

Couverture du dépliant

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, through prosperity and depression.

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 NORMAN-DIE 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 1898 the company carried over 300,000 passengers. With the advent of the remarkable LA TOURAINE 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 the first to print a ship's newspaper.

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, Jeanniot and Robert Danis. She was quickly dubbed "the Rue de la Paix of the Atlantic."

The 30's witnessed the birth of the legendary NORMAN-DIE, 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.

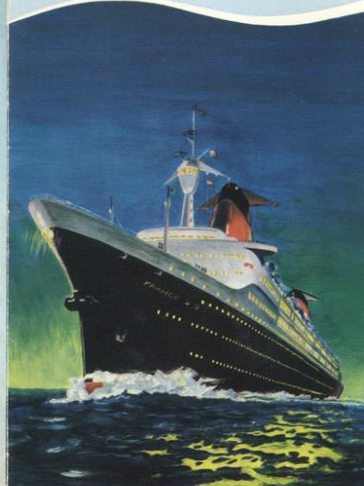
Today, a spry 105-years old, the French Line proudly runs a fleet of 80 vessels totalling over half a million tons, and its name still signifies the finer things of life, the gracious, civilized way to travel . . . to unwind.

French Line



The S.S. FRANCE is shown in the process of construction in the shipyard at St. Nazaire, France. The ship is the largest ever built in France and is the largest liner in the world. The ship is the largest ever built in France and is the largest liner in the world.

The New S.S. FRANCE




French Line
Compagnie Générale Transatlantique



LONGEST LINER IN WORLD

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 11 stories tall, her launching on May 11, 1960, a moving, dramatic event that quickened the pulse of the most blasé witness.

Incorporating the latest in marine advances and hold in its use of marine architecture and concepts the FRANCE will be a 2-class ship, first and tourist. First Class will take a capacity of 500, while the tourist accommodations will take in 1500. This will be a Tourist Class brought to a new level of comfort and ease.

As modern as tomorrow's headline the ship will be completely air-conditioned; it will have stabilizers to cut down roll to a mere 2 degrees; it will have the largest and best equipped movie-theater afloat; 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 staples of any French Line vessel service, cuisine and courtesy.

At 55,000 tons the FRANCE will feature 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 flag ship. 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. That means about 46 crossings within a year, offering 92,000 berths to the travel public. Her fuel consumption will be about 40% less than the NORMANDIE and here is a supreme example of the giant technological strides of the industry . . . the FRANCE's 8 boilers 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

French Line

Passenger Department

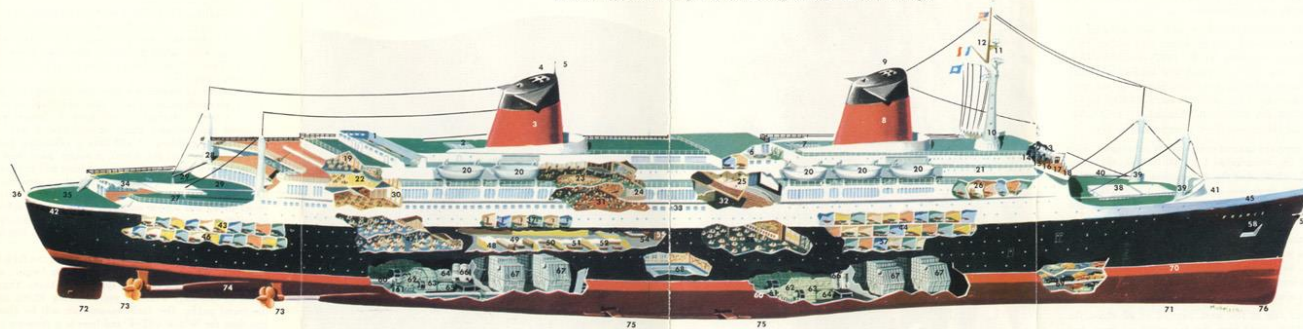
610 FIFTH AVENUE, NEW YORK 20, N. Y.

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9355 Wilshire Boulevard	730 Whitney Building	734 Fifteenth St., N. W.
BOSTON 16, MASS.	PHILADELPHIA 3, PA.	HALIFAX, N. S.
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111 Northeast 2nd Ave.	1221 Fourth Avenue	735 Wall Street
		COMPANY'S EUROPEAN HEAD OFFICE: 6 rue Auber, PARIS
		LONDON OFFICE: 20 Colver St., S. W.

S.S. FRANCE



Within the space of approximately two years the FRANCE rose from an eye-level height to something almost 11 stories high.



SUN DECK

1. Luna Park (play area for children)
2. Grating
3. Aft funnel
4. Smoke exhaust
5. Navigation lights
6. Deluxe 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

UPPER PROMENADE 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

LOWER PROMENADE DECK

34. Tourist swimming pool (covered)
35. Open tourist deck
36. Flag-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

FORE & AFT BOILER ROOMS

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