

SIX POINT SIX

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Our February topic was submarine accidents and disasters

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***The Colchester and Ipswich Group of
Advanced Motorists***

affiliated to The Institute of Advanced Motorists

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RoadSmart

Editors Notes:

Welcome to the ninth edition of the Colchester and Ipswich advanced motorists newsletter. This quarter there are several changes to the committee. We are joined by Linda Lees and Christine Shelley while after this month we will lose Ian Scott-thompson as he is moving away.

A WARM WELCOME TO OUR NEW MEMBERS

Heather Cranfield, Owen Humphries , Oliver Deeks, Nigel Pottet , Deborah Roots , Alisha Brown , Robert Garnham , Findley Jasper-Smith , Khadak Chhetri , Margaret Graystone .

USEFUL WEBSITES

The highway code updates <https://www.gov.uk/guidance/the-highway-code/updates>

The highway code <https://www.gov.uk/guidance/the-highway-code>

WHY IS IT CALLED 6.6?

Did you know at 30 miles per hour you are travelling at 6.6m every half a second? This means if it takes you half a second to react, you have travelled another 6.6m – that is why planning is better than reacting. 6.6 magazine's title reminds readers of this fact.



John Holmes

Editor

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MEETING REPORTS

January

On a cold evening we had our annual quiz brilliantly arranged by Sarah & Maureen.



Sarah and Maureen discussing the questions

The meeting was well attended and seven teams competed.

There was a mixture of questions, some driving some dates and others general knowledge. Questions included what are 4 things that cause tyres to wear, who designed the Morris Minor and what should you do if an approaching car is dazzling you with their lights.

The winning team was the flat caps.

We were also treated to sausage rolls provided by Ann our caterer, which were very tasty.

All in all an enjoyable meeting and a big thanks to Sarah and Maureen.



The winning team the flat caps

Also at the meeting Martin Roffey received his certificate for passing his test from Mark with James his Osbserver also there.



February

This was planned as a training evening but unfortunately the speaker was not available. At the last moment Peter Biggs stepped in with a talk on submarine accidents and disasters. Peter was a returning speaker carrying on from his previous talk on submarine history.



Peter Biggs giving his presentation

Why did they happen? Well, collision, design for diving error, run aground, swamped, founder in a storm, capsized on launching, hatch open in error, and human error. All these things go towards making a submarine accident., Can we make it better in the future?

The first submarine accident death, was 20th June 1774, and it's a man called John Day, who was a Suffolk wagon maker. He built a watertight compartment in a fishing boat, and he submerged it in a pond near Yarmouth. He thought this was going to make him a lot of money but he needed someone to back him. He found a gambler called Christopher Blake who gave him £350 to buy a boat and the money would be repaid on betting whether John Day failed.

John Day purchased a 50 foot sloop called Maria, and he built the compartment in the middle which would take him underwater. The boat sailed from Plymouth, the aim was to submerge for 12 hours and then surface. Ten tons of ballast was put on top and it sank rapidly, the idea was after 12 hours the ballast would be released by John Day and the boat would rise to the surface. Unfortunately The boat stayed at the bottom and John Day was never seen again. Christopher Blake ran off with all the money.

From 1774 to 1900, submarines had been developed and built all around the world. England, Spain, France, Germany, US, Russia, Chile, and Peru and in that time, there was about 22 accidents with, more than a 100 deaths, and about 41 people survived.

From 1878 to 1900, John Holland, an Irishman working in the US, managed to get the US to fund him building submarines. In 1899, an investor called Isaac Price, set up the electric boat company to help build Holland Submarines, and the first recognized modern submarine was launched in 1900, which the US named USS Holland.

The UK and the US were at the forefront of development, of submarines, and, the Royal Navy built 5 Holland class under license. Submarine development of Holland class was rapid, not just in the UK, but all around the world. From 1902 to 1914, all these countries were involved with 267 known accidents and about 170 more deaths. The UK lost 8 submarines during this time, with a loss of 79 lives.

