



Couverture du dépliant



Pour des raisons de lisibilité, j'ai redressé la partie inférieure du document

FAMOUS TRADITION REMAINS UNCHANGED

The French Line name has been 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 name became linked with America through peace and war.

In the 1870's the company kept pace with progress by introducing high pressure boilers, longer and higher hulls and more passenger comforts. By the 1880's LA NORMANDIE became the first liner equipped with modern plumbing and the first ship to offer single cabins. Speed was not overlooked. It was the time of that great series: LA BRETAGNE, LA CHAMPAGNE, LA BOURGOGNE and LA GASCOGNE, who all made the Havre-New York crossing in 7½ days.

In 1888 the company carried over 300,000 passengers. With the advent of the remarkable LA TOURNAIE the much sought after Blue Ribbon of the Atlantic became French Line property. By 1905 there was another first: LA PROVENCE became one of the first vessels to carry wireless.

And now came the Golden Age of Steamship beginning with entry into service in 1912 of the s. s. FRANCE. She was 705 feet long, had 4 stacks and 4 propellers. She was the first great modern liner whose interiors were designed to make her a symbol of French grandeur and tradition.

In 1927 came one of the most beloved of all ships, the ILE DE FRANCE. Until then the decoration of liners had been conceived in terms of the glories of the past. The ILE, as she was affectionately called, revolutionized that concept and dared to call exclusively on contemporary themes done by artists like Patout, Eric Bagge, Ruhlmann, Jeannot and Robert Danis.

The 30's witnessed the birth of the legendary NORMANDIE, unmatched for elegance, comfort and gaiety. When men speak of great ships she will always be mentioned.

World War II inflicted grievous losses on the French Line which in 1946 found itself with only a third of its pre-war fleet. Great names arose from the past like the DE GRASSE and the ILE DE FRANCE and new ones came to the fore like LIBERTE and FLANDRE.

Today, a spry 105-years old, the French Line proudly runs a fleet of 80 vessels totaling over half a million tons and its name still signifies the finer things of life, the gracious, civilized way to travel.

For further particulars apply to any of the Company's authorized travel agents or to

French Line

Passenger Department
610 FIFTH AVENUE, NEW YORK 20, N. Y.

THE NEW S.S. FRANCE

IN SERVICE EARLY 1962

LONGEST LINER IN THE WORLD AT 1,035 FEET

From the moment her keel was laid in October 1957, the s. s. FRANCE absorbed the attention and skill and vision of thousands of French technicians, artisans and sea-faring men until now she rises 12 decks high, her launching on May 11, 1960, a dramatic event that quickened the pulse of the most biased witnesses.

Incorporating the latest in marine advances and bold in its use of marine architecture and design the FRANCE will be a 2-class ship, with a First Class capacity of 500 and a Tourist Class of 1500. This will be a tourist concept brought to a new level of comfort. As modern as tomorrow's headline the ship will be completely air-conditioned; it will have a pair of stabilizers to cut down rolling to a mere 2 degrees; it will have the largest (700 seating capacity) and best equipped movie theater afloat; it will have a unique play area for children on Sun Deck called Luna Park; in its cabins it will feature gay, light tints and hues, breaking away completely from stylings of old; it will feature technical innovations in soundproofing, lighting and communications; it will have two swimming pools, one outdoor, one indoor; and it will, of course, have those staples of any French Line vessel — service, cuisine and courtesy.

At 68,000 gross tons the FRANCE features extensive use of light metal alloys, stressing weight-saving and yet giving the vessel strong but supple metallurgy. An almost exclusive use of welding as opposed to riveting is another innovation of this innovation-rich superliner. Measuring 1,035 feet she will be the longest passenger vessel afloat.

Inevitably comparisons will be made with the fabled NORMANDIE. We know the FRANCE will be longer; she will also be faster with a cruising speed of 31 knots. (5 day crossing) Finally here are two supreme examples of the giant technological strides of the steamship industry over the last 25 years . . . a) the FRANCE's fuel consumption will be about 40% less than the NORMANDIE and b) the FRANCE's 8 boilers will supply the same amount of horsepower (160,000) as was supplied by 28 boilers on the NORMANDIE.

