



Keeler Bay, South Hero, VT, 24 Jan 2021 (photo: Ruth Ring)

The weekend of 23-24 Jan 2021 was bitterly cold, but that didn't stop some dedicated people from getting out ice fishing. **Hypothermia** is always a risk here in Vermont, especially in winter.

Whenever venturing out, have a plan and stick to it. Avoid going out alone. Inform someone of where you are going and when you plan to be back.

Read over the handout at the link below on Ice Fishing Safety, and How to Rescue a Victim.

https://www.fs.usda.gov/Internet/FSE_DOCUMENTS/stelprdb5404292.pdf

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Burlington VT Flotilla 15-02, 1SR

Flotilla Commander: Bob Bernier
Flotilla Vice Commander: Alan Nye
Human Resources Officer: Kenneth Watt

<http://wow.uscgaux.info/about.php?unit=014-15-02>
<https://www.facebook.com/US-Coast-Guard-Auxiliary-Flotilla-15-02-Burlington-VT-351235695499189/>

Brendan Day's Recipe Corner



Cast Iron French Toast:

This is always a timeless classic. Quick and easy to prepare and your guests will thank you for an awesome meal.

Recipe yields 8 pieces

What you'll need:

- 1 cup of milk (whole, almond, whichever you prefer)
- 2 eggs
- 1 teaspoon vanilla extract
- dash of cinnamon
- butter (for cast iron pan)
- Loaf of bread, sliced in 1 inch thick pieces (I prefer challah, cinnamon raisin, or honey wheat oat bread)

1. In a bowl, mix the milk, eggs, vanilla extract, and cinnamon into a nice even mixture.
2. Turn on your stovetop to low-medium heat. Cut a small piece of butter and let it melt in the pan enough to cover the surface.
3. Take your 1 inch slice of bread and dip in the mixture just enough to evenly cover each side.
4. Place your coated bread into the cast iron pan. Evenly cook each side for 5 minutes or until light brown on each side.
5. Serve and enjoy!!!

*** *D5SR Virtual V-Training Weekend* ***

5-7 February 2021

Sign up for one or more classes. Some are offered on more than one day.

[USCG Auxiliary D-5SR V-Training 5-7 Feb 2021 \(jotform.com\)](http://USCGAuxiliaryD-5SRV-Training5-7Feb2021.jotform.com)

This is an open invitation

Open Flotilla Positions

FSO-FN
FSO-MS

Finance Officer
Marine Safety & Environment Officer

Please volunteer for the position listed above. You will learn a lot, help the flotilla function more effectively, and receive help from other knowledgeable members when needed.

Have you submitted your 7029/7030?

Each member should submit one monthly.
FC Bob Bernier 802-373-6517

CALENDAR OF EVENTS

No in-person meetings scheduled at this time

Ashley Stopper Knot

 **ANIMATED KNOTS**



ASHLEY STOPPER

Flotilla 15-02: U.S.C.G. Station Burlington
Meeting Location: 1 Depot Street
Burlington, VT 05401

1st Wednesday of each month
Meeting Time: at 19:00 hours (7 p.m.)

**Currently meeting virtually **

4 Key Points to Discuss with Boaters:

1. Always Wear It
2. Take a Boating Safety Course
3. Get a Vessel Safety Check
4. Don't BUI



Wear It! Inflatable Life Jacket Education video
<https://www.youtube.com/watch?v=VFEDdkhZuAg&feature=email>

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Submit articles/photos NLT 2 weeks prior to the next meeting, or as directed.

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Meet your 2021 Flotilla 15-2 Staff

Elected Officers

- FC Flotilla Commander – Robert “Bob” Bernier
- VFC Vice Flotilla Commander – Alan Nye
- IPFC Immediate Past Flotilla Commander – Robert White

Flotilla Staff Officers

- FSO-CM Communications - William “Bill” D. Rowe
- FSO-CS Communications Services – Ruth Ring (also SO-CS)
- FSO-DV Diversity - Karleen “Kris” I. Teply
- FSO-HR Human Resources - Kenneth Lee Watt
- FSO-IS Information Services – Lynn Enny (also SO-IS)
- FSO-MA Materials - Dan B. Couture
- FSO-MT Member Training - Alan L. Nye
- FSO-NS Navigation Systems - Alan L. Nye
- FSO-OP Operations - Alan L. Nye (also SO-OP)
- FSO-PA Public Affairs - Karen L. Weber
- FSO-PB Publications - Ruth A. Ring (also BA-UCWD)
- FSO-PE Public Education - Karleen “Kris” I. Teply
- FSO-PV Recreational Boating Safety Visitor Program - Richard “Rick” A. Moore
- FSO-SR Secretary/Records - Mary Annette Cox (also BC-HRS)
- FSO-VE Vessel Examination - Robert “Bob” John Bernier (also SO-MA)

As you look at the list above, you might notice that some flotilla members are carrying two, three, or even four flotilla jobs. Some members are also carrying division or national jobs. That can be a heavy burden. If you have interest in any of the above positions, or the ones that are not currently filled (FSO-FN Finance Officer and FSO-MS Marine Safety and Environment Officer), please approach the member holding the position, or the FC/VFC, and let them know. You might consider starting out as an assistant, initially, to see if it’s a good fit, while gaining experience with a knowledgeable mentor. For a description of the staff officer duties, please check out this link:

