



1971

ANNUAL REPORT

MINISTRY

OF

COMMUNICATIONS

Ministry of Works and Communications
(Communications),

G.P.O. Building,
Georgetown,
GUYANA:

30th December, 1972.

The Honourable Minister of Works and Communications.

Sir,

I have the honour to submit my report on the activities of the Ministry of Communications for the year 1971.

2. The Ministry of Communications embraces the following Departments and Public Corporations:

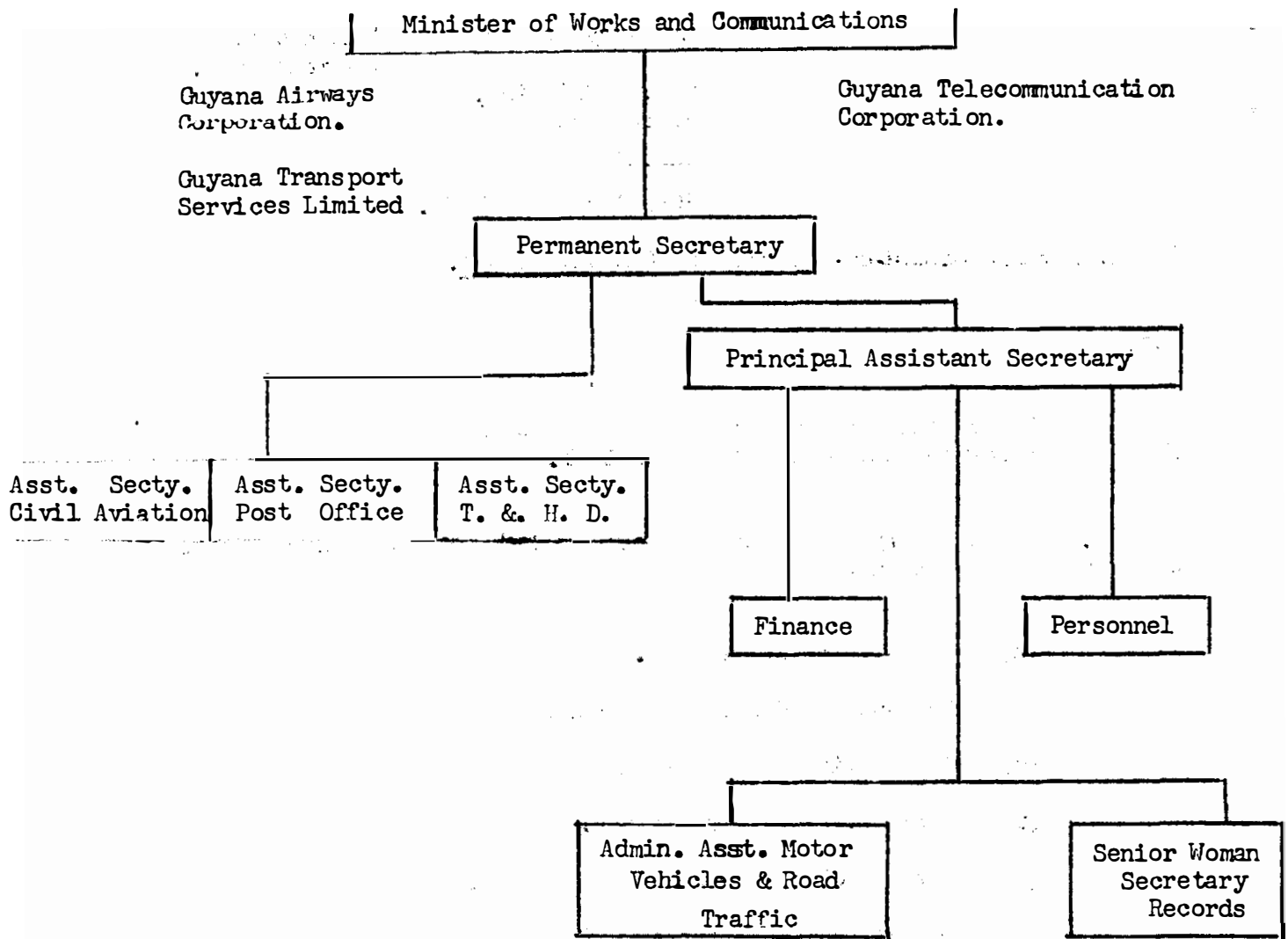
- (a) Post Office Department.
- (b) Transport and Harbours Department.
- (c) Civil Aviation Department.
- (d) Guyana Airways Corporation.
- (e) Guyana Telecommunication Corporation.
- (f) Guyana Transport Services Limited.

In addition, the Ministry is also responsible for Motor Vehicle Licensing and related matters.

3. By virtue of the Public Corporations (Amendment) act 1971 which established the Guyana State Corporation, that body was vested with the power to give general and special direction to all Public Corporations in respect of matters relating to personnel including conditions of service, finance management and organisation. As a result of this, the Ministry of Communications relinquished to the Guyana State Corporation its control over personnel and financial matters relating to Guyana Airways Corporation and Guyana Telecommunication Corporation with effect from 1st October, 1971.

4. The Honourable Minister, Mohamed Kasim, A.A., M.P., who was appointed Minister of Communications with effect from 1st January, 1969 in place of the Honourable E.F. Correia, M.P., continued to be responsible for the Portfolio.

5. The organisational chart hereunder describes the plan and distribution of the Ministry's charges during 1971:-



6. At the beginning of the year the administrative staff of the Ministry's Secretariat was as follows:-

Mr. D. Yankana	-	Permanent Secretary.
Mr. S.N. Sharma.	-	Principal Assistant Secretary.
Mr. J.A. Leila	-	Assistant Secretary (Civil Aviation Department)
Mr. S.M. Tiwari	-	Acting Assistant Secretary (Post Office Department)
Mr. D. Singh	-	Acting Assistant Secretary (Transport and Harbours Department)
Miss E. Mongul	-	Administrative Assistant (ag.) (Motor Vehicles & Road Traffic)
Miss G. Harris.	-	Senior Woman Secretary (ag.) (Records).

7. Mr. R.A. Cheong, Principal Assistant Secretary, Ministry of Finance, assumed duty as acting Permanent Secretary on 11th January, 1971 vice Mr. D.I. Yankana who was transferred to the Department of Public Corporations.

8. Mr. S.N. Sharma, Principal Assistant Secretary retired from the Public Service on medical grounds with effect from 26th February, 1971.

9. Mr. J.A. Leila, Assistant Secretary was appointed to act Principal Assistant Secretary with effect from 1st March, 1971 vice Mr. Sharma.

10. On 1st October, 1971 Mr. H.A. Von Eeden assumed duty as Assistant Secretary on transfer from the Government Printing and Stationery Office, Ministry of Works, Hydraulics and Supply.

11. Mr. D. Singh, Acting Assistant Secretary was transferred to the Ministry of Housing and Reconstruction with effect from 6th September, 1971.

12. Mr. F.I. Ellis, Chief Clerk, Ministry of Labour and Social Security assumed duty on 6th September, 1971 as Acting Assistant Secretary.

