

## Lubricating oil system

The stern tube seal, the mechanical parts in the hub and the liners are oil lubricated by a oil system, which includes a gravity tank placed above the normal water line.

### Filling with oil

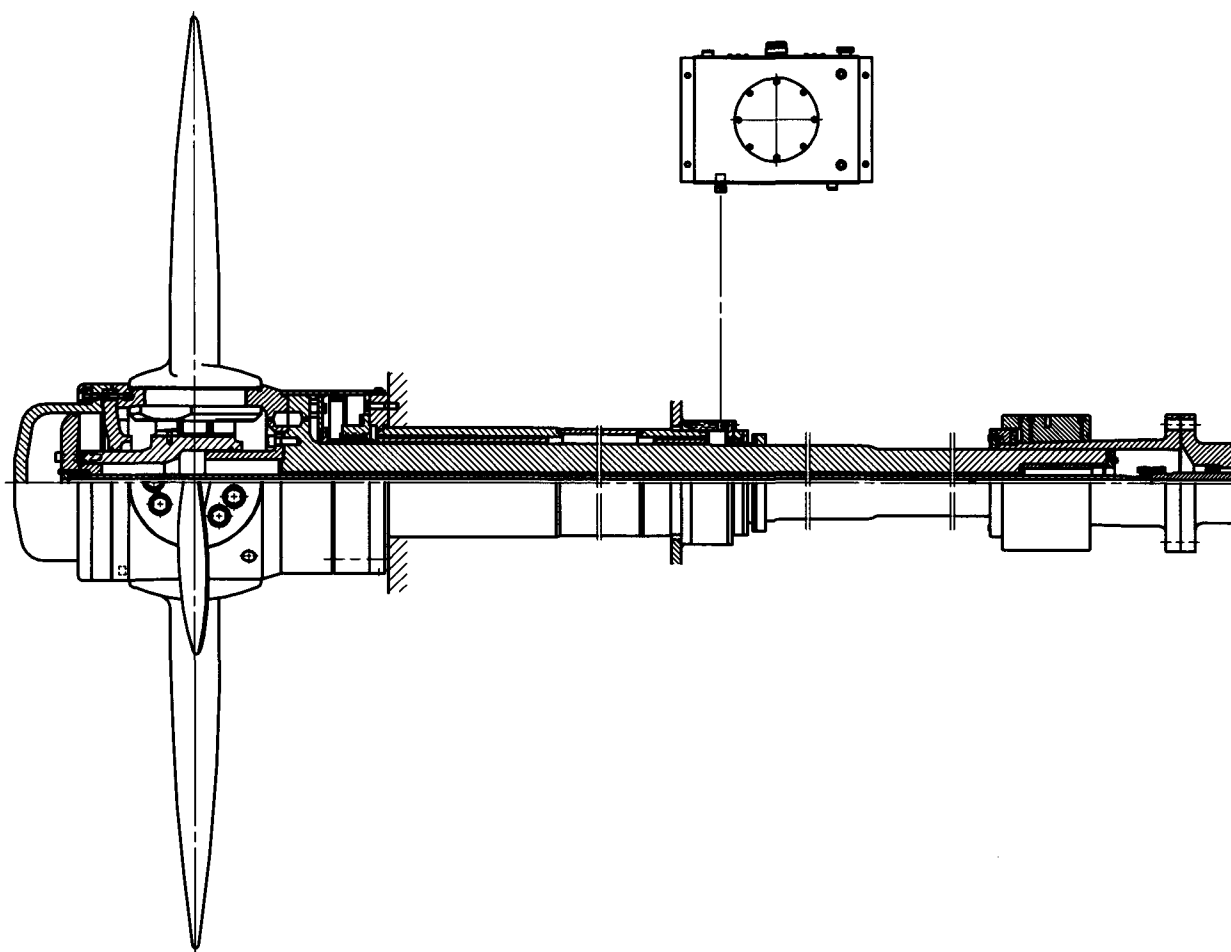
Before un-docking, the system has to be filled with an approved lubricating oil according to our oil list.

When filling the propeller equipment with oil for the first time, or when the oil has

been drained off, it is recommended to fill oil directly into the propeller hub through the screwed plug holes in the propeller hub to ensure the hub is properly vented and completely filled.

The stern tube is then filled with oil from the gravity tank. Due to the high viscosity of the oil it is advisable to warm the oil so that it flows easier.

**Fig 10.4**



**VBS propeller — oil lubricated stern tube**

The aft seal is filled with oil in accordance with the seal manufacturer's recommendations. For seals with lip rings it is important the chambers between the rings are filled with oil. The gravity tank supplying oil to the for'd seal should also be filled with oil.

**Note**

*Check for leakage before undocking.*

**Oil types**

Plants supplied with seals of the lip ring type, can use oil according to the recommended lubricating oil list.

Other lubricating oils, may be used if the condition of the viscosity oil does not exceed approx 200 cSt at 40°C and the pour point is in the range of -10°C.

In case of leakage an emulsifying oil can be used to reduce oil loss and maintain a satisfactory lubrication should sea water enter the stern tube.

**Oil quantity**

Oil quantity in the propeller equipment is given on data sheet. The oil quantity does not include piping from gravity tank to oil box.

For stern tube seals: see manufacturer's separate manual.

**Oil control**

In service the oil level in the gravity tank should be checked daily.

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