

the Cayman Spirit



Cayman Islands Government Information Services

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Further Efficiency Measures: Port to Publish Import Schedule

By Lynsay Brown

The Port Authority plans to improve the collection of goods by publishing a 'due-to-arrive' container schedule. The list would include cargo expected several weeks ahead, allowing customers to make collection arrangements ahead of time.

Port Director Paul Hurlston explained that arrangements made in advance of containers' arrival would substantially speed up the collection process: "For heavy, bulky items, like furniture, arrangements for pick up need to be made with trucking companies in advance. If customers have warning of their goods' arrival, they can immediately begin making plans for collection."

Mr. Hurlston emphasized that the timely removal of cargo would release much needed warehouse space, for many household items take up a lot of room: "We have implemented a lot of new initiatives to improve the flow of cargo since the hurricane but factors such as collection frequency remain out of our hands.

"We really want to work with the public on processing goods as quickly as possible," he continued. "We understand that everything needs to be imported – that is our lifeline. With that in mind, we also try to frequently update the Chamber of Commerce so they can inform members of any potential delays with goods."

A timetable of incoming cargo is to be published weekly in the newspaper and preparations to put this system in place will be fine-tuned over the next few weeks.

Despite the overwhelming volume of containers arriving every month, special effort is constantly being made to identify essential produce. As Mr. Hurlston explained: "Goods like medical supplies and refrigerated cargo are particularly time critical; priority is therefore given to locating and processing them."

CAL Expands Air Cargo Service

By Cayman Airways' Marzeta Bodden

Responding to the current volume of cargo that needs prompt shipping to Grand Cayman, Cayman Airways (CAL) is increasing its cargo service. For those who need their items urgently, CAL Cargo is now operating a dedicated all-cargo aircraft—a viable alternative to shipping by sea.

The new freighter service means that even oversized items can be shipped within 24 hours and customers delivering items to the Miami hub by 2:00 pm Monday through Friday generally receive their goods the following day.

Until 15 March, CAL Cargo is offering a special introductory rate for customers shipping over 500 lbs. per airway bill of "general cargo." *

"As the country rebuilds we are seeing a greater need for air cargo uplift, so we are pleased to introduce the new increased freighter schedule," said CAL's President and CEO Mike Adam.

"Our cargo service has always prided itself on an excellent service record, with over 90 % of general cargo shipments being delivered within 72 hours. The new daily freighter service will enable us to offer even faster delivery times," he added.

Cayman Airways cargo offers three different types of service:

Jiffy service is an express delivery service for small packages and envelopes weighing less than 40 lbs. and under 30 linear inches. Jiffy packages from known shippers can be sent on the next passenger plane; other shippers will see their parcel arrive on the next freighter service.

Guaranteed Priority service offers assured delivery for known shippers with advanced bookings.

General Cargo service, available to all, offers surprisingly affordable airfreight with prompt delivery times and excellent customer service.

Items such as home and office furniture,

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CAL's cargo service: building on record of achievements

Editorial

Ghosts of transport past?

The midway point is often perceived as a reasonable place to be ... but not always. And in reference to Hurricane Ivan and the onset of the next hurricane season, Cayman is exactly there ... the midway point.

Most of us are still caught up in repairs, in rebuilding our lives and our surroundings, but perhaps we should take time out to consider how well we are preparing for 1 June—especially when it comes to the issue of derelict vehicles.

Travel through any of Grand Cayman's districts and we still see numerous cars and trucks in driveways, some jacked up and visibly missing parts, all of them lacking number plates; many are obviously derelict, already eyesores. Maybe it's time for some hard questioning: are restoration plans really feasible or are we indulging in wishful thinking? Does the vehicle still have useful parts? If so, perhaps we should salvage them *now* and dispose of what's left.

Few disagree with the observation that Grand Cayman's post-Ivan landscape has changed, but what we *don't* want is to replace flora with metal shells, mere "ghosts of transport past." We have always taken pride in our surroundings and tourists customarily delight in what they see. So a word of caution: the downed cars of today are the disreputable, unsightly wrecks of tomorrow. These shells also have the potential to become the airborne missiles of a future storm, projectiles capable of carving their own paths of destruction.

Our surroundings—and vehicle disposal can add or detract from these—represent a collective responsibility. It can't all be left to government to organize. Let's all play our part: contact the Department of Vehicle Licensing *today* and find out procedures for having your unsalvageable transport tagged and collected.

