## COURSE OVERVIEW OE0124

# Emergency/Distress Communications & Man Overboard Procedures

**Course Title**

Emergency/Distress Communications & Man Overboard Procedures


**Course Date/Venue**

Session 1: June 28-July 02, 2026/Meeting Plus 9, City Centre Rotana Doha Hotel, Doha, Qatar

Session 2: November 29-December 03, 2026/Meeting Plus 9, City Centre Rotana Doha Hotel, Doha, Qatar

**Course Reference**

OE0124

**Course Duration/Credits**

Five days/3.0 CEUs/30 PDHs

**Course Description**

***This practical and highly-interactive course includes real-life case studies and exercises where participants will be engaged in a series of interactive small groups and class workshops.***

This course is designed to provide participants with a detailed and up-to-date overview of emergency/distress communications and man overboard procedures. It covers the MOB boat and basic concepts of good seamanship; the steer compass and the communication equipment on board; the state of maintenance and readiness of the MOB boat; the radio distress procedure and types of distress alert; the proper recovery and transporting of a victim from the water; the action to be taken during man overboard situation; and the types of lifeboat and lifeboat release mechanism.

During this interactive course, participants will learn to take command in all situations that arise concerning the rescue of persons who have fallen overboard; search pattern with navigational aids; apply SOLAS and LSA code requirements; recognize the different types of pyrotechnics and non-pyrotechnic used on ships; classify marine distress signals under two sections; and identify the different types of alarms on ships and the different types of manoeuvres of a vessel.

## Course Objectives

Upon the successful completion of this course, each participant will be able to:-

- Apply systematic techniques on emergency/distress communications and man overboard procedures
- Train the delegate in the theory and practice of determining the state of readiness, communication, launching, taking on board and handling of the MOB boats in use by the company and the performance of rescue operations with these boats
- Define MOB boat and discuss the basic concepts of good seamanship
- Recognize how to determine a course and steer compass as well as operate the communication equipment on board
- Check the state of maintenance and readiness of the MOB boat
- Illustrate scenarios, communications, signals used and right decision in each scenario
- Apply radio distress procedure and identify the types of distress alert
- Employ proper recovery and transport of a victim from the water
- Describe man overboard situation on ship, ways to tackle it and what action to be taken during man overboard situation
- Recognize the types of lifeboat and lifeboat release mechanism as well as execute all procedures associated with launching, communication, recovery and MOB rescue operations
- Take command in all situations that arise concerning the rescue of persons who have fallen overboard
- Search pattern with navigational aids including compass, PLB, homing device & GPS equipment
- Apply SOLAS and LSA code requirements for lifeboat and identify the requirements regarding pyrotechnics by SOLAS
- Recognize the different types of pyrotechnics available onboard ships and the different types of non-pyrotechnic marine distress signals used on ships
- Classify marine distress signals under two sections
- Identify the different types of alarms on ships and guide to tackle emergency situations on board ships
- List the different types of manoeuvres of a vessel and discuss the operational readiness, maintenance and inspection of lifesaving equipment

## Exclusive Smart Training Kit - H-STK®


*Participants of this course will receive the exclusive "Haward Smart Training Kit" (**H-STK®**). The **H-STK®** consists of a comprehensive set of technical content which includes **electronic version** of the course materials conveniently saved in a **Tablet PC**.*

## Who Should Attend

This course provides an overview of all significant aspects and considerations of emergency/distress communications and man overboard procedures for marine crew and personnel who are working offshore or in the maritime world in using a man over board boat (MOB-boat) as the mean of rescue.

## Course Certificate(s)

Internationally recognized certificates will be issued to all participants of the course who completed a minimum of 80% of the total tuition hours.

## Certificate Accreditations

Certificates are accredited by the following international accreditation organizations: -

- British Accreditation Council (BAC)

  Haward Technology is accredited by the **British Accreditation Council** for **Independent Further and Higher Education** as an **International Centre**. BAC is the British accrediting body responsible for setting standards within independent further and higher education sector in the UK and overseas. As a BAC-accredited international centre, Haward Technology meets all of the international higher education criteria and standards set by BAC.

- The International Accreditors for Continuing Education and Training (IACET - USA)

  Haward Technology is an Authorized Training Provider by the International Accreditors for Continuing Education and Training (IACET), 2201 Cooperative Way, Suite 600, Herndon, VA 20171, USA. In obtaining this authority, Haward Technology has demonstrated that it complies with the **ANSI/IACET 2018-1 Standard** which is widely recognized as the standard of good practice internationally. As a result of our Authorized Provider membership status, Haward Technology is authorized to offer IACET CEUs for its programs that qualify under the **ANSI/IACET 2018-1 Standard**.

  Haward Technology's courses meet the professional certification and continuing education requirements for participants seeking **Continuing Education Units** (CEUs) in accordance with the rules & regulations of the International Accreditors for Continuing Education & Training (IACET). IACET is an international authority that evaluates programs according to strict, research-based criteria and guidelines. The CEU is an internationally accepted uniform unit of measurement in qualified courses of continuing education.

