KEY INDUSTRIES in Land Bremen are showing remarkable economic recovery in spite of the lack of raw materials, shortage of labor, and uncertainty of power supply. A study of Bremen’s nine foremost industrial plants reveals that their output increased 85 percent during the last year.

These nine plants had produced RM 216 million worth of goods and services in 1936. During the first 12 months following the end of hostilities their production dropped to a low of RM 34 million, but during the period between 1 October 1946 and 30 September 1947, it rose to RM 63 million.

It is interesting to observe the pattern of their renewed activity. In almost every instance, although the firm’s prewar lines are still being manufactured, something new has been added.

The Francke Werke A.G. is producing equipment for public utility plants such as gas, electricity, and water works, and items like oil storage tanks, fuel pumps, and oxygen. While its present public utility output is less than before the war, its manufacture of oxygen is considerably larger. Because of the great need for oxygen in industrial establishments and hospitals, and the availability of raw material, the company’s plant is working on a 24-hour schedule to produce oxygen at an annual rate of 305,000 cubic meters.

Prior to World War II the Francke Werke exported almost 70 percent of its total output. The firm built public utility plants for cities in Germany and many other European countries, and vegetable oil producing plants for India. Although the company is unable at present to resume its export trade on a large scale, it has received many inquiries from abroad concerning possible future deliveries.

The Francke Werke is participating in the bizonal locomotive repair program, since its repair shops are suitable for making complete general overhauls. It is contributing to the restoration of the Bremen port facilities, having repaired 60 three-ton cranes on Bremen’s docks. The firm has developed a self-propelled peat digger, which has been utilized to increase the production of peat, a substitute for coal, on the moors around the Bremen Enclave.

ONE OF THE best known German tobacco manufacturing enterprises, the Martin Brinkmann company, is situated in Bremen. During the war 50 percent of its production...
facilities were damaged in air raids. By employing an aggressive program the company has been able to repair 90 percent of its damaged buildings.

On the basis of its raw tobacco allocation the Brinkmann Company manufactured 300 million cigarettes and 500,000 kilograms of tobacco during the past 12 months. This represents only 10 percent of its total capacity. The critical tobacco shortage is the company's greatest concern. By March 1948 all of the 1946 crop will have been exhausted. The bulk of the 1947 harvest will not be available until the autumn of 1948. But by an accelerated process of fermentation, it may be possible to use a part of the early 1947 crop as a stop-gap measure.

Among its better known brands there are "Lux" and "Basra" cigarettes, "Brinkmann's Auslese" and the "Cavalla" tobacco mixtures. The "Lux" is considered one of the best German-made cigarettes on the market today. It is made only from foreign tobacco, including 25-percent Virginia, which is obtained from a prewar reserve stock. The "Basra" contains a mixture of Italian, Hungarian, and German tobacco. The occupation has had a great effect on the appearance of the cigarettes packages, and in place of the prewar cardboard boxes, cigarettes are sold in American-type packages containing 20 cigarettes.

The Bremer Wollkämmereri is the largest wool scouring and combing plant in Germany. Out of 1,700 combing machines in the Bizonal Area, 1,200 are in the Wollkämmereri. This is the key wool processing plant of the western zones, supplying 70 to 80 percent of the total requirements. Its present capacity is limited by the labor shortage, and the need for auxiliary material such as tampico fibers, sisal, manila hemp, jute, and olive oil. Twenty-five percent of the current output is consumed by a special wool processing program for the United Kingdom. The remaining production is used to meet indigenous clothing requirements and industrial needs like felting and driving belts. An important by-product of wool-processing is lanolin, which is removed from the raw wool and sold to cosmetic and pharmaceutical factories.

Since the Wollkämmereri is located on the Weser River, freighters loaded with raw wool dock alongside the factory. A conveyor system transports the wool directly into the warehouses.

**FIRM UNIQUE in Germany is Schlotterhose and Company in the fishing center of Bremerhaven. It concentrates on the manufacture of all kinds of machinery required for the utilization of fish waste. It produces fish meal processing appliances, fish oil cooking plants, sterilization machinery, whaling ovens, and cod-liver oil plants. The latter plants are either built for use in factories on land, or for assembly aboard ships.**

Lately the company has branched out by producing presses used in the manufacture of insulin. A postwar novelty is the adoption of the firm's fish meal machinery by the spice industry for the production of bouillon cubes with a fish meal base.

