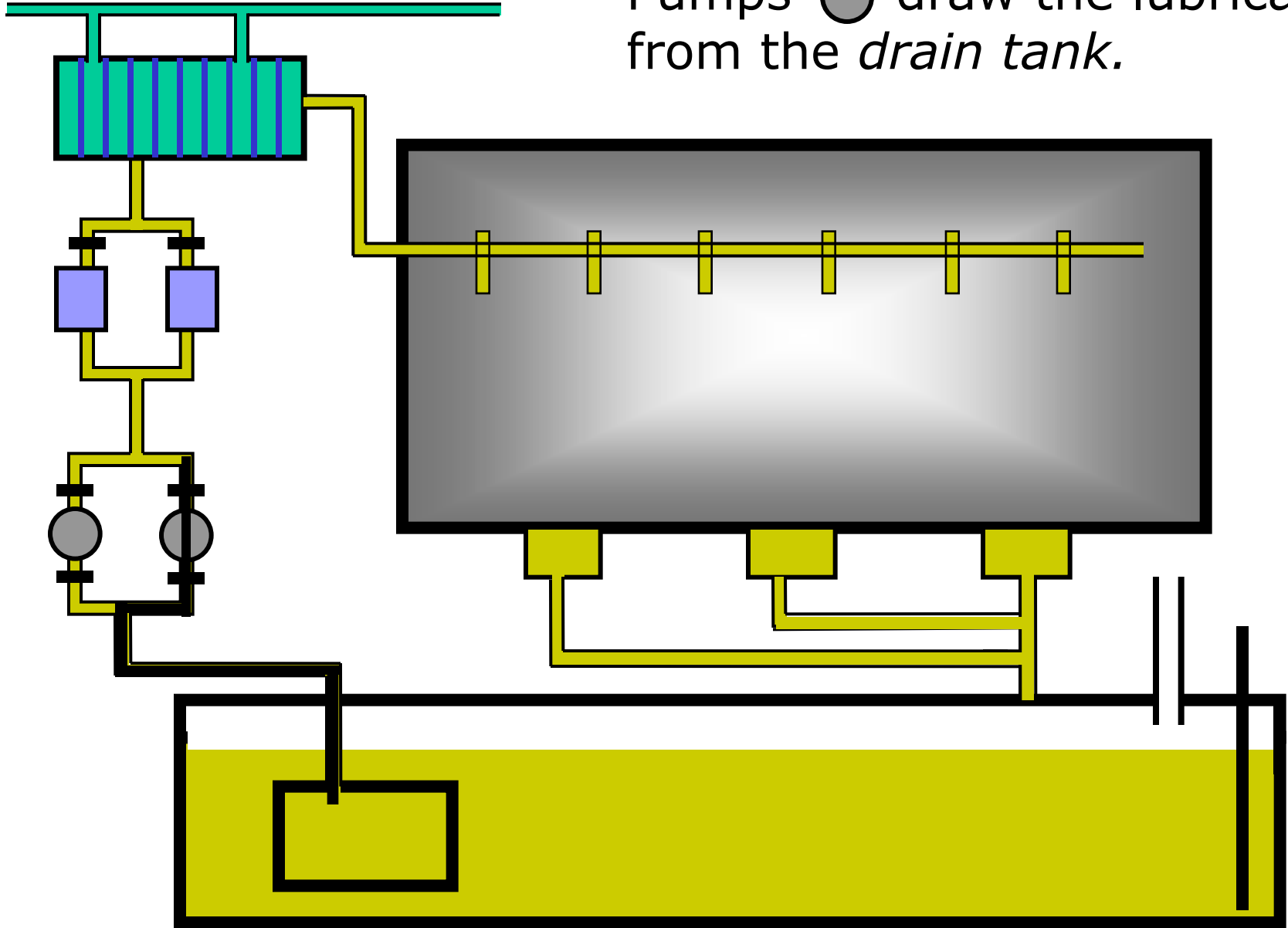
Lubrication




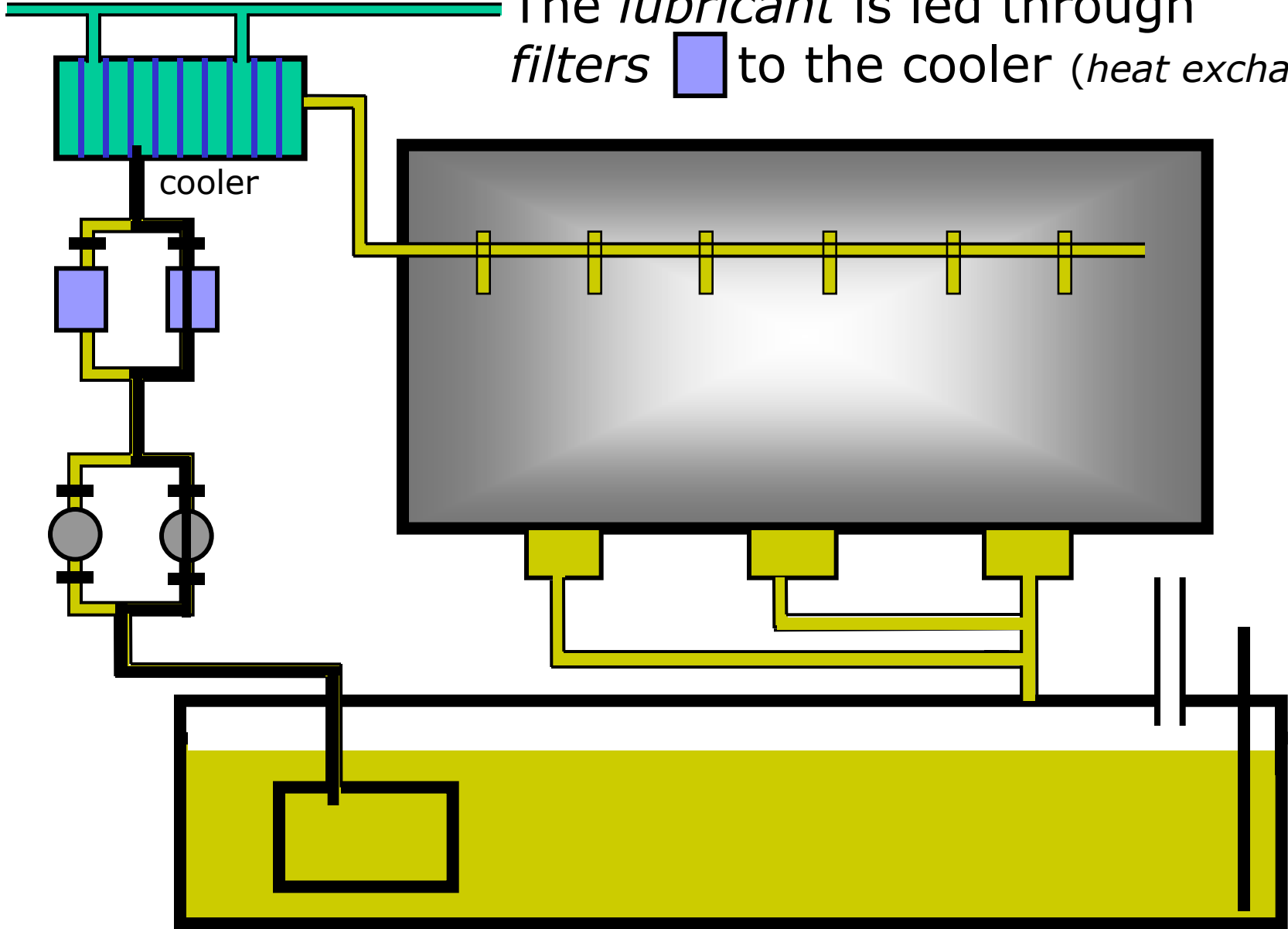
The position of the *drain tank* is