

To Get Overtime Pay— Firefighters, Others

On Jan. 1, 1975, firefighters and law enforcement employees come under overtime pay provisions of the 1974 amendments to the Fair Labor Standards Act (FLSA), Secretary of Labor Peter J. Brennan reminded state and local government agencies recently.

Because of the special nature of the work of these public employees, Brennan said new FLSA overtime provisions are based on the concept of a work period of 28 consecutive days and 240 hours maximum (instead of the standard 7-day, 40-hour week) before overtime is paid.

Brennan said overtime at one and one-half times the employee's regular rate of pay may be based on a work period as short as seven days and 60 hours

maximum before overtime is paid, or any number of days up to 28 in the same ratio as 240 hours is to 28 days.

Betty Southard Murphy, administrator of the Wage and Hour Division of the U.S. Labor Department's Employment Administration, said that the 240-hour, 28-consecutive days ratio will be adjusted on Jan. 1, 1976, to 232 hours in 28 days, and on Jan. 1, 1977, to 216 hours in 28 days. The following chart shows the maximum hours standards for 1975.

Work Period (days)	Maximum Hours Standard	Work Period (days)
7	60	15
8	69	16
9	77	17
10	86	18
11	94	19
12	103	20
13	111	21
14	120	
Maximum Hours Standard	Work Period (days)	Maximum Hours Standard

129	22	189
137	23	197
146	24	206
154	25	214
163	26	223
171	27	232
180	28	240

Overtime must be paid by any public agency with five or more people working as firefighters or law enforcement officers (including security personnel in correctional institutions). The special overtime provisions also apply to certain ambulance and rescue service employees of public agencies.

Mrs. Murphy stated that the first-year cost impact of the FLSA amendments would depend in large part upon which of several available alternatives a public agency elects to use.

She pointed out that the new standards are interim standards. She said the 1974 amendments call on the Labor Department to conduct a study in calendar year 1976 of the hours ordinarily worked by fire protection and law enforcement employees.

The interim rules and definitions appeared in the Register on Dec. 20, 1974. They apply to sections 7 (k) and 13 (b) (20) of the Act.

The special FLSA provisions apply only to public agencies

Deadline . . .

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erate process of actual selection was begun by the villages.

The job of selecting the "right" 5½ million acres was so important that many of the villages sent in members of their board of directors as well as the selection representatives. Instant approval or disapproval was needed in case of major changes in the selection of land by individual villages. The final choice of land rested with the village—they alone made the final selection. So great was the feeling for the land that many villages sent in their representatives a week early in case of bad weather.

As one saw the entire land selection team, one saw the faces of the young and old. The selection had to be right, it had to be right the first time and there was to be no second choice. The young and the old worked as a team with mutual respect for each other. Added strain was felt as each realized that this selection was to affect children not yet born.

The Land Department, feeling the great responsibility, worked deliberately, diligently, and confidently. The entire structure worked like a well-oiled machine and the completed applications for land were submitted to BLM well in advance of the imposed deadline.

Congratulations, Land Department and Village Representatives on a job well done. We can all be justifiably proud of the fine work that has been done.

Driver Ed . . .

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three additional programs next year through the Career Education Department of ASOSS. Programs are now under way in the following locations: Thorne Bay, Metlakatla, Glennallen, Tok, Tri-Valley, Anderson Village, Eielson AFB, Tanana, Fort Yukon, Bethel, Aniak, Noorvik, Sand Point and Adak.

All students receive 60 hours of classroom instruction with an additional 12 hours of behind-the-wheel instruction. Upon completion of the program, students receive a Drivers Education Certificate issued either by the Alaska Department of Education or the American Automobile Association.

Instructors for the program have an opportunity to attend a Summer Institute to receive training in the techniques of Driver Education instruction. The first such institute was held last summer under the joint sponsorship of State-Operated Schools and the Department of Education.



ATHABASCAN INDIAN LANGUAGE TYPING ELEMENTS DEVELOPED BY IBM

FRANKLIN LAKES, N.J. — New Athabaskan Indian language typing elements are used on IBM "Selectric" Typewriters at the Canoncito Alternative High School on the Navajo Reservation at Canoncito, New Mexico. With the elements, copy can be prepared in Navajo, Apache and related Athabaskan languages. They were developed by IBM in conjunction with 'AK'E'ELCHIGI, a non-profit organization dedicated to increasing literacy among Indian peoples and to preserving their oral and written languages.

Languages Can Be Typed . . .

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turies. The major work on Navajo was initiated in the 1920's by Father Berard Haile, a Franciscan scholar.

Using this historic information as a background, IBM has created type faces for the related Athabaskan languages. These faces are made up of the Roman alphabet augmented by five special symbols.

These elements are named Dine, a word in the Athabaskan languages which identifies the people who belong to these related cultures. It means "the people," "ourselves" or "man."

