

H
143

K 143

Kyffer zu:

Karl Emanuel Wiedeking

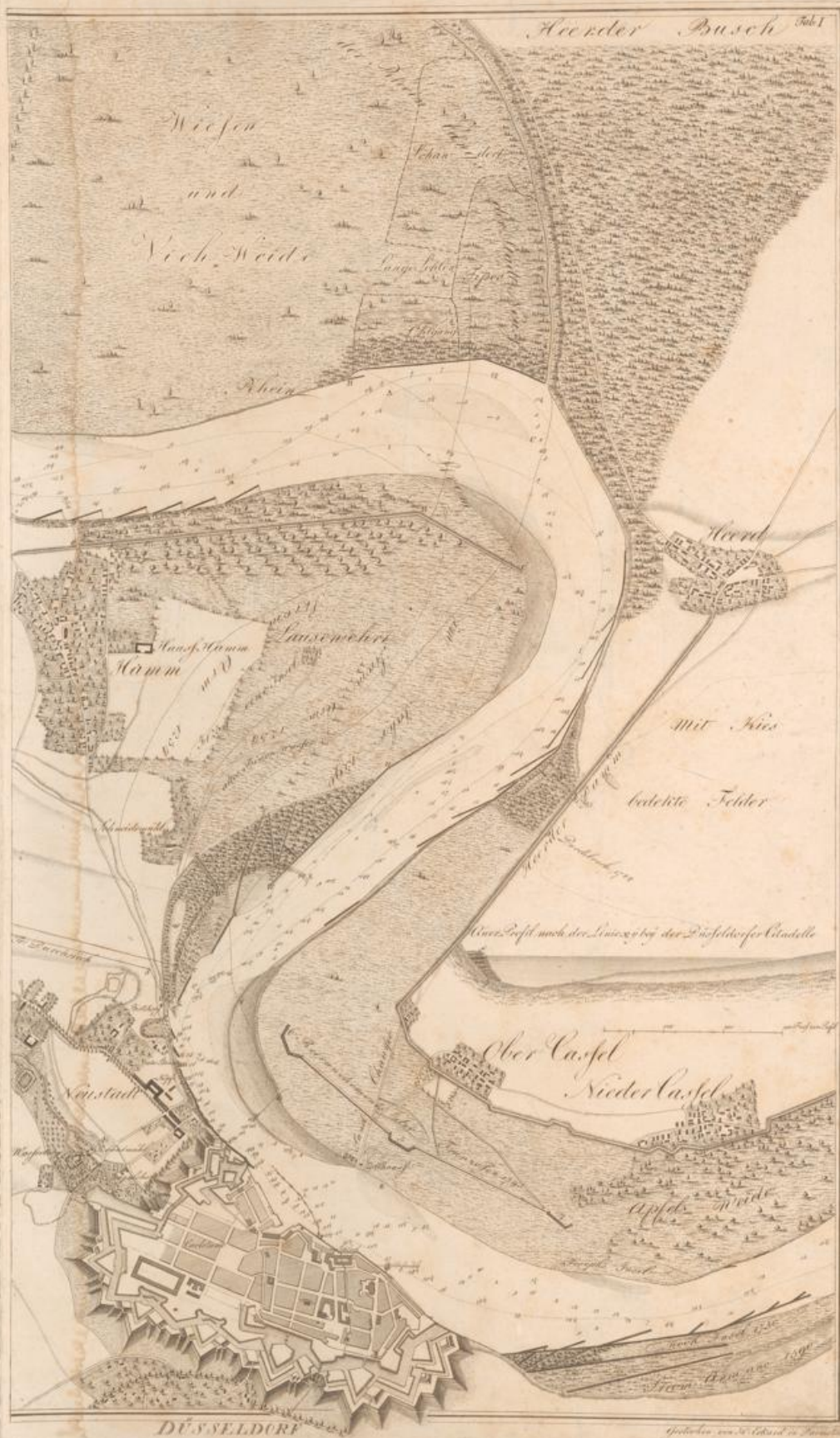
Alteingesessener Mannheimer

Darmstadt 1798-1807.

Tlo 40 (60)

143





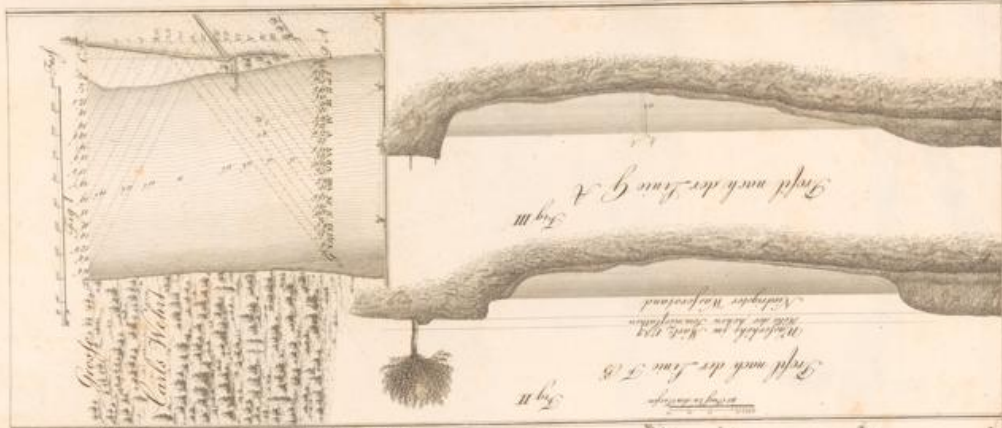
am K 143



K 143



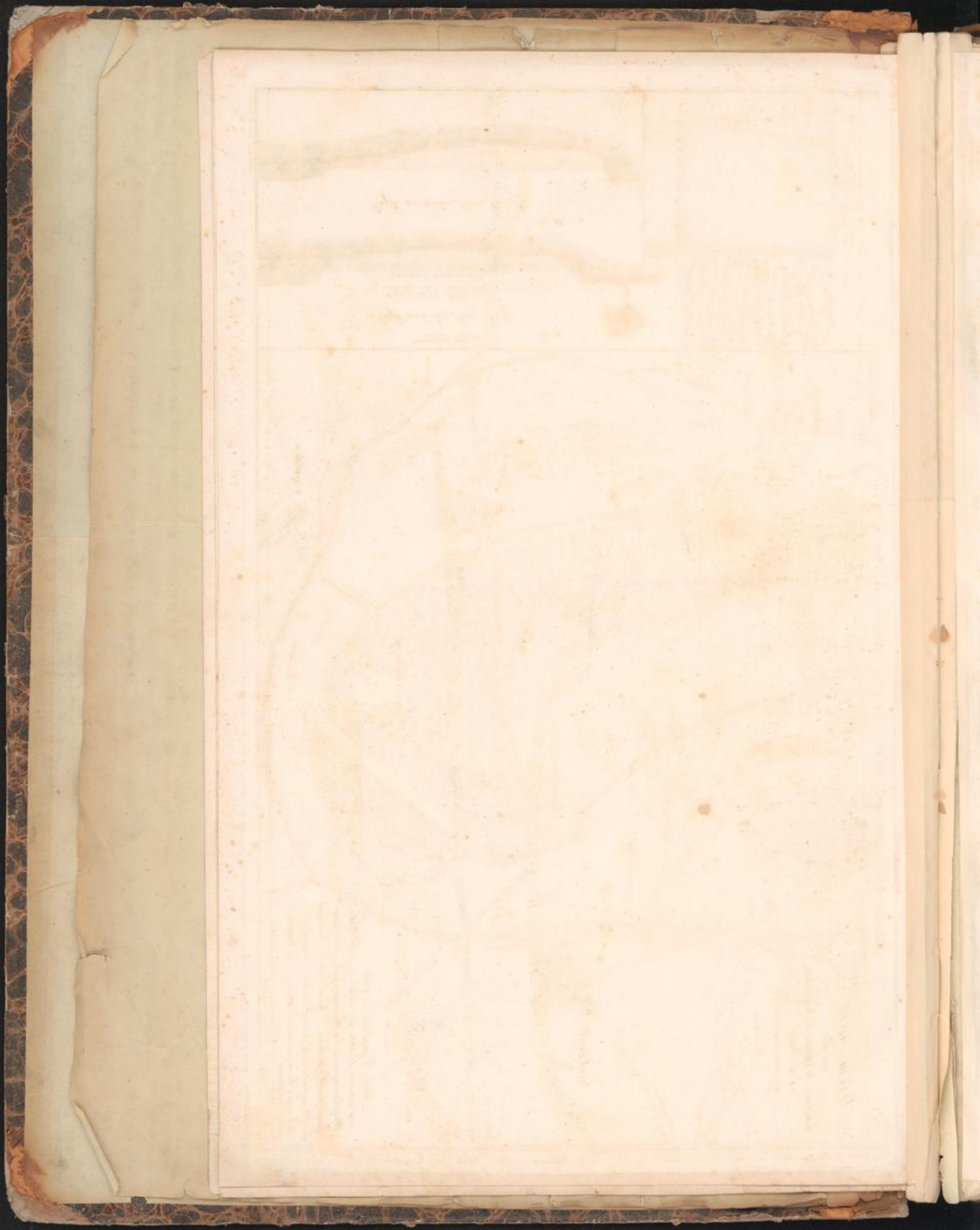
am K 143



Strom-Häute
von der
Rhein-Krone bei Coblentz
im II. Blatt
aufgenommen im Jahr 1797
Mithelung
von
Coblentz

Diese Copirte ist die
einstimmigste Ansicht der hohen vereideten
Mithelungen der Rheingegenden zwischen
Hoyen und Coblentz. Sie ist für die
den Rheinstrom selbst zu weiten, Haupt- und
nach wegen der Verbindung der Mithelungen der
Mithelung

publiziert von Zehner



Strom - Karte und Profile von dem Rhein in der Gegend des Siebengebirgs

Tab. IV.

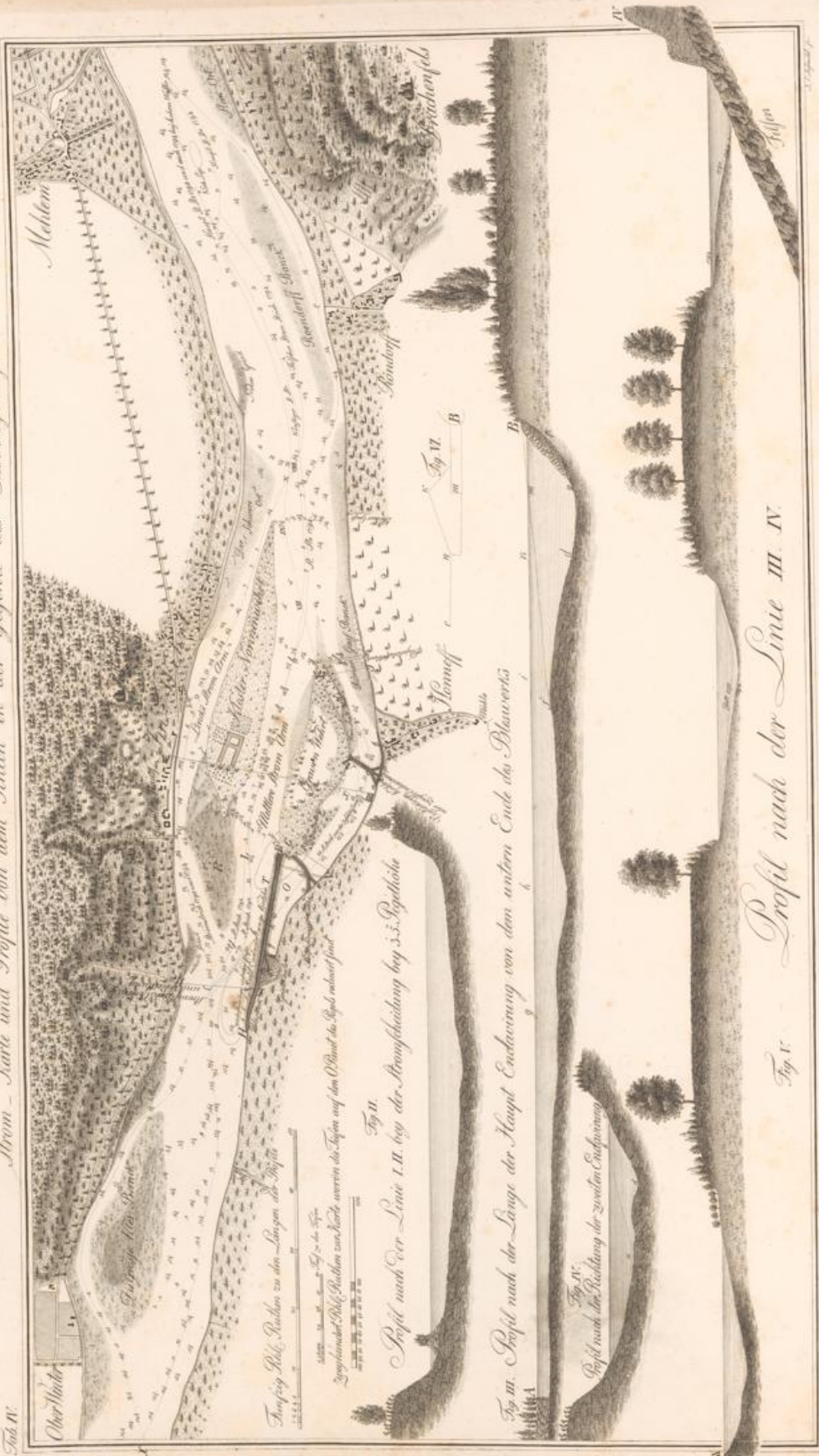
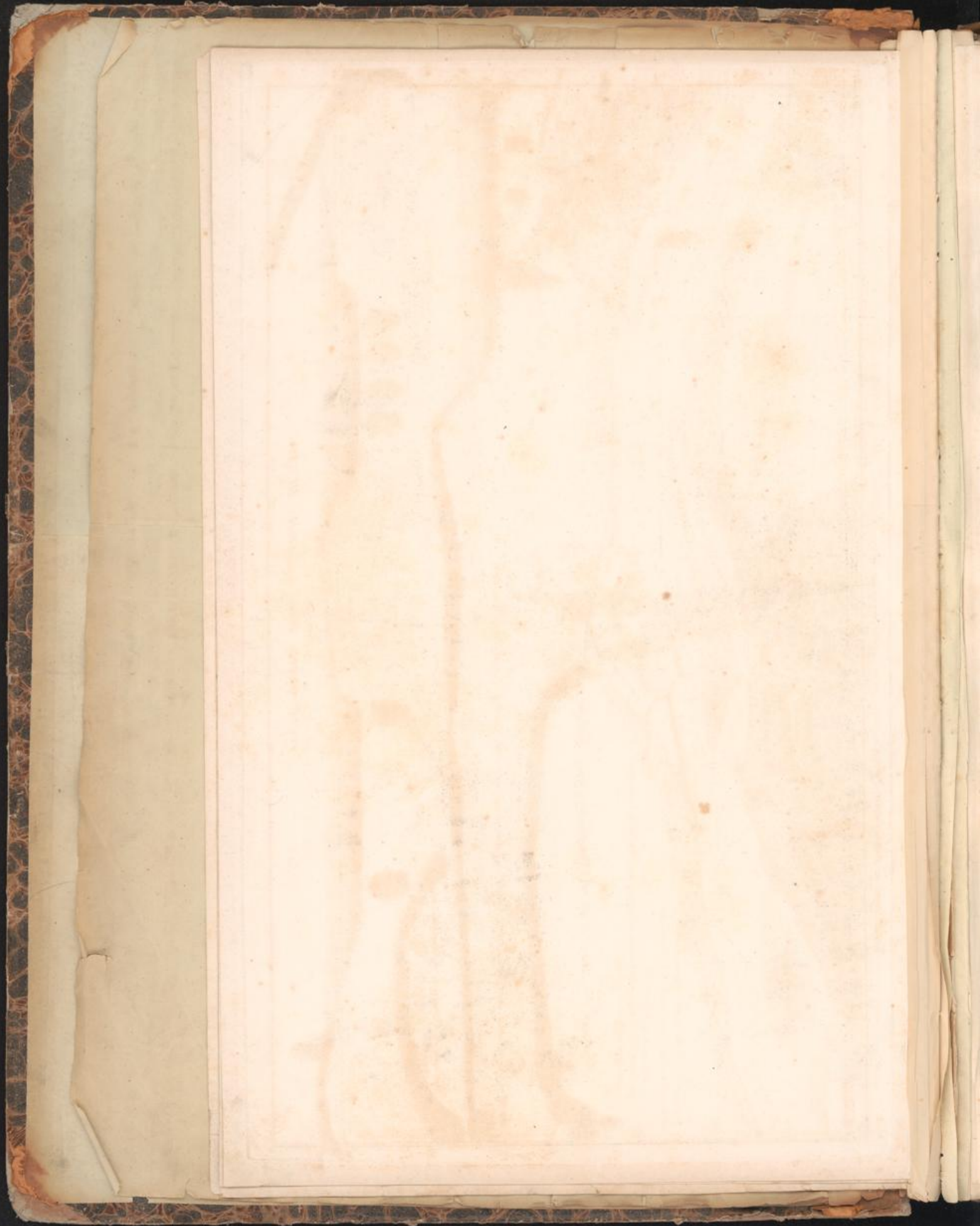


Fig. V. Profil nach der Linie III IV.



Hydrographisch-hydrotechnische Karte
von dem Niederrhein
von Lütz hinunter Anheim
in X Blatt

Sr. Hochfürstliche Durchlaucht dem regierenden Landgrafen
von Hessen Darmstadt

in bester Ehre frecht genötiget

Hessen Darmstadtischen Steuerkath und Oberfluthbau inspecto-
ren

Wiederholung





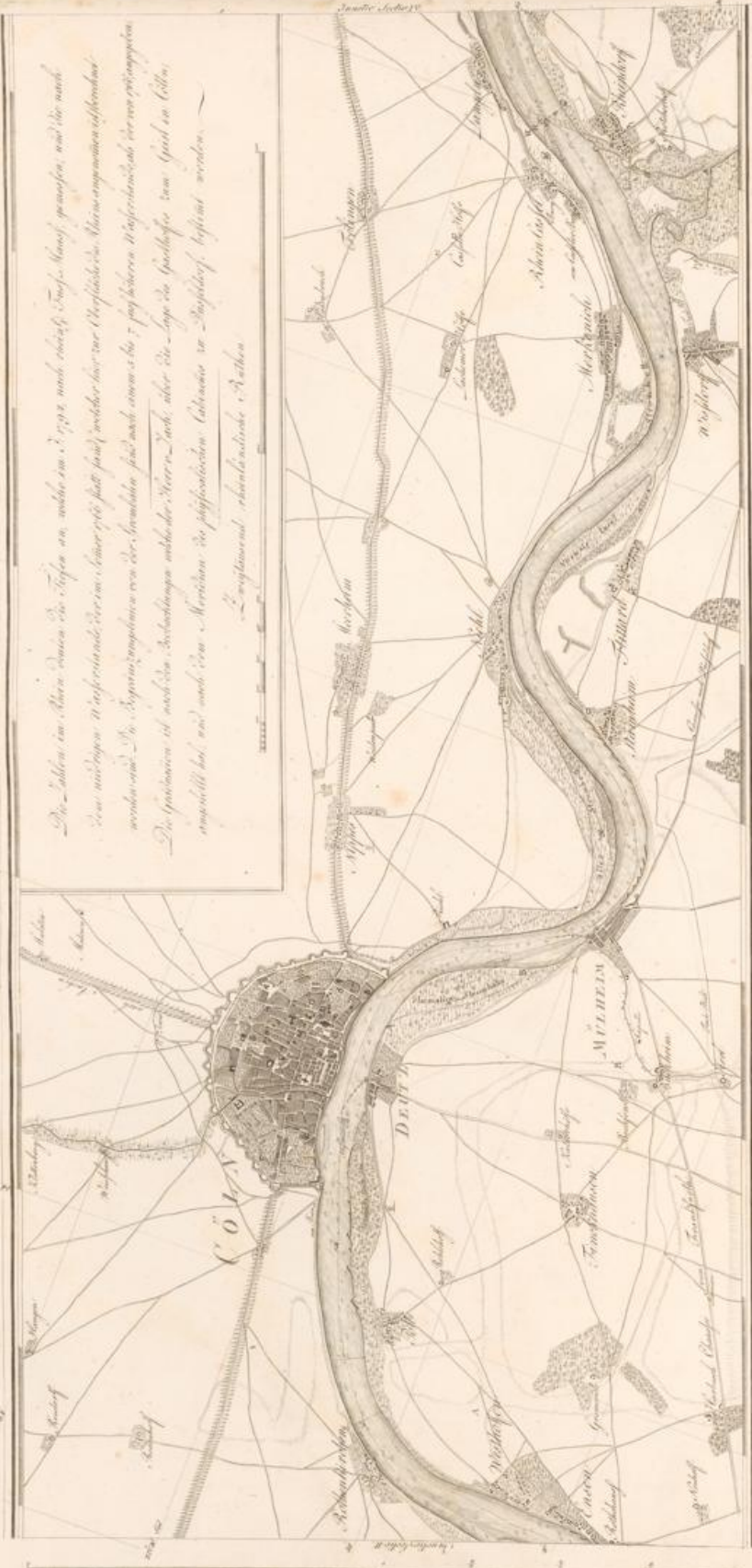


Tabularische Provinz
 von der Heiligen Stephans-
 Apostelkronen. Bespannung
 welche ist, auf seine Seiten angesetzt habe
 - Die Provinz der Heiligen Stephans-
 Kronen ist, auf seine Seiten angesetzt
 hat, in fünf Theilen von dem Jahre 1740.
 bis zum Jahre 1748.
 In demselben Jahre
 auf dem Jahre 1748.

1748		1749		1750		1751		1752	
Städte	Orten	Städte	Orten	Städte	Orten	Städte	Orten	Städte	Orten
1	2	3	4	5	6	7	8	9	10
11	12	13	14	15	16	17	18	19	20
21	22	23	24	25	26	27	28	29	30
31	32	33	34	35	36	37	38	39	40
41	42	43	44	45	46	47	48	49	50
51	52	53	54	55	56	57	58	59	60
61	62	63	64	65	66	67	68	69	70
71	72	73	74	75	76	77	78	79	80
81	82	83	84	85	86	87	88	89	90
91	92	93	94	95	96	97	98	99	100
101	102	103	104	105	106	107	108	109	110
111	112	113	114	115	116	117	118	119	120
121	122	123	124	125	126	127	128	129	130
131	132	133	134	135	136	137	138	139	140
141	142	143	144	145	146	147	148	149	150
151	152	153	154	155	156	157	158	159	160
161	162	163	164	165	166	167	168	169	170
171	172	173	174	175	176	177	178	179	180
181	182	183	184	185	186	187	188	189	190
191	192	193	194	195	196	197	198	199	200

BOVN





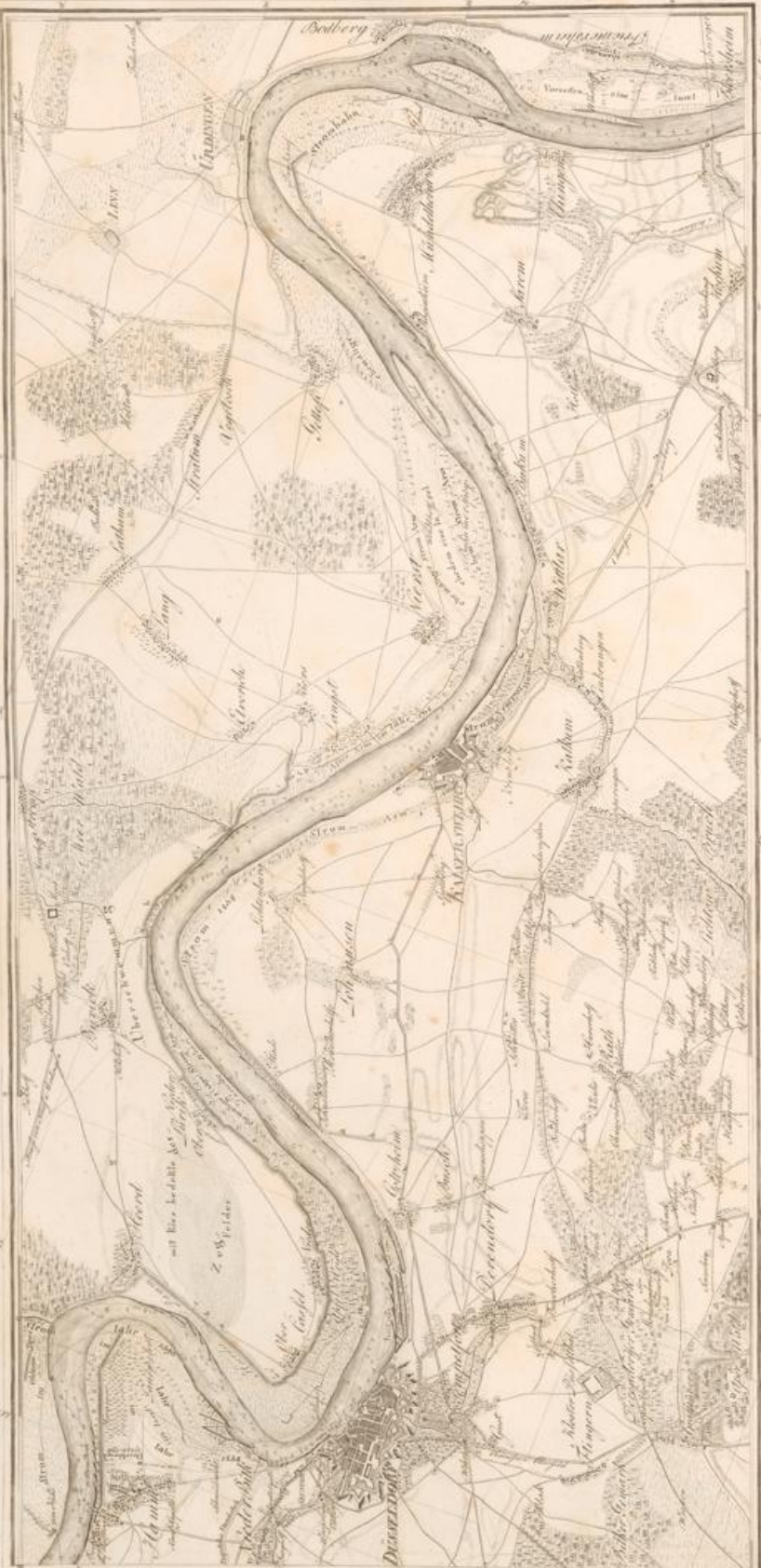
Die Stadt Cöln im Jahre 1792 nach einer Zeichnung von G. v. ...
 Diese Karte zeigt die Stadt Cöln im Jahre 1792 nach einer Zeichnung von G. v. ...
 Die Stadt Cöln im Jahre 1792 nach einer Zeichnung von G. v. ...
 Diese Karte zeigt die Stadt Cöln im Jahre 1792 nach einer Zeichnung von G. v. ...

Die Stadt Cöln im Jahre 1792 nach einer Zeichnung von G. v. ...





London



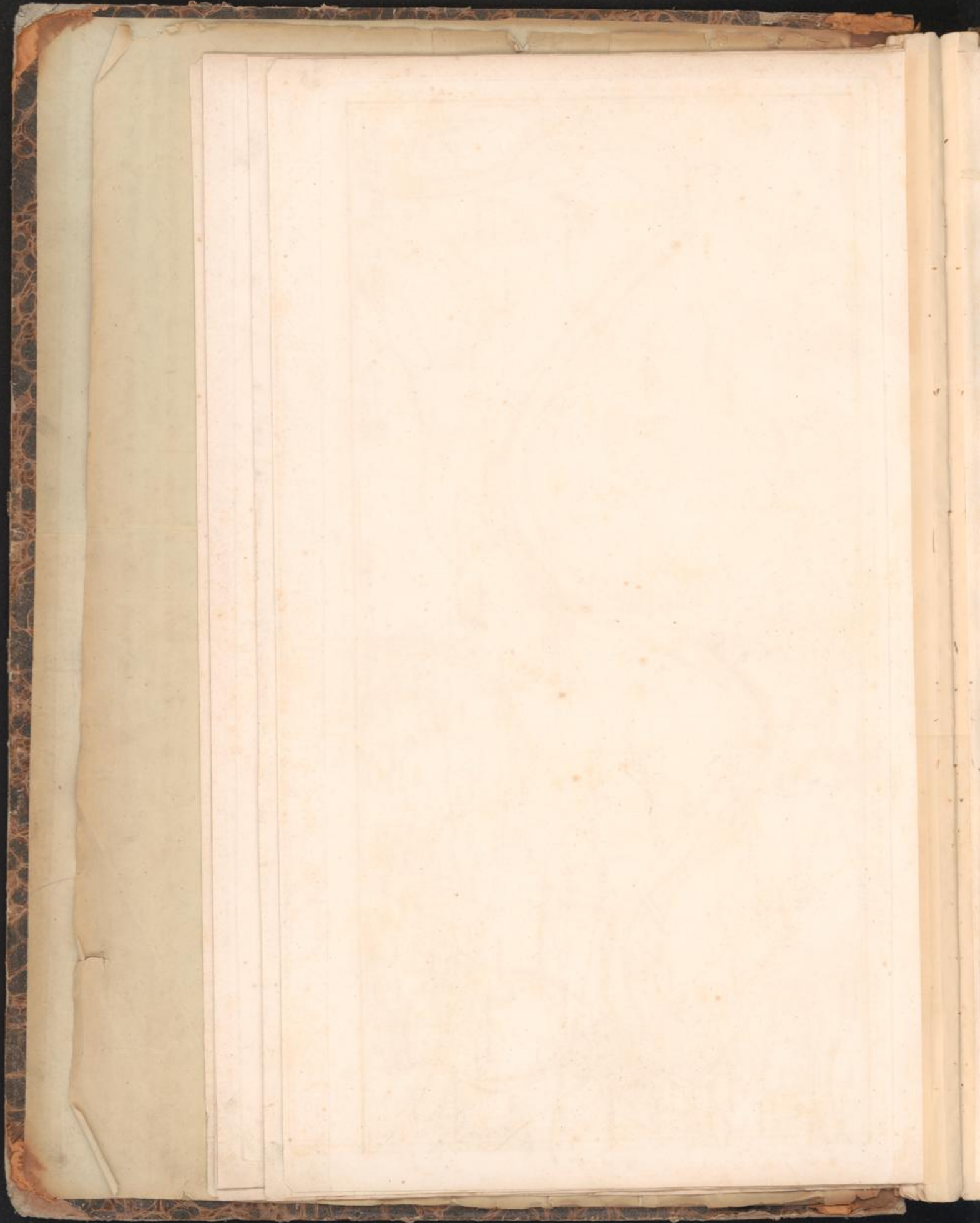
London

London

London

London

London



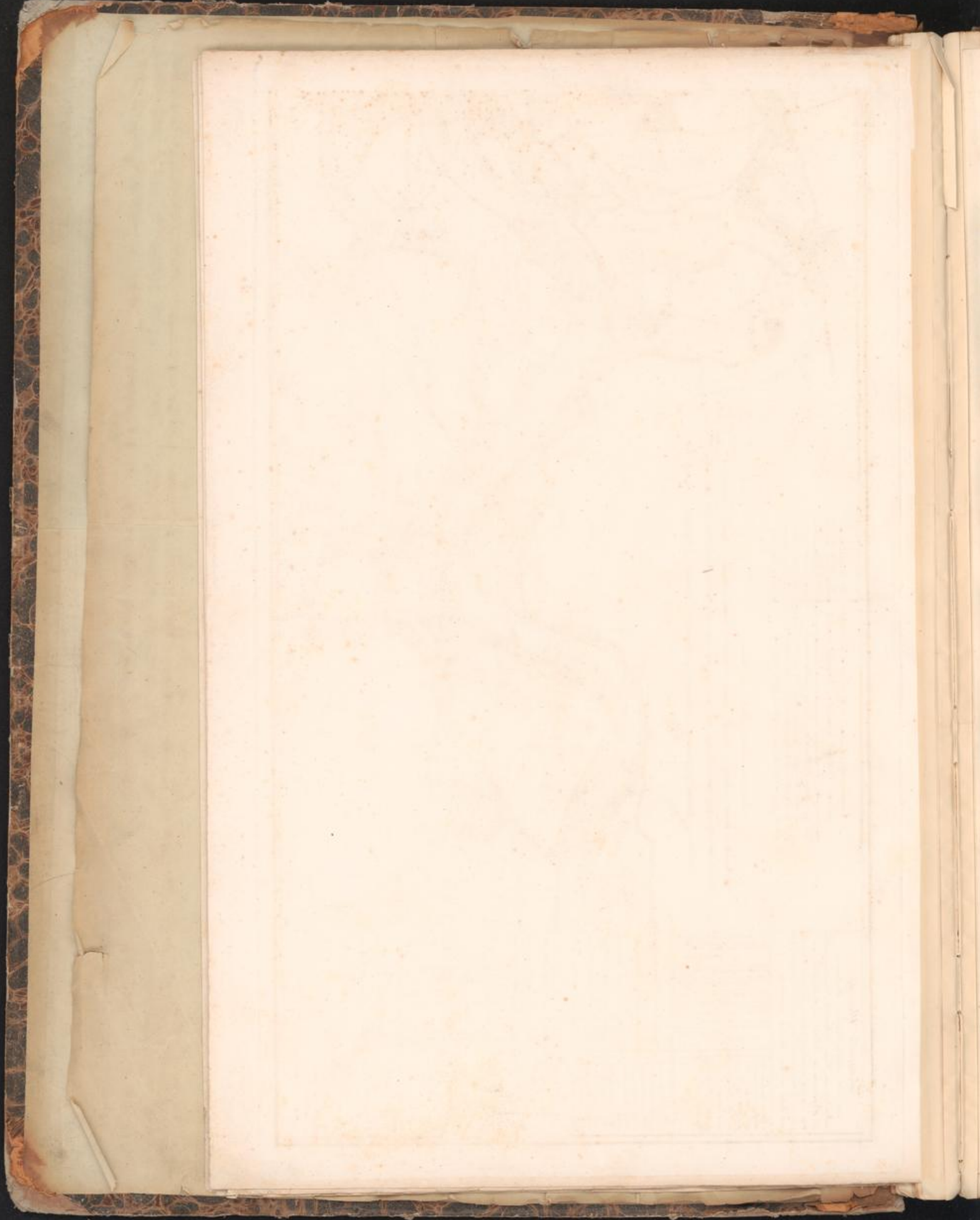
66. 15. 68.











Carte de France



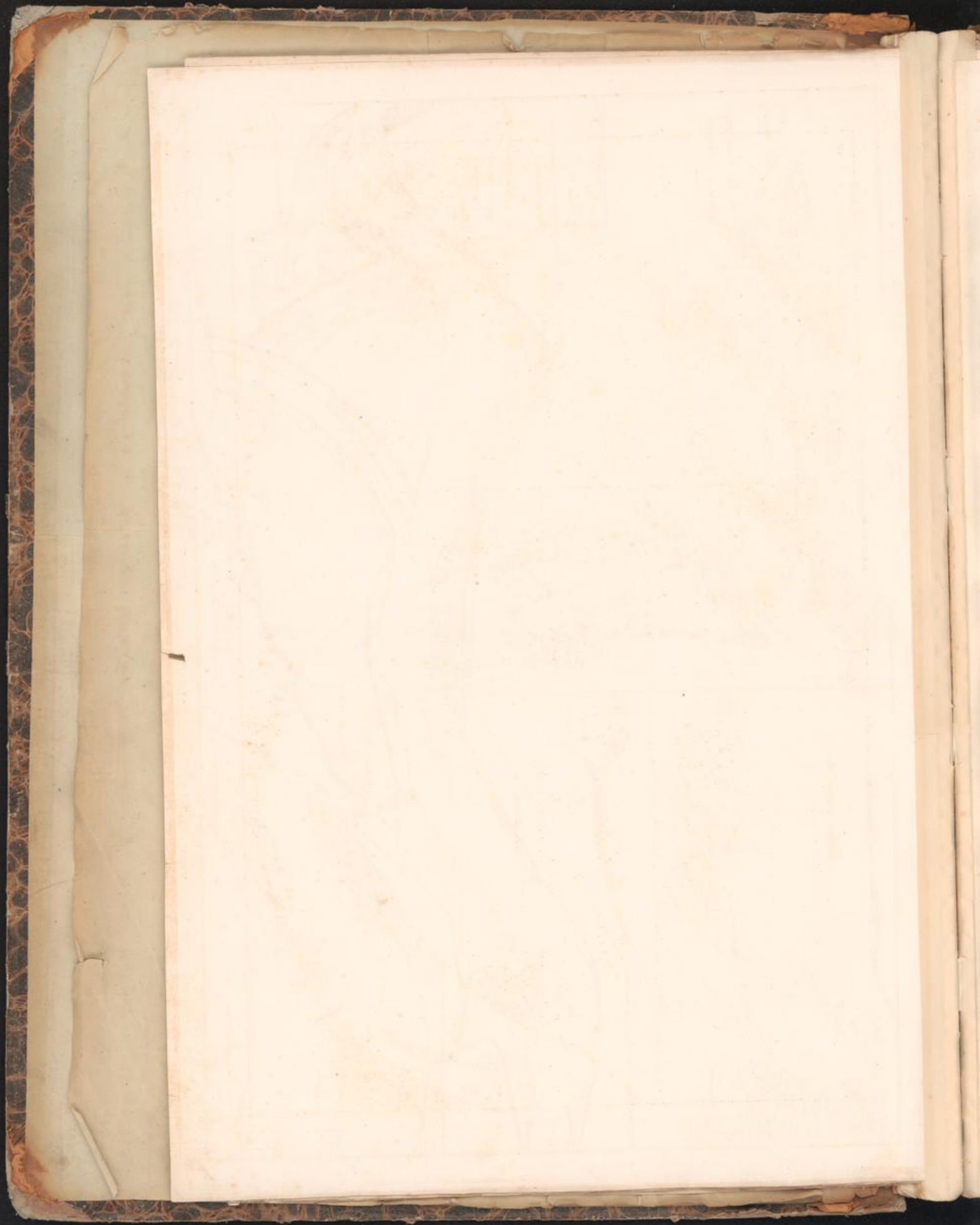
11















Längen- Profil der Ache von der Quer-Mündung bis gegen der Kirchlichen Thür in Mülheim, dem Kreuzfisch nach gemessen, bey einem Wasserstande von 55 Fuß Höhe gegen



Diese Horizontal-Linie ist, so wie alle übrigen XI, aus der Oberfläche der Ache gegen der Quer-Mündung gemessen, sie geht bey 2000 Fuß unter der Spitze der Unterflüsse vorbey.

Oberfläche der Ache in dem Kreuzfisch, bey 55 Fuß Höhe, oder bey einem Wasserstande der 59 Fuß unter der Spitze der Unterflüsse.

(Anmerkung: Wenn die oben gezeichneten Absätze der Längen-Profilen zusammen werden, so können sie nach der Horizontal-Linie, zu einem Ganzen, zusammen führen.)

Profil von der Kirche in Mülheim nach dem Unterflusse (Tab. V.)