often in the *double bottom*.



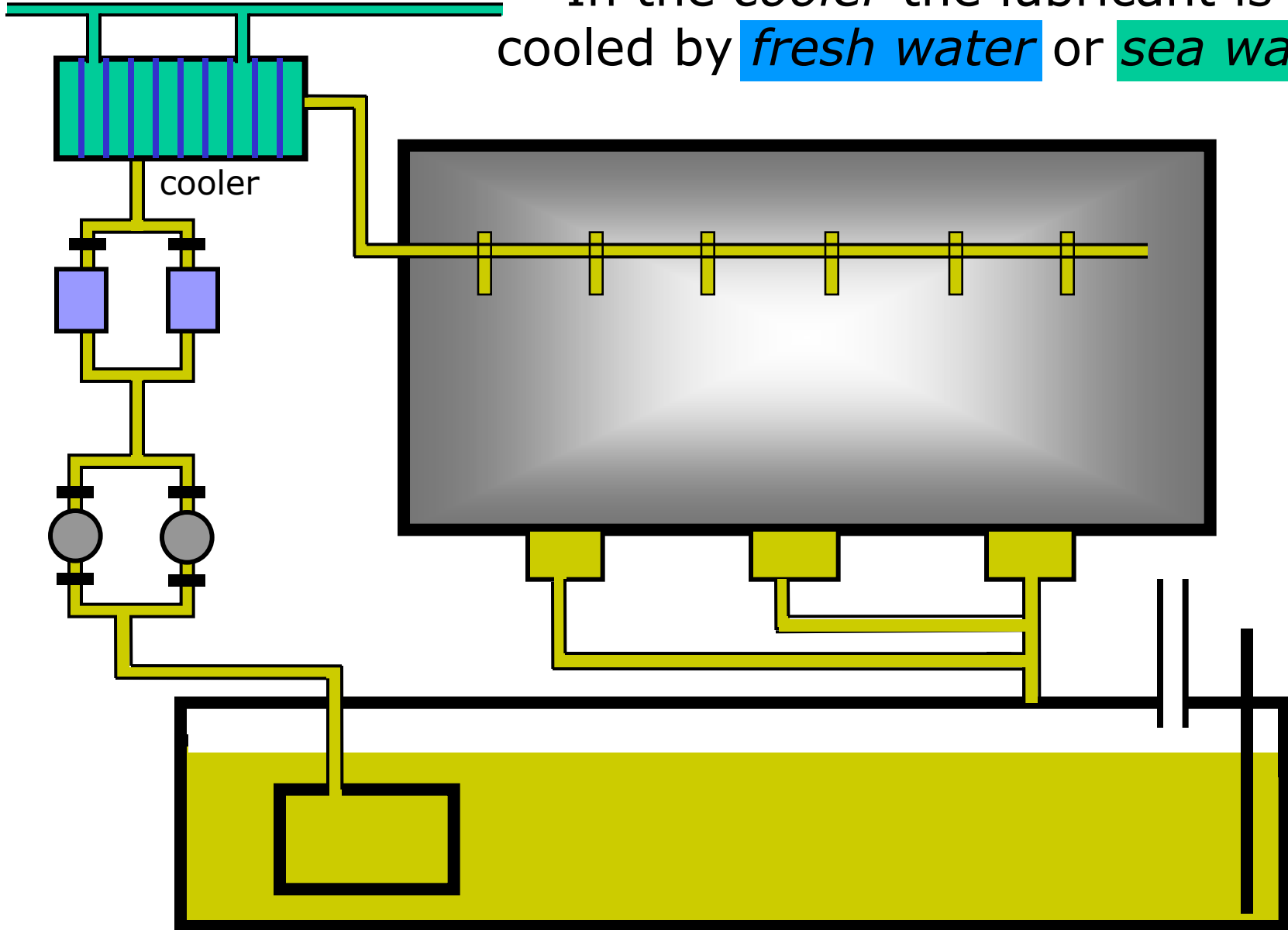
Pumps ● draw the lubricant from the *drain tank*.



