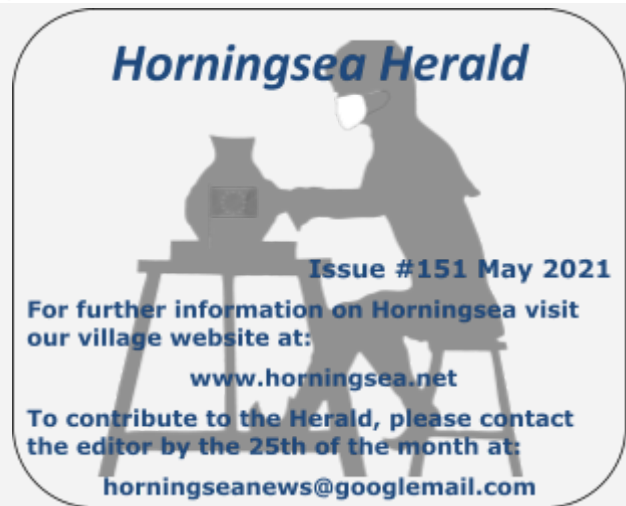




Horningsea Spring....



Horningsea Short Story Competition

Bank Holiday Monday 3rd May at 16:00-17.30.

The winners will be announced at a Literary afternoon on Zoom on Bank Holiday Monday 3rd May at 16:00-17.30..

The Judges are: Cressida Downing, Alison Bruce, Janet Bingham, Ben Quash and Angela Brown (winner last time!). Fran Johnstone is chairing the Judges who have already had a preliminary meeting to see if they can narrow down the entries to a short list.

On the 3rd May there will be a talk and writing activity for children led by Janet Bingham – make sure you have paper and pencil or crayons so you can join in. Cressida and Alison will then talk about writing skills and their own writing techniques.

The winners will be asked to read their entries.

We hope that later in the year we can have a “live” event with our judges and other authors - but we have to wait for the Covid rules to change.

If you cannot access the link contact franjohnstone@me.com

Join Zoom Meeting:

<https://us02web.zoom.us/j/88585368035?pwd=emlSOTFIZUgxZm83Sm94cWo2dDlIZz09>

Thank you and farewell to Rev Diana Johnson

9th May, 10:30. St Peters Church

St Peter's Church, Horningsea says "Thank you and farewell" to Reverend Diana Johnson who has been helping out since December. She is moving to a parish in Northumberland and we wish her well. We have enjoyed her enthusiasm and particularly her willingness to hold services outdoors – Mothering Sunday, Good Friday and Easter Day at sunrise on the river bank. She has reminded us that we do not always need to be inside our lovely church when we worship. Her last Sunday in Horningsea will be 9th May at 10.30 – if you would like to bring a picnic we can sit in our own household bubbles suitably distanced in the churchyard to say farewell after the service.

We hope that the Diocese will find us another priest to help out while the process of appointing a full time replacement priest for the three parishes progresses. As lockdown restrictions lift the churches will be opening up so we look forward to welcoming everyone back to "live" services in May and June.

The Plough and Fleece reopening

Tuesday 18th May

Mary and Jamie

The Plough and Fleece will be reopening on Tuesday 18th May.

We're really excited about welcoming everyone back to some sort of normality

See our Facebook page for more details and perhaps to book a table...!

<https://www.facebook.com/PloughandFleecePub/>

Annual Meeting for the Church

19th May, 19.30 in the Church

You are all welcome to come along to St Peter's Church for the Annual meeting. We will have a short report on the last year, a financial report and we will look forward to planning for the future. If you are interested in what might happen to the church, if you are on the Electoral Roll or even if you are not - do come along and let us know what you would like to see happening in our Church.. Don't forget to wear your mask!

Future events

Nature Count

5 – 13 June, St Peter's Church, Horningsea

St Peter's Church has signed up to the national "Nature Count" in the week of 5 – 13 June to assess the biodiversity in the "national park" of churchyards. You will be invited to come along to the churchyard and record what you see – animals? Birds? Insects? Fungi? Details of how to take part will be circulated in the Horningsea Herald, on the

Village website and Facebook page and on "A Church near you" website. There will be a "log of findings" to complete - copies will be in the porch so you can go along at any time of day on any day - it will be interesting to see if different things can be found early in the morning or late at night ... The data we collect will be sent to a national database and collated on the National Biodiversity Network. On 13th June the Friends of Horningsea Church will arrange for a student to lead an exploration of the churchyard which we can all join in.

We plan to use this event to work again on the Bug Hotel which we started in February 2020. During lockdown it may be that some of pieces of timber we gathered have already provided a home for bugs - we will find out!

