

THE OXHILL NEWS

March 2024 No. 592



The Big 50 Charity Bike Ride for Karen

(Not in order) Elaine Morgan, Ed Morgan, Paul Sayer, Ali, Graham, Mannerings, Gill, Stuart, Roger Goodman, Lisa Connolly, Jeremy Franklin, Alistair Wellford, Geof Beesley, Lee Robinson, Alistair Wellford, Geof Beesley, Lee Robinson, Sue Robinson, Dave Nash, Hugh Rowse, David Hawtin. With support crew, Rachael Beesley, Sally Mannerings, Fiona Franklin, Debbie Welford, Sarah Bracher, Sue, Philpott and Maria Robertson (not all pictured). Not forgetting our team mascot, Karen's Teddy Thomas.

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CLUB & GROUP CONTACT DETAILS

| | |
|------------------------------|---|
| St Lawrence Church, | Priest-in Charge Rev. George Heighton, 01295 680201 Associate Minister Rev. Heather Parbury, 01608 685575 |
| Carers4carers: | kcarers4carers@gmail.com or tel: 07947 893504 |
| Oxhill Village Hall: | Jo Collings - Chair - 01295 680215 Ali Sayer - Hall Hire - 07970 922352 email: village-hall@oxhill.org.uk |
| The Peacock Pub | 01295 675019 |
| Tysoe Tennis Club: | Club Secretary: Carol Spencer email: carol.spencer234@hotmail.co.uk |
| Warwickshire Mobile Library: | 01926 851031 |
| WOT2Grow Community Orchard: | Liz Atkinson (680045), Paul Sayer (680451), Sue & Mike Sanderson (688080) www.wot2grow.co.uk |
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| Carer Support Service | email: talkdementia@mail.com Website: talkdementia.uk Tysoe Village Hall every Friday from 10am |

**If you would like to list your club or group in the Oxhill News
please send details to oxhill.news.editor@gmail.com**



FUTURE OF SHIPSTON LINK

Covid has not helped the Shipston Link! Although the normal service has now resumed passenger numbers are still down on pre-pandemic figures. To remain viable there must be a demonstrable need supported by passenger figures or the service will cease.

The Link covers the following places, albeit on different days: Tysoe, Oxhill, Idlicote, Whatcote, Honington, Shipston, Burmington, Stourton, Cherington, Whichford, Long Compton, Chipping Norton, Little Compton, Ettington, Halford, Tredington, Blackwell, Ilmington, Stretton on Fosse, Todenham, Moreton in Marsh, Barton on the Heath, Brailes, the Wolfords, Wimpstone, Preston on Stour, Stratford, Banbury and Sutton under Brailes.

Full details of services can be found on the website:

shipstonlink.co.uk/timetables-routes

Once it has gone it is unlikely to start again. The service physically visits Tysoe and Oxhill on Wednesdays. Bus stops are at: Tysoe - Old Tree and War Memorial, Oxhill - Village Hall.

David Sewell





OXHILL'S NEWEST DELIVERY RECRUITS!

They delivered of the them all by themselves. Lillian on the left, Elsie on the right.

~ Mum Helen



WOT2GROW COMMUNITY ORCHARD

Work in the community orchard has continued throughout January and February despite the weather, and the annual Wassail in January was a big success.

The apple trees have been tidied up and further pruning will take place after a training session with Waterperry Orchard on the 2nd March. One of our members has also been busy updating the orchard map to show the location of the different varieties.

The red and white currants have also been pruned, along with the blueberries, to encourage a full harvest in the summer.

Membership is open to all for a small fee, and members get fruit every week during the summer and autumn. Please come and join us!

The orchard is next to the allotments on the Shenington Road in Tysoe. Find out more from the contacts below or message us via the website: www.wot2grow.co.uk

Liz Atkinson (680045), Paul Sayer (680451), Sue and Mike Sanderson (688080)



Pruning the apple trees in January

THE BIG 50 FOR KAREN

The 50 mile bike ride to mark my darling Karen's 50th birthday has totally exceeded what I ever imagined! From my first mentioning my plan to Paul, we have become a team of 16 cyclists and 7 support crew, with Shipston cycling club also joining us on the day.

We have been training hard and learning lessons as we go, but having great fun in the process. A few mishaps and detours have of course happened along the way. On one occasion, a single wrong turn added an extra 5 miles to our journey; our navigation skills, definitely need some improvement, naming no names! Also, on that trip, we followed the signpost to Ilmington, only to discover it was pointing the wrong way after we had cycled over a mile. We backtracked and move the sign post to its correct position, so nobody else would take the wrong turning. And though we do our best to avoid hills, severe flooding near Walton Hall, meant we had to backtrack and had to climb Friz Hill. To add insult to injury, the change in route added a painful extra four miles. The best laid plans..... Despite these challenges, we have had lovely breakfasts at Lighthorne Café, enjoyed feeding the ducks at Idlicote pond, and seen some rather interesting sites, including camels, and a giraffe!



We plan to ride on Saturday 9th of March, but this will be moved to Saturday the 24th should the weather be against us. Our team mascot is Karen's Teddy Thomas. He will be perched on the rear of my bike on the day of The BIG 50 for Karen. We will be leaving from The Peacock between 8 am and 9 am and expect to be back at The Peacock Between 1 pm and 2 pm. We would love you to come and cheer us on and welcome us back in; Your support means so much.

