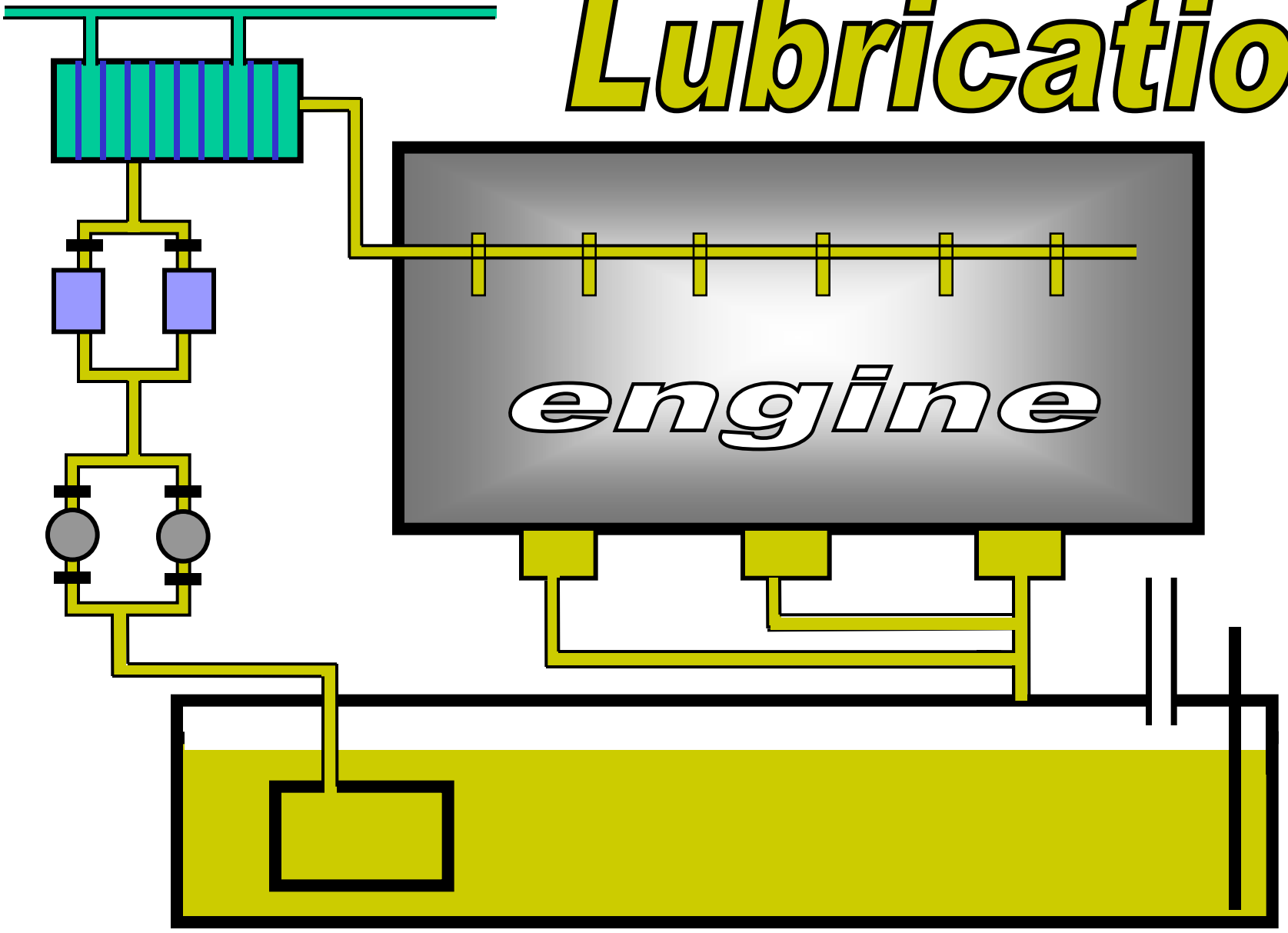
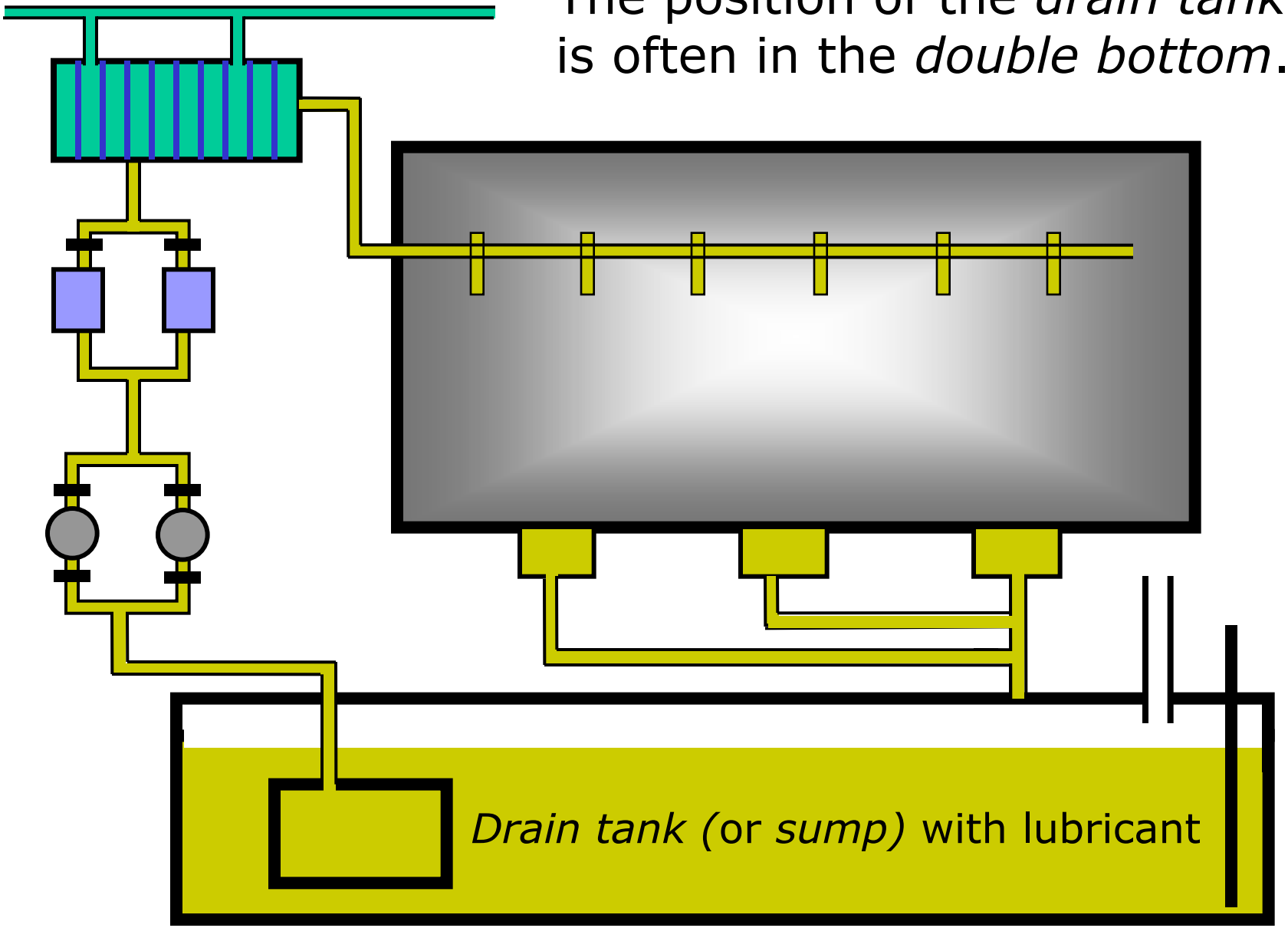
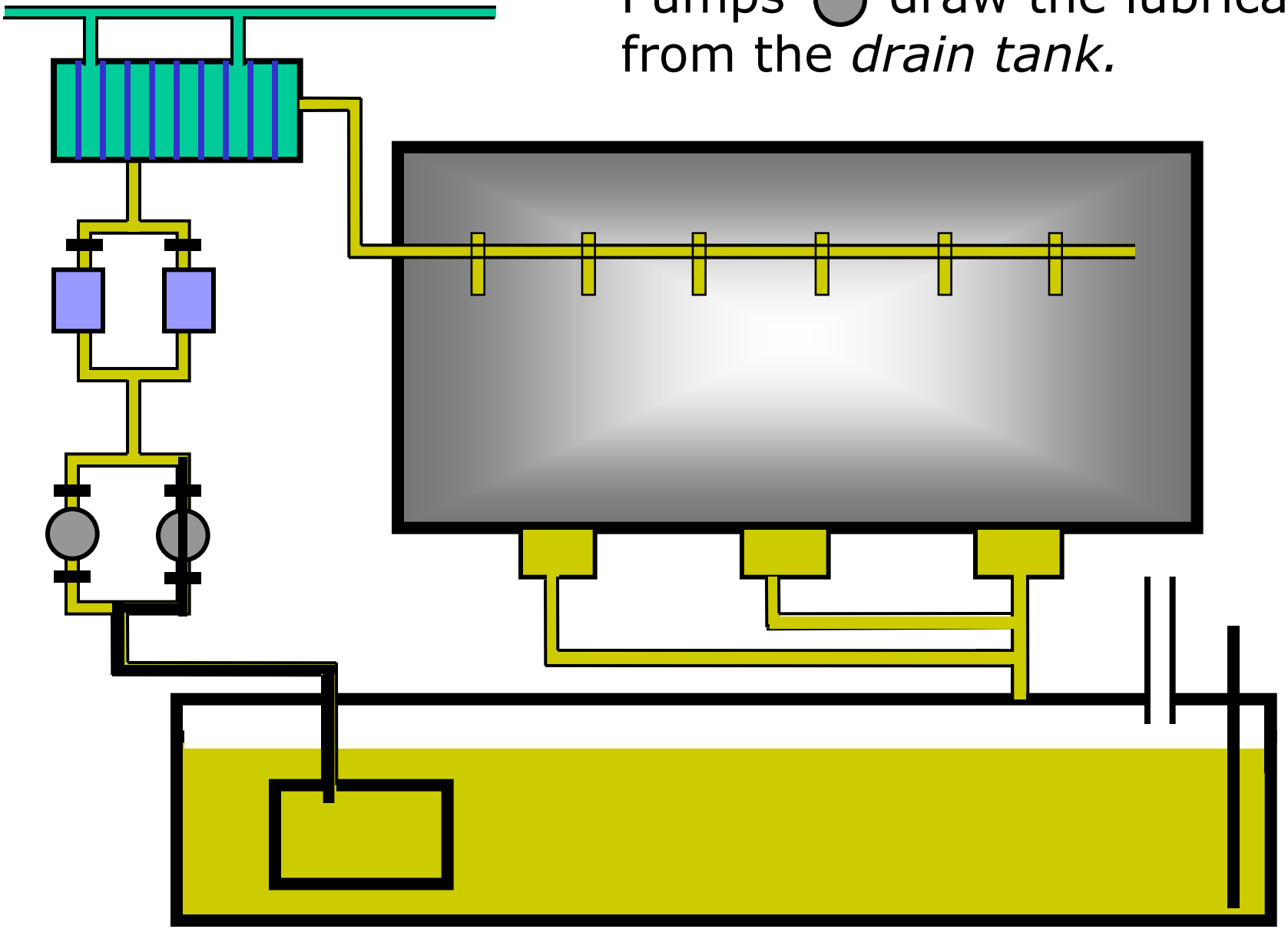
Lubrication



