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TABLE OF CONTENTS

PAGE

FIRST SUPPLEMENT

LEGAL SUPPLEMENT

A. ACTS — NIL

B. SUBSIDIARY LEGISLATION - Instruments of Appointment	
No. 75 of 2026 - Commission - To inquire into and report on the circumstances surrounding the capsizing and sinking of the MV Barima, the response efforts and related matters; ...	841
Terms of Reference; ...	845
No. 76 of 2026 -Appointing the Chairman of the Commission of Inquiry; ...	856
Nos. 77 – 80 of 2026 - Appointing a Member of the Commission of Inquiry; ...	858
No. 81 of 2026 - Appointing a Secretary of the Commission of Inquiry. ...	866

C. BILLS — NIL

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THURSDAY 30TH JULY, 2026

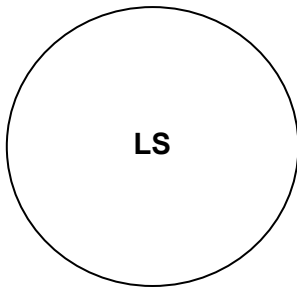
GUYANA

Seal No. 75 of 2026



COMMISSION

TO INQUIRE INTO AND REPORT ON THE CIRCUMSTANCES
SURROUNDING THE CAPSIZING AND SINKING OF THE MV BARIMA,
THE RESPONSE EFFORTS, AND RELATED MATTERS



By the President of the Co-operative
Republic of Guyana

A handwritten signature in black ink, representing the President of Guyana.

President

WHEREAS, it is provided by *section 2(1) of the Commissions of Inquiry Act, Cap. 19:03* ("the Act"), that the President may issue a Commission appointing one or more Commissioners and authorising such Commissioner or Commissioners to inquire into any matter in which an inquiry would, in the opinion of the President, be for the public welfare;

AND WHEREAS, on the night of Saturday, the **18th day of July, 2026**, the *MV Barima*, owned and operated by the Transport and Harbours Department, Ministry of Public Works, having earlier departed Georgetown on its scheduled voyage to Port Kaituma, capsized and sunk at sea at or in the vicinity of 7 degrees, 28 minutes and 12.8 seconds North Latitude and 58 degrees, 23 minutes and 26.6 seconds West Longitude, approximately ten nautical miles off the Atlantic Ocean between Better Success and Dartmouth, Region Two, resulting in loss of life, injuries to passengers and crew, persons remaining missing, loss of cargo and total loss of the vessel;

AND WHEREAS, the casualty has raised serious public concern regarding the circumstances and causes of the tragedy, the safety and operation of maritime passenger services, the seaworthiness and maintenance of the vessel, loading and passenger-boarding practices, regulatory oversight, compliance with maritime safety requirements, and the adequacy of the search, rescue and recovery response;

AND WHEREAS, having regard to the gravity of the tragedy, the breadth of the technical, legal, operational and institutional issues arising, and the need for an international independent, impartial and credible process, the President is of the opinion that an inquiry into the circumstances surrounding the capsizing and sinking of the *MV Barima*, the response thereto and related matters would be for the public welfare.

NOW THEREFORE by virtue of the powers conferred upon me by the said Act and all other powers enabling me in that behalf, I do hereby issue this Commission and appoint —

- (i) Justice Godfrey Phillip Smith
- (ii) Captain Hamada Fouda
- (iii) Ms. Nyree Dawn Alfonso
- (iv) Dr. Andrzej Jasionowski
- (v) Rear Admiral (Ret'd) Hayden Pritchard

to be Commissioners under the said Act to inquire into and report upon the matters specified in the Schedule to this Commission, which Schedule shall form part of this Commission, and to make such findings, observations and recommendations arising out of their deliberations as may be appropriate and, in accordance with those Terms of Reference, to report to the President, in writing, the result of the Inquiry.

I DIRECT that **JUSTICE GODFREY PHILLIP SMITH** shall be the Chairman of the Commission;

AND I DIRECT that the Chairman and any two other Commissioners shall constitute a quorum;

AND I DIRECT that the Commission shall render its report, findings and recommendations to the President, in writing, within two (2) months from the date of this Commission or within such other time as may be directed by the President;

AND I DIRECT that the Commission may, where it considers it necessary in the public interest, submit interim reports or urgent recommendations before the submission of its final report;

AND I DIRECT that the Inquiry shall be conducted continually at Georgetown, Region Two, Essequibo and/or at such other place or places, and by such physical, virtual or hybrid means, as the Commission may determine;

