ENGINEERING TRIAL REPORT
TRANSMITTAL LETTER

REPORT CONTROL SYMBOL OPNAV 9094-1

(See Special Instructions on Reverse)

From: Chief Observer

To:

Via: 1. CO, USS
2.
3.

Subj: USS _____ Trial Report; Forwarding of

Encl: (1) DATA SHEET

(2) CO, USS _____ letter to Chief Observer.

1. A(n) _____ Trial is reported herewith.

2. The ship complied with current directives as follows:

Split plant was utilized (if applicable) ☐ YES ☐ NO

Prescribed material condition was maintained ☐ YES ☐ NO

Usual services were maintained during the trail, as follows:

☐ BOILER ☐ EVAPORATORS ☐ LIGHTING ☐ OTHER *(Specify)* _____

Liquid loading equaled _____ %

Submarines Only: Status of fuel ballast tanks: Tank numbers (full) _____ ; tank numbers (empty) _____

Limiting speeds, temperatures, pressures (☐ were ☐ were not) exceeded.

3. Violations of safety precautions or of good engineering practices were noted, as follows:

_____

_____

4. Information concerning fuel and power is as follows:

FUEL		POWER	INBOARD SHAFTS	OUTBOARD SHAFTS
USED		REQUIRED ENGINE SPEED, PROPELLER RPM AND/OR PITCH. TOTAL KW PROPULSION GENERATORS OR BATTERY RATE (REQUIRED)		
ALLOWED		ENGINE SPEED, PROPELLER RPM AND/OR PITCH. TOTAL KW PROPULSION GENERATORS OR BATTERY RATE (MADE)		
PERFORMANCE RATIO				

5. Trial requirements (☐ were ☐ were not) met (if not met, specify reason) _____

_____

6. A mark of _____ % is recommended for this exercise.

COPY TO:

_____ *(Complete)*

_____ *(Signature)*

_____ *(Complete)*

OPNAV 9094/1A (MAY 1979)

(Use reverse for comments)

CLEAR

INSTRUCTIONS FOR PREPARATION OF ENGINEERING TRIAL REPORTS

1. OPNAV 9094/1B, Engineering Trial Report, Sheets 1 through 3 apply to steam-driven surface ships. OPNAV 9094/1C, Engineering Trial Report, Sheets 1 and 2 apply to diesel-driven surface ships and submarines. OPNAV 9094/1D, Engineering Trial Report, Sheets 1 and 2 apply to gas turbine driven ships. Only data applicable to the ship in question should be entered.

2. The forms are designed to provide data for the analysis of all the machinery associated with each main propulsion unit. It is, therefore, necessary to use a separate set of sheets for each main propulsion unit installed or operating.

3. Where hourly readings are required in the Engineering Trial Reports, readings should be taken at frequent intervals (e.g., every 15 minutes) during the hour and the average entered in the hourly column. To indicate the degree of accuracy of the recorded data it is necessary that the interval that readings are taken be entered in the space provided on each sheet.

4. Space is provided on the back of each data sheet to report additional information which may be required by Type Commanders or would aid in determining the cause for an unsatisfactory trial.

5. Fuel consumption shall be determined by the *MOST* accurate means available. Except when specially calibrated meters are specifically installed for a trial, fuel consumption shall be determined by taking careful hourly soundings of the service tanks or day tanks.

6. This report shall be submitted to the Type Commanders via the Trial Ship and the chain of command.

a. In all cases whether SATISFACTORY or UNSATISFACTORY, this report shall be submitted to the Type Commander, with an advance copy to NAVSEA. The Type Commander and NAVAL Sea Systems Command Headquarters will, in their endorsements, explain, if possible, the cause of Unsatisfactory Trials.

b. In all cases of new construction or major conversion a copy of this report (complete) shall be sent to NAVSEA for *all* trials.

ADDITIONAL REMARKS

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