

Couverture du dépliant



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

HOW THE NEW S.S. FRANCE COMPARES WITH THE WORLD RENOWNED NORMANDIE




As befits any champion or thoroughbred, the FRANCE, in any comparative study must be measured up and compared with the very best. Inevitably that brings up the fabled NORMANDIE, queen of the seas in her heyday and a legend since. Here's the way they compare:

THE FRANCE WILL BE
longer
more streamline
lighter
faster
more economical

NORMANDIE	FRANCE
1,029 ft.	1,035 ft.
119 foot beam	109 foot beam
83,423 tons	55,000 tons
29 knots	31 knots
fuel consumption will be 40% less than the NORMANDIE.	
8 boilers on the FRANCE will supply the same amount of horsepower (160,000) as was supplied by 28 boilers on the NORMANDIE.	

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



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

BEVERLY HILLS, CAL.
9355 Wilshire Boulevard

NEW ORLEANS 12, LA.
723 Whitney Building

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THE NEW S/S

French Line FRANCE



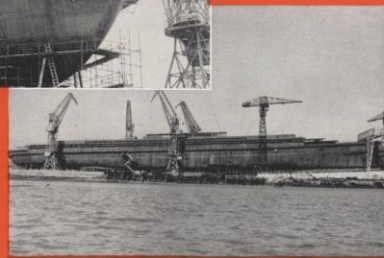
THE NEW FRANCE AFLOAT

WHAT THE S.S. FRANCE WILL BE: it will be a fast vessel (31 knots) because ships that can make the crossing in 5 days are in great favor with the travel-wise public; because fast ships can make more crossings within the year and thereby offer more accommodations to Europe-bound tourist; because technological advances now permit high speeds with relatively light engines with a high, yet economical, output.

it will be a large vessel (55,000 tons and 1,035 feet long) because there is a direct ratio between length and speed; because the bigger the vessel the more space, and therefore comfort, is at the disposal of the passengers. Its length will assure a singular stability that will permit the vessel to ride the crests of 3 successive waves without the pronounced pitch that such seas usually bring.

it will have a great passenger capacity (2,000 passengers) because by putting at the disposal of the public 92,000 berths annually during the course of 46 crossings it will combine the berth capacity of two 50,000 tonners of earlier days.

it will have two classes (First and Tourist) because travel has now progressed from the luxury of the few to the pleasures of the many. With that view in mind First Class will maintain its prestige level, as it has always on the French Line, with a capacity of 500. Tourist Class will be brought to a new level of comfort and ease with 1,500 berths devoted to that class. There will be interchangeable space in the amount of 250 — an ideal way to travel.



THE S.S. FRANCE WILL ALSO BE modern for it will be completely air-conditioned; it will have stabilizers that will cut down roll to a mere 2%; it will have telephone and television set-ups; it will have the largest and best equipped theater afloat.

comfortable thanks to an acute study made of passenger accommodations incorporating all the know-how of a line with over a century of operation behind it; thanks also to the lavish use of space made in both the public rooms and the deck space, both open and covered.

French from bow to stern as exemplified by the inherent taste of its decor and furnishings and the mundane, refined charm that will pervade every corner of the great ship. To which must be added the Big 3 of any French Line vessel — service, cuisine and courtesy.

HOW THE S.S. FRANCE IS BEING BUILT: a great use is being made of prefabricated sections. Parts, sometimes weighing up to 50 tons, are constructed at points far removed from the shipyards. This procedure has greatly accelerated the building of the ship so that when she is launched in May of 1960 she will weigh 35,000 tons as against the NORMANDIE's 28,000 when she was launched.

an almost exclusive use of welding as opposed to riveting. This gives the ship greater strength yet reduces the weight considerably. The hull, moreover, presents a perfectly smooth surface.

the usage of light metal alloys again stressing weight-saving and giving the vessel strong yet supple metallurgy.