AND I DIRECT that the Inquiry shall ordinarily be held in public, with reservation nevertheless to the Commissioners to exclude any person or persons from all or any part of the proceedings where they consider such exclusion necessary for the due conduct of the Inquiry, the preservation of order, the protection of a witness or affected person, the preservation of confidential or privileged information, or for any other sufficient reason;

AND I DIRECT that the Commission shall commence its work at a time to be determined by the Chairman and that the Chairman shall take appropriate steps to ensure that the Commission completes its work and submits its report within the aforesaid timeframe;

AND I DIRECT that, subject to the above, the Commission shall establish and regulate its own procedure for the conduct of the Inquiry and shall be governed by the provisions of the *Constitution of the Co-operative Republic of Guyana, Cap. 1:01*, the *Commissions of Inquiry Act, Cap. 19:03*, the *High Court Act, Cap 3:04*, and any other relevant law;

AND I FURTHER DIRECT the Commissioner of Police to detail such officers as may be necessary to attend upon the Commissioners, to keep them safe and preserve order during the proceedings of the Commission, to serve summonses on witnesses, and to perform such duties as the Commissioners shall direct.

Given under my hand and the Seal of the
Co-operative Republic of Guyana at the
Office of the President, Georgetown,
Guyana, this Thirtieth day of July, Two
Thousand and Twenty-Six, in the Fifty-
Seventh Year of the Republic.

By the President's Command


Minister of Parliamentary Affairs and Governance

SCHEDULE

GOVERNMENT OF THE CO-OPERATIVE REPUBLIC OF GUYANA

COMMISSION OF INQUIRY INTO THE MARINE CASUALTY INVOLVING THE MV BARIMA

TERMS OF REFERENCE

PREAMBLE

WHEREAS on the night of Saturday, **18 July 2026**, the *MV Barima*, owned and operated by the Transport and Harbours Department, Ministry of Public Works, having earlier departed Georgetown on its scheduled voyage to Port Kaituma, have capsized and sunk at sea at or near the point situated at 7 degrees, 28 minutes and 12.8 seconds North Latitude and 58 degrees, 23 minutes and 26.6 seconds West Longitude, resulting in the tragic loss of life, injuries to passengers and crew, persons remaining missing, and the loss of cargo and the vessel;

AND WHEREAS the casualty raises serious public concerns regarding the full circumstances and causes of the occurrence, including the loading of the vessel, passenger boarding and management, conditions on board, the seaworthiness and maintenance history of the vessel, compliance with applicable maritime laws and safety standards, the conduct and competence of the master and crew, life-saving arrangements, regulatory oversight, emergency preparedness, and the adequacy, coordination and effectiveness of the search, rescue and recovery response;

AND WHEREAS His Excellency the President has announced the establishment of an independent Commission of Inquiry comprising persons of international standing, unquestioned integrity and recognised expertise in law, maritime safety, accident investigation, marine engineering, maritime operations and disaster management;

AND WHEREAS the Government considers it necessary in the public interest that a thorough, independent and impartial inquiry establish the facts, examine every relevant circumstance, identify any shortcomings or failures, recommend appropriate accountability where warranted, and propose reforms to strengthen the safety, reliability and resilience of Guyana's maritime transportation system and reduce the likelihood of a recurrence;

AND WHEREAS His Excellency the President, pursuant to **section 2(1) of the Commissions of Inquiry Act, Cap. 19:03**, has determined that a Commission of Inquiry be appointed to inquire into and report upon the casualty and related matters.

NOW, THEREFORE, the following Terms of Reference are established.

A. OBJECT

1. The Commission shall conduct a thorough, independent, impartial and comprehensive public inquiry into all circumstances surrounding the capsizing and sinking of the *MV Barima*, the response thereto, and all matters reasonably connected therewith.
2. The Commission shall establish, so far as the evidence permits, the full facts and sequence of events; determine the immediate, direct, contributing and systemic causes of the casualty; identify any shortcomings or failures; assess compliance with applicable legal and safety requirements; recommend appropriate accountability where warranted; and propose reforms necessary to strengthen maritime safety and prevent a recurrence.
3. In examining the technical aspects of the marine casualty, the Commission may have regard to relevant national laws and internationally recognised marine casualty investigation principles and standards, including, where applicable, the Code of the International Standards and Recommended Practices for a Safety Investigation into a Marine Casualty or Marine Incident ("Casualty Investigation Code"). The Commission's mandate shall not, however, be limited to a safety investigation and shall extend to public accountability, institutional performance and reform.