K13 when it sailed to take its final test dive, a rope got jammed in the propeller, which delayed the sailing. When they sailed, the steering wheel then failed, and they ran aground. The tide took it, which closed the gap a steamer was trying to get past it, collided with K 13, as it, tried to avoid a moored dredger. An engineer explained that before they dived, a flickering light on the boiler room was due to a fault. It was nothing to be taken seriously. On diving, a cry was heard aboard the room is flooding. K 13 sank stern first with a bow just near the surface. It was 57 hours before the survivors were rescued. And why did they flood? Because the light flickering is saying, there's something still open. They thought it was shut because it's a faulty wire.

One of UK's biggest disasters was Thetis. The submarine could not dive properly so a torpedo tube was opened when the other end was still open and water rushed in.

USS Squalus also suffered a catastrophic flooding event during diving trials, and sank in 240 feet of water. 24 sailors and 2 civilians died, leaving 32 survivors. They fired distress flares and they had phones. Another submarine, Skalpin, was the first on the scene, and they managed to get someone to speak, to the the people of the submarine. In just over 24 hours, the McCain rescue chamber arrived.

It's divided into the top and bottom, and the bottom skirt, sits on the modified hatch. You can blow the water out there, and it causes it causes a seal. You can then open



the hatch and make it step out from the submarine into the safety of the, chamber, This could take 8 or 9 people at a time.

The difference between the two is that the safety assistance was close for Squalus and not for Thetis.

K-19 was the first generation of Soviet nuclear submarines equipped with nuclear ballistic missiles, specifically the R-13 SLBM. The boat was hastily built by the Soviets in response to United States' developments in nuclear submarines as part of the arms race. Before she was launched, 10 civilian workers and a sailor died due to accidents and fires. After K-19 was commissioned, the boat had multiple breakdowns and accidents, several of which threatened to sink the submarine.

On its initial voyage on 4 July 1961, K-19 suffered a complete loss of coolant to one of its two reactors. A backup system included in the design was not installed, so the captain ordered members of the engineering crew to find a solution to avoid a nuclear meltdown. Sacrificing their own lives, the engineering crew jury-rigged a secondary coolant system and kept the reactor from a meltdown. Twenty-two crew members died during the following two years. The submarine experienced several other accidents, including two fires and a collision. The series of accidents inspired crew members to nickname the submarine "Hiroshima". It also became known as the widowmaker.

It's still happening. In 2021 but finally reported on the 4th October 2023, a Chinese submarine lost 55 crew. It hit a chain, a naval obstacle used to trap US and allied submarines, who were manoeuvring around China. They put things in there that we bumped into, if we should go. Unfortunately, one of their submarines bumped into it.

The resulting system failure took 6 hours to repair and surface, and the deaths were caused by hypoxia after the on-board oxygen supply was tainted.

A very interesting presentation with parallels to road safety including ensure you check the car before you go out and human error.

March

The March presentation was by Nicola Doubleday an Essex Cyber Prevent & Protect Officer from the Kent and Essex Serious Crime Directorate and it was called cyber safety and hygiene.

Nicola started by going through some of the jargon such as worm, trojan virus and malware. Cybercrime knows no boundaries. It's an ever moving slippery fast beast, and it just keeps rolling, and it's different forms of the same thing. So cybercrime and fraud are usually dealt with by the National Crime Agency and the National Cyber security Centre. They get their information from Action Fraud as well as a couple of other places, and then it's regionally managed. So within the eastern region, in Essex, they've got a team of 2 cyber investigators. There's an inspector, a sergeant, and a team of about 6 officers that go with the investigations.

Something you can do for yourself are threat assessments and asset audits. Threat assessment, you've got to know what's coming. So at the moment, they are looking at Meta accounts. So that's Facebook, Instagram, those kind of platforms that are run and owned by Meta, and they're having ransomware attacks. So people are saying their account's been hacked and there's a message come up going, we've got your photos.