13. Mr. E.G. Gittens, Accountant was appointed to act as Assistant Secretary with effect from 1st May, 1971.

14. Miss E. Mongul, Senior Woman Secretary was appointed Administrative Assistant with effect from 23rd July, 1971 and was transferred to the Ministry of Information and Culture with effect from 1st October, 1971.

15. The Permanent Secretary or in his absence, his representative, sat as an official member of the Board of the Guyana Airways Corporation and on the Board of the Guyana Telecommunication Corporation up to the time of the establishment of Guyana State Corporation.

Post Office Department:

16. The Guyana Post Office is organised to provide Postal and Telegraph Services.

17. The Services are administered by the Postmaster General who is also responsible for the management of the Post Office Savings Bank.

18. In 1971 the Department's establishment consisted of, the Postmaster General, a Deputy Postmaster General, an Assistant Postmaster General and a Postal Staff of 506 officers.

Postal Services:

Post Offices and Postal Agencies:

19. The total number of Post Offices, Travelling Postal Agencies and Postal Agencies maintained during the year was 145 made up as follows:-

Post Office Full Service	-	49
Postal Agencies		81
Travelling Postal Agencies	-	13
Mobile Post Office	-	2
		<hr/>
		145
		<hr/>

Private Letter Boxes:

20. Private Letter Boxes are provided in Georgetown, New Amsterdam, McKenzie and Bartica. During 1971 there were 1190 boxes rented to private individuals, commercial firms, Government Corporations and other institutions.

Private Letter Bags:

21. Private Letter Bag facilities are afforded private individuals and companies for an annual service rental of \$9.60. This service operates chiefly between Georgetown and the interior parts of the country.

Stamp Vending Machines and Stamp Vendors:

22. There were 164 registered stamp vendors throughout the country.

Franking Machines:

23. Franking machines are operated chiefly by the large commercial firms and an annual licence to operate the machine is granted on the payment of \$1.00 to the Post Office Department. Sixty-eight machines were licenced at the end of 1971.

Inland Mail:

24. Surface mail was transported by railway and marine services of the Transport and Harbours Department, and in areas where these services were not available, by motor transport operated by the Post Office Department, and in a few cases by private contractors.

25. Air Mail services were also maintained with the Rupununi, Mazaruni, Bartica, the North West District and Kwakwani by scheduled flights of aircraft of the Guyana Airways Corporation.

Overseas Mail:

26. There was a decrease of 5,892 bags in the number of bags received by surface mail, as against 16,619 bags handled in 1970. There was, however, an increase in outgoing mail, 5,902 bags being despatched in 1971 as against 3,176 bags despatched in 1970.

27. Air Mail traffic continued to increase. During 1971 approximately 47,066,895 Air Mail packets were handled as against 37,653,516 in 1970. The increase in this traffic represents 9,413,379 packets more than in the previous year.

Parcel Post:

28. The total number of parcels and challenged packets handled during 1971 was 435,003 representing an increase of 3,902 parcels and challenged packets on the 1970 figures of 431,101.

29. Comparative figures of parcels handled during 1970 and 1971 are as follows:-

		<u>1970</u>	<u>1971</u>
Local	-	45,692	49,248
Overseas Surface (out)	-	75,369	78,774
Overseas Surface (in)	-	120,600	137,788
Overseas Air (out)	-	23,231	31,345
Overseas (in)	-	53,527	57,465
Challenged Packets	-	112,682	125,807
		<u>431,101</u>	<u>480,427</u>

Money and Postal Orders:

30. Inland Money Orders to the value of \$10,496,137.81 were issued and \$10,290,749.32 paid during the year.

These figures represent increases of \$1,011,859.69 and \$822,885.60, respectively over Inland Money Orders issued and paid during 1970.

31. Comparative figures of British Postal Orders issued and paid were as follows:

<u>Year</u>	<u>Value - Issued</u>	<u>Value - Paid</u>
1971	\$374,378.04	\$1,849,989.38
1970	\$445,196.70	\$1,708,288.44

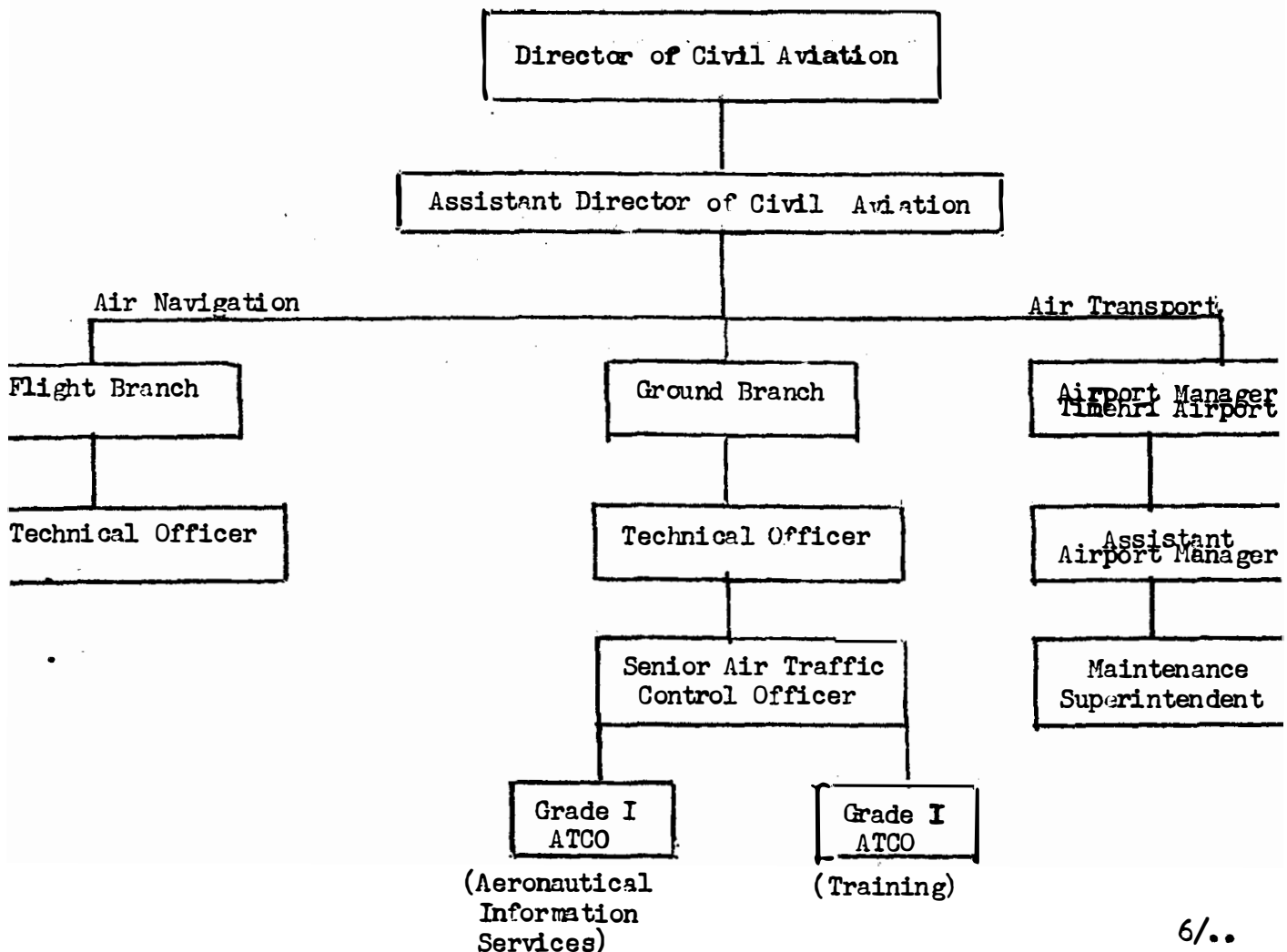
32. Inland Postal Orders issued during 1971 amounted to \$653,949.98 as compared with \$583,502.09 in 1970. Orders paid during the year were valued at \$675,930.25 as against \$603,045.31 in 1970.

