

sheerleg in the aft and a salvage vessel in the fore end. The main purpose of the two salvage vessels actually was to control the raising of the ship from the bottom to the surface. The work started on the 15th May, and on the 4th July the ship had been brought to the surface, and was subsequently towed to a sheltered bay, where the engine room and forepeak tank were pumped out. During the towage of "MARTIN S." from Greenland to Copenhagen the polystyrene balls remained in the ship, and consequently it was unnecessary to patch the big crack in the fore-ship, which had caused the wreck.

Among the advantages of the polystyrene method is the fact that after the raising it is unnecessary to tighten the ship completely for the towing. "MARTIN S." was kept afloat mainly by means of the buoyancy of the polystyrene balls during the towage to Copenhagen.

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