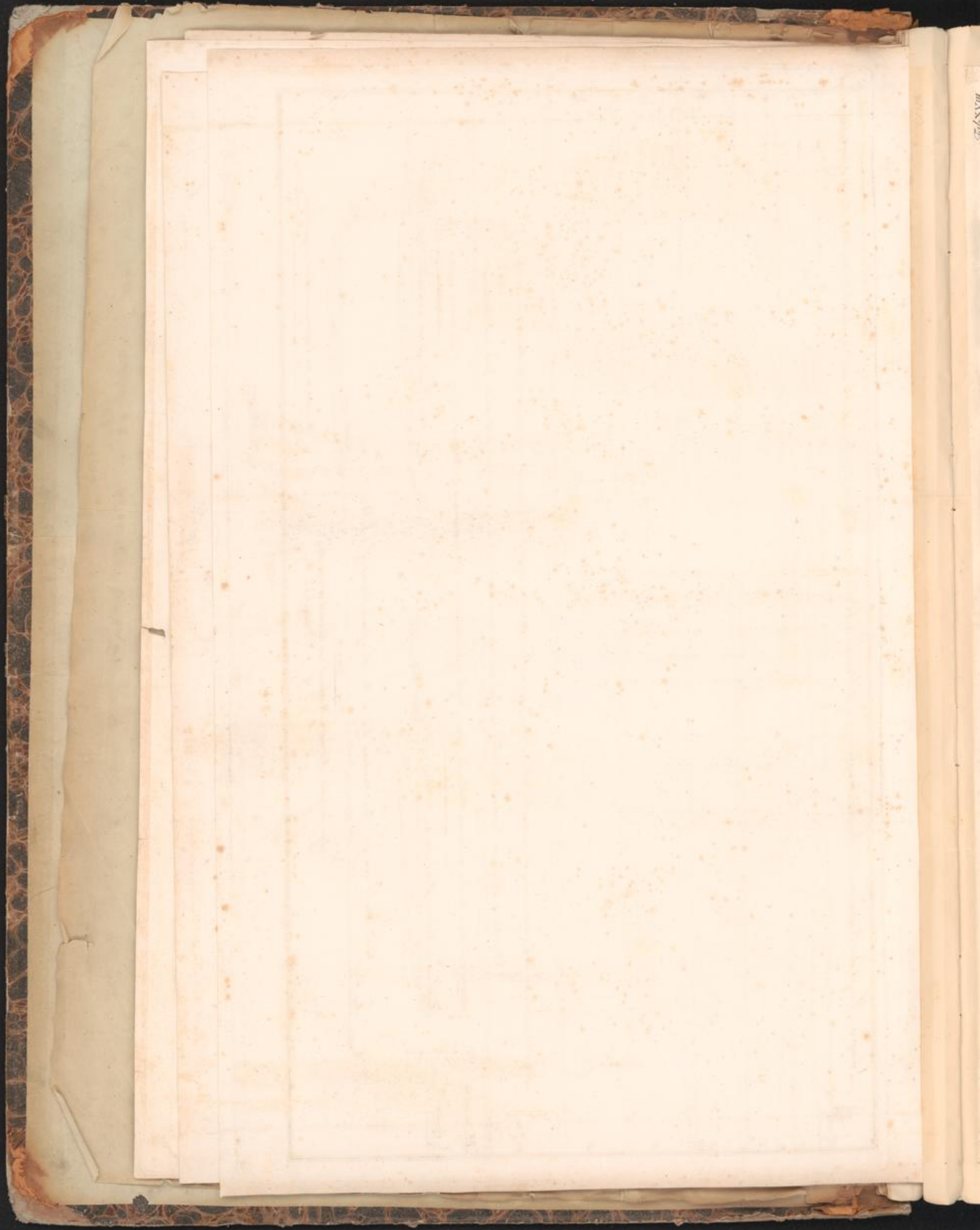
Quer-Profil von der Aug-Mündung bey u bis über dem Kreuzfisch bey R.



vergleichener Normal-Messung zur General-Topografie.



Fig. 43



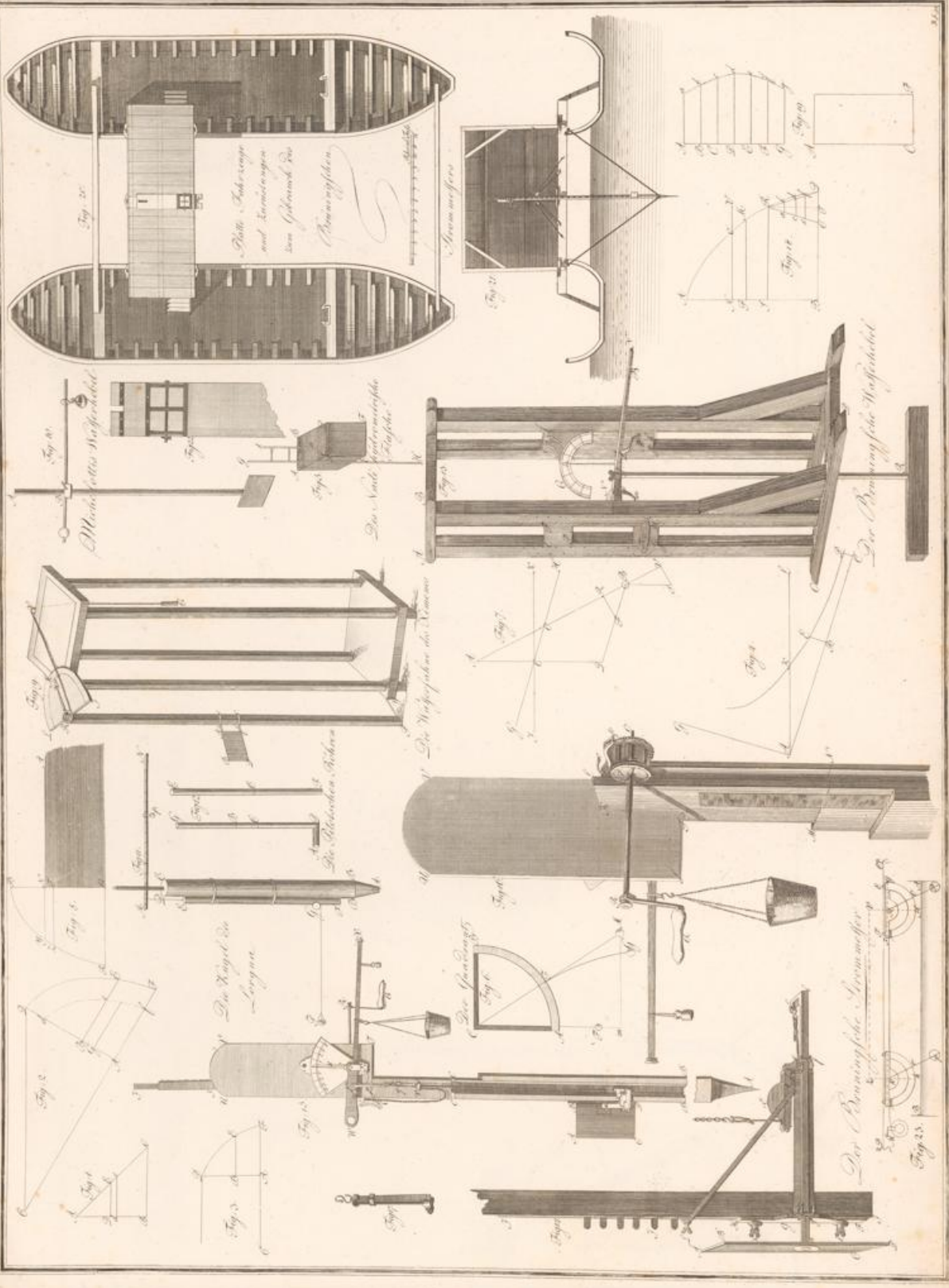


Fig. 20
Platz, Aufhänge
und Kermelungen
des Gehäuses der
Brennungsofen

Fig. 21
Strommesser

Fig. 10
Machotters Wasserfall

Fig. 11
Die Stahl- und Eisenwerke

Fig. 12
Die Eisenwerke

Fig. 13
Die Brennungsofen Wasserfall

Fig. 14
Die Eisenwerke

Fig. 15
Die Eisenwerke

Fig. 16
Die Eisenwerke

Fig. 17
Die Eisenwerke

Fig. 18
Die Eisenwerke

Fig. 19
Die Eisenwerke

Fig. 20
Die Eisenwerke

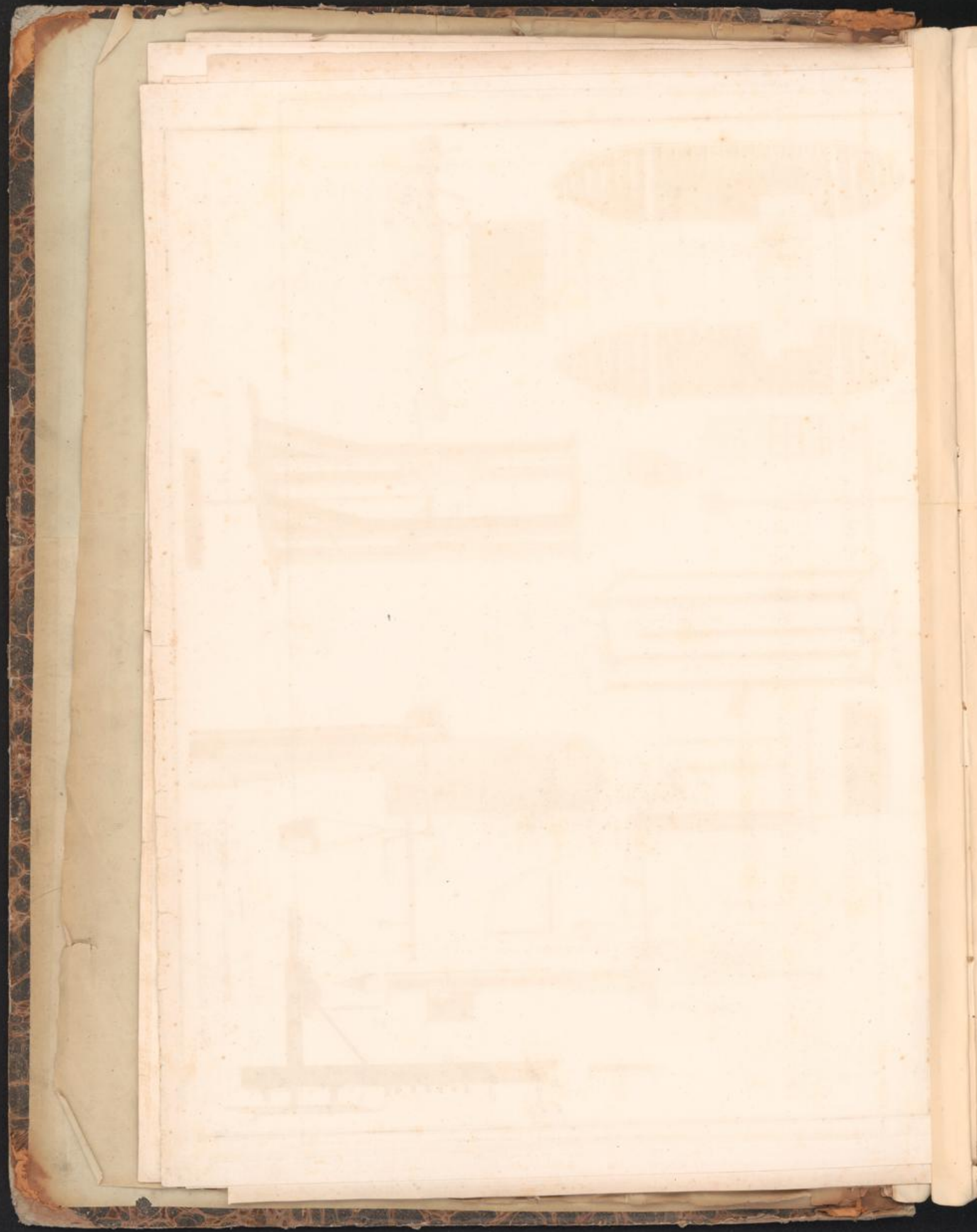
Fig. 21
Die Kugel-Lochmaschine

Fig. 22
Die Eisenwerke

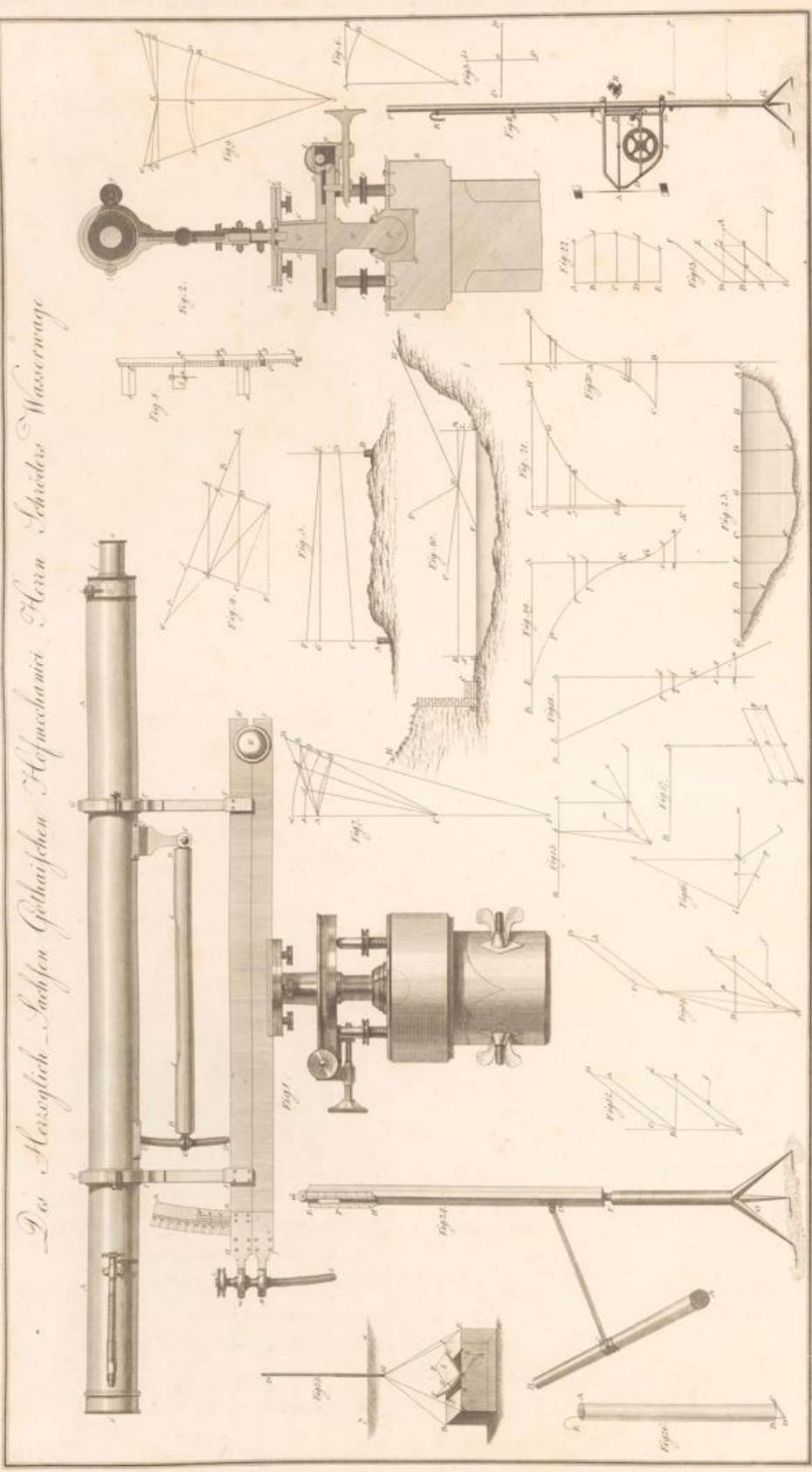
Fig. 23
Die Eisenwerke

Fig. 24
Die Eisenwerke

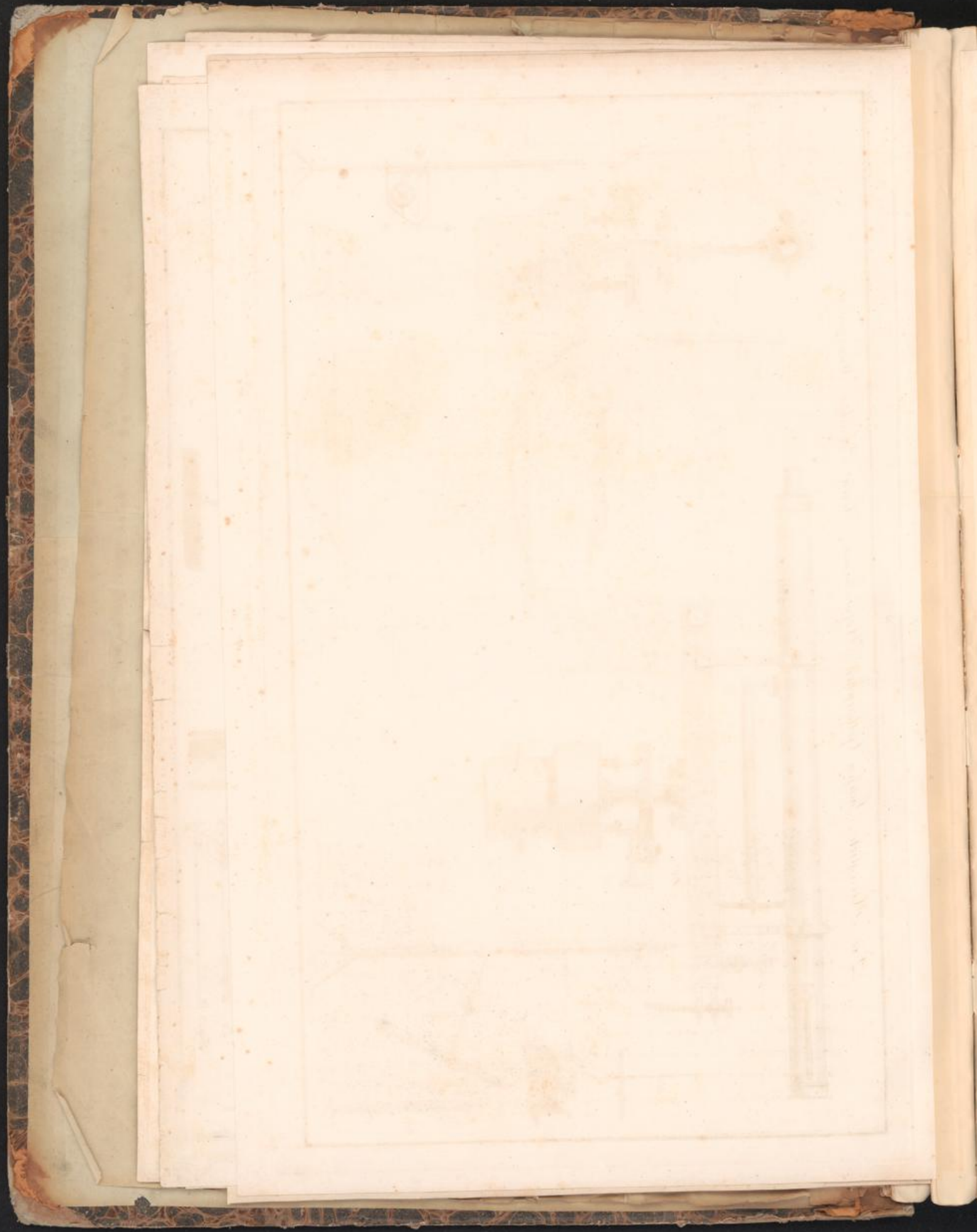
Fig. 25
Die Eisenwerke

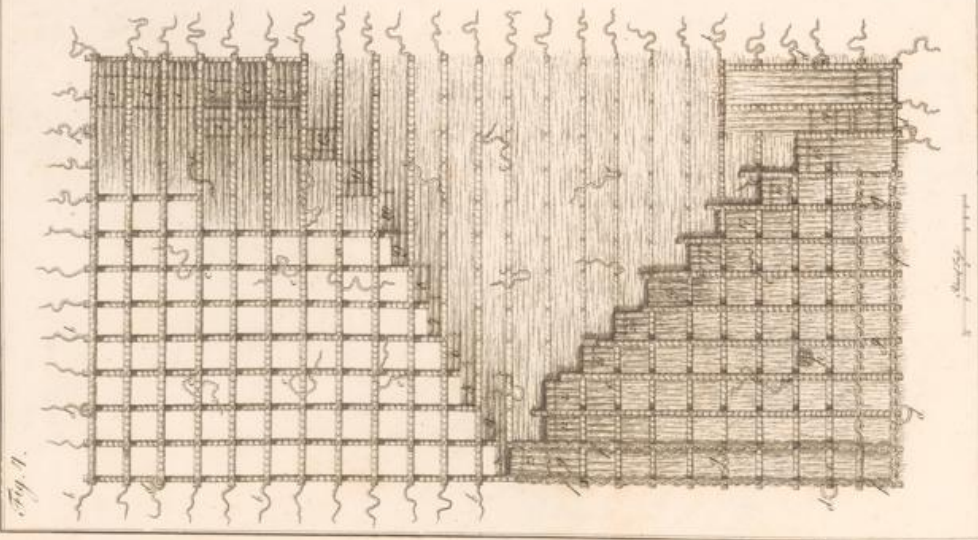
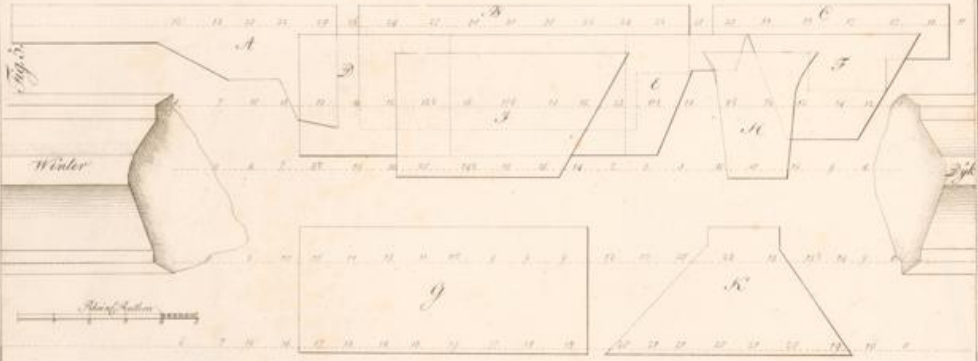
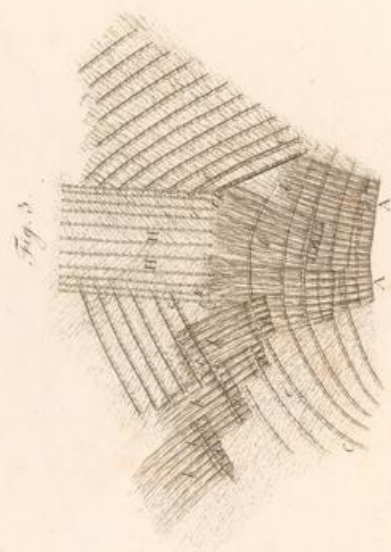
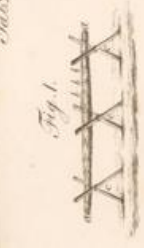


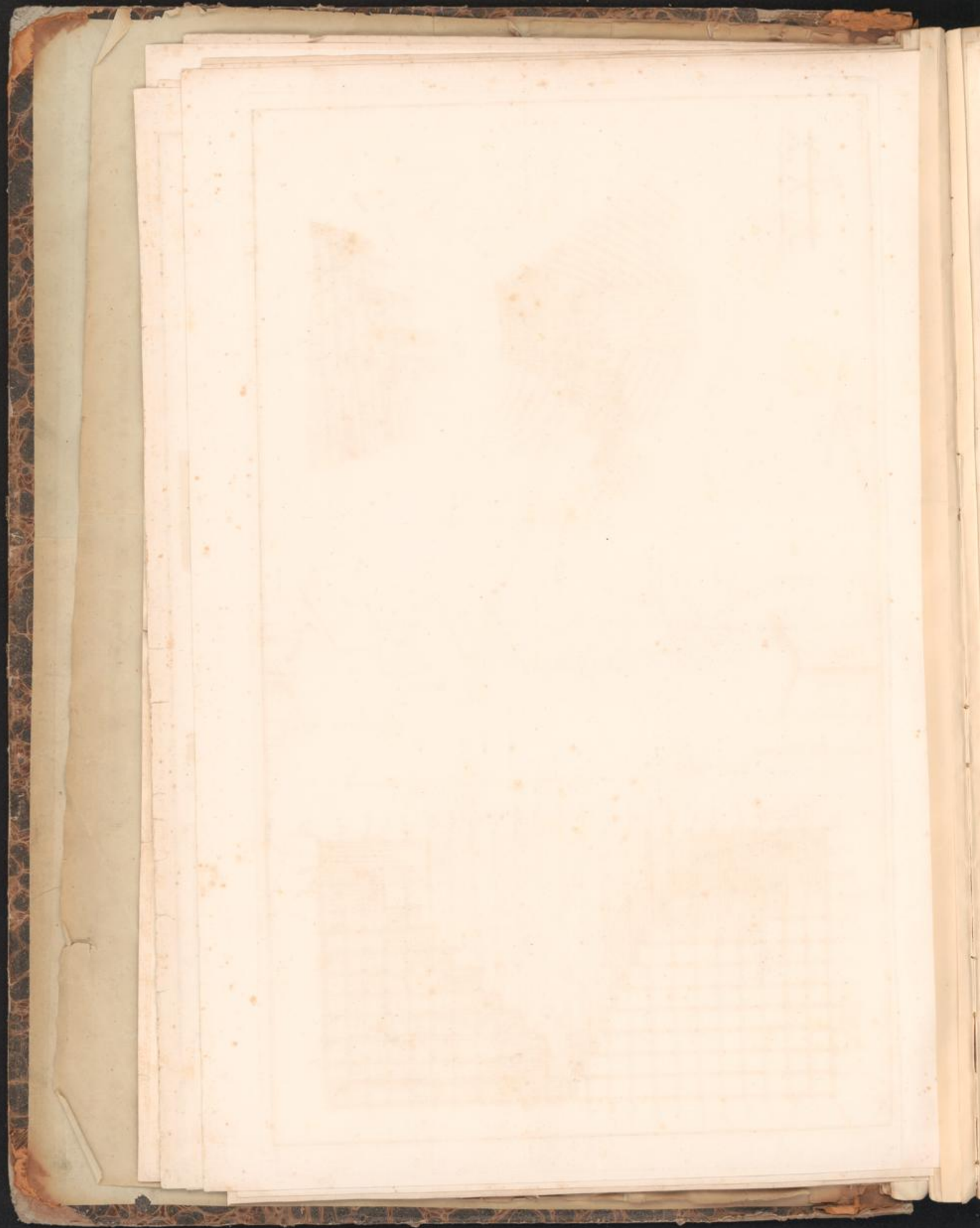
Bei Herrschaftlichen Sachsen Göttingischen Hofmechanici Herrn Schwedes Wasserwagen



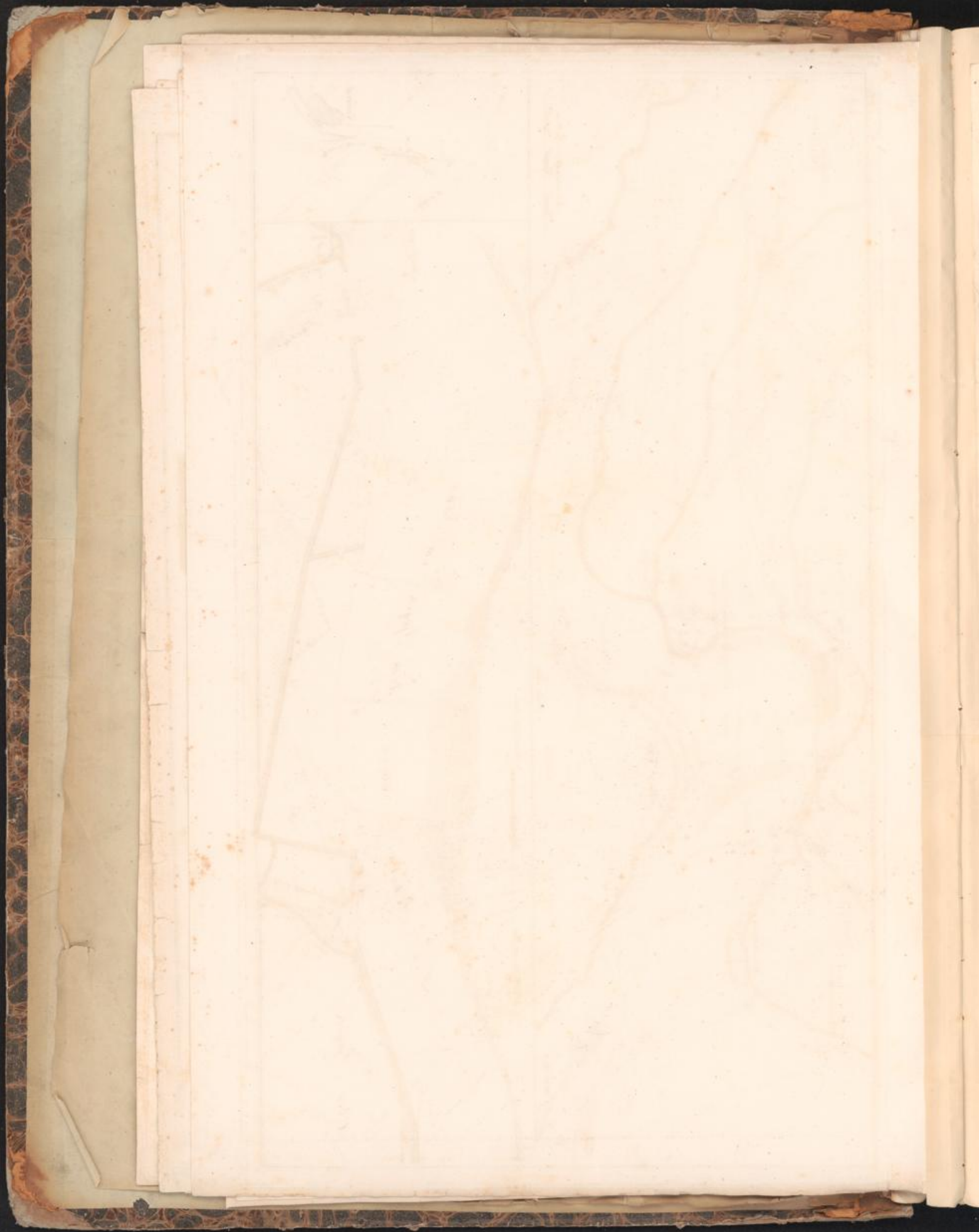
gezeichnet von J. C. Schöner

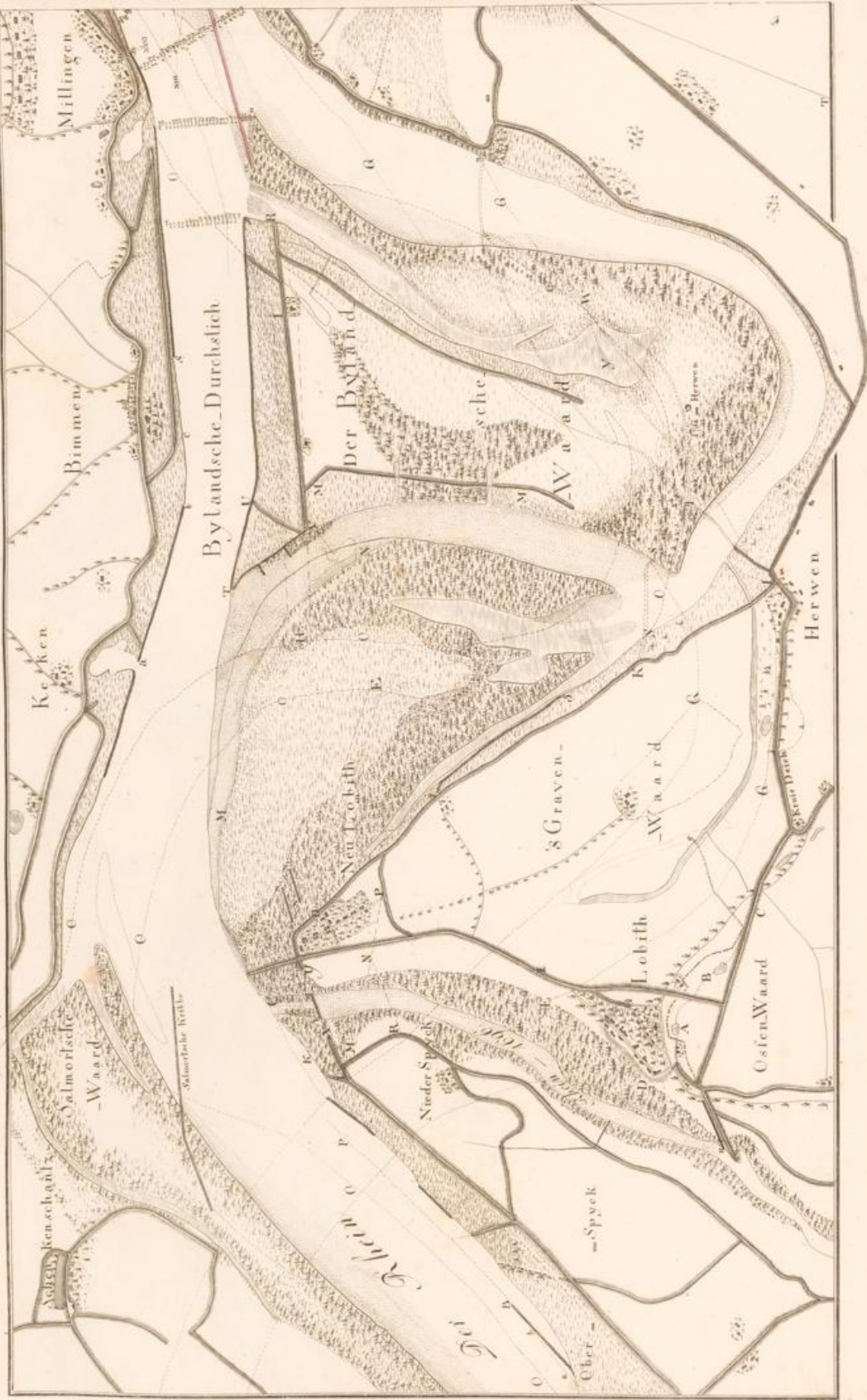




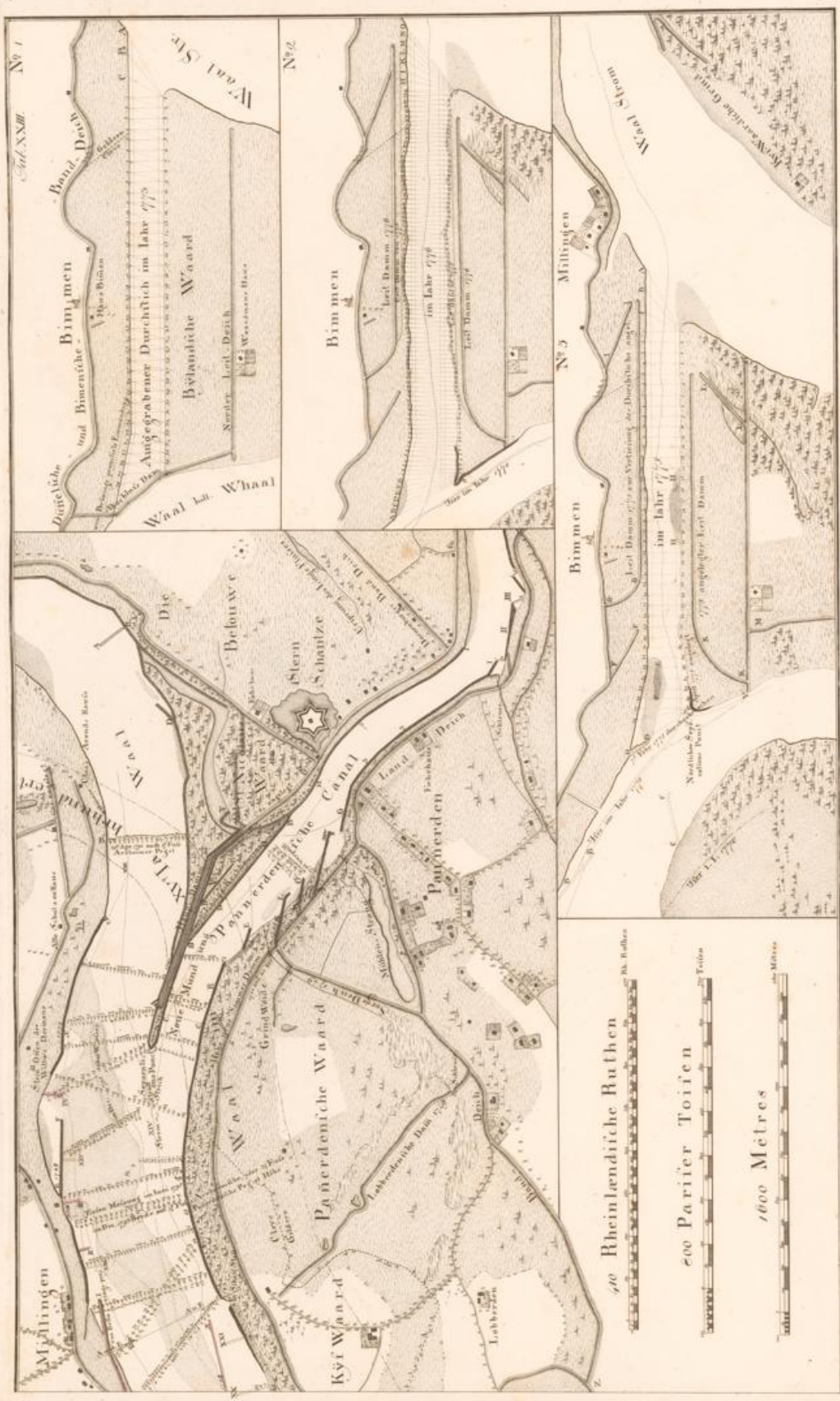
















Ac. III. p. 107 an der. Tab. XXV.