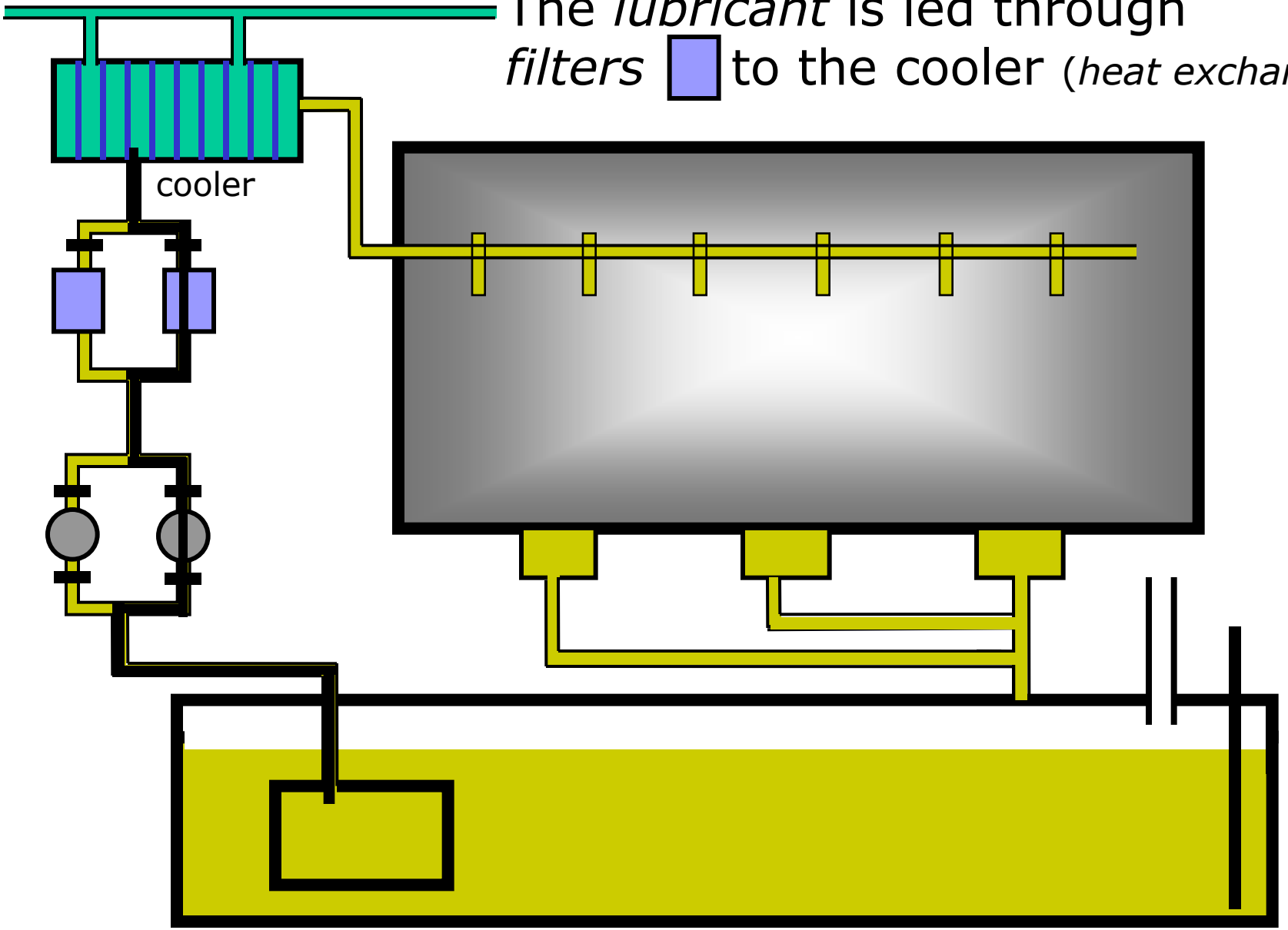
The position of the *drain tank* is often in the *double bottom*.



