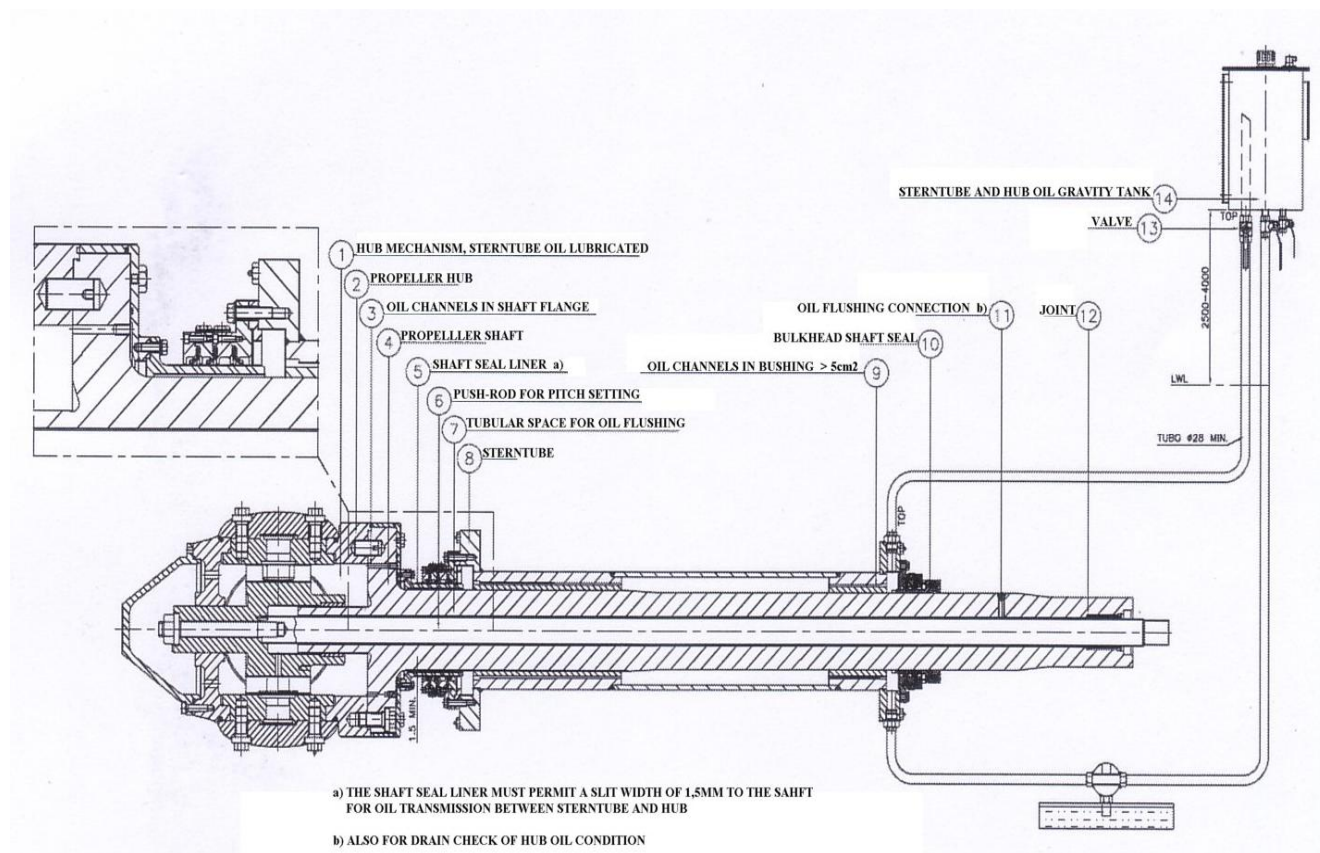


## **HUB TYPE KS WITH STERN TUBES IN OIL-BATH**

### **Static pressure system and lubrication of propeller hub**

In the stern tubes lubricated by oil-bath, the lubrication system and static pressure of propeller hub and stern tube are linked and fed by oil by the same tank of compensation. The position of this tank between approximately 2,5 and 4 meters over the highest level of flotation, guarantees a value of static pressure superior to the hydrostatic exterior pressure. So the internal static pressure of the hub is sufficiently high as to avoid the water entry and supports the necessary oiling of the internal parts of the propeller of changeable step. The oil is transferred from the stern tube by the interior of the closing stern and across the orifices in the flange of the shaft up to the propeller. Also the space between the longitudinal hole of the shaft and the bar this of push bathed by this oil up to the united brand 12 of the figure, placed in the end of prow of shaft. A stopper of purged and inspection marks 11 allows to eliminate of air and to verify that the oil comes clean and without difficulty. The SHAFTING ARRANGEMENT reflects the exact point where one finds this stopper in every particular case.



Nevertheless, when an important breakdown takes place in the sterntube with loss of oil on the outside shaft, it is possible to give him the circumstance of which it waters down at the same time. Depending on the used oil, some of them dissolve a certain quantity of water up to reaching his level of saturation (the oil is in the habit of acquiring a coloration and milky aspect). The water excess must be eliminated as soon as possible. Since in conditions of rest the water of the sterntube will tend to settle in the low part, to use the system of emptying, valve or stopper in the low pipeline that there has foreseen the installer of the pipeline who connects the tank with the sterntube, as it is indicated in the figure. But in addition, **it is very important to eliminate also, for the stopper of purge it marks 11, the water that could have come up to propeller hub** since probably this it waters down do not go out on having emptied the sterntube. Certainly this operation it is necessary with the major possible frequency while the breakdown is not repaired since an inadequate oiling of the internal parts of the propeller carries a quick wear of the mobile pieces.