For now, the service remains free of cost—so let's make an effort to improve our surroundings while ensuring that we don't miss the disposal boat (or in this case, "barge").

CAL Expands Air Cargo Service

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building materials, appliances, scooters, and electronic goods can be transported by air at competitive prices.

Cayman Airways has a full network of cargo service "drop points," including Tampa, Kingston, Montego Bay, Cayman Brac and Little Cayman, and all shipments are handled professionally. Freight-only charters are also available between Grand Cayman and virtually any international point within operational range capabilities.

For more information on cargo services and rates, call 345-949-8274 (Grand Cayman) or 305-526-2069 (Miami) for customer service or visit our website www.caymanairways.com/cargo.

*(*This special introductory rate is subject to government approval and is non-inclusive of fuel and security surcharges.)*

Derelict Cars: the Barge Cometh

By Ruth Smith

With the current holding location of derelict vehicles full, the process of removing the first approximately 1,500 derelict vehicles is to begin in mid-February. These derelict vehicles were "red-tagged" by the Department of Vehicle Licensing prior to being placed in the George Town holding area.

Some vehicles will be crushed and sent overseas for further processing. Others will be shipped whole, but before leaving Cayman, gas tanks will be removed, all fluids fully drained and their tops pressed in to help with stacking on the barge.

Owners of derelict vehicles are encouraged to come in to the Department of Vehicle Licensing to terminate their vehicles. Once red-tagged, the automobile is confirmed as being ready for collection by MC Restoration, which is supplied with a daily list of such vehicles by the department.

Temporary Housing: A Step To Full Recovery

Speaking to four proud new trailer home occupants last week, the Leader of Government Business, the Hon. McKeever Bush, and CIRO Manager Orrett Connor, assured recipients that this was but a step towards their return to permanent accommodation.

"We hope that your situation would be resolved on a more permanent basis soon," the Minister said, with Mr. Connor assuring: "The labours will go on," he said, "the ultimate goal is to get people out of temporary homes and back into their homes. CIRO and the government were solidly committed to that goal and everything will be done to accelerate the process."

These first four occupants, all single parents, included Mrs. Josepha Carter, whose husband died two years ago. She has three children, aged 7, 9, and 12 years; Ms Melanie Rankine Jackson, with six children, ranging in age from four years to 16. Mr. Leroy Bodden, who is raising three children, aged 8, 13 and 18 years; and Ms Christine Phillips, who has two daughters, aged 11 and 12.

The four new tenants received their keys on Friday (28 January) from Ms Catherine Tyson, Manager of the National Housing and Community Development Trust at a ceremony at the Ed Bush Sports Field. Up to nine single-parent families in West Bay were at that time lined up as occupants of trailers in the district of West Bay, with more expected.

The project is the outcome of the work of the temporary housing subcommittee of the Cayman Islands Recovery Operation (CIRO). Chairman and deputy chairman of the subcommittee are Mrs. Joy Basdeo and Mr. Doss Solomon, respectively.

Single parents with children under 17, the sick and elderly are being treated as top priority in accessing trailers, but once the needs of that group have been met, the programme will be opened up to other groups.

The rental aspects of the programme are being handed by the National Housing Trust. Persons wishing to procure a trailer should visit the CIRO Temporary Housing Office in McDonald Square, George Town.

The Leader of Government Business said that housing remains a priority of government. He thanked all civil servants for their efforts in solving this and other challenges for the public, sometimes placing the community's needs above and beyond the needs of their own families.

Rebuilding? Seek Planning Advice

By Angelique Crowther

Planning was one of the busiest departments following Hurricane Ivan, dealing with a deluge of homeowners seeking permits and roof inspections to facilitate electricity reconnections. In a matter of days after the hurricane, the Building Control Unit accordingly prepared a pamphlet with information on proper roof construction techniques and enlisted volunteer building inspectors to supplement their overtaxed staff.

At this point in time however, the Planning Department is asking homeowners to take the time before rebuilding to get guidance from Planning on ways to make their homes safer in the event of another hurricane. "Many people who are now rebuilding have been living elsewhere since Ivan and have just received their insurance money. We are asking them to come to Planning first and get a full plan review for their repairs," said Assistant Director of Planning, Ron Sanderson.

"Homeowners who are ready to rebuild are asked to bring in construction details: for example, how the roof will be built and where hurricane straps will be attached to walls. Our department is very experienced and is adept at giving advice for making roofs and other parts of the home safer," Mr. Sanderson explained.