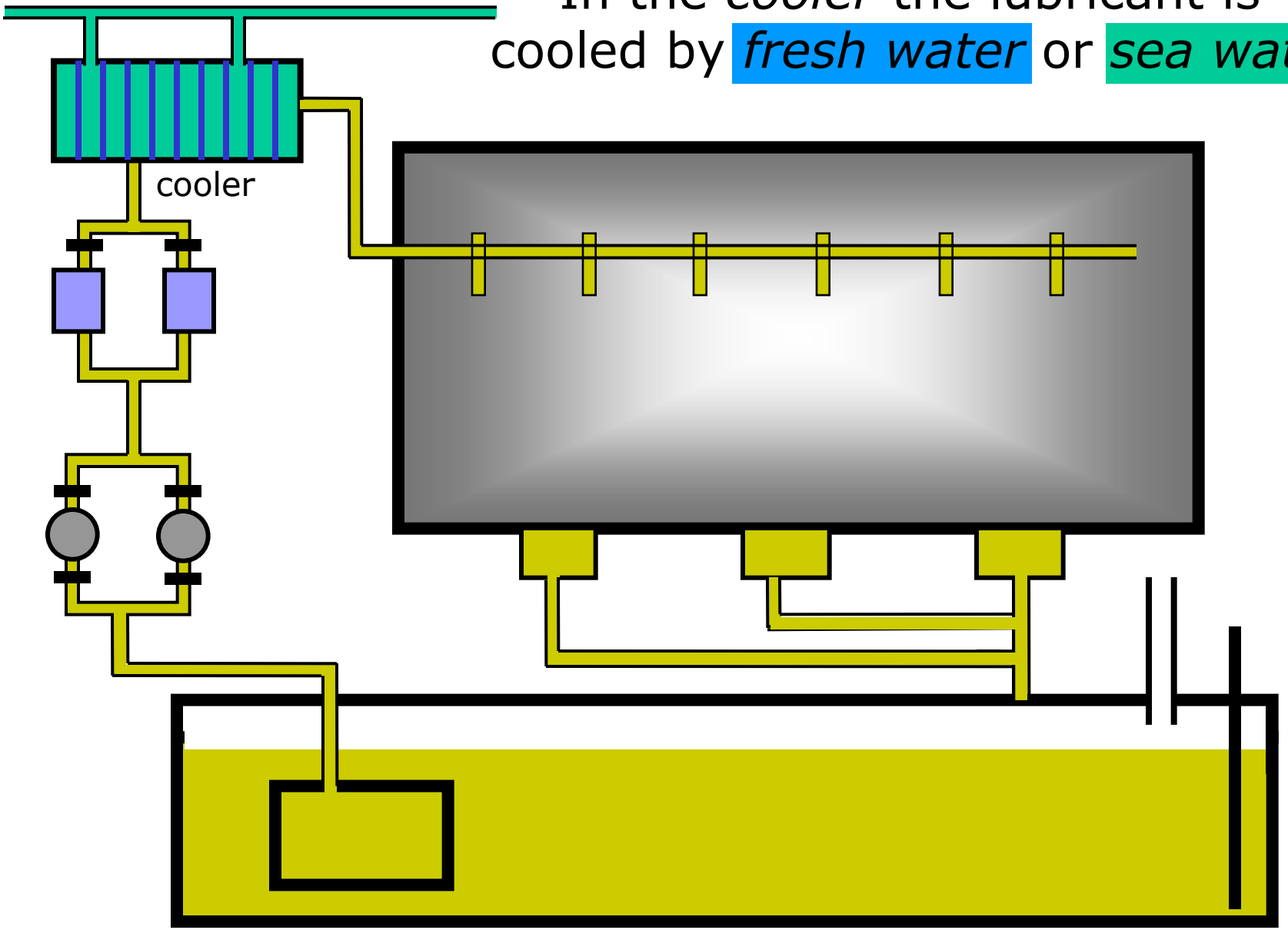
Pumps ◯ draw the lubricant from the *drain tank.*