Wijk van de Pann

Wijk van de Manding de Pann

Wijk van de Manding de Pann

Wijk van de Manding de Pann

Wijk van de Manding de Pann

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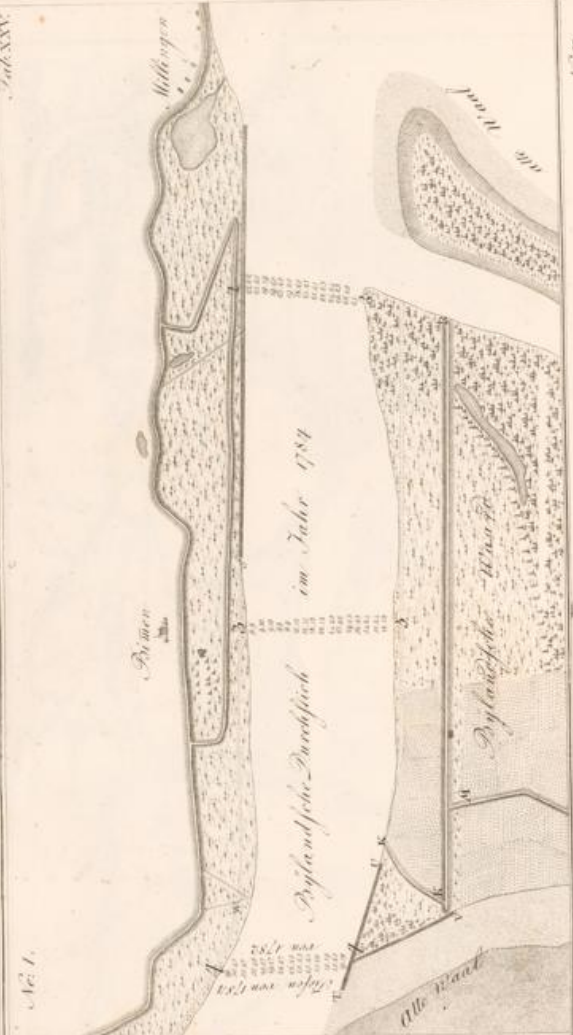
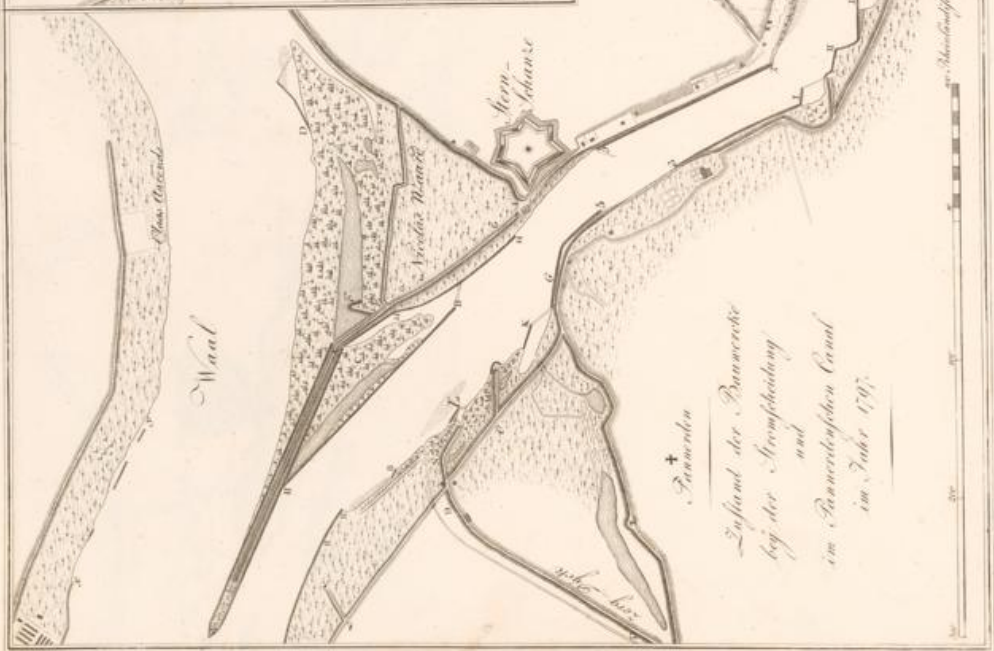
Wijk van de Manding de Pann

Wijk van de Manding de Pann

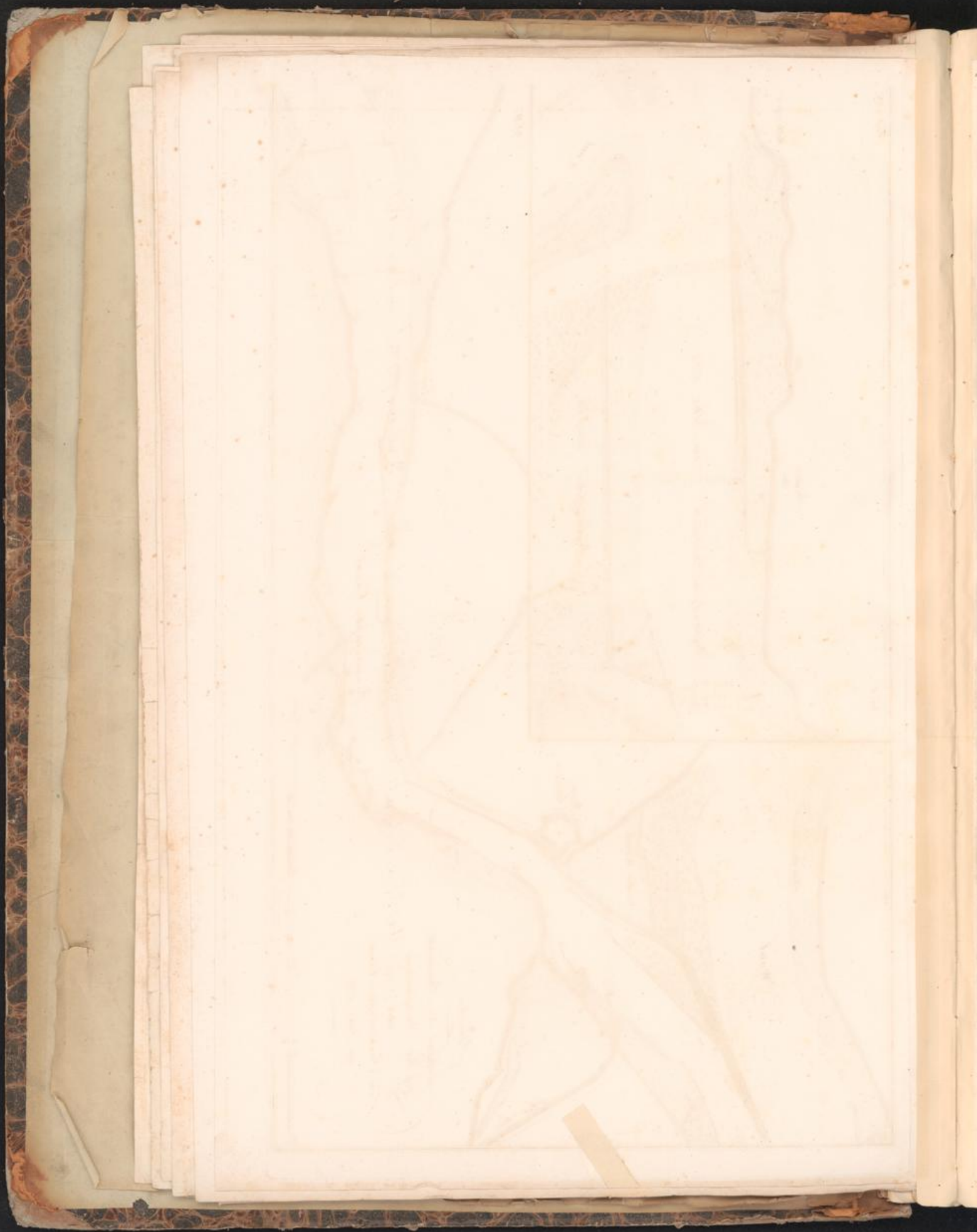
Wijk van de Manding de Pann

Wijk van de Manding de Pann





+ Paderborn
 Zustand der Bauwerke
 bey der Anspülung
 und
 im Paderbornischen Canal
 im Jahr 1790





Karte
 von der Maad, von dem Untern Rhein, dem See, von der Aernvede, und der Maas
 und von den Gegenden welche an diesen Flüssen liegen.

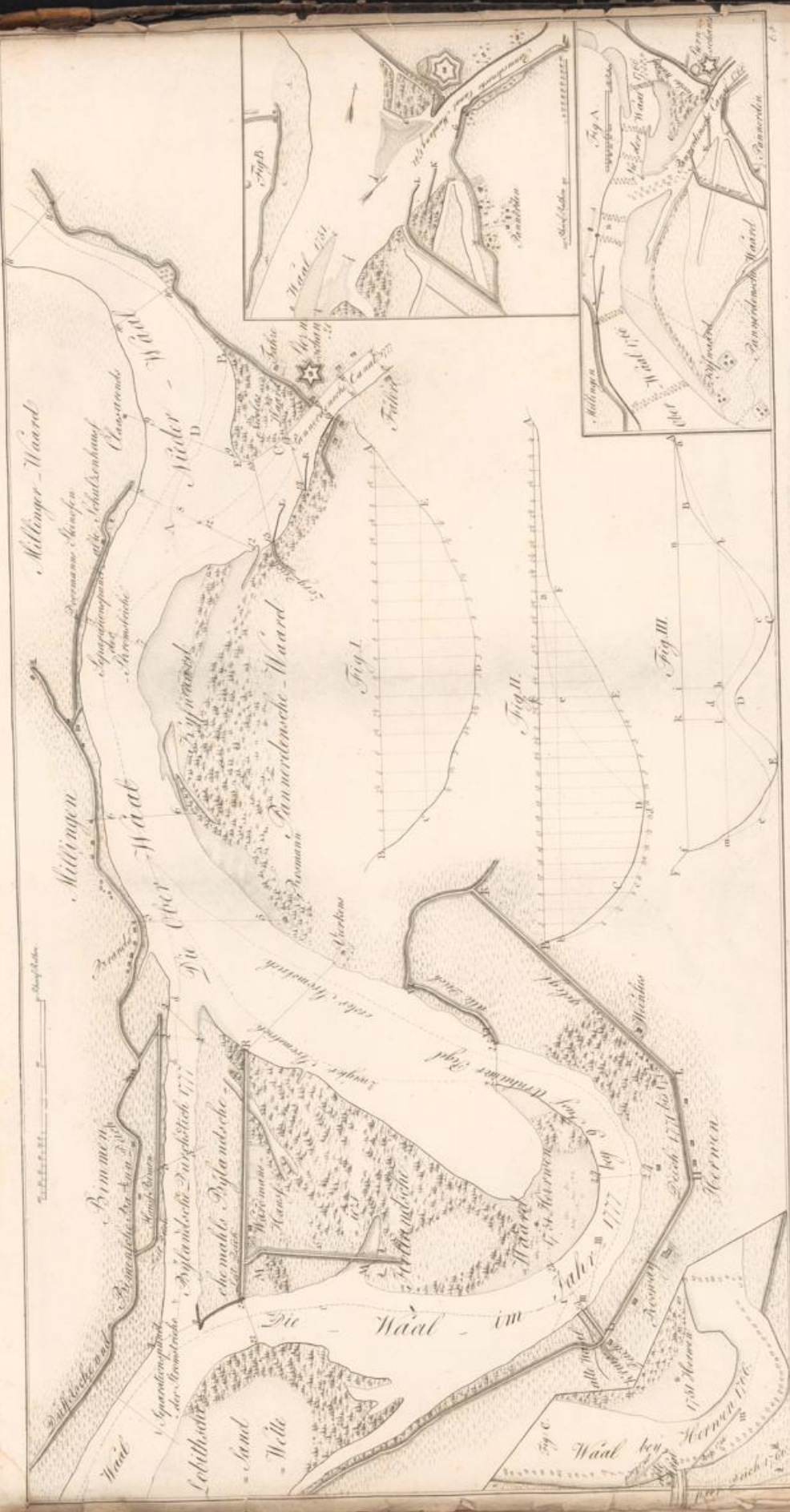
aus: Aufschnitt des auf dem See geschnittt sind zusammengetragen und herausgegeben
 von
 Wachling.

Verlag: Neudruck, Berlin

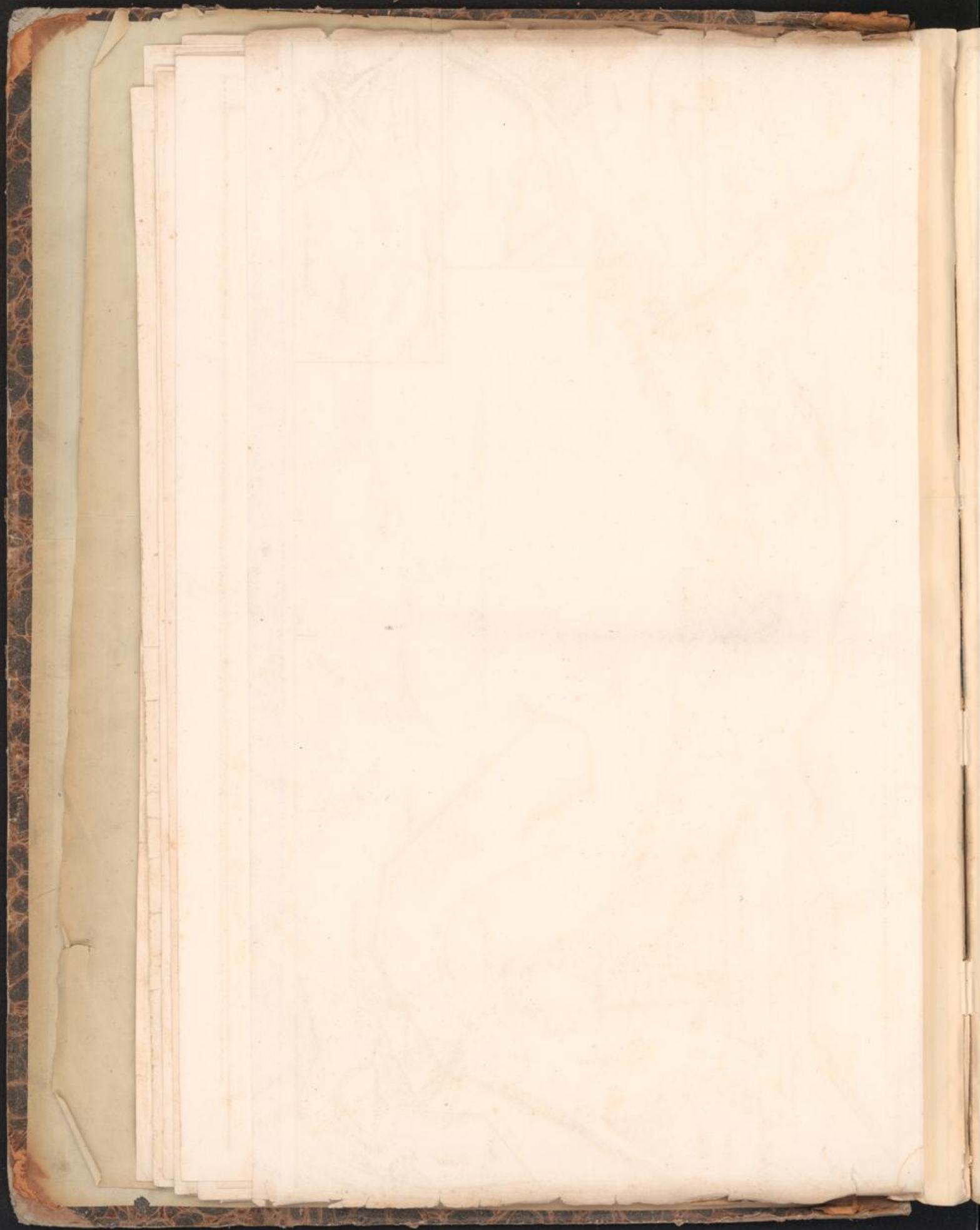
Verlag: Neudruck, Berlin

Verlag: Neudruck, Berlin



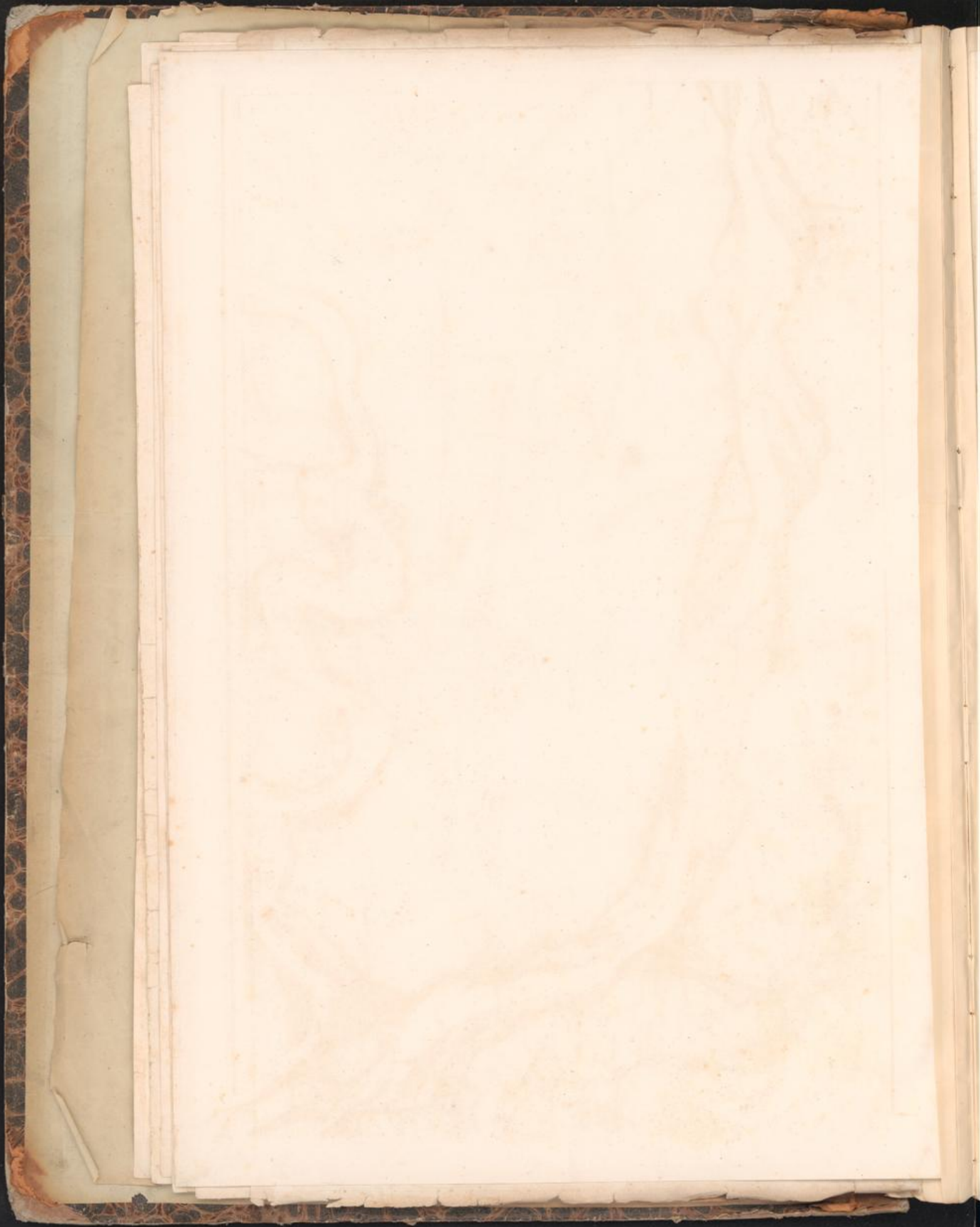


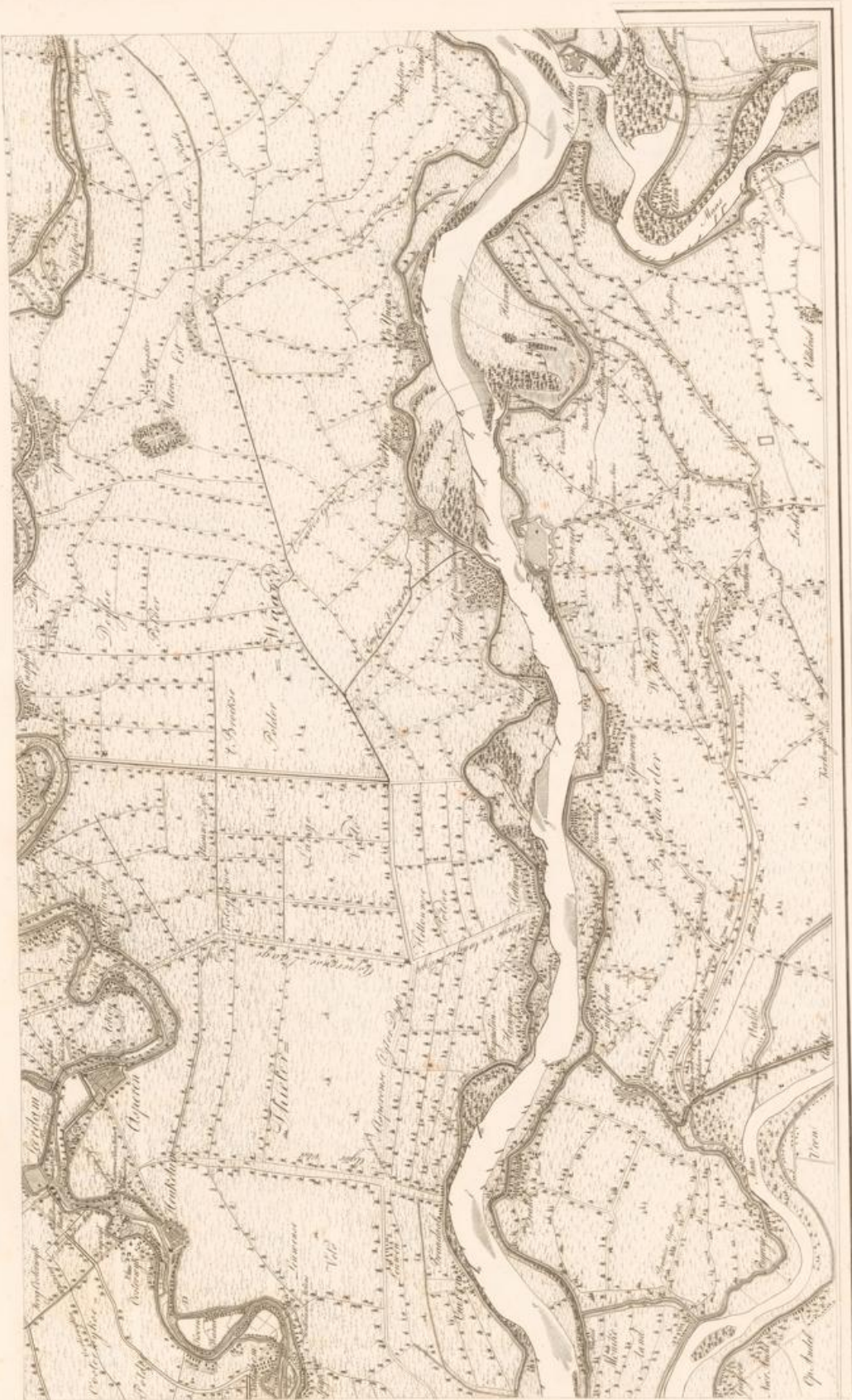
Mullinger-Waard
 Zuydam
 Zuydam-Waard
 Die Waal im
 Waal bey Herwen
 Fig. 1
 Fig. 2
 Fig. 3
 Scale bar at the top left.



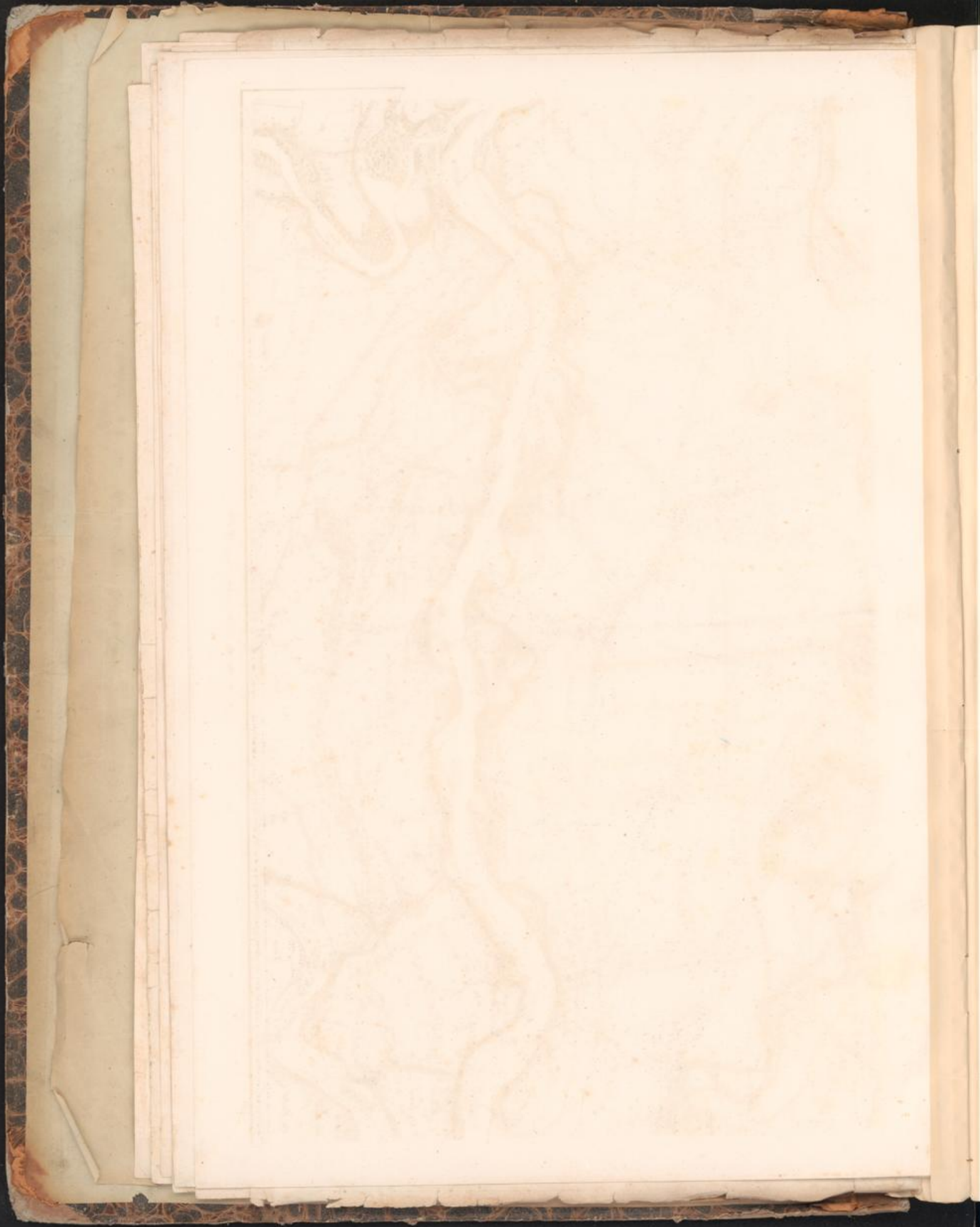


Veränderung der Weite und des Ufers. Anno 1751. S. 203.



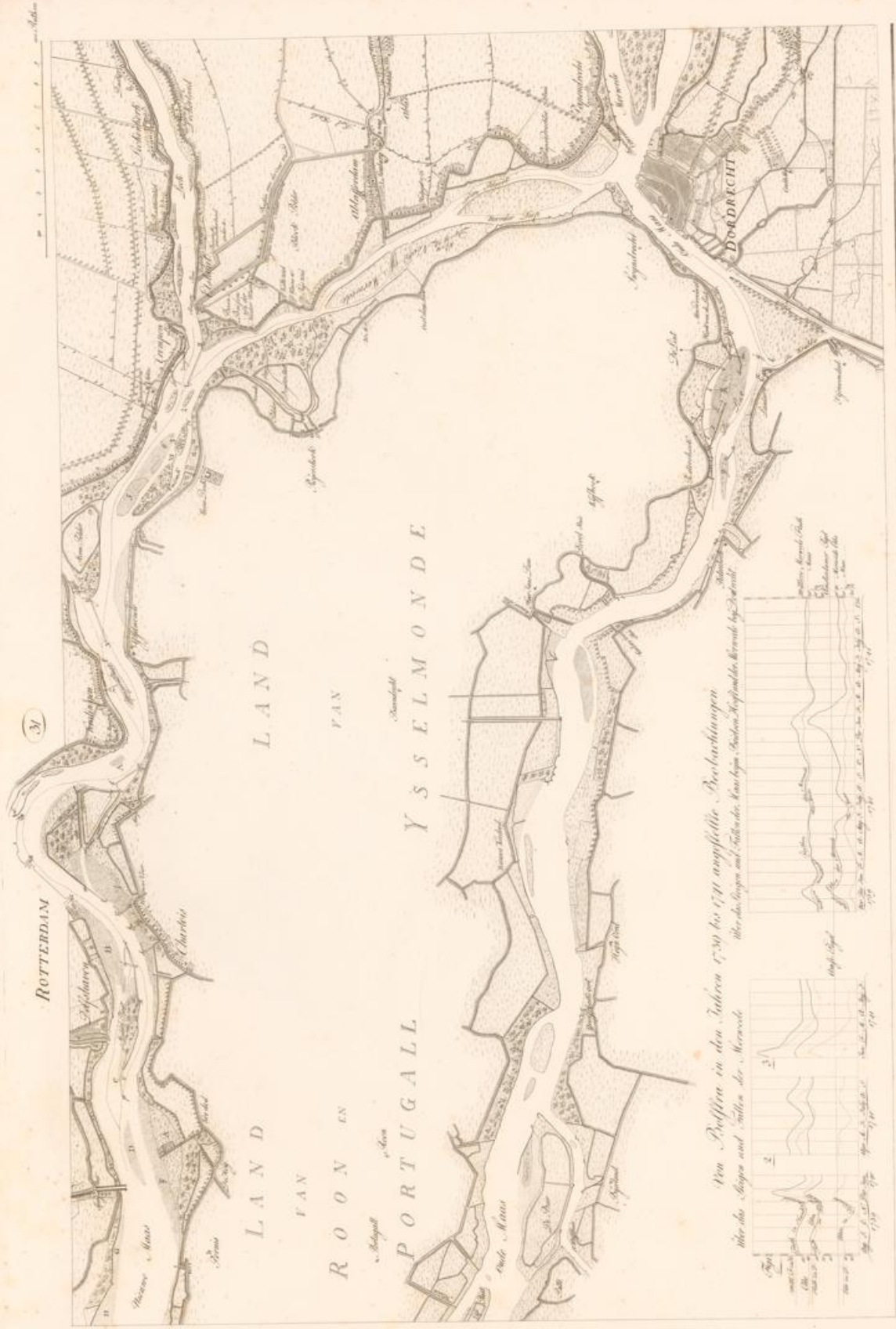


Scale of Miles and Furlongs









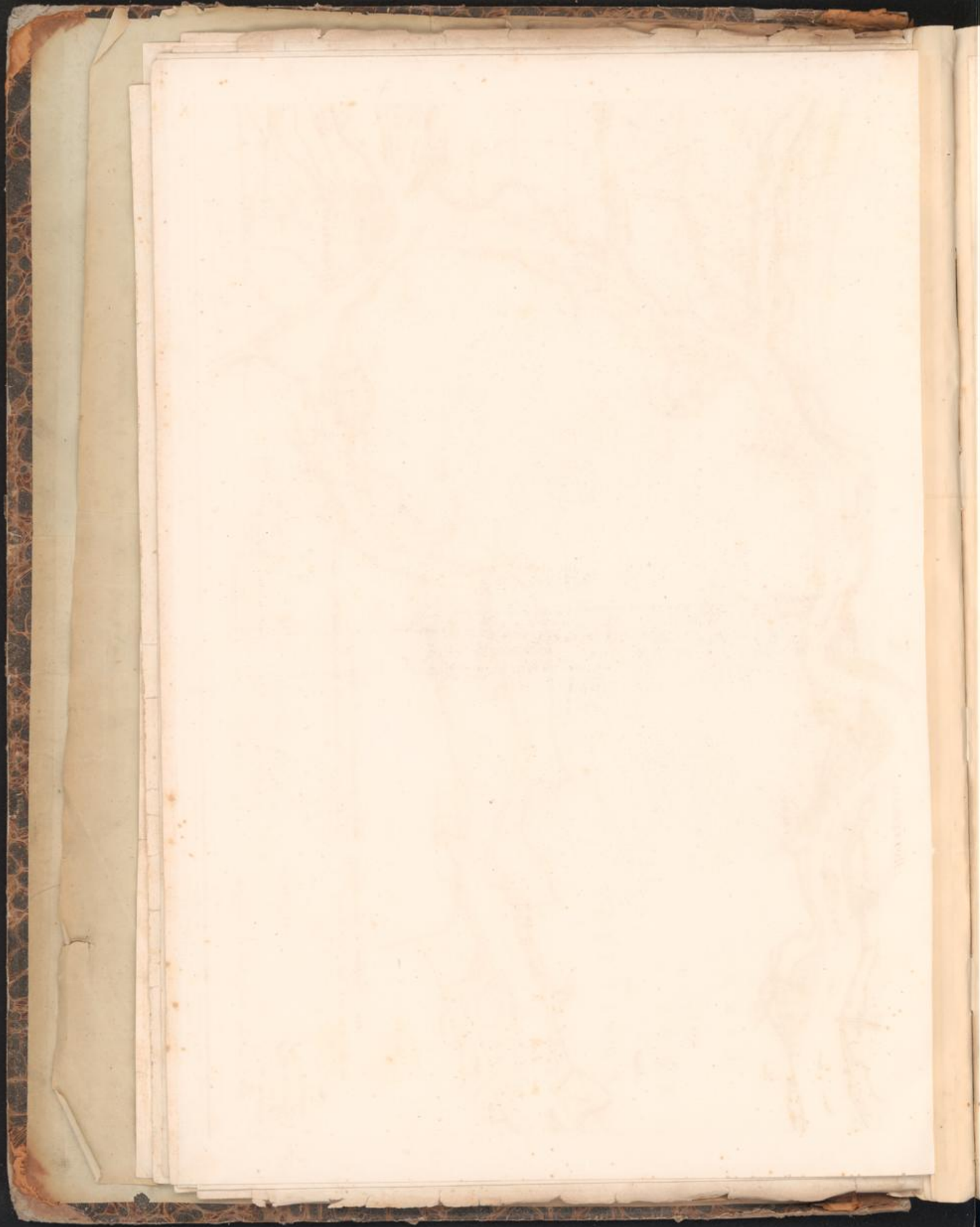
ROTTERDAM

LAND VAN YSSELMONDE

LAND VAN ROON EN PORTUGALL

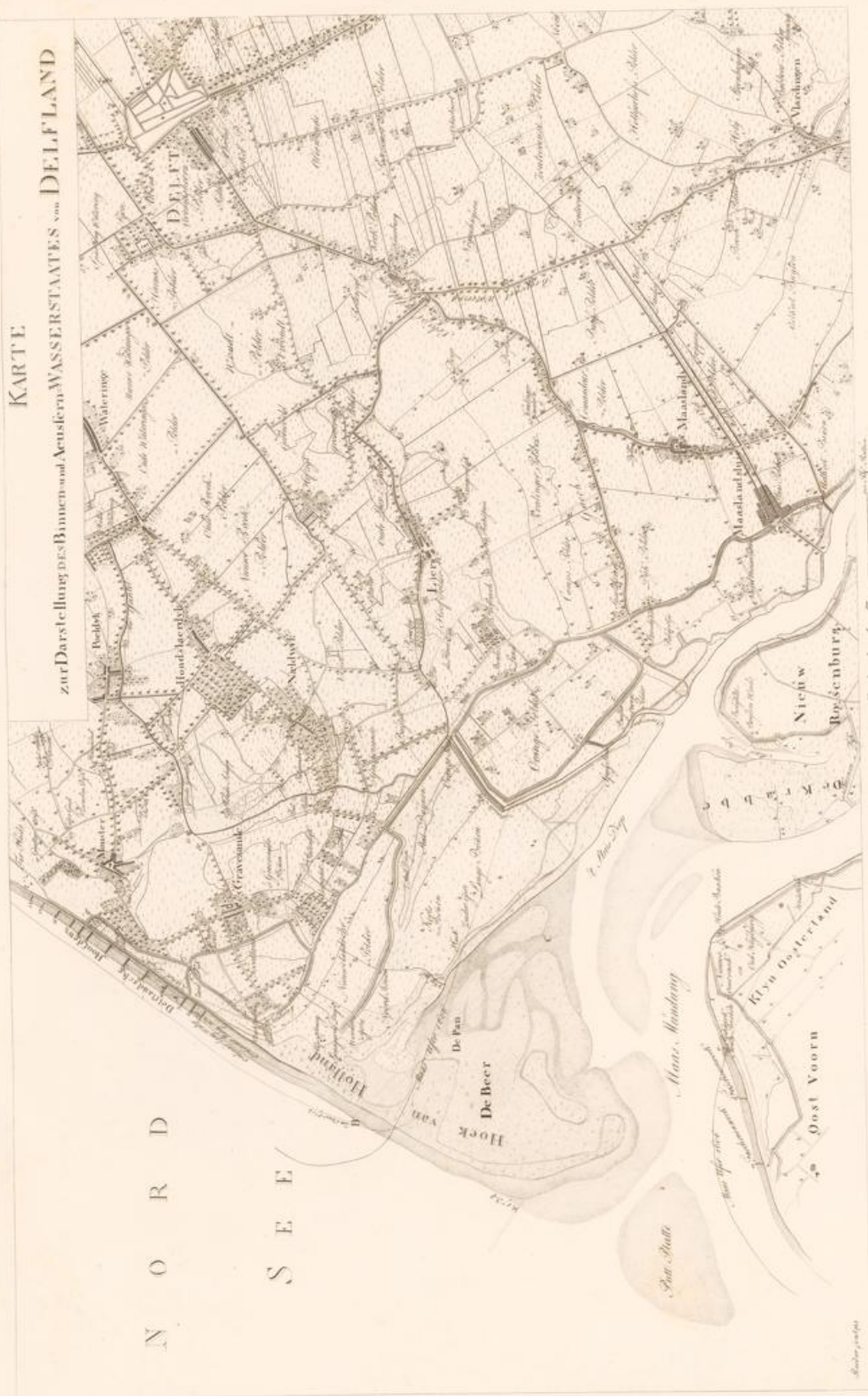
Von Proflic in den Jahren 1739 bis 1741 angestellte Beobachtungen
 über die Höhe und Tiefe der Kanäle, Bächen, Flüsse, Seen, und die Höhe der Meeresebene



