



Our new playground

Horningsea Herald

Issue #152 June 2021

For further information on Horningsea visit our village website at:
www.horningsea.net

To contribute to the Herald, please contact the editor by the 25th of the month at:
horningseanews@googlemail.com

Events

Love Your Burial Ground/Churches Count on Nature Week **5th – 13 June at St Peter’s Church Horningsea**

St Peter’s Church and the Friends of Horningsea Church have signed up to take part in the national “Churches Count on Nature week”. The idea is to see how much wildlife we can find in our church yard. The national organisers have described churchyards as part of the largest “National Park” in the country. If you have an odd half hour at any time during the week from 5th to 13th June please go along to the Church and collect a “log sheet” from the porch to record what you can see. You can look for birds, insects (ants? Spiders? bees/ butterflies? Moths?), flowers, funghi, mammals (hedgehogs? Foxes? Bats?). Try going at different times of day as it will be interesting to see what can be found early in the morning or late at night. In the porch you will find some i-spy books and leaflets to help identify what you find.

On **Sunday 13 June from 14.00** we will have an afternoon exploring the churchyard together, hopefully with a Zoology student to help identify the species we see. Botanists, birdwatchers ... are all encouraged to come along. We might possibly try to restart the Bug Hotel building – perhaps some bugs have taken residence in the wood we left in the churchyard 18 months ago.

Look forward to seeing you then... Poster is also attached.



Church Services during June

There will be services at St Peter's at 10.30 on Sunday 13th June and Sunday 27th June (which may be an outdoor service depending on the weather) followed by a picnic to celebrate St Peter's Day.

Future events

HRA events 2021

- Village Day 14th August 15:00 onwards, bar music, bands, Wandering Yak, bouncy castle,
- Apple Pressing day September 25th followed by BBQ
- Bonfire night 7th November
- Christmas tree lighting - 5th december
- HRA AGM 24th January 2022
- International evening 29th January 2022 - Theme Scottish/Burns night

Reports

Horningsea MC- A new chapter

Dave Orton and Richard Pleasants



Richard Pleasants

There's a lot of talk about mental health at the moment. Footballers and princes seem to be particularly fragile. Lockdown has been hard for many of us, but oddly, coming out of it and having to socialise again, and tell people about all the things that you haven't been doing, can be equally stressful.

I've come to quite enjoy solitude. I was sitting on one of the new benches on Quy Fen, listening to a moorhen and a distant cuckoo, and reflecting on the simple pleasures of solitude and dog-walking, when the faint sound of two approaching male voices in earnest conversation snapped me back into reality. As they came into view, I recognised two biker friends from the village. We covered a conversation that I've had with them and others, about a vague ambition to all ride together one day, and that day seemed like a good day to push the idea further. By the middle of the same afternoon I had shoved a flyer through the letterbox of everyone in the village that I know owns a bike (apologies if I missed anyone), and a few days later ten bikes met to ride. After years of silent gestation, Horningsea MC was noisily born.

I should point out to normal people that there is no direct relationship between owning motorcycles and actually riding. A small nearly-sane minority own one bike and ride it. A larger cohort own several bikes, and a tiny minority (and they know who they are) own huge hoards of machines that rarely see the light of day - let alone get ridden. It's not an interest. It's an illness.

But despite this, I went to bed that night with the profound sense of wellbeing that motorcycle riding has delivered throughout my fifty years in the saddle. The particular joy of riding with others and meeting for a simple coffee, and then returning for a beer, is an unmatched blend of solitude and sociability. It's a mental tonic without parallel. I'm looking forward to many more summer's Sunday mornings. Actually, at the moment I'd just settle for a summer.

Dave Orton

After a few months of 'We should all go for a ride together' type chats with Richard and Jez, we finally decided that Sunday 16th. May was the date (weather permitting) that we would venture out.

As we crossed the High Street to the bus stop where a small group had gathered, we were met by the leather clad vision of the village elders, bikers and other fair halves. The sweet scents of Valvoline and Old Spice filled the air. The bikers had assembled and the Horningsea Motorcycle Club was born.

Richard, the president of the MC had decided the destination would be the Angel Cafe in Mildenhall, as a few of us had visited before and it was an ideal distance for the vast range of bikes.

As the prospect of the group, my chances of becoming a fully patched member were somewhat reduced when I admitted to not fuelling up beforehand. Tuts and smug boasts of early morning fuel fill ups followed.

After a discussion about the route, the Burwell petrol station was decided on as our first waypoint.

The pack was led most of the dry steady ride by the president on his red, white and blue shaft driven beast.

Coffees, late breakfasts and bike chat were had on the cafe's front terrace before setting back home.

Heavy drizzle threatened to ruin the day as we left Mildenhall, but it was all over in a matter of minutes and a dry ride through the villages across to Fordham and Burwell was enjoyed by all.

The group kept to speeds of sub 60mph, perfect for the range of bikes, whose engine capacities spanned from 125cc to almost two litres.

The ten or so bikes included Harley Davidson, Yamaha, Suzuki, Cagiva, Enfield and BMW.

We arrived back to the bus stop in Horningsea safe and sound, and were invited for an impromptu cold beer courtesy of Richard and Tessa.