33. Foreign Money Order business was transacted with the United States of America, Canada and the United Kingdom. Particulars are as follows:

<u>Year</u>	<u>Countries</u>	<u>Paid</u>	<u>Issued</u>
1971	U.S.A.	56,979.52	4,192.96 (G)
	Canada	212,883.87	2,188.62 (G)
	U.K.	199,943.75	1,316.18 (G)
	OTHER	15,699.76	4,377.24 (G)

CIVIL AVIATION DEPARTMENT.

34. The Organisational Chart hereunder describes the distribution of the Department's charges during 1971.



Projects:

41. Work which began during December, 1970 on the implementation of projects in the Canadian Aid Programme to Civil Aviation continued during the year, with the Works Branch taking over from Transport and Harbours Department, the previous contractors, for the two locator beacon sites off the extended centreline of the main runway at Timehri. Work was also in progress on the completion of the building which would house the extended range VHF station at Wismar, with the Works Branch being in charge of the construction.

Air Traffic Services:

42.

1. AERONAUTICAL INFORMATION SERVICE: Mr. Norman Evans of the Aeronautical Information Service Section, Department of Transport, Canada, was seconded to the Aeronautical Information Service at Timehri, for 3 months as an adviser. During his stay he was instrumental in securing additional office equipment under the Canadian Aid Programme for use in the Aeronautical Information Service.

2. AIR TRAFFIC SERVICES: Two Air Traffic Control Officers, Grade II, Messrs. Murray and Moore, were appointed to act as Air Traffic Control Officers, Grade I with effect from 1st January, 1971. These two officers proceeded to the United Kingdom in November, 1971, on a course at the International Aeradio Limited School at Southall, London, to pursue studies in Area Control, which is a required qualification for appointment in their posts.

43. Two apprentice Air Traffic Control Officers (Messrs. G. Mahase and R. Joseph) returned to Guyana in July, 1971, after completing their basic Air Traffic Control training at the Air Traffic Control School in Trinidad.

44. Their subsequent assumption of duties helped to reduce the high amount of overtime work by the ATC staff who are required to maintain the services at Timehri on a 24 hour basis.

45. Six Air Traffic Control Apprentices were recruited during the year. It is planned that they will be trained in Aerodrome and Approach Control at a venue still to be decided on, and that at the completion of their training, they will be appointed to the vacant posts of Air Traffic Control Officers, Grade II. After their appointments, it is expected that the more Senior Grade II Officers will be further trained to form the nucleus of the staff of the Area Control Centre.

46. During the year 1971, the first year in which complete statistics were compiled, the Air Traffic Services handled a total of 45,983 aircraft movements throughout Guyana. The Guyana Air Traffic Services Association - GATSA - a professional organisation affiliated to the Public Service Association as a Branch of that association, was formed primarily to safeguard the interests of the Air Traffic Services staff in the professional and administrative fields.

47. Negotiations are continuing with the Surinam authorities, as well as with the International Civil Aviation Organisation in connection with the re-transfer of control of the upper airspace (above 20,000 feet) to Guyana. At present, the control of this block of airspace rests with Surinam and it is considered that the re-transfer of control is a matter of urgency, as many problems continue to arise from day to day because of this arrangement with regard to the control of this airspace.

Aircraft Accidents:

48. There were four notifiable accidents in Guyana during 1971, and a brief summary of these accidents is listed below.

AIRCRAFT DATA

	TYPE	MODEL	NATIONALITY	REGISTRATION	OWNER	OPERATOR OR HIRER
1.	AERO COMMANDER	S2R	GUYANA	8R-GDG	BOOKERS SUGAR ESTATES LIMITED.	SAME
2.	DE HAVILLAND	DHC-6	GUYANA	8R-GCP	GUYANA AIRWAYS CORPORATION	SAME
3.	CESNA	206	GUYANA	8R-GDV	DIAMOND RUSH AIRWINGS	SAME
4.	AERO COMMANDER	100	GUYANA	8R-GCR	YACOOB ALLY	SAME

OCCURRENCE DATA

	DATE OF OCCURRENCE	TIME OF OCCURRENCE	LAST POINT OF DEPARTURE	POINT OF INTENDED LANDING	LOCATION OF OCCURRENCE
1.	30.1.71	1345 GMT	SKELDON AIRSTRIP	SKELDON AIRSTRIP	SKELDON AIRSTRIP
2.	21.7.71	1705 GMT	MATTHEWS RIDGE, N.W.D.	TIMEHRI	TIMEHRI
3.	7.7.71	1510 GMT	COVERDEN WATER AERODROME	MONOK, UPPER POTARO	MONOK LANDING POOL
4.	10.10.71	1915 GMT	OGLE AIRSTRIP	KAOW ISLAND ESSEQUIBO RIVER	KAOW ISLAND AIRSTRIP.

TYPE OF OPERATION

PHASE OF OPERATION

INTERNATIONAL	-	DOMESTIC	(2)	STANDING	(2)	TAXING	-
SCHEDULED	-	NON-SCHEDULED	(3)	TAKE-OFF	-	EN-ROUTE	-
AERIAL WORK	(1)	BUSINESS/EXECUTIVE	-	LANDING	(1)		(3)
PRIVATE	(4)	TRAINING	-		(4)		
TEST/CHECK	-	OTHER	-				

INJURIES

DAMAGE

	CREW	PASSENGERS	OTHERS	DESTROYED		SUBSTANTIAL	(1)	(3)
FATAL		-	(2) : 1	MINOR	(2)(4)	NONE		
NON-FATAL	(3):1	-	-					
NONE	(1)(4) 1: 1:	-	-					

- Type of occurrence: (1) The aircraft which was engaged in spraying and dusting at Skeldon Estate, hit a parked Land Rover on landing and ran off the runway.
 (2) The aircraft's propeller hit a male taxi-driver who was called upon to transport a sick passenger to Georgetown.
 (3) The aircraft hit a submerged log on landing in the Upper Potaro River.
 (4) The aircraft damaged its left landing gear on landing at Kaow Island, which caused the aircraft to run off of the runway.

Aeronautical Telecommunications:
Head Office Staff:

49. Mr. C.D. Small, a member of the staff of the Ministry of Economic Development was seconded to the Civil Aviation Department in the capacity of Senior Aeronautical Telecommunications Officer, to effect the formation of an Aeronautical Telecommunications Branch within the Civil Aviation Department to assume responsibility for all aeronautical telecommunications in Guyana including particularly the operations of I.A.(C)L at Timehri.

