Couverture du dépliant
FAMOUS TRADITION REMAINS UNCHANGED

The French Line came to a household word in the maritime world for over a century. It was during the American Civil War that the French Line inaugurated the Le Havre-New York run with the WASHINGTON. From that time on, its routes became linked with America through power and war, through prosperity and Ascension.

In the 1920's the company kept pace with progress by introducing high pressure boilers, longer and higher hulls, and more passenger facilities. By 1935, the NORMANDIE became the first liner equipped with modern plumbing and the first ship to offer study cabins. Speed was not overlooked. It was the time of that great series, LA BERTAGNE, LA CHAMPAGNE, LA PROVENCE and LA CASCONE, all made the New-York-New York crossing in 76 days.

In 1939 the company carried over 100,000 passengers. With the advent of the instantaneous LA TOURANNE, the much sought after Blue Riband of the Atlantic became French Line property. By 1939 there was another first, LA PROVENCE became one of the first vessels to carry windows and the first to print a ship's newspaper.

And now comes the Golden Age of Steamship beginning with entry into service in 1941 of the S.S. FRANCE. She was 785 feet long, had 6 decks and 4 propellers. She was the first great modern liner whose interiors were designed to make her a symbol of French graciousness and tradition. In 1947 came one of the most beloved of all ships, the ILE DE FRANCE. Until now, the decoration of these liners had been influenced in terms of the glory of the past. The I.F. as she was affectionately called, revolutionized that concept and dared to call exclusively on contemporary themes drawn by artists, like Pissaro, Edouard Boubansais, Jeanneau and Robert Dumas; she was named "the Rue de la Face of the Atlantic."

The 30's witnessed the birth of the legendary NORMANDIE, symbolized by elegant comfort and grace. Those men speak of great ships he will always be remembered.

World War II affected passenger services on the French Line which in 1946 had lost with only a third of its present fleet. Great names such as the ship that the LE GRANDE and the ILE DE FRANCE and now once came to the love like LIBERTY and FLORE.

Today, a very 30-years-old, the French Line proudly runs a fleet of 56 vessels trading over half a million tons and its name still signifies the finest things of life, the gracious, cultured way to travel... its own.

LONGEST LINER IN WORLD

From the moment her keel was laid in October 1937 the S.S. FRANCE achieved the attention and thrill which is the delight of thousands of French citizens. Critics and watching were not only the new ship's trial alone, her launching on May 11, 1940, in a moving dramatic event that enchanted the public wherever it was heard.

Now the latest in marine advances and unique in the sea is the NORMANDIE, a 2,000-passenger ship, first in prestige. A first Class will have a capacity of 280, while the tourist accommodations will take 162 in 1946. It will be a Treat Class brought to a new level of comfort and ease.

It is the ultimate in ship luxury, this ship will be completely air-conditioned, it will have elevators to a new level, it will have the latest and best equipped marine-electric power, it will have a quite unique play area for children, it will have 2 swimming pools, one outdoor, one indoor and it will of course, have those stabled of any French Line vessel, French and Italian chefs. It will be equipped with some of the world's latest and best in electronic, light and incineration, steering and navigational aids. As a result every passage will be enjoyable in every respect. The ship will be built with the latest NORMANDIE, the NORMANDIE will be NORMANDIE. As the NORMANDIE will be French, she will also be French with a capability to have a 115 knots. That means about 50 men on deck turning 12 knots. Each man turns about 10 minutes without a break, allowing 52,000 hours on the traveled path. Her fuel consumption will be about 38% less than the NORMANDIE and hence is a response to the demand for fuel economy, on the S.S. FRANCE, 3 boilers will supply the same amount of horse power, (38,000) as was supplied by 78 boilers on the NORMANDIE.
Within the space of approximately two years the FRANCE rose from an eye-level height to something almost 11 stories high.