

**Joe Farrell is Resolved to**

# Leave the World a Better Place

By **Greg Trauthwein**

For a man who has honed his craft deep underwater, Joseph Farrell, Jr., founder and president of Resolve Marine, gives plenty of credit to the heavens above. Anyone working in, around and under the water has had their fair share of close calls, and Farrell is no exception. Make no mistake, Farrell does not take unnecessary risks, ensuring his workers are trained thoroughly and his jobs planned meticulously.

“When you go out there, there is no ‘cowboy’ ... you have to know exactly what you have and how you are going to handle it,” Farrell said. He takes pride in the fact that his company has never lost a worker on the job since its inception in 1980. However, even the best-laid plans sometimes go awry, and Farrell credits a higher authority and his deep faith in the fact that he has survived and prospered in the business of maritime salvage and recovery. Ultimately, he created and to this day runs his company with the simple philosophy to “Leave the world a better place.”

But the potential dangers lurking in every recovery effort often pale in comparison to the day-to-day business challenges of keeping afloat a company that is financially dependent on the unpredictable

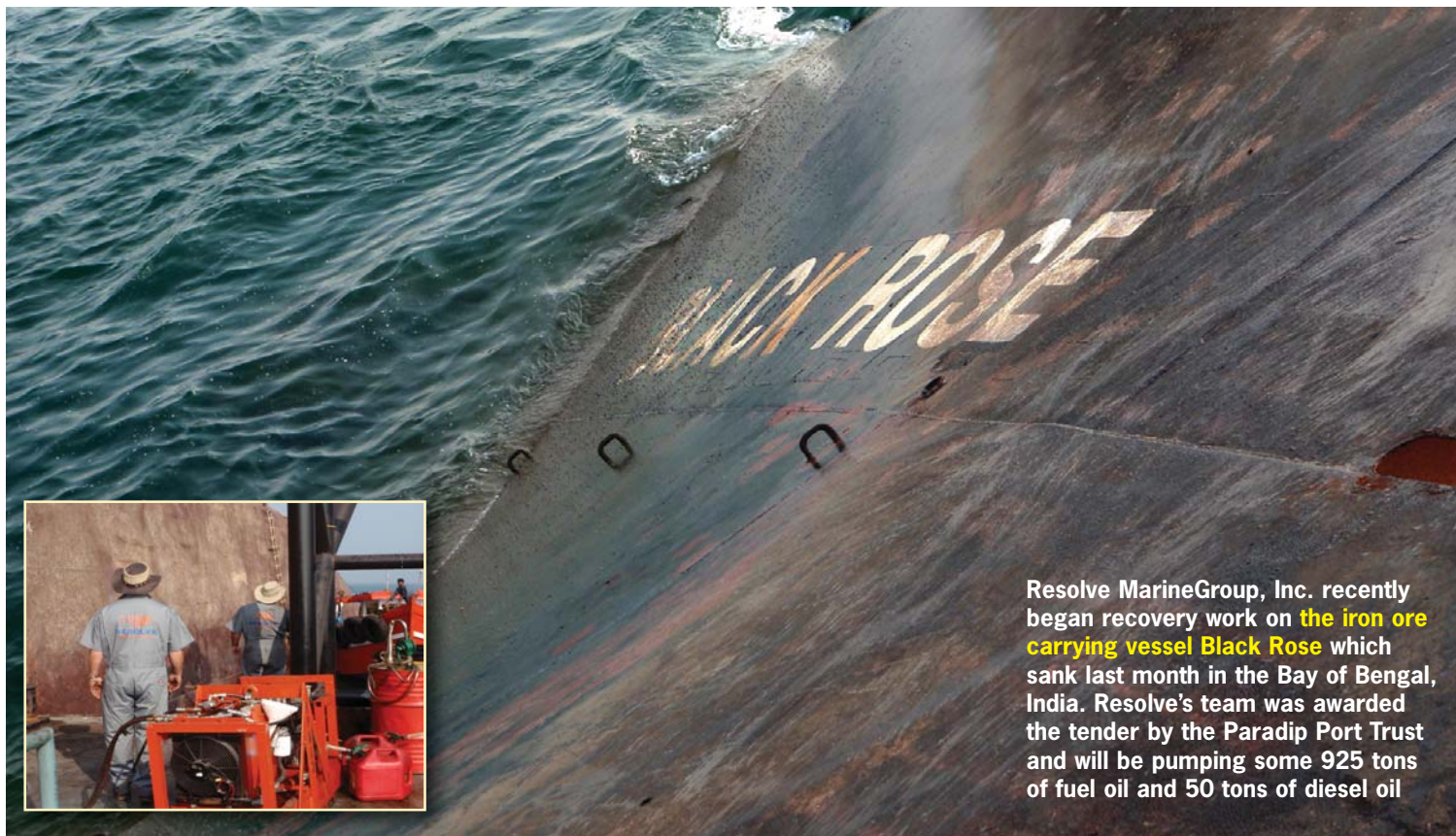
nature of accidents and recovery. To this end, Farrell and his team are embarked on a rebranding mission that repositions Resolve Marine for growth today and tomorrow, with a focus on three core areas of business:

- Resolve Salvage and Firefighting Response
- Resolve Maritime Training Academy, and
- Resolve Marine Services

“We sort of outgrew our roots,” said Farrell, during a recent interview in his Ft. Lauderdale office. “It is not enough to sustain an entire company (on the marine salvage business alone in America) and we were solely focused on the U.S. Most other (salvage companies) are not diversified, they’re just waiting for another accident to happen.”