Timehri: 0. Five technicians were selected and trained for employment in the Aeronautical Telecommunications Branch. The maintenance of the equipment in the Air Traffic Control Tower and the Non-directional Beacon equipment at Skeldon was taken over by the embryonic Telecommunications Branch of the Civil Aviation Department at the end of 1971.

Visits:

51. The Senior Aeronautical Telecommunications Officer, Mr. Small, visited Canada where he was able to obtain from the manufacturers, information on the Radio Beacon equipment being provided under the Canadian Aid Programme. Messrs. Cagnon and Stone of ADGA Limited, consultant engineers to CIDA in the Civil Aviation Project visited Guyana where they checked on the condition of the radio equipment which had already arrived from Canada, and made tentative plans for the installation programme.

Project:

52. Owing to a lack of capital funds, the erection of buildings to house the radio equipment, which arrived under the Canadian Aid Programme was discontinued during the year. It is hoped that work will be restarted during 1972.

Aircraft Operations General:

53. During the year the Civil Aviation Department continued to deal with technical matters connected with the following:

Personnel Licensing	Aeronautical Telecommunications
Rules of the Air	Air Traffic Services.
Aeronautical Charts	Aircraft Accident Inquiry
Units of Measurement to be used in Air/Ground Communications.	Aerodromes.
Operation of Aircraft.	Aeronautical Information Services.
Aircraft Nationality and Registration Marks.	Aircraft Noise.
Facilitation.	

Licensing:

(a) Student Pilots' Licences	19
(b) Private Pilots' Licences	11
(c) Commercial Pilots' Licences	11
(d) Airline Transport Pilots' Licences	4
(e) Flight Radio Telephony Operators' Licences.	20
(f) Aircraft Radio Maintenance Engineers' Licences.	1
(g) Aircraft Maintenance Engineers' Licences.	3
(h) Certificates of Validation (Pilots)	20

55. The following new aircraft were registered in Guyana during 1971:

<u>Nationality and Registration Marks.</u>	<u>Type</u>	<u>Owner/Operator</u>
8R-GDN	Britten Norman Islander	Guyana Defence Force.
8R-GDQ	Britten Norman Islander	Guyana Defence Force
8R-GDV	Cessna 206 (Floatplane)	Diamond Rush Airwings
8R-GDX	Cessna 337	Bookers Sugar Estates Limited.
8R-GDW	Cessna 206	Toucan Air Services
8R-GDY	Aero Commander S2R	Bookers Sugar Estates Limited.

56. Renewals of Certificates of Airworthiness attached to the 33 aircraft being operated throughout Guyana and examinations and upgrading of licences attached to the 93 pilots and 19 aircraft maintenance engineers, with valid licences, continued throughout the year.

Legislation:

57. Draft copies of the Civil Aviation Act, Air Navigation Regulations, Rules of the Air and Air Traffic Control Regulations, 1970, Aircraft Performance Regulations and Carriage by Air Convention were received from the legal Adviser appointed by the International Civil Aviation Organisation, Mr. Taggart who was responsible for the preparation of these documents. Studies of the draft copies are continuing in association with the legal officers of the Attorney-General's chambers, and it is hoped that the final draft will be ready for enactment by Parliament in the near future.

Aerodromes:

58. Maintenance Works continued at all aerodromes throughout the hinterland of Guyana in general with particular emphasis being paid to the upgrading of the aerodromes at Lethem, Kaitetur and Imbaimadai. Services were started in November to Hobo Hill airstrip, Mabaruma and work is continuing there with a view to extending the airstrip so as to allow a service by larger aircraft to be started.

Advance Guyana Campaign:

59. The Civil Aviation Department took part in repainting certain sections of the G.P.O. Building, which was the project undertaken by the Ministry of Communications and Departments with offices in the building, as their contribution to the campaign. In addition, members of the Head Office staff at the G.P.O. Building travelled to Timehri on Saturday, 18th September, 1971 to assist members of the Department there in their project, which included the beautifying of the areas immediately surrounding the Terminal Building, painting of the fences surrounding the Terminal Building and Works Branch, as well as beautifying the area around the Works Branch. Mr. H.J. Griffith, Assistant Director of Civil Aviation was appointed co-ordinator for the operations of the campaign at the G.P.O. Building.

TRANSPORT AND HARBOURS DEPARTMENT:

Administration:

Staffing:

60. Mr. W.H. Griffith, Traffic Manager was appointed General Manager with effect from 1st January, 1971 in succession to Mr. J.W. Evelyn who retired from the Service. The post of Traffic Manager was held briefly in an acting capacity by Mr. J.M. Gordon, Traffic Superintendent until 1st May when Mr. A.B. Adams was appointed to fill the vacancy. Mr. D. Gray who had been acting C.M.E. for some time was confirmed in his post.

61. During the year, there were 138 appointments to the service and 107 promotions. Thirty persons resigned for various reasons and thirty were retired in accordance with the Department's Superannuation Regulations. Fifty-nine employees went on long vacation leave and accidents to employees during the year under review amounted to one hundred and eleven. There were three deaths.

Training:

62. During the year three officers of the Marine Branch were, for the first time, granted leave with full pay to gain the necessary experience on ships operating in Caribbean waters so as to enable them to sit the Caribbean Home Trade Examinations.

63. Through the efforts of the Public Service Ministry, Mr. L. Lui Hing, Hydrographic Surveyor was awarded a one month course in Hydrographic Surveying at the North East London Polytecnic in June. He was also attached to the Service Department of Kelvin Hughes Limited in Essex for two weeks. The facilities of the Training Division of the Public Service Ministry and the Critchlow Labour College were used whenever suitable courses were offered and at the same time training within the Department continued throughout the year.

Industrial Relations:

64. There were twenty-two meetings between Management and the Central Executive of the Transport and General Workers' Union during the year under review, and although the representations made by the Union were not wholly successful, yet it was heartening to note the friendly atmosphere which existed at meetings. There were four stoppages of work which were all of a sectional nature and did not involve a complete stoppage throughout the Department. There were no outstanding decisions on matters at the close of the year which must be a record for the Management in its dealing with the Union.

Advisory Council:

65. The Transport Advisory Council met on eight occasions during the year. All members of the Council were enthusiastic and their advice was helpful to the Management of the Department.

Finance:

66. The deficit on the operation of the Road, Rail and Shipping services of the Department for the year 1971 amounted to \$2,498,895. The Harbour Services however, showed a surplus of \$979,041 and indeed this section of the Department's operations has been returning a favourable balance, year after year. The amount was however, never shown to the Department's credit in determining the true financial position, and as a result a rather unbalanced picture was presented.

67. Of the total deficit of \$2,498,895 the loss on the railway services accounted for \$1,450,844. The East Coast Railway alone incurred a loss of \$1,115,230 which was \$56,125 below the 1970 figure. Revenue on the service fell by \$157,725 mainly owing to the closure of the Mahaica/Rosignol section of the Railway from 1st July, 1970 while expenditure decreased by \$213,840.