A successful start to the new club.

Horningsea Short Story Competition Winners

There were 20 entries for the short story competition, 10 adults and 10 children. The winners were announced at a Zoom event on Bank Holiday Monday 3 May, interspersed with talks and activities by the Judges. The under 12 winner was Sophie Kitt for her story Apples are the Trick, runner up was Adam Ticciati for The Light Hero. The Under 16 winner was Lily Bryant for her story The First Day, runner up was Liam McLenam for The Scarecrow. The Adult winner was Ben Coppin with And My Burden is Light, runner up Sean Enright with The Light of Understanding. Special Horningsea story prize went to Lindsay Davies for Boy.

Each of the winning stories were read out by the author during the event. All of the children were given a book token in recognition of the work they had put in. Fran Johnstone is arranging to publish all the entries and the final version will be available at the end of June on Amazon. Details of how to buy the book will be in the July HH.

The talks by the Judges were entertaining and informative – Janet Bingham got everyone drawing a shape and turning it into a character for a new story, Angela Brown told us the story of “eggy” and how to create characters who are sad, happy, surprised Cressi Downing gave us her top hints for writing stories and Alison Bruce explained how she got her ideas for her Cambridge Murder mystery stories. Many thanks to Fran, all the judges and the Horningsea Residents Association for the grant to enable the children to be given a book token. Perhaps we will organise a “live” literary event in the autumn - once all the Covid rules and regulations have disappeared!

St Peter's Church Horningsea annual report

In May the Churchwardens presented a report on the events of the last year and plans for the future. A summary would usually be read out at the Parish Council annual parish meeting - which has not taken place this year, so you might like to read what has been happening in that large old building at the heart of the village! A copy of the report is attached to the HH.

Horningsea Planning

Friends of Save Honey Hill

The Save Honey Hill group have setup up a newsletter. Every two months you will receive a short email with the latest news. If you have already donated or filled in the flyer then you have been added to the list (you can unsubscribe at any time). But if not then you can subscribe here:

<https://www.savehoneyhill.org/index.php/friendsosavehoneyhill/>

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.

Horningsea past and present

Train Ferries

It was a wet September night in 1978 that I walked along the quay of Harwich train ferry terminal to join my first British Rail ship. Having decided to leave the deep sea life for a chance to spend more time with my family and work a three day on and three day off rota, I must admit I wondered if this was the right decision. The Norfolk ferry was one of four train ferries operating on the Harwich to Zeebrugge/Dunkirk service; the other ships were the Suffolk, Cambridge and Essex ferry. They were all built between 1947 and 1953 and were very basic. The ships were designed to take about forty five railway wagons, loaded on one flat deck with basic accommodation above and two engines below.

After my first three days on and off life settled down to one round trip a day discharging the wagons at the terminals at each end, which was done by the railway staff. Life as a mate was relatively easy by deep sea standards, although careful attention had to be taken over the hazardous cargo. However, the main challenge was that unlike a deep sea ship where on approaching land you took a pilot to enter and leave port, on ferries you were in pilotage waters all the time so you had to learn pilotage for the Southern north sea and the ports you visited. The first winter was hard going as you always seemed to be working in darkness, fog and gales which made the ships very wet. Gone were the days of looking at clear starlit nights. And the English winter soon clamped in, something I had not seen for many years

The crews were all local Harwich men who had served on the ships for years and had routines down to a fine art. The engineers were mostly time served in the railway workshops, and were likewise local to Harwich, while the deck officers were all deep sea men who had gained a Masters certificate before making a similar decision to me on a seagoing life with equal home life. Over the winter it became clear that I had joined a group of very interesting people. When you join a deep-sea ship you form friendships which are best referred to as "Board of Trade friend", meaning they were friends for a voyage only. Here it was different. You came to know families and many like-minded interests or interesting pastimes, I felt very privileged to be gradually accepted into such a group of seafarers.

There were many interesting times over the next few years while the train ferry service was starting to run down towards the advent of the channel tunnel. On one occasion we carried a circus on specially designed circus trains. I remember the giraffes having to be put on the back with their over high wagons which would not go under the deck. How unnerving it looked when looking back from the bridge to see just their heads poking above the deck line. It was on this trip that during the night the engineers phoned the bridge to say a quantity of water was cascading into the engine room from the train deck. The chief engineer was summoned and the search was made for the leak. In true engineer fashion the first test is to taste the water to see if it was salt or fresh? As I said earlier these ships were old and leaked. The water was identified as neither salt nor fresh and it soon became apparent that the source was from the train deck. It is surprising how much wee an elephant can produce! For that is where the "water " was coming from.