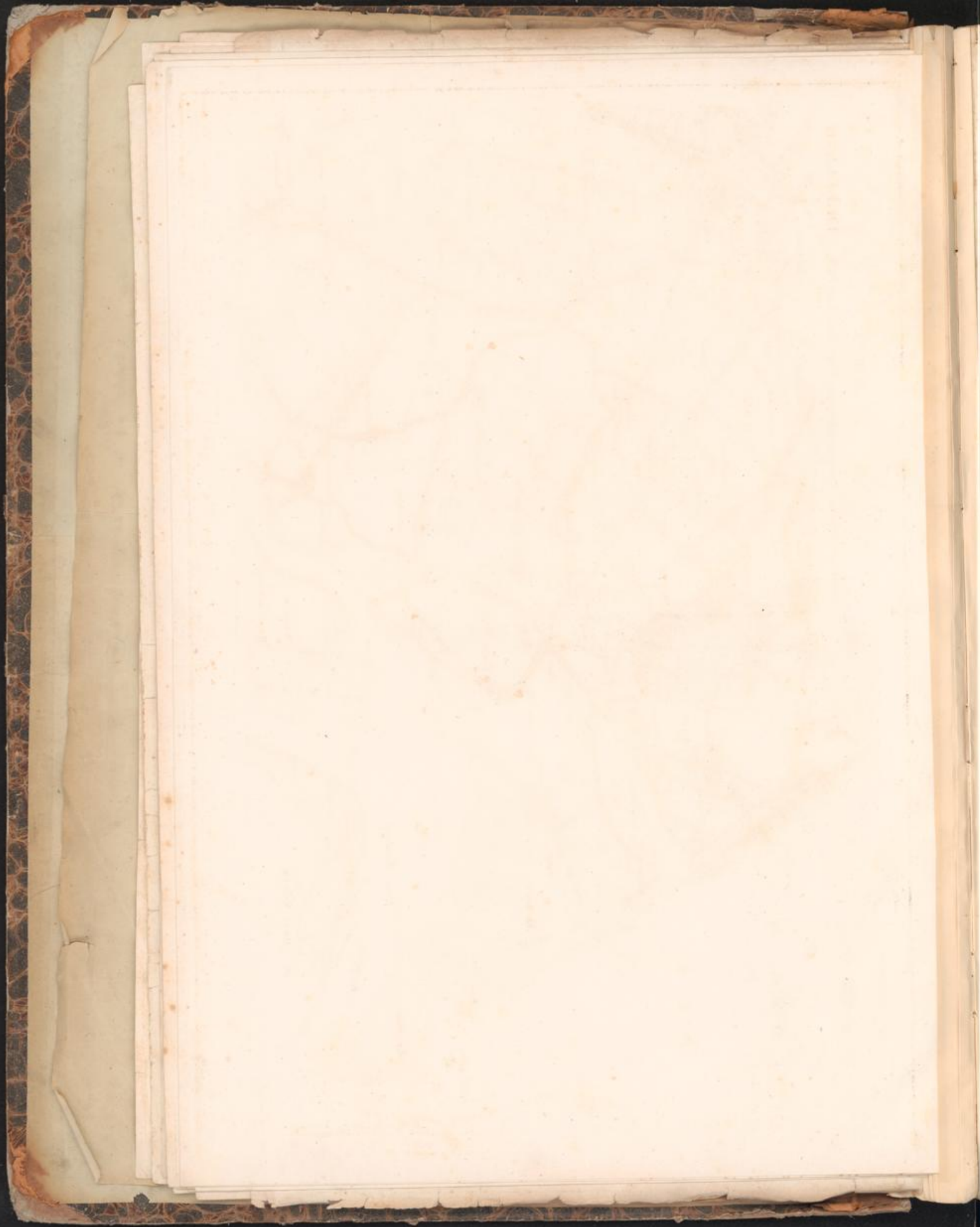


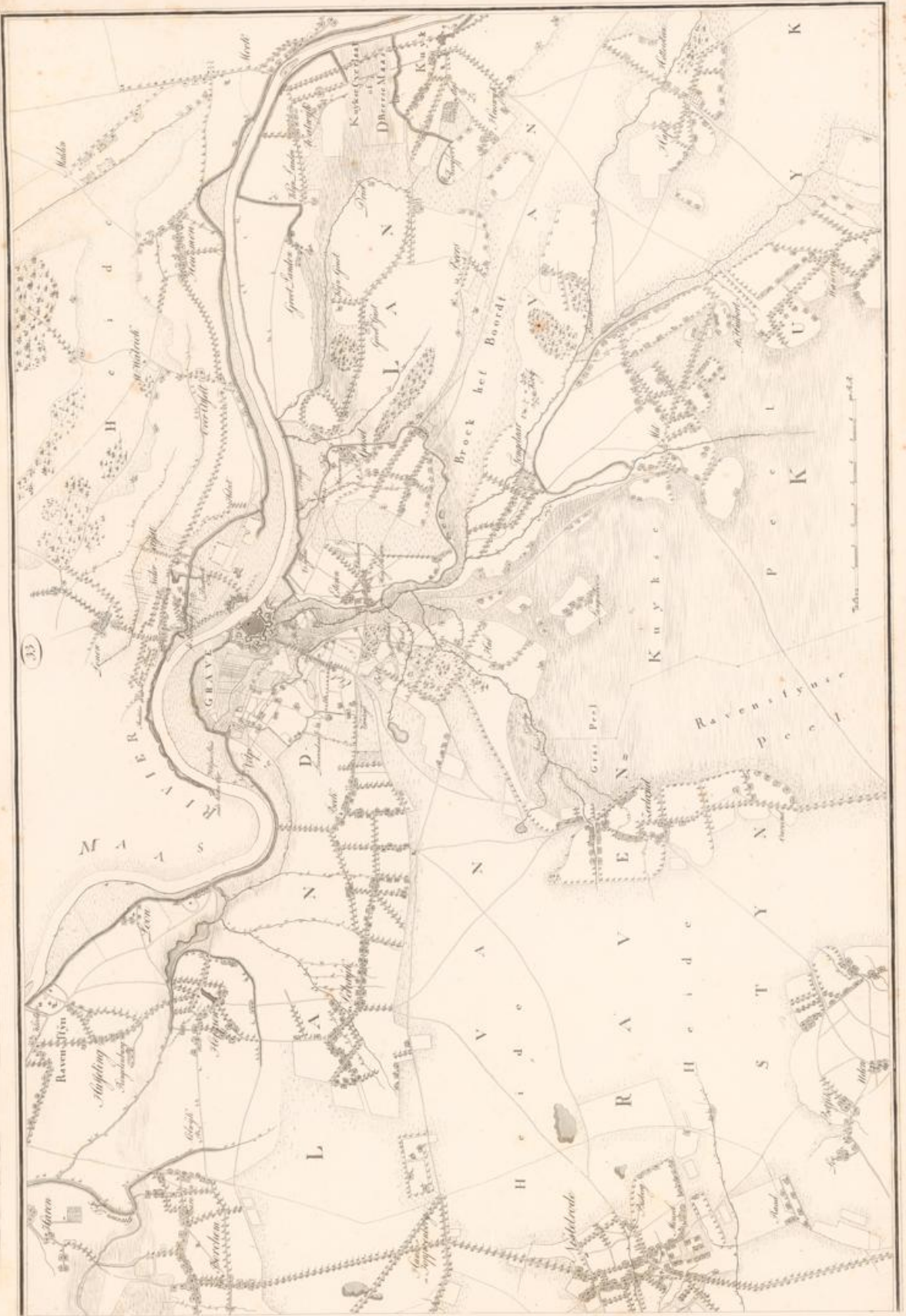
KARTE

zur Darstellung des Binnen- und Auen- und Wasserstaates von DELFTLAND



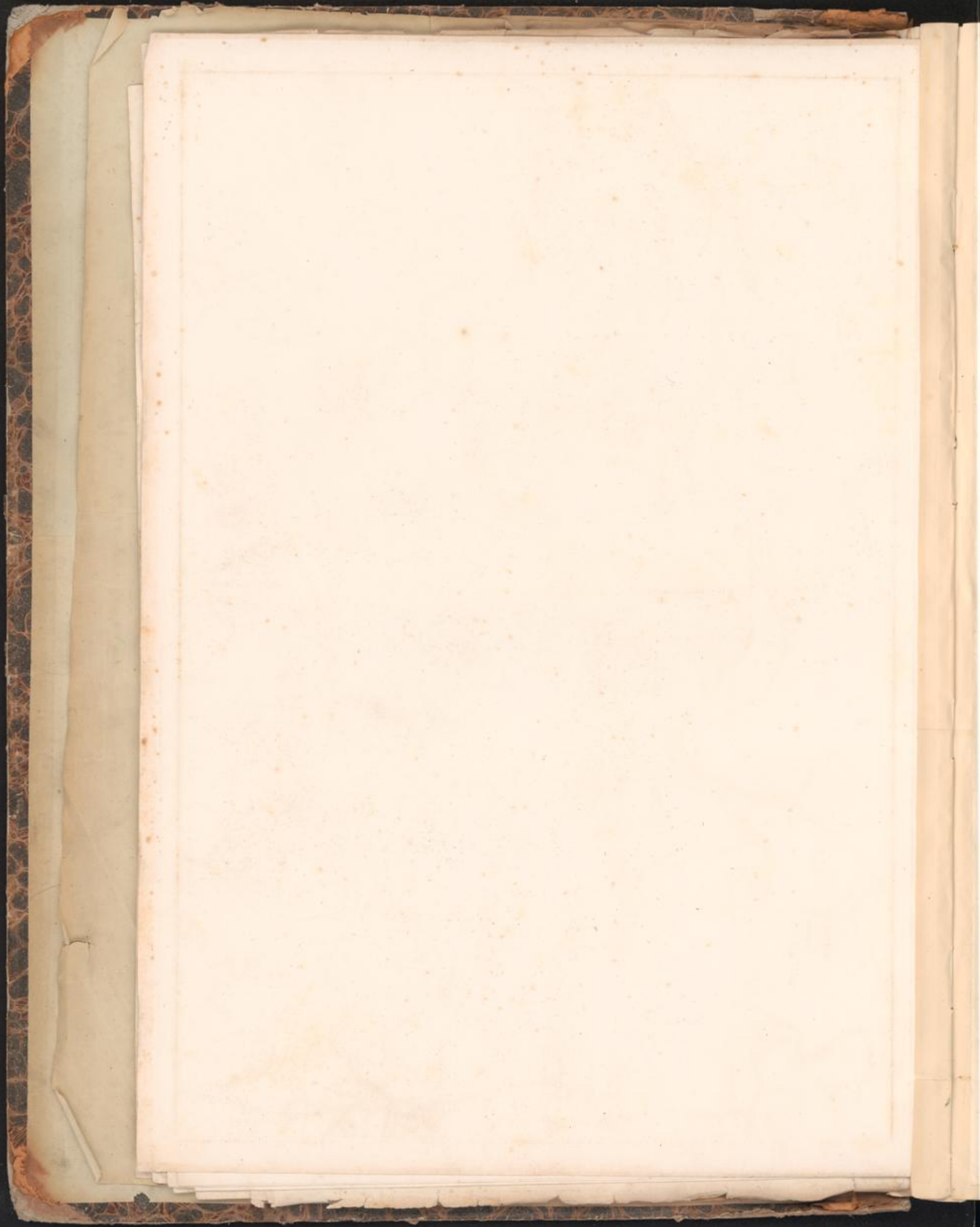
Handwritten text or signature at the bottom right corner of the map.





33

Scale of Miles



Tussend Maaslandische Steden



Maasland, Tafel 37



Maastricht

Middelburg

Hertogenbosch

Utrecht

Amsterdam

Rotterdam

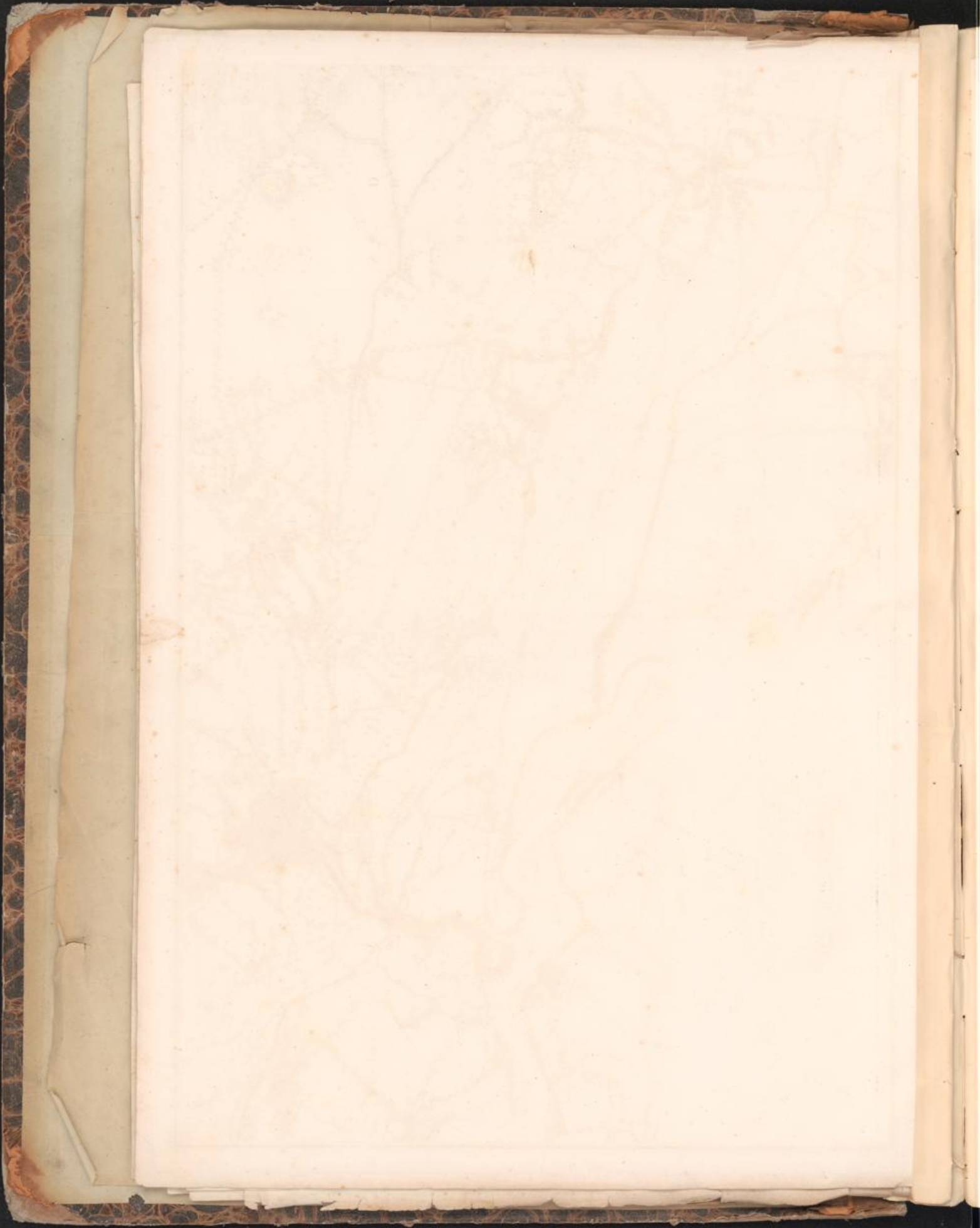
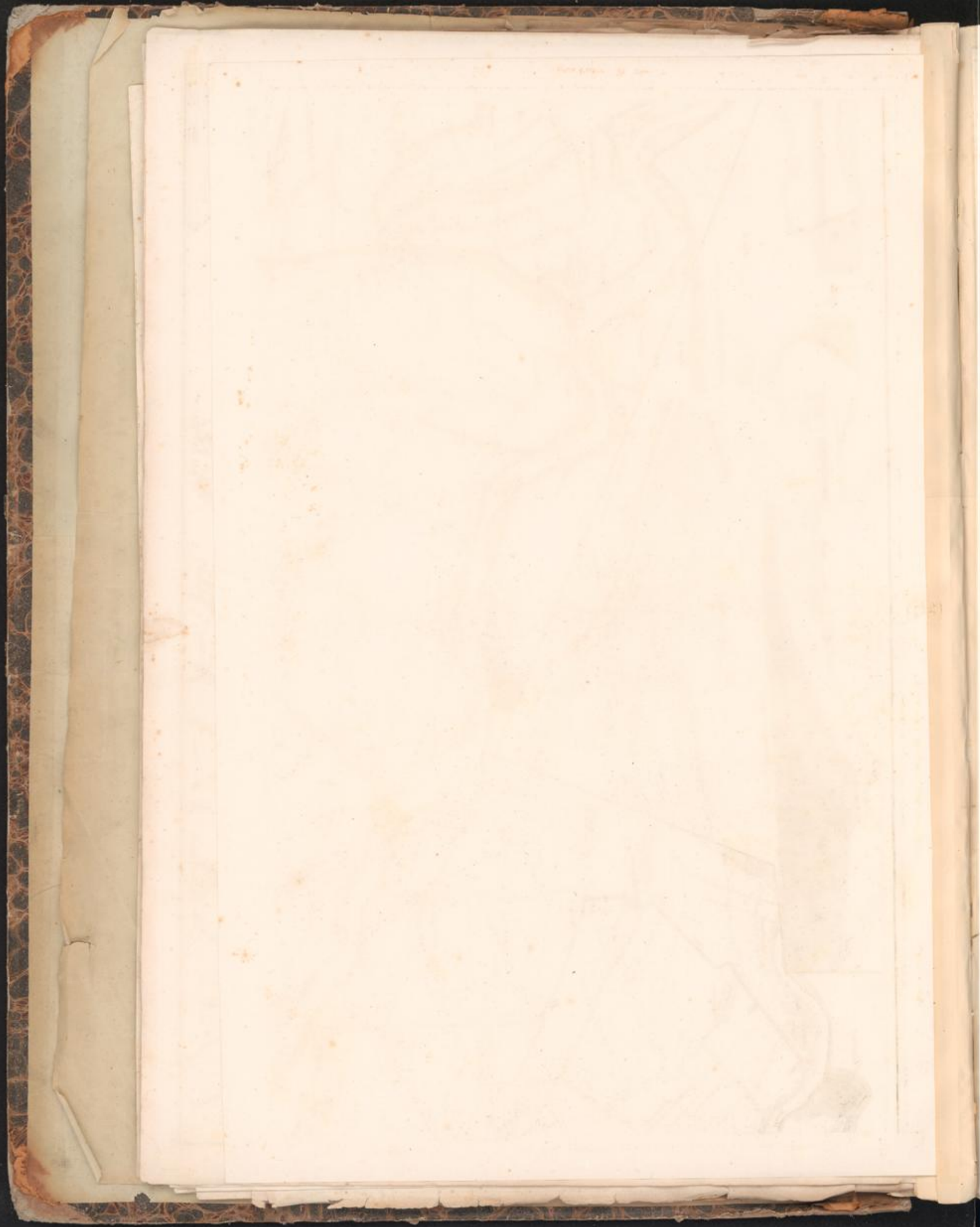


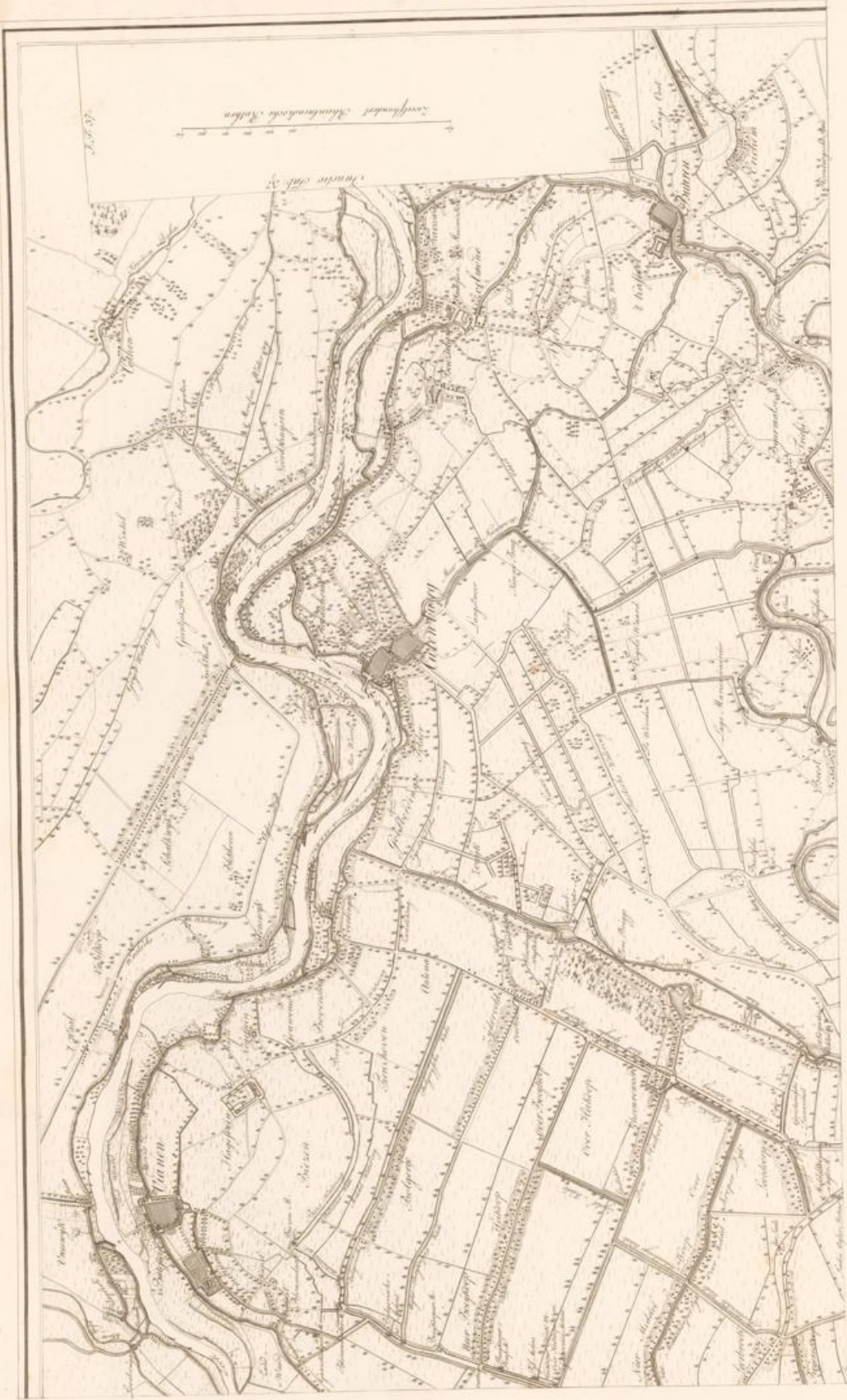


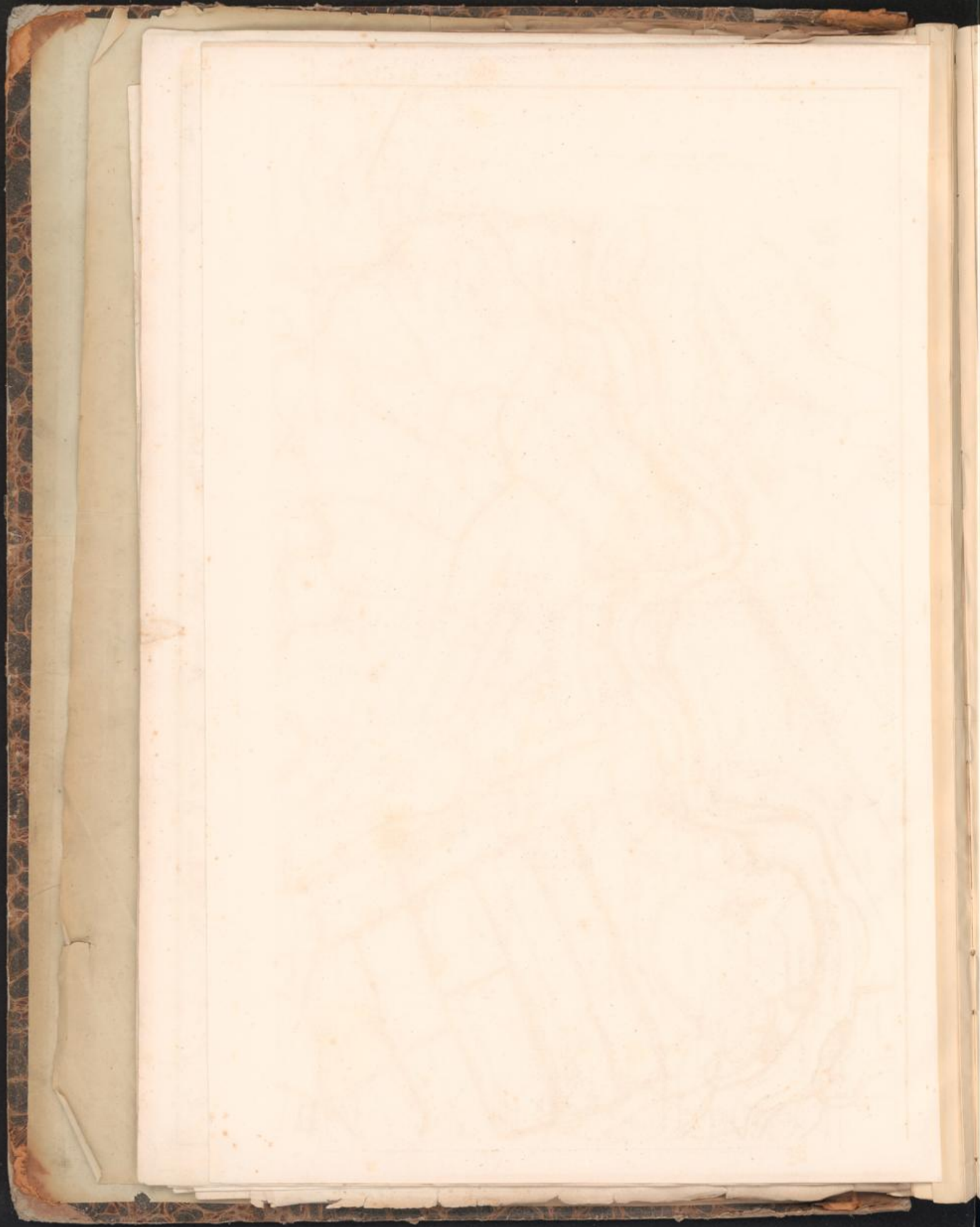
Fig. 3

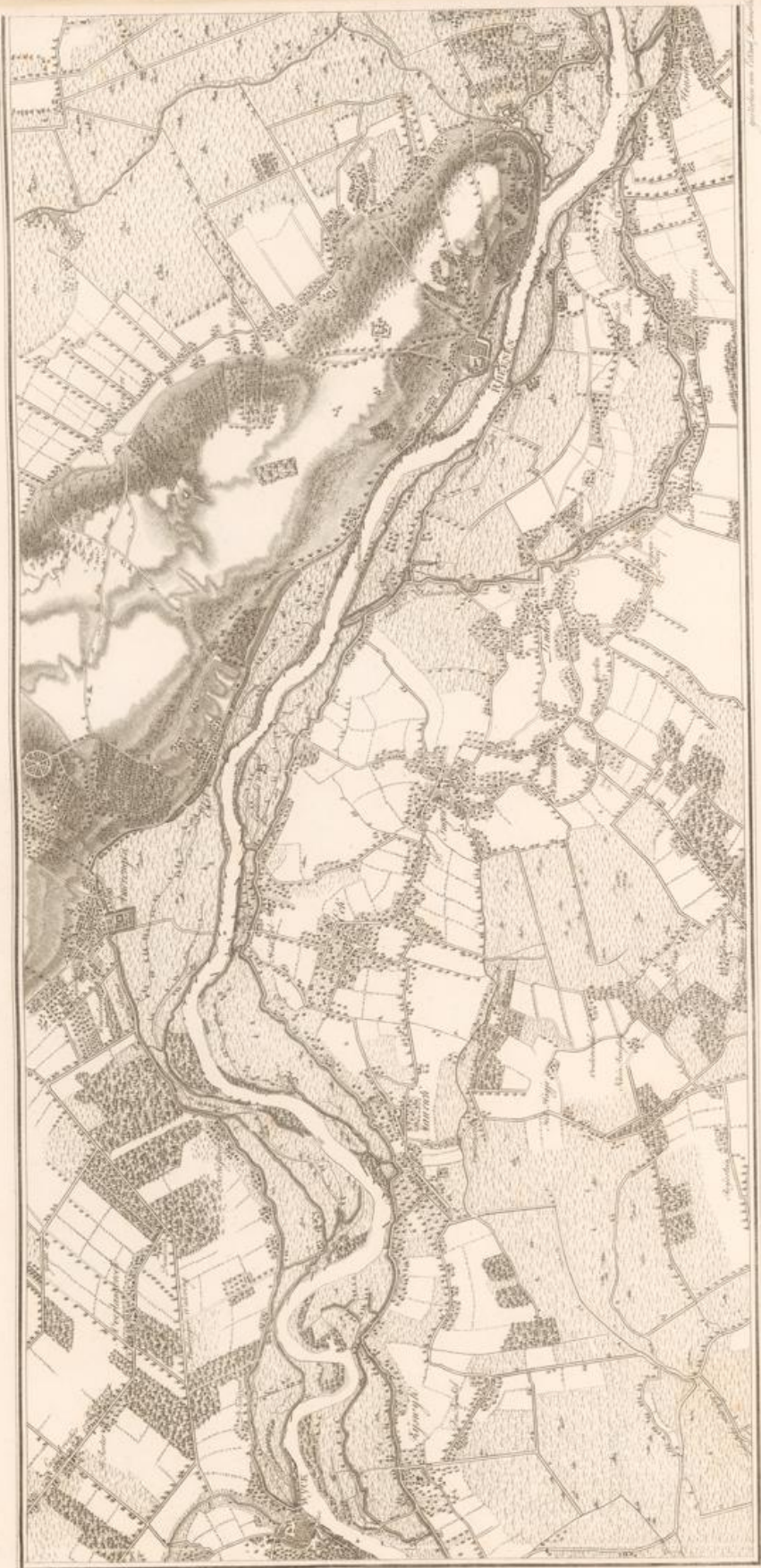
Fig. 4

Fig. 5



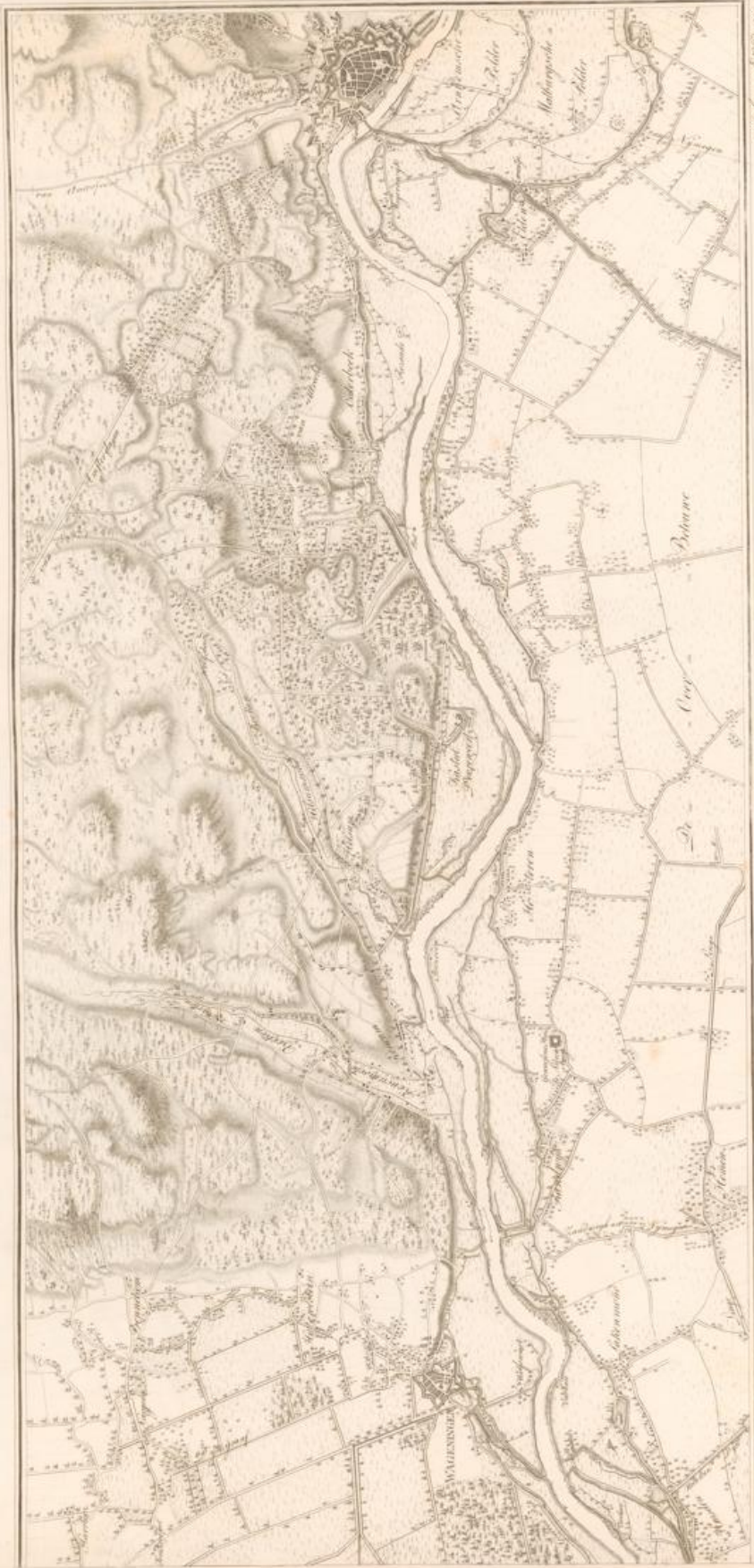






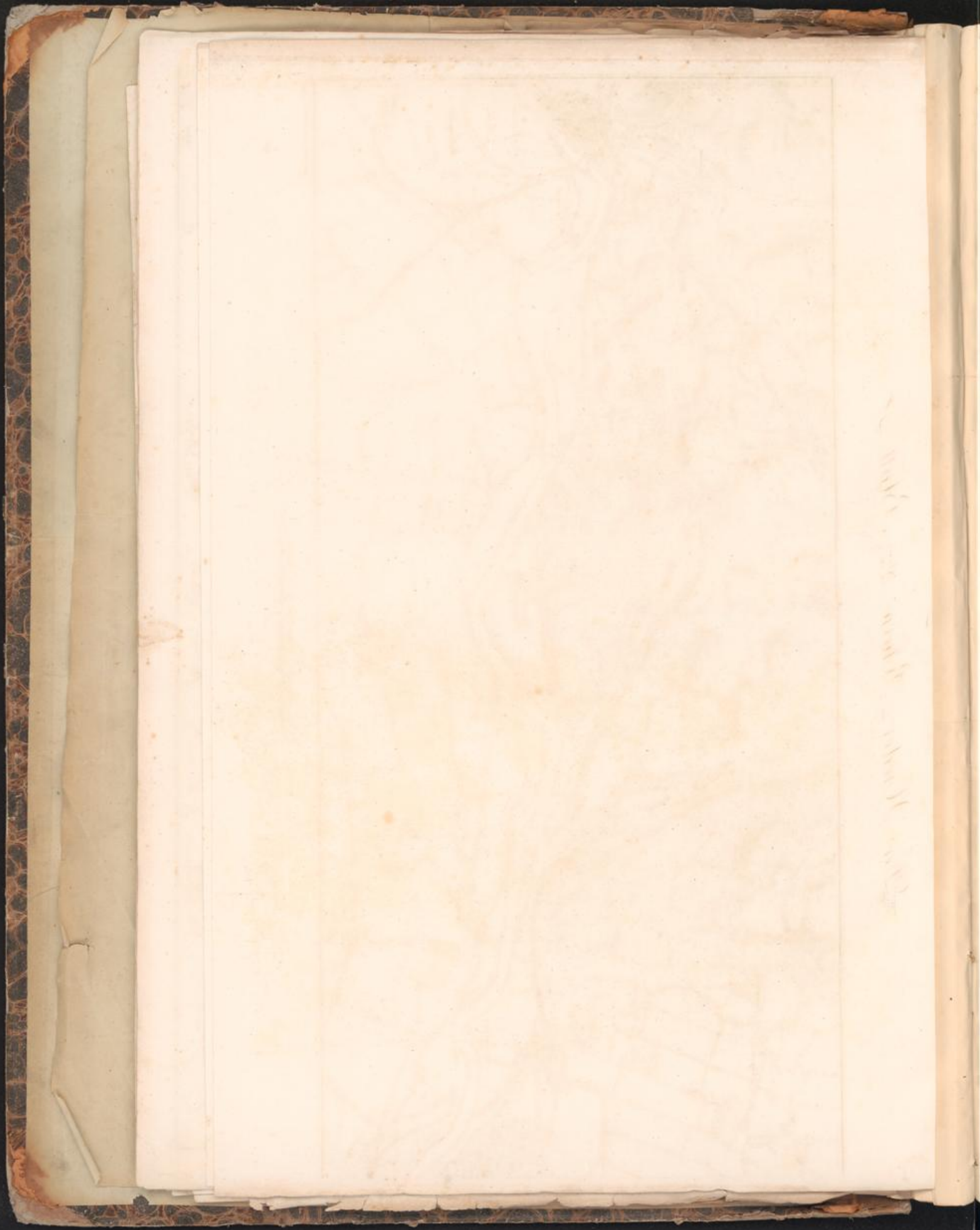


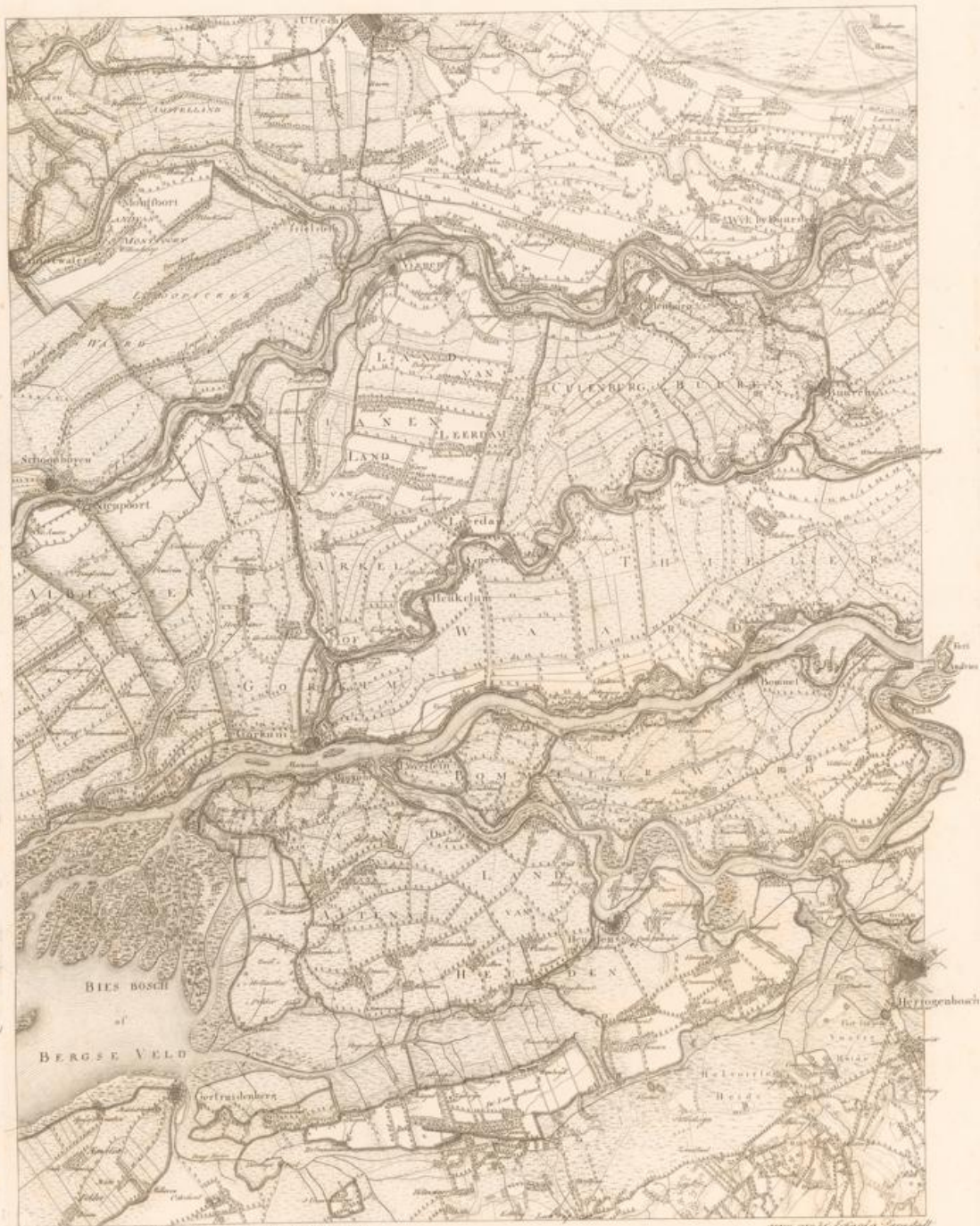
Der Nieder-Rhein 2^{tes} Blatt S



Maas, Aachener-Rhein, Aachen

gezeichnet von G. H. W. 1799

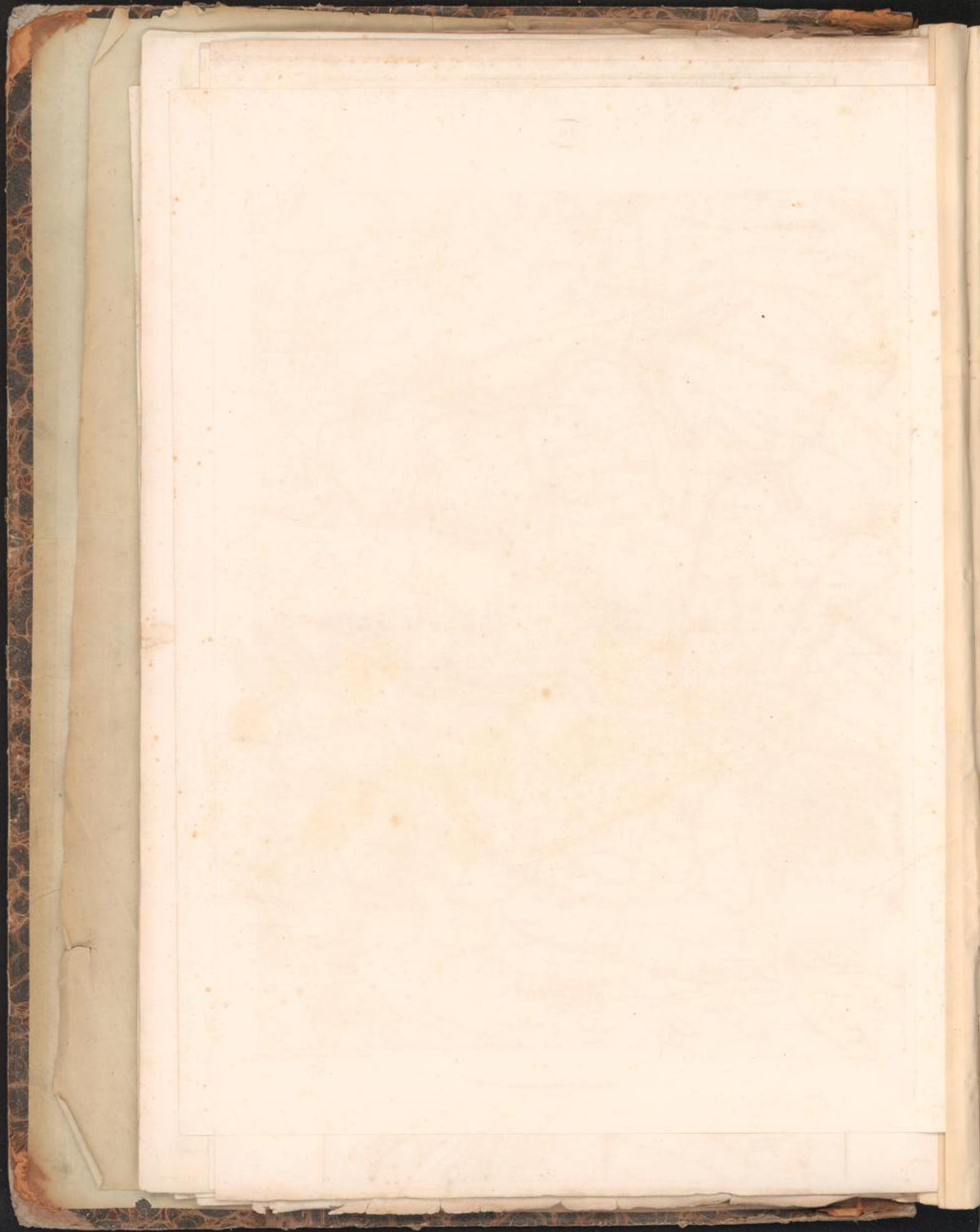




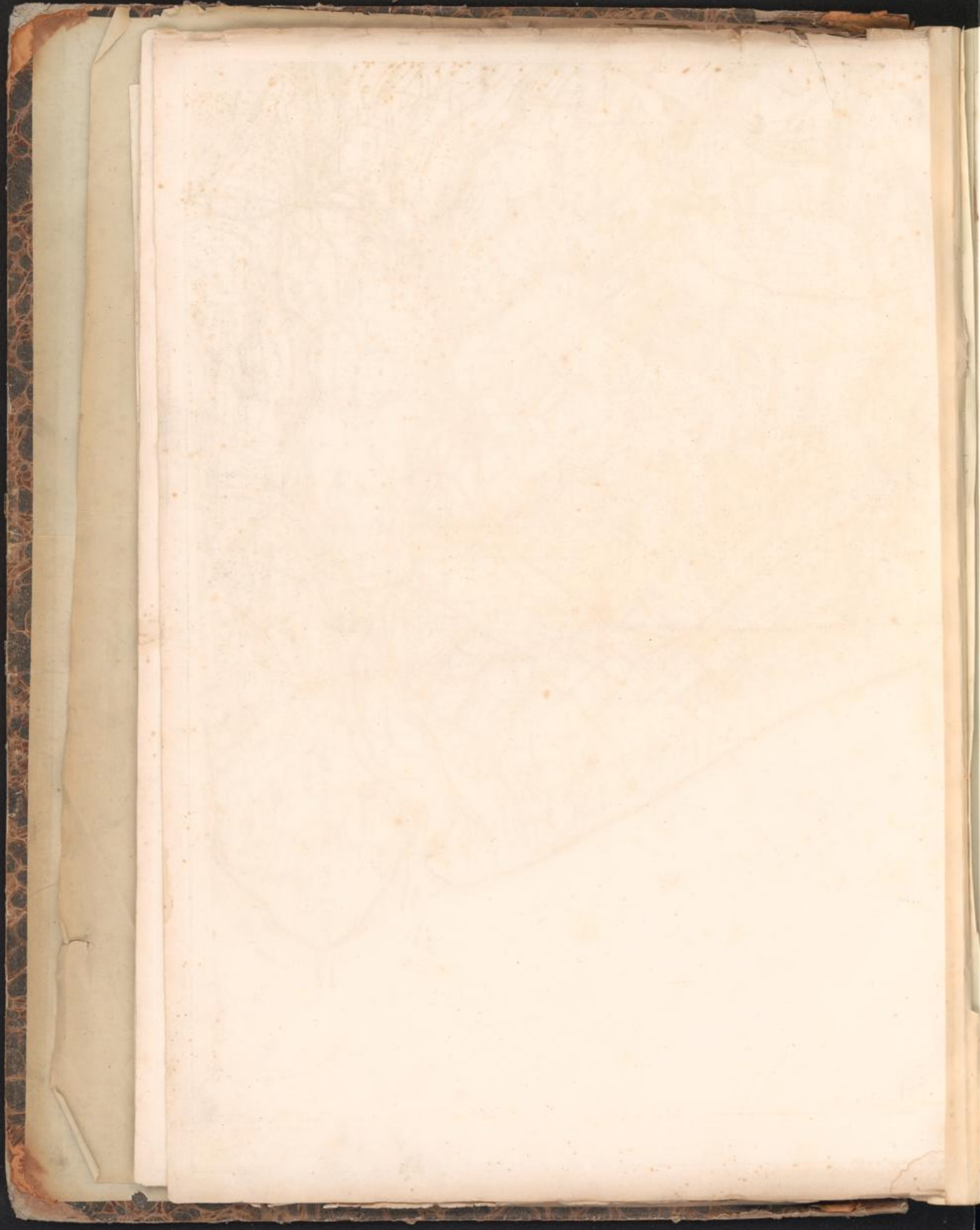
De Begreepingen van de Weyliche Landheeren sijn verheft. Jaar 1747.

van der A. de Waard: Amst. 1747.

van der A.