The department also continues to help homeowners by expediting permits for rebuilding: "A basic house that was damaged by Ivan will usually get planning approval in a couple of days," said Mr. Sanderson. Also of help to homeowners is the 50% reduction in planning fees approved by Cabinet for those rebuilding after Ivan.

When permits are delayed it is often due to issues in the application concerning coastal development. "After the hurricane if we simply allowed the rebuilding of some developments they wouldn't comply with today's standards. We initially discussed automatically giving 'grandfather' clauses to these cases but we have decided that each application concerning coastal development should be discussed with the Central Planning Authority before approval," said Mr. Sanderson.

Before rebuilding, call or visit the Planning Department at Grand Pavilion, on West Bay Road, or call 769-PLAN (7526).

Deadline for Final Sweep Approaches

By Cornelia Olivier

Bodden Town and George Town residents are reminded that they only have until Friday, 18 February, to utilize MC Restoration's debris collection effort; cleanup crews will complete their third and final pass of these districts over the next two weeks.

A second round of cleaning is currently underway in the districts of North Side and East End. The public in all areas under cleanup is reminded to place sorted debris on the side of the road for collection. MC will not enter private premises unless special arrangements are made.

"Major cleanup operations in West Bay have ceased, although there are a few specific locations remaining where residents have called in to report debris being placed for collection," said CIRO Operation Manager Mark Scotland.

CIRO has also arranged for MC Restoration to collect debris piles that have accu-

mulated in empty lots in some neighbourhoods. "Where debris has been waiting for collection for some time, we found that people started to use empty lots as dumping sites," said Mr Scotland. "These piles will be removed once it has been verified that they come from homes and not from commercial establishments, condos or apartments."

Commenting on other voiced concerns, Mr. Scotland said: "Also, crews may be seen passing through an area but leaving debris behind. This may be because those crews are collecting the debris in 'sorted order,' for instance removing plant material first and metal debris second."

MC Restoration was contracted to collect and process 300,000 cubic yards of debris; to date, approximately 200,000 cubic yards has been collected. "In terms of time it will take another three weeks to collect the remaining 100,000 cubic yards," said Mr. Scotland.

More Trailers on the Way

By Lynsay Brown

In addition to the 40 travel trailers ordered as part of Phase One of the Cayman Islands Recovery Operation's (CIRO) Temporary Housing Project, another 44 trailers are in the pipeline. The trailers are currently being manufactured and are scheduled to arrive in the next 6-7 weeks. The majority will be 35ft long, larger than the first batch.

To date, 28 trailers have arrived on the island and plans are underway to install them on either private property or one of three community sites in West Bay, George Town or Bodden Town.

Seven trailers were handed over to tenants at the Ed Bush Sports Field in West Bay on Friday, 28 January. One more was transported to a private site in Bodden Town earlier this week and plans are also in place to deliver a total of seven trailers to the Bodden Town community site (off Cumber Ave), with three being scheduled for delivery on Friday, 4 February. Delivery to the George Town community site at the Dr. Hortor Memorial site on Fairbanks Road has been delayed until the required site preparations have been completed.

Deputy Chairman of the Temporary Housing Committee Doss Solomon said, "The overall site preparations are causing delays for delivery of the trailers, but we are determined to put people into an environment that is as habitable and pleasant as possible."

A trailer site needs to meet certain requirements, including access to a 30 amp (female) power connection and a water source. Also, land on which the trailer will be placed needs to be even or levelled. If the site has not been prepared correctly, a trailer will not be installed. Mr. Solomon explained: "People are telling us that proper preparations have been made, but that is not always the case. We are now carrying out site inspections prior to delivery to ensure that all the requirements are met."

The remaining 12 of the first 40 trailers ordered are scheduled to arrive early next week. They have already been allocated and details will be finalized when they arrive. "Even after trailers have been allocated, some people continue to make repairs on their homes, or opt to stay with relatives. Accordingly, when trailers become available, we will call applicants once again to determine their current situations," concluded Mr. Solomon.

LoGB: “We Will Come Back Better & Stronger”

The Leader of Government Business, the Hon. McKeever Bush, recently spoke to the locally organised **BUSINESS OUTLOOK FORUM** on post-Ivan recovery. Last week, *Spirit* carried excerpts from that speech and promised more details this week on aspects of recovery of tourism and finance, with a focus on strategies to refresh and revitalise aspects of our products. Below, Mr. Bush outlines his perspectives and plans in this reconstruction period, as Cayman recovers from its worst natural disaster in known history:

Tourism

“Tourism is our most important economic sector. It contributes over 50% of GDP and supports over a quarter of our workforce - providing around 7,000 jobs. Our last full year, 2003-4, was strong ... exceed[ing] our performance of the previous year. Tourists spend over \$600 million a year in Cayman.