68. The West Coast Railway incurred a loss of \$335,614 representing an increase of \$101,560 on the 1970 figure. Revenue fell by \$84,956 and expenditure increased by \$16,604.

69. The position with regard the Shipping Services was much better. With revenue of \$2,804,477 and expenditure of \$3,621,549 compared with \$2,746,097 and \$3,548,738 respectively for the previous year, the deficit on this service decreased by \$14,431.

70. The number of passengers on the shipping services increased by 382,384 over the 1970 figure. The gain was chiefly on the Demerara Ferry Service which showed an increase of 442,411. Vehicular traffic on the ferries also showed a substantial increase of 26,483 above the 1970 figure.

SHIPPING:

Shipping Agents and Lines:

71. The Republic of Guyana is located on the north eastern part of South America. The Capital and chief port and commercial centre is Georgetown which is situated at the mouth of the Demerara River on the right bank. It is in direct communication by sea with the United Kingdom, France, Holland, the United States of America, West Germany, the West Indies, Surinam and French/Guiana among other countries. The Shipping Agents of the principal lines calling at Georgetown are as follows:-

(i) Bookers Shipping (Demerara) Limited.

Alcoa Steamship Co, Inc., Bookers Line Limited, S.A. Bohanon Esq., (Ship-owner) T & J Harrison Limited, Lunham and Moore, Mitsue O.S.K. Line, Viking Line, Silvertown Shipping Company, Booth Line Canadian Service, Lamport and Holt Limited, Shell Antilles and Guyana Limited, Melville Shipping and Trading Company.

(ii) Sandbach Parker and Company Limited.

Royal Netherlands Steamship Company, K - Line.

(iii) Sprostons Limited.

Nippon Yusen Kaisha Line, Saguenay Shipping Limited, Societe Generale De Transportes Maritimes.

(iv) Weiting and Richter Limited.

Booth Steamship Company Limited, Campagnie Generale Transatlantique, Lamport and Holt Line Limited.

(v) John Fernandes Limited

Atlantic Line, Pearl Line.

(vi) Caribbean Molasses Company

Athel Line.

72. There are privately-owned launch services plying between Surinam and Guyana and also a number of schooners operating between the West Indian Islands and Guyana.

Georgetown Port:

73. The main ship anchorage at Georgetown is situated at the mouth of the Demerara River and is about $1\frac{1}{2}$ miles wide and $2\frac{1}{2}$ miles long. There is a silt bar at the mouth of the river which restricts the draught of vessels to about 20 to 23 feet at the M.H.W.S. The depth on the bar at M.L.W.S. is 10 feet to 12 feet. The bar extends approximately 5 miles seaward from the river mouth and is composed of soft mud. The best anchorage in the harbour at M.L.W.S. is 25 feet and the main range of tide is:-

Spring	-	9.5 feet
Neap	-	7.5 feet.

Bauxite:

74. Bauxite is loaded into ocean-going freighters at Linden 67 miles up the Demerara River.

Port Facilities:

75. There are ten wharves for ocean-going shipping within the Harbours. The wharves are built along the eastern bank of the river and vary in length from 210 feet to 945 feet. Depths alongside vary from 16 feet to 20 feet at M.L.W.S., but, as the bottom is of soft mud, vessels can safely rest on the bottom.

76. There are no heavy cranes or floating cranes and the maximum capacity of mobile cranes on wharves is 6 tons. Ships handle cargo with their own derricks. There are available about 40 lighters from 50 to 80 ton capacity and 6 steel pontoons from 180 to 235 tons. Small privately-owned tugs are also available for lighter towage.

77. There is no Port Authority. All the wharves for ocean-going ships are privately-owned and wharfage is by private arrangement with the owners. Labour is organised by the Guyana Port Labour Committee and the negotiating body is the Guyana Labour Union.

78. Dry dock facilities are available in Georgetown for ships of shallow draught up to 210 feet long, and there are machine shop facilities for ships and engine repairs.

79. Fuel supplies are available from oil installations near the port.

New Amsterdam Port:

80. New Amsterdam Port, situated at the mouth of the Berbice River is about a mile wide and 4 miles long and has no wharves for ocean-going shipping. A few private jetties for small craft exist and there is a Government owned cargo wharf for internal shipping.

81. There is a silt bar at the river mouth which restricts the draught of vessels to 17 feet at M.H.W.S., the depth on the bar at M.L.W.S. is 7 feet. The bar extends approximately 3 miles from the river mouth and is composed of some soft mud and hard siltation.

Vessels can anchor inside the harbour in depths of 10 to 15 feet M.L.W.S.

82. Bauxite is loaded at Everton about 10 miles from the mouth of the river where the depth is better than 3 fathoms at M.L.W.S.

83. Fuel supplies are available from oil installations near the port.

Essequibo River:

84. The Essequibo River with an estuary width of approximately 25 miles, is the largest river in Guyana. There are several timber loading berths with depths ranging from 20 feet to 40 feet and the bar which is composed of hard mud and sand, has a minimum depth of 9 feet M.L.W.S.

Springlands:

85. Springlands on the Corentyne River is the point of entry and departure for passengers travelling by launch services to and from Surinam. It is also a shipping point for rice, sugar, lumber and other produce from the Corentyne to Georgetown.

Pilotage and Port Dues:

86. The Transport and Harbours Department operates a compulsory pilotage service in Georgetown and New Amsterdam Harbours, and in the Essequibo River as far as Bartica. The Department is also responsible for providing and maintaining aids to navigation and receives payment of Tonnage and Light Dues and Pilotage fees.

Harbours:

The following are comparative figures for 1970 and 1971 in respect of the number of vessels entering port and the total light tons and tonnage:-

	<u>1970</u>			<u>1971</u>		
	<u>No. of Vessels</u>	<u>Light Tons</u>	<u>Tonnage</u>	<u>No. of Vessels</u>	<u>Light Tons</u>	<u>Tonnage</u>
Steam	2,568	3,594,240	2,853,880	2,797	4,011,493	3,254,267
Sail	29	1,885	1,408	20	1,290	595
	<u>2,597</u>	<u>3,596,125</u>	<u>2,855,288</u>	<u>2,817</u>	<u>4,012,783</u>	<u>3,254,862</u>

88. The gross revenue collected in respect of pilotage, light and tonnage dues amounted to \$1,974,599 for 1971 as compared with \$1,908,944 for 1970.

Internal Shipping Services:

89. The Department operated passenger and vehicular ferry services across the Demerara and the Berbice Rivers and the Essequibo Estuary.

90. Coastal and river services operated by the Department's cargo and passenger vessels and launches were:-

- (a) A thrice weekly passenger and cargo service between Georgetown, Parika, Fort Island and Bartica.
- (b) A twice weekly cargo service between Georgetown, the Essequibo Islands and the Essequibo Coast.
- (c) A weekly cargo and passenger service between Georgetown and the North West District.
- (d) A ferry service between Parika, the Essequibo Islands and Adventure.
- (e) A weekly passenger and cargo service between New Amsterdam and Ituni, 110 miles up the Berbice River.
- (f) A weekly launch service between New Amsterdam and Kwakwani 136 miles up the Berbice River.
- (g) A weekly launch service between New Amsterdam and Ikuruwa, 60 miles up the Canje Creek.
- (h) A weekly cargo service between Georgetown and Springlands. (Discontinued in October, 1971).
- (i) A weekly passenger and cargo service between Georgetown and the Pomeroon District.
- (j) A weekly cargo service between Georgetown and Kaituma.