The rebranding is far more than skin deep – designed foremost to ensure the company’s viability in good times and bad – with the repositioning of the three brands under their new corporate identities. In the new order, for example, Resolve Salvage and Firefighting Training will not only maintain its position as a salvage company offering FiFi training, but it expands its focus worldwide.

The firefighting training portion of the Resolve program holds special meaning for Farrell, as he views it as not only a static training

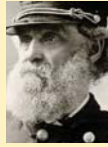


Resolve MarineGroup, Inc. recently began recovery work on the **iron ore carrying vessel Black Rose** which sank last month in the Bay of Bengal, India. Resolve’s team was awarded the tender by the Paradip Port Trust and will be pumping some 925 tons of fuel oil and 50 tons of diesel oil

and education location, but a real contribution to the health and well being of the people put in demanding situations. The DNV-approved training facility is physically located within the confines of Port Everglades, Florida and is a popular educational stop for the local cruise industry, the port as well as Resolve's own employees. In addition, the company sends out 'strike teams' to work onboard new cruise ships to train crews globally. Since its inception, the school has trained more than 16,000 mariners. The Joshua James Response Center at the school is Farrell's salute to the United States Coast Guard, as Captain Joshua James, who served for nearly 60 years patrolling the shores of Hull, participated in his first rescue at age 15, and is credited with saving more than 600 people and is touted as the world's most celebrated lifesaver, according to his biography on [www.uscg.mil](http://www.uscg.mil).

Even bigger plans are in store for the Resolve Maritime Academy,

**The Joshua James Response Center is the center of Resolve's fire-fighting training facility. Captain Joshua James, who served for nearly 60 years patrolling the shores of Hull, participated in his first rescue at age 15, and is credited with saving more than 600 people and is touted as the world's most celebrated lifesaver, according to his biography on [www.uscg.mil](http://www.uscg.mil).** (Photo: [www.uscg.mil](http://www.uscg.mil))



as the company is currently scouting a new locale in Ft. Lauderdale – a space of at least 7,000 sq. ft. – that will house its training institution, as well as its planned new maritime cruise and vessel bridge simulators, in addition to hotel facilities for the crew.

#### **New Challenges**

While time will tell how Farrell and company handle the challenges of repositioning the company for future growth, adversity is certainly no stranger to Farrell, or for that matter, most any salvor. In a business where no two jobs look the same and solutions are often fluid

and evolving with the job; and where the situation and the salvage company are often under the harsh glare of the media microscope, the global salvage industry has faced its fair share of challenges. Farrell views the Valdes accident, and specifically the hands-on role the U.S. government took with casualties after the Valdes accident,

## **Insights from Joe Farrell, Jr. the founder and president of Resolve Marine**

### **What have been the greatest technical innovations that have affected your business?**

The simple things, like handheld depth finders as big as a flashlight. Also, the fact that there are far more aircraft today to move equipment around much more quickly and efficiently. Finally, the working relationship between the government and the salvage industry is much better today than it ever was.

### **What makes Resolve Marine unique in the marine salvage space?**

Several things. First, we design and build much of our own equipment. For example, over there is the Augmented Reality Trainer (ART) Unit. It looks like a standard truck container, but really a high-tech mobile unit above to simulate fire or an environmental spill. ART represents a fundamental change in the nature of training for firefighters and first responders, permitting realistic training to be conducted where emergencies actually happen. We also are unique in that we offer a DNV-Approved firefighting training program for our own use, as well as to provide training for the marine industry. Located in the Port of Ft. Lauderdale, it is a popular educational facility for the local cruise industry, as well as port employees.

### **How did you get into the salvage business?**

I really got into the business backward. In the late 1970s, I was a chief engineer on an ocean tug, and I arranged to use it to conduct a salvage operation off of St. Maarten. I used the proceeds from the second salvage job to buy that boat. Our initial efforts were in the upper Caribbean islands, where Resolve tackled scores of challenging salvage and wreck removal operations.

### **How did you come to name the company Resolve Marine?**

It was simple really. In 1980 (when the company was formed), I sat down and thought about what I wanted to do in life, and I RESOLVED to do it.