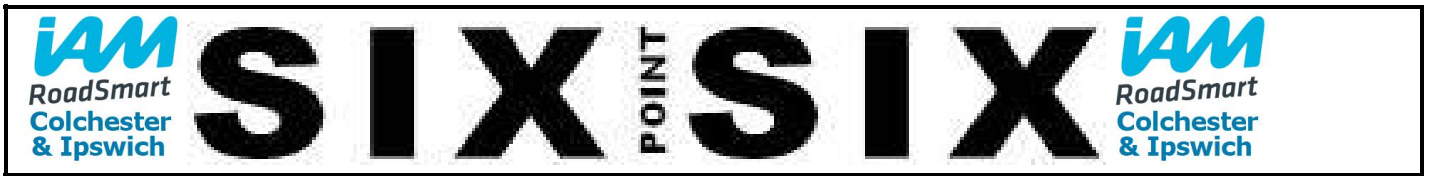
A current investigation that her colleagues are dealing with is a lady said Facebook's been hacked. She's gone and bought a new device. It's been hacked again. So she's gone and bought another new device and is now possibly on her 10th phone now, but we're trying to explain it's not the device that's been hacked. It's your platform, and it's because your account, on your platform isn't secure, and you need to go and manage the settings. People don't quite understand it. They'll very rarely go for the actual device. It's usually for the platforms, so the settings are important.

A DDoS (Distributed denial of service) attack can happen to individuals or company's. It's when your computer or server is bombarded with so many requests that it cannot cope and shuts down.

Malware is what it says, It's malicious software. Usually, it'll come in the form of an attachment. It'll be the virus, and it's there to be malicious. It's will cause havoc across your devices.

Sharing all your personal details on social media is another good way of getting problems as the information will be copied and used for situations that could affect your credit, bank account or education.

Another problem area is QR codes, many businesses use them now. The original is built into something and embedded in glass or behind glass. Someone trying to gain



your details then puts a sticker over the original so you need to check that there isn't a raised edge where the sticker is.

If you get a mobile phone, first thing you do, click your email. If you're not sure of what it contains or who it's from, go back to a proper device because when you've got a mouse, you can hover over certain things. You can right click, and it'll pull the information up, and it'll tell you. Opening the email is okay but don't click the links. If it is hello, the customer then think, what you're looking for is specifics. If they know you, they should be addressing you by your title or your name. Subjects, if you're not expecting an attachment, don't open the attachment because you never know what's in it. Go back and verify it first. some companies might send their bills by attachments.

Do not use the same password for everything. Create a password for email, separate one for bank, anything else. There's no harm in writing it down because of the complexity of them these days. But don't put it in a a ring binder with passwords written down the spine and put it on the shelf by the front door. How many passwords start with the capital letter at the front and the whole number 1.

Other things to consider. Don't use free wi-fi as someone could be logging in to it and stealing your data. Ensure that any company you give card details to is trustworthy such as Ebay or Amazon. Ensure the url includes the padlock or is HTTPS.

A very interesting and useful presentation.



EVENTS

Hi Everyone,

I hope you've found the group meetings so far this year enjoyable, interesting and informative, from Sarah & Maureen's Quiz night to Peter Biggs' talk on Submarine Disasters, and our most recent presentation by Nicola Doubleday from SCD Intelligence Essex Police on Cyber Security.

Over the coming months I have some more very good speakers and subjects lined up, plus Training Nights. I'm also arranging some extra events, including a visit to the Essex & Herts Air Ambulance Airbase Visitor Centre at North Weald. The provisional date for this is Saturday 15th June at 11.00am, and will be an exclusive tour for our group. Full details will be forwarded as soon as I receive confirmation.

There will also be an exclusive visit for our group to GridServe Braintree, please see details below.

GRIDSERVE, Braintree Electric Forecourt in Great Notley are hosting an evening for us on Monday 24th June at 7pm to 8.30pm approximately.