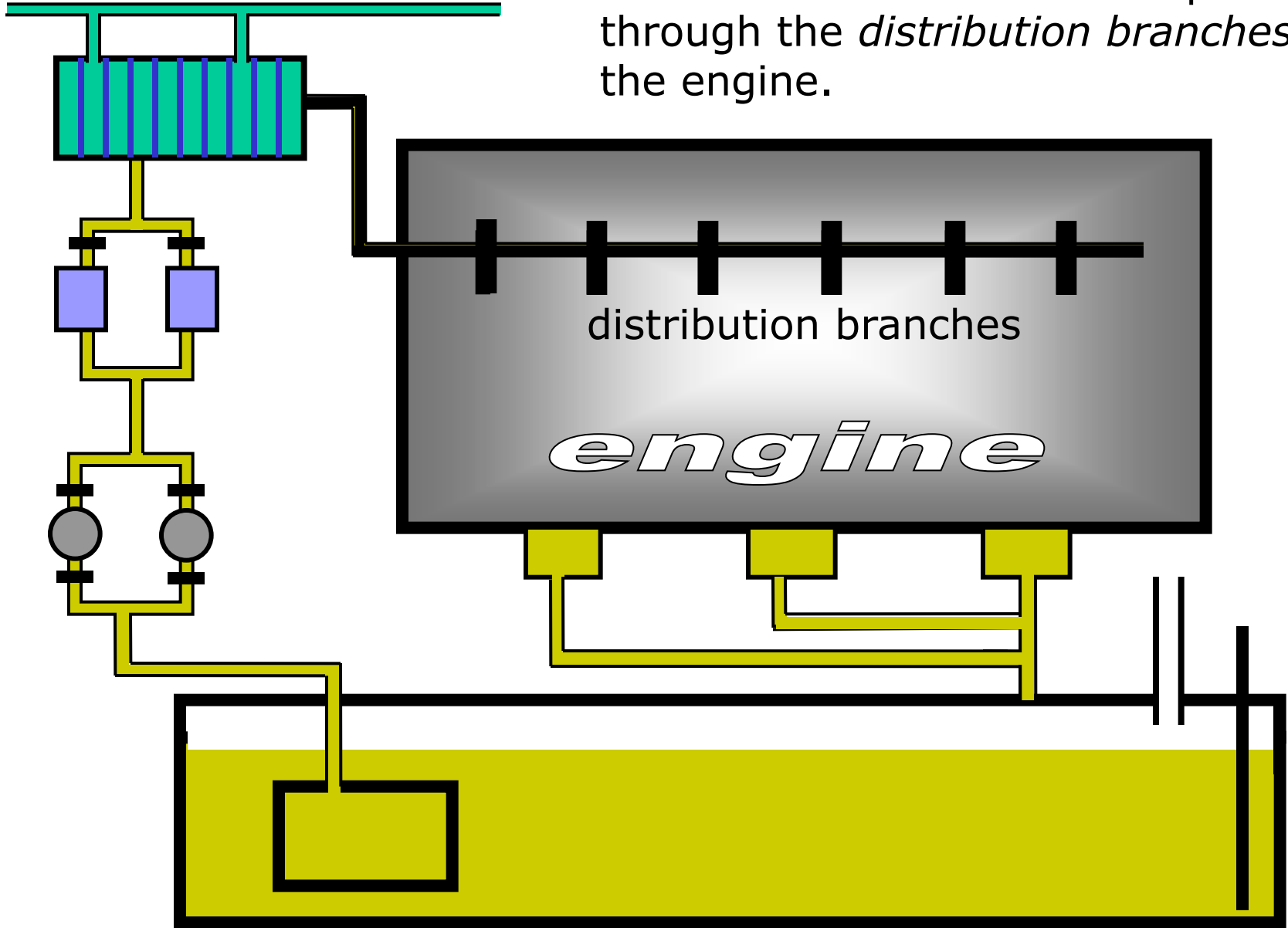
The *lubricant* is led through filters  to the cooler (*heat exchanger*).