B. PURPOSE

The Commission shall—

- (a) establish the full circumstances surrounding the tragedy, including the sequence of events before, during and after the capsizing and sinking;
- (b) determine why the vessel capsized and sank, why the casualty developed so rapidly, and the immediate, direct, contributing and systemic causes;
- (c) determine whether the vessel was seaworthy and safely fit to undertake the voyage, and whether applicable statutory, regulatory, certification, inspection and operating requirements were complied with;
- (d) examine the ownership, operation, maintenance and management of the vessel and the operational management, governance and safety systems of the Transport and Harbours Department;
- (e) examine passenger boarding, manifest preparation, passenger numbers and management, possible overcrowding, cargo loading and stowage, and the availability and use of life-saving equipment;
- (f) comprehensively review the search, rescue and recovery operations, including the adequacy, coordination, timeliness and effectiveness of the response by all agencies and stakeholders involved;

- (g) evaluate the extent to which applicable laws, regulations, standards, licence and certificate requirements, and operating procedures governing ferries and other relevant passenger and cargo vessel operations were complied with;
- (h) determine whether any act or omission, negligence, misconduct, dereliction of duty, systemic deficiency or institutional failure by any individual, entity or institution contributed to or caused the casualty or adversely affected the response;
- (i) recommend appropriate accountability and referral to competent authorities where warranted by the evidence; and
- (j) recommend legislative, regulatory, institutional, administrative and operational reforms, and any other measures necessary to strengthen maritime safety, improve emergency preparedness and response, and reduce the likelihood of similar tragedies occurring in the future.

C. SCOPE OF THE INQUIRY

Without limiting the generality of Parts A and B, the Commission shall inquire into, examine and report upon the following matters:

1. Circumstances and sequence of events

- (a) the date, time, place and sequence of events immediately preceding, during and following the casualty;
- (b) the vessel's departure, route, position, movement and condition before the casualty;
- (c) the circumstances in which the vessel capsized and sank and the reasons the casualty developed so rapidly;
- (d) the distress notification, communications and actions taken by the master and crew before, during and after the occurrence; and
- (e) the number and identity, so far as ascertainable, of the passengers and crew aboard, and the circumstances in which persons were rescued, injured, lost their lives or remained missing.

2. Particulars, ownership, operation and management of the vessel

- (a) the ownership, operation, custody, control and management of the *MV Barima*;
- (b) the vessel's age, design, construction, classification status, modifications, alterations and operational limitations;
- (c) the statutory certificates, licences and approvals held or required in respect of the vessel and its operations;
- (d) the vessel's survey, inspection, dry-docking, repair and maintenance history;
- (e) any reported or known defect, deficiency or unsafe condition and the action taken in response; and
- (f) the systems, policies, procedures and allocation of responsibilities governing the vessel's maintenance, crewing, loading, dispatch and safe operation.

3. Seaworthiness and stability

- (a) whether the vessel was seaworthy and safely fit for the intended voyage at the time of departure;
- (b) the condition of the hull, structure, watertight integrity, openings, freeboard and stability characteristics of the vessel;
- (c) whether any structural, mechanical, electrical or other defect rendered or contributed to rendering the vessel unsafe;
- (d) whether the vessel complied with applicable load line, stability, construction, survey, inspection and certification requirements; and
- (e) whether the vessel should have been permitted to sail in the condition and circumstances prevailing at the time of departure.

4. Passenger boarding, manifests and passenger management

- (a) ticketing, embarkation, boarding controls and passenger counting procedures;
- (b) the preparation, accuracy, maintenance and verification of passenger and crew manifests and other boarding records;
- (c) the actual number of passengers and crew aboard and the vessel's authorised passenger and crew capacity;
- (d) whether the vessel was overcrowded or carried persons in excess of any authorised or safe limit;
- (e) the distribution, accommodation, movement and management of passengers and the conditions on board; and
- (f) passenger safety information, briefings, instructions, access routes, emergency stations and arrangements for children, elderly persons and other vulnerable passengers.

5. Loading, cargo and stability arrangements

- (a) the nature, quantity and total weight of cargo, baggage, vehicles, fuel, dangerous goods and other articles carried aboard;
- (b) the procedures for weighing, recording, loading, distributing, stowing and securing cargo and vehicles;
- (c) the vessel's draught, trim, ballast condition, freeboard and stability calculations at departure and during the voyage;
- (d) whether any cargo or vehicle shifted, whether water ingress or flooding occurred, and the effect of any such event upon stability; and
- (e) compliance with applicable cargo, dangerous goods, load line, vehicle loading, securing and stability requirements and procedures.

