

Thinking ahead to make a difference

People choose to support Georgia Strait Alliance's work financially in a variety of ways. Perhaps you are a monthly donor, spreading your contribution evenly throughout the year. Perhaps you give your donation as a single gift once a year. Or you might even be one of those who give three or four times a year, inspired by the arrival of our newsletter in your mailbox.

Increasingly—perhaps because we are all aging—donors seem to be thinking about how they would like to continue to support GSA after they have passed on. Recently, two of our supporters passed away. Both had made the important decision to leave a bequest to GSA, and we'd like to share a little about who they were and how their thoughtful planning is helping us.



Photo: Jean Wyenberg

The remarkable Jacqueline Cecil-Sears, performing at a 2006 event for Gabriola Island's rescue group "Cats Alive" (thus the leopard-skin leotard).



Jacqueline in her early days.

Jacqueline opened her own dance school on Gabriola and also taught in Victoria and Nanaimo. She became a regular performer in the Gabriola Island Singers and in Victoria's Company One Theatre, of which she was a founding member.

Jacqueline is remembered by colleagues, friends and family as gentle and disciplined, with a fun, lively spirit and charismatic spark—and as an amazing dancer right up until the final months of her life. She could still put her foot over her head at 78 years old!

Jacqueline passed away in 2010, and bequeathed a portion of her estate to the SPCA, and another to Georgia Strait

JACQUELINE CECIL-SEARS

wore many hats. Born in 1930, her love of dance led her to study at the School of American Ballet in New York City, and she became a performer and a teacher of ballet, modern dance, improvisation, voice and acting. A founding member of the Joffrey Ballet in New York City, she was a bit of a celebrity in the Gabriola Island community that she called home for her last three decades. She also turned her hand to farming after buying land on the Island, where her farm produced hay, wool and strawberries—a true renaissance woman!

A trip through the Gulf Islands soon after her marriage in 1957 led to purchasing the old farm. An experienced dance teacher (having taught in New York City as well as several other US cities and universities in the US and Canada), Jacqueline opened her own

Alliance—the largest cash bequest GSA has ever received, to date. These funds will be used to support our core work, with particular attention on our Community Atlas initiative and our campaign to oppose the increase in tanker traffic in the Strait. We believe that Jacqueline, who loved animals and nature, would approve.

STUART ARMOUR was also very generous, but unlike Jacqueline, he was a very private person. For many years, GSA gratefully received his financial donations, which he delivered in person during hurried stops at our Nanaimo office. In fact, his visits were so brief, and he was gone so quickly, that only one of our staff ever managed to meet him despite the best efforts of several others to do so!

But we all knew who he was and appreciated him: his donations made him our largest individual donor for many consecutive years. Stuart stopped donating to GSA around 2004 when he fell ill, but some time after he died, we discovered that we had not been far from his thoughts as he set out his last wishes.

As part of his estate, Stuart asked his executor to disburse certain assets to charities he cared deeply about, including Georgia Strait Alliance. To our great amazement, the asset he bequeathed to GSA (with the proceeds from its sale to be split equally with our partner organization, Ecojustice) was Harlock Island.

Just under one acre, this precious little gem is in Page Passage, southeast of Canoe Cove on the Saanich Peninsula. You can see the details, along with a gallery of photos of the island, on the realtor's listing: www.owen-flood.com/real_estate_listings/view/listing-details/304491. (Please have a look, and if you know someone who'd be interested in purchasing the island, forward the listing to them.)

From time to time during his life Stuart had written GSA to ►



Photo courtesy Marc Owen-Flood

Harlock Island. Want to own a lovely little island in the Strait? Proceeds from its sale will help us protect the Strait for years to come, thanks to the wonderful generosity of Stuart Armour.

Growing opposition to tankers

Vancouver City Council and **Vancouver Parks Board** recently added their voices to a growing list of municipalities and agencies formally opposing an increase in crude oil tanker traffic through our waters. Council agreed to create a bylaw requiring pipeline operators and oil tankers using local waters to indemnify the City and existing local industries for the full projected cost of a worst-case spill (both cleanup costs and compensation for lost business).

Vancouver Mayor Gregor Robertson has said he will do everything in his ability to prevent Vancouver from being turned into a shipping port for the tar sands, and the **Mayor of Burnaby** has also spoken out against the plan. The **Tsleil-Waututh First Nation**, through whose traditional territory the tankers transit, are also opposed to the expansion plan.

The City of Victoria and Association of Vancouver Island Coastal Communities have passed resolutions opposing

Kinder Morgan's plan to expand tanker traffic, and a Union of BC Municipalities' resolution last fall asked for the highest degree of environmental assessment and meaningful public consultation. As well, eight BC mayors and the Islands Trust have written to the National Energy Board urging a "robust" public consultation for any expansion applications.

GSA continues to provide relevant information to the public and decision-makers. See our updated citizen's guide to Oil Tankers in the Strait of Georgia, at www.GeorgiaStrait.org/tankersFAQ, and check our website for updates on this issue.

GSA is working for a solution to the growing threat of increased tanker traffic. We are calling for:

- *no pipeline development that would increase tanker traffic*
- *comprehensive public consultation regarding any proposed infrastructure projects and/or oil tanker increases*
- *in-depth risk analyses that consider the full ecological, social and financial consequences of a large spill here*
- *improved spill response for all types of fossil fuels and other dangerous chemicals in the region*
- *consideration of more extensive tug escort requirements, and ultimately,*
- *solutions that move us beyond our addiction to the whole oil economy while maintaining a healthy social fabric in BC.*



Tankers such as this could become a daily occurrence in Vancouver Harbour, tying up traffic in the Port as they transit both Narrows. Photo courtesy WCEL

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encourage us to keep up our efforts to win sewage treatment in Victoria and end netcage salmon farming in BC. These were among the issues he cared about, and once Harlock Island is sold, his incredibly generous legacy will help us to strengthen our effectiveness in tackling issues like these for many years to come.

It's hard for any of us to imagine how our own estate might benefit others—let alone our communities—long after we're gone. Jacqueline and Stuart each set a wonderful example, in thinking ahead and making an important decision about how their legacy could help the region they loved. To their friends and families, we promise that GSA will put their bequests to the most effective use possible, so that the Georgia Strait we all love so much will remain beautiful for all to enjoy—in part, thanks to them.

With thanks to <http://newsitem.com/news/mount-carmel-native-remembered-for-career-in-dance-1.711838#axzz1tZe0zoZq> for the archival photo and background information on Jacqueline .

Vessel Sewage... *continued from page 5*

You may find yourself in a situation in which the waterway is less than six nautical miles wide. In this event—and only if no pump outs are available in that area—you may discharge overboard, but be sure that you are meeting the conditions required for discharging (*listed on page 5*).

The fine for "discharging a proscribed pollutant" is \$250. You can view the full *Vessel Pollution and Dangerous Chemicals Regulations* at <http://laws-lois.justice.gc.ca/eng/regulations/SOR-2012-69/index.html> (refer to Division 4 for its sewage section).

For a list of pump-out stations on the BC coast, visit www.GeorgiaStrait.org/sewagedisposalsites (and check back again, as we'll soon be replacing the list with an interactive map).

Clearly there are not enough pump-out stations on our coast and we would like to see government funding made available to help install more. In the meantime, we hope that complying with the regulations will not prove too onerous as boaters get out on the water to enjoy our wonderful summer boating season!