The team will talk a little about the company's Sun-to-wheel Ethos, bust those myths and answer any questions that you may have. The GRIDSERVE staff are keen EV drivers who drive electric vehicles in their day to day lives, some do extremely long and some just short journeys, there are staff who do not have the capability to charge at home, so we can hear from real life people and their case studies into how an EV works for them.

The forecourt team will be offering multiple test drives in the latest EVs so you can see for yourself what all the fuss is about.

Come and join in what will be a knowledgeable evening.

There is no charge for either the Air Ambulance or Gridserve events.

Our next group meeting is at Great Blakenham Village Hall on 17th April, when there will be a presentation given by Suffolk Lowland Search & Rescue. I hope to see you there.

A full list of meetings and events arranged so far can be found on the last page of the newsletter, and as usual, I will send a gentle reminder beforehand.

I'm always in need of suggestions for speakers, topics or possible places to visit, and welcome any thoughts you may have.

Group meetings will continue to be held on the third Wednesday of each month, and alternate between Marks Tey Parish Hall, Essex and Great Blakenham Village Hall, Suffolk. Don't forget you're welcome to bring guests to any of our meetings.

At our recent Committee meeting it was agreed that we'll no longer have a group meeting in the month of December, as this always falls too close to Christmas, and is not usually well attended.

We should have the new group website up and running sometime in April, and with the use of the website, Facebook, the newsletter and the monthly mailshot, we should be able to keep everyone informed and up to date with all that's happening within the group!

Thank you for your continued support. I hope to see you at some of the meetings and events over the coming months.

Best wishes,

Barry

Events Coordinator.



COUNCIL ROAD MAINTENANCE IN ENGLAND DROPS TO LOWEST POINT IN FIVE YEARS

Council road maintenance in England dropped by 45% in 2022/23 compared to five years ago resulting in 3,366 fewer miles receiving any kind of improvement work, according to RAC analysis of new government statistics.

Figures show that 764 miles of A roads were strengthened, resurfaced or preserved in 2022/23, a 37% decrease (458 miles) from 1,222 in 2017/2018. For minor roads listed as B, C, and unclassified, the numbers were 3,380 in the last financial year compared to 6,288 five years before, a drop of 46% (2,908 miles).

Worryingly, just 4% of the 17,853 miles of A roads maintained by councils in England were resurfaced or given life-extending preservation treatment in the last financial year.

Looking at specific types of road maintenance, 1,223 miles of all road types were entirely resurfaced by councils: a small 9% increase on 2021/22 but 22% fewer than six years ago. Meanwhile preservation treatments – such as surface dressing and micro surfacing used to extend the life of roads – fell to their lowest level in five years. Just 2,698 miles of roads were given preservation treatment in the last financial year, a 50% dip on the 5,345 miles treated five years ago and a 25% drop year-on-year compared to 2021/22.

Regionally, more than a third (35%) of the 158 roads authorities in the latest data failed to carry out any road surfacing while six-in-10 (61%) did no preservation maintenance work at all. And over the last 12 months, the average length of roads resurfaced for all authorities was just 17 miles and 28 miles for preservation work.

For two years running, Kent resurfaced the most miles of A roads out of all authorities: 26 miles of its 502 mile-network (5%), three miles less than the 29 it completed last year. Meanwhile, Staffordshire carried out the most amount of preservation work, treating 36 miles of its 412 miles of A roads (9%).

Moving south west, Gloucestershire topped the tables for the highest number of minor roads resurfaced by replacing 64 miles of its 3,066-mile network (just 2%), while in the East, Norfolk completed the most preservation work by treating 251 miles of 5,573 roads (4.5%).



But the highest percentage of roads were treated in the West Midlands, with Telford and Wrekin resurfacing 18% (nine miles) of its 52-mile network and Sandwell carrying out preservation treatment on 13% (seven miles) of its 54-mile network.