Horningsea Planning

Save Honey Hill

The Save Honey Hill group are fundraising, the first aim is to fund the initial legal advice that is essential for the campaign. Many people and businesses across the area have donated. From being initially daunted by the prospect of going up against a network of large commercial interests, those donations and letters of support have really given the group the enthusiasm to continue. It so helps to know that there is wide support throughout the villages. Thank you! Community works!

There's still a long, long way to go though. The fundraising leaflet is attached. A poster is also attached to this email. Please put this on your wheelie bin or window.

Save Honey Hill is a community group formed to reject the proposal to relocate the Cambridge sewage treatment works from Milton to Honey Hill, a beautiful unspoilt, quality green field and arable site just outside Horningsea and along Horningsea road.

<https://www.savehoneyhill.org>

Horningsea past and present

It never rains in southern California

John Wilson

In 1974 I decided to leave the Liner Company I had served my time with and strike out in a different style of shipping. The liner trade was built around ships which plied routes to and from the UK on a regular schedule. Britain had joined the Common Market and we turned our backs on many of the countries we traded with for centuries, which meant that with the coming of containerisation, ships were scrapped and not replaced. Ellermans, the company I started with, had over a hundred ships, some dating back to pre-war, others built as war replacement and all by this time showing their age, so it looked like there would be redundancies in the near future. I think I was 54th in line for promotion to chief officer, so I decided to venture into refrigerated tramps, ships which were all modern and fast and with a more stable future.

Tramping is the term given to ships which trade on unscheduled routes, so you never knew where you were going next, a bit like taxis of the sea. After discharging your cargo you would set off slowly back across the North Atlantic awaiting orders. Once received you would then race to the port you were designated. Sometimes this would be cancelled and you would go back to slow speed until fresh orders came through. The same happened when loaded as the destination was dependent on the current market. The good thing was you were on a fixed contract of four months on and two off.



The Condora, my last deep water ship

I can remember receiving a telegram from Ellermans to fly out to Canada after only two weeks at home after a six month voyage tearing it up and saying a few choice words to their personnel department about the quality of life, they were imposing. "Salens" were a Swedish company which specialising in frozen and chilled cargoes. Many of the crews were relatively young and had a modern approach to shipping. Looking back we embraced new working practices and using the modern technology, but also now I can see how it must have been for the old ship masters in Ellermans, so set in their ways. Much as the fear of the word "app" or "you can do it online", along with "follow this link" instill fear into my generation. So a word of caution to the technophiles of today, believe me it comes full circle.

The next four years were like a whirlwind, racing to out of the way ports, loading oranges, bananas and even frozen fish from trawlers at hidden rendezvous off the war torn Angola coast. Promotion was fast and you made some great "Board of Trade"

friends, along with some dubious characters. Many of us moved on block from ship to ship when our leaves were over. One chap comes to mind, His name was Alf and sailed as second mate on a number of ships with me. I came to know him quite well, and although a quiet chap of around fifty he once opened up to me. One day he was walking round the deck with his shirt off and you couldn't help but notice he was a mass of scars. I asked about how he had become so injured and he told me his story. Alf had been one of the lucky survivors of Stalingrad. As a young Lithuanian boy he had been drafted into the German Army and the rest is history. Alf became a British citizen after the war, and as Lithuania was in the hands of Russia he could not go home. Although he had a Masters Certificate he just enjoyed a quiet life as second Mate, returning to his home in Newcastle between voyages.

On trips which involved Russian ports he always landed in Kiel and picked up on the way back. The crews on deck were made up of young chaps whose only interest was to sign on, head to a banana port and the bars fall in love with the girls, until the money ran out that is ;, then they would jump ship and come home as distressed British seamen, only to repeat the process over and over again. Your only chance of a good crew is if you had a strong Bosun who had a hard core of handpicked seamen to support him. I say support but as you can imagine the Bosun had to be someone out of a film script who swayed over his crew. You can appreciate there is no call to the police for back up, situations were sorted out on board, either by the captain "logging" and the deduction of pay or by less gentile means. Salen managed many different type of Reefer ship as well as some bulk carriers. The smaller ones were the "Clipper class", all lightly constructed so as to be fast on. However, the down side was when they were empty and traveling at speed, they were very wet and shook very badly making them uncomfortable.