6. Navigation, weather, sea and operational conditions

- (a) voyage planning, route selection, bridge procedures, navigational watchkeeping, lookout arrangements, helm orders and speed;
- (b) the availability, condition, accuracy and use of navigation, communication and positioning equipment;
- (c) weather forecasts and warnings, sea conditions, tides, currents, visibility and other environmental conditions;
- (d) communications between the vessel and shore-based authorities or other vessels; and
- (e) the extent to which navigation, weather, sea conditions, tides, currents, communications or any other environmental or operational factor contributed to the casualty.

7. Machinery and technical systems

- (a) the condition and operation of the propulsion machinery, steering systems, generators and electrical systems;
- (b) the condition and operation of bilge systems, pumps, alarms, emergency power and other essential safety systems;
- (c) whether machinery, electrical, steering, pumping, alarm or emergency power failure contributed to the casualty; and
- (d) whether structural failure, progressive flooding or loss of watertight integrity occurred before or during the capsizing and sinking.

8. Master, crew and human factors

- (a) the competence, qualifications, certification, training, experience and fitness for duty of the master, officers and crew;
- (b) the vessel's manning level, allocation of duties, supervision and compliance with hours-of-work and rest requirements;
- (c) fatigue, bridge resource management, situational awareness, communications and emergency decision-making;
- (d) the conduct, acts, omissions and decisions of the master and crew before, during and after the casualty;
- (e) compliance with established maritime safety, navigation and emergency procedures; and
- (f) the adequacy of crew training, drills, safety culture and readiness to respond to an emergency.

9. Emergency preparedness, life-saving arrangements and survival

- (a) the activation and audibility of alarms and the adequacy of emergency instructions and procedures;
- (b) the number, type, condition, accessibility, positioning and use of lifejackets, liferafts, lifebuoys and other life-saving appliances;
- (c) muster, evacuation, abandon-ship and passenger-control procedures and the conduct of the master and crew in implementing them;
- (d) whether deficiencies in life-saving equipment, emergency preparedness, passenger management or crew response affected survival; and
- (e) the circumstances and factors which enabled or hindered the survival and rescue of passengers and crew.

10. Search, rescue and recovery operations

- (a) the reporting of the casualty and the activation of search, rescue, recovery, emergency and disaster-response arrangements;
- (b) the preparedness, adequacy, timeliness, coordination and effectiveness of the response by all Ministries, Departments, statutory bodies, disciplined services, regional and local authorities, private entities, volunteers and other stakeholders involved;
- (c) command, control, communications, information-sharing and inter-agency coordination;
- (d) the availability, suitability, mobilisation and deployment of personnel, vessels, aircraft, medical services, equipment and other resources;
- (e) the roles and responses of the Guyana Defence Force Coast Guard, Maritime Administration Department, Transport and Harbours Department, Guyana Police Force, medical and emergency services, private vessels, fisherfolk and international partners;
- (f) the rescue, reception, identification, treatment and care of survivors;
- (g) the recovery and identification of deceased persons and the accounting for passengers and crew; and
- (h) communication and engagement with survivors and the families of persons who perished or remained unaccounted for.

11. Operational management and governance of the Transport and Harbours Department

- (a) the organisational, managerial and supervisory arrangements governing the operation of the vessel;
- (b) maintenance, safety-management, risk-management, reporting, inspection and emergency-management systems;
- (c) staffing, training, competence assurance, record-keeping and internal accountability arrangements;

- (d) the reporting, escalation and correction of defects, deficiencies and unsafe practices;
- (e) implementation of previous safety, inspection, audit and operational recommendations; and
- (f) whether any management, governance or safety-system failure contributed to the casualty.

12. Regulatory oversight and compliance

- (a) the respective legal, regulatory and supervisory responsibilities of the Maritime Administration Department, the Ministry of Public Works, inspectors of shipping, surveyors of ships and every other relevant authority or official;
- (b) inspection, survey, certification, licensing, monitoring, compliance and enforcement procedures applicable to the vessel and its operations;
- (c) whether inspections and surveys were adequate, timely, independent and properly documented;
- (d) whether any deficiencies or unsafe conditions were identified, whether they were corrected and whether the vessel was permitted to operate despite any outstanding deficiency;
- (e) whether statutory certificates, licences or approvals were properly issued, renewed, suspended or enforced;
- (f) whether any officer, employee or authority failed to discharge an applicable statutory, regulatory, supervisory or administrative responsibility; and
- (g) the extent of compliance with applicable laws, regulations, recognised standards, licence and certificate conditions, and standard operating procedures governing ferries and other relevant passenger and cargo vessel operations.