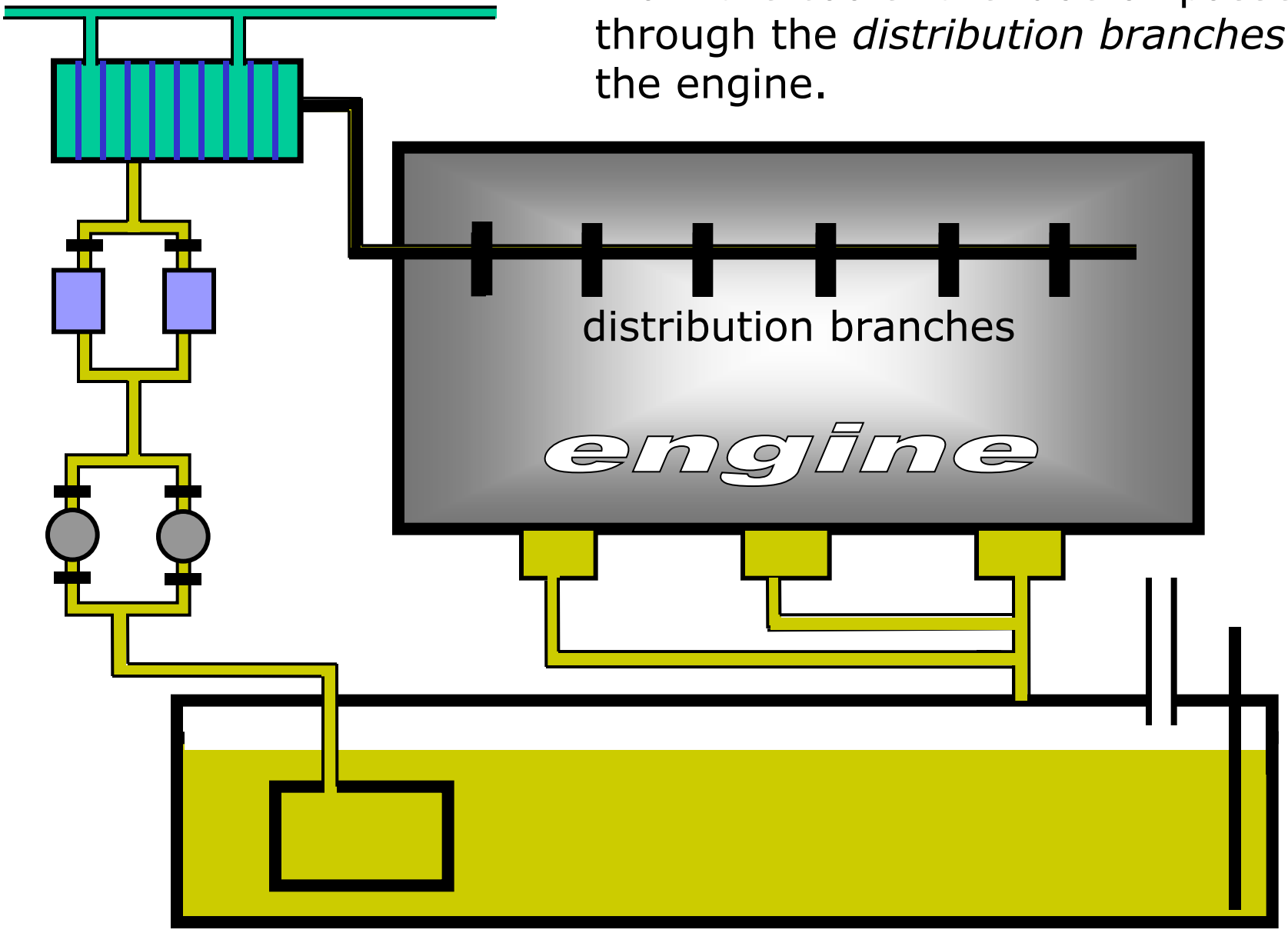
The *lubricant* is led through *filters* to the cooler (*heat exchanger*).