91. Bookers Sugar Estates Limited operates a daily launch service between New Amsterdam and Blairmont under contract with the Department.

92. Statistics of traffic carried on Transport and Harbours Department's Shipping Services are tabulated below:-

<u>Shipping</u>	<u>1970</u>	<u>1971</u>
Passengers carried	6,447,875	6,830,223
Goods Carried (tons)	67,753	61,193
Gross receipts	\$ 2,746,660	\$2,804,477

Railways:

93. There are two single track railways, one 60½ miles connecting Georgetown on the East Bank at the mouth of the Demerara River and Rosignol on the West Bank of the Berbice River opposite New Amsterdam and other, 15½ miles connecting Vreed-en-Hoop on the West Bank of the Demerara River and Parika on the East Bank of the Essequibo River. The section of the East Coast Railway between Mahaica and Rosignol was closed to passenger traffic from the 1st July, 1970. However, rice was still being transported from Burma to Georgetown.

94. Statistics of passengers and freight carried were as follows:-

	<u>East Coast Railway</u>		<u>West Coast Railway</u>	
	<u>1970</u>	<u>1971</u>	<u>1970</u>	<u>1971</u>
Passengers carried	1,343,800	1,169,915	1,862,019	1,358,376
Goods (Tons)	29,559	35,930	8,150	5,438

	<u>East Coast Railway</u>		<u>West Coast Railway</u>	
	<u>1970</u>	<u>1971</u>	<u>1970</u>	<u>1971</u>
Gross Receipts	379,629	221,903	301,117	416,161
Train Mileage (Passenger)	118,403	66,495	98,152	88,683
Goods Train Mileage	8,382	12,760	6,896	6,270

Transport in the Interior:

95. The Department operated interior road services from Bartica on the Essequibo River to:-

- (a) Tumatumari, Kangaruma and Mahdia on the Potaro River, distances of 95,109 and 112 miles respectively;
- (b) Issano on the Mazaruni River a distance of 126 miles;
- (c) Winiperu, Mazaruni West a distance of 22 miles.

96. A privately-owned river boat service operates from Issano on the Mazaruni River to the upper reaches of the river.

97. Statistics of the Department's road services were as follows:-

	<u>1970</u>	<u>1971</u>
Passengers carried	9,065	5,854
Goods (Tons)	617	418
Gross Receipts	74,083	50,353

General Review of the operations of the
Transport and Harbours Department.

98. During 1971 the Transport and Harbours Department provided the normal services for the transportation of cargo and passengers by rail, road and shipping. The pilotage service was also maintained and all aids to navigation within the territorial boundaries were serviced.

99. Revenue earned on the railway, shipping and road transport services amounted to \$3,492,893 and this represented a decrease of 5.4% over earnings for 1970 which stood at \$3,700,926.

100. Despite a reduction in the tonnage of cargo carried on the shipping services from 67,753 tons in 1970 to 61,198 in 1971, revenue on these services increased from \$2,746,000 to \$2,804,477.

101. There was an increase in passenger traffic in 1971 on the Parika/Adventure service and a decrease in the Georgetown/Bartica services.

102. Vehicular traffic on the Berbice and Demerara ferries showed a further increase in the number of crossings. The comparative figures being 240,070 in 1970 and 266,543 in 1971.

103. On the railway services the position revenue-wise depreciated over the previous year. The gross earnings on both East and West Coast amounted to \$638,063 as against \$880,746 in the previous year. This was mainly due to the phasing out of the Mahaica/Roaignol section of the railway.

104. There was a decrease in 1971 in cargo carried on the West Coast railway services by about 2,712 tons. The reason for this was that cargo was also transported by the Department's pontoons. On the East Coast Railway, there was however, an increase by 6,371 tons of cargo.

105. Increased shipments of molasses and rice accounted for the rise in goods traffic on the East Coast Railway while on the West Coast employment of privately owned goods transport diverted goods traffic from rail to the road.

106. The Bartica/Potaro/Mazaruni Road Service showed a loss in revenue of about \$24,000: expenditure on the service also increased by \$9,619. The statistics indicate that for every \$1.00 earned, \$5.57 was spent.

107. The deficit on transport operations for 1971 increased from \$2,441,669 in 1970 to \$2,498,895 in 1971. The total expenditure on these services was \$5,991,787 or \$251,801 below the previous year's figure.

108. It was expected that the m.v. 'Ambrosio' would have entered into international trade in 1971 but, unfortunately this was not to be as it was discovered that the repairs which she should have undergone to put her back into service, were far more extensive than was anticipated and at year end it was still a question of whether undertaking those repairs would be a feasible proposition.

109. The Department chose as its Advance Guyana Campaign project the painting of the North West District Steamer, the m.v. 'Lady Northcote'. The Honourable Minister of Communications lead a team of enthusiastic employees on to the Goods Wharf where the vessel was moored and carried out the exercise. The Department's Central Store was also painted by the Stores Staff while other employees undertook the cleaning of the Goods Compound.

110. Following a decision by Government to house the Ministry of Finance within the Head Office Building there had to be re-location of all the offices. The western wing of the building known as the Training Wing was put into shape to house the Office of the General Manager, Traffic Manager, Personnel and Accounts. The ground floor which houses the Accounts Branch was hitherto open columns and considerable expenditure was involved to make it habitable. The Offices of the Harbour Master and Hydrographic Surveyor were transferred to the new accommodation at the Georgetown Ferry Stelling while that of the Civil Engineering Branch was transferred to the Goods Department to share accommodation with the Marine Department and Traffic Department's Goods Personnel.

111. Construction on the final phase of the Georgetown Ferry Stelling continued in 1971 with available funds. Work on the new passenger accommodation was well advanced and plans were prepared for the erection of a ticket office.

112. Minor repairs were carried out on the apron and other areas of the Vreed-en-Hoop Stelling. A snack bar was erected to cater for the travelling public.

113. At New Amsterdam Stelling, new fender piles were driven and the entire installation was repainted and maintained.

114. At Rosignol Stelling sanitary facilities were installed. The walls on the southern side of the Stelling and a Lunch Room were built and control gates for passenger and vehicular traffic were erected.

115. The Department also undertook certain construction works for other Government Departments and Corporations as follows:-

(1) Fisheries - Sussex Street Wharf.

Reconstruction of a wharf which started in 1970 was completed in early 1971 much to the satisfaction of the Honourable Minister of Communications who expressed the hope that full use would be made of the services of his Ministry in this field by other Government Departments.

(2)(a) Ministry of Communications:

Minor maintenance and alterations were carried out at the General Post Office. Two concrete foot paths were constructed on the northern entrance of this building and a garden plot was established between them.