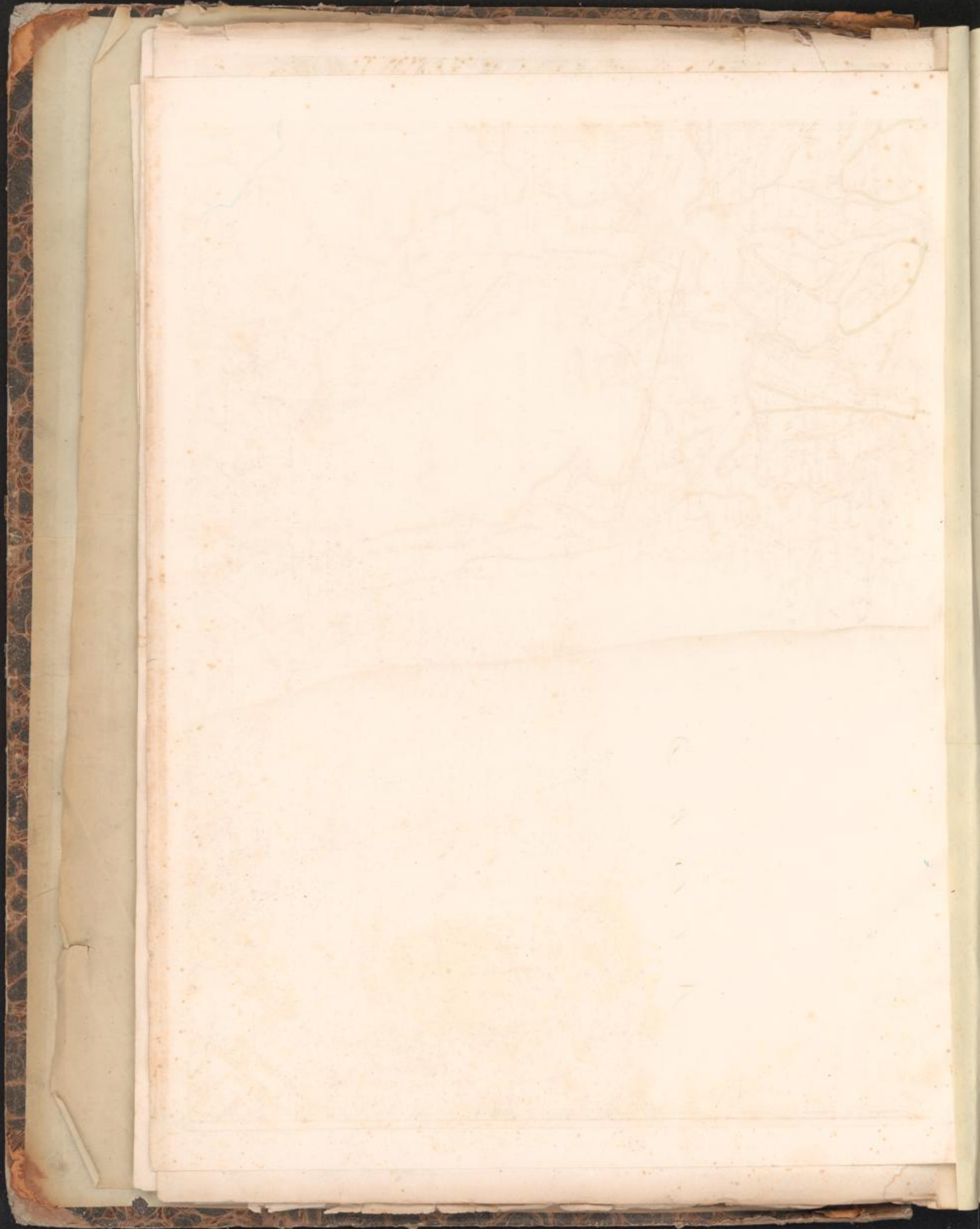




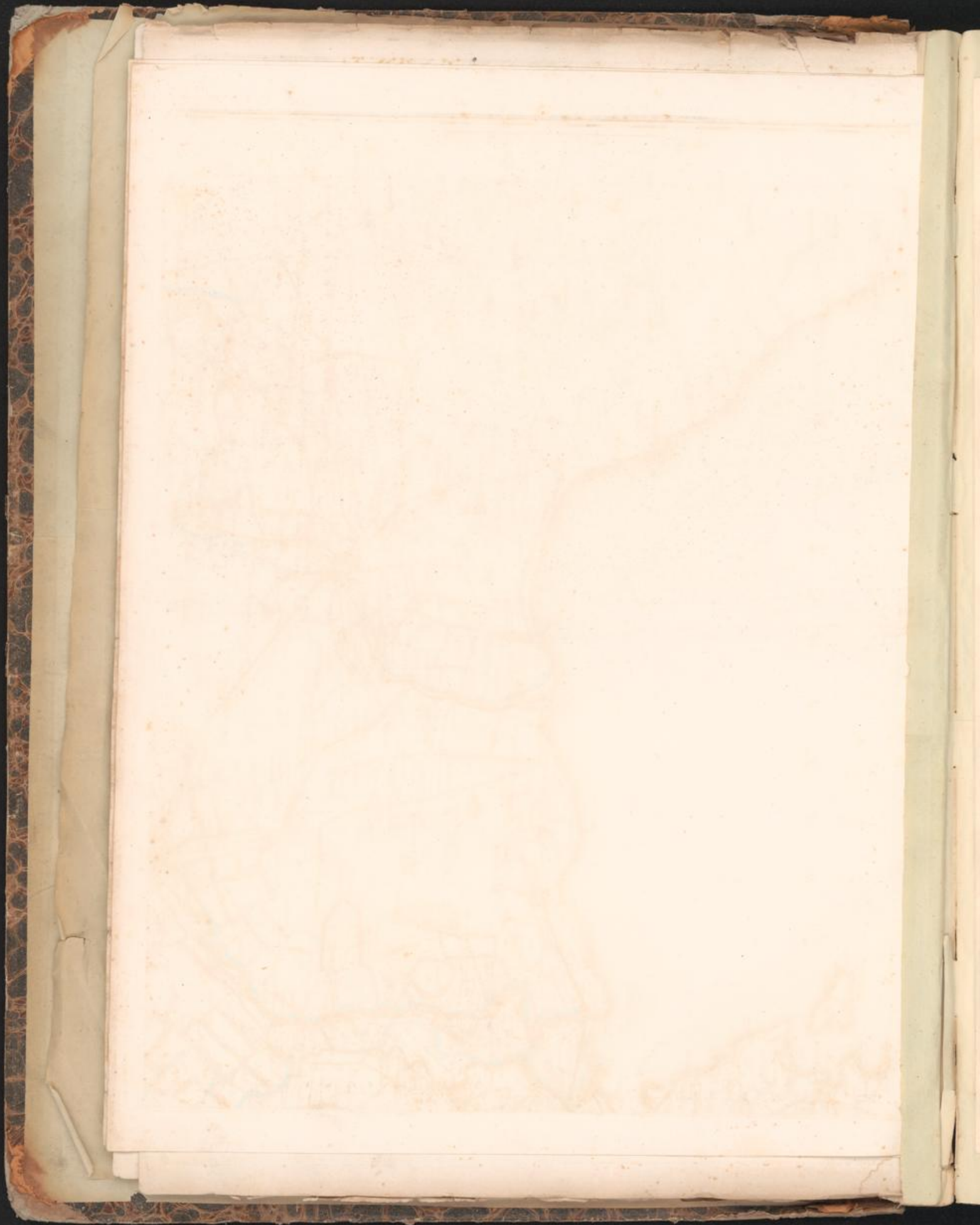


N O O R D

L E E









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Woolwich

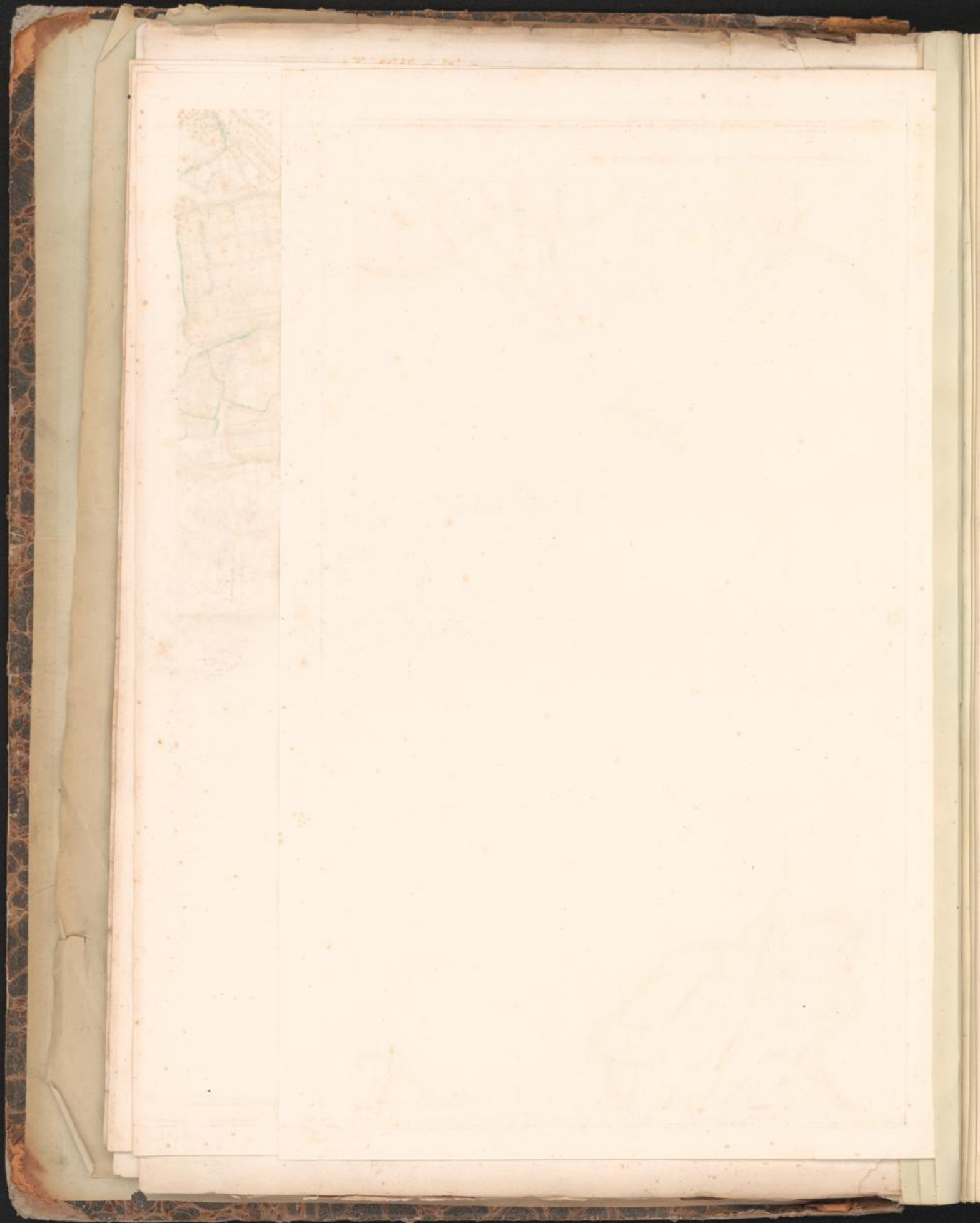
Spital Grounds
Hospital

London



11



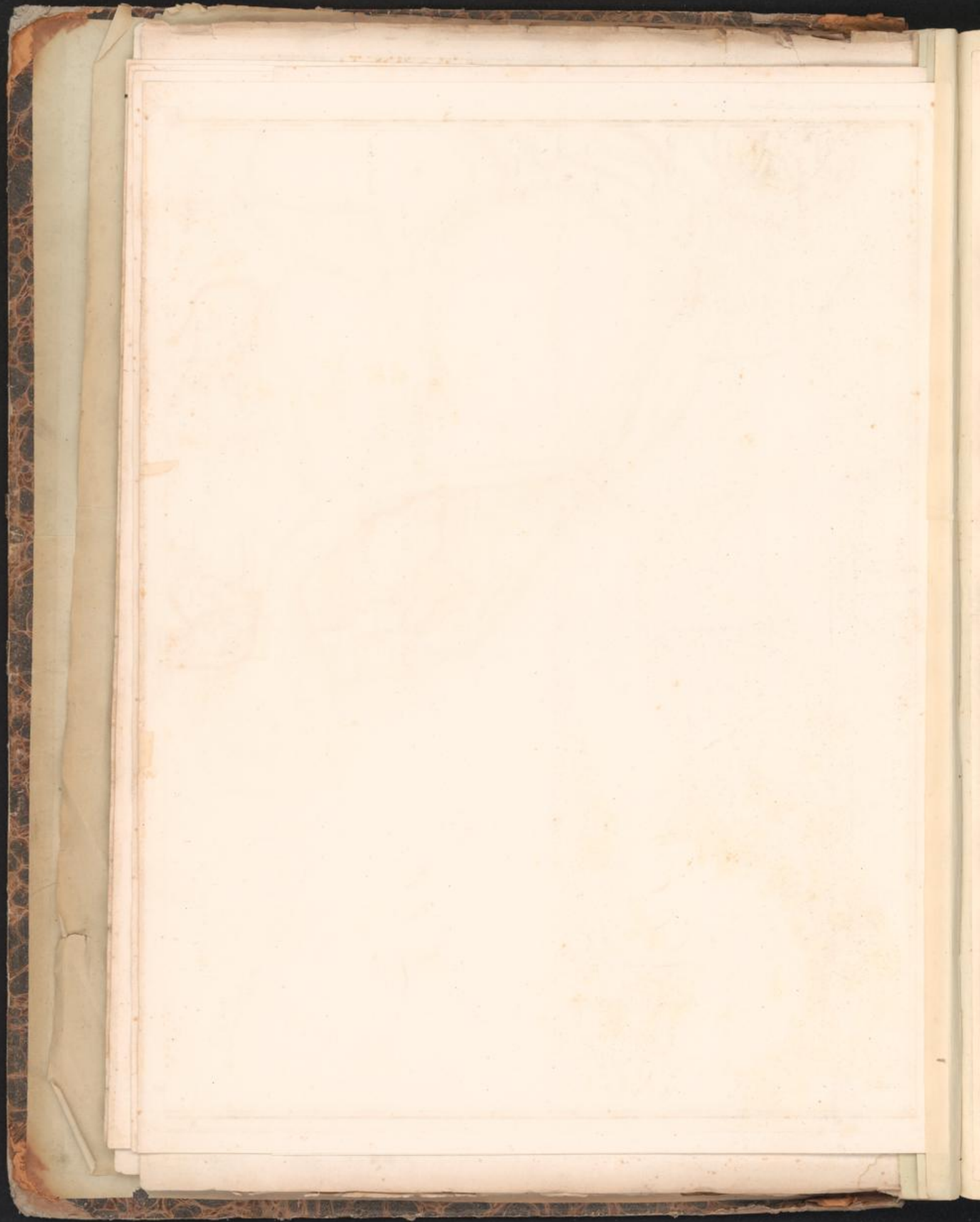


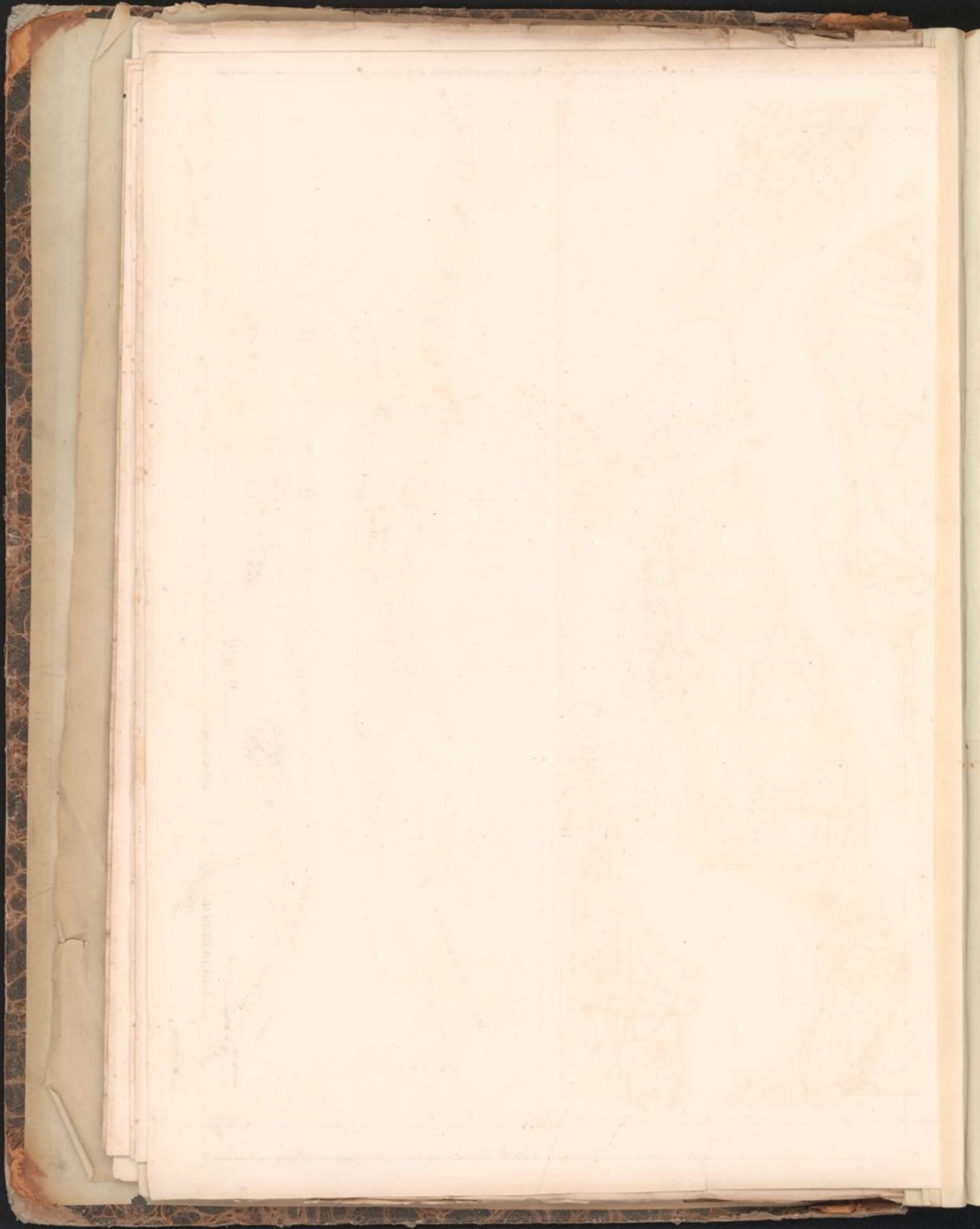


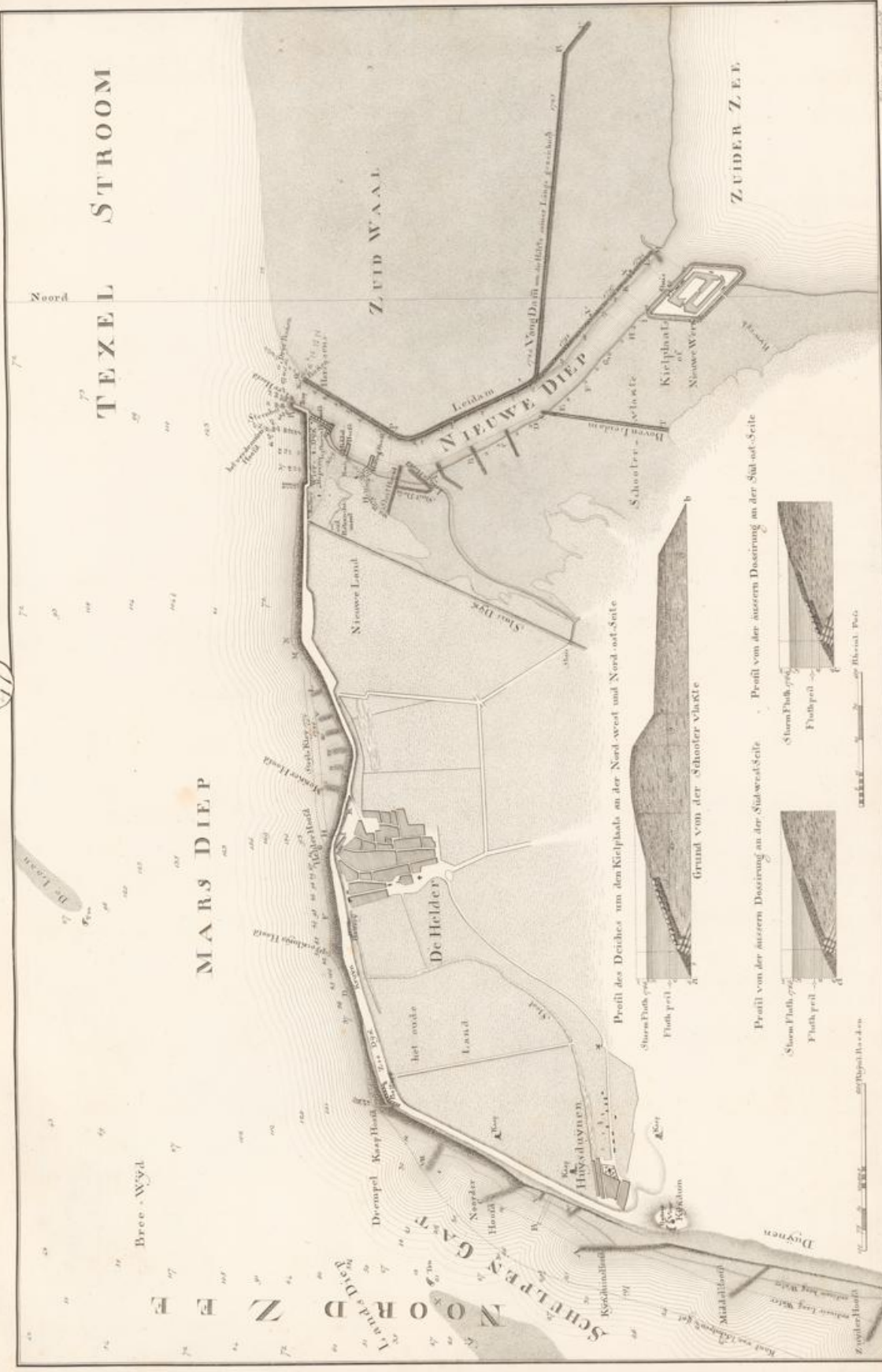
N O O R D

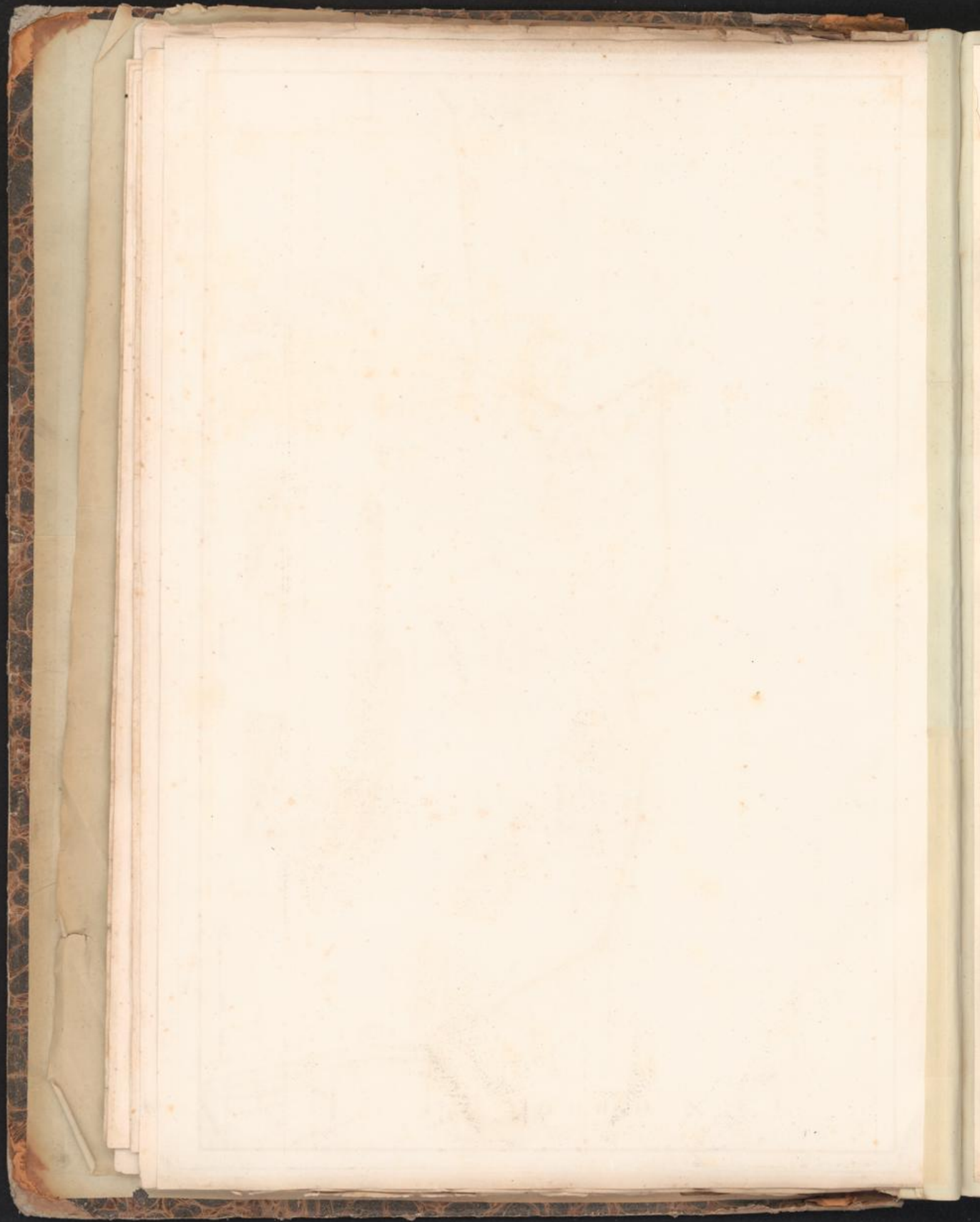
L 86

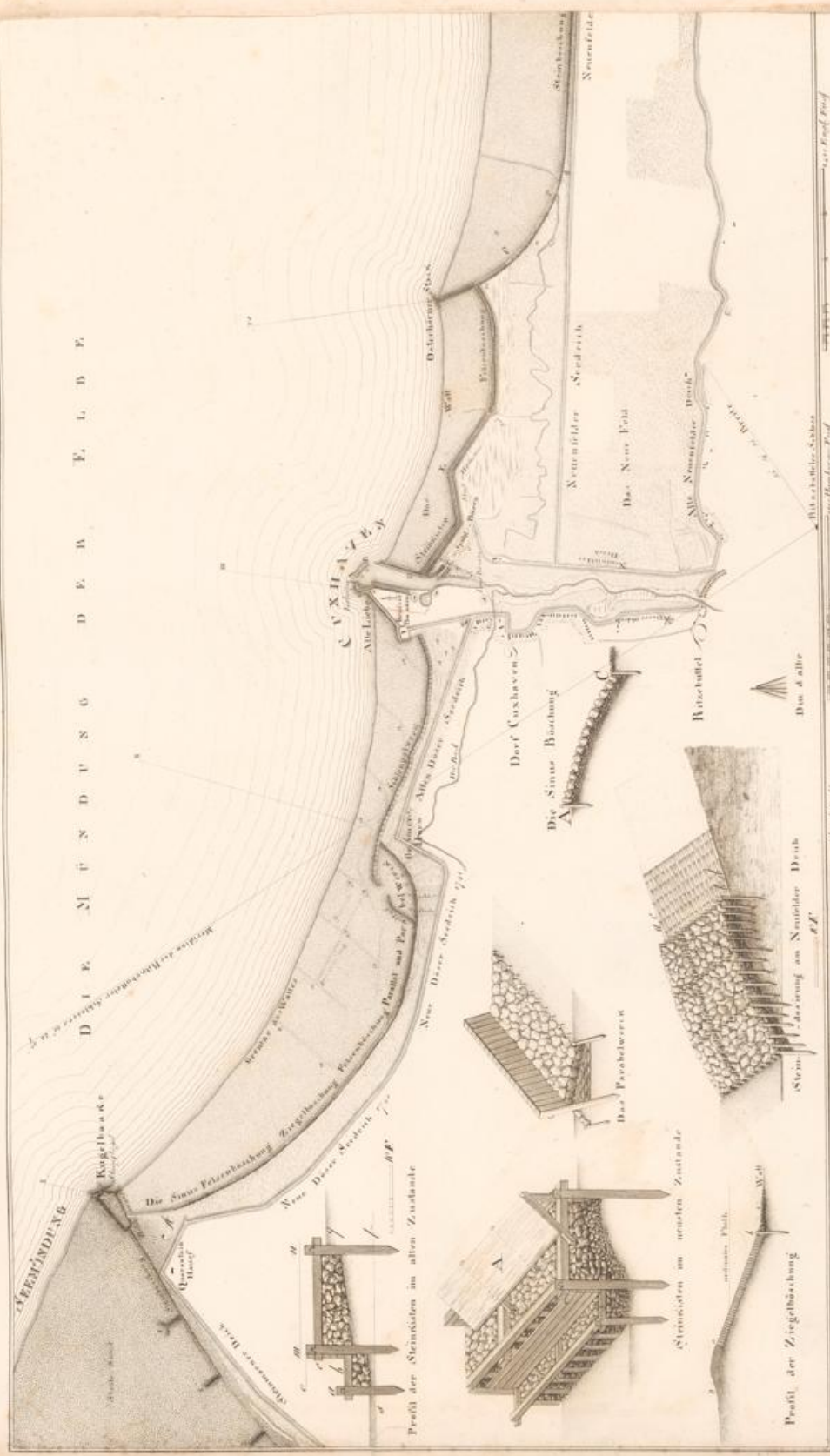
Amster. anno 17











Profil der Steinböden im alten Zustande

Steinböden im neuen Zustande

Profil der Ziegelbüschung

Steinbauung am Sinesfelder Damm

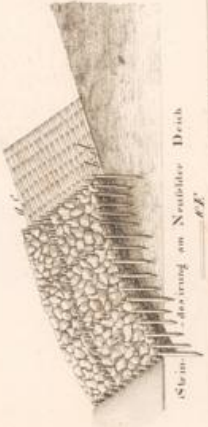
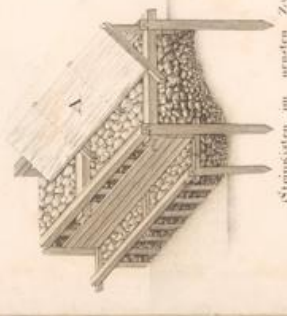
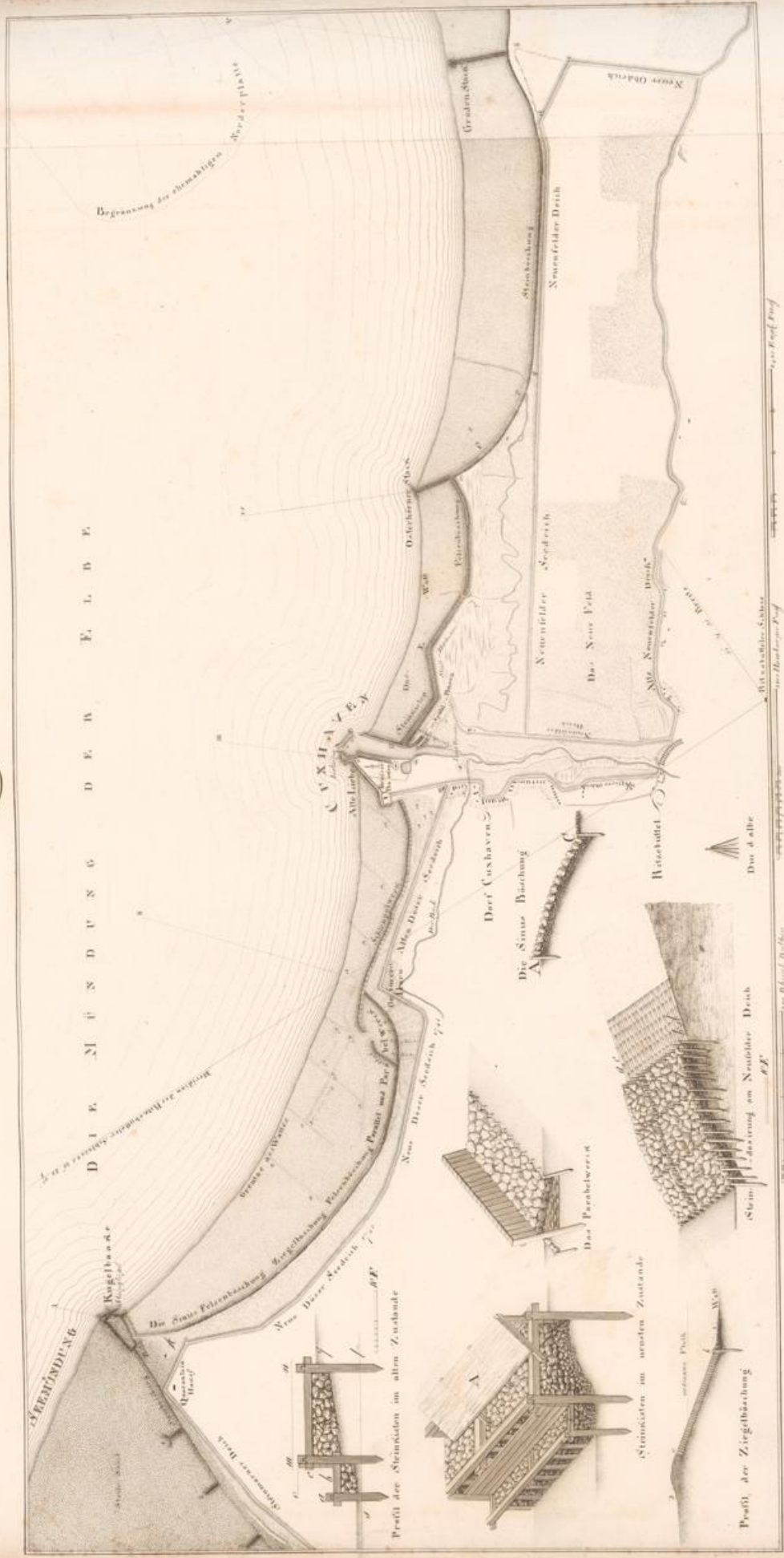
Das Felsenwerk

Die Sines Büschung

Die alte

(18)

D I E M Ü N D U N G D E R E L B E



1740 Prof. Prof.

1740 Prof. Prof.

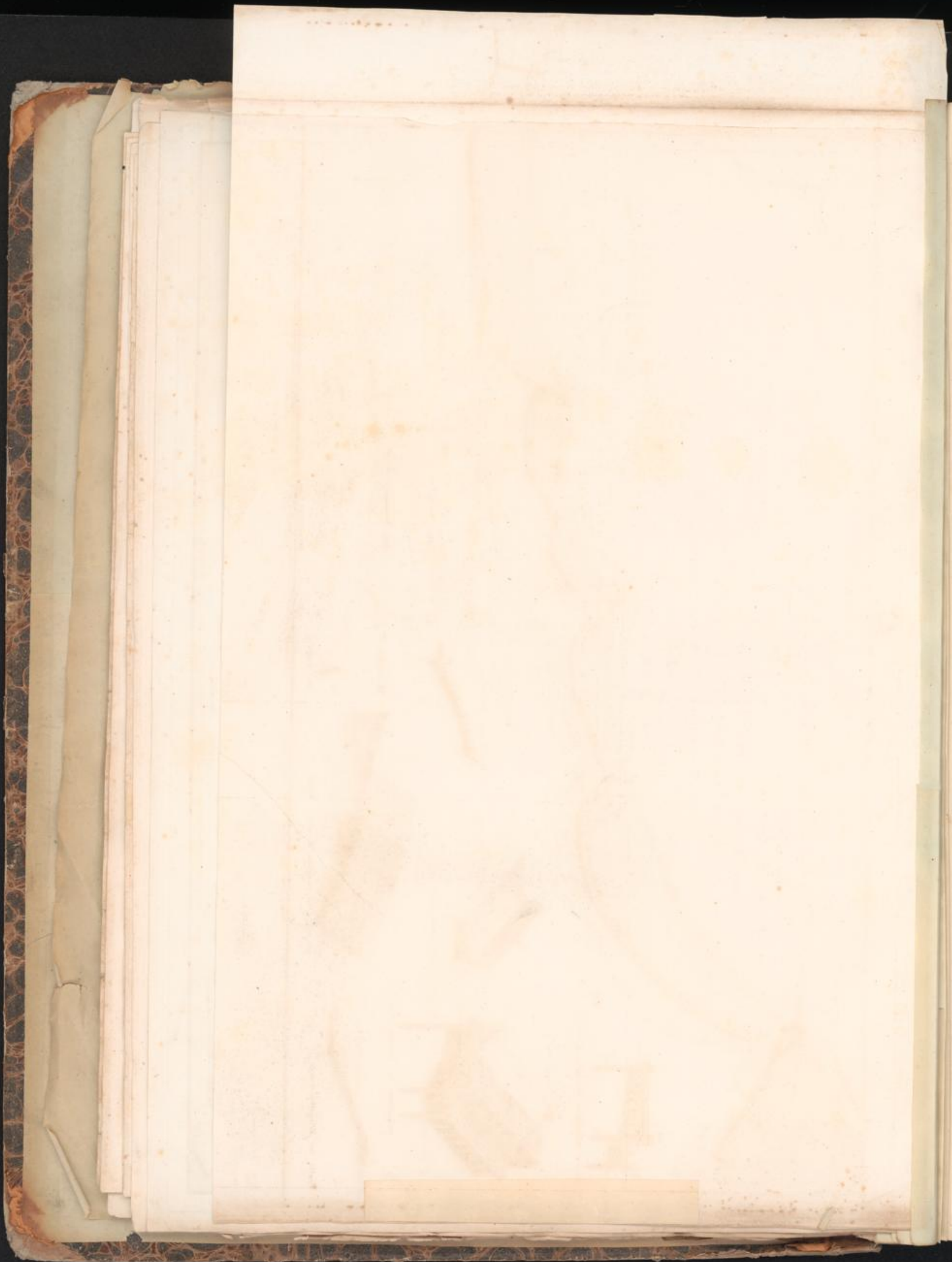
1740 Prof. Prof.