The analysis follows a pre-Christmas period pockmarked with road defects for RAC patrols who attended the highest number of pothole-related breakdowns in any fourth quarter since 2019.**

RAC head of policy Simon Williams said: “These figures lay bare just how little resurfacing and life-extending preservation work councils have managed to carry out in the last financial year. We suspect this means road maintenance in England has reached a new low point – a sorry state of affairs considering how car-dependent the country is.

“It’s especially concerning to see that so few miles of A roads received any form of road maintenance last year when these important routes are used by millions of drivers every day. Meanwhile, our minor roads that are essential in connecting rural areas have received barely a crumb of the pie.”

It’s not just councils bearing the cost of damaged roads – pothole repairs can also be extremely expensive for drivers. RAC garage data from December 2023 shows that for anything more serious than a puncture, drivers can expect to pay up to £460 if their car needs to go to a garage after hitting a pothole.

Simon Williams continued: “Highways authorities need to take a ‘traffic light’ approach to road maintenance. Roads in ‘green’ and ‘amber’ conditions should undergo preventative maintenance by filling potholes and carrying out the most appropriate surface dressing treatment between April and September. This will seal the roads against water and prevent cracking in the cold winter months. Roads deemed to be in ‘red’ condition need to be fully resurfaced, or strengthened, as no amount of preventative treatment will stop them from falling apart.

“With road maintenance levels taking a nose-dive, it’s no surprise the RAC’s Pothole Index has got worse recently with drivers now nearly twice as likely to suffer a pothole-related breakdown than they were in 2006. That’s why the Government’s £8.3bn cash injection over 11 years still isn’t nearly enough for a long-term fix. We believe a proportion of money raised through fuel duty should be ringfenced to give councils the certainty of additional dedicated roads maintenance funding for years to come.



“Otherwise, this serious, decades-long problem will continue, meaning more roads will literally crumble away. The longer this is left unaddressed, the bigger the eventual bill for councils.”

TESLAS CRASH MORE THAN GAS-POWERED CARS. HERE'S WHY

This is based on an American article but it is likely the same applies to the UK.

Hertz recently announced it was selling 20,000 electric cars out of its fleet, and replacing them with petrol vehicles. One reason the company gave was that drivers kept crashing the cars.

Hertz CEO Stephen Scherr noted that the costs of repairs of an electric vehicle are also much higher. And Hertz's step back from EV sales indicate a broader problem for the EV industry. Researchers at LexisNexis Risk Solutions looking at insurance data have found that, evidently, rental car drivers aren't the only ones having issues keeping EVs in one piece.

Scherr's statements echoed findings by insurance analysts at LexisNexis who found that, when vehicle owners switch from petrol-powered cars to electric cars, they tend to crash more. Drivers also tend to crash somewhat more when switching to petrol-powered vehicles, too, but the increase is more pronounced with EVs. The frequency of insurance claims rises by about 14.3% while the severity of claims, or the amount that has to be paid out, increases by 14.5%, according to the data.

The increase in incidents is highest during the first year or so after drivers get the new electric vehicle, but then tapers off after that, according to LexisNexis, presumably as people get used to driving the new model. There is much less of a problem when a driver changes from a petrol-powered vehicle to another petrol-powered one, they found.

In both cases – with Hertz and with LexisNexis – “electric vehicles” largely means Teslas. Teslas accounted for 80% of Hertz's EV fleet. Among privately owned electric vehicles, Teslas also make up the majority, given that they make up the majority of all new EVs sold in the US.

That suggests there may be something about Teslas that's causing people to crash more than other cars. But LexisNexis researchers had previously noticed similar trends in China, where there are many more EVs – including more that aren't Teslas.

In its research, LexisNexis looked at insurance claims for new electric vehicles that replaced a petrol vehicle in a household. As much as possible, the analysts tried to even out other variables such as driver age, household income, and the level of insurance.

