



Don Edwards

Horningsea Herald

Issue #156 October 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

Horningsea Harvest Sunday

Sunday, 10th October 10.30 St Peter's church. 12:30 Village Hall

The traditional Harvest Festival Service (the old poster on p2 shows that we have celebrated this for a very long time!) will be on Sunday 10th October at 10.30 in St Peter's Church. Please bring gifts of fruit and vegetables, offer flowers to the flower arrangers (via Liz Harrison) and come and join the festival.

We will have a brief report from our farmers about the highs and lows of the 2021 harvest. After the service we will sell the fruit and vegetables to raise money for Farm Africa.

At 12.30 we will go to the Village Hall for the Harvest ploughman's lunch and a retirement party for Michael Gingell.

This is a special year as it is our opportunity to mark Michael Gingell's retirement from farming at The Manor. Michael's father began farming here in 1936. The party is an opportunity to mark all that Michael has done for the village throughout his life - looking after the Churchyard, as Parish councillor and trustee of the Parish Charities, as employer, caring for the hedges, trees, ditches, looking after the footpaths that cross his land ... so much for so long. He deserves to rest in retirement - but he probably will continue to do many of tasks he has done for years and will continue to support Val with her equestrian training! We all wish him well and hope he can enjoy a long and happy retirement.

If you plan to come to the lunch please email horningseaevents@protonmail.com



St Peter's Church services, Horningsea

All services begin at 10.30

- Sunday 3 October at Teversham
- Sunday 10 October Harvest Service at Horningsea
- Sunday 17 October at Fen Ditton
- Sunday 24 October at Horningsea

<https://www.horningsea.net/archives/3939>

Future events

HRA events 2021

- Bonfire night 7th November
- Christmas tree lighting - 5th December
- HRA AGM 24th January 2022
- International evening 29th January 2022 - Theme Scottish/Burns night

Horningsea Planning

Cambridge Waste Water treatment plant relocation update

Lucy Frazer MP

I appreciate that there is significant concern amongst my constituents about the proposals to relocate the Cambridge Waste Water Treatment Plant (CWWTP) to a location north of the A14 between Fen Ditton and Horningsea. I have met with affected Parish Councils and the Save Honey Hill Group prior to formulating my response to the most recent phase of consultation on this issue.

Like many, I remain disappointed that the site chosen for this relocation is in the Greenbelt and that only Greenbelt locations were considered. I have made clear in my consultation response, submitted last month, as well as requesting a number of mitigations because of the location of the proposed new plant including asking for full and proper consideration to be given to burying or lowering the towers, for additional screening and an increased buffer zone. I have also made clear in my response that I support calls for access to the site to be via a dedicated A14 junction both during the construction phase and for the long-term.

Save Honey Hill - Stop the sewage works relocation.

If you want to be kept updated on the campaign, then subscribe to our Friends of Save Honey Hill newsletter.

<https://www.savehoneyhill.org/friendsofsavehoneyhill/>

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

We didn't mean to go to sea

John Wilson

I didn't know which would be the appropriate heading for this yarn. "A night to remember" or "we didn't mean to go to sea". Some of you may have read of the

adventures of "Swallows and Amazons", one of which took place in this very stretch of water so "We didn't mean to go to sea" it is.

In life there are certain dates that are forever imprinted in your mind. Older people will remember the day that World War Two ended, others will remember the day John Kennedy was shot while recently many will remember where they were when the Twin Towers fell twenty years ago. Many of these events don't actually touch our own lives but were just events surrounding us.

On the night of 15th October 1987 some of you will have remembered Michael Fish replying to a lady about a forecasted storm approaching Britain where she asked "is there going to be a Hurricane"? His reply was that there wasn't, and in many ways he was right, hurricanes don't form over the United Kingdom, but we do get conditions where Hurricane force winds do strike us. What happened over the next few hours was exactly that, wind forces of an intensity that had not been felt for over two hundred years swept over the Southern and Eastern part of England. Cambridgeshire was on the periphery but it was still bad, while Hampshire Sussex, Kent Essex and Suffolk were to be hit by winds of such magnitude that whole forests were flattened. Power lines destroyed ships sunk and the nation was in shock.