13. Previous and concurrent inquiries, inspections and reports

- (a) any previous or concurrent inquiry, investigation, inspection, survey, audit, review or report concerning the vessel, its operations, the casualty or the response;
- (b) the findings and recommendations arising from any such process;
- (c) whether identified deficiencies were corrected and whether recommendations were implemented; and
- (d) the relevance of any such material to the Commission's findings and recommendations.

14. Related matters

any other matter arising out of, incidental to, consequential upon or reasonably connected with the casualty or the response which the Commission considers necessary for the full and effective discharge of its mandate.

D. ACCOUNTABILITY AND REFERRALS

1. The Commission shall determine, on the basis of the evidence, whether any act or omission, negligence, misconduct, dereliction of duty, breach of law or established procedure, systemic deficiency or institutional failure by any individual, entity or institution contributed to or caused the casualty or adversely affected the response.
2. Where warranted by the evidence, the Commission shall identify the persons, entities or institutions concerned and recommend appropriate measures of accountability.
3. Without presuming that any offence has been committed, the Commission shall determine whether the evidence discloses possible criminal conduct, including possible criminal negligence, misconduct in public office, falsification or concealment of certificates or maintenance records, fraud, corruption, obstruction of justice, destruction or concealment of evidence, or any other offence under the laws of Guyana.
4. Where the evidence warrants further investigation or consideration, the Commission shall identify the relevant evidence and recommend referral to the appropriate authority or body for criminal, civil, disciplinary, administrative or regulatory investigation or action.
5. Any finding or recommendation under this Part shall not constitute a determination of criminal guilt or a final adjudication of civil liability, which remain matters for the courts and other competent authorities.

E. POWERS AND TECHNICAL ASSISTANCE

1. The Commission shall have and may exercise all powers conferred upon it by the Commissions of Inquiry Act, Cap. 19:03, and any other applicable law.
2. Without limiting those powers, and subject to law, the Commission may—
 - (a) summon and examine witnesses on oath or affirmation and require the production of documents, records and other material;
 - (b) receive oral, documentary, electronic, expert and technical evidence;
 - (c) inspect or cause to be inspected, where practicable and lawful, the vessel, wreckage, cargo, associated debris, maintenance facilities, ports, loading facilities, equipment and other relevant places or objects;
 - (d) obtain the assistance of independent experts, investigators, advisers and technical personnel;
 - (e) commission surveys, stability analyses, reconstructions, simulations, laboratory testing and other technical examinations;
 - (f) request, receive or obtain in accordance with law electronic records, communications data, navigation and positioning data, CCTV, meteorological information, hydrographic information and satellite imagery;
 - (g) conduct site visits and examine comparable vessels or systems; and
 - (h) take any other lawful step reasonably necessary to discharge its mandate.

F. REPORTS

1. The Commission may submit interim reports and make urgent safety or administrative recommendations at any time where the evidence discloses an immediate or continuing risk to life, maritime safety or the effective administration of maritime transportation.
2. The Commission shall submit a Final Report containing—
 - (a) its findings of fact and the established sequence of events;
 - (b) its analysis of the immediate, direct, contributing and systemic causes of the casualty;
 - (c) its findings concerning seaworthiness, loading, passenger management, navigation, machinery, human factors, life-saving arrangements, regulatory compliance and the search, rescue and recovery response;
 - (d) any shortcomings, failures, negligence, misconduct, dereliction of duty, systemic deficiencies or institutional failures disclosed by the evidence;
 - (e) recommendations concerning appropriate accountability and referrals, where warranted;
 - (f) safety, legislative, regulatory, institutional, administrative and operational recommendations;
 - (g) such other conclusions and recommendations as the Commission considers necessary in the public interest.

G. KEY MATTERS TO BE DETERMINED

Without limiting the generality of these Terms of Reference, the Commission shall determine—

- (a) why the vessel capsized and sank and why the casualty occurred so rapidly;
- (b) whether the vessel was seaworthy, stable, properly maintained and safely fit to sail;
- (c) whether passenger numbers, boarding procedures, manifests, loading, cargo stowage, weight distribution, possible overcrowding or cargo shift contributed to the casualty;
- (d) whether flooding, machinery failure, structural failure, steering failure, electrical failure or loss of watertight integrity contributed to the casualty;
- (e) whether weather, sea conditions, tides, currents, navigation, communications or other environmental or operational factors contributed;
- (f) whether the master and crew were competent, properly qualified and trained, exercised reasonable care and complied with applicable maritime safety and emergency procedures;