<http://wow.uscgaux.info/content.php?unit=114-06-02&category=officer-job-details>

Submitted by Karen Weber, FSO-PA

<https://www.amusingplanet.com/2019/01/ss-warrimoo-ship-that-missed-new-years.html>

SS Warrimoo: The Ship That Missed New Year's Eve But Gained Two Centuries

[Kaushik Patowary](#) Jan 4, 2019

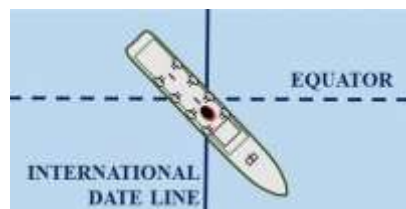
The story that follows supposedly happened more than a hundred years ago on the eve of New Year. It spanned two centuries, yet was over in a couple of seconds.

The story involves a passenger steamer named *SS Warrimoo* that was launched in 1892, originally to serve the Trans-Tasman route between Australia and New Zealand but later began ferrying passengers between Canada and Australia. The extraordinary event happened during one such trip.



In December 1899, *SS Warrimoo* (pictured above) was cruising through the calm waters of the mid-Pacific on its way from Vancouver to Australia. The navigator had just finished sighting the stars from which he calculated their position as 0 degrees, 31 minutes north, by 179 degrees, 30 minutes west. In other words, they were very close to the equator and very near the point where it meets the International Date Line. Upon hearing the report from the navigator, First Mate Payton noted the interesting nature of their position. Captain John Phillips realized that it was the night of 30th of December, and if he altered his course a little and timed his passage through the crossing, he could effect a neat trick that can't be repeated for a hundred years.

Captain Phillips had [h]is navigator double check their position, and then adjusted the course and speed of the *Warrimoo* so that at exactly 12 a.m., the ship lay astride the Equator at exactly the point where it crossed the International Date Line.



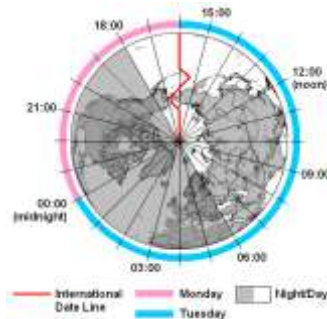
“The consequences of this bizarre position were many,” noted [The Ottawa Journal](#).

The forward part of the ship was in the Southern Hemisphere and in the middle of summer. The rear part of the ship was in the Northern Hemisphere and in the middle of winter. Half of the ship was on 30 December 1899, while the forward half skipped a day ahead and into 1 January 1900.

This ship was therefore not only in two different days, two different months, two different years, two different seasons and two different hemispheres but also in two different centuries all at the same time.

But what happened to 31 December 1899? You might ask. Recall that the ship was going from Canada to Australia, thus travelling west, and anytime you cross the International Date Line going west, you automatically move forward by 24 hours because the time zones on either side of the International Date Line have a difference of 24 hours.

So if it's 9 a.m. on Monday when you cross the International Date Line, the time and date the next moment will be 9 a.m on Tuesday, and you lose 24 hours.

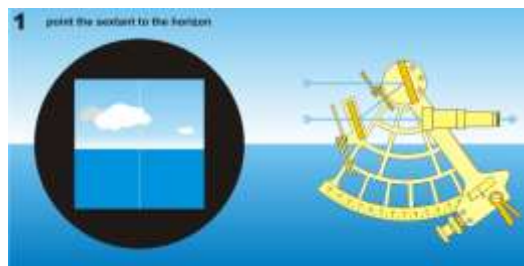


In the case of *Warrimoo*, however, the ship crossed the International Date Line at exactly 0 hours or midnight when the day itself was turning into a new one. So when the clock should have struck 0 hours 0 minutes and 1 second on 31 December 1899, the ship moved into a new time zone and was instantly transported 24 hours into the future, that is, 0 hours 0 minutes and 1 second on 1 January 1900. For the passengers of the ship, 31 December existed for only a fraction of a second.

Whether or not the purported event actually occurred remains to be proven. The only account of this extraordinary episode comes from a Canadian newspaper called *The Ottawa Journal*. However, the fact that this story wasn't published until forty-two years later leaves plenty of room [for doubt](#). Contemporary [news report](#) indicate that the *Warrimoo* did cross the equator on its way from Vancouver to Brisbane on Dec. 30 1899, so the ship was indeed at the right area at the right time for this account to be possibly true.

Even if *Warrimoo* did attempt to position itself at exactly the right spot, some question whether it could be accurately carried out given the limitation of navigation technology of the time.

Before satellite navigation, sailors used sextants to read angles between stars or the sun and the horizon, and then calculate the ship's position. A measurement taken to an accuracy of 1 minute, or 60th of a degree, introduces an error of 1 nautical mile. An excellent sextant can narrow the window down to 0.1 minute, which is the best possible accuracy a sextant can achieve, but it is still off by 200 meters. Realistically, a highly skilled and experienced navigator can determine position to an accuracy of about 0.25-nautical-mile or about 460 meters.



Epilogue SS *Warrimoo*'s later life was uneventful. After serving as a passenger ship for more than two decades, it was commissioned to carry troops fighting the Great War. While transporting troops across the Mediterranean on 17 May 1918, it collided with a French warship detonating the warship's depth charges. The explosion sunk both ships and many lives were lost.