Three of the ferries were nearly identical. One dark foggy night we were just leaving the ferry terminal when someone was seen sprinting along the quay and then jumping on to the deck. As he picked himself up a voice shouted out "Is that you Jimmy", yes he called back I nearly missed the ship". To be responded to by the other "well you're on the wrong B ship, they changed the slot". Again on a similar night we sailed only to get a message from the train terminal asking if anyone had left a dog in his car. It turned out Rex another engineer had driven to work during the night not realising his Labrador had slunk into the car thinking he was going for a walk, laid low all the way and ended up being left behind. The only thing to do was to turn round and go back so he could take his dog home. It couldn't happen now with all the regulations, I don't know what was put down on the late arrival form but I am sure there would have been an appropriate BR form. It is sad to believe that many of these engineers succumbed to the dreaded disease of Asbestosis from the pipe lagging in the engine rooms

On another occasion we accepted a lorry containing ostriches to be loaded on the back open deck. All was fine until the driver, thinking of the welfare of his cargo, opened up the hatches on each compartment to give them more air. On arrival at Harwich he found that he couldn't put their heads back inside so the lorry was driven off slowly looking like a malty headed Medusa. I often wondered if he ever managed to get them back inside.

One of the worst cargoes was Melamine covered chip board as we have in kitchen surface. These were loaded in Belgium on flat wagons. The big decision was to look at

the weather and decide if it was safe to ship them. If you got it wrong they would all slide out like a pack of playing cards and mean it would often take a couple of days to unload by hand. There was a lot of paperwork which only BR could generate in such a quantity.

The children's Christmas party was always a special occasion and the lucky ships that were tied up in the terminal put on a really good party. The cooks went overboard to lay on a special treat for the family. While the deck crew who had been tearing up as many BR forms as they could for weeks beforehand and on the night of the party poured them down the funnel in readiness for Father Christmas's arrival,



All the children were mustered on deck as Father Christmas approached, at which moment the engineers turned over the engines on compressed air shooting tons of paper into the sky, making it the biggest snowfall for years. I think it was at this party that one of the stewards who was known as "Rosie" came down to the party in his finest attire. The trouble was that Rosie was probably dressed more attractively than most of the wives and girlfriends which caused a bit of jealousy amongst the wives. Unfortunately this had caused her to have a bit of a meltdown; the tears had caused her makeup to run so she decided to make good the damage in the toilets. The trouble was that she had to choose which would be the most appropriate toilet, as they had been temporarily labelled male and female. Naturally she chose the Male. One of the sailors also went in and found her in a distressed state and did his best to console her. When she had calmed down and the makeup damage had been repaired they both came out together only to be met with the sailor's wife who not knowing the situation thought the worst. The ensuing accusations and fight were something to be seen, Harwich wives were renowned for their punch? Naturally Rosie just carried on back to the party. You have to remember this was forty years ago and different values were then held.



As summer approached life looked up, longer days and calmer seas meant we no longer lived on unspillable soup and the three hour watch system became less tiring. I remember after a period of bad weather the cook decided to make us a special dessert. He decided on a good old plum Duff (pudding). His intention was to make it in a muslin bag but we didn't have one. Ever resourceful he made it in a blue BR pillow case emblazoned with the Beaching Footprint BR logo. The result was a magnificent Blue

coloured duff with foot prints, it tasted great. The cook was forever known as "Blue Duff Peterson"

By the early 1980s the old ferries were coming to the end of their lives and a decision was made to look to replace them. The introduction of the Speed link Vanguard was heralded as to be the way forward replacing two of the old ferries. However, BR bought an old ferry and converted it into what was to become a nightmare for us. The misadventures of this ship could fill a book. It was said the previous owners painted it in BR blue and that was the swaying point as to why it was bought, for as a ship it was a nightmare.

I had the dubious pleasure of being the Captain of the Essex Ferry taken under tow for its final run to the Blackwater River where she was laid up before being sold. The send off from ships whistles as we passed down the harbour was eye watering

The Channel tunnel was now in the headlines and by the mid-eighties it was decided to call an end to the train ferry service out of Harwich, so a service that started in the First World War came to an end and each of the remaining ships came out of service, and with that the redundancies started.

When I joined BR there were two passenger ships, three container ships and four train ferries. Luckily the redundancies were voluntary and as I was the last one in I survived, many of the long serving people decided to "swallow the anchor". It was about this time that I learnt that both Sale and Ellermans had folded so at least I was one jump ahead. Although life in BR was to become the same as running up an escalator the wrong way.

Notes

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)."

- 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>

Goose Green Playground

Will Neale

It is with great pleasure that we are pleased to announce that Horningsea’s playground is now open for use. Thank you for your patience whilst the revamp was in progress. I know seeing the play equipment sitting fenced in was frustrating, but now all safety certificates are in and things can swing into action!

We are looking to have a formal opening ceremony in the weeks to come, which will be a welcome excuse to meet and have a celebratory glass or two so watch this space.

We would like to thank FCC Community Foundation for their generous grant which made this possible, and also the support (both financially and practically) of the Parish Council, Residents Association and Village Hall Trust.



Friends of Horningsea Church

The church of St Peter is the oldest building in Horningsea dating from before William the Conqueror and the Domesday Book. The main costs of its up keep are met by grants that we can apply for but there are always smaller ways in which the Church needs our care and attention. The Friends of Horningsea Church was set up to cater for those needs. Members are not necessarily church goers but share a commitment to preserving the church and churchyard as a central feature of the village.

If you would like to support the upkeep of our Church please see the attached membership details.

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."

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 pandemic 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.