

John Haynes AFNI, FRINA

John is an Associate Fellow of The Nautical Institute, Fellow of RINA, Commercial Yachtmaster Ocean and Advanced Powerboat Instructor. Subject matter expertise includes 30 years professional sector training, consultancy and strategic product development. He delivers specialist RS & WBV (Repeated Shock & Whole Body Vibration) training courses. He has worked with over 100 organisations including commercial operators, military, SAR, police, designers, OEM equipment manufacturers and boat builders. He has written technical papers for international publications on future requirements and next generation technology, with main focus on the professional sub IMO / sub 24m sector. He has chaired and organised a broad range of maritime conferences and workshops. At Seawork 2016 he was voted Maritime Professional of the Year.

A Holistic Approach to Shock Mitigation On Pilot Cutters

RS & WBV (Repeated Shock & Whole Body Vibration) can be damaging to boat crews and their passengers, including Pilots. The definition of shock mitigation is, 'to make a violent collision or impact less intense'. A shock mitigation strategy is essential for all pilot cutters and planing workboats that undertake open sea transits or operate in rough water. This includes rivers and estuaries with wind against tide conditions which form short, steep waves. In recent years, focus has mainly been on developing mechanical suspension seats to reduce the effects of vertical accelerations. Other areas requiring attention include fore-aft, lateral and vector forces, plus improving seat cushion performance and comfort for lower speed vessels. When taking a holistic approach to reducing injury, operators also need to consider lessons learned from success in other sectors including coxswain training, managing time and speed expectations for different vessels, passage planning taking into account local and variable conditions.