Crashes are even more frequent in households with both a petrol and an electric model, indicating that regularly switching from one to another exacerbates the issues. And the fact that crash frequency lessens with time also suggests that unfamiliarity has something to do with it.

The Highway Loss Data Institute, a US-based organization funded by the insurance industry, has not found higher crash rates for Tesla vehicles or other EVs more broadly based on overall insurance claims. Teslas do tend to have higher claim costs, though, according to the HLDI.

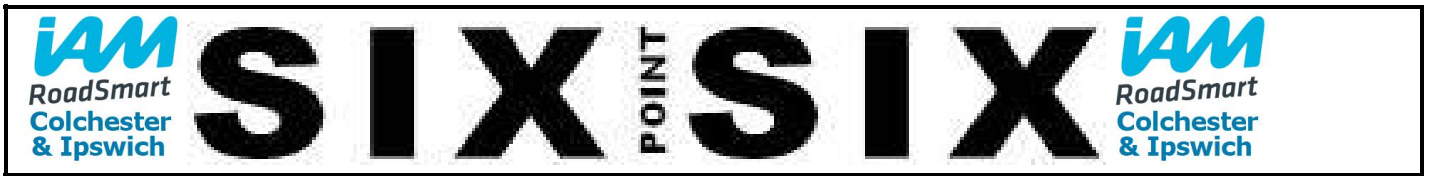
In many ways, there is little difference between driving an internal combustion-powered vehicle and an electric model like a Tesla. There is a brake pedal and an accelerator pedal and a steering wheel. But there are some key differences between driving a Tesla, as well as some other electric models, and driving petrol-powered cars.

For instance, Tesla vehicles do not have a “Start” button to turn the vehicle on and off. Instead, once the driver sits in the vehicle it is instantly on and is ready to drive. When the driver gets out, the vehicle turns itself off. Since it’s an electric vehicle, meaning there’s no engine sound or vibration, the difference between on and off can sometimes be harder to discern.

Perhaps more importantly, for insurance purposes,, electric vehicles such as Teslas tend to be fast. With their powerful electric motors, they can accelerate much more quickly than typical petrol-powered vehicles.

For instance, a Tesla Model 3 Long Range, not even a particularly performance-oriented version, can go from zero to 60 miles an hour in 4.1 seconds, according to Car and Driver. The BMW 330i, by comparison, takes more than a second longer to reach that speed. The Tesla Model 3 Performance can do it in 3.1 seconds, according to Car and Driver’s tests. That kind of quickness was, before Tesla, associated with high-performance sports cars.

In the insurance business, there is a long-established connection between horsepower and the frequency and amount of insurance claims. Fast cars hit things more often and they hit them harder, leading to more – and more severe – crashes. Added to this, EVs lack the usual engine sounds that go along with rapid acceleration and high speeds, so it’s conceivable drivers are less aware of how fast they’re going.



Besides their added speed, EVs are also heavier than petrol-powered vehicles because of their large, dense battery packs. That also leads to more damage in the vehicles the EV hits resulting in higher insurance claims.

High speeds aren't even necessarily the issue, Controlling speed is especially critical in low-speed environments, like a parking garages, with other cars and concrete posts all around. With petrol cars, starting off from a stop requires the engine to rev up a bit before the car can start moving. Not so with EVs, which respond differently to pedal pressure.

“Most drivers are trained in driving [internal combustion] vehicles and they're applying the habitual amount of pressure on the driving pedal but the behaviour is very different, particularly in low-speed zones.

Electric vehicles can also have so-called “one-pedal driving” that slows the vehicle rapidly when the driver lifts off the accelerator pedal rather than simply allowing it to coast. Getting used to using just one pedal for both starting and stopping can lead to confusion in emergency situations when a quick slam on the actual brake pedal is needed.

Most drivers probably feel comfortable driving their new EVs with much less than three years of experience.

But the research data indicates that confidence may be misplaced.