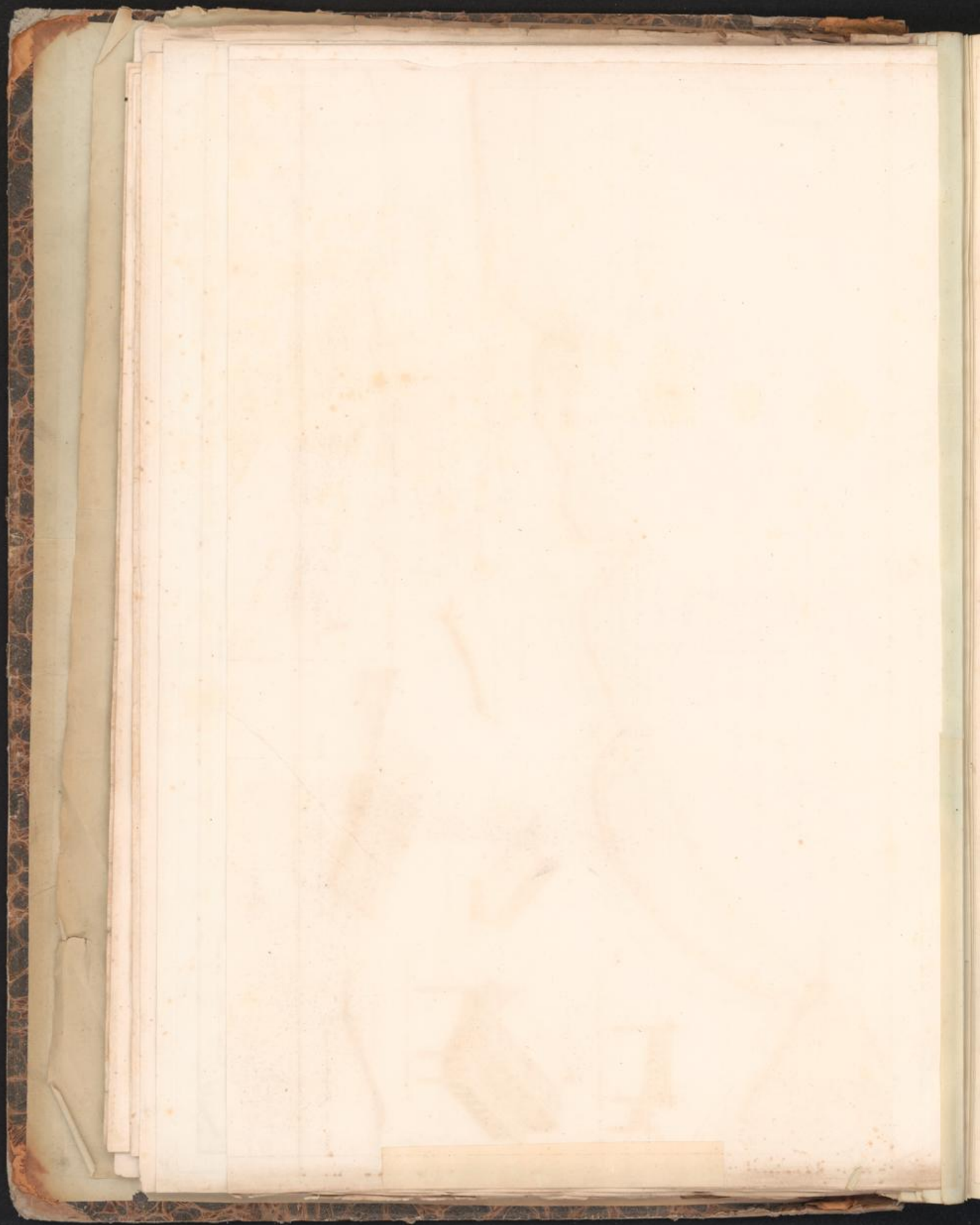
1740 Prof. Prof.

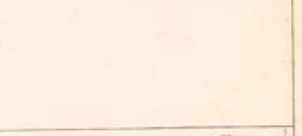
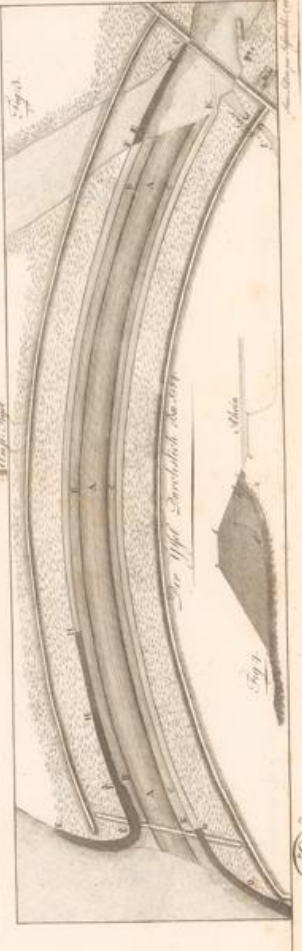
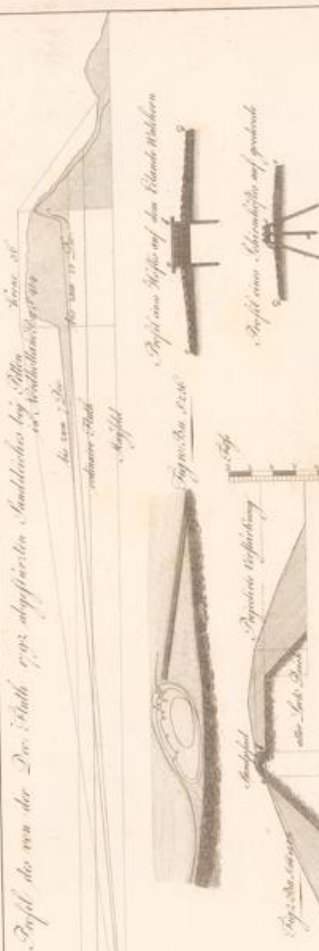
1740 Prof. Prof.

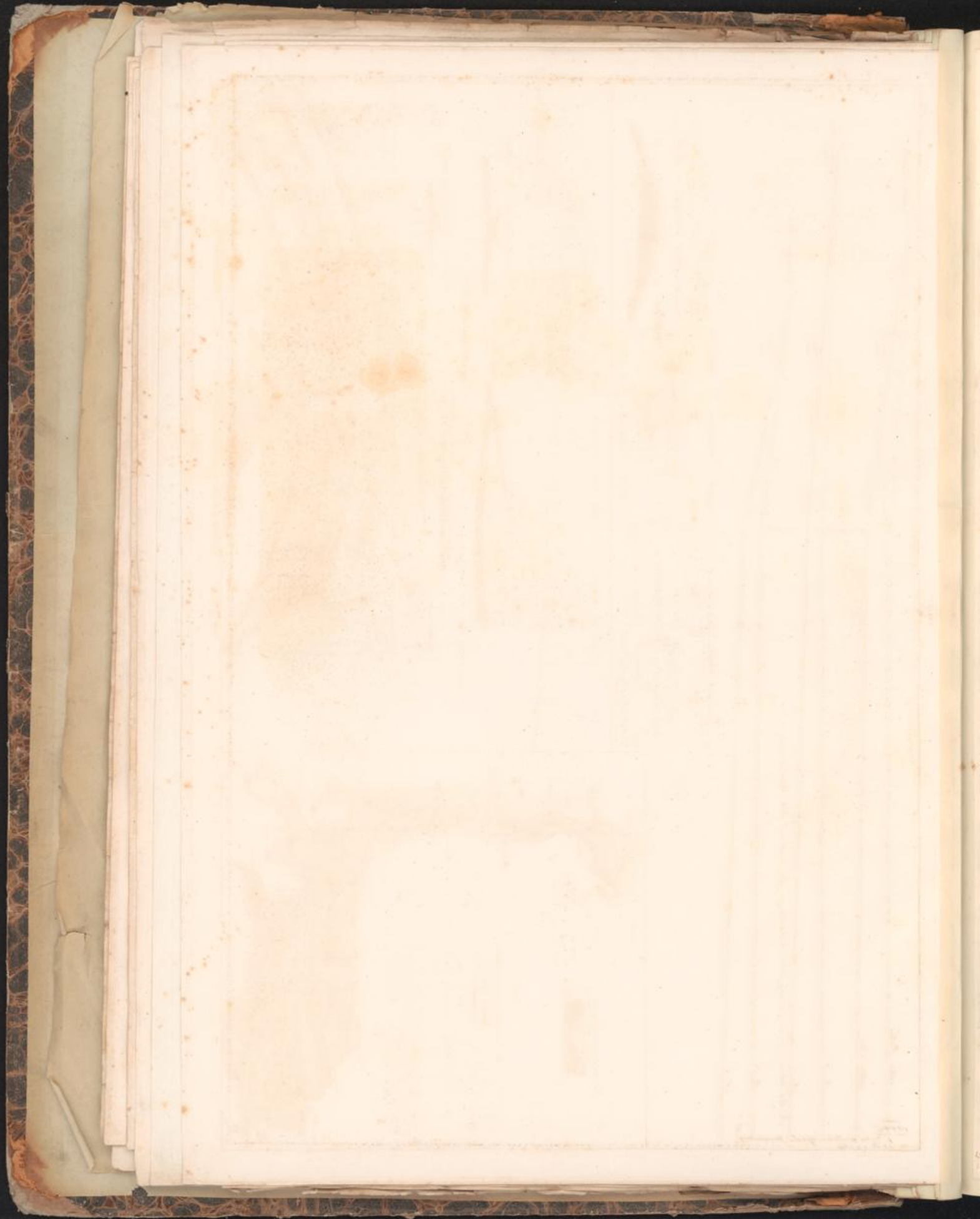
1740 Prof. Prof.

(19)

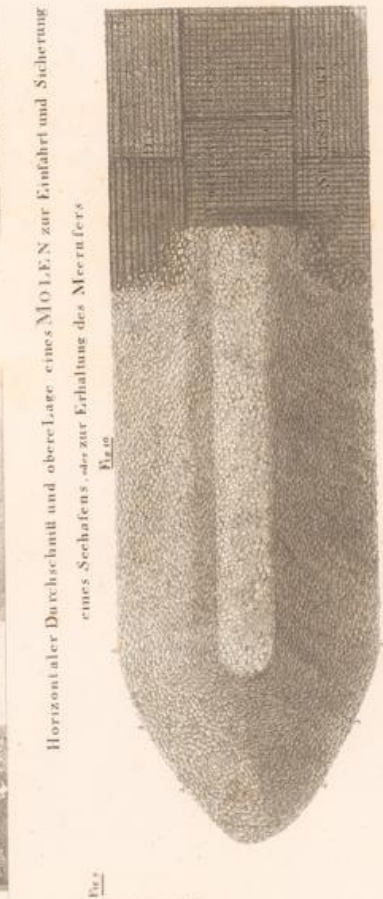
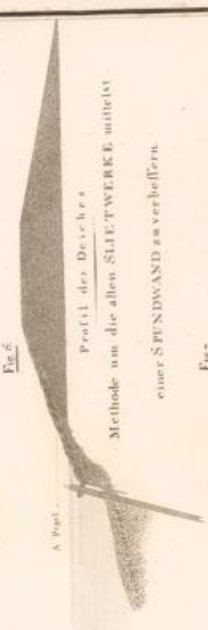
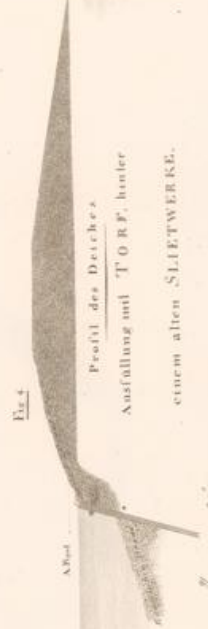


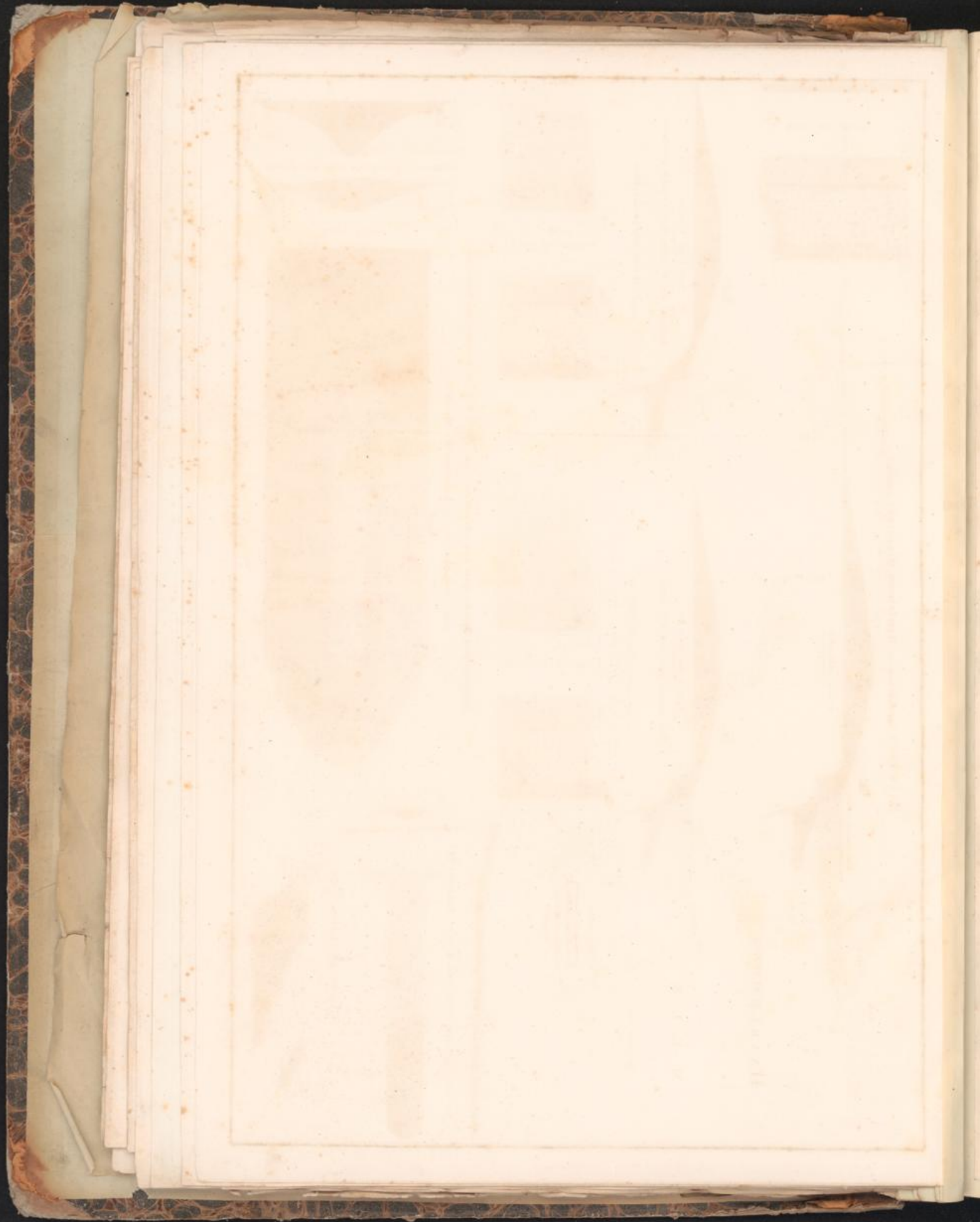




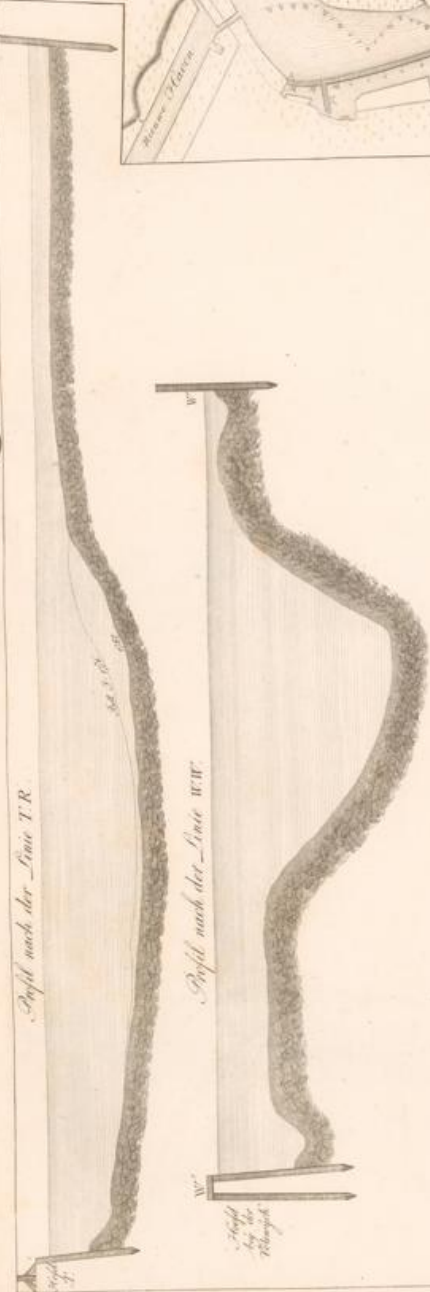


BAUWERKE zur Sicherung des HAARLEMMER MEERUFERS angelegt, *gezeichnet von Christian Vogel.*





Profil nach der Linie T.R.



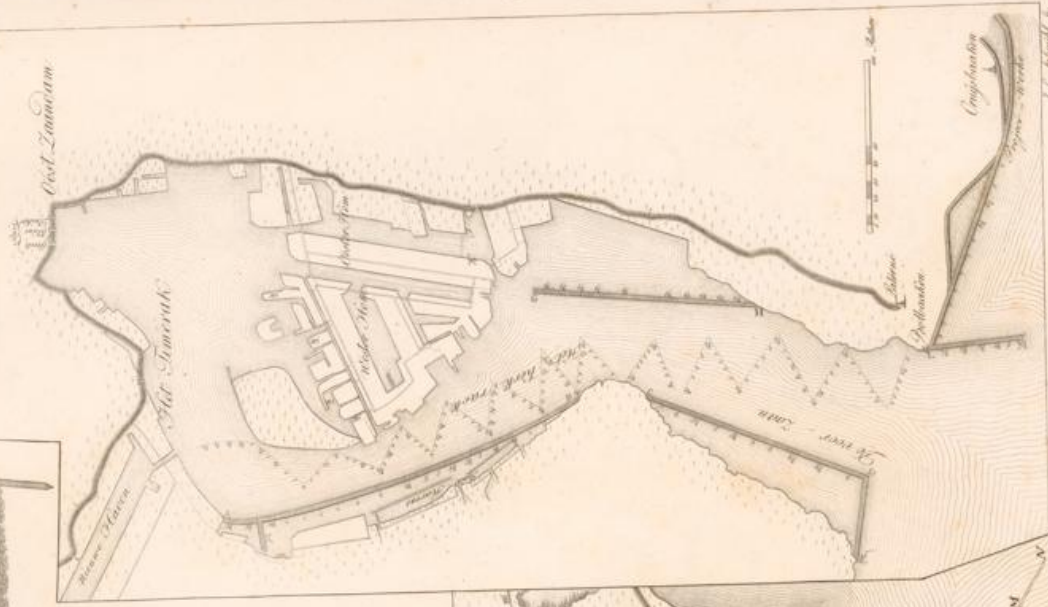
Profil nach der Linie W.W.



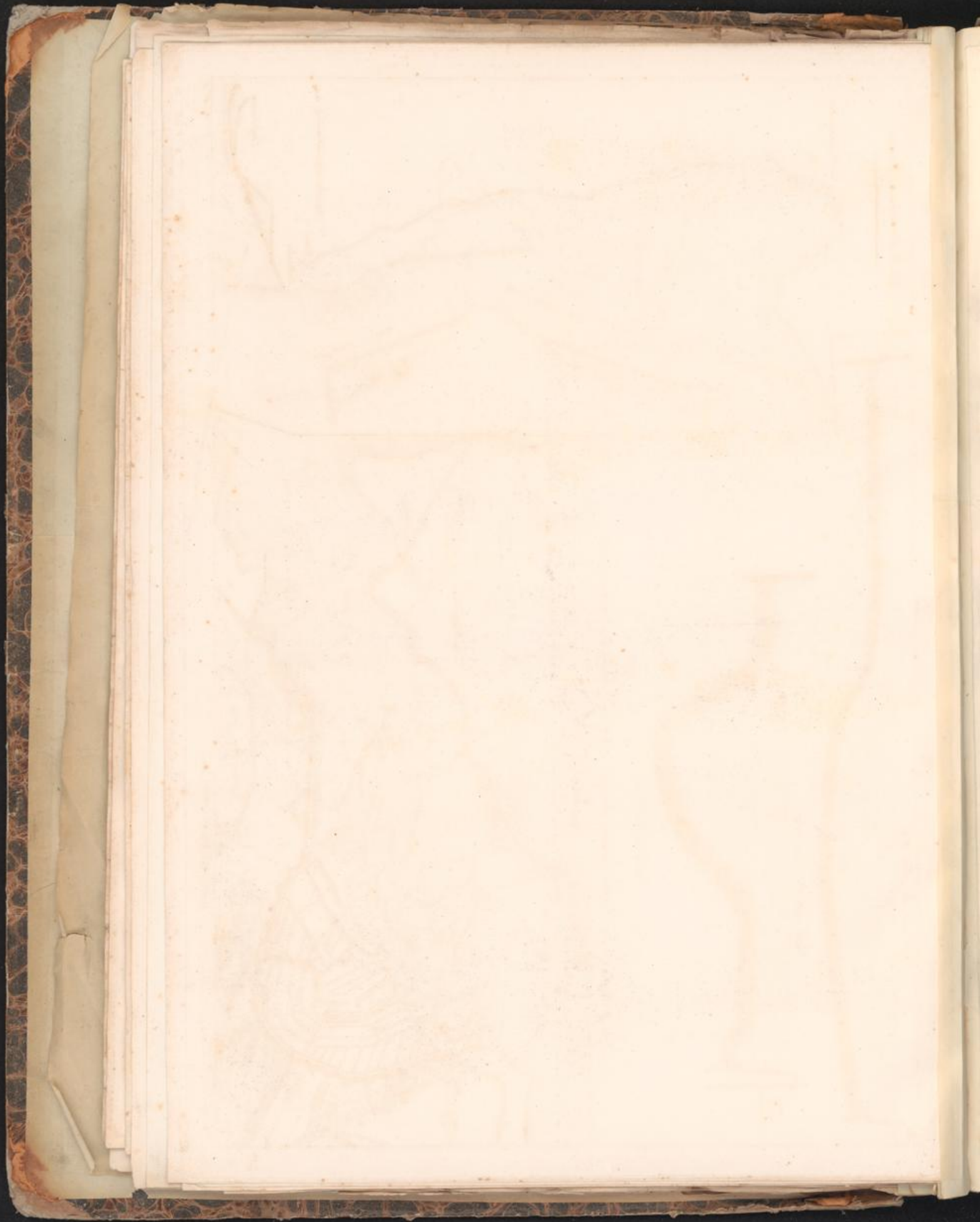
Der y. Strom vor Amphicoran und der topographische Grundriß dieser Stadt.