I am absolutely amazed that we have already raised over £6000 between us and I would like to thank everyone for their generous donations. March is not only Karen's birthday, but Cancer Awareness Month, so if you haven't already donated and would like to support this good cause in memory of Karen and to help raise awareness of ovarian cancer, you can use the link below, or there is a collection box in The Peacock. Thank you.

www.justgiving.com/page/elaine-morgan-1704653104450

Lots of love, and BIG HUGS,
ELAINE XXXX



ST LAWRENCE CHURCH FOR MARCH

We continue to journey through Lent, taking time to watch and reflect on the meaning of that first Easter: what did Jesus do for us as he spent time in the wilderness, and then entered Holy Week?

In the wilderness he shared our humanity, showing that God was with him as he fought the temptations which face all of us in different ways. He showed us what it meant to be a servant king. He showed us what it meant to carry the burden of wrongdoing and death on behalf of all of us. He showed us that death is not the end; and so he showed us what it means to truly live. Hence the triumphant celebration of Easter Morning.



Mid-way through Lent we celebrate Mothering Sunday. Not just a celebration of mothers, but of all those who care for us and support each one of us – family members or friends, those who have children and those who have not: those who have lost children, those who have never known a stable family life. This is a time to thank God for each and every one of them.

Services in March, in Oxhill unless otherwise stated

Sunday, March 3rd 3rd Sunday of Lent
9.30 am Holy Communion George Heighton

Sunday, March 10th **MOTHERING SUNDAY**
9.30 am Morning Worship Jennie Rake

Sunday, March 17th 5th Sunday of Lent
9.30 am Holy Communion George Heighton

Sunday, March 24th **PALM SUNDAY**
6.30 pm Evening Worship Jill Tucker

Monday, March 25th **MONDAY OF HOLY WEEK**
9.00 pm Compline George Heighton

Thursday, March 28th **MAUNDY THURSDAY**
7.00 pm in **St Mary's Tysoe**
Holy Communion followed by Vigil

Friday, March 29th **GOOD FRIDAY**
7.00 pm in **St Mary's Tysoe**
Tenebrae (readings and music for Good Friday)

Sunday, March 31st **EASTER DAY**
9.30 am Holy Communion George Heighton

Blessings, Jill



THE ELECTORAL ROLL

St Lawrence's Church, with its various activities throughout the year, is central to Oxhill and the PCC feels fortunate that it is supported by so many villagers who, although not necessarily regular churchgoers, contribute in so many ways to its life.

Village life in Oxhill is always enhanced by new residents who we hope quickly feel part of a friendly community. I hope that some might consider being recorded for posterity on the St Lawrence electoral roll. This is updated in March / April of each year with a full revision taking place every six years - the next occasion being 2025.

The PCC would like to have a buoyant electoral roll, eligibility for inclusion thereon for Oxhill Parish residents is simply a matter of having been baptised and considering oneself to be CofE or that of a church in communion with it. If you haven't enrolled already, please do so and / or become a friend of Saint Lawrence's church by joining the Parish Giving Scheme. The necessary (short!) enrolment forms are at the back of the church.

The deadline for inclusion in the 2024 Electoral Roll is two weeks prior to the Annual Parochial Church Meeting (APCM) to be held after evensong on Sunday 28th April. All parishioners are invited to this normally brief meeting which is followed by a social gathering where friendships can be consolidated and new village contacts made.

Douglas Nethercleft
(Electoral Roll Officer)





COFFEE MORNING AT THE PUB

Jill's modest cake and drinking chocolate at Thursday's pub coffee morning!!!!

Jane Smith



VILLAGE HALL

BURN'S NIGHT

Fair fa' your honest, sonsie face, Great chieftain o the puddin'-race!

Just like Robert Burns, many a Scot would agree that a good haggis is hard to beat. And so it was on Saturday 27th of January when the new improved hall was given a test run by 48 of we Oxhillians. Not only was the haggis excellent, it was ably supported by an extremely tasty Scotch Broth, plenty of neeps and tatties, a dram of Scotch, delicious cranachan-themed desserts, and cheese to finish for those who had any room left.

The speakers also did Scotland proud. Ably hosted by Andrew Buchanan, Malcom Robertson delivered Burns' famous Selkirk Grace, Eileen McPherson treated us to a wonderfully dramatic address to the haggis, and Derek Harbour gave thanks to Jo and Richard Collings for their endless efforts to extend and modernise the Village Hall. Andy MacDonald then had us all in stitches with his fantastical Immortal Memory speech in which several of the more prominent members of our wee community got themselves into trouble. Iain McPherson's toast to the lasses was next, and every bit as professional and entertaining as we have come to expect. He even gave us all a few songs after Karen MacRae had taken revenge on the lads on behalf of the other lassies in the room. We finished the evening with a Scottish Rawhide duet from Andy M and Iain. I for one will never think of Ludo in the same way again! Yes, you read that right. 😊

As usual, it couldn't have happened without the support of the friends of the Village Hall: thank you! A special thank you must also go to Jo's sister, Jacky, and brother-in-law, Ron, who helped all evening in the kitchen and bar.





Have you had an interesting experience? Something you did, or saw or something you were caught up in? We would love to publish your story in the Oxhill News. This month I have the story of a dear friend of mine, Ken,. He was a keen sailor and a month ago, while we were facing storm Isha, Ken told me about his experience surviving a typhoon in Hong Kong whiled moored on his boat. Here is his story:

~ Vanessa, ed.



Ken (standing left) preparing to hoist the spinnaker (sail) during a race.

SURVIVING HURRICANE FORCE WINDS – ON A SWING MOORING

by Ken Trice

My experience of typhoons is limited to those which affected Hong Kong and having lived there for some 30 years I witnessed many.

“Typhoons” are called different things in different regions of the world. Those which develop in the Atlantic or Eastern Pacific, i.e. those which affect America, are called Hurricanes. In the Western Pacific and Philippines, they are referred to as Typhoons while those in the South Pacific and Indian Oceans are called Cyclones.