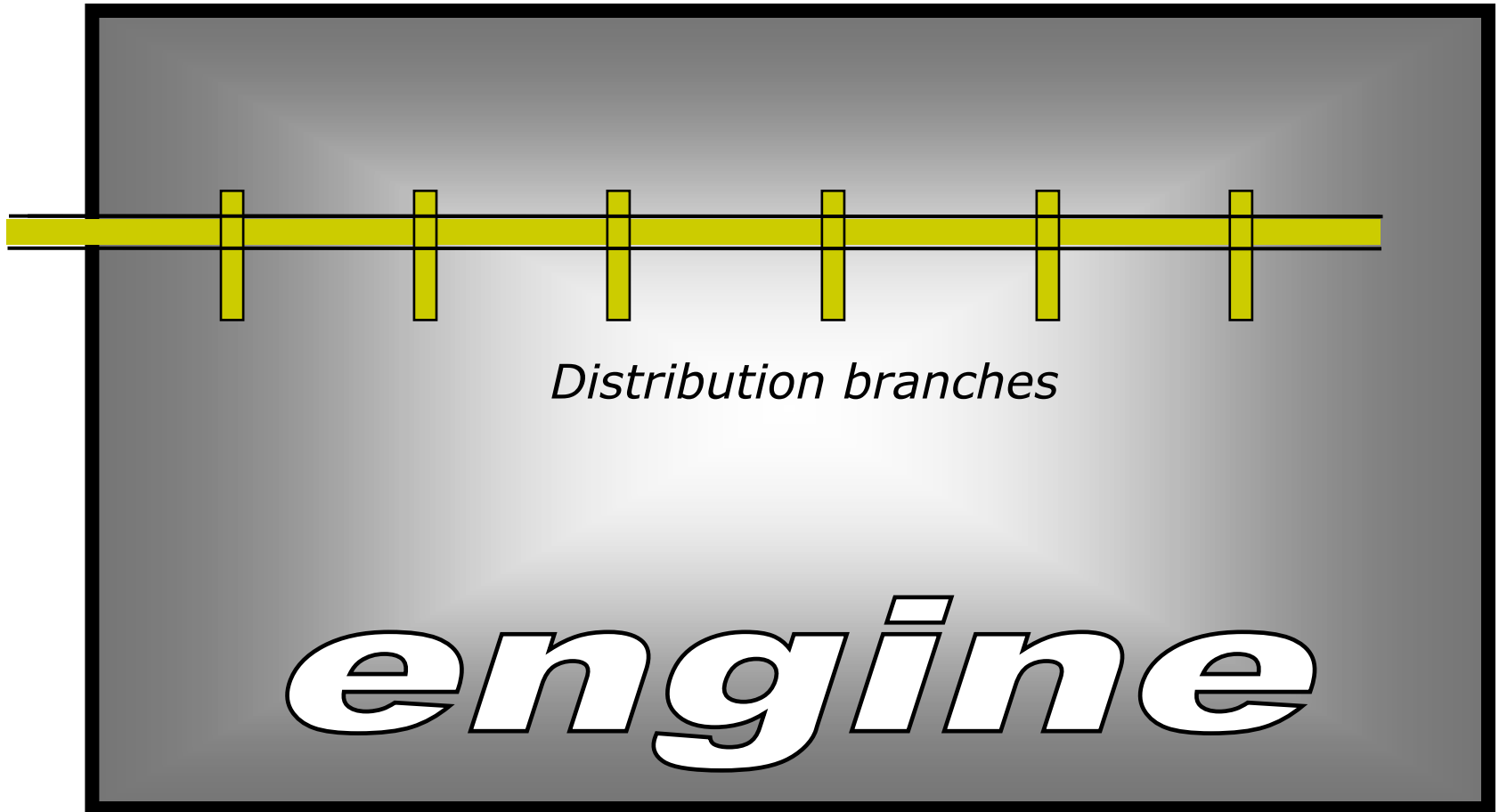
In the *cooler* the lubricant is cooled by *fresh water* or *sea water*.