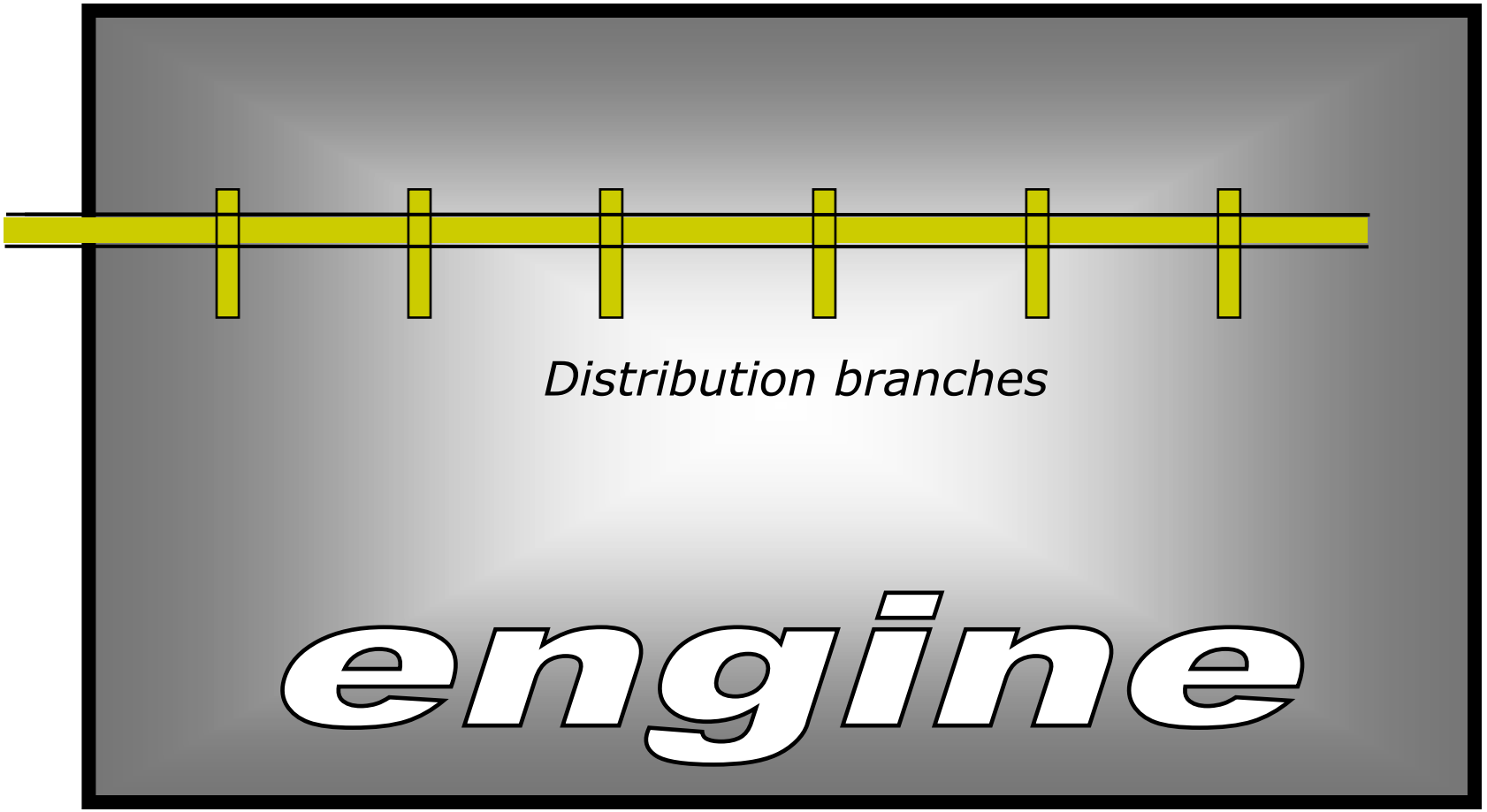
In the *cooler* the lubricant is cooled by *fresh water* or *sea water*.

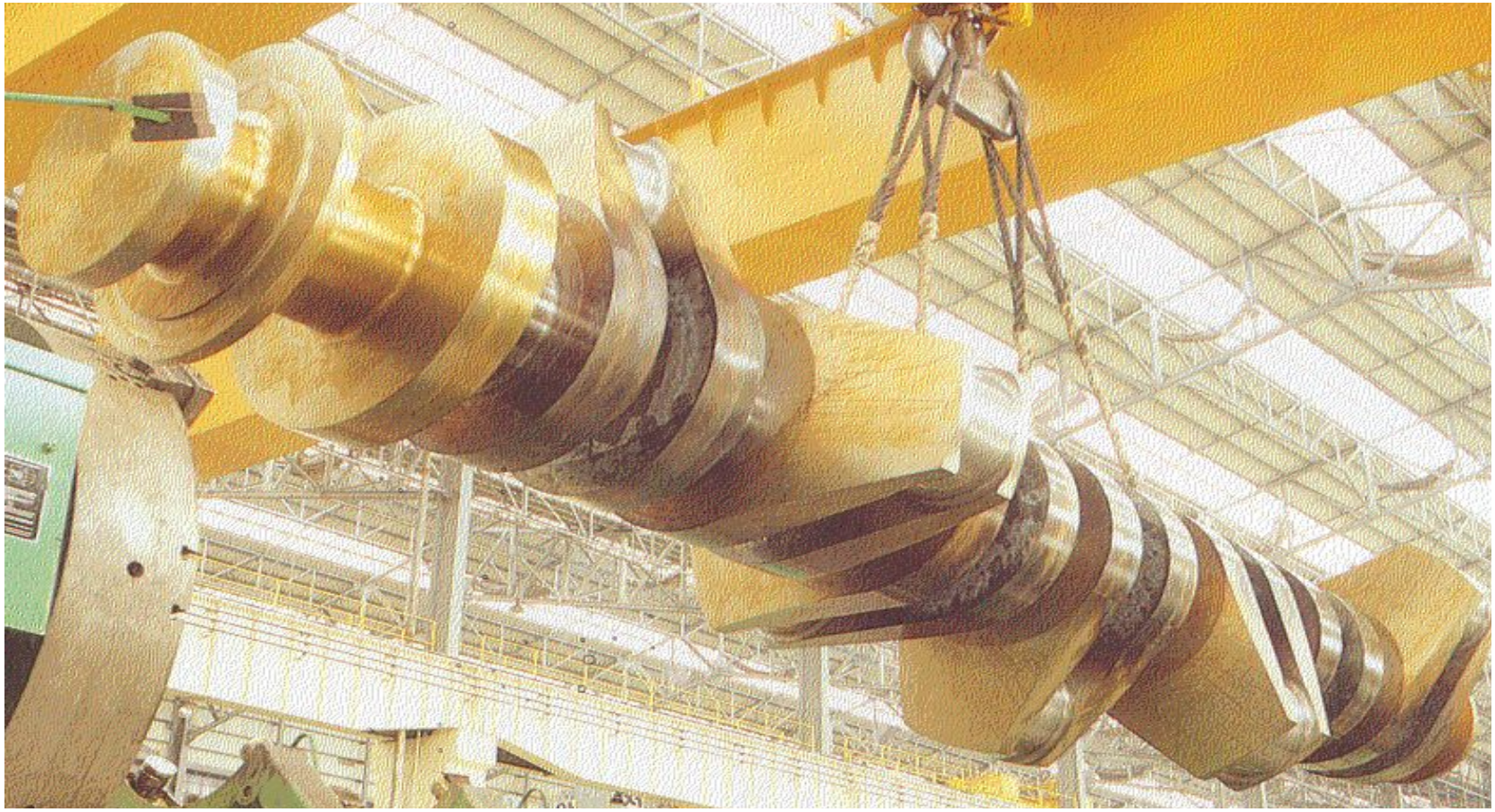


From the cooler the lube oil passes through the *distribution branches* in the engine.

