

MEMORANDUM

19 November 1974

Conservation program suggestions and proposals have been brought
From: 10 discussion at two recent NAVSTA meetings (8 & 9 NOV), chaired by the
To: Public Works Officer and attended by LTJG BROOKS. Generally speaking,
action plans have not been formulated, attendance has been low, Public Works
Subj: VC-8 Utilities Conservation; proposals for
Ref: (a) NAVSTA ROOSRDS NOTICE 4100 of 13 NOV 74
Encl: (1) Proposed conservation directive
and "BUMPER STICKERS" has been
the BEST idea proposed so far. LCDR HALE feels VC-8 is not a problem.

1. In view of the fact that VC-8's non-essential electrical usage is relatively low, there is little possibility of making any dramatic changes in our overall consumption. However, operating on the theory that in any conservation program, "Every litter bit helps", we can take steps to insure that unnecessary electrical consumption is eliminated. In order to be successful, some formalized, general procedures should be set up, but ultimately, the day-to-day conservation of energy will have to come as a result of a greater awareness and action-level of every person in VC-8.

2. The following list of ideas and comments, taken in various combinations, comprise different response-levels to the problems of energy consumption.

a. Draft a VC-8 Instruction or Notice concerning utility (or more appropriately, in my opinion, electrical) conservation. The fact is that VC-8 just doesn't use or waste very much water, hot or cold. I would say aircraft washing evolutions are essential, and generally, they are done in a pretty efficient manner. That really leaves only electricity as a "UTILITY" to be conserved at VC-8. Enclosure (1) is a possible electrical energy conservation directive.

b. Air Conditioning. VC-8 presently has twenty installed window air conditioners of varying BTU-ratings. In addition to more closely controlling their operation, we could eliminate some or all of them and use more fans and/or windows. Alternatively, we could establish some general rule for appropriate BTU-ratings per unit area, and replace some larger units with smaller ones. We could press Public Works to fix or install central air conditioning in some or all hangar spaces. We could move out of this hangar and into hangar 1625 which presently has centrally air conditioned spaces. Finally, we could press Public Works for better insulation for our air conditioned spaces.

c. Lighting. In order to effect the 10-15% reduction in electrical consumption called for in reference (a), it would be necessary to remove or make inoperative as many lights as practical, particularly overhead lights and unnecessary desk lights. This was done only half-heartedly in the past.

d. Miscellaneous. It would be most helpful if VC-8 knew exactly how much electricity we use per month, so that we could set a reduction goal and make it. Unfortunately (and unbelievably), the Naval Station has only three meters - one for housing, one for the hospital, and one for the Naval Station, which includes us. We should have a meter installed. Meters might be a good idea for housing too; thus, you could charge those persons using excessive electricity.

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e. Conservation program suggestions and proposals have been brought up for discussion at two recent NAVSTA meetings (8 & 9 NOV), chaired by the Asst. Public Works Officer and attended by LTJG BROOKS. Generally speaking, action plans have not been formulated, attendance has been low, Public Works support vaguely defined (i.e., How do we get insulation? Who will survey our hangar for central air? When? Could we get a meter? What are this hangar's major electricity users? etc, etc) and "BUMPER STICKERS" has been the "BEST" idea proposed so far. LCDR HALE feels VC-8 is not a problem.

In view of the fact that VC-8's non-essential electrical usage is relatively low, there is little possibility of making any dramatic changes in our overall consumption. However, operating on the theory that in any conservation program, every individual can take steps to insure that unnecessary electrical consumption is eliminated. In order to be successful, some formalized, general procedures should be set up, but ultimately, the day-to-day conservation of energy will have to come as a result of a greater awareness and action-level of every person in VC-8.

P. J. LUMIANSKI

2. The following list of ideas and concepts, taken in various combinations, comprises different response-levels to the problem of energy consumption.

a. Draft a VC-8 instruction or Notice concerning utility for more appropriately, in my opinion, electrical conservation. The fact is that VC-8 just doesn't use or waste very much water, hot or cold. I would say aircraft washing equipment are essential, and generally, they are done in a pretty efficient manner. That really leaves only electricity as a "UTILITY" to be conserved at VC-8. Enclosure (A) is a possible electrical energy conservation directive.

b. Air Conditioning. VC-8 presently has twenty installed window air conditioners of varying BTU-ratings. In addition to more closely controlling their operation, we could eliminate some or all of them and use more fans and/or windows. Alternatively, we could establish some general rule for appropriate BTU-ratings per unit area, and replace some larger units with smaller ones. We could press Public Works to fix or install central air conditioning in some or all hangar spaces. We could move out of this hangar and into hangar 1625 which presently has centrally air conditioned spaces. Finally, we could press Public Works for better insulation for our air conditioned spaces.

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