Since my experience of them was in an area where they are referred to as “typhoons” I shall use that term throughout.

The formation of a typhoon goes through stages, starting as a “tropical depression”, then to “tropical storm”, at which stage it is given a name. If it continues to develop and wind speeds reach 118kph it is designated a Typhoon.

Having formed, a typhoon then moves. Its movement can be fast, slow or it can even stop. Their directional movement can often be erratic. However, there are however general trends. Those originating in the Pacific east of the Philippines, head northwest and migrate into the higher latitudes towards the Southern China Coast, where it will affect Hong Kong.

Typically, typhoons travel over the sea at speeds between 5 and 20 knots. They draw their energy from condensation above the warm surface water. Because of this, typhoons dissipate rapidly once they are over land or cold water.

Because of their rotation, all typhoons have what is called an ‘eye’. The ‘eye’ is a circular area of comparatively light winds. There is little or no rain and often clear blue skies can be seen from within the eye. The eye can range from 5 miles to 120 miles in diameter, but generally they are around 20 to 40 miles across. As a general rule, the smaller the eye the more intense the typhoon.

Since the early part of the twentieth century typhoons have been given names. This was to avoid confusion to those who were needing information about them because it is not uncommon to have more than one typhoon in existence in an area at any given time.

Hong Kong has a five-level warning signal system for imminent or strong winds, and the ones that attract the most attention are:

Signal No.3 – A warning that a tropical cyclone is expected to cause strong winds in the range of 41 to 62kph.

Signal No.8 – gale force winds up to 87kph and storm force winds up to 118kph, which is the baseline for Typhoon.

Signal No.10 – hurricane force winds upwards of 118kph.

Whereas I have not experienced the effects of typhoon force winds while at sea, I have while on a mooring. While I am not attempting to equate the two, or to claim that such an experience requires special knowledge or seamanship, it was nevertheless a memorable experience. To be tethered to a mooring and pummeled by sustained winds of 95 mph, is, I would think, not something which most sailors would experience. It happened to me in Hong Kong in late September 1999 while I was living on my 36 ft yacht *Flying Colours*.

Flying Colours was on a swing mooring at Hebe Haven Yacht Club, located on the eastern side of Hong Kong.



Flying Colours at anchor in a secluded bay.



Hebe Have Bay

Hebe Haven is a bay about half a kilometer in diameter. It is one of Hong Kong's main boating centres and is home to two marinas, two sailing clubs and many private moorings. At the time there were about 200 boats in the marinas and about 200 boats on swing moorings. Although not designated by the Hong Kong Marine Department as a "typhoon shelter", many owners tend to leave their boats there during the passage of typhoons because it was surrounded by hills and reasonably protected from the wind. The designated typhoon shelters in the Hong Kong are really designed for commercial vessels to take refuge, and as such, a pleasure boat would almost certainly not survive being crushed between the larger commercial vessels as they rolled around in the swell.

My mooring comprised two blocks of concrete of one cubic meter each, (which equates to a total dry weight of about 4.5 tons,) with a length of substantial chain to a buoy. The mooring lines from the buoy to the boat were 28 mm nylon rope. The water depth in the area was 3-4m.

At the time, there were about 15 people who lived on board a mixture of power and sail boats in the bay. Although the Club operated a daily sampan service to and from members boats during normal hours, almost all those who lived aboard had their own dinghies to ply back and forth to shore. The Club sampan service did not operate when any typhoon signals were hoisted.

During 1997 and 1998 there had not been a single typhoon that posed any real threat to the Hong Kong. This apparently coincided with the so-called El Nino effect in the Pacific Ocean. Then, in 1999 we were told that the El Nino effect was over and that a return to normal weather patterns could be expected. It had been 16 years since Typhoon "Ellen", the last typhoon to cause significant damage in Hong Kong.

As predicted by the Observatory, typhoons did re-occur and by early September 99, Hong Kong had already suffered five direct hits that year, but the amount of damage they caused was minimal. Now the sixth one was on its way.

The typhoon in question was named “York”. As it crossed the South China Sea the HK Observatory monitored its progress as usual. It was behaving erratically and forecasts of its passage were unreliable. There were however no indications from the Observatory that this typhoon would not be any worse than the previous ones that year. It was not even forecast to be a threat to Hong Kong 24 hours before it struck.

Before the arrival of a typhoon, I would leave my boat on its mooring, put extra mooring lines to the mooring buoy, remove the sails and lower the boom. I would then find accommodation ashore for one or two nights.

On the evening of Typhoon York’s arrival, myself and other members who lived aboard were at the Club socializing as normal. Whereas there was talk of the typhoon, the weather forecasts were not anything to be overly concerned about, and we all went back to our boats that evening oblivious of what lie ahead.

Although the No.3 “Strong Wind Signal” was raised at 10:00 pm that evening, the weather forecast did not predict conditions worsening.

However, I was awakened at about 3:00 am by the noise of the howling wind and the boom cover going wild. I switched on the radio to learn that the No.8 “Gale or Storm Signal” was hoisted. I quickly took down the boom cover and stuffed it in the cockpit well. I lashed the mainsail along the whole length of the boom, lowered the end of the boom on to the deck and tied it securely. I could not do anything with the headsail but was not particularly concerned because it was old and had been patched several times. I had recently obtained a quote for a new one.

I then lashed the steering wheel so that the rudder was held in the central position, and returned to my bunk to try and get some sleep.

I was able to sleep for a while but was awakened again at about 5:00 am as the boat was being buffeted by the wind such that I was rolling around in my bunk. The voice on the radio informed that the No.10 signal was now hoisted. This indicated that hurricane force winds, in excess of 118kph, could be expected. Things were looking serious. I went on deck and to the bow of the boat to check that my mooring lines were withstanding the strain. There was no chafing and all was fine in that department.