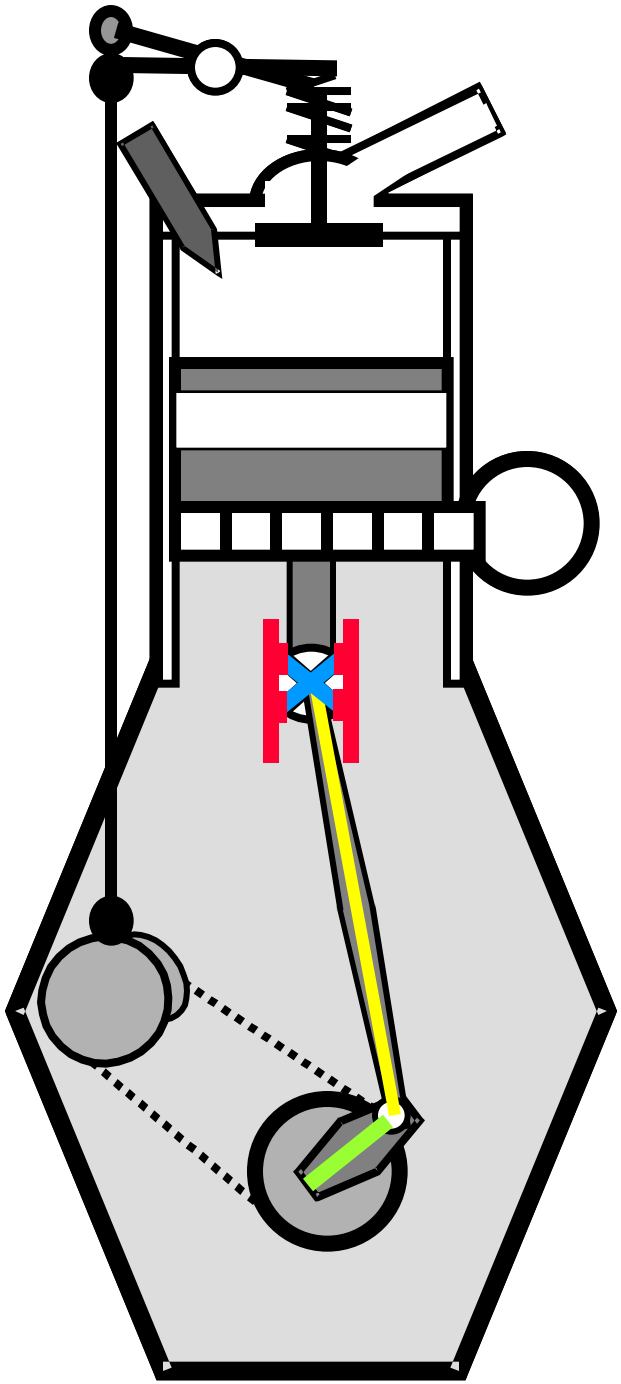


Lubrication of engine parts



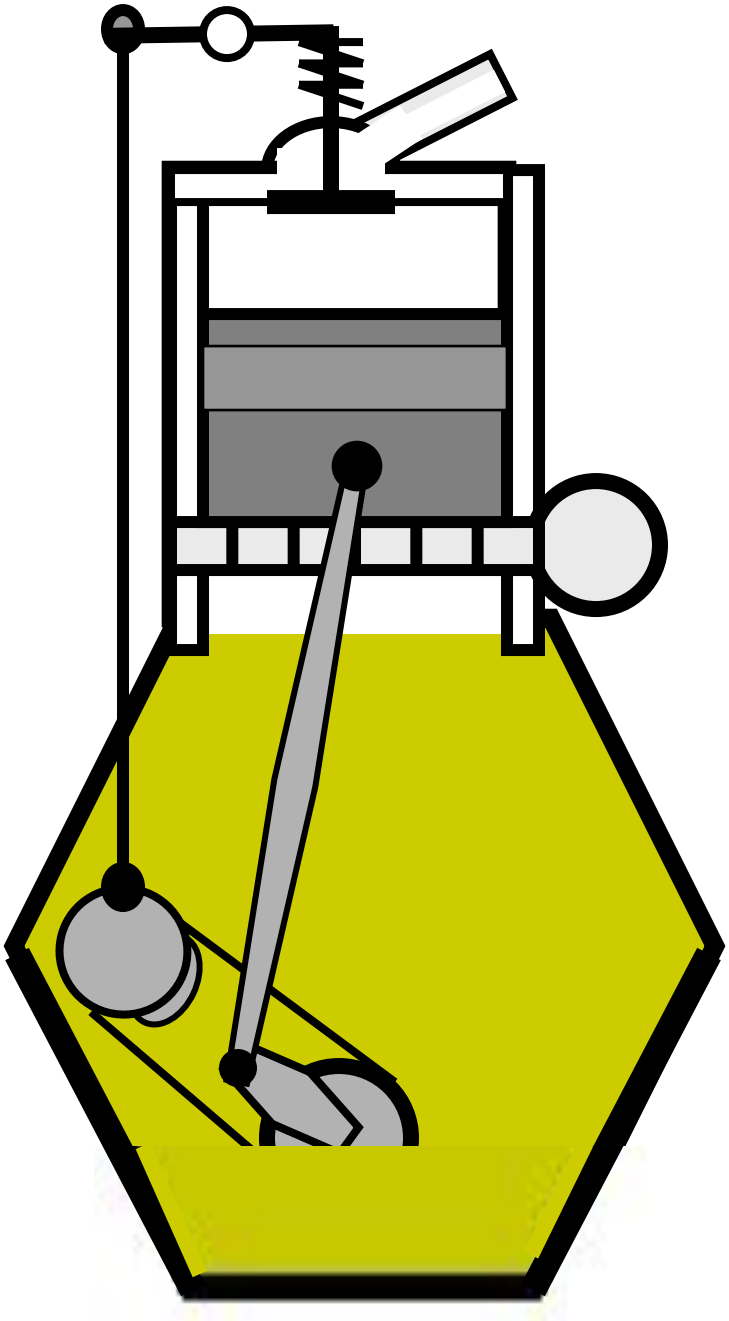


In a crosshead engine *oil bores* run through the *crankshaft, crankwebs* and *crankpins*,