- (g) whether the availability, condition, accessibility or use of life-saving appliances and emergency equipment affected survival;
- (h) whether the search, rescue and recovery response was adequate, timely, coordinated and effective;
- (i) whether the vessel should have been permitted to sail and whether previous inspection, survey or audit findings were acted upon;
- (j) whether the Transport and Harbours Department, the Maritime Administration Department and every other relevant public authority and official discharged their respective legal, regulatory, supervisory and operational responsibilities;
- (k) whether any regulatory, managerial, systemic or institutional failure contributed to the casualty or the response;
- (l) whether existing legislation, regulations, institutional arrangements and operating procedures adequately protect maritime safety;
- (m) whether any matter warrants referral to a competent authority; and
- (n) what legislative, regulatory, institutional, administrative and operational reforms are required.

H. RECOMMENDATIONS

The Commission shall make such recommendations as it considers necessary or appropriate concerning—

- (a) maritime legislation and subsidiary legislation;
- (b) the regulation, inspection, survey, certification and licensing of passenger and cargo vessels;
- (c) vessel seaworthiness, maintenance, repair, stability and loading controls;
- (d) passenger boarding, manifests, capacity controls, passenger management and safety information;
- (e) cargo and vehicle loading, stowage, securing and dangerous-goods procedures;
- (f) crew qualification, certification, training, manning, fatigue management and emergency preparedness;
- (g) life-saving appliances, emergency equipment, evacuation and abandon-ship procedures;
- (h) search, rescue, recovery, medical response, disaster preparedness and inter-agency coordination;
- (i) marine casualty reporting and investigation procedures;

- (j) the governance, management, safety systems and accountability arrangements of the Transport and Harbours Department;
- (k) the functions, capacity, independence, inspection practices and enforcement arrangements of the Maritime Administration Department and other relevant authorities;
- (l) passenger-vessel and cargo-vessel safety;
- (m) public accountability and implementation-monitoring mechanisms; and
- (n) any other measures necessary to strengthen maritime safety and prevent a recurrence.

I. PROCEDURE AND METHOD OF WORK

1. Subject to the *Constitution*, the *Commissions of Inquiry Act, Cap. 19:03*, the requirements of natural justice and any directions contained in the Instrument of Appointment, the Commission shall determine its own procedure and method of work.
2. The Commission may pursue any line of inquiry which, in its opinion, is relevant or reasonably necessary to enable it fully and effectively to discharge its mandate, notwithstanding that the matter is not expressly particularised in these Terms of Reference.

GUYANA

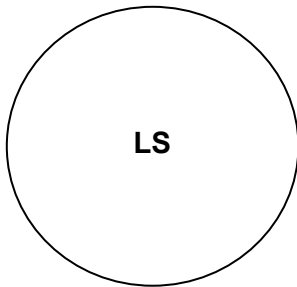
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COMMISSION

APPOINTING THE CHAIRMAN

of the commission of inquiry into the circumstances surrounding the capsizing and sinking of the *MV Barima*, the response efforts, and related matters on the 18th day of July, 2026



By the President of the Co-operative
Republic of Guyana

President

WHEREAS, it is provided by *section 2(1)* of the *Commissions of Inquiry Act, Cap. 19:03*, that the President may issue a Commission appointing one or more Commissioners to inquire into any matter in which an inquiry would, in the opinion of the President, be for the public welfare;

AND WHEREAS, the President is of the opinion that an inquiry into the circumstances surrounding the capsizing and sinking of the *MV Barima*, the response efforts and related matters would be for the public welfare;

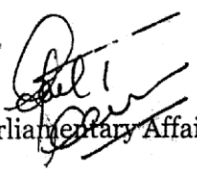
NOW, THEREFORE, acting under the aforementioned provision and by virtue and in exercise of all other powers enabling me in that behalf, I do hereby appoint –

Justice Godfrey Phillip Smith

to be the Chairman of the above-mentioned Commission of Inquiry with effect from the date of this Commission.

Given under my hand and the Seal of the
Co-operative Republic of Guyana at the
Office of the President, Georgetown,
Guyana, this Thirtieth day of July, Two
Thousand and Twenty-Six, in the Fifty-
Seventh Year of the Republic.

