







**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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**Resolve Maritime Academy**  
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