Perhaps what was to become the most memorable voyage was towards the end of the four month trip in 1978. We were to load in a port called Turbo in South America with bananas for the west coast of California. We had already been to Lithuania, the Philippines and Northern Yugoslavia as it was then. The importer was a well-known brand best left unsaid. Working for this charterer was a bit like as was said at the time working for the Mafia, as their links stretched right through the US, even controlling the waterfront. As per usual we approached Turbo gradually removing everything pinchable, welding up doors and sealing the accommodation against thieves. All the mooring ropes were changed to steal wires as the longshoreman had a habit of running them into the jungle, cutting them and when you came to heaving them tight, only to find a short length left. Once alongside, right opposite the lure of the "Texas Bar" we started to load the Bananas with a continuous stream of Dockers running up the wooden ramps through the side door into the hold. The usual members of the deck crew disappeared into the bar to start their renewed relationships ashore.

During the night I was woken by shouts and noise coming from the Captain's cabin. It seems that the seamen who were planning to jump ship were trying to extort money from the Captain and had given him a bad beating. As luck would have it Alf the second was in the next cabin, and also had been woken up. I can only describe what happened next as something out of a Hollywood action movie. Within seconds about five of the crew were laid out in the corridor with the rest beating a retreat ashore. Alf returned to

his cabin muttering in his guttural accent something about "he did not like to be disturbed"?

I had seen him restore order in a hold in a similar manner when the Dockers would not load the boxes of bananas to the correct level. The ship's agent was summoned and the Captain sent to Hospital to be patched up, but he was in a bad way. We sailed the next day short of about ten crew both deck and engine room who had jumped.

At first we raced up the coast towards Long beach and then were told to slow down. As we were off Acapulco we decided to go ashore and have a look at the sites, including the famous cliff diving rocks. However halfway round the bay orders came through to proceed at speed to Long Beach where we arrived a couple of days later

Once unloaded we moved to the citrus berths to load for Europe. However there was a lot of work to do preparing the ship for the next cargo, and because we were so short handed the work had to be done by everyone left on board, by this time the captain had recovered and resumed command again

Working with American Longshore men can be very difficult; everything has to be correct, every wire, shackle and hook has to have its own certificate so unless you are well prepared in advance it can be the Mate's worst nightmare.

In this case all was going quite smoothly, I think they may have taken pity on us seeing our situation. On the second day of loading when it came to the dockers leaving off time, we would have to cover the hatch with tents for the night against the possibility of rain. It had been a fine day with not a cloud in sight and I was thinking it was well worth the risk of not covering the hatches saving us a couple of hours of back breaking work. Just then the foreman went past on his way to the gang way so I asked him about the chances of rain. After a long pause he said well you know the song "It never rains in Southern California". I took this to be an endorsement of my decision. Now I am not a musical person but I started to sing the song in my head until I got to the last bit "IT POURS". So it was as the tents went on, and an hour later the heavens emptied.

Going back inside I found a pile of mail in which was our association magazine. Scanning through the ads page was an advert. Master Mariners wanted for the Harwich to Zeebrugge train ferry service, three days on three days off and 128 days leave, followed by lines of figures relating to quick trip payment, sheep transporting and many other strange things that made your salary. Only British Rail could make an advert like that, or as this branch of them was known "British Rail International freight division", later to become Sealink. At first it looked like you paid them, but after the trip I had just had it was time for a change. So during my leave I went for an interview at Harwich. Interviews were always an unknown. I went into the Superintendent's office on Parkestone Quay where I presented my certificates. The superintendent asked if I had experience with hazardous substances, and then said "could you sail tonight?".

...and that is how I started to work for British rail, and probably became the most exciting part of my seagoing career

Notes

S.O.S. - SUPPORT OUR SCHOOLCHILDREN - RESULT & A BIG 'THANK YOU'.

David Yandell, Colleen McLaughlin , George Devine for Fen Ditton Community Outreach

Following the appeal made in January, the total amount raised for Fen Ditton Primary School to support the need for extra teaching measures caused by the pandemic was £8,410.00. This is more than twice our initial target which was to top up the Government's grant to the school by 25%

Donations were made for various purposes and have been put to use in obtaining. books , more laptops, extra teaching time , training in counselling and phonics, and special teaching equipment.

We pass on the thanks of the Head and his staff for this generosity.

Also, it is confirmed that the school is obtaining an additional 17% on the value of each donation , under the Government Gift Aid Scheme.

Prior to this appeal being launched, at a time when there was an emphasis on providing IT equipment, there was also a separate individual donation of £2000.

Further Government support for recovery measures is expected. The school, having had the opportunity to assess the need, is now starting an initiative to nurture those children most setback by the deprivations of the last 14 months. The Head has asked us if we can provide further support for this initiative. We are looking into what this may entail.

Hyperfast broadband for Horningsea update

Rob Balm, Chris Lindley

Here's a general update on the status of the application for fibre to the home for Horningsea.