Our offering is sophisticated and well developed. Our ambition continues to be to develop a thriving and sustainable tourism sector that provides a distinct, high-quality experience. We have a very appealing island: safe and secure, with friendly people, excellent services and a beautiful environment. This gives us an exclusive image, and an affluent and loyal market....

I believe there is a good air of optimism in the sector, and activity is picking up. This season will see our recovery effort swing into full force. We will come back better and stronger. We will need to demolish, rebuild and raise standards.

I look forward to the opening of the Ritz Carlton on Seven Mile Beach. We cautiously anticipate a very strong 2005-6 season, with new products, services, a higher quality offer and a renewed confidence.

There are also significant medium-term initiatives, including:

- Delivering high quality new and replacement facilities.
- A sophisticated marketing plan, which will focus on niche markets, for example, the conference market.
- The exploitation of our local distinctiveness ... and the diversification of our offering.

- The drafting of tourism development plans for the Sister Islands, including appropriate incentives to promote eco-tourism projects.

- The development of new offerings, building on diving and ‘adventure holidays’, including exploring cultural and heritage opportunities as well as walking and cycling trails.

- Improved facilities at Owen Roberts and the cruise terminal in George Town.

Financial Services

The next pillar of our economy is the international financial sector.

The performance of the sector during and after Ivan was exceptional. The industry did not miss a beat ... effective continuity plans saw [our] firms temporarily operating from other jurisdictions, while retaining senior-level staff on-island.

I believe that operational costs since Ivan may have increased at the margins, but the sector continues to perform strongly, and I will be looking to ensure that these costs are offset by service improvement and a better flow of information to the business sector, and will, in any event, prove transitory.

Let me take a moment to explain why I think we shall remain a major global player in this sector, and continue to punch above our weight on the world stage.

Our industry is sophisticated and innovative. It remains so because we attract the best and brightest people from around the world.

Listen to these three examples.

First, we have over 40 of the world’s 50 top banks. Over the past four years, bank deposits and inter-bank bookings have increased from \$630 billion to over one trillion dollars.

Second, we have almost half of the total world mutual and hedge fund market: almost 6,000 funds are supervised in Cayman.

Third, we remain the domicile of choice for captive insurance, with over US\$22 billion in assets.

The reason we have thrived as an international financial centre is a consequence of Government, regulators and the private sector working closely together — to balance sound regulation and flexibility.

We will continue this approach of modern and evolving legislation, rigorous law enforcement and international co-operation ... [and] I am confident we will remain a leader in the global financial community.

Inward Investment

Having spoken about tourism and financial services, I want to say a few words about another policy initiative I consider to be important ... diversifying our economy.

In 2003 I launched the Investment Bureau ... [Its] aim is to help drive economic growth, deliver diversification, create jobs and ease access to foreign markets.

The Bureau aims to provide a ‘one-stop shop,’ assisting potential investors by pulling together all the necessary contacts, resources and bureaucratic channels to simplify and accelerate the investment approval process. It will help business cut through ‘red tape’ — and roll out the ‘red carpet’ to investors in our Islands.

As part of our ambition to diversify we will develop a vibrant and knowledge — based economy. We shall aim to encourage e-business and other technology-related companies to operate from within the Cayman Islands. The Investment Bureau will be the key facilitator in the investment process, assisting in marketing and attracting investment, but also in retaining it. I want it to constantly challenge Government and the private sector to ensure we remain highly efficient, business-friendly and always one step ahead of our competitors.

In March I shall be leading a group of civil servants and private sector partners to Hong Kong to formally launch the Bureau’s office there... I shall also be visiting the Emirates, an emerging, and increasingly important, financial centre ... to meet with senior government, regulatory and business figures to brief them on the Cayman Islands and to explore synergies. Such co-operation could include, but not be limited to, opportunities for transshipment and oil refining. My Government has always undertaken to support sustainable development, and in this regard we are concerned about Cayman’s dependence on very expensive fuel sources. This would obviously have to be explored with due regard to environmental protection and other concerns.”

ESO Figures Post-Ivan Workforce

Many have been wondering what impact Ivan had on the workforce – both in terms of unemployment and availability of labour. A recently completed survey provides a snapshot in time of how the labour force has changed – and in some cases remained the same – following the hurricane.