In peacetime, 80 to 90 percent of the company's capacity was taken up by export orders. Practically all nations with fishing fleets purchased this specialized type of machinery from Schlotterhose and Company. With the receipt of orders from the United Kingdom and Scandinavian countries, its export trade is slowly reviving.

The Atlas Werke, 65 percent of whose physical assets were destroyed during the war, is engaged in several fields of industrial production. Its main components are the mechanical engineering department, a shipbuilding yard, a metal foundry, and an electro-mechanical plant. In spite of the lack of material and labor difficulties this enterprise has produced almost RM 5 million worth of machinery and repair work during the past 12 months. This compares favorably with RM 7 to 10 million worth of business during a good peacetime year. Before the war the company specialized in building small freighters, and expects to carry on again. 
when material and labor becomes more plentiful.

The Atlas Werke was the original supplier of all the auxiliary machinery for the steamships "Bremen" and the "Europa." Recently an order was received from France for new propellers for the liner "Liberté," formerly the "Europa." The fishing industry depends very heavily on this company for all types of machinery. Currently, trawlers are being equipped with the "Eclotol," a depth-sounding device used to locate schools of fish. It is producing all kinds of winches for the handling of fishing nets. One department produces pumps used aboard ship and in food-processing industries. At present the coal mines are the biggest customers for water pumps.

Atlas' electro-mechanical department is a postwar development, whose energy is directed to the production of electro-medical devices such as shock apparatus, cardiographs, and hearing aids. Originally the company became interested in this particular field through experiments with depth-sounding devices for ocean-going vessels. The management is anxious to expand its new electro-medical division.

The Bremer Tauwerk Fabrik is one of Germany's leading producers of harvest binder twines, fishing net cordage, tow-ropes, packaging twine, and trawl lines. This firm alone is presently supplying the Bizonal Area with approximately 20 percent of its harvest binder twine requirements, and also participates in the fishing net program to the extent of supplying 35 percent of netting twine. Recently the Tauwerk Fabrik was called upon to produce transmission ropes for the Ruhr coal mines.

All of the company's binder twine is made out of paper. At first this was a wartime ersatz measure, but the farmers have become accustomed to it and actually prefer it to the higher priced fiber twine.

Shortly before the war Tauwerk Fabrik developed a whale catch line inside of which was a highly charged electric wire. The lines were shot at whales and on contact killed them instantly. The advantage of this device is that the whale is not mangled, and thus no meat is lost. Inquiries have been received from foreign buyers for postwar commercial use of this development.

A new department of this firm is its weaving shop, which produces summer-type rugs made out of sisal and manila fibers. There is a great potential demand for this type of floorcovering in many tropical countries.

The largest shipyard in the Land Bremen, the Bremer Vulkan Werft, is equipped to repair and construct all types of ships with the exception of liners. Since the shipyard was damaged only to a small degree, its production facilities can be fully utilized. The yard has an order for constructing five 400-ton trawlers for the Bizonal Area fishing fleet.

Another important activity of the firm is the reconditioning of steam and Diesel engines. It undertakes emergency and ordinary repairs on all types of ships. From October 1946 to October 1947 compensation received for the repair of Allied craft amounted to approximately $300,000. The company is also doing its part to keep the dwindling inland waterways fleet in operation by repairing and overhauling barges, tugs, and other river craft. The Vulkan Werft is participating in the Enclave factory machinery reconditioning program to get crippled factories back into production.

The Norddeutsche Steingut Fabrik at Bremen-Grohn is the largest wall tile factory in the Western Zones. Its product is urgently needed by many hospitals, food processing plants, slaughter houses, and fish-processing plants, as well as by private homes. Because two of its factories are not yet in operation, the company is only manufacturing white tiles. Up to a short time ago the firm was occupied with a priority program for US and British Army installation.

In peacetime this enterprise sold more than 50 percent of its tiles abroad, and the company has now more export orders on hand than it can fill. Just a few days ago $130,000 worth of contracts were signed with buyers from the Netherlands and Argentina. The Norddeutsche Steingut Fabrik has had great difficulty in obtaining clay, and because of this and a labor shortage, the firm has had to operate at only 20 percent of capacity. Nevertheless this figure represents RM 1,200,000 for the past 12 months. Under the direction of the Land Economics Administration the Steingut Fabrik is also producing dishes for householders in Land Bremen.

This is the assembly room of the Carl F. W. Borgward automobile factory. The plant, 80 per cent destroyed during the war, has been rebuilt.