Earlier that night I had tied my fibreglass dinghy, complete with 3.3 hp outboard engine, to the starboard quarter of the boat, but because it was now banging furiously against the hull, I released it and tethered it by a single line to the stern. When I looked again at about 5.30am it was gone.

I returned to my bunk but the motion of the boat was now too violent to even lay down. The wind was getting stronger and stronger and the noise was horrendous. The screeching and howling were deafening. Rain was lashing down. Actually, lashing “down” is a misnomer. The rain was “horizontal”.

By 6:30 am it was dawn and as a result of being tossed around in my bunk I was feeling nauseous. I was also getting annoyed with being below deck because it was becoming

impossible to maintain any semblance of order as things were constantly being tossed around. As quickly as I picked things up and stowed them, something else would fly across the saloon. Eventually I gave up and left everything on the cabin floor.

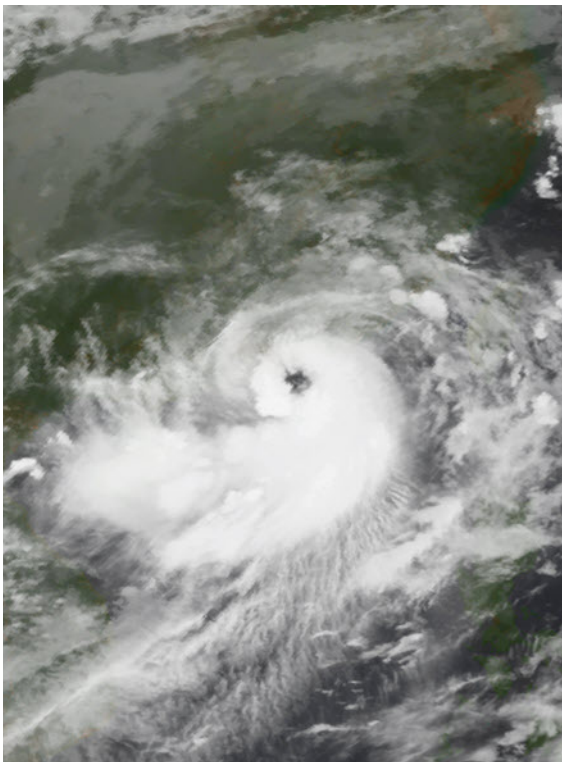
In the light of day, when peering out from the portholes, the full force of the wind was alarming to watch. I could see the neighboring sail boats being forced square to the wind as a gust of wind approached and then severely pressed over as they tried to swing round and become head to wind again. Sail boats were being forced over by as much as 45 degrees. Power boats just skated around on the surface: they of course, do not have deep keels that provide resistance.

Unable to stay below deck any longer, I put on my wet weather gear and life jacket and sat outside in the cockpit. The rain hitting my face was painful. However, I could not resist looking forward into the wind, so I got my scuba diving goggles and put them on. Now I could see all around with ease. It was unforgettable.

The water was being whipped up into short steep waves about 3 ft high, which is significant in the enclosed natural harbour, The wind was now gusting 185 kph, and ripped the tops off the waves creating a perpetual spume. Boats were going wild on their moorings, some more than others.

At one stage I could not see boats more than 50m ahead and I thought it was because my goggles were steaming up. Having wiped them, I could then only see boats about 20 m away. It was a gust of wind moving rapidly towards me with a solid wall of spray in front of it. The wind and spray hit the boat with such force it felt like it was something solid. The shock could be felt in the hull. As Flying Colours strained on its mooring lines, and being unable to get head-to-wind quickly enough, she was bowled over so that the leeward gunwales were under water. The force was incredible and this was happening every three minutes or so.

Unable to withstand the onslaught, boats continued to break free from their moorings. One by one they would be blown away, spinning and gliding through the moorings occasionally colliding and bouncing off other boats on their way, ultimately to the rocks. This was particularly sad because I knew many of their owners, and the care and attention they gave their boats.



Typhoon York at peak intensity making landfall on China on September 15, 1999

At about 8:00 am the liveaboard owner of a Tayana 37 ft sloop on a neighboring mooring was on deck. His boat was being heeled over in the gusts more than most.

As I watched, it became clear that he was dragging his mooring block which, like mine, comprised 4.5 tons of concrete. Soon he was alongside a smaller boat where he stopped dragging; presumably their respective mooring blocks having become entangled. The two boats had distinctly different motions and were banging into one another with such force that both were sustaining damage.

The next thing that happened was the owner was at the bow of his boat with a hacksaw cutting his mooring lines. I tried shouting to ask him to think again before taking such drastic action, but the noise of the wind was too loud for me to be heard.

As he cut the last strands of rope, he ran back to the cockpit to take the helm. Just then the wind caught his boat broadside on, whereupon it heeled over so much that I could not see the skipper in the cockpit. He was not wearing anything other than a pair of shorts. Not even a life jacket. I feared the worst as the boat peeled away in the wind. Eventually the boat righted itself and thankfully he was still at the helm. At first it looked as though he had things under control with his engine on, when another gust rolled him over again. He was out of control and soon he had disappeared from view in the spray and rain. The rocks were 200m away which sadly, I learned later, is where he ended up.

As time wore on more and more neighboring boats disappeared from around me. At one stage I looked ahead and saw what I knew to be a brand new 35 ft power boat. It was about 40m away and heading straight for me. I went forward to the bow with the intention of fending it off if it were to collide with me, but was at the same time very aware that there was little I could do if it hit my boat, and even more aware that any attempt to fend it off could result in serious injury. As the boat pirouetted its way through the moorings it changed course and hit the boat next to me. It was uncanny. The power boat hit the bow of my neighbor's 25 ft yacht square on and just like a ball hitting a wall, it bounced off, spun round and carried on its way to the shore. A later inspection of the 25 ft sail boat revealed no damage at all. The power boat however, went on to ram its bow into a sea wall for the next five hours until it ended up about 3 ft shorter.

