**CLAIMS:**

1. A two-stroke or four-stroke marine engine lubricating oil composition comprising an oil of lubricating viscosity in a major amount and

   (A) additives, in respective minor amounts; and

   (B) a viscosity modifier in the form of a polymer comprising a core and a plurality of polymeric arms extending therefrom, in an amount in the range of 0.05 to 6 mass %;

   wherein the composition includes less than 0.5 mass%, preferably less than 0.1 mass%, of brightstock; preferably brightstock is completely or substantially absent from the composition; and wherein the two-stroke marine engine lubricating oil composition has a TBN of 40 to 100 using ASTM D2896, or the four-stroke marine engine lubricating oil composition has a TBN of 25 to 60 using ASTM D2896.

2. The composition as claimed in claim 1, wherein the arms of the polymer comprise a hydrogenated isoprene-butadiene copolymer, a hydrogenated styrene-isoprene-butadiene copolymer, a hydrogenated isoprene-styrene copolymer or a hydrogenated butadiene-styrene copolymer.

3. The composition as claimed in claim 1 or claim 2, wherein the polymeric arms comprise a linear diblock copolymer.

4. The composition as claimed in any one of claims 1-3, wherein the polymer has a number average molecular weight of 10,000-700,000, such as 30,000-500,000.

5. The composition as claimed in any one of claims 1-4 in the form of a marine diesel cylinder lubricant.

6. The composition as claimed in any one of claims 1-4 in the form of a trunk piston engine oil.

7. The use of a viscosity modifier (B) as defined in any one of claims 1-4 to improve the anti-wear properties of a marine diesel cylinder lubricant or a trunk piston engine oil which includes less than 0.5 mass%, preferably less than 0.1 mass%, of brightstock; the two-stroke marine engine lubricating oil composition having a TBN of 40 to 100 using ASTM D2896, or the four-stroke marine engine lubricating oil composition having a TBN of 25 to 60 using ASTM D2896.

8. The use as claimed in claim 7, wherein the marine diesel cylinder lubricant or the trunk piston engine oil is substantially free from brightstock.

9. Use of a viscosity modifier (B) as defined in any one of claims 1-4 as a replacement, in part or in full, for brightstock in a marine diesel cylinder lubricant or a trunk piston engine oil so that the marine diesel cylinder lubricant or the trunk piston engine oil includes less than 0.5 mass%, preferably less than 0.1 mass%, of brightstock.

10. A method of lubricating a cross-head marine diesel engine comprising supplying a composition as claimed in any of claims 1-5 to the piston/cylinder assembly of the engine.

11. A method of lubricating a trunk piston marine diesel engine comprising supplying a composition as claimed in any of claims 1-4 or 6 to the engine.

12. A method of reducing the amount of brightstock in a two-stroke or four-stroke marine engine lubricating oil composition comprising an oil of lubricating viscosity in a major amount and (A) additives, in respective minor amounts; the method comprising the step of replacing, in part or in full, the brightstock with (B) a viscosity modifier in the form of a polymer comprising a core and a

plurality of polymeric arms extending therefrom, in an amount in the range of 0.05 to 6 mass %.

13. The method as claimed in claim 12, wherein (B) substantially replaces the brightstock so that the composition includes less than 0.5 mass%, preferably less than 0.1 mass%, of brightstock; preferably so that the composition is completely or substantially free from brightstock.

14. The method as claimed in claims 12 or 13, wherein the composition includes less than 0.5 mass%, preferably less than 0.1 mass%, of brightstock; preferably the composition is completely or substantially free from brightstock.

15. The method as claimed in any one of claims 12, 13 or 14, wherein the two-stroke marine engine lubricating oil composition has a TBN of 40 to 100 using ASTM D2896, or the four-stroke marine engine lubricating oil composition has a TBN of 25 to 60 using ASTM D2896.

**CLAIMS:**

1. Use of a viscosity modifier in the form of a polymer comprising a core and a plurality of polymeric arms extending therefrom, in an amount in the range of 0.05 to 6 mass%; as a replacement, in part or in full, for brightstock in a marine diesel cylinder lubricant or a trunk piston engine oil so that the marine diesel cylinder lubricant or the trunk piston engine oil includes less than 0.5 mass%, preferably less than 0.1 mass%, of brightstock.

2. The use as claimed in claim 1, wherein the arms of the polymer comprise a hydrogenated isoprene-butadiene copolymer, a hydrogenated styrene-isoprene-butadiene copolymer, a hydrogenated isoprene-styrene copolymer or a hydrogenated butadiene-styrene copolymer.

3. The use as claimed in claim 1 or claim 2, wherein the polymeric arms comprise a linear di-block copolymer.

4. The use as claimed in any one of claims 1-3, wherein the polymer has a number average molecular weight of 10,000-700,000, such as 30,000-500,000.

5. The use as claimed in any one of claims 1-4, in the form of a marine diesel cylinder lubricant.

6. The use as claimed in any one of claims 1-4, in the form of a trunk piston engine oil.

7. Use of a viscosity modifier (B) to improve the anti-wear properties of a marine diesel cylinder lubricant or a trunk piston engine oil which includes less than 0.5 mass%, preferably less than 0.1 mass%, of blight stock; the two-stroke marine engine lubricating oil composition having a TBN of 40 to 100 using ASTM D2896, or the four-stroke marine engine lubricating oil composition having a TBN of 25 to 60 using ASTM D2896.

8. The use as claimed in claim 7, wherein the marine diesel cylinder lubricant or the trunk piston engine oil is substantially free from brightstock.

9. A method of reducing the amount of bright stock in a two-stroke or four-stroke

marine engine lubricating oil composition comprising an oil of lubricating viscosity in a major amount and (A) additives, in respective minor amounts; the method comprising the step of replacing, in part or in full, the brightstock with (B) a viscosity modifier in the form of a polymer comprising a core and a plurality of polymeric arms extending therefrom, in an amount in the range of 0.05 to 6 mass%.

10. The method as claimed in claim 9, wherein (B) substantially replaces the brightstock so that the composition includes less than 0.5 mass%, preferably less than 0.1 mass%, of brightstock; preferably so that the composition is completely or substantially free from brightstock.

11. The method as claimed in claim 9 or claim 10, wherein the composition includes less than 0.5 mass%, preferably less than 0.1 mass%, of bright stock; preferably the composition is completely or substantially free from brightstock.

12. The method as claimed in any one of claims 9-11, wherein the two-stroke marine engine lubricating oil composition has a TBN of 40 to 100 using ASTM D2896, or the four-stroke marine engine lubricating oil composition has a TBN of 25 to 60 using ASTM D2896.