



British passenger steamer *Arcadia* moored at "Overseas Bridge". In the foreground elevated electric railway station "Baumwall" as well as small port launches and tug-boats.



View from port of St. Michael's Church, one of Hamburg's landmarks.

Hamburg Rebuilds

Badly damaged during the war, the city's reconstruction program is restoring it to its former importance as a world port.

Prime bombing target during World War II was the city of Hamburg with its extremely important port facilities. From constant pounding, both the city and harbor were reduced to shambles. Extent of the destruction is revealed by the fact that in 1945 the port was reduced to about 20% of its 1939 capacity with damage amounting to almost £50,000,000. Roughly 90% of the harbor's sheds, 79% of the cranes, 67% of the warehouses and 68% of the dockside railways were leveled. In the waters of the harbor, 3,000 wrecks closed it to most traffic as surely as if a sea wall had been built across the entrance. If this were not enough, damage to the city itself was extensive. About 288,000 homes (more than 50%) were destroyed. Industries were put out of commission and public buildings were either completely wrecked

or badly scarred. This was Hamburg's condition at the war's end. A smoldering ruin of twisted, broken steel and useless hulks.

An outsider viewing the port at the end of 1945 would never have believed that it could be restored. But industrious, hard working Hamburgites refused to resign themselves to thoughts of the job being insurmountable. They rolled up their collective sleeves and went to work. Today the city is a vastly different place. Once more Hamburg is an important world port.

In 1955 Hamburg was busy. For the first time since the war, cargo through the port exceeded the top pre-war year of 1936. A study of this 1955 business reveals 23,000,000 tons handled, about 1,000,000 more than the previous high, representing goods of virtually all types.



Scene in Hamburg's South-West-Port.

During 1955, ships from 41 countries called, as against 27 during the previous banner year. Now there are 206 regular services compared with 185 in 1936. And foreign departures of 212 showed a considerable increase over the previous high year's 150. Almost all the countries on both sides of the "Iron Curtain" were represented, for geographically, Hamburg is in an ideal location and has the facilities to service them all. It is even expected that when commerce between the east and west increases, this port will capture a larger and larger share.

The job of bringing Hamburg back to its present importance has been a staggering one. The city had to start with practically nothing and then build, build, build. It is a tribute to the city fathers' planning that with roughly 60% of the pre-war port facilities now available, traffic is greater than ever before. At present, quayside sheds cover approximately 5,000,000 sq. ft., or about 66% of their former area; warehouses provide some 4,000,000 sq. ft., or 52% of the former total; roughly 58% of the cranes (889) are now in service and 280 miles or almost 100% of harbor-side railways have been repaired. Obviously the