By the President's Command


Minister of Parliamentary Affairs and Governance

GUYANA

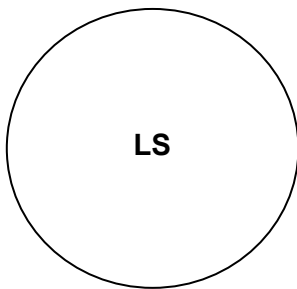
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COMMISSION

APPOINTING A MEMBER

of the commission of inquiry into the circumstances surrounding the capsizing and sinking of the *MV Barima*, the response efforts, and related matters on the 18th day of July, 2026



By the President of the Co-operative
Republic of Guyana

President

WHEREAS, it is provided by *section 2(1)* of the *Commissions of Inquiry Act, Cap. 19:03*, that the President may issue a Commission appointing one or more Commissioners to inquire into any matter in which an inquiry would, in the opinion of the President, be for the public welfare;

AND WHEREAS, the President is of the opinion that an inquiry into the circumstances surrounding the capsizing and sinking of the *MV Barima*, the response efforts and related matters would be for the public welfare;

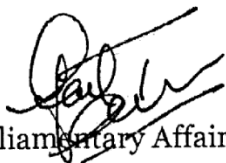
NOW, THEREFORE, acting under the aforementioned provision and by virtue and in exercise of all other powers enabling me in that behalf, I do hereby appoint -

Captain Hamada Fouda

to be a Commissioner of the above-mentioned Commission of Inquiry with effect from the date of this Commission.

Given under my hand and the Seal of the
Co-operative Republic of Guyana at the
Office of the President, Georgetown,
Guyana, this Thirtieth day of July, Two
Thousand and Twenty-Six, in the Fifty-
Seventh Year of the Republic.

By the President's Command



Minister of Parliamentary Affairs and Governance

GUYANA

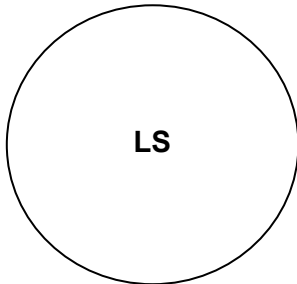
Seal No. 78 of 2026



COMMISSION

APPOINTING A MEMBER

of the commission of inquiry into the circumstances surrounding the capsizing and sinking of the *MV Barima*, the response efforts, and related matters on the 18th day of July, 2026



By the President of the Co-operative
Republic of Guyana

President

WHEREAS, it is provided by *section 2(1)* of the *Commissions of Inquiry Act, Cap. 19:03*, that the President may issue a Commission appointing one or more Commissioners to inquire into any matter in which an inquiry would, in the opinion of the President, be for the public welfare;

AND WHEREAS, the President is of the opinion that an inquiry into the circumstances surrounding the capsizing and sinking of the *MV Barima*, the response efforts and related matters would be for the public welfare;

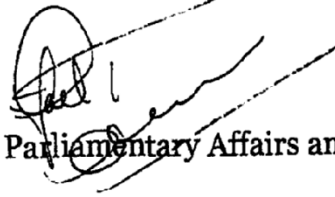
NOW, THEREFORE, acting under the aforementioned provision and by virtue and in exercise of all other powers enabling me in that behalf, I do hereby appoint -

Ayree Dawn Alfonso

to be a Commissioner of the above-mentioned Commission of Inquiry with effect from the date of this Commission.

Given under my hand and the Seal of the
Co-operative Republic of Guyana at the
Office of the President, Georgetown,
Guyana, this Thirtieth day of July, Two
Thousand and Twenty-Six, in the Fifty-
Seventh Year of the Republic.

By the President's Command



Minister of Parliamentary Affairs and Governance

GUYANA

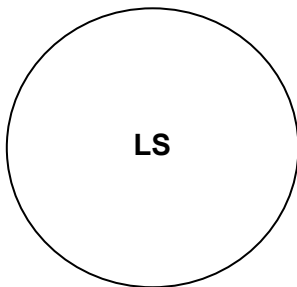
Seal No. 79 of 2026



COMMISSION

APPOINTING A MEMBER

of the commission of inquiry into the circumstances surrounding the capsizing and sinking of the *MV Barima*, the response efforts, and related matters on the 18th day of July, 2026



By the President of the Co-operative
Republic of Guyana

President

WHEREAS, it is provided by *section 2(1)* of the *Commissions of Inquiry Act, Cap. 19:03*, that the President may issue a Commission appointing one or more Commissioners to inquire into any matter in which an inquiry would, in the opinion of the President, be for the public welfare;

AND WHEREAS, the President is of the opinion that an inquiry into the circumstances surrounding the capsizing and sinking of the *MV Barima*, the response efforts and related matters would be for the public welfare;

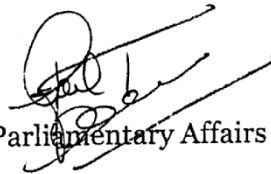
NOW THEREFORE acting under the aforementioned provision and by virtue and in exercise of all other powers enabling me in that behalf, I do hereby appoint -

Dr Andrzej Jasionowski

to be a Commissioner of the above-mentioned Commission of Inquiry with effect from the date of this Commission.