  Haward Technology Middle East will award **3.0 CEUs** (Continuing Education Units) or **30 PDHs** (Professional Development Hours) for participants who completed the total tuition hours of this program. One CEU is equivalent to ten Professional Development Hours (PDHs) or ten contact hours of the participation in and completion of Haward Technology programs. A permanent record of a participant's involvement and awarding of CEU will be maintained by Haward Technology. Haward Technology will provide a copy of the participant's CEU and PDH Transcript of Records upon request.

## Course Instructor(s)

This course will be conducted by the following instructor(s). However, we have the right to change the course instructor(s) prior to the course date and inform participants accordingly:

**Mr. Dino Glavina**, MSc, is a **Senior Master Marine Engineer** with over **20 years** of extensive within the **Oil & Gas** and **Marine** industries. His expertise widely covers in the areas of **Offshore Marine** Operations, **Offshore Safety**, **Marine Environment Protection**, **Offshore Maintenance** Management, **Navigation**, **Ship** Operation & Control, **Cargo Handling Storage**, **Deck & Equipment** Maintenance, Global Maritime Distress and Safety System (**GMDSS**), Electronic Chart Display and Information System (**ECDIS**), **Vessel Audit & Inspection**, **Ballast Control** Operation, **Barge** Supervision**, Class & Statutory Surveys**, **Dry Docks** Overhauling & Major Repairs Planning, **Marine Units** Inspection & Assessment, **Mooring & Towing**, **Radio Operations**, **Automatic Radar Plotting Aid** Management, **Tanker Familiarization**, **Security** Awareness, **Seafarer** Designated Security, **Dynamic Positioning**, **Survival Craft & Rescue Boat Operations**, Further Offshore Emergency Training (**FOET**), Helicopter Underwater Escape Training (**HUET**), **Bridge Team** Management and **Bridge Resource** Management.

Mr. Glavina has gained his practical and field experience through his various significant positions and dedication as the **Marine & HSE Superintendent**, **Platform Manager**, **Barge Master**, **Captain**, **Towing Master**, **Unlimited Master License**, **Mooring Master**, **Offshore Marine Instructor**, Officer of the Watch (**OOW**) and **Senior Instructor/Trainer** from various companies such as the RST Global Solutions, African Offshore Services Ltd. and Oil Tanker & LNG Vessels.

Mr. Glavina has a **Master's** degree in **Maritime Engineering** (**Nautical Science & Maritime Safety**) from the **University of Rijeka**, **Croatia**. Further, he is a **Certified Instructor/Trainer** and holds a **Master of a Ship of 3000 GT Certificate** from the Standards of Training, Certification, and Watchkeeping **(STCW)** for **Seafarers**. He has delivered various trainings, seminars, conferences, workshops and courses globally.

## Training Methodology

All our Courses are including **Hands-on Practical Sessions** using equipment, State-of-the-Art Simulators, Drawings, Case Studies, Videos and Exercises. The courses include the following training methodologies as a percentage of the total tuition hours:-

30% Lectures
20% Practical Workshops & Work Presentations
30% Hands-on Practical Exercises & Case Studies
20% Simulators (Hardware & Software) & Videos

In an unlikely event, the course instructor may modify the above training methodology before or during the course for technical reasons.

## Course Fee

**US$ 8,500** per Delegate. This rate includes H-STK® (Haward Smart Training Kit), buffet lunch, coffee/tea on arrival, morning & afternoon of each day.

## Accommodation

Accommodation is not included in the course fees. However, any accommodation required can be arranged at the time of booking.

## Course Program

The following program is planned for this course. However, the course instructor(s) may modify this program before or during the course for technical reasons with no prior notice to participants. Nevertheless, the course objectives will always be met:

***Day 1***

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|---|---|
| *0730 – 0800* | *Registration & Coffee* |
| *0800 – 0815* | *Welcome & Introduction* |
| *0815 – 0830* | ***PRE-TEST*** |
| *0830 - 0930* | ***What is a MOB Boat?*** |
| *0930 – 0945* | *Break* |
| *0945 – 1130* | ***Basic Concepts of Good Seamanship*** |
| *1130 - 1230* | ***How to Determine a Course & Steer Compass*** |
| *1230 - 1245* | *Break* |
| *1245 – 1330* | ***Operate the Communication Equipment on Board the MOB Boat*** |
| *1330 - 1420* | ***Check the State of Maintenance & Readiness of the MOB Boat*** |
| *1420 – 1430* | ***Recap*** |
| *1430* | *Lunch & End of Day One* |

***Day 2***

| | |
|---|---|
| *0730 - 0930* | ***Scenarios, (Distress, Urgency, Safety) Communications*** |
| *0930 – 0945* | *Break* |
| *0945 – 1030* | ***Signals Used & How will be the Right Decision in Each Scenario*** |
| *1030 - 1230* | ***Radio Distress Procedure*** |
| *1230 - 1245* | *Break* |
| *1245 – 1330* | ***Types of Distress Alert*** |
| *1330 - 1420* | ***Recovery & Transport of a Victim from the Water*** |
| *1420 – 1430* | ***Recap*** |
| *1430* | *Lunch & End of Day Two* |