Data collected from the fall Labour Force Survey – which used 20-27 November 2004 as the reference week – reveals that while Ivan did impact the labour force and population of Cayman, other indicators – such as unemployment rates – have remained constant since the April 2004 survey.

An initiative of the Economics and Statistics Office (ESO), the fall survey was restricted to Grand Cayman due to post-Ivan administration difficulties and the desire to obtain data on the storm's impact on the labour force. It is emphasized that the survey reveals only information from the reference week. Subsequent surveys will help confirm whether results from the fall are continuing trends as a result of Hurricane Ivan.

The following are some highlights:

- During the period 20-27 November 2004, the unemployment rate in the Cayman Islands stood at 4.4%, comparable to the rate recorded during the last labour force survey in April 2004. Unemployment rates for Caymanians and Non-Caymanians were 4% and 5%, respectively. In April 2004, the unemployment rate for Caymanians stood at 6%, and for Non-Caymanians, 3%.
- Caymanians equalled 51% of the total employed labour force.
- At the time of the survey, Grand Cayman's population had decreased by 20%, from 42,397 in April 2004 to 33,853 in November.
- Those most likely to have left the island after Ivan were Non-Caymanian females and youth aged 15 to 19 years old.
- Of those households remaining in Grand Cayman after Hurricane Ivan, about 20% no longer lived in the same dwelling unit they occupied prior to the storm.

The detailed Labour Force Survey is available on the ESO website www.eso.ky and the Cayman Islands Government website www.gov.ky.

Traffic Police to Increase Vigilance

By Angelique Crowther

The Royal Cayman Islands Police Service (RCIPS) continues to monitor traffic and drivers and promises to be more vigilant in 2005.

"Traffic is increasing due to the number of new cars on the roads and the RCIPS is appealing to drivers to slow down and be courteous to their fellow drivers," said Sergeant Adrian Barnett, of the Traffic Department.

Sergeant Barnett and fellow officers have noticed a change in driver attitudes since Hurricane Ivan: "At accident scenes we see that people are more frustrated or angry, especially since they often now have only one vehicle in the family. Once an accident has taken place you can't reverse it," said Sergeant Barnett.

According to the sergeant, contributing factors to accidents include speeding, driver inexperience, defective vehicles, driving under the influence (DUI) and dangerous driving.

The RCIPS warns drivers that road blocks will occur across the island — even during the day — as officers check for seatbelt use, valid vehicle insurance and driver licences and speeding. Another concern is Ivan-damaged vehicles which continue to be driven despite obvious safety violations such as missing windscreens and broken headlamps. Traffic police are now clamping down on drivers: "For a time after Ivan we gave some leeway but now we are more vigilant," said Sergeant Barnett.

Especially disquieting to the RCIPS is the issue of speed and recently licensed and inexperienced drivers. Sergeant Barnett warned that serious accidents can happen anytime and drivers must be alert with their full attention on the road. "Racing by young men between the ages of 20 to 40 is a major concern," he stated.

The many cars that carry children without seatbelts or infants without approved child seats also alarm police and parents are reminded that these are offences under the law. Sergeant Barnett also pointed out that drivers are only exempt from wearing a seatbelt if they carry a doctor's letter, drive a delivery truck or are reversing a vehicle.

Road Rage —Why Drivers are Frustrated

"Sometimes when driving a vehicle we find the opportunity to funnel our frustration at conditions at home and misdirect these feelings to other drivers through our poor driving habits, shouting or other displays of anger," said Dr. Marc Lockhart, consultant psychiatrist at the Cayman Islands and Chrissie Tomlinson Memorial hospitals.

"The key thing to keep in mind these days is that we must be continually aware of our moods, thoughts and the events that cause us to feel frustrated. We are all at risk for "road rage" or the directing of our frustration at others through bad behaviour. The overall situation requires that we step back and evaluate our moods and take care in monitoring our behaviour and emotions. We must be aware of the type of activity we are about to engage in such as driving, interacting with children or making major decisions and determine if we are able to do these activities while feeling frustrated."

For individuals who feel out of control and who are experiencing increasing episodes of anger and frustration, Dr. Lockhart said there are appropriate outlets for discussing these feelings with trained counselors and therapists.

Fatal Accidents On the Rise

Between 1 July 2004 and 31 January 2005 (7 months) there have been six fatal accidents that killed six people. All males, they ranged in age from 17-44. Four were drivers, one was a pedestrian and one was a bicycle rider.