The wind, rain and spume were relentless and the motion of my boat, being tethered to a mooring, was becoming increasingly more violent. It was careering around like a wild stallion on a bridle. I remained sitting on the cockpit floor facing aft so as to avoid the worst of the wind and horizontal rain. It seemed as though it was going to go on forever. The wind was now howling at 118 to 136kph and gusting to 180kph. While watching the devastation that was unfolding around me I began to wonder if anything could survive. The reason many of the boats broke from their mooring was because the mooring lines had chafed through. This was evident from the short lengths of rope that could be seen dangling over their bows as they were swept away. In my mind, I questioned how much longer my mooring lines would survive.

About every 15 minutes I fought my way to the foredeck against the howling wind to check the mooring lines, clipping my harness on to the life line as I went. The short lengths of plastic hose on the ropes, to protect them from chafing in the fairleads, were not difficult to move in those conditions albeit that the boat was straining the mooring lines all the time. This was because the boat would swing from side to side through about 180 degrees so that when she was starboard to the wind the port mooring rope would be slack. When she swung round the starboard rope went slack. The time available between the rotations was only about 10 seconds but this was sufficient to rotate the hoses.

Thoughts began to go through my head as to what I would do if the worst was to happen and the boat was to break loose. Whereas I did not feel there was any real danger of this, I was nevertheless concerned about my lovely boat, my home. I had visions of me stepping ashore on the rocks feeling totally helpless in not being able to save her. I did have a bag ready, containing all the essentials, should the worst happen.

By this time my furled headsail had succumbed to the wind which found a weak spot in the furling and had pulled about 3 sq.m. of sail out. The noise from it was horrific as it flapped furiously in the wind. At first, I was concerned that this would cause the forestay to break but was able to put this out of my mind secure in the knowledge that I had replaced all the standing rigging only one month earlier. The head sail was eventually destroyed.

It was interesting to see how different types of dinghies that were tethered to the liveboard boats performed in these conditions. I think that without exception they all either broke free (like mine) or sank. However, the inflatable types did not sink. Being light and full of air, they became airborne and were literally blown away.

One of the inflatable dinghies was tethered by a single line off the stern of a nearby boat. At intervals of about fifteen seconds, it would flip 180 degrees so that it was upside down.



Local sampans sheltering during Typhoon York.

Thirty seconds or so later it flipped itself right again. This went on continuously, during which time the skipper was dealing with his mooring that was dragging. He then turned to see that his outboard engine, still fixed to the wooden transom, had been torn from the rubber hull of the dinghy, and was tangled high up in the rigging of the yacht next to him. The inflatable part of the dinghy was nowhere to be seen.

The Club had an 18 ft. six seater Avon Searider, a rigid inflatable boat with a 70 hp outboard engine. The marine manager of the club had taken it upon himself to be available on the water in this craft all through the daylight hours of the storm. I saw him several times as he passed by enquiring if everything was OK. On one occasion he commented that his inflatable dinghy performed admirably in the conditions and he never once felt as though it was out of control. Later, when he was attaching additional mooring lines to a ketch, the bow of the ketch was lifted up on a steep short wave, When the bow of the ketch came down, the dolphin striker, (the short downward pointing strut under the bowsprit), struck the outboard engine and tossed the marine manager into the water. Not perturbed, he swam ashore, manned another dinghy and continued helping others where he could.

Another incident with which the marine manager assisted was when a 40 ft sloop broke loose and parked itself square across the twin hulls of a brand new 40 ft catamaran. It was pinned there by the wind and the owner of the catamaran, who was on board, was unable to budge it. Fears were growing over the considerable increase in windage of the combination of vessels and the excessive strain it was putting on catamaran's mooring lines. Unless the offending sloop could be released there was the distinct possibility that mooring lines would break and both vessels would be lost. The problem was however resolved by the owner releasing one of his catamaran's mooring lines. The catamaran then swung at an angle to the wind and the offending sloop promptly slid away.

After having been buffeted for some ten hours, the wind dropped dramatically when it seemed as though the chaos had come to a sudden end. Listening to the radio however revealed that the reason for this was that the eye of the typhoon was passing over Hong Kong. This meant that the wind strength would drop for a short time only to come back with a vengeance from the opposite direction when the typhoon had moved on.

True to form, about half an hour later the wind came back from the north west but it was by no means as strong as before. Within half an hour I knew that the worst was over and decided to hail the marine manager when he passed by again for a lift back to the clubhouse.

Within a short time, many of the liveaboard and other members were in the Clubhouse and stories of their individual experiences began to be told.

One such story involved a member who was not on board his boat at the time. During the storm he recognized a distinctive voice on the radio advocating the use of chains instead of mooring ropes in such conditions. His large heavy steel yacht was on a swing mooring. He said that if those people who had lost their boats had used mooring chains, and not ropes, they would not have had any problems. Literally, minutes later someone else called the radio saying that the previous caller's boat had broken free and was heading for the rocks. I happened to see this and was amazed at the speed the boat was travelling. I reckoned it was

doing 5 knots. On its way, it did a lot of damage to other boats before coming to rest alongside an old quay wall.

Also, in contradiction to the original caller's advice, the owner of a 46footer called the radio and said that whereas he had left his mooring ropes attached, he also laid a length of chain to the mooring. The chain was given more slackness than the ropes and was to act as a standby in the event of the ropes failing. What happened was the opposite. The mooring ropes stretched so much that the chain came under load and broke. What is clear is that chain will not withstand the shock loads imposed on them in gusts of 160kph, or possibly less. Ropes will stretch and are more able to withstand shock loads, subject to chafe of course.