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

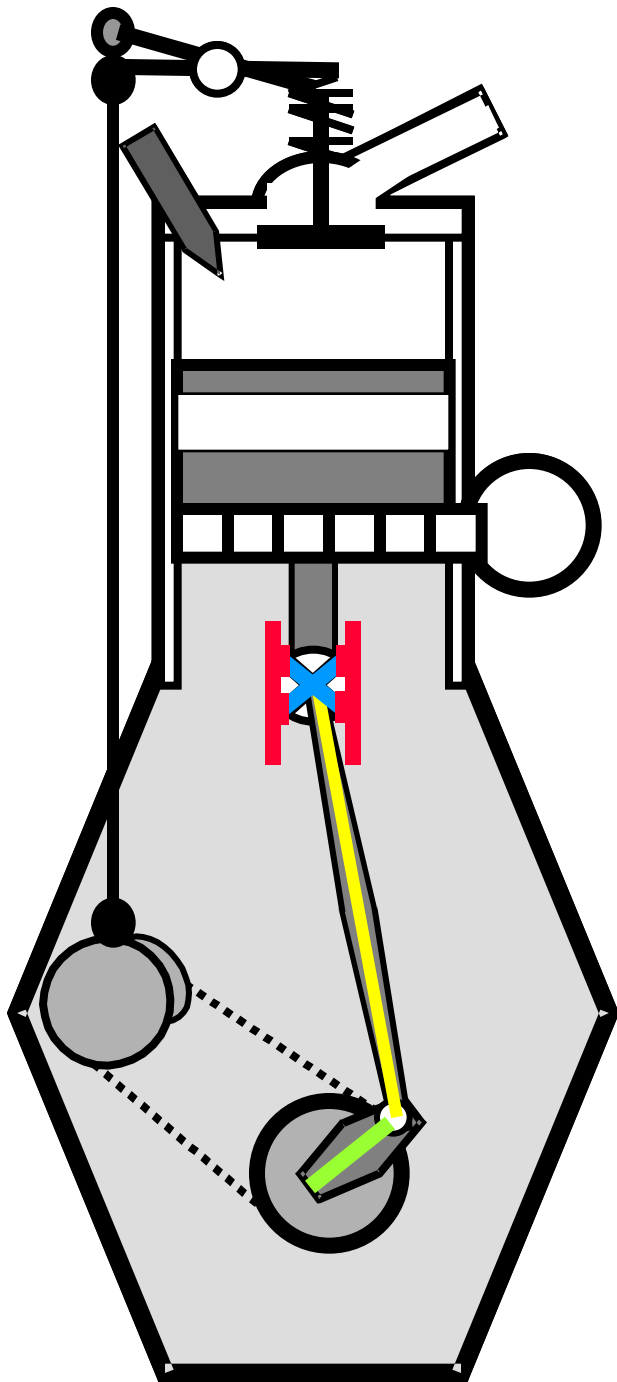


Lubrication of engine parts





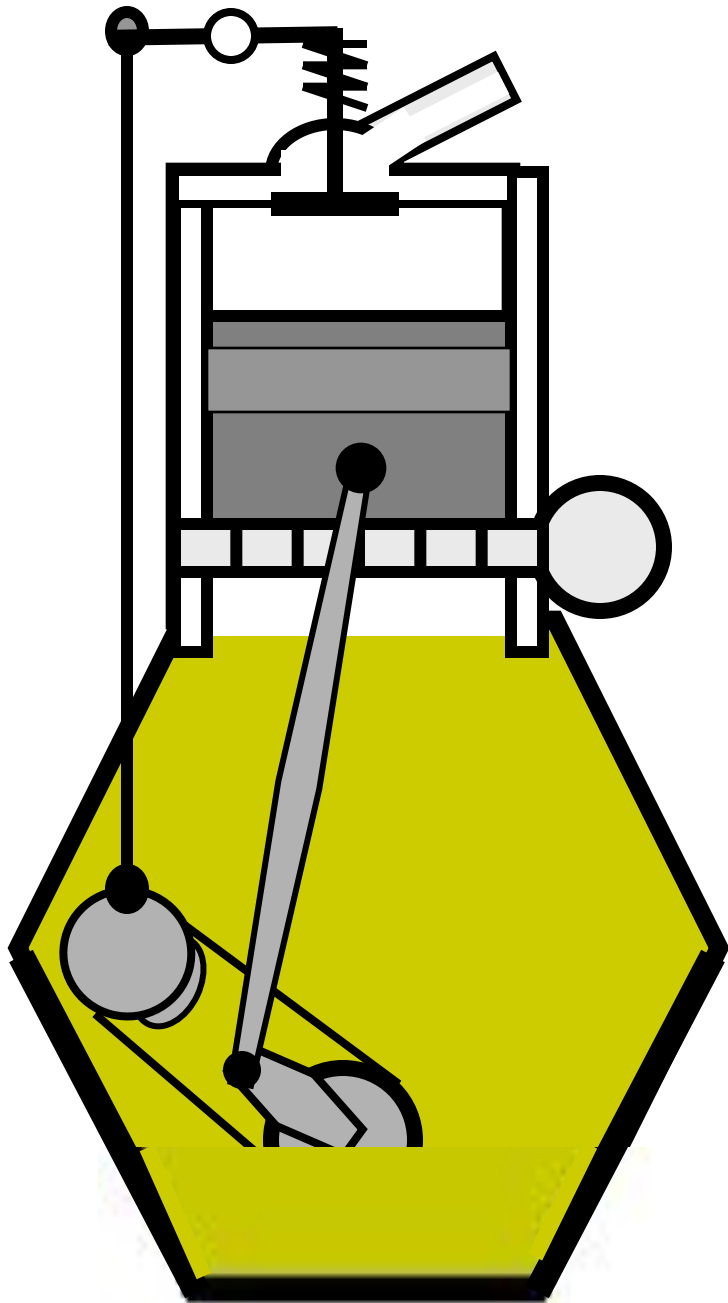
In a crosshead engine *oil bores* run through the *crankshaft*, *crankwebs* and *crankpins*,



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*.