A special typewriter keyboard

and their employees. They do not apply to private organizations engaged in furnishing fire protection or law enforcement services even if these services are provided under contract to a public agency.

No distinction is made between full-time and part-time employees and both must be counted in determining whether the exemption of fewer than five applies. Bona fide volunteers may be excluded from the count.

is not required for use of these Dine typing elements. One keyboard is available, however, displaying these special characters and diacritical marks, and utilizing a "dead key" which enables the typist to insert special symbols without having to backspace to the correct position.

These new typewriter elements were developed by IBM in conjunction with 'AK'E'ELCHIGI, a non-profit organization dedicated to promoting literacy among Navajo and other Indian peoples, and to preserving their oral and written languages as im-

portant literacy modes.

Formed in 1973, the organization is located in Albuquerque, New Mexico. Its name, freely translated from Navajo, means "about writing."

As a result of this joint effort, both 10 and 12 pitch IBM Courier type styles with these special symbols are now available. For at \$18, they may be purchased at IBM Office Products Division branch offices.

They are manufactured at the division's plant in Lexington, Kentucky. Delivery is within six weeks.

Ships to Transport Crude Oil

CLEVELAND, Ohio — Six new ships to transport Alaskan crude oil to the U.S. West Coast have been contracted for by the Standard Oil Co. (Ohio) with an Ogdon Corporation subsidiary, Avondale Shipyards, Inc., of New Orleans, La.

Arrangements are to be made for the ships to be operated under long-term charters to Sohio by American shipping companies, and manned by American crews.

The contracts involve a purchase price of more than \$400 million and contain certain provisions for cost escalations and cancellation options for Sohio.

The ships will meet or exceed U.S. and international design standards. Design discussions between Sohio and Avondale have been in progress for the past year and great emphasis has been placed on the safety and anti-pollution aspects of the

ships. Each ship will be capable of carrying about 165,000 tons of Alaskan oil, or some 1,200,000 barrels, and will be approximately 900 feet long with a draft of 55 feet. The ships will have double boilers and will be of segregated ballast design to safeguard against contamination of the ocean.

The service speed at sea will be approximately 16 knots and the power plant, electrical system and navigational features have been designed to maximize operational safety.

The vessels are scheduled for delivery in 1977 and 1978, at which time it is expected that Sohio will also have available for Alaskan service other tankers, including two 80,000 DWT ships presently on charter to Sohio and two 120,000 DWT ships to be built by Sun Shipbuilding & Drydock Company.

Telecommunications . .

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stands to gain much from such a united effort, according to Matherly.

RCA has offered to provide a replacement system to cover the same area now being taken care of by the ATS-6 satellite when it is changed to service India. Weatherly said his office is concerned with extending service to more villages needing basic medical care as soon as possible.

Groups represented at the Denver meeting included the National Aeronautics and Space

Administration (NASA) Office of Telecommunications Policy, Appalachian Regional Commission, Federation of Rocky Mountain States, Public Broadcasting Service, the Corporation for Public Broadcasting and National Public Radio.

Communications companies in attendance included Hughes, Fairchild, RCA, Western Union, General Electric, Philco, Westinghouse, the National Cable Television Association and the National Oceanic and Atmospheric Administration (NOAA)

Soviets to Pay for Loss of Gear

The Commerce Department's National Oceanic and Atmospheric Administration announced recently that the Soviet Union has agreed to pay \$11,400 to the R&G Fisheries of Tiverton, R.I.

The payment will be made for loss of gear and financial hardship caused when Soviet trawlers destroyed the company's lobster traps while trawling through a well-marked area in October 1971.

The U.S.S.R. agreement to pay was reached during a meeting of the U.S.-U.S.S.R. Fisheries Claims Board which was established this year to hear claims submitted to it for damages caused by fishing vessels of either country.

Members of the board include Carmen J. Blondin, of NOAA's National Marine Fisheries Service; Clinton J. Maguire, U.S. Coast Guard; and Y.A. Znamenskiy and A.G. Afanasyev of the Soviet Union.

R&G Fisheries alleged that on the morning of Oct. 9, 1971, their fishing vessel, Seven G's, found numerous Soviet trawlers towing through their lobster

traps in an area marked with flags, buoys, and radar reflectors.

The Seven G's removed as many undamaged lobster traps as possible and returned to port. On Oct. 27, the Seven G's returned to the area and found that the rest of the gear and traps were gone.

A total of 210 lobster traps and accompanying gear was lost. Owners of R&G Fisheries stated that they were forced to curtail offshore lobstering for the remainder of the season because of the incident.

The incident occurred approximately 70 miles off the northeast coast of the United States.

Yukon Route

Work began on the White Pass & Yukon Route in August 1898; by March of the next year a road had been cut through the White Pass and by July 6, the line was completed to Lake Bennett, a distance of 40 miles. In June 1900, the railway reached Whitehorse, with more than 110 miles of track laid