There were also other interesting comparisons to be made. One was that none of the thirty liveaboard boats were lost in the storm. I am not suggesting that the mere fact that those living aboard were able to deal with issues as they arose, was the reason for the survival of their boats. Whereas there may be an element of truth in that, I do not think it is the real reason because in reality there was little one could do if lines chafed through or another boat broke free and collided with you. I think the reason for the live aboard boats not getting into so much trouble was because they were generally better prepared, even for normal conditions. After all, when it is your "home" you tend to be more aware of potential dangers and take additional precautions.

Another interesting comparison was that of damage to the boats that did break free. Of the fifty or so that ended up on the rocks, the numbers were probably split 50:50 power boats to sail boats. Because of the flat sides of the hull, power boats were less able to withstand being thrown around on the rocks by the waves, which resulted in a large proportion of them being literally smashed to pieces. All that one guy could find of his newly acquired 45 ft power boat was the 220 hp diesel engine. 90% of the sail boats that ended up on shore were eventually refloated.

Whereas being onboard during the storm was distinctly uncomfortable, I was however pleased in a weird sense to have had the experience. To have witnessed the awesome and destructive force of the wind was unforgettable and a somewhat humbling experience.

Within a week of Typhoon York another typhoon was heading for Hong Kong. By the time it had passed over the Philippines and into the South China Sea it was already of concern with a pressure much lower than that of York, and therefore potentially more powerful. It was forecast to head straight for Hong Kong.

There was no way I was going to stay on board during this one, or even leave my boat on the mooring and at the mercy of the storm, so I took it into a nearby marina where it would be well protected. As soon as I tied her up at her berth in the marina, I learned that the No.3 signal was lowered. The typhoon, had met an area of high pressure over the South China Sea and thankfully the "high" won. Hong Kong was spared another lashing.

by Ruth Mercer

Another recipe from Leys Field this month, this time from Tony Priest. Following a conversation at a Thursday Coffee Morning, Tony gave me a recipe of a dessert he'd eaten in South Africa in 1986, along with some postcards of his time there. He had enjoyed it so much at the time that the chef had written it out for him, and he'd been searching for someone to make it for almost 38 years! I am not sure that eating it in Oxhill-on-Sea in February compares to eating it by the ocean on a sunny Spring day in South Africa, but it turned out well with an excellent creamy texture and delicate orange flavour. You could add some orange zest, if you like that sort of thing. The original recipe filled 12 ramekins so I have halved it to make 6 portions. I have also switched the order of adding cream and egg whites from the original recipe as it is usual to add egg whites after cream. Having tried it as per the written recipe, I now know why because it is much more difficult to fold whipped cream in after the egg whites have been added.



BLUE BAY CAFÉ ICED ORANGE SOUFFLÉ

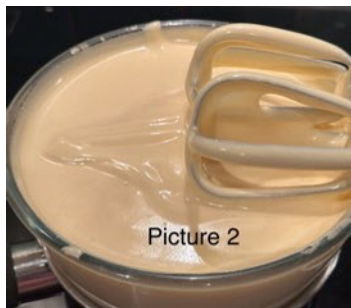
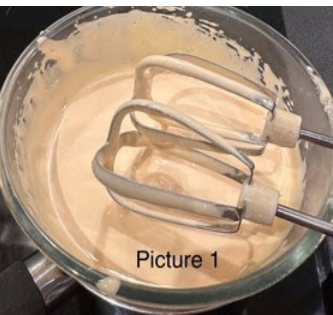
Ingredients

4 egg yolks
135 g caster sugar
1 sachet of gelatine dissolved in 40 ml water
125 ml fresh orange juice
25 ml Grand Marnier (or Cointreau)
2 egg whites
175 ml double cream, whipped
Cocoa for serving

You will need 6 ramekins

1. Prepare the ramekins by making a collar to stand about 2.5 cm above the top. (I used baking parchment and tape but foil would also work.)
2. Place the egg yolks and 70 g of the sugar in a heatproof bowl over a saucepan of simmering water and whisk (with a hand mixer is easiest) until creamed, see picture 1. Add the dissolved gelatine and continue to whisk until thick and creamy, see picture 2 – note the volume increase! This takes between 5 and 10 minutes.
3. Remove from heat and stir in the orange juice and Grand Marnier. Chill the mixture over ice.
4. While cooling, beat the egg whites with the remaining 65 g caster sugar until it reaches the consistency of meringue mixture.

- When the egg yolk mixture is cool, carefully fold in the cream and finally fold in the egg white mixture. Don't overdo it as you will lose all the air bubbles that you've spent time building into the mixture.
- Pour into the prepared ramekins until the mixture reaches just below the top of the paper collar and freeze. (It is easier to move them if you place the ramekins in a baking tray or somesuch.)
- To serve, remove paper collar and dust the top with cocoa.



ICED ORANGE SOUFFLÉ REVIEW

By Tony Priest

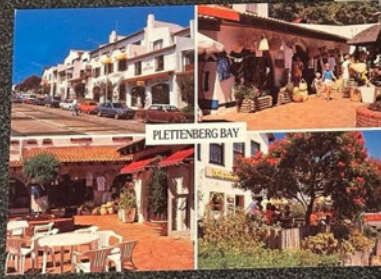
It was with a strong sense of trepidation that I started to eat Ruth's Iced Orange Soufflé. Not because I had reason to doubt Ruth's cooking, I'd been assured she was an excellent cook. But, because the last time I ate this desert, it was 1986 and I was sitting in the spring sunshine in the courtyard of the Blue Bay Café in Plettenberg Bay, South Africa.