- (b) At Timehri, construction of the inner marker was carried out for the Civil Aviation Department. In spite of the fact that the workers had to walk through waist high swamps for two miles daily, this work was completed in good time. Clearing of the site of the outward marker in the Demerara River was also carried out. Construction of the marker at Guybau was started, but work had to be suspended owing to the unavailability of funds.

(3) Guyana Rice Marketing Board.

The Department was fortunate in winning the contract for the laying of the foundation for the erection of massive rice storage bins on lands leased by the Department, south of the Rice Board. This work entailed:-

- (a) driving 570 piles
- (b) casting 15 concrete ring caps and 16 slabs, excavation of dump pits.

116. The project was still in progress at year end and was expected to be completed in 1972. From this performance, it was expected that the Department would be awarded a similar contract in 1972 for the Black Bush Polder project.

Guyana Airways Corporation:

117. Guyana Airways Corporation was established on 1st September, 1963, by Order in Council No. 71 of 1963, under the Public Corporations Ordinance No. 23 of 1962. The Registered Office is at present 32, Main Street, Georgetown.

118. The life of the Corporation's Board came to an end on 30th September, 1971, and by the Public Corporations (Amendment) Act. No. 14 of 1971, a new Board was established comprising the following:-

Dr. K. King	-	Chairman.
Vice-Chairman of Guystac.		
Mr. R.L. Abrams,	-	Vice-Chairman.
General Manager, Guyana Airways Corporation.		
Mr. J.R. Vieira	-	Member.
Mr. K. Percival.	-	Member.

Mr. C.H. DaSilva, F.C.I.S.	-	Member
Mr. E.P. Christiani, Deputy General Manager/ Financial Controller, Guyana Airways Corporation	-	Member
Mr. A.G. Martins, Commercial Manager	-	Member
Captain G. Spence, Operations Manager	-	Member
Mr. R. Dornford, Chief Engineer	-	Member
Mrs. E. Woo-Ming	-	Secretary.

119. There were 17 meetings of the old Board and three meetings of the new Board during 1971.

Operations:

120. There was no change in the number and type of aircraft comprising the fleet, as compared with 1970.

121. Overstaffing in the pilots' establishment became apparent owing mainly to a reduction in flying hours and the return from training of 7 cadet pilots. Offsetting this, however, four contract Captains and two Second Officers resigned, while three of the former were retrenched. The Carifta operations again proved a disappointment and for economic reasons, they were discontinued at the end of the year.

122. A heavy training programme was carried out during the year mainly owing to the large intake of cadet pilots. Further efforts were made to obtain a link trainer but in the meantime, the Cessna 31CG was re-equipped in order to provide the immediate instrument training necessary.

123. Private operators continued to compete with the Corporation and because their operations went unchecked, much revenue was lost to the Corporation. The contract with Bookers Sugar Estate Limited for use of Ogle airstrip had been signed but owing to some reconstruction work which had to be carried out, flights were not scheduled to commence from there until 1972.

124. The new fares and Rates structure came into operation during August, 1971.

125. The Agreement for Service between Management and Airline Pilots Association (Guyana) was signed on 12th May, 1971.

Finance and Accounts:

126. The total deficit for 1971 amounted to \$984,163. Flying was less than 1970 by 1,022 hours and against budget the shortfall was 1,024 hours. Aircraft revenue was over 1970 by \$179,552 and Agency Revenue was better than the previous year by \$84,716. The overall increase in expenditure amounted to \$526,855 over 1970 and this, coupled with the drop in flying, accounted for the total deficit.

127. It should be noted that the Corporation was carrying substantial overheads in respect of too much capacity - too many aircraft - too many types (five), with the attendant large inventories and manpower to maintain the aircraft, pilots and other staff who were becoming surplus to requirements owing to reduction in flying. The Corporation could not at that time clearly identify whether the reduced scale of operations was temporary and of short duration.

128. Two items had a profound effect on the size of the deficit.

Firstly, the operation of the Caribous continued to be expensive. The Ministry of Finance, was billed for \$521,866 being the difference in cost between operating the Caribous and the DC3 aircraft for the year. Secondly, the implementation of the revised fares and rates structure was delayed until the second half of the year. The effect on finances was reflected by the fact that the average revenue per hour rose from \$243.82 for the first three months of the year to \$347.66 for the last three months.

129. The staff turnover did not improve much as there were 4 resignations of senior officers during the year. A staff training programme was started in all aspects of the Corporation's accounting but, owing mainly to staff shortages, this had to be discontinued.

Agencies:

130. Agency Sales in 1971 amounted to \$2.7 million as against \$2.4 million in 1970, while the Corporation's share of the BWIA, BOAC and Cruzeiro Do Sul sales was equivalent to 40% of the total market - as against 42% in 1970. Commission earned increased by 12% in 1971 over 1970.

131. Advertising was programmed to promote sales at the Corporation's Linden and Rose Hall Offices, sales for the former being \$84,234.07 in 1971 and for the latter, totalling \$44,793.52 from August, 1971.

Engineering:

132. The year 1971 was a significant one for the Engineering Department. With the appointment of a new Chief Engineer, modern maintenance concepts were advocated and to a large extent embodied, in order to promote efficiency. Despite this transition period, productivity within the Department was at its highest.

133. Various workshops were established to which all engineering personnel were allocated on a rotary basis. This enabled all personnel to be fully conversant with the maintenance and repair of most airframe, engine and electrical components during overhaul and routine maintenance of aircraft.

134. Two (2) Britten Norman Islanders were added to the fleet of the Guyana Defence Force - Air Wing to which our Engineering Department are contracted for Maintenance. Spares programming, engineers' licensing and setting up of the maintenance of these aircraft were undertaken without additional staff and with increased revenue for the Corporation.

135. Installation of eight (8) Ground Stations providing H.F. communication for agents in the Interior was completed by our Communications Department.

136. The following are some productivity figures for 1971 as regards flying hours:-

Douglas Dakota C47	-	4,007.54
Twin Otter DHC-6	-	2,355.00
Caribou DHC-4	-	2,188.44
Gruman Goose G21A	-	219.46
Cessna 310G	-	304.00
Total flying hours	-	9,074.44

Maintenance:

137. Aircraft maintenance during the year was as follows:-

Douglas Dakota C47	-	40 Check A 18 check 2 14 check 3 4 check 4 3 Certificate of Airworthiness Renewals.
Twin Otter DHC-6	-	24 Check A 11 check B 12 check C 2 Certificate of Airworthiness Renewals.
Caribou DHC-4	-	32 - 50 hr. checks 10 - 200 hr. checks 3 - 300 hr. checks 1 - 600 hr. checks 1 - 1,200 hr. checks 2 - Certificate of Airworthiness Renewals.
Gruman Goose G21A	-	7 - No. 1 checks 4 - No. 2 checks 1 - No. 3 checks 1 - Certificate of Airworthiness Renewal.
Cessna 310G	-	9 - No. 1 checks 3 - No. 2 checks 1 - Certificate of Airworthiness Renewal.
Britten Norman Islanders BN2A-6	-	13 - Checks No. 1 8 - Checks No. 2 2 - Checks No. 3

138. The above maintenance necessitated a total of twenty-four (24) engine changes and thirty-three (33) propeller removals.