The deadline for the first round of government grants ended at the end of March. However, there is a new round of funding that fortunately Horningsea qualifies for.

Details on the new scheme are pretty vague but the company we are working with are pushing for more information.

So the application is still very much in progress.

Horningsea Parish Council meetings for 2021

"The Parish Council meets every second month on the last Wednesday at 7.30pm in the Village Hall (May, July, September, November, January and March)."

For the foreseeable future meetings are being held virtually. Email clerk@horningsea.net for an invite.

- 26th May
- 28th July
- 29th Sept
- 24th November

Meetings may be rearranged due to external events, but you can view "Horningsea events/meetings" on the Horningsea Herald calendar:

<https://goo.gl/4592dL>

You can also add it to your own calendar directly using the following link:

<https://goo.gl/MrNWfg>

Horningsea Assists - mutual aid group

We wanted to remind Horningsea residents that help will be available for any Horningsea resident that will be shielding or vulnerable.

Ways to ask for help:

- Post in the Horningsea Residents Facebook group.

<https://www.facebook.com/groups/HorningseaResidentsAssociation/>

- Email horningsea-assist@googlegroups.com
- Call: Graham Haynes on 07723 472858

If you want to volunteer your help then email horningsea-assist@googlegroups.com.

Please ensure that your neighbours are well. A phone call can make a difference to somebody alone.

Twice weekly - rapid Covid tests

South Cambs District Council

Residents in South Cambridgeshire are being urged to get twice-weekly rapid Covid tests.

The move is an important step forward to meet the aims of the national roadmap, allowing everyone to move safely out of lockdown.

Twice-weekly rapid testing is a vital tool in identifying cases of Covid-19 that would otherwise be missed. With 1 in 3 people with coronavirus showing no symptoms and potentially spreading it without knowing, rapid testing helps to identify positive cases quickly, preventing the spread of infection.

There are several ways you can access rapid testing. You can take a test at one of the rapid testing sites locally. Your employer may be offering testing in the workplace.

You can also collect tests to complete at home or order tests to be delivered to your home. Secondary school pupils are also being asked to take a twice-weekly test.

You can find out more about all of these options at

www.cambridgeshire.gov.uk/rapidtesting or www.peterborough.gov.uk/rapidtesting

Dr Liz Robin, director of public health for Cambridgeshire and Peterborough, said: "Getting into the habit of twice-weekly testing as part of our everyday lives will help us all to keep each other safe. Alongside the ongoing vaccine rollout, it will help us to move forward with the roadmap out of lockdown."

Wanted: your views on health and care - Healthwatch

What do you think about the health and care services you use? Good or bad, your views are wanted by Healthwatch.

Healthwatch is the independent champion for health and care in Cambridgeshire/Peterborough (use one or other as appropriate). And it listens to local people and shares their experiences to help improve NHS and care services.

The kinds of things you can tell us about...

- Covid vaccinations - how did it go?
- Who's doing a great job? Your local dentist, pharmacist or district nurse?
- Visits to the GP - are video consultations working well or are you struggling to see your local doctor?
- Hospital waiting lists - we know many people are waiting for treatment and procedures. Tell us what would help you while you wait.
- Home care services
- Care homes
- Using the NHS 111 First service

Give your feedback at:

<https://www.healthwatchcambridgeshire.co.uk/share-your-views>

Not online? You can also call 0330 355 1285 or text: 0752 0635 176.

Public Calendar of Horningsea events

There's a public calendar to share Horningsea events. This is a busy little village and it can be hard to keep track of all the different events. Anybody can view the calendar with this link:

<https://goo.gl/4592dL>

You can also add it to your own calendar directly using the following link:

<https://goo.gl/MrNWfg>

How to submit news to the Herald

The only guideline for news is for events and articles that are of direct relevance to the inhabitants of Horningsea. The Herald does not accept advertising, but one off "news items" may be used to publicise local businesses. To submit news items either email "horningseanews@gmail.com" or submit them via Twitter. <https://twitter.com/horningseanews>.

In these lockdown days all villagers are invited to send in recipes, thoughts on lockdown, photos of the village past and present, your hobbies! If it interests the editorial team then it gets published!

You must submit by the 2nd or 4th weekend of the month, the Herald being published before the first and third weekends of the month. Submission of any news items implies consent to any editing and the editorial team's decision is always final. **Always send as plain text via email.** Do NOT send formatted documents. Do NOT send articles as PDF or Word files. Stay under 700 words, preferably less. Attach any photos to the email. If you send in a PDF or image of a poster/flyer then attach a paragraph of text to go into the Herald as well.