ASSOCIATE INFORMATION

The observed drive is not the only aspect of training, the training meetings are equally important and much essential information is obtained from them. Associates are reminded that attendance at these is necessary and demonstrates their commitment to the idea of advanced driving and the Colchester group.

While you are waiting to start the practical side, please read your copy of Advanced driving course logbook you'll have a good idea of what's involved. If you want to ask any questions please feel free to give either of us a call.

Would all associates taking the test please let their observer know what the test date is and let us know the result. You may think HQ Test Examiners keep us informed, but it is not part of their brief so we will not know

Our list of Observers (all are national observers)

Louisa Davenall	Chief Observer		
James Bullock	Pat Corps		Christine Shelley
Derek Pledger	Mick Chubb	Simon Cusworth	Geoffrey Kingston
Kenneth Chalmers	David Fisher	Doug Stewart	Mike Rae
Paul Knowles	John Anthistle	Martin Curtis	Alex Partner
Michael Eve	Stephen Searby	Mark Large	Mark Lambkin

CONGRATULATIONS

Sarah Burfitt passed portfolio in Jan 2024 David Fisher was her Observer

Robert Browne passed his test with a first on 14/02/2024 his Observer was Doug Stewart.

Sam Lesslie passed his portfolio on 06/01/2024 his Observer was James Bullock

Rainer Graemer passed his portfolio on 21/01/2024 his Observer was David Fisher

Nick Corke passed his portfolio with a first on 01/03/2024 his Observer was Mike Rae






Tony Coulson passed his test on 22/03/2024 his Observer was Christine Shelley






Simon Cusworth became a National observer on 15/03/2024






Brian Davies Associate co-ordinator

CONTACT DETAILS OF COLCHESTER AND IPSWICH GROUP OF ADVANCED MOTORISTS COMMITTEE

	COMMITTEE		
	<u>Mark Large</u> Chair		
	<u>Sarah Korimbocus</u> Group Secretary		
	<u>Ian Scott-thompson</u> Vice Chair		
	<u>Brian Davies</u> Associate/Observer Coordinator		
	<u>John Holmes</u> Newsletter Compiler		

	COMMITTEE		
	<u>Barry Alexander</u> Events co-ordinator		
	<u>Louisa Davenall</u> Chief Observer		
	<u>Martin Watts</u> Honorary Treasurer		
	<u>Maureen Cooling</u> Membership		
	<u>Linda Lees</u> Minutes Secretary		

	COMMITTEE		
	<u>James Bullock</u>		
	<u>Ron O'hare</u>		
	<u>Christine Shelley</u>		

FUTURE EVENTS

All evenings are for all members and associates. They are held alternately at **Marks Tey village hall Colchester (Old London road CO6 1EJ)** and **Great Blakenham village hall Mill lane, Great Blakenham IP6 0NJ** on the 3rd Wednesday each month. Details will be sent out prior to the meeting.

2024		Details are also available on our website www.cigam.org.uk
I-GB	April 17th	Suffolk Lowland Search and Rescue
C-MT	May 15th	Training Night Alex Partner - 'Putting Polish and Sparkle into a Drive'
	June 15th	Visit to Essex Air Ambulance North Weald Airfield TBC
I-GB	June 19th	Observed Drive Assessment Night tbc
	June 24th	Visit to GridServe Braintree EV Presentation & Test Drive Event 7:00 - 8:30 pm
C-MT	July 17th	AGM & Graham Feest Road Safety Consultancy (Incorporating the road safety network)
I-GB	August 21st	Training Night Derek Pledger - 'Control of Your Vehicle'
C-MT	September 18th	Simon Cusworth - 'Every Contact Leaves a Trace & the Advancements with DNA'
I-GB	October 16th	Details to be finalised
C-MT	November 20th	Training Night
I-GB	December 18th	No meeting
		2025
I-GB	January	Year end Quiz

Time 7:30 pm for an 8:00 pm start. Refreshments are available.
Parking - Free at both locations