Statistically, that averages almost one death per month, compared to the previous 18-month period, when deaths averaged one every two months.

From 1 January 2003 to 30 June 2004 (18 months) there were seven fatal accidents that killed nine people, seven men and two women, ranging in age from 20-59. Six were drivers and three were passengers.

"What we are seeing here is the realization locally of the World Health Organisation's (WHO's) forecast that the Caribbean region will experience traffic accidents and deaths to epidemic proportions in the 17-34 age group," said MattSafe's Patricia Ebanks, whose organisation is working to reduce teen driving deaths.

"The local increase may be complicated by post-Ivan recovery issues, but it is very worrying. I particularly appeal to novice drivers and their parents to be vigilant in safeguarding teens against predisposing driving conditions," Ms Ebanks said, pointing to those as:

- **LATE NIGHT DRIVING** (novice drivers should be accompanied by a mature driver at nighttime).
- **SOCIAL EVENTS IN WHICH RACING OR DRINKING** may be factors (youth and parents should ensure that a mature, non-drinking adult is on hand for the drive to and from such events).
- **DRIVING WITH TEENS IN THE SAME CAR OR IN ACCOMPANYING CARS** (avoid this at all costs; peer influence is the number one factor in teen driving deaths).
- **HIGH-SPEED CARS** – parents and teens should select an appropriate first car for novice drivers, one that is not particularly geared for fast accelerations and that also offers some protection to the driver in the event of accidents.
- **INEXPERIENCE** – teens are not expert drivers – it will take a while for them to develop the type of automatic reflexes that will enable them to avoid accidents – no matter how skilled they think they are. Don't over-expose them in the early months of driving.
- **USE OF CELL PHONES** – teens are as highly susceptible as adults. Set a no-cell phone while driving rule in your family – to

Driving? Put the Cell Phone Down!

Ivan reminded us, very powerfully, just how fragile life is. Yet we seem unable to use this knowledge to reinforce positive driving behaviours, such as obeying the speed limit; appointing a designated (non-drinking) driver for nights out; driving safely for weather, road and traffic conditions, and pulling over, or waiting until we reach our destinations, to use the cell phone.

Proof of the danger of combining cell phone use and driving is beginning to mount. This week a new study from the University of Utah (reported on MSNBC) shows that cell phone users have slower reaction times that increase the risk of accidents and tie up traffic.

"If you put a 20-year-old driver behind the wheel with a cell phone, their reaction times are the same as a 70-year-old driver who is not using a cell phone," said University of Utah

psychology professor David Strayer. "It's like instantly aging a large number of drivers."

Drivers talking on cell phones were 18% slower to react to brake lights, the new study found. On the plus side, these drivers did keep a 12% greater following distance; however they also added to other drivers' frustration by taking 17% longer to regain the speed they lost when they braked.

"Once drivers on cell phones hit the brakes, it takes them longer to get back into the normal flow of traffic," Strayer said. "The net result is they are impeding the overall flow of traffic."

The study was published in *Human Factors*, and the journal also reported that cell phone distractions cause 2,600 deaths and 330,000 injuries in the United States every year.

Contact a Counsellor

There is a range of professional support available:

- Caribbean Haven Outpatient Services 325-5245 or 325-5244
- Employment Assistance Programme (EAP) 949-9559
- Adults and families (including children) may contact the Mental Health Department at Cayman Islands Hospital, 244 2650
- *Neighbours Helping Neighbours* Community-based Support Programme. For information on the next session contact the Public Health Department on 244-2648.
- Talk to a Pastor:
Al Ebanks – 917 5007, Nicholas Sykes – 916 7373, Winston Rose – 916 0776, Torrance Bobb - 916 5639, Joe Crawford – 916 7513, Alson Ebanks – 926 1489, Anthony Gager – 916 8909, David Jorge – 926 0461, John Jefferson Sr – 925 4319, Godfrey Meghoo – 916 7162, Bob Thompson – 927 9814, Clovis Wilks – 927 1163, Gloria Wilks – 917 4061, Rudolph Willis – 916 3392, Steve Blair – 925 4783, Sean Major-Campbell – 949 5583
- Department of Children and Family Services may be contacted at:
George Town (Mirco Centre) – 925 5345/925 5346
West Bay (Old Sunrise Centre) – 925 5348
Bodden Town (includes East End, North Side and Bodden Town districts), Bright Dayze Plaza – 925 5347

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