If you are unfortunate to experience a Hurricane at sea there are ways to out manoeuvre it, putting yourself into safe sectors and with plenty of sea room you can remain reasonably safe as long as the propeller keeps turning. On that night the situation was different and the Southern part of England could not move out of the way. We have all seen the graphic pictures of the Southern states of America when Hurricanes hit and the devastation caused and this was about to happen here in the UK.

Along with the few other "Railway Children" I had recently returned from working the summer season at Weymouth, and was wondering if this was to be the end of the road in trying to keep employed at Harwich. However, I was surprised to find I was to become Master of a ship currently moored in Harwich harbour taking turnabout with a couple of colleagues who had returned from Portsmouth.

Now this was to be no ordinary ship. The ferry was chartered by the government to be used as a detention centre, which had then become a political hot potato. She was staffed by detention centre wardens and had a very small deck, catering and engine room crew to maintain the ship, these were employed by "Sea Containers" the current owners of Sealink. We were only there to run the ship and had very little contact with the detainees, the exception being a daily meeting with the Home Office representative about the coming and goings of detainees.

The detainees arrived from Heathrow each evening and were held until they were either given asylum or returned to their country of origin, so you can imagine the ship was rife with tension. With winter approaching we spent our days making the ship as secure as possible with over 20 mooring lines. One of the stipulations the Home office made was that the engines had to be immobilised due to protests against the government placing a "Prison Ship" in Harwich, they felt by immobilising it they could call it an immigration centre? As seamen we vigorously protested against this because

of the safety of the ship in the coming winter, but to no avail, they could only see it from the political point.

It was to be my misfortune, or possibly fortune to be on duty the night Michael Fish made his weather forecast to which we listened, wondering about the impact on our ship in its disabled situation. Where possible ships had sailed from the port to safer locations at sea, we couldn't as we didn't have sufficient crew and engines that were disabled. There was nothing else we could do but prepare for the forthcoming events of the night. With luck amongst the detention centre staff there were some redundant train ferry crew who would provide a nucleus of skill which became needed that night.

As the night progressed, the wind increased towards storm force, with the ship straining at her moorings. Two tugs were called for to assist us to stay in the berth. It became obvious that we were left to our own means as ships at Felixstowe were taking all the available tugs to assist them including one tanker which was on fire. Then in the early hours the ropes started to part, just as two tugs arrived out of the murk to assist, us much to my relief.



It must have been at about this time that all the power over Eastern England, along with most of Southern England went off. I don't remember it being so dark, the only lights were from the ships in the port, no loom of lights over the towns, what a night it would have been for stargazing. Despite the effort of the two tugs to hold us in position the final ropes parted and the ship was swept away along with the assisting tugs. Two anchors were dropped but to no avail, we swept across the harbour colliding with a moored "trinity house ship" forcing open the bow visor as we headed for the ship on fire in Felixstow, sinking an unmanned pilot cutter, also swept away in the storm. Fortunately the anchors bit just off the village of Shotley where we then ran aground on a sand bank, but not before sinking two large container barges. What we didn't

know at that time was the barges had punched holes in the side and we were taking water.

The tugs that had followed us could not get close enough to give any assistance so went back to help at Felixstow. We weren't going anywhere stuck on a sand bank and it would have been suicidal to attempt a rescue of the detainees, as was insisted on by an irate home office official on the ships radio. I think that egg was going to be in plentiful supply to put on faces at the ministry, but it was a definite no from us. The detainees had all been mustered by the detention staff and some of them being ex seafarers worked magnificently through the night mustering them and putting them into lifejackets. I wonder if they had second thoughts of leaving Sri Lanka and Turkey for a life here in the UK.

When dawn broke we were able to see exactly where we had ran aground. The wind still blew hard but had decreased to a level where we could move safely round the decks. The main priority was to plug the holes with mattresses, fortunately as the tide fell the holes were above the water level making the task easier.

One of the first tasks was to sound all round the ship to see how much water was taken in. This entailed rolling up the "sports Field" laid out with astro turf on the car deck to reveal the sounding pipes. Half way through this massive carpet rolling exercise several of the Sri Lankan detainees came down on to the car deck thinking that they were going to continue their "Test Match". They were soon put to work helping to roll up the pitch. I wonder what others thought as dawn broke, for we had ended up on a sandbank just off the old Naval base at Shotley where the large sign said HMS GANGES, perhaps they thought they had reached India?