OTHER French Line OFFICES

BEVERLY HILLS, CAL. 9355 Wilshire Boulevard BOSTON 16, MASS. 30 Newbury Street CHICAGO 4, ILL. 333 North Michigan Avenue CLEVELAND 14, OHIO 1210 National City Bank Building DALLAS 1, TEXAS 2207 Mercantile Bank Building DETROIT 26, MICH. 217-58 Rock Building MIAMI, FLA. 111 Northeast 2nd Avenue	NEW ORLEANS 12, LA. 730 Whitney Building PHILADELPHIA 3, PA. 6 Plum Street Plaza, Suite 540 HAVANA, CUBA Calle Havana 304 PORTLAND 4, ORE. 337 Southwest Oak Street ST. LOUIS 2, MO. 314 North Broadway SAN FRANCISCO 4, CAL. 100 Sutter Street	SEATTLE 1, WASH. 1211 Fourth Avenue WASHINGTON 9, D. C. 734 Fifteenth Street, N. W. BALTIMORE 5, MD. Folger Building MONTREAL, QUE. 1255 Phillips Square TORONTO, ONT. 8 Adelaide Street East LONDON, ENGLAND 366 West Hastings Street WINNIPEG 10, MAN. 989 Portage Avenue
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COMPANY'S EUROPEAN HEAD OFFICE: 6 rue Jaber, PARIS
LONDON OFFICE: 20 Colindale St. N. W.

FROM KEEL LAYING, OCTOBER 7, 1957
TO LAUNCHING MAY 11, 1960
ST. NAZAIRE, FRANCE

Litho in U.S.A. 1-61



2.



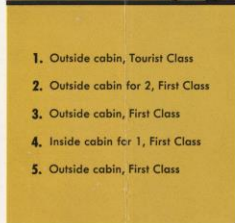
3.



4.



1.



5.

- 1. Outside cabin, Tourist Class
- 2. Outside cabin for 2, First Class
- 3. Outside cabin, First Class
- 4. Inside cabin for 1, First Class
- 5. Outside cabin, First Class

HOW WE'VE GROWN IN A CENTURY

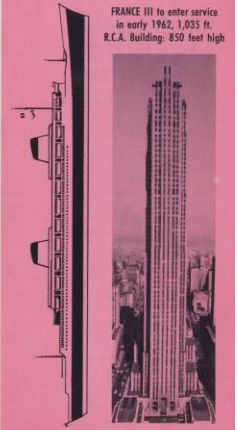
FRANCE I
entered service in 1865,
346½ feet long
St. Patrick's Cathedral:
339 feet high



FRANCE II
entered service in 1912,
718 feet long
U.N. Building 505 feet high



FRANCE III to enter service
in early 1942, 1,025 ft.
R.C.A. Building: 850 feet high



S.S. FRANCE



- SUN DECK**
- 1. Luna Park (play area for children)
 - 2. Grating
 - 3. Aft funnel
 - 4. Smoke exhaust
 - 5. Navigation lights
 - 6. De-luxe apartment with patio
 - 7. Grating
 - 8. Forward funnel
 - 9. Smoke exhaust
 - 10. Mast (light alley)
 - 11. Radar
 - 12. Flag staff
 - 13. Wheelhouse
 - 14. Helm
 - 15. Automatic pilot
 - 16. Radar screen
 - 17. Transmitter
 - 18. Captain's bridge

- BOAT DECK**
- 19. 1st Class Smoking Room
 - 20. Lifeboats (153 persons each)
 - 21. Officers' quarters
- VERANDA DECK**
- 22. 1st Class Smoking Room
 - 23. 1st Class Main Lounge
 - 24. 1st Class covered deck
 - 25. Movie-theater with mezzanine & balcony (600 passengers) 1st Class
 - 26. 1st Class cabins

- PROMENADE DECK**
- 27. Open tourist deck
 - 28. Small mast
 - 29. Derricks
 - 30. Tourist Class ballroom
 - 31. Tourist Class Main Lounge
 - 32. Movie-theater for Tourist Class (orchestra)
 - 33. Tourist Class covered deck

- UPPER DECK**
- 34. Tourist swimming pool (covered)
 - 35. Open tourist deck
 - 36. Ring-staff
 - 37. 1st Class cabins
 - 38. Hatches
 - 39. Small masts
 - 40. Derrick
 - 41. Spray shield
- MAIN DECK**
- 42. Stowage area

- 43. Tourist Class cabins
 - 44. Tourist Class cabins
 - 45. Stowage area
- A DECK**
- 46. Tourist Class cabins
 - 47. Tourist dining room (2 levels)
 - 48. Bakery
 - 49 to 55. Kitchen area
 - 56. 1st Class dining room
 - 57. Tourist Class cabins

- 58. Anchor
 - 59. Bow anchor
- FORE & AFT ENGINE ROOMS**
- 60. Propeller shaft
 - 61. Propeller bearings
 - 62. Turbines
 - 63. Speed reducing gear
 - 64. Turbines
 - 65. Main condenser
 - 66. Distilling machines
 - 67. Boilers
 - 68. Indoor 1st Class swimming pool
 - 69. Garage
 - 70. Water line
 - 71. Keel
 - 72. Rudder
 - 73. Propellers
 - 74. Propeller shafts
 - 75. Stabilizers
 - 76. Bulbous part of prow