Straight away I will say that the assurances about Ruth's ability were grossly understated. The Soufflé was superb. Lovely texture, light and airy with a great characteristic orange taste. Ruth had clearly been busy beating egg whites to the correct consistency and volume.

Key question though, did the whole experience live up to expectations? To be honest, it was 38 years ago when I last had this soufflé, so I don't remember exactly what it tasted like then. But now, I loved it. Thinking back about the café in



ICED ORANGE SOUFFLÉ
Blue Bay Café
8 egg yolks
270g sugar
12 ml gelatine, slaked in 83 ml H₂O
250 ml fresh orange juice
45 ml Grand Marnier
4 egg whites
350 ml cream.
METHOD:
1. Cream yolks + 125g sugar in double boiler
2. Add melted gelatine +



Plettenberg bay. The desert undoubtedly made a distinctive impression upon me, as I had persuaded the chef to write down the full ingredients and recipe, which I then kept safe, intact and legible for 38 years. Through 7 house moves across 3 continents.

In retrospect, I would have been an impressionable 26-year-old at the time, so it was 'probably' the best soufflé in the world at that time (copyright credit to Carlsberg). With the life experience of the years since, I'd say it's now in the top 3 of the best soufflés I've ever had. This is in part down to the gorgeous tasting desert itself, Ruth's undoubted cooking abilities (MasterChef contestant in waiting) and the nostalgic eventful memories I have of living and working in Southern Africa back in the mid 1980s.



FURNITURE FOR A SMALL DONATION



2 items of furniture which we would be happy to give away to any interested villagers (provided they could organise their own collection), perhaps in return for a small donation to church funds for St Lawrence.

The first is a very nice collapsible bridge table.

The second (photo above) is a pine bookcase/dresser top - 237cm long x 24cm deep x 107cm high.

If you are interested please contact me.

Louise Beresford Tel: 07809 264884

Oxhill Parish Council

Draft Precis of Parish Council meeting Held on 9th January 2024

To approve and sign the minutes of the meeting held on 14th November 2023

The minutes of the last meeting were approved and signed as a true and accurate record.

Public Participation Session

A villager asked if it is viable to pursue houses for 7 people who indicated a need on the Housing Needs Survey. The Chair replied that the average cost of a home is £520K and the village is made up of an older generation of people. 78% of the population are retired. Affordable homes will help younger people to live and stay in the village.

A villager reported water in the new noticeboard by the village hall.

To receive a report from the County Councillor

A report was received and circulated from Cllr Chris Mills.

WCC Financial Position, I need support now, Domestic Abuse, A safe place for children in care, SEND support expanded in Warwickshire, SEND Health Checks, Joint Strategic Needs Assessment (JNSA), Loneliness, Warm Welcome Hubs, Resourcing to Risk Consultation Events, Stop Smoking, Tuberculosis in England, Arranging COVID-19 vaccination transport, The Near Years Honours recipients for 2024 who live in Warwickshire, Disposing of batteries safely. The full report will be put on the village website www.oxhill.pc.uk.

The report from District Councillor Littlewood included the vision statement and aims of Stratford-on-Avon District Council.

To receive an update on the Housing Needs Land Assessment survey

Sarah Brooke-Taylor (SBT) met two Councillors and they walked around the village looking at sites. 8 sites were identified and there were pros and cons to each. 4 sites will be investigated and 3 were discounted. The last site will be investigated if there are no other available sites.

Site 1 (land behind Gilks Lane and Blackford Way) is in the centre of the village and has easy access. The landowner is keen for this site to be investigated further.

Site 3 (land next to The Old Methodist Church) is harder for road access. The primary interest is having it as a community space.

Site 5 (field off Green Lane/Tysoe Lane) is further out of the village.

Site 7 (land behind Green Lane) sits further away from the village.

Housing is an emotive subject due to the nature of it. The question to ask is do the village believe there is a greater purpose to put housing in for local people.

If landowners show an interest, the land will be looked at and suitable schemes discussed. A public consultation will take place at some stage. Once a site is agreed the process that

will be followed is for the Housing Association to put the work out to tender. Local builders are used. The land owner is paid, not market value but better than agricultural land. The funding is found via charities and Homes England.

It was agreed to continue with Sites 1 and 7. Sites 3 and 5 will be discounted.

Action: The Parish Clerk to pass landowner details to SBT who will approach them with a letter.

To discuss blocked drains

The drains opposite the Church are blocked. The ground is shallow and fills up with silt.

Action: It has been reported before. The Parish Clerk to report to Highways.

A villager present noted the dissatisfaction expressed by Councillors in getting issues sorted and asked how he could help. The Chair thanked him and said it was down to a lack of money and resources in Local Government. Villagers can report items on Fix My Street and the Parish Council will continue to report issues. Some success has been seen on previous occasions.

To discuss the Main Street entrance to Leys Field

The entrance is Highways land but is very muddy. It deteriorated after work was carried out by Voneus.

Action: The Chair to take photos to send to Cllr Mills.

To discuss the footpath bridge to the Heritages field

There are two bridges near Fithers Field. One has been replaced and the other condemned. Safety tape has been torn down twice. It is a well used bridge. WCC are happy for the work to be done by the parish similar to before.

Action: Cllr Connolly to apply for the grant from the Councillors Delegated Budget in May.

Financial Report

The following payments were approved under statutory powers:

- £100.00 to SDC (uncontested election charge)
- £600.00 to Oxhill Village Hall (grant)

To consider a grant for the Village Hall to buy a projector

The Village Hall Committee have asked the PC to consider a grant of £2500.00 to buy a projector and ceiling mounts. General usage was discussed. Residents have approached the VHC to run a film club. The garden club could put on lectures and the Local History Society would use it. The Parish Council would benefit when holding meetings and looking at online documents. It's a 21st addition to the hall. It was proposed by the Chair and seconded by Cllr Rivers-Fletcher to give a grant of £1900.00. This is in addition to the annual grant enabling the purchase to go ahead.