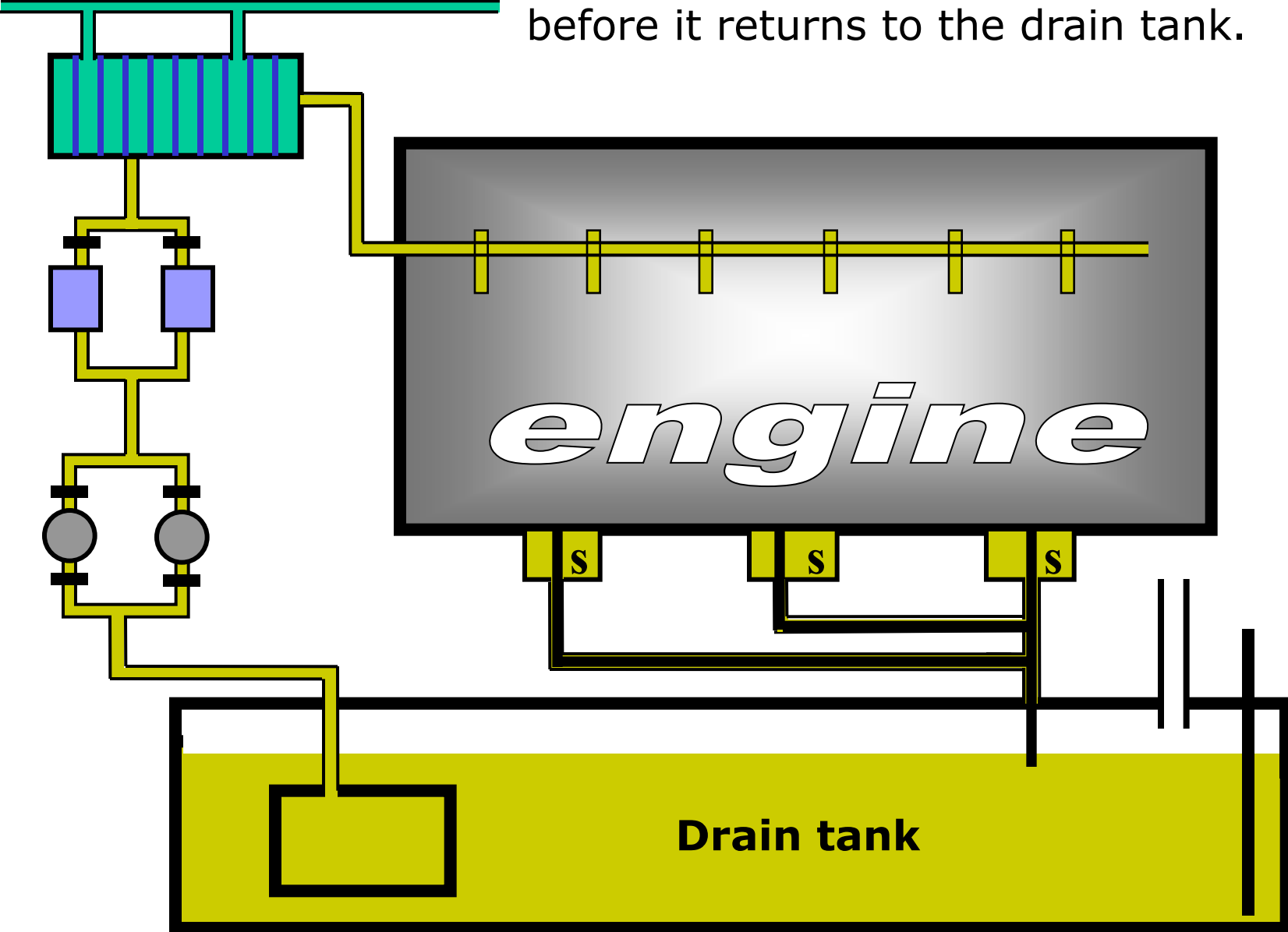




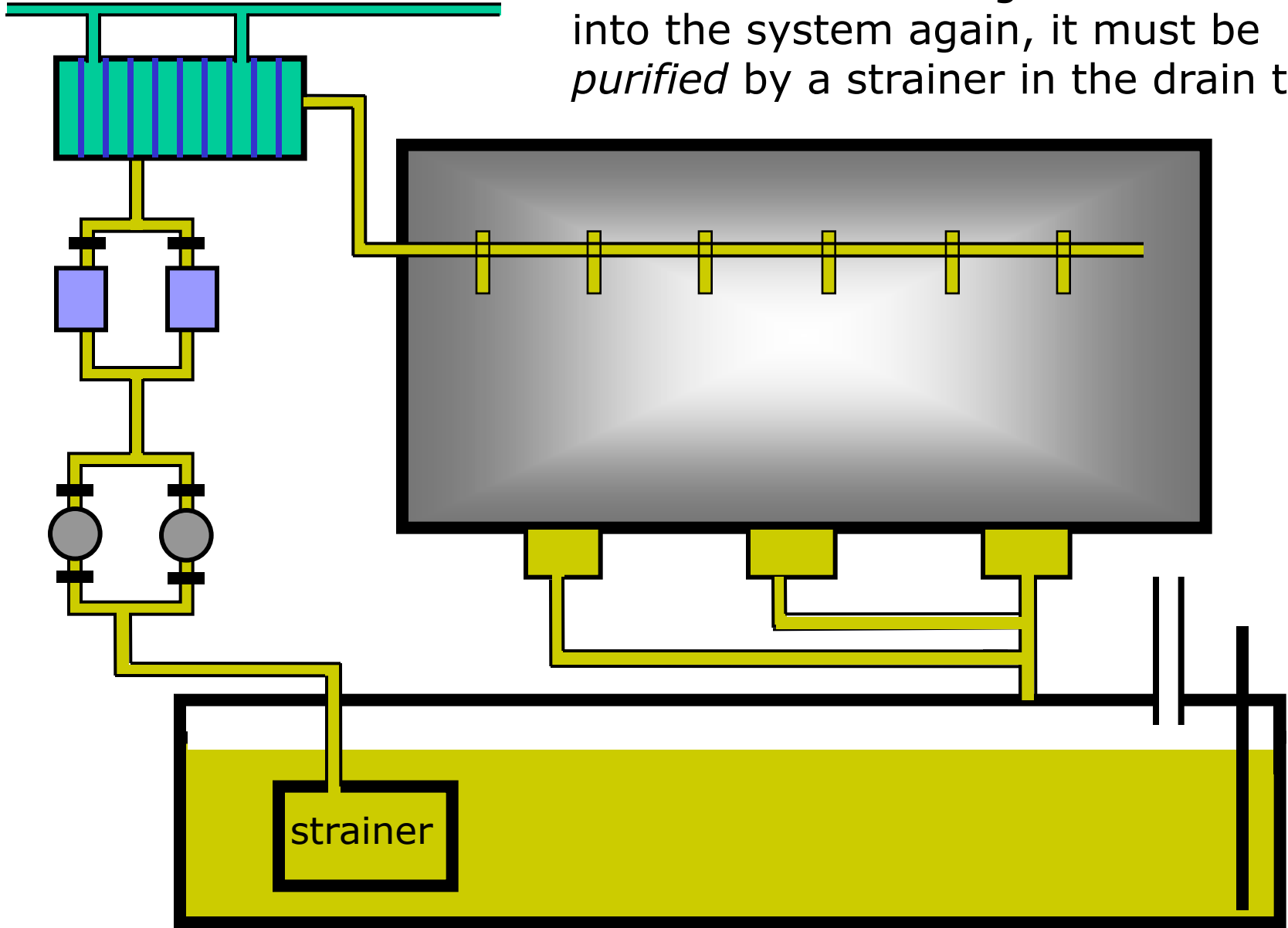
Trunk engine

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