**ABOVE:** Resolve Marine is unique in that it is a salvage company with its own DNV-approved firefighting training school, a popular educational stop for the local cruise industry, the port and Resolve's own employees. In addition, the company sends out 'strike teams' to work onboard new cruise ships to train crews globally. Since its inception, the school has trained more than 16,000 mariners.

**BELOW:** Joe Farrell helping to resuce one of his salvage techs who was struck by a falling object.



as one of the watershed events in his career. According to Farrell, when the government got hands-on with casualties, it immediately and radically changed the role of the salvor, as both the quantity and rigor of rules and regulations rose sharply, and in addition there were now many more opinions to consider.

The event was pivotal, and Farrell weighed the pros and cons of staying in the business for the long haul. "When the government got involved – and believe me, it is for the benefit now – it was a major stumbling block from a procedural standpoint," he said.

But the decision was made to stay, and stay and prosper Farrell and Resolve Marine did. He specifically sought to add new hires to the staff that were onboard the Resolve team to specifically ensure that the company kept in abreast of and in compliance with evolving government rules and regulations, and today the company sits as a leader in salvage and training technology and technique.

The enactment of OPA-90 also made it clear to Farrell that responders to oil tanker casualty response may be confronted with fighting a shipboard fire, and this led directly to the company's creation of in-house firefighting strike teams and its ubiquitous firefighting education and training center.

#### **Fuel Removal from Capsized Vessel**

Salvage crews from Resolve MarineGroup, Inc. have begun recovery work this week on the iron ore carrying vessel Black Rose which sank last month in the Bay of Bengal, India. Resolve's team was awarded the tender by the Paradip Port Trust and will be pumping some 925 tons of fuel oil and 50 tons of diesel oil, as reported by officials, from the stricken ship which sank with the loss of one life 5km off the Paradip coastline on September 9, 2009.

The accident spot is close to the Gahirmatha marine sanctuary, one of the world's few remaining nesting sites for the endangered Olive Ridley sea turtles. The Mongolian flagged vessel was carrying about 25,000 tons of iron ore fines as well as 975 tons of fuel oil and diesel oil, which is believed to be secure within a double bottom tank. Resolve has dispatched a team of seven personnel to complete the task and will utilize local dive resources when possible. The team arrived last week and is already well underway as of this week. This team consists of a select group of salvage masters, engineers, and commercial divers who were chosen for their familiarity with this environmentally delicate project. Furthermore, due to the environmentally sensitive nature of this project, the proximity to the nature preserve, and the highly flammable contents being removed, Resolve is doing everything in its power to assure that proper precautions are taken. The most environmentally friendly & proven techniques are being utilized and the pollutants will be removed in the most expeditious timeframe possible. Resolve anticipates that the project will last approximately four to six weeks barring any unforeseen setbacks. Resolve's project scope entails the removal of the fuel oil and diesel oil from the vessels tanks only. The capsized condition of the vessel and the remaining 25,000 tons of iron ore prevent the vessel from being refloated and will be treated as a wreck removal. The wreck removal will be a separate project that Resolve hopes to be tasked with given their familiarity with this project thus far.

## **Resolve Marine Timeline**

### **1980**

Company formed by Joseph E. Farrell Jr., focusing initial efforts on the upper Caribbean Islands.

### **1988**

Hired to consecutively refloat four deep-draft vessels which were driven aground by a hurricane.

### **Early 90's to present**

Expanded client base by providing emergency response services to oil and chemical tankers regulated under OPA-90.

### **1994-2009**

Resolve Fire & Hazard Response, Inc. was created to operate a shipboard firefighting training facility in the heart of Port Everglades

### **June 2002**

LSD SPIEGEL GROVE -Key Largo, FL; Artificial Reefing - Ex US Navy vessel capsized while being sunk for an artificial reef off Key Largo, Florida. RESOLVE mobilized salvage team, salvage vessel and equipment. By inducing 2,500 tons of air into the port side of the vessel, attaching 500 tons of airlift bags and by using 2 tugs RESOLVE was able to successfully sink the vessel onto her starboard side.

### **May 2006**

Corpus Christi, Texas; Reefing - an 890' decommissioned US Navy Essex Class aircraft carrier. RESOLVE along with a partner company, accomplished the complete remediation of the vessel using a staff of over 150 personnel. Work included accessing and cleaning over 500 tanks and the removal of a large quantity and variety of hazardous materials including lead paint, PCB's asbestos, etc. The RESOLVE team towed the carrier to Pensacola, Florida where final preparations were made by RESOLVE to sink the vessel off of Pensacola. Ex-Oriskany became an artificial reef on May 17, 2006.

### **2009**

Resolve rebrands, repositions for the future, focused on three major areas: Resolve Salvage and Firefighting Response; Resolve Maritime Training Academy; and Resolve Marine Services.

**Resolve Marine Group**  
[www.resolvemarine.com](http://www.resolvemarine.com)

**Resolve Salvage & Fire**  
[www.resolve SalvAGE.com](http://www.resolve SalvAGE.com)

**Resolve Marine Services**  
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