Personnel:

139. At the end of 1971 there were 423 employees in the Corporation as compared with 437 at the end of 1970.

140. The following are statistics for 1971.

GUYANE AIRWAYS CORPORATION

1971

Mileage Flown

D.C. 3	...	566,515
GRUMMAN	...	27,500
TWIN OTTER	...	329,980
CESSNA	...	50,160
CARIBOU	...	317,260
		<hr/>
		1,291,415
		<hr/>

Hours Flown

D.C.3	...	3,907
GRUMMAN	...	220
TWIN OTTER	...	2,357
CESSNA	...	304
CARIBOU	...	2,188
		<hr/>
		8,976
		<hr/>

PASSENGERS CARRIED	...	52,570
PASSENGER MILES FLOWN	...	5,940,510
SEAT MILES AVAILABLE	...	20,016,930
PASSENGER LOAD FACTOR	...	29.7%

TOTAL WEIGHT CARRIED	-	(a) Passenger & Baggage	8,674,050lbs.
		(b) Excess Baggage	101,300lbs.
		(c) Cargo	14,379,500lbs.
		(d) Mail	64,926lbs.
		TOTAL:	<hr/> 23,219,776lbs. <hr/>

AVAILABLE TON MILES		2,845,725
WEIGHT LOAD FACTOR		68.5%
		<hr/>

GUYANA TELECOMMUNICATION CORPORATION.

141. The Guyana Telecommunication Corporation was established on the 1st March, 1967, by order in Council No. 11 of 1967, under the Public Corporation Ordinance No. 23 of 1962. The registered office is at present situated at 55 Brickdam, Georgetown.

142. Up to the 30th September, 1971, the Board had comprised nine (9) Members appointed by the Minister of Communications. However by an Act No. 14 of 1971 called the Public Corporations Amended Act 1971, the Public Corporations Ordinance in 1962 was amended for the purpose in establishing the Guyana State Corporation and for other purposes connected therewith.

143. This state Corporation took over from the Ministry of Communications the supervision and controlling of the Guyana Telecommunication Corporation and re-constituted the Board of the Corporation. In this regard the services of the nine-man Member Board were terminated and a new six (6) Member Board comprising officers of the Corporation was constituted with the Vice President of the Guyana State Corporation as its Chairman and the General Manager of the Corporation its Deputy Chairman.

144. Four (4) Committees assisted in the Management of the Corporation viz:

Industrial Relations Committee	-	4 Members
Board of Survey	-	4 Members
Guyana Telecommunication Consultative Committee	-	6 Members
Guyana Frequency Assignment Committee	-	5 Members

Senior Staff:

145. General Manager	Deputy General Manager
Secretary	Chief Accountant.
2 Senior Executive Engineers	4 Executive Engineers
Superintendent of Collection	Personnel Officer.
Superintendent of Sales	Superintendent of Stores
Public Relations Officer.	

Operations:

146. During the year under review a Direct Very High Frequency (VHF) Link was established with Surinam. Seven (7) additional channels were therefore provided between Georgetown and New Amsterdam to accommodate this service on a twenty-four hour basis, and at the same time provided additional circuits between the two areas so as to relieve the regular congestion which has been caused.

147. Staff of the Corporation were also involved in the installation of weather radar stations within the Caribbean in general and at Timehri in particular. Installation of the weather radar station at Timehri commenced in May and concluded in August, 1971.

Maintenance:

148. The year happened to be a challenging one especially with regard to external maintenance in the Georgetown area. During the period under review nine (9) major cable break-downs were experienced on the underground cable network. Some of these were brought about due to the inevitable involvement of the recent underground cable installation as a result of the Expansion and Development Programme. Nevertheless, staff were able to adequately cope with same in reasonable time with very little inconvenience.

Expansion and Development Programme:

149. Several new exchange buildings were erected at New Amsterdam, Cottage, Mahaica, Whim, New Hope, Timehri, Long Creek and Linden. External civil works relative to the underground cable system was completed in Georgetown and New Amsterdam. Underground cabling in both areas was well advanced.

Finance:

150. The telephone revenue of \$1,083,962.00 was the largest contribution to revenue whilst the increase of approximately 18% in the telex revenue was the highest rate of increase amongst the three (3) major services.

Guyana Transport Services Limited:

151. During 1971, Guyana Transport Services Limited operated passenger and cargo services between Georgetown and Rosignol. At the beginning of the year the company possessed a fleet of 20 buses but with the closure of the East Coast railway at the end of June, this fleet was increased to 30 vehicles, to cater for the traffic which was served by the railway.

MOTOR VEHICLES AND ROAD TRAFFIC:

152. In the year 1971 the Government continued its programme of improvement to its network of roads and rapid progress was made by the Ministry of Works and Communications on the Vreed-en-Hoop - Parika highway which is one of the most important links in the road transportation system of our country.

153. Motor Transport Limited which serves the city of Georgetown and its environs, increased its fleet of buses by six during the latter half of the year. These buses were assembled here and began operating early in 1972. The South Ruimveldt area of the city is now being served by a new route instituted by the Company in 1971. Successful negotiation with Government resulted in an increase in fares from 8 cents to 10 cents.

154. The year 1971, proved to be a very difficult and disappointing year for the Mackenzie Transport Services Limited. The Company suffered poor industrial relations; which led eventually to a loss in public confidence which it previously enjoyed. Whilst 12,195 trips were made in 1971 as against 10,124 in 1970, passengers on the Georgetown-Linden Route were about 200,000 in 1971, as compared with 250,000 in 1970 a decrease of 50,000 or 20% in passengers carried. The average number of persons carried per trip fell from about 58% capacity in 1970 to approximately 39% in 1971.

155. The Company was compelled to surrender its franchise after a request to Government for an increase in fare for the East Bank Services, met with failure. Receipts on this route fell by \$97,203 (about 16.64%) from \$584,203 in 1970 to \$487,000 in 1971.

156. To add to the troubles experienced by the Company at the end of June, 1971, they lost the contract with Guyana Airways Corporation, to a rival company. This meant a loss of some \$42,000 - in gross receipts for the balance of the year. The net result on these operations was a loss of about \$112,000.

157. The Honourable Minister in an attempt to prevent a disruption in the bus service to Timehri made use of 6 private buses which are still in operation on the East Bank Demerara Route.

158. During 1971, one thousand, one Hundred and forty-eight new Hire Car Road Service Licences were issued and nine hundred and eighty renewed. *

159. Six hundred and twenty new Hire Car Driver's Licences were issued, and one thousand, eight hundred and forty were renewed.

160. As regards Goods Transportation Licences, four hundred and sixty-one were issued and one thousand eight hundred and seventy-nine were renewed.

161. I would like to record thanks to the Heads of Departments, General Managers of the two Corporations and their entire staff for their co-operation which was so willingly given. This and their team work contributed immensely towards the smooth operations throughout the Ministry during 1971.

Sgd: R.A. CHEONG
PERMANENT SECRETARY.

MINISTRY OF WORKS AND COMMUNICATIONS,

G.P.O. BUILDING,

GEORGETOWN,

GUYANA.

M.P. C-12/4/5.^{II}