By mid morning the engineers had started one engine in preparation for our move back alongside once the tide had risen. We also were able to take on some more crew from a pilot cutter to assist. All was ready by 5pm when we floated free and with the aid of a tug sailed back to Parkestone Quay, where no sooner we were safely tied up a fleet of coaches drew up alongside and Home office officers disembarked the detainees and whisked them away.

So that was the end of the government's policy of "Prison ships". I later heard that they were released into the country, one I know married a detention officer.

As for us, we became a power station for the surrounding area helping to restore lights and provide meals to Parkestone Quay and part of Harwich. I was told that we had sunk two pilot cutters, collided with one ship, sunk two LASH barges, broken the harbour speed limit, been holed before running aground. Not a bad night's work, but by a miracle no one was hurt. Next morning there was a line of people trying to serve writs on us so we kept the gang way raised to repel boarders.

We continued to man the ship for another month before she was sailed to the River Fall in Cornwall and layed the ship up, but not before Sea containers the company who owned the ship had all their logos painted out!

Traveling back to Harwich by train we wondered what was going to become of us in the great scheme of things after this temporary reprieve, especially having vented our feelings about the stupidity of being put under the restrictions of the men from the ministry who had no seafaring experience. My bags were packed ready for a new life when to my surprise I was offered a job on the remaining passenger Ferry out of Harwich.

A couple of weeks ago I was sailing with a friend, a retired "Railway child" also. We passed the Guard buoy and the Harwich train ferry Terminal before crossing the Andrews Bank where we ran aground. Looking back it was so hard to believe the events of that night took place there. I think Arthur Ransoms book "We didn't mean to go to sea" sums it up.

Reports

Horningsea Apple Press Day - Report

Photos from Keith Long



Don Edwards

It is with sadness to say that Don Edwards passed away on Friday, 24th of September.

Don and Sally have lived in the village since the 1970s. Don along with Sally created their magnificent gardens which were opened yearly for charity (..and cakes!). Don could never pass by you without having a quick chat, which was always enjoyable.

Our condolences go to Sally, Daniel and Lizzie

Robert Daws

Some of you will remember Robert Daws who lived at the Priory for many years. He was a popular figure amongst both villagers and the farming community of Horningsea.

It is sadness to write that he passed away on Thursday, 23rd of September after a short illness - RIP Robert

Notes

Horningsea Ultrafast broadband update

Robert Balm and Chris Lindley

Many residents have now signed to Ultrafast Fibre Broadband through the Cambridge Fibre website. We already know that there is enough interest in the village with approximately 80 interested households to qualify for the scheme. However, it is important that households register NOW through Cambridge Fibre in order for us to qualify for installation funding. This order that you place is NOT a commitment to buy and you do not need to enter any payment details.

If you have already registered then you should have already received a "voucher request" email saying Cambridge Fibre have requested this on your behalf. It is critical that you confirm that this is correct as otherwise the voucher will not be granted.

We have put answers to many questions that we have been asked on the village website:

<https://www.horningsea.net/services-2/hyperfast-broadband-in-horningsea/ultrafast-broadband-faq>

Our Cambridge Fibre community liaison is Jonathon Cross. Jonathon has joined the Horningsea Residents Facebook group and can answer any of your questions either on Facebook or by contacting him privately. You can also contact ultrafast@horningsea.net for any further questions.

Waterbeach Surgery update

Anna Bradnam - Cambs County Councillor

The issue of patient de-registration was recently brought up at the Horningsea Parish Council meeting. Here's an update from MKGP Plus Ltd (the company that are currently running the practice) and their site manager:

"There has been one recent de-registration but that was for valid reasons. The patient failed to respond to a health authority letter and was deregistered via the CCG, this was discussed directly between the patient and the practice. There was also an issue via social media where a patient believed they had been de-registered but following investigation this was not the case. If there are other specific instances of de-registration please forward details and we investigate further."

MKGP have not actioned a cleansing of the practice list since we took over in November 2020. This process is required from time to time and when it is done patients are directly consulted to confirm their situation prior to any de-registration. The practice list is not closed, we welcome new and returning patients."

"To assure patients that have not visited recently, there is no action required by them to confirm their registration is still active – unless they have been contacted by the practice to discuss their de-registration."

Given the current registration process, i.e. now that formal identification is no longer required, patients can be assured that should they wish to register / re-register with the practice – this can be done very quickly and easily."

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)."

- 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>

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.