Given under my hand and the Seal of the
Co-operative Republic of Guyana at the
Office of the President, Georgetown,
Guyana, this Thirtieth day of July, Two
Thousand and Twenty-Six, in the Fifty-
Seventh Year of the Republic.

By the President's Command



Minister of Parliamentary Affairs and Governance

GUYANA

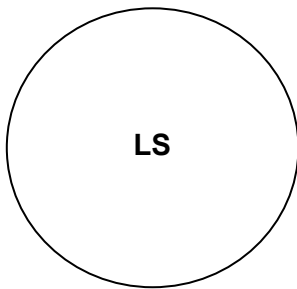
Seal No. 80 of 2026



COMMISSION

APPOINTING A MEMBER

of the commission of inquiry into the circumstances surrounding the capsizing and sinking of the *MV Barima*, the response efforts, and related matters on the 18th day of July, 2026



By the President of the Co-operative
Republic of Guyana

President

WHEREAS, it is provided by *section 2(1) of the Commissions of Inquiry Act, Cap. 19:03*, that the President may issue a Commission appointing one or more Commissioners to inquire into any matter in which an inquiry would, in the opinion of the President, be for the public welfare;

AND WHEREAS, the President is of the opinion that an inquiry into the circumstances surrounding the capsizing and sinking of the *MV Barima*, the response efforts and related matters would be for the public welfare;

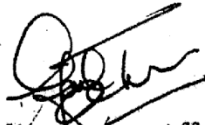
NOW THEREFORE acting under the aforementioned provision and by virtue and in exercise of all other powers enabling me in that behalf, I do hereby appoint -

Rear Admiral (Ret'd) Hayden Pritchard

to be a Commissioner of the above-mentioned Commission of Inquiry with effect from the date of this Commission.

Given under my hand and the Seal of the
Co-operative Republic of Guyana at the
Office of the President, Georgetown,
Guyana, this Thirtieth day of July, Two
Thousand and Twenty-Six, in the Fifty-
Seventh Year of the Republic.

By the President's Command



Minister of Parliamentary Affairs and Governance

GUYANA

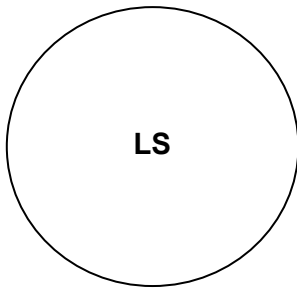
Seal No. 81 of 2026



COMMISSION

APPOINTING A SECRETARY

to attend the sittings of the commission of inquiry into the circumstances surrounding the capsizing and sinking of the *MV Barima*, the response efforts, and related matters on the 18th day of July, 2026



By the President of the Co-operative
Republic of Guyana

President

WHEREAS, it is provided by *section 2(1)* of the *Commissions of Inquiry Act, Cap. 19:03*, that the President may issue a Commission appointing one or more Commissioners to inquire into any matter in which an inquiry would, in the opinion of the President, be for the public welfare;

AND WHEREAS, the President is of the opinion that an inquiry into the circumstances surrounding the capsizing and sinking of the *MV Barima*, the response efforts and related matters would be for the public welfare;

AND WHEREAS, it is provided by *section 6* of the *Commissions of Inquiry Act, Cap. 19:03*, that the President may appoint a secretary to attend to the sittings of the commission to record their proceedings, to keep their papers, summon and minute the testimony of witnesses, and generally to perform such duties connected with such inquiry as the commissioners shall prescribe, subject to the directions, if any, of the President.

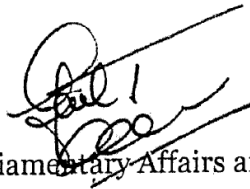
NOW, THEREFORE, acting under the aforementioned provision and by virtue and in exercise of all other powers enabling me in that behalf, I do hereby appoint -

Javed Khomeini Shadick

to be the Secretary of the above-mentioned Commission of Inquiry with effect from the date of this Commission.

Given under my hand and the Seal of the
Co-operative Republic of Guyana at the
Office of the President, Georgetown,
Guyana, this Thirtieth day of July, Two
Thousand and Twenty-Six, in the Fifty-
Seventh Year of the Republic.

By the President's Command



Minister of Parliamentary Affairs and Governance