***Day 3***

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|---|---|
| *0730 - 0930* | ***Man Overboard Situation on Ship & Ways to Tackle it & What Action to be Taken during Man Overboard Situation*** |
| *0930 – 0945* | *Break* |
| *0945 – 1030* | ***Types of Lifeboat & Lifeboat Release Mechanism*** |
| *1030 - 1230* | ***The Execution of all Procedures Associated with Launching, Communication, Recovery & MOB Rescue Operations*** |
| *1230 - 1245* | *Break* |
| *1245 – 1330* | ***Take Command in All Situations that Arise Concerning the Rescue of Persons Who have Fallen Overboard*** |
| *1330 - 1420* | ***Search Pattern with Navigational Aids e.g Compass, PLB, Homing Device & GPS Equipment*** |
| *1420 – 1430* | ***Recap*** |
| *1430* | *Lunch & End of Day Three* |

***Day 4***

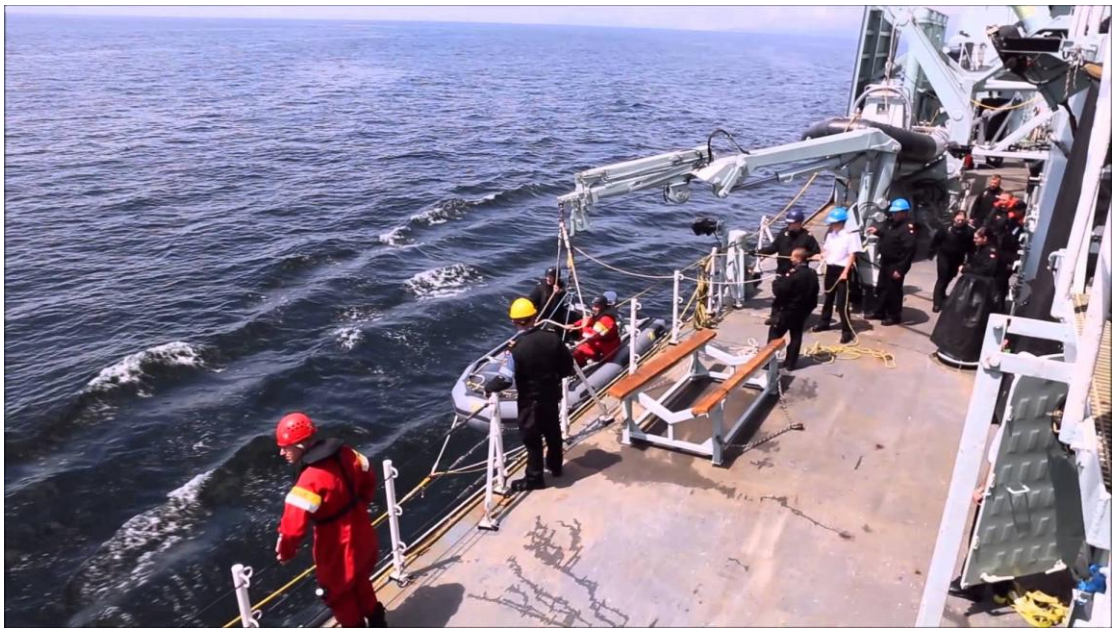
| | |
|---|---|
| *0730 - 0930* | ***SOLAS & LSA Code Requirements for Lifeboat*** |
| *0930 – 0945* | *Break* |
| *0945 – 1030* | ***Requirements Regarding PyroTechnics by Solas*** |
| *1030 - 1230* | ***Different Types PyroTechnics Available Onboard Ships*** |
| *1230 - 1245* | *Break* |
| *1245 – 1330* | ***Different Types of Non-PyroTechnic Marine Distress Signals Used on Ships*** |
| *1330 - 1420* | ***Classify the Marine Distress Signals Under Two Sections*** |
| *1420 – 1430* | ***Recap*** |
| *1430* | *Lunch & End of Day Four* |

***Day 5***

| | |
|---|---|
| *0730 – 0830* | ***Different Types of Alarms on Ships*** |
| *0830 – 0930* | ***Guide to Tackle Emergency Situations on Board Ships*** |
| *0930 – 0945* | *Break* |
| *0945 - 1030* | ***Understanding Different Types of Manoeuvres of a Vessel*** |
| *1030 - 1230* | ***Operational Readiness, Maintenance & Inspection of Lifesaving Equipment*** |
| *1230 – 1245* | *Break* |
| *1245 - 1345* | ***Wrap-up on the Theory & Practice of Determining the State of Readiness, Communication, Launching, Taking on Board & Handling of the MOB Boats in Use by the Company & the Performance of Rescue Operations with these Boats*** |
| *1345 – 1400* | ***Course Conclusion*** |
| *1400 – 1415* | ***POST-TEST*** |
| *1415 – 1430* | *Presentation of Course Certificates* |
| *1430* | *Lunch & End of Course* |

## Practical Sessions

This practical and highly-interactive course includes real-life case studies and exercises:-



## Course Coordinator

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