To set the precept for 2024/25

The Clerk had circulated spreadsheets showing spend and income for the current year and projected spend and income for 2024/25. There are no major projects but money has been put aside to purchase a field for a community space if it becomes available. A number of people attended the meeting to purchase the field and gifts of money were promised if the Parish Council made a contribution. Three Councillors voted to increase the precept by +5% and two Councillors voted against. The precept will be set at £12,155.00 for 2024/25.

Action: The Parish Clerk to notify SDC.

To receive an update on planning

- *23/03243/LBC, Proposed ancillary accommodation in existing outbuilding, proposed repair/rebuilding work to existing brick boundary wall at The Old Rectory, Main Street. No objections by PC.*
- *23/0322/FUL, Erection of single storey garage and extension to existing block paving hardstanding at 14 Leys Field. No comment by PC.*

An additional application had been received after the agenda had been issued.

- *23/03185/FUL, Demolition of existing conservatory to be replaced with a single storey flat roof extension. External alterations to front entrance to create a larger internal porch/hallway at Edenberry, Whatcote Road. It was agreed to say No objections.*

Determined

- *23/02858/TREE, Tree work at Fern Cottage, Main Street. No objection by SDC.*
- *23/02509/LBC and 23/02508/FUL, Proposed single storey rear extension and alterations and refurbishment to main house at Oxhill House, Main Street. Granted by SDC.*

To receive the following correspondence

- Email re concerns of sewage and drainage issues at Oxhill Manor/Beech Road. This problem happened last year. Sewage is coming up in the field and part of the sewer pipe is near the surface on Beech Road. Highways are aware of the issue and a meeting has been arranged. The Parish Council will continue to monitor the situation.

Councillors Reports

Cllr Rivers-Fletcher reported that PC Speedy was found dumped in a remote field. Highways will not approve the purchase of a VAS.

Action: Cllr Rivers-Fletcher to send the detail about not being able to buy a VAS to Cllr Mills to follow up.

Date and Time of next meeting

Tuesday 12th March 2024 at 7.30pm

SHIPSTON FLOWER CLUB

Presents

My Spring Flowers

a demonstration by

Abbey Digweed

on

Tuesday, 12th March, 2024

7.00 for 7.30 pm

at

Shipston on Stour Primary
School,

Station Road, CV36 4BT

Visitor Entry £6



Tysoe Tennis Club

www.tysoetennisclub.co.uk

Both ladies and mixed tennis teams continue to play in their winter league matches, with mixed success -the highlights being very good wins against Inkberrow for the ladies and a victory against Hook Norton for the mixed.

All teams are sitting 'mid table' in their respective leagues.

Winter sees a list of jobs to do at the club to ensure we continue to offer good playing facilities and surfaces for members and visiting teams alike. In January the club invested in some work to improve the strength of the perimeter fence. Some of you may have noticed that it was leaning quite heavily at both ends and this has been rectified.

This work was at a cost of several hundred pounds to the club and we would really appreciate it if you could discourage your children from using the fencing as goalposts whilst playing in the field or going onto the courts to play football.

We welcome new junior members to come along and give tennis a try but please only use our courts for tennis!

Our membership numbers are healthy - we currently have around 60 adult members and 35 junior members - but we would always welcome new potential members. It's not just fun - there are well cited health benefits too!

- increasing aerobic capacities
- lowering resting heart rate and blood pressure
- improving metabolic function
- increasing bone density
- lowering body fat
- improving muscle tone, strength and flexibility
- increasing reaction times

We would love to see you on the courts!!

Club Secretary: Carol Spencer

email: carol.spencer234@hotmail.co.uk

WHAT'S ON IN & AROUND OXHILL

MARCH

| | | |
|----------------|--------------|--|
| Tues 12th | 19:00 | Shipston Flower Club |
| Wed 27th | 14:30 -14:50 | Mobile Library Van, outside Village Hall |
| Every Thursday | 11:45 | Coffee Morning, Peacock Pub |

PC MEETINGS

The date of the next PC Meeting is **Tuesday, 12th March 2024 at 7.30pm**. This meeting will be held in the Old Chapel. The Agenda for the meeting will be shown on the PC Website or a physical copy will be displayed on the village Notice Board, on the wall of the Peacock, a few days before the meeting.

If you want any request to be included for consideration at the above meeting please send details to the Clerk (oxhillpc@btinternet.com) at least 10 days prior to the meeting to ensure that it is included on the publicly visible Agenda.

CONTRIBUTIONS TO THE OXHILL NEWS

The editors welcome any pictures, photographs, drawings, poems, puzzles, recipes, announcements or items of local news for possible inclusion in The Oxhill News. Submissions must be received by the 15th of each month for publication in the following month.

MARCH

2024

| SUNDAY | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY |
|--------|--------|---------|-----------|----------|------------------|----------|
| | | | | | 1 ² | |
| 3 | 4 | 5 | 6 | 7 | 8 ⁹ | |
| 10 | 11 | 12 | 13 | 14 | 15 ¹⁶ | |
| 17 | 18 | 19 | 20 | 21 | 22 ²³ | |
| 24 | 25 | 26 | 27 | 28 | 29 ³⁰ | |
| 31 | | | | | | |

BIN COLLECTION CALENDAR

Check the date on the calendar to identify which bins go out for collection.

-  Food waste
-  Recycling
-  General refuse
-  Garden waste