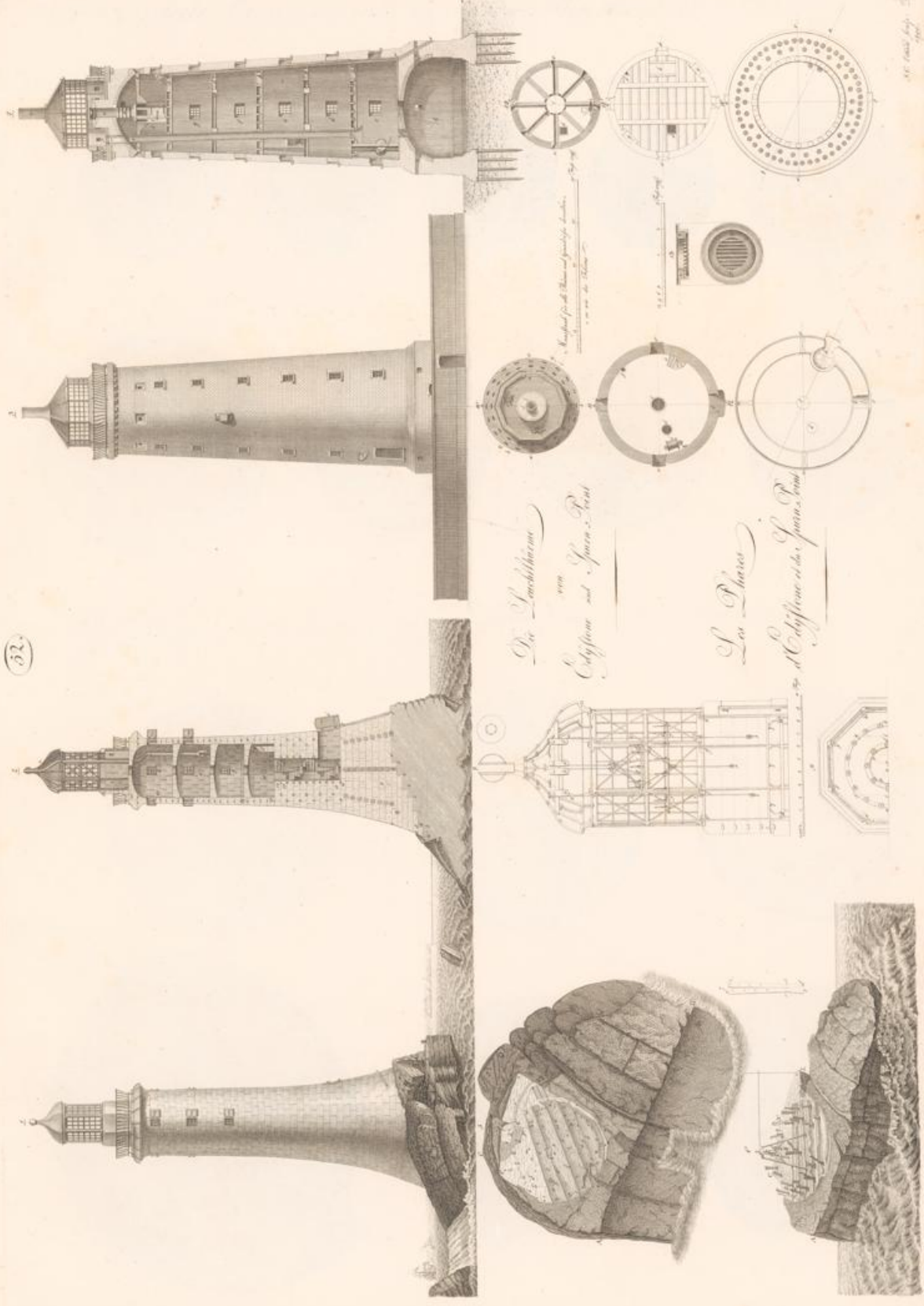


Karte der untern Laune

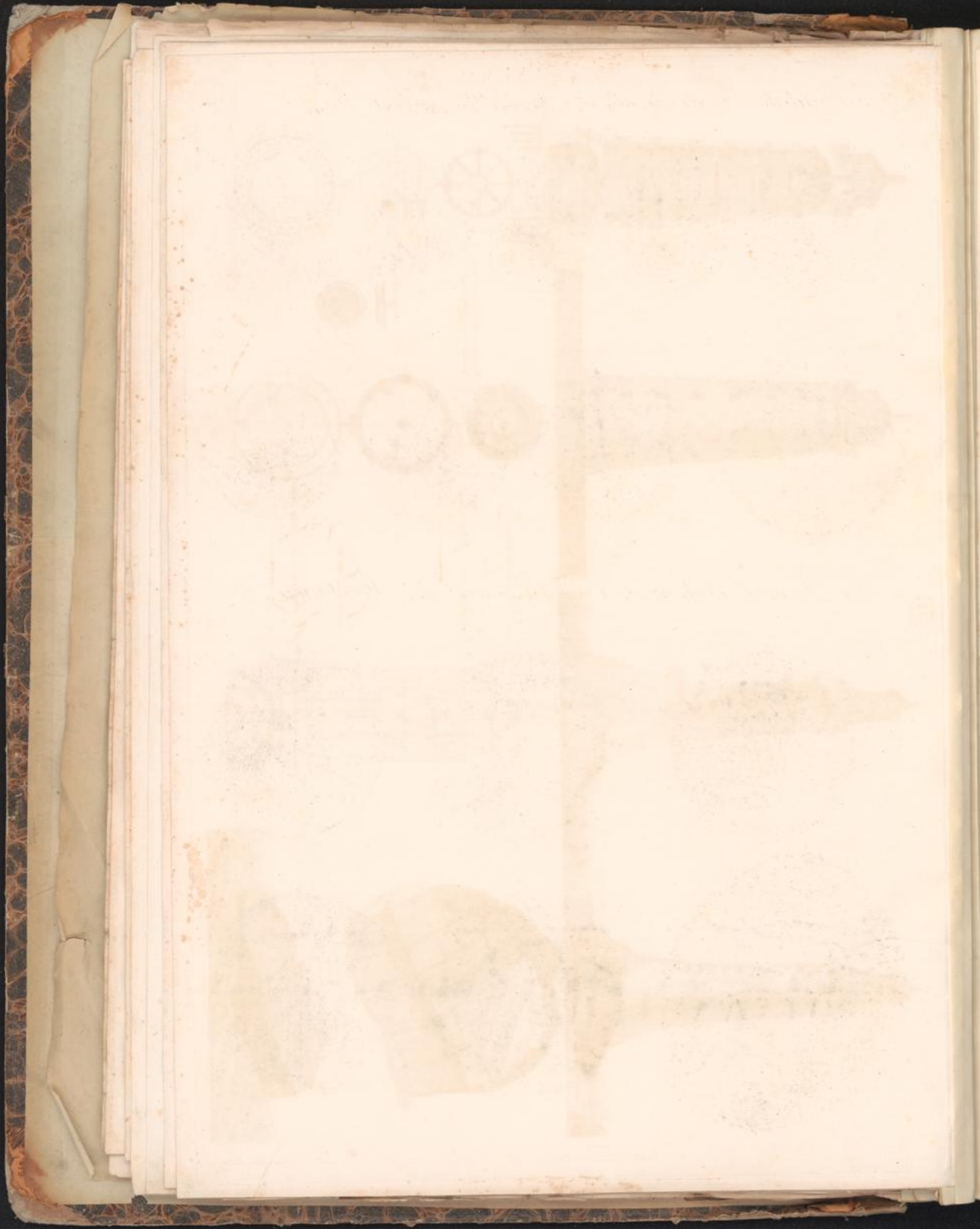


J. C. Agnall p.

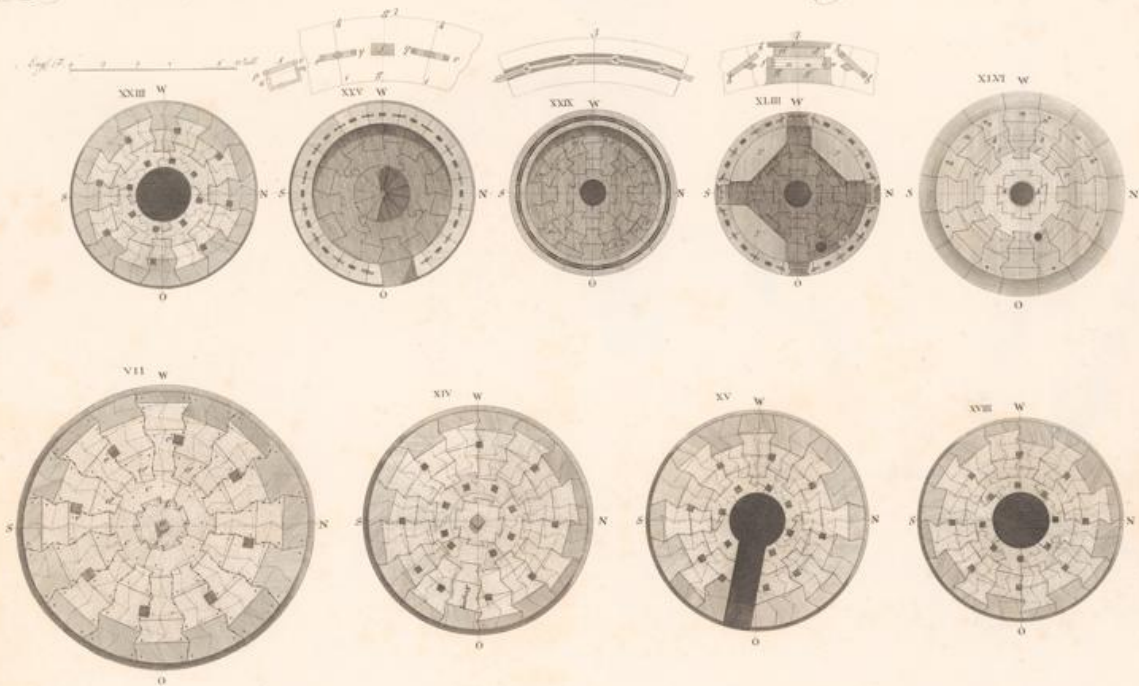




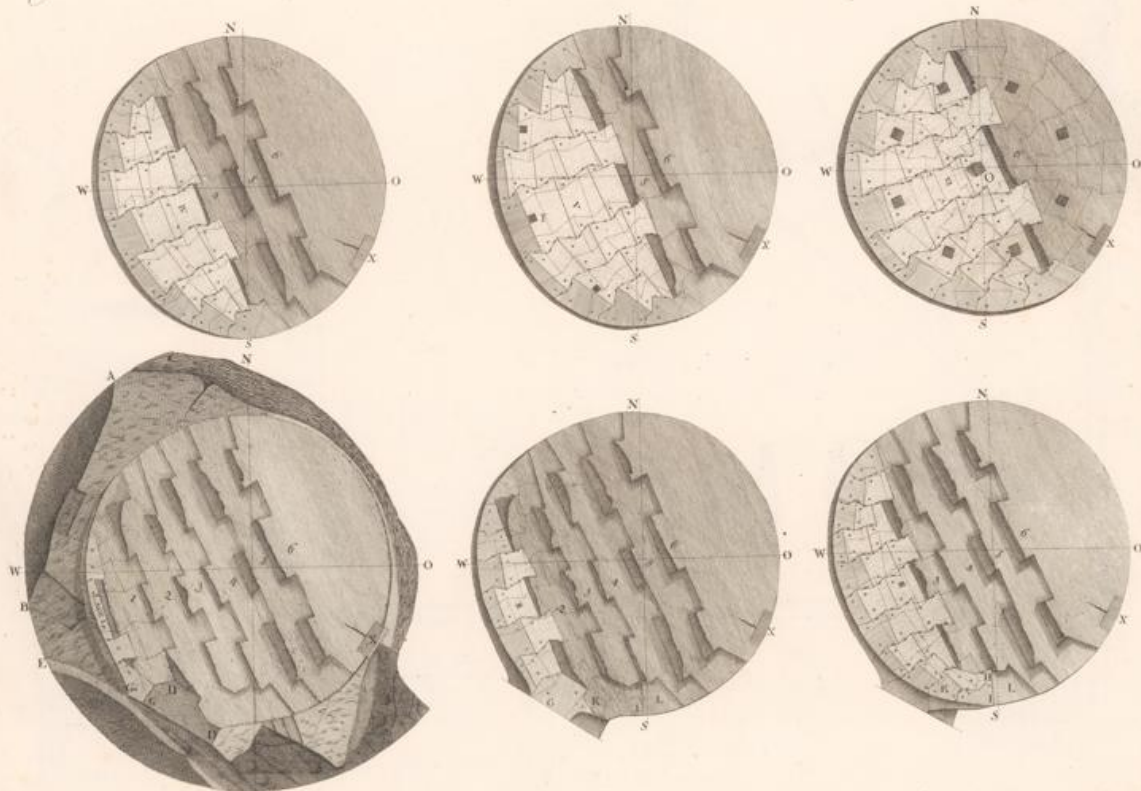
1771 nach dem Original



Horizontale Durchschnitte des Leuchtturmes Edystone



Grundrisse des behauenen Felsens und der Steinlagen

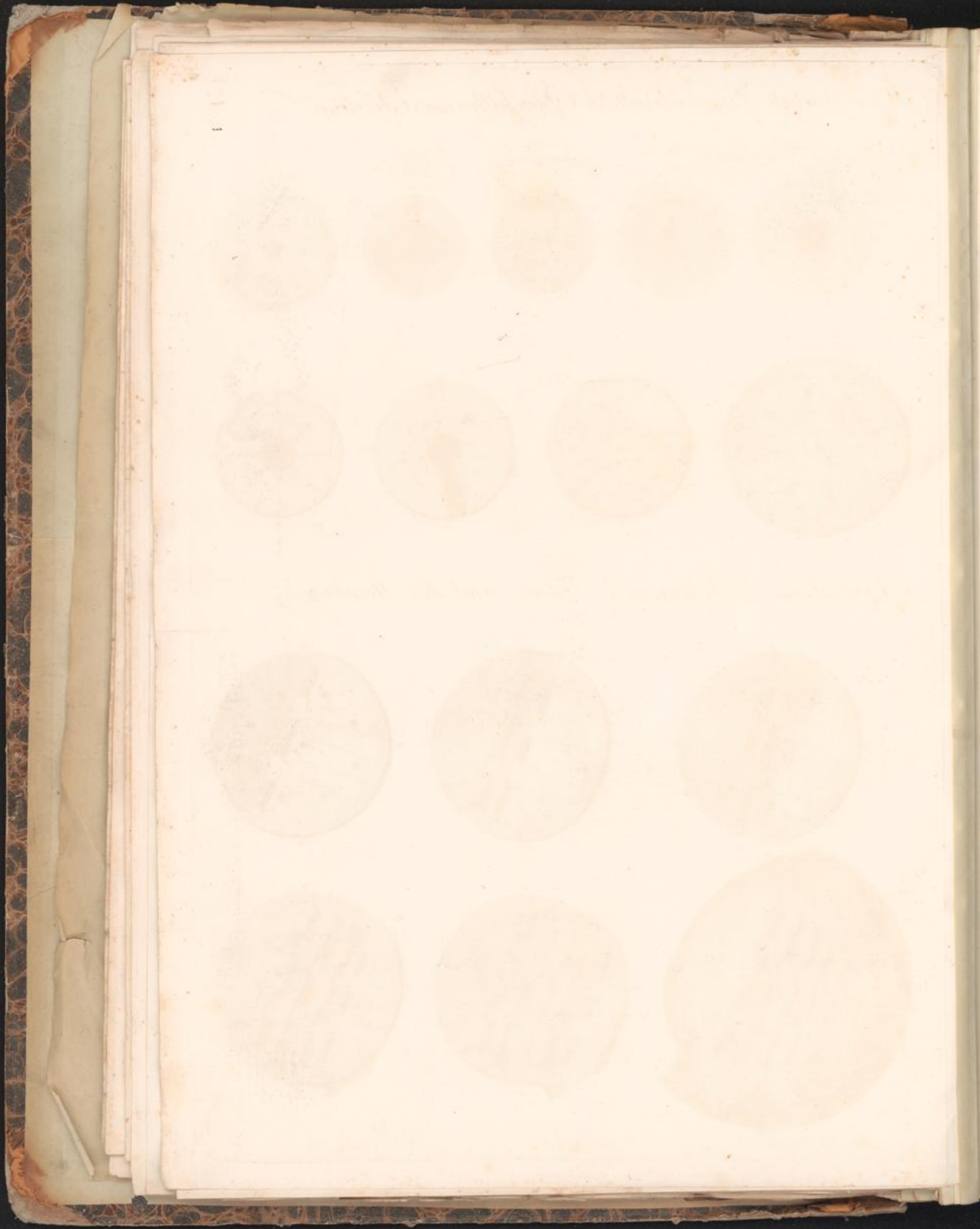


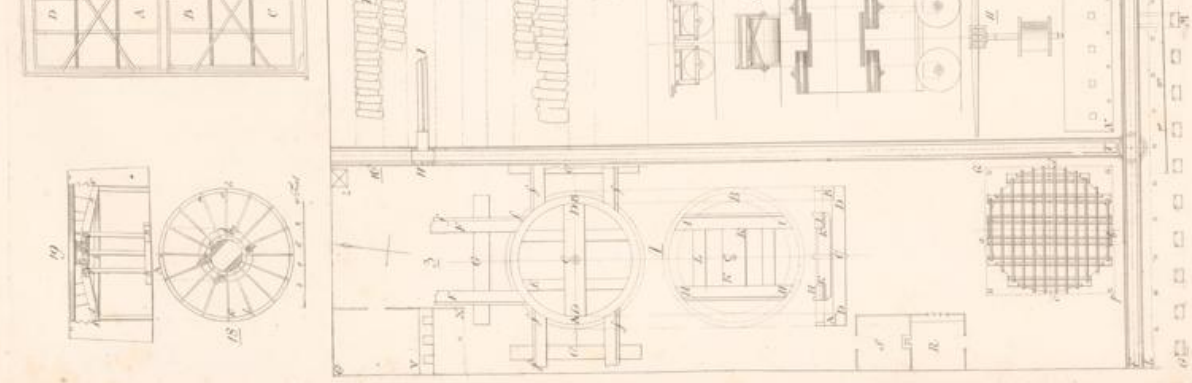
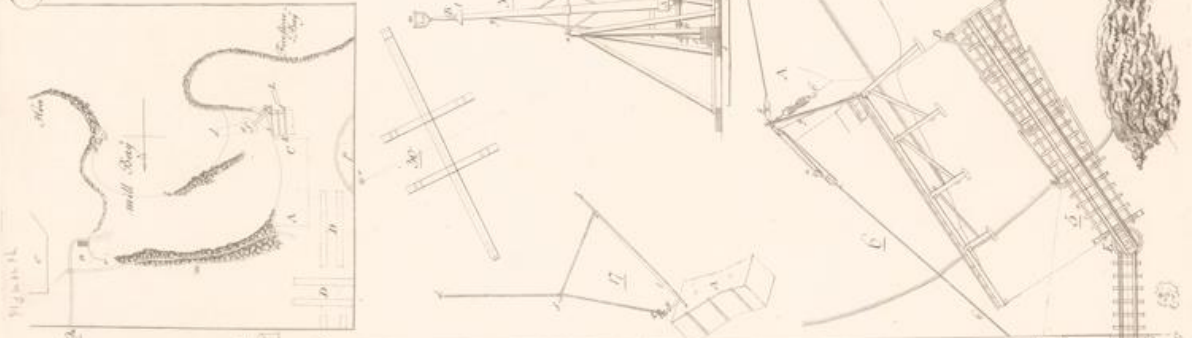
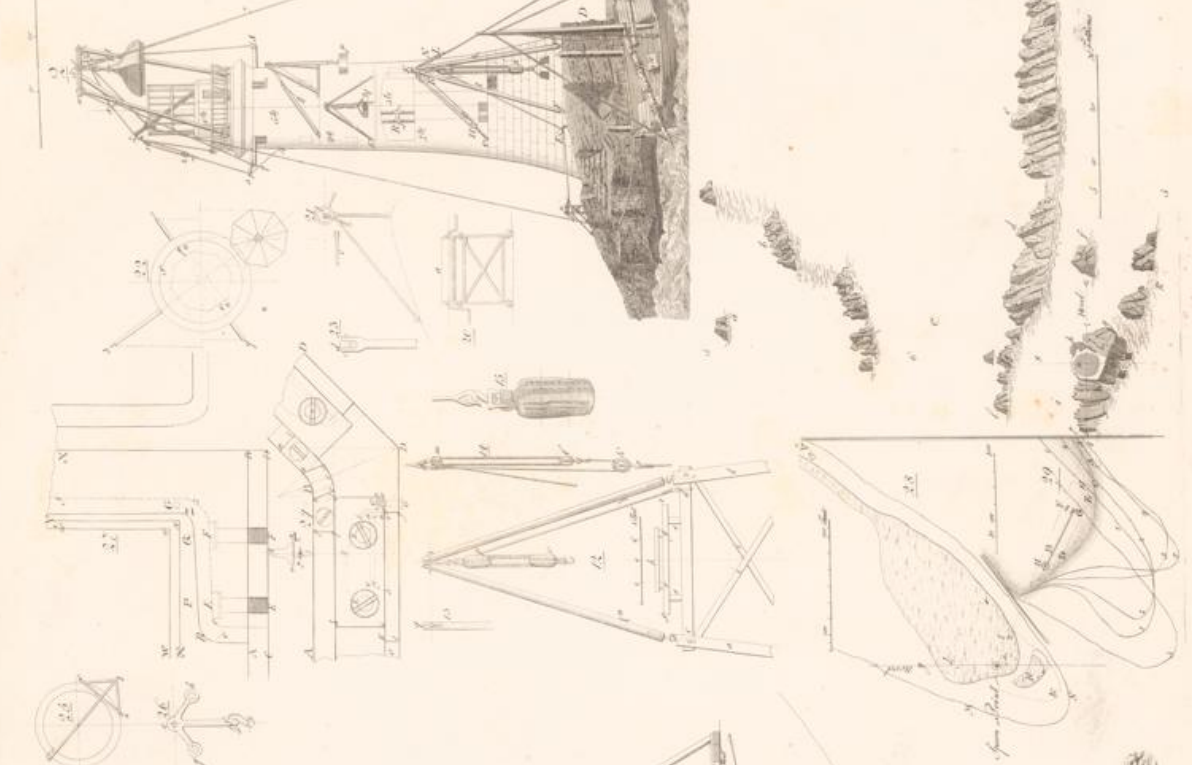
Dreyer Fuß

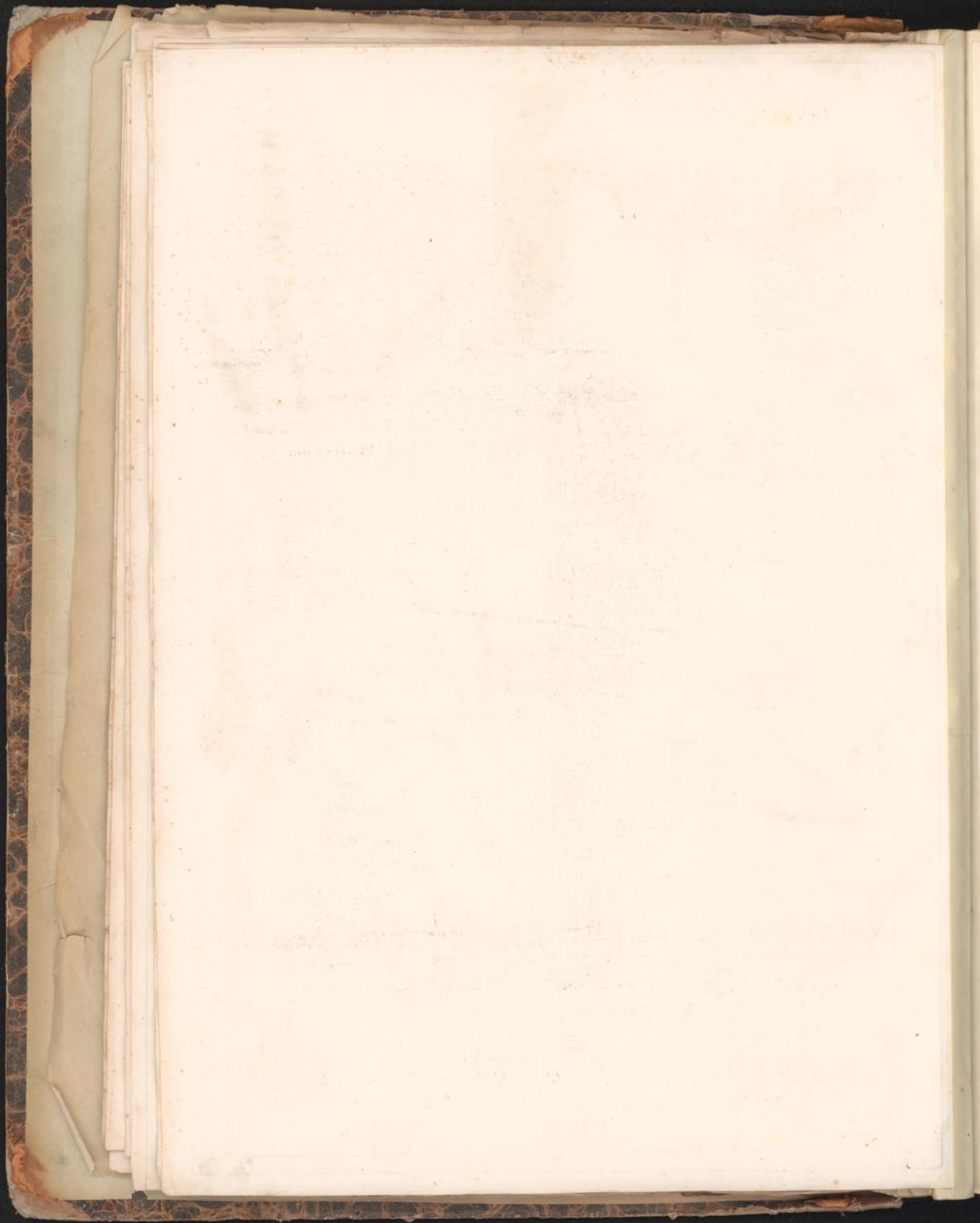
guter Fuß

Stütz fuß



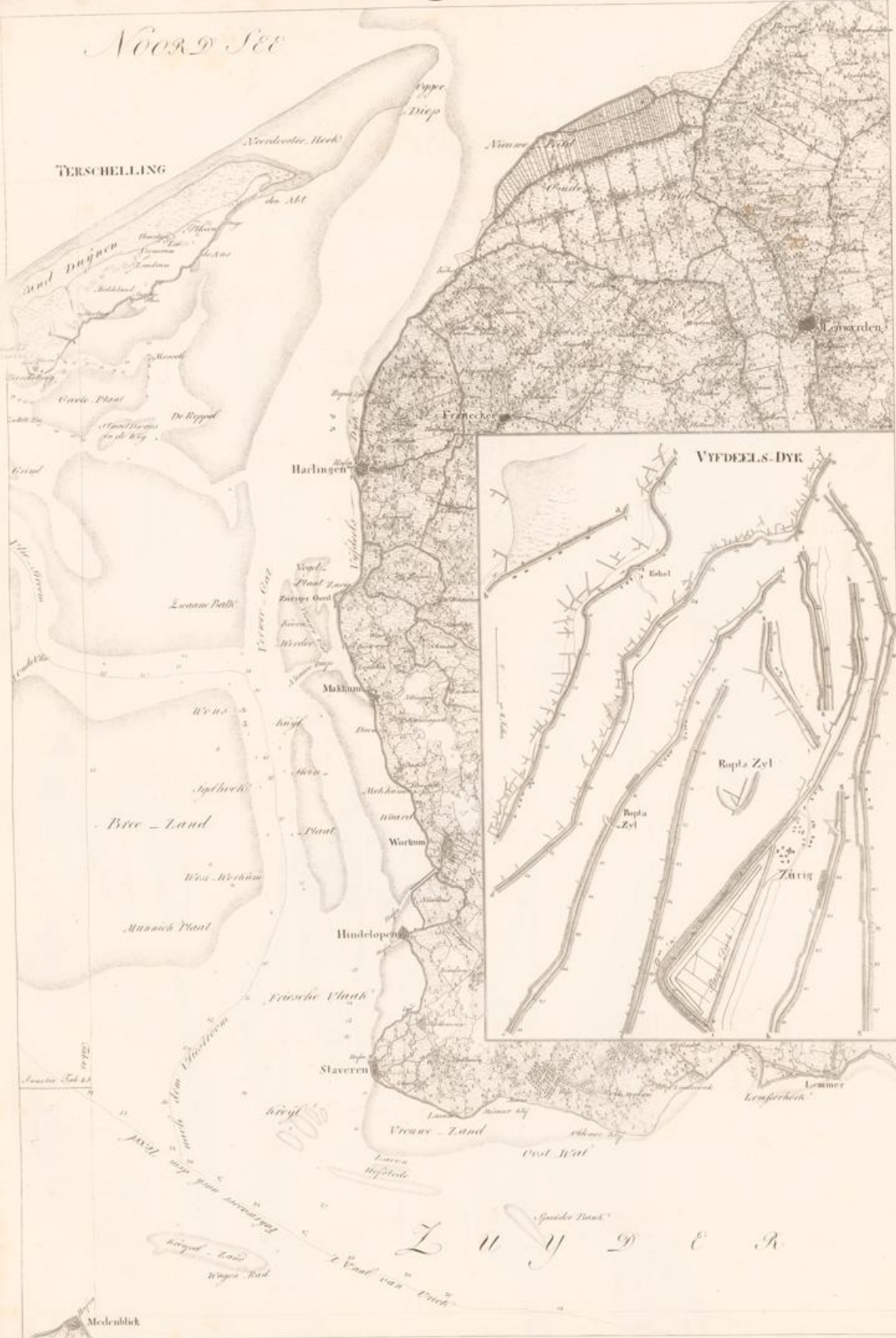






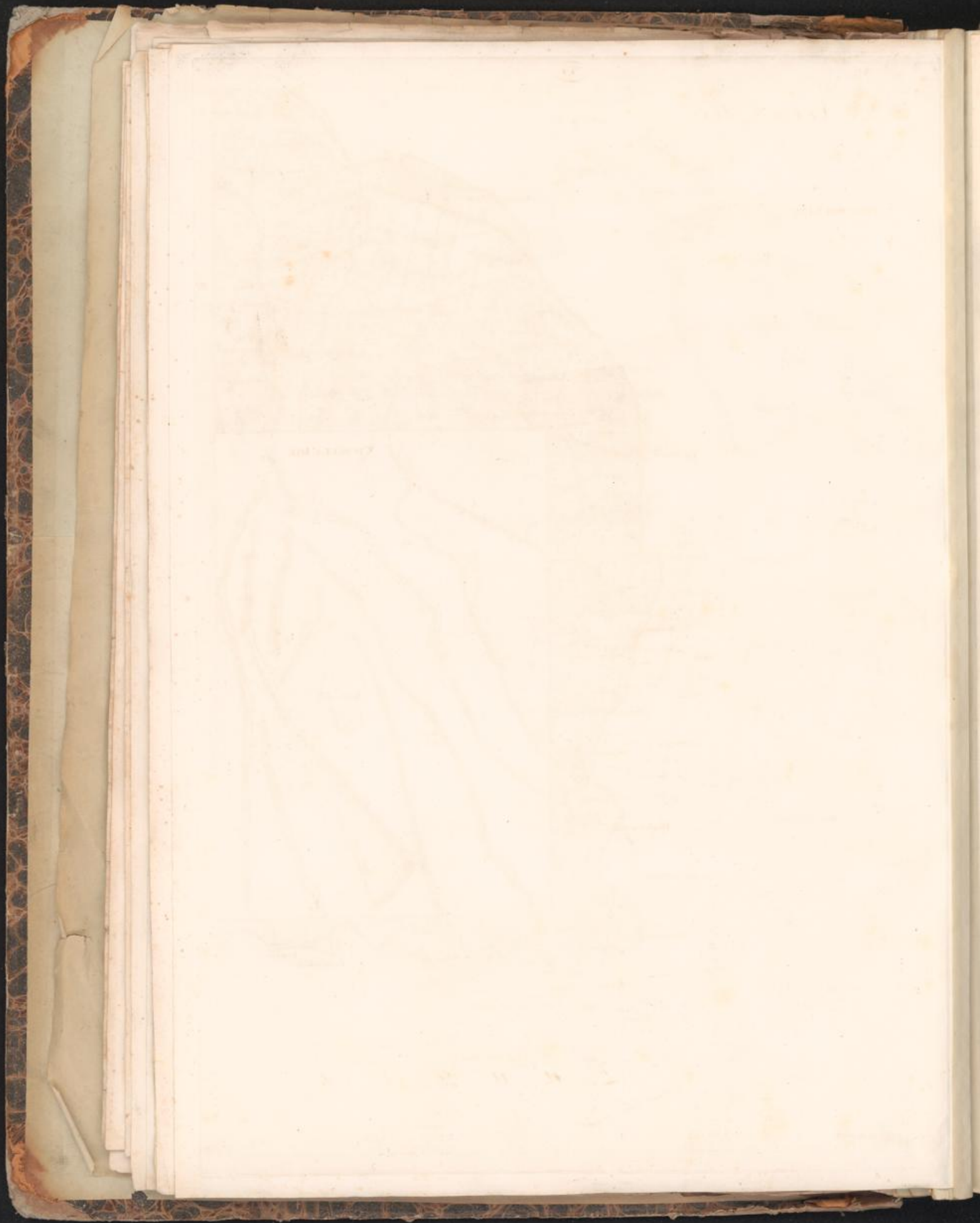
Noord Zee

Terschelling



L u y d e r

Medeblick





Section of the bastion on the side of the marsh

Section of the bastion

Section of the bastion on the side of the marsh

Section of the bastion

Section of the bastion

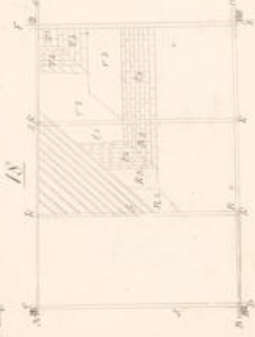
Section of the bastion on the side of the marsh

Section of the bastion

Section of the bastion

Section of the bastion

Section of the bastion



Section of the bastion on the side of the marsh

Section of the bastion

Section of the bastion on the side of the marsh

Section of the bastion

Section of the bastion on the side of the marsh

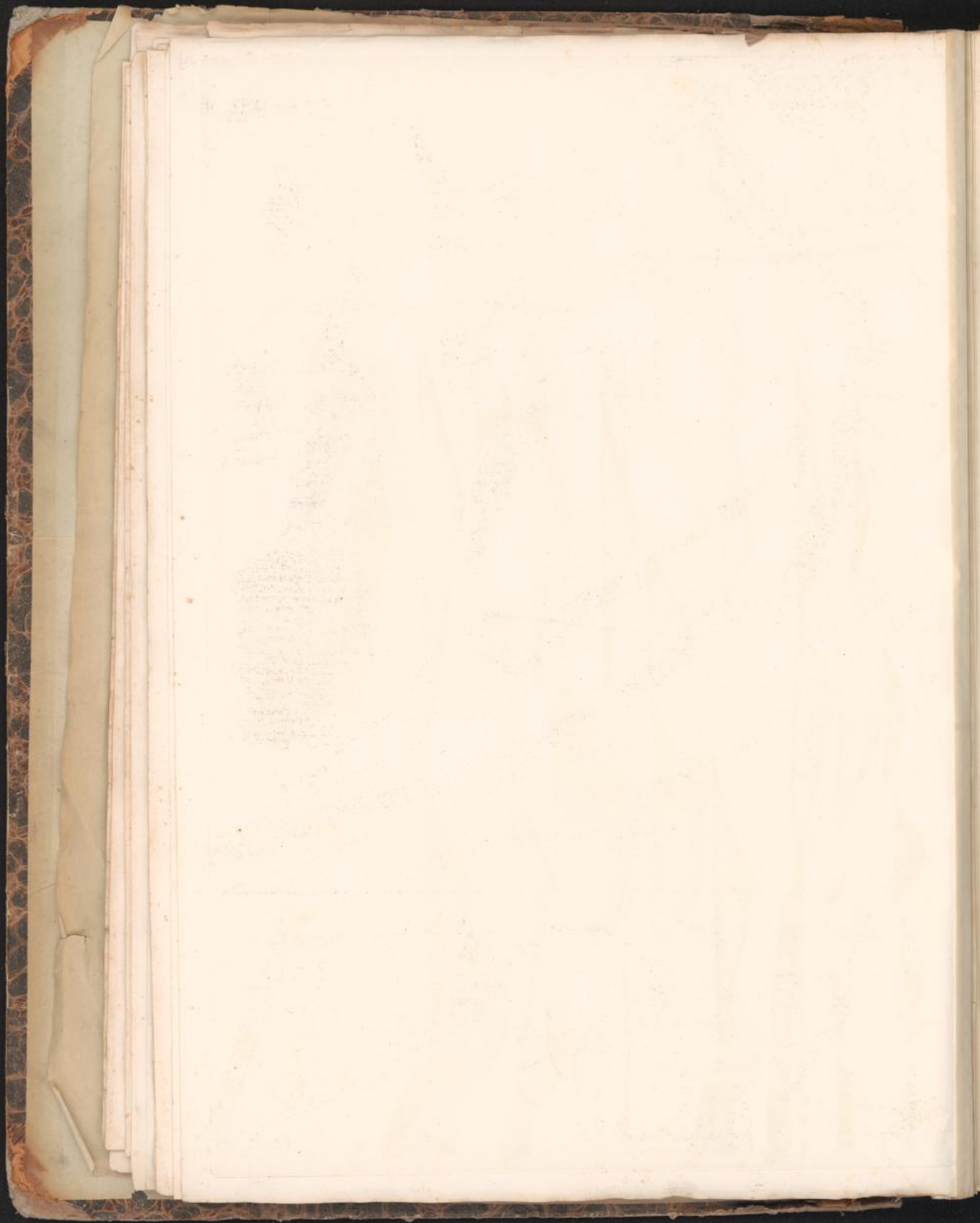
Section of the bastion

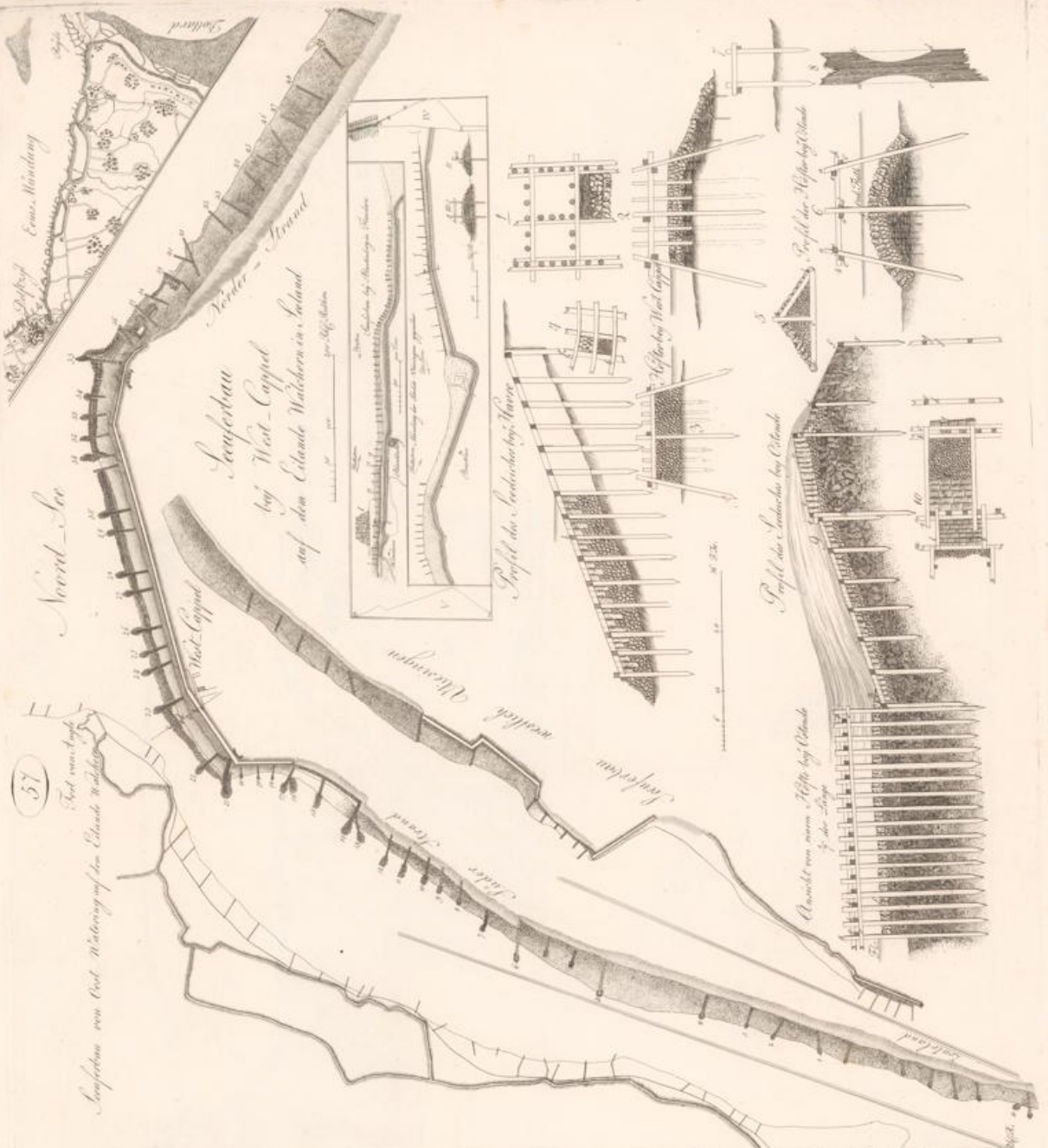
Section of the bastion on the side of the marsh

Section of the bastion

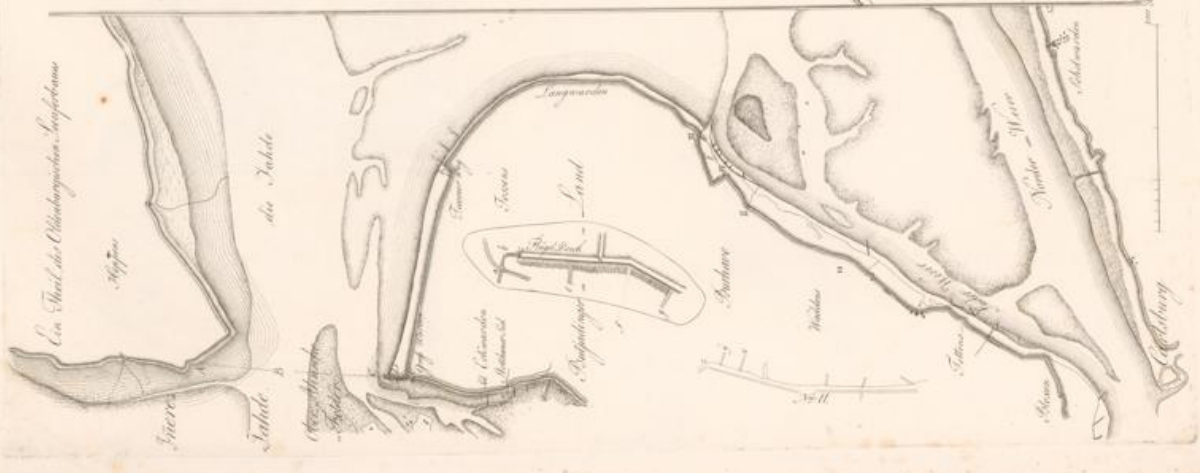
Section of the bastion on the side of the marsh

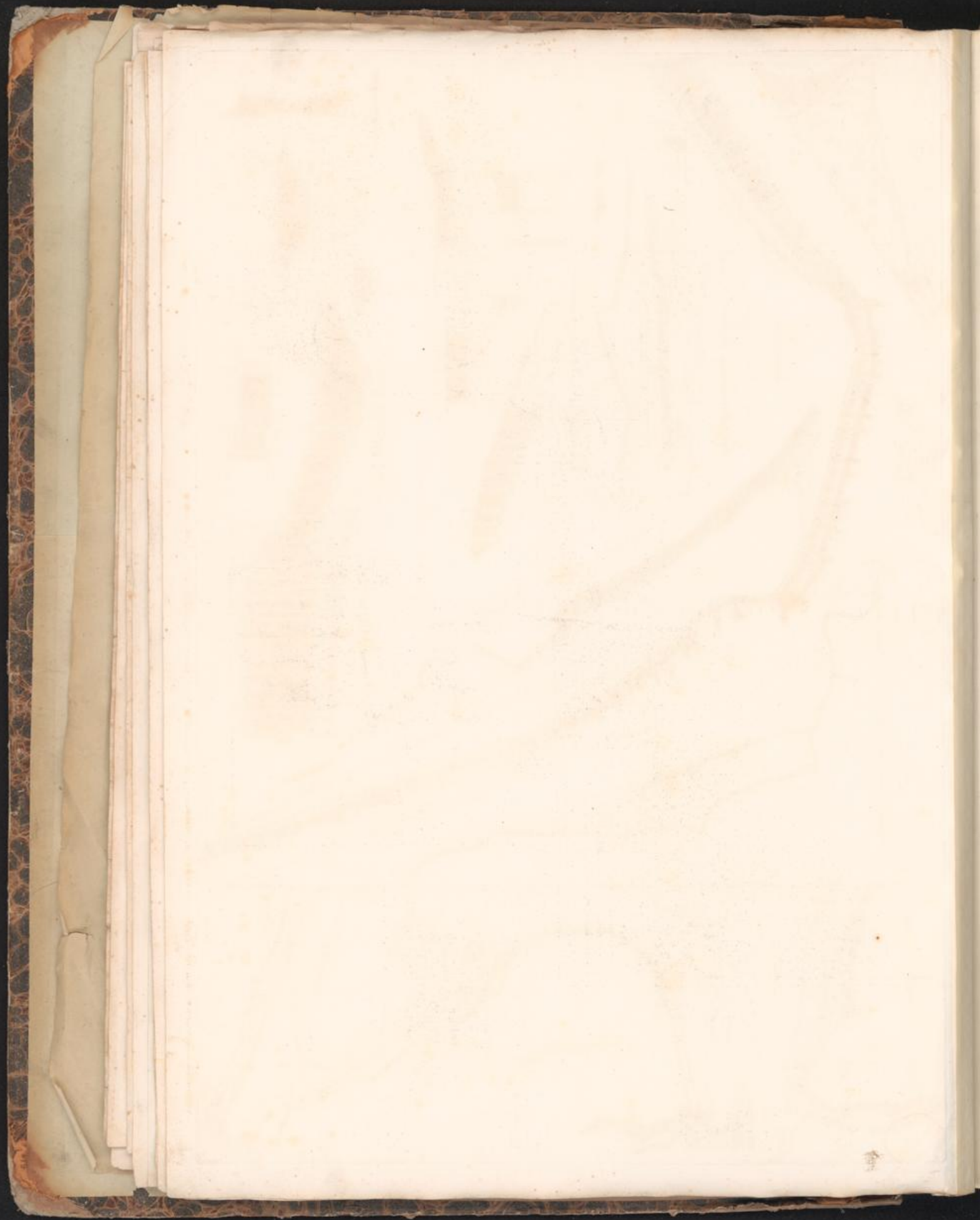
Section of the bastion



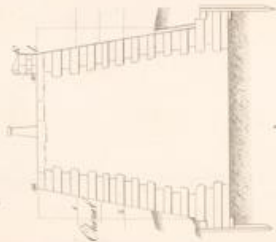


57



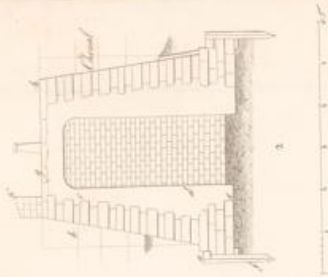


Profil
de la jetée de l'Est

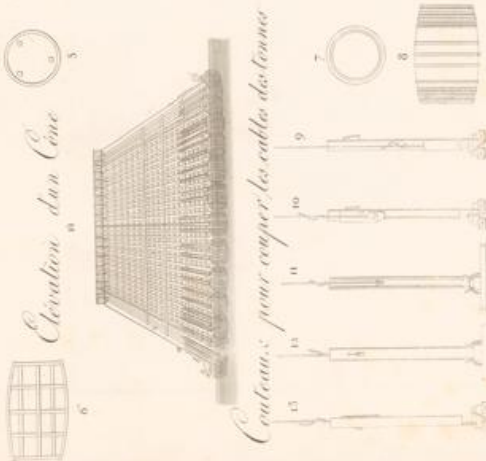


*Profil de la batterie de la Tour
de l'Est à son sommet. 1. Terrasse de retraite.
2. Ouvrage en mâchicoulis. 3. Ouvrage en mâchicoulis pour son seul service.
4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.*

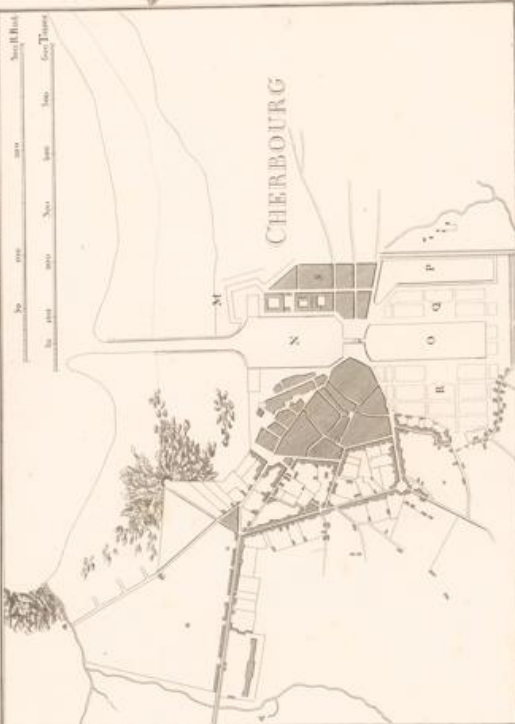
Profil
de la jetée de l'ouest



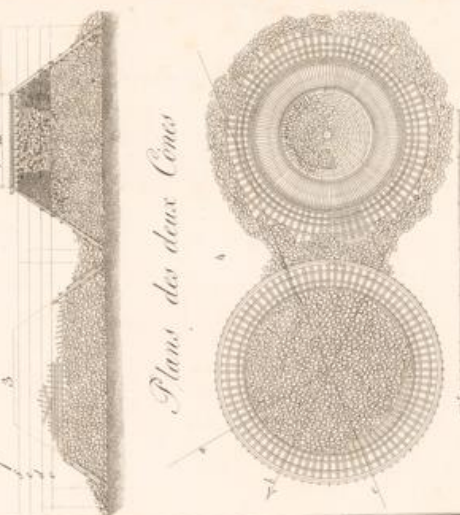
Élévation
d'un Cône



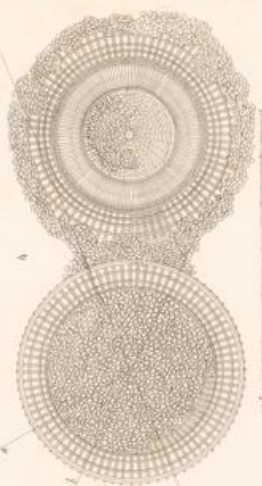
Contours pour couper les câbles des tours

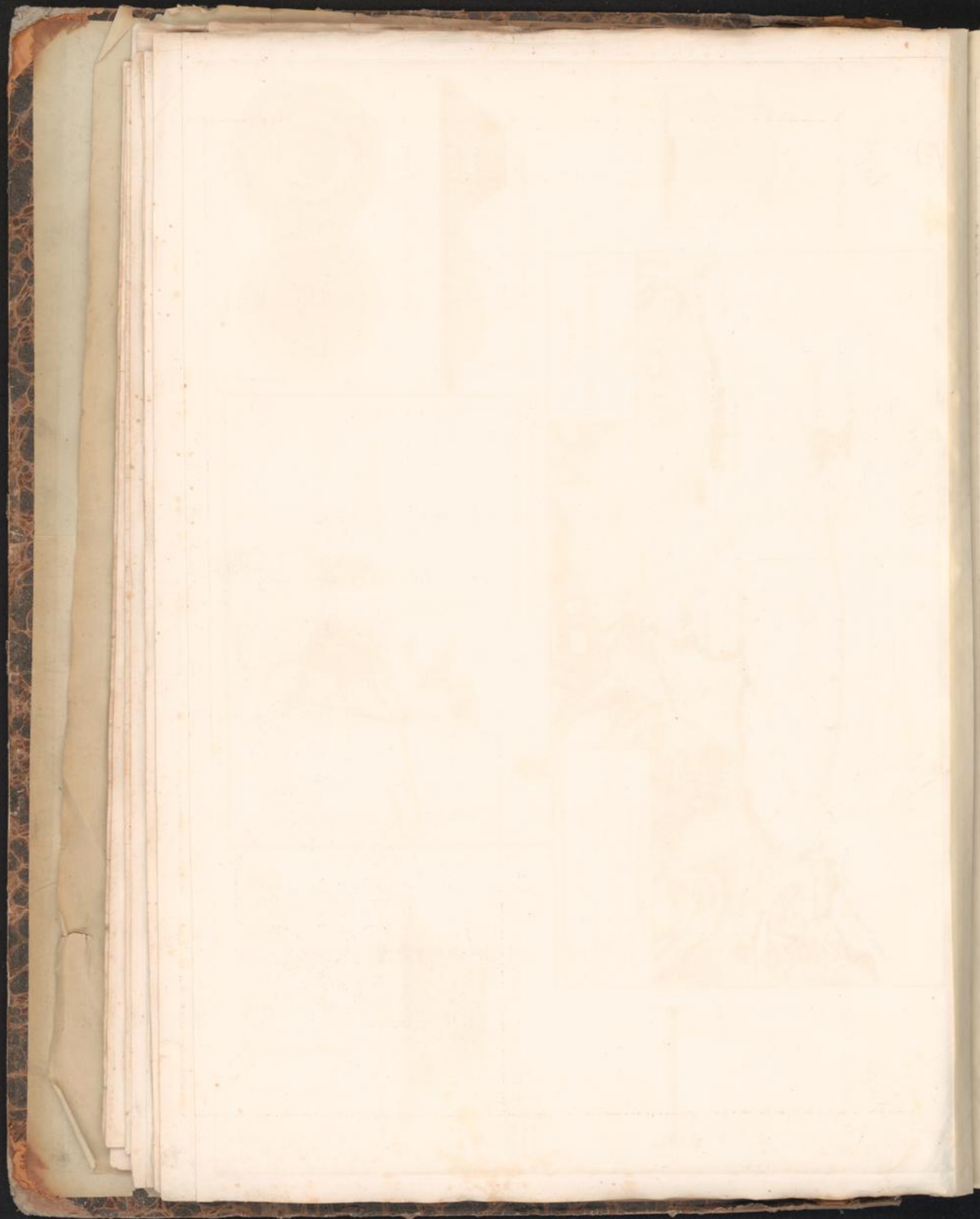


Coups des deux Côtés converges



Plans des deux Cônes





Houffleur

Houffleur

Pointe de la grande Houffleur

L'Embouchure

de la Seine,
le Port du Havre
le Port d'Houffleur



HONFLEUR

Havre

Cap de la Houffleur
Pointe de la Houffleur
Pointe de la Houffleur
Pointe de la Houffleur
Pointe de la Houffleur

Pointe de la Houffleur
Pointe de la Houffleur
Pointe de la Houffleur
Pointe de la Houffleur
Pointe de la Houffleur



LE HAVRE

Note: Les Châsses occupent la grande et petite Anse de la Houffleur dans le grand Havre.