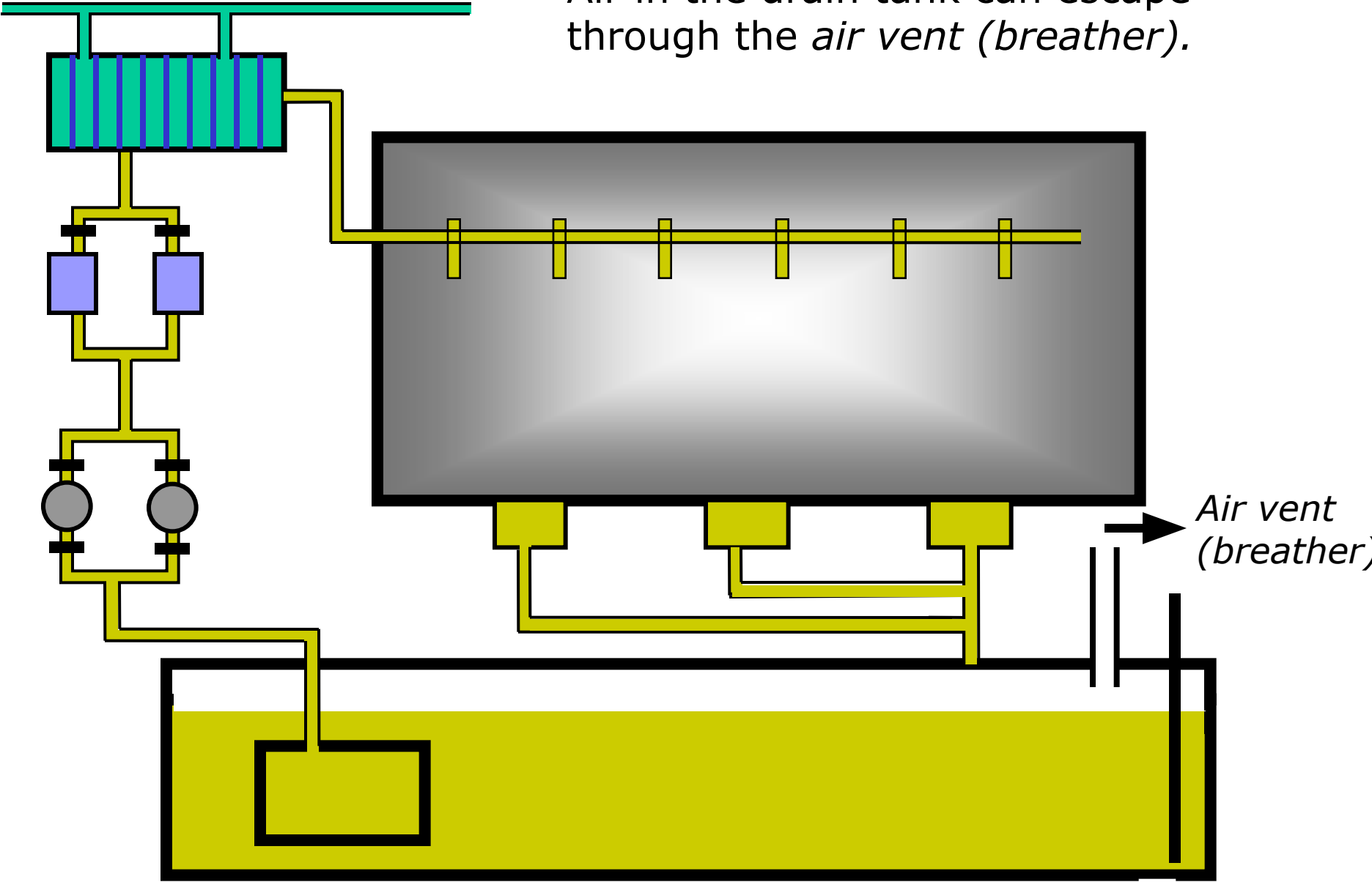
Used oil is passed through the *strainers* (S) before it returns to the drain tank.



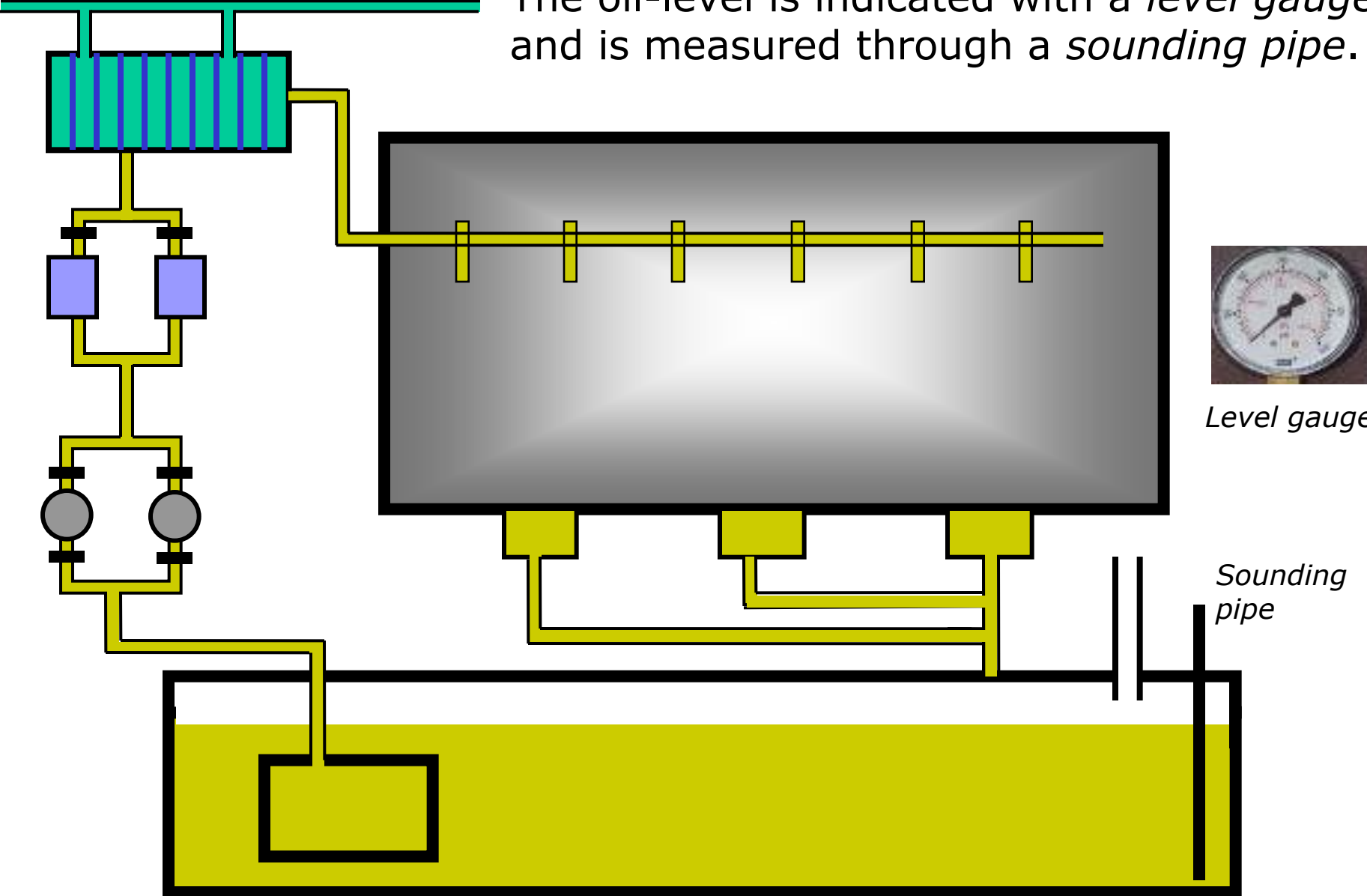
Before the lubricating oil is entered into the system again, it must be *purified* by a strainer in the drain tank.



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

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