

HYDROX – Instructions for Changeover

The **HYDROX** range has been specifically designed for use in sterntube applications where there is potential for fluid loss or water ingress to occur. They are designed primarily for use where lip type seals and other circulatory oil feed systems are in operation.

It is difficult to provide exact instructions for the changeover procedure when introducing **HYDROX** oils for the first time, as the method will largely depend on circumstances, including the design of the oil feed system, overall oil volume, size of header tank if fitted, circulatory or gravity feed, and the degree of any leakage problem (ie. top up rate).

We recommend that **HYDROX** is used in accordance with the following guidelines:

1. **HYDROX** can be introduced gradually by using an established topping up procedure since compatibility between **HYDROX** and normal sterntube / engine oil is not expected to be a problem. In practice very few oils have been found to be non-compatible with **HYDROX**, but in cases of uncertainty then Vickers Oils should be consulted.
2. Improved water absorption and emulsion stability is achieved with a more complete changeover. The presence of other non-emulsifiable oil reduces the benefits of **HYDROX**.
3. Any reduction in oil leakage achieved with **HYDROX 21** will be seen more quickly if the **HYDROX** is undiluted by existing oil.

If **HYDROX** is to be added to a system containing conventional mineral based oil whilst the vessel is in the water then a 100% immediate changeover will probably not be possible as it is not practical to completely drain the system. In these cases we would recommend the following guidelines:

1. Drain as much of the old oil as possible by emptying any header and sump tanks then re-fill with **HYDROX**.
2. After circulation of the oil the above procedure can be repeated as necessary until **HYDROX** is present in the system in the largest proportion as possible. **HYDROX** should then be used as normal at each topping up of the oil levels.
3. Some systems have a separate oil feed to the aft seal and again we would advise using **HYDROX** in such a system
4. It is important to carry out any special instructions advised by the seal and sterntube manufacturers and to ensure that the system is fully purged of airlocks.

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