Pointe de la Houffleur

Pointe de la Houffleur

Pointe de la Houffleur

Pointe de la Houffleur

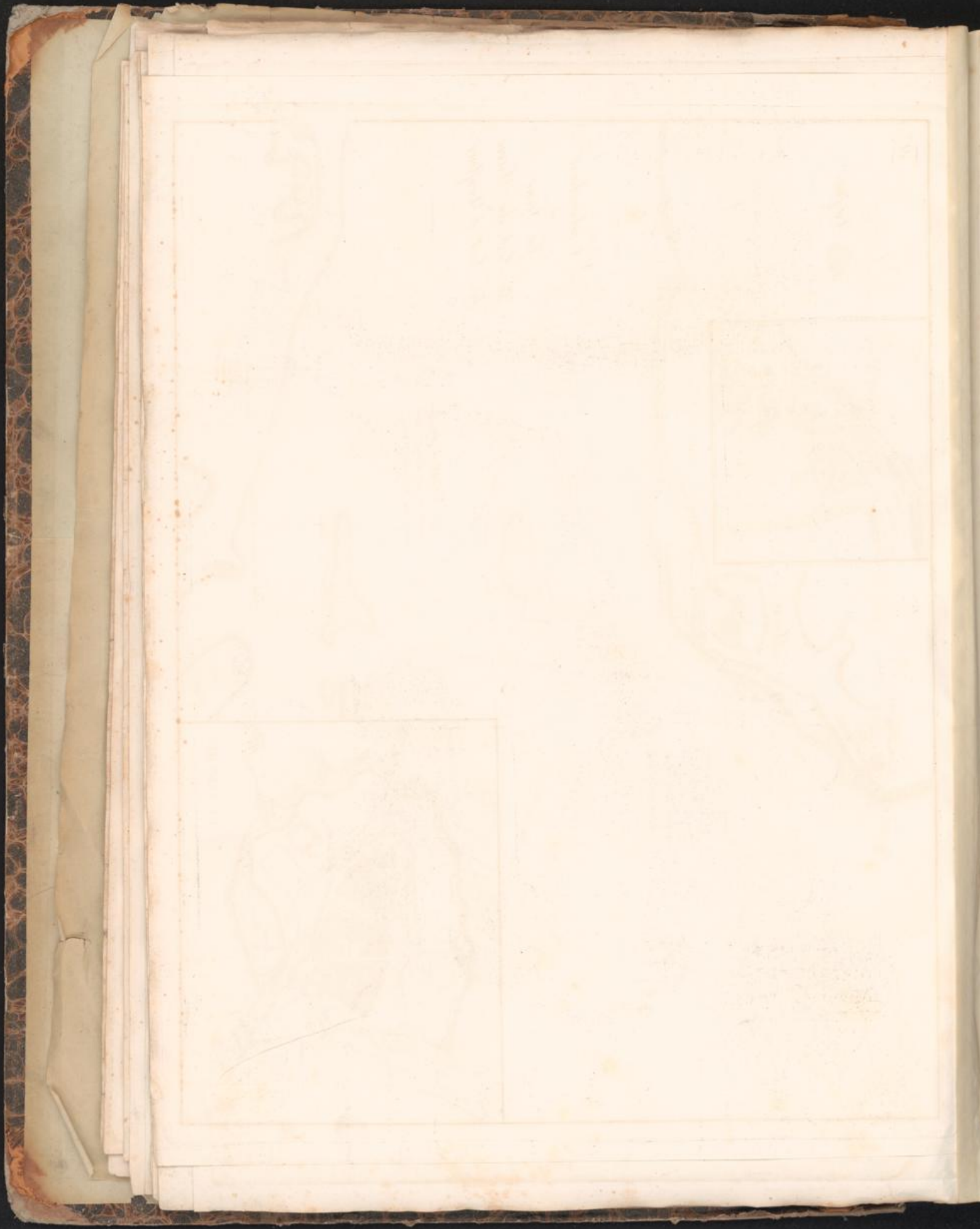
Pointe de la Houffleur

Pointe de la Houffleur

Pointe de la Houffleur

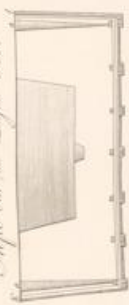
Pointe de la Houffleur

Scale bar





Profil sur la Ligne GH.



Profil sur la Ligne EF.



Profil sur la Ligne CD.



Deuxième Plan de la Fortification de Toulon
construite sur les débris de l'Ingenieur Gouquet

Les Forts,
Les Rades,
La Ferme
de Toulon



Les hauteurs sont indiquées par des chiffres, après chacune.

Le fort de la Maline

Le fort de la Vierge

Le fort de la Croix

Le fort de la Chapelle

Le fort de la Batterie

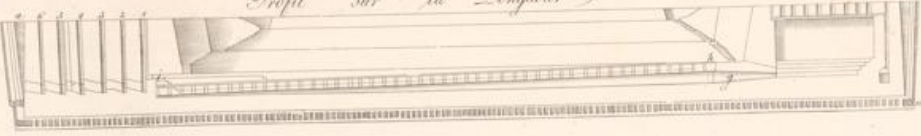
Le fort de la Casematte

Le fort de la Corniche

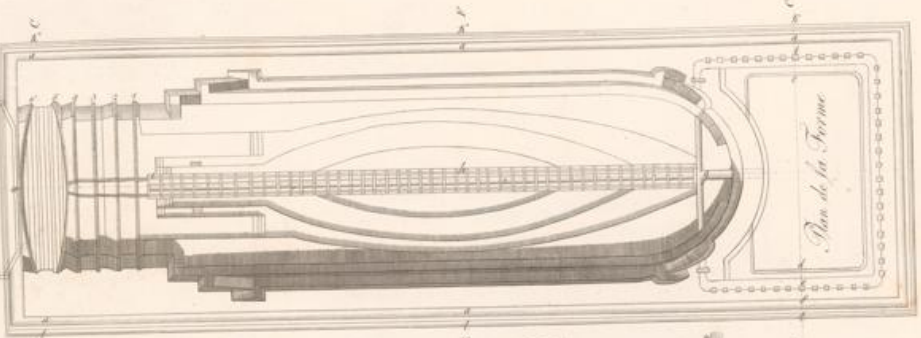
Le fort de la Grotte

Le fort de la Pointe

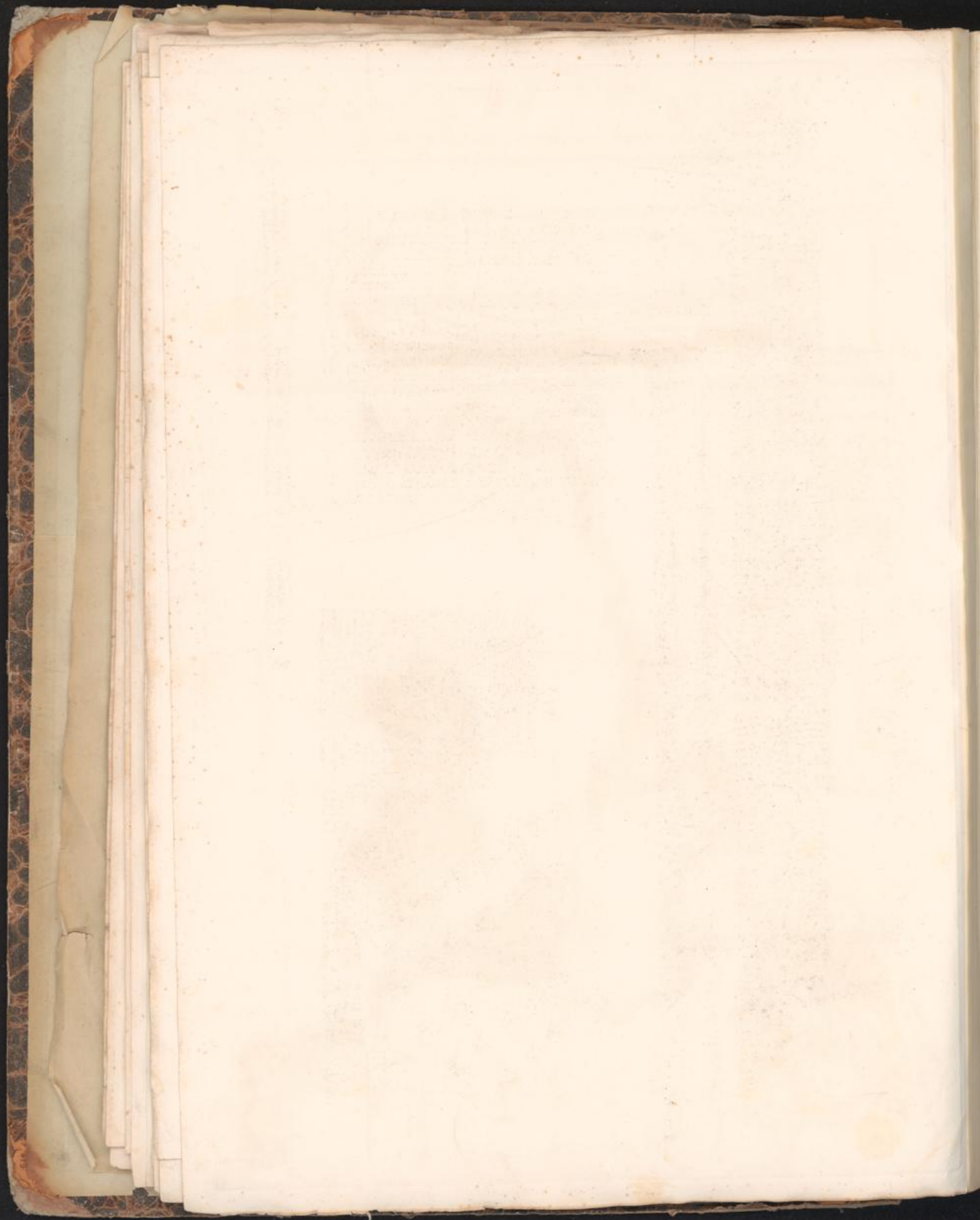
Profil sur la Longueur



Plan de la Ferme

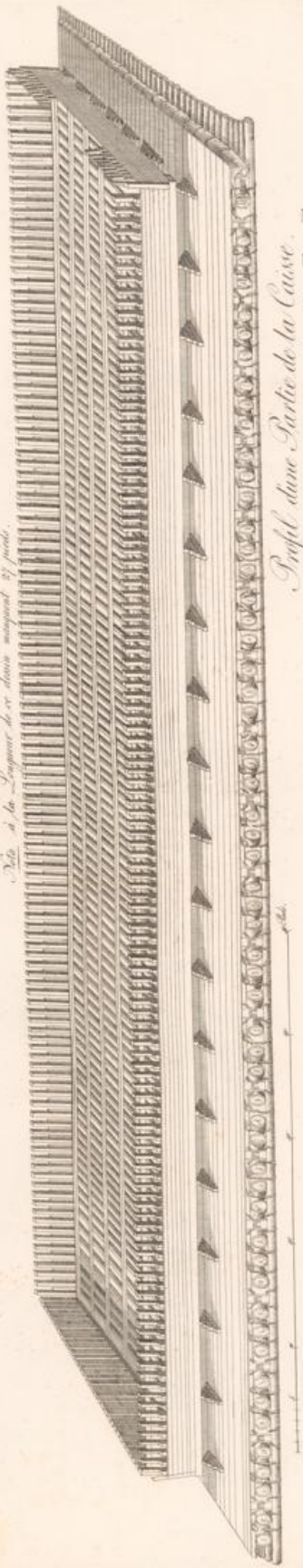


Mer Méditerranée

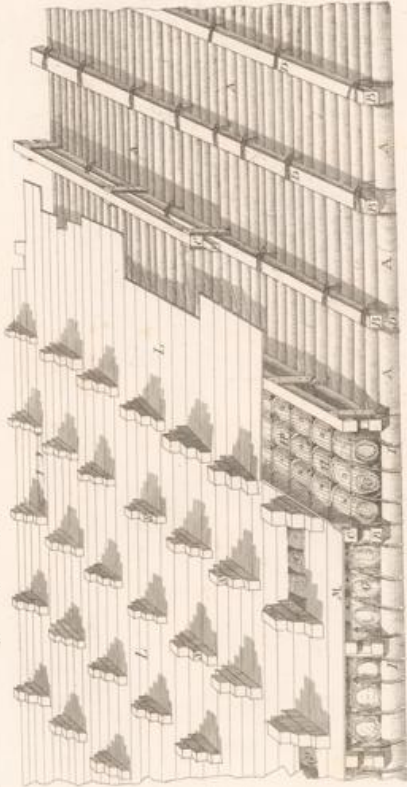


*Elevation perspective de la Caisse dans la quelle est construite la Forme de Toulon.
placée sur son Radeau.*

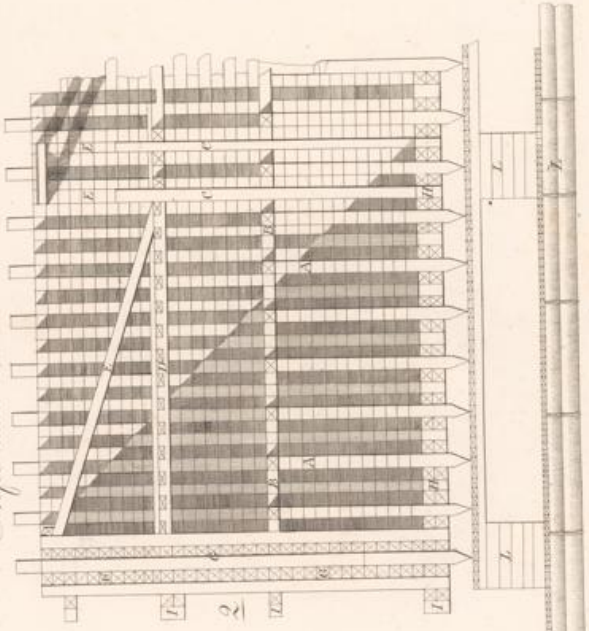
Note. si la Longueur de ce dessin mesuroit 83 pieds.

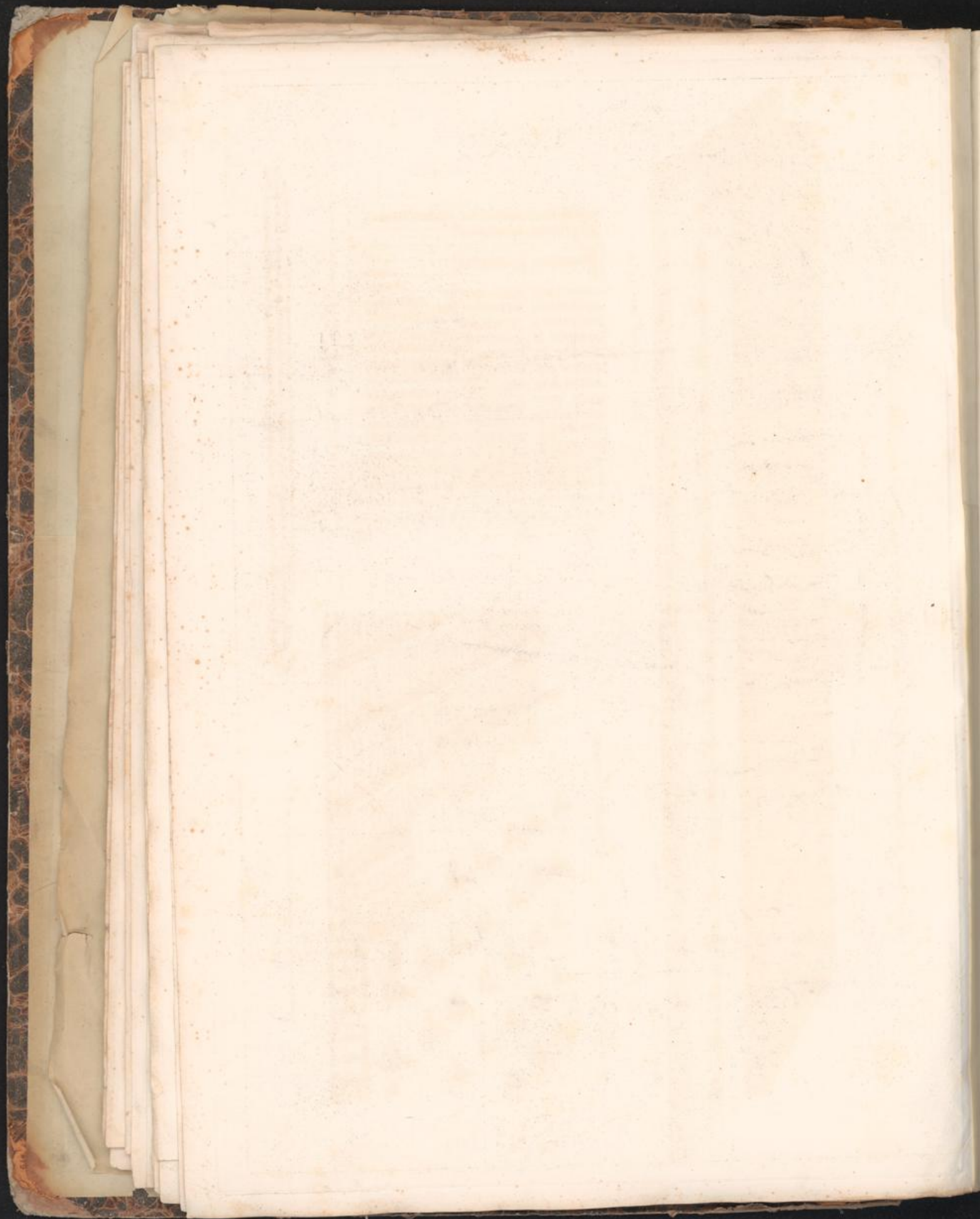


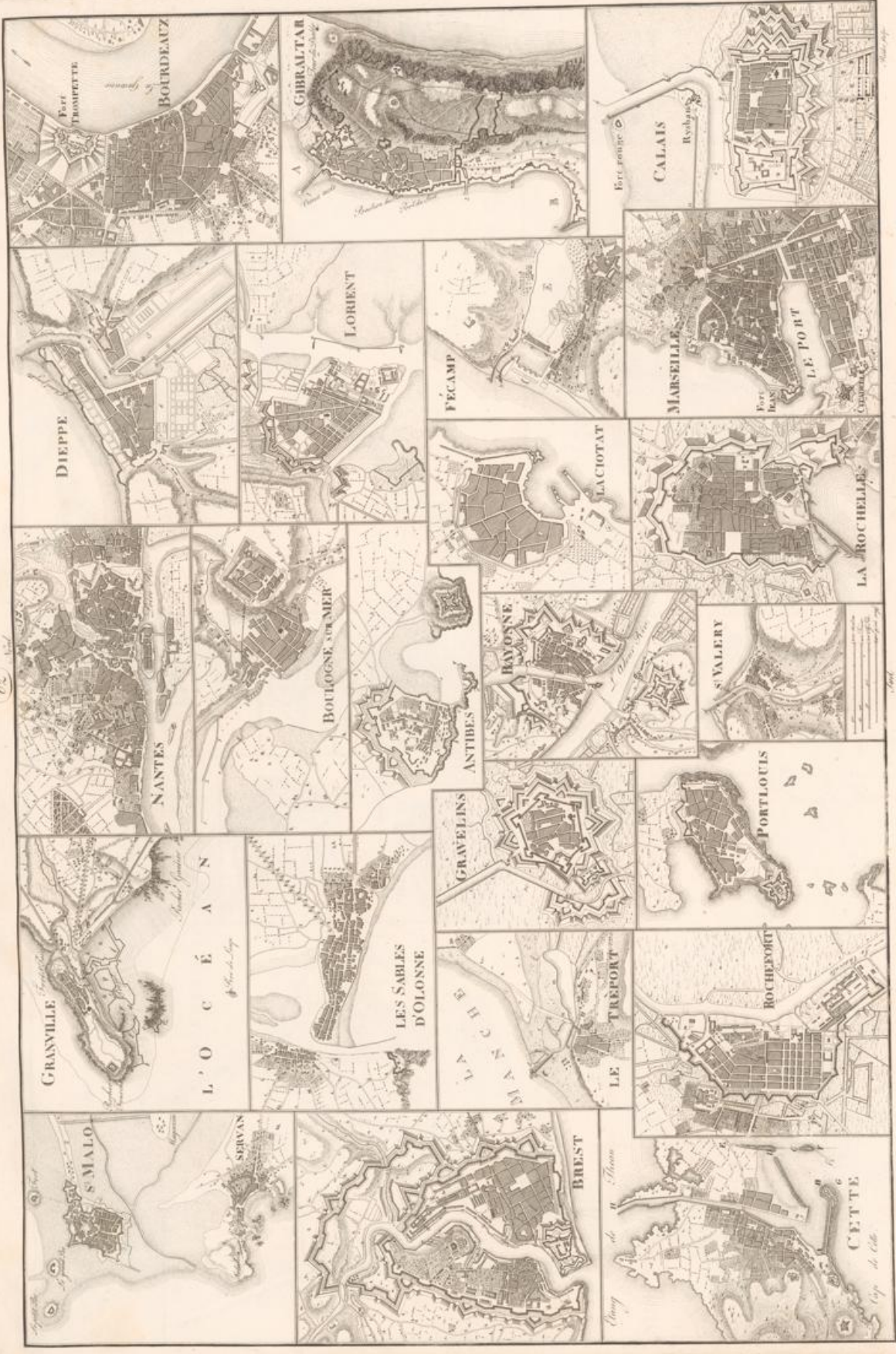
Plan perspectif d'une Partie du Radeau.

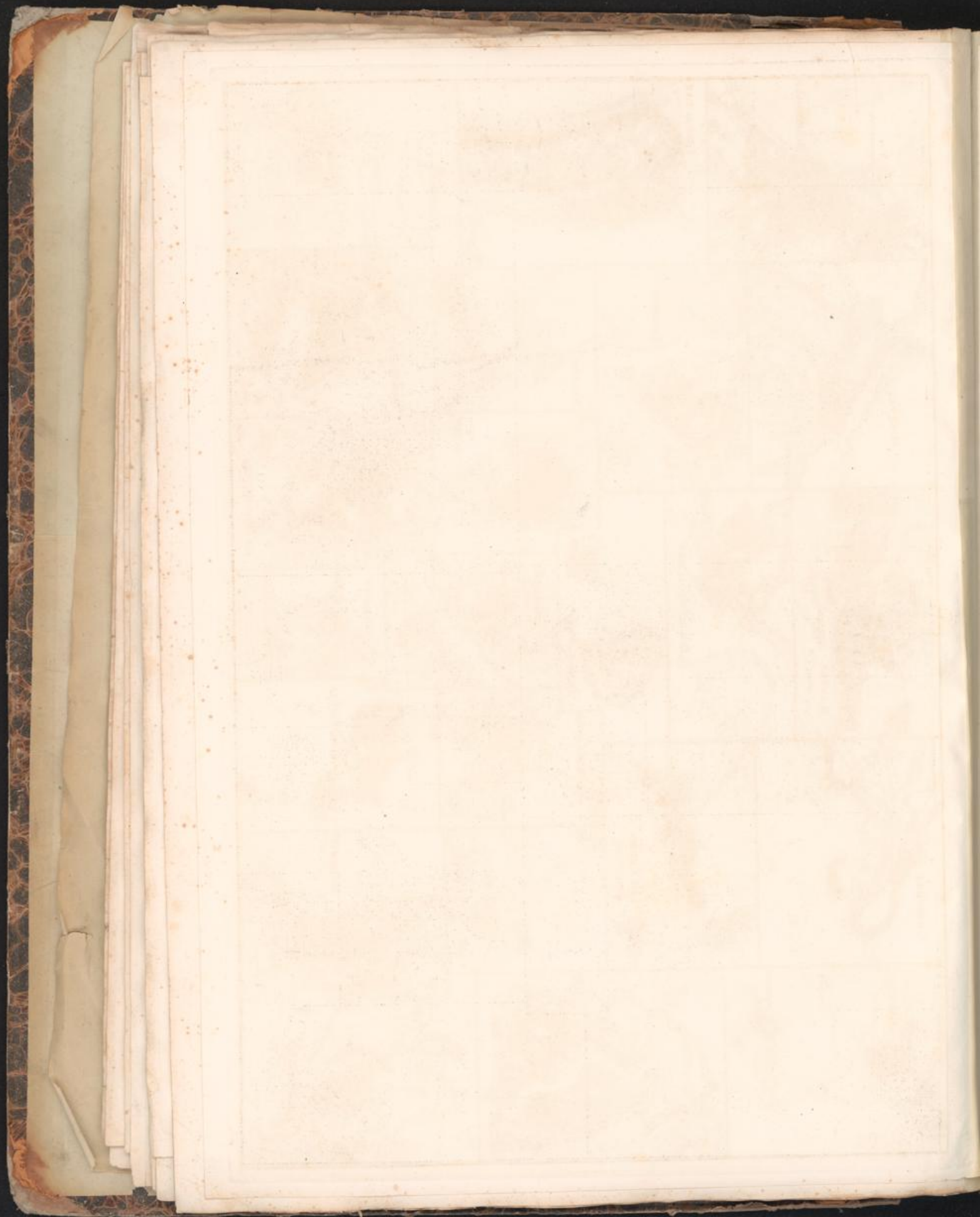


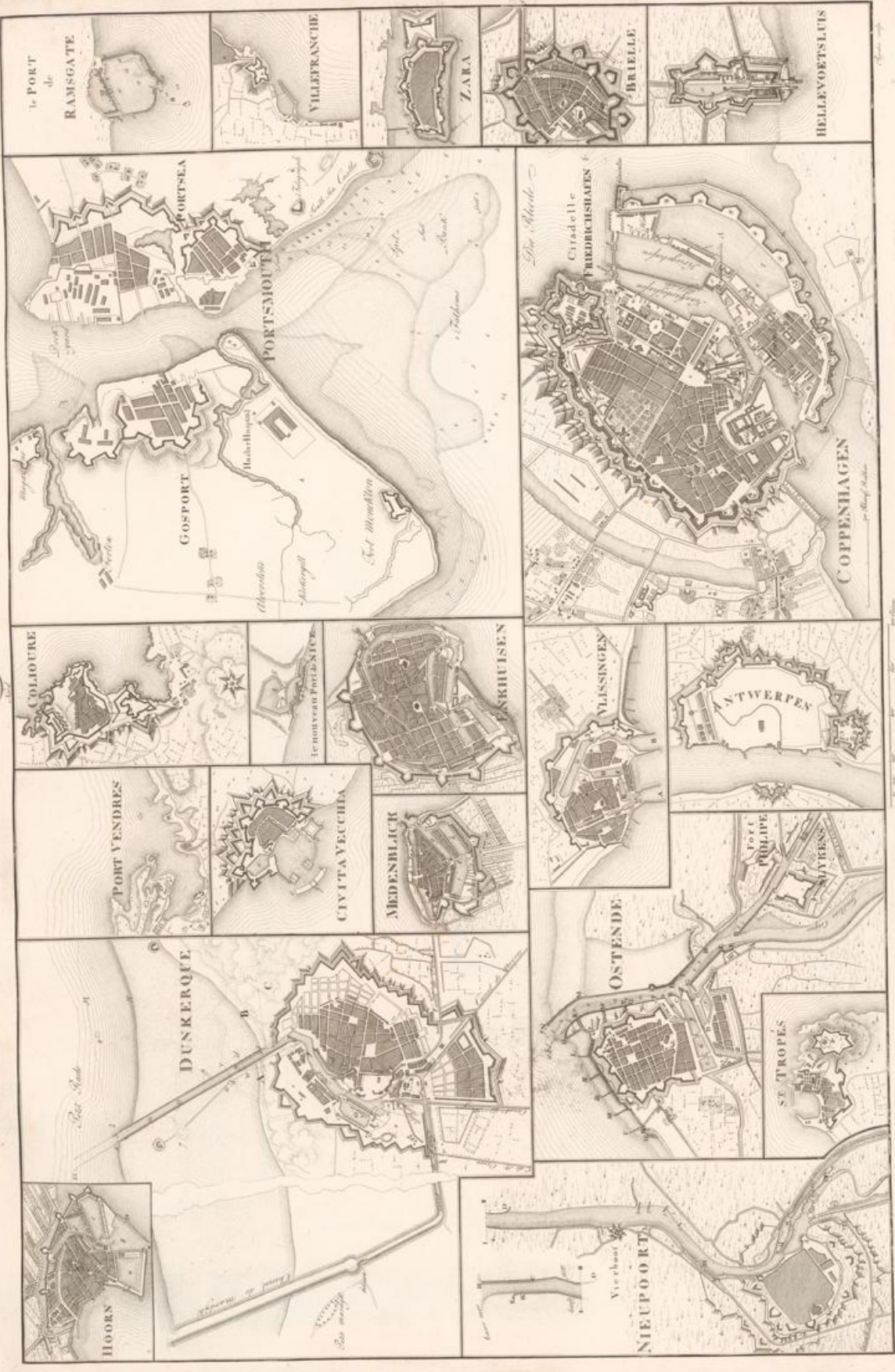
Profil d'une Partie de la Caisse.

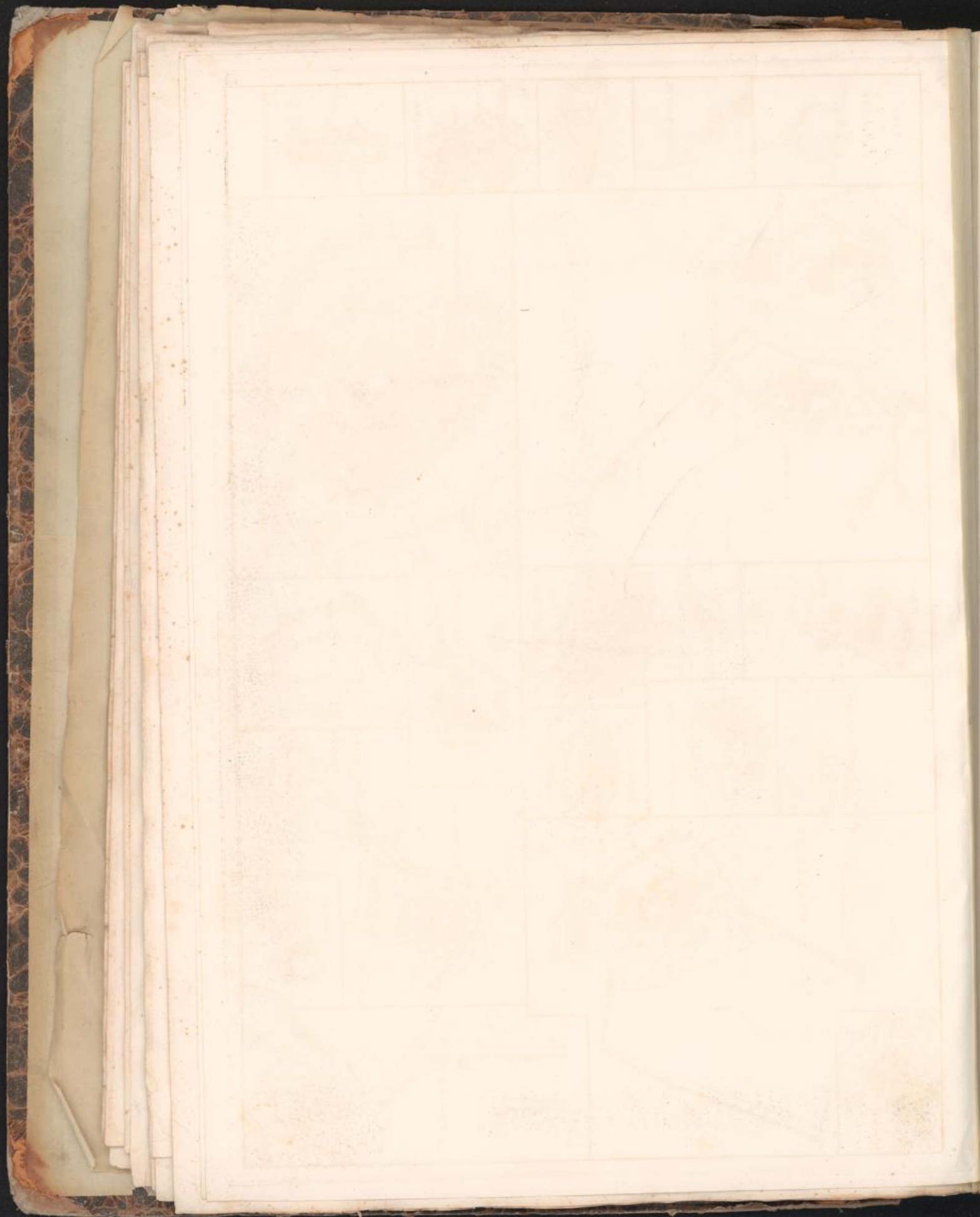












Les trois formes de Brest

64

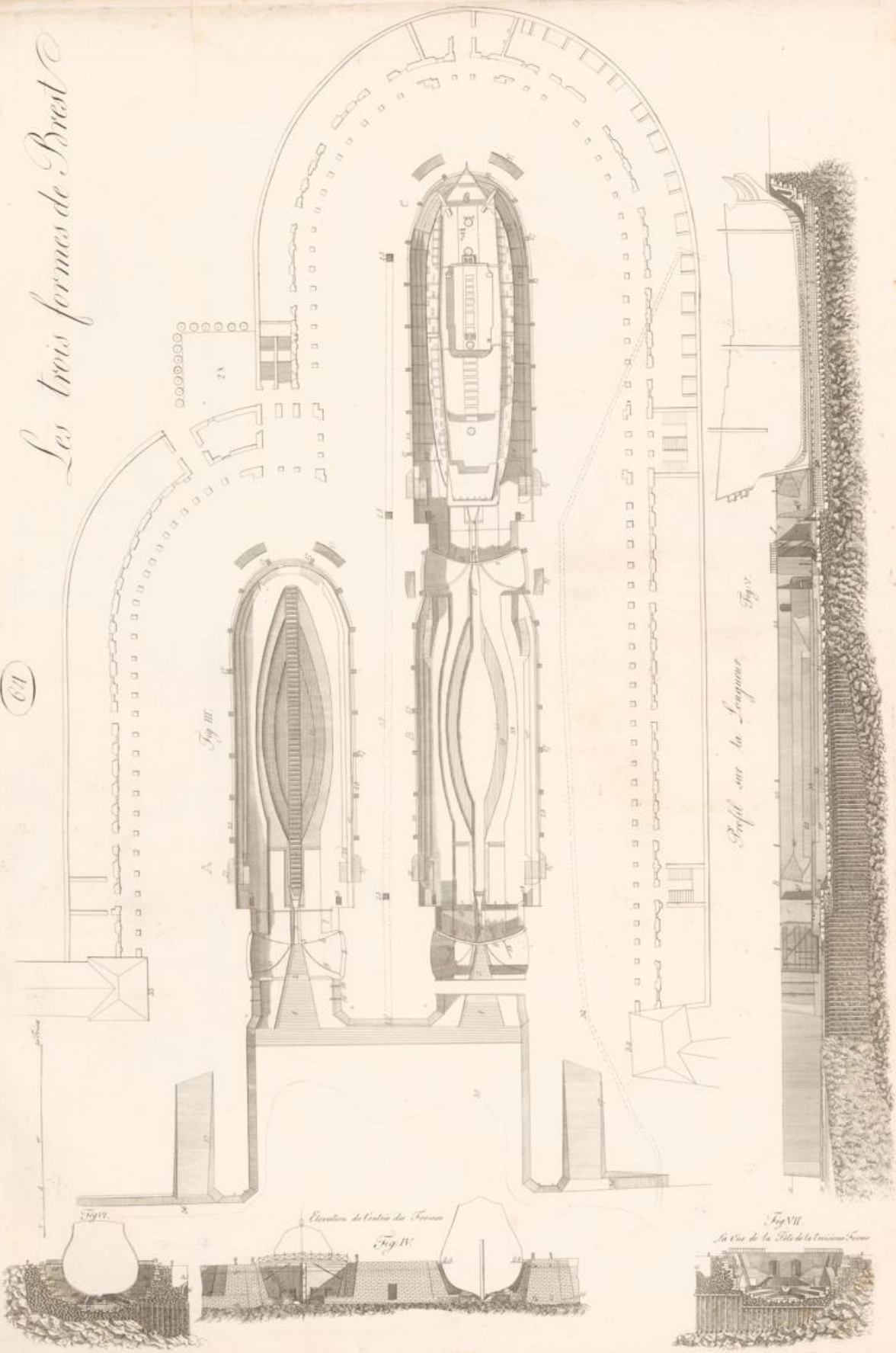


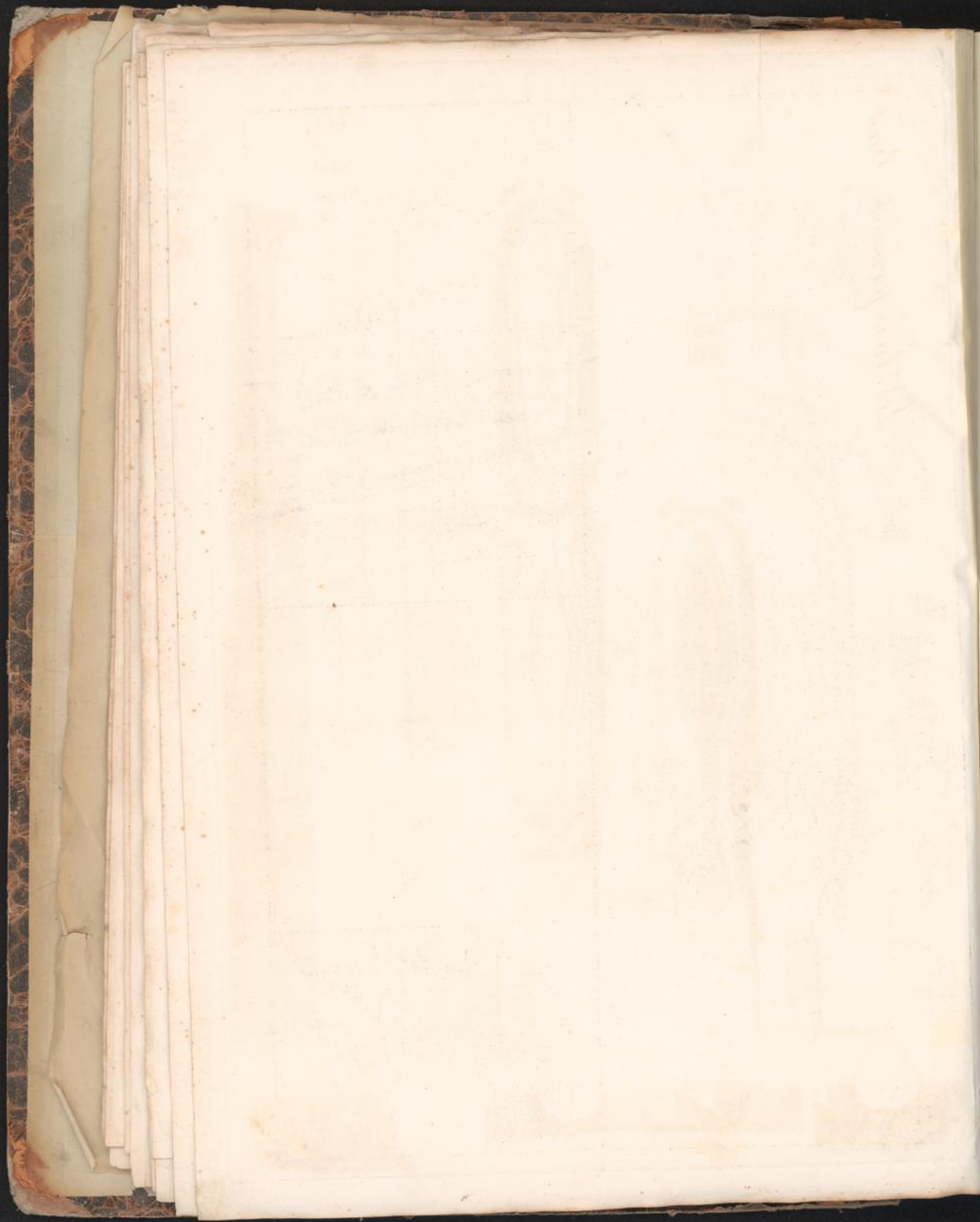
Fig. VI