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

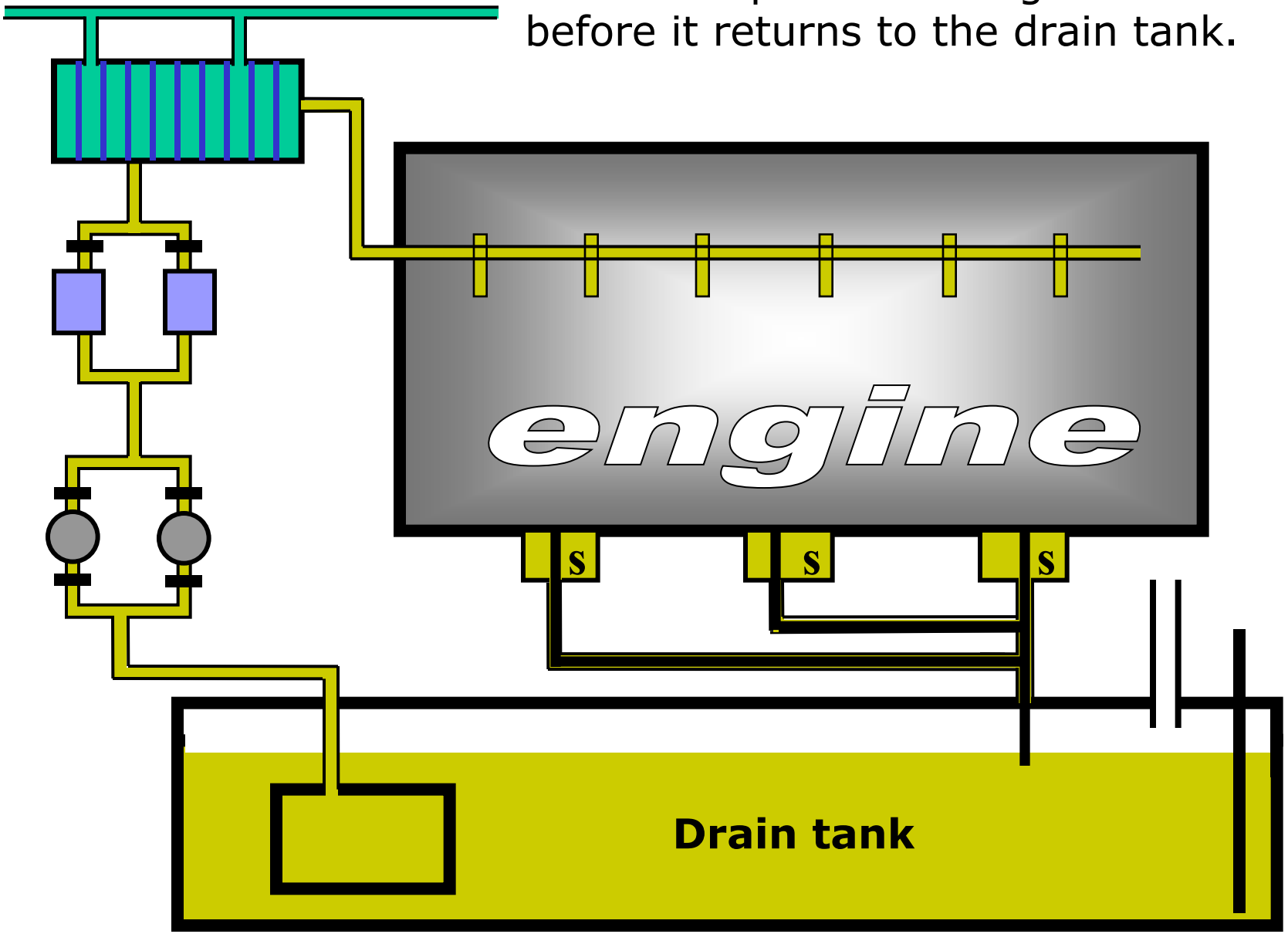
The oil passes through the main lube-oil supply line to the *bearings.*



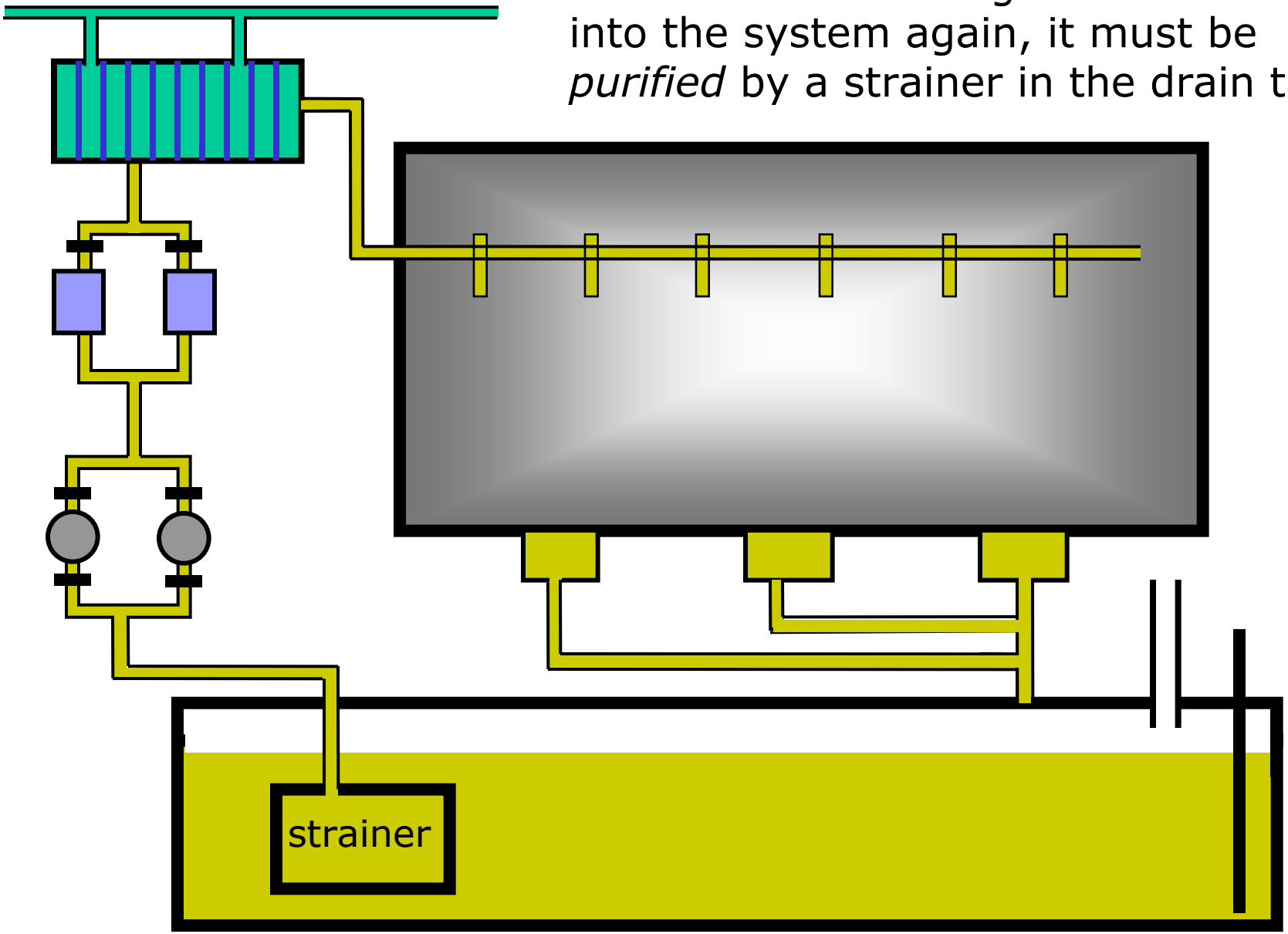
Trunk engine

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

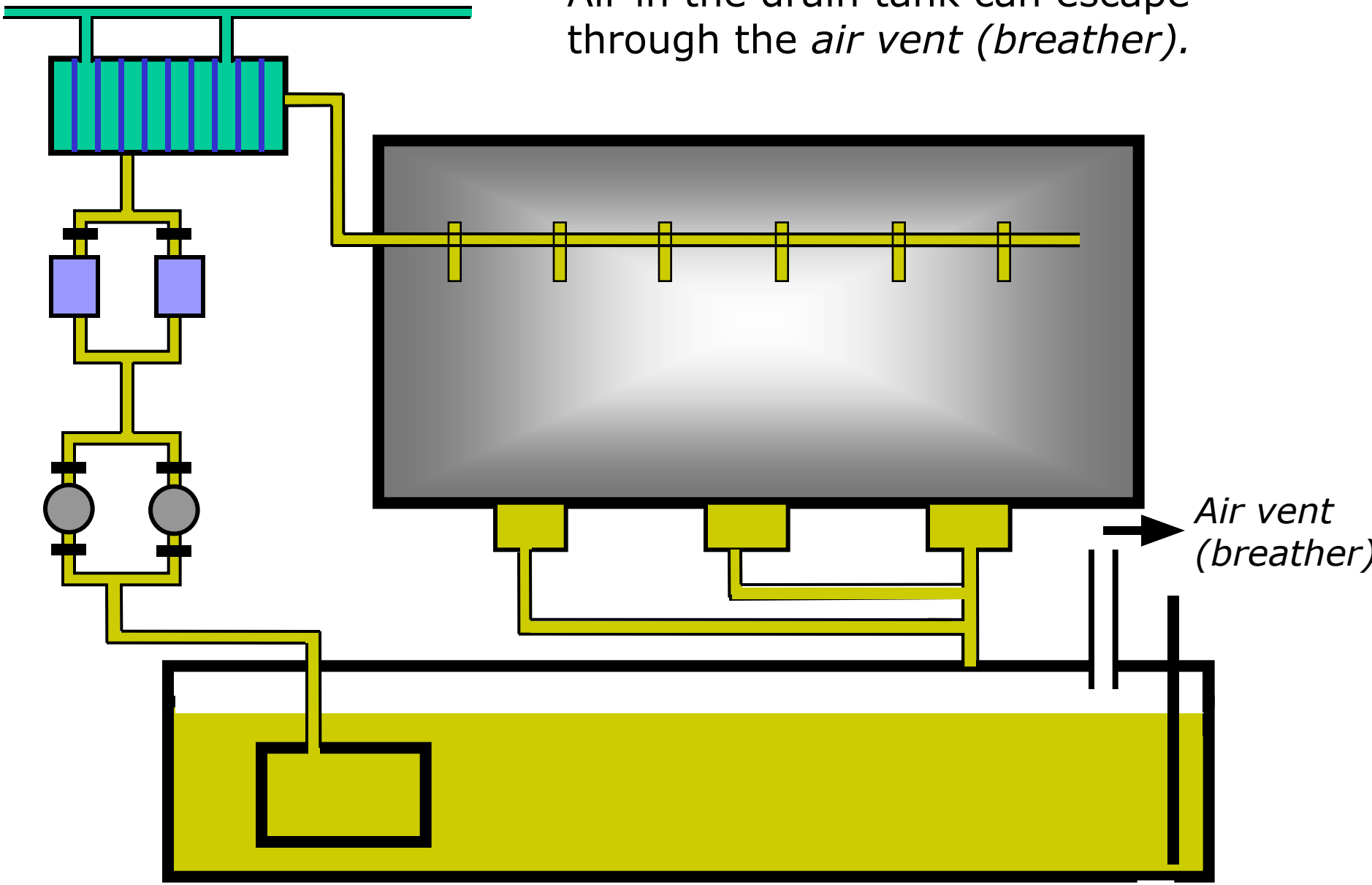
Used oil is passed through the *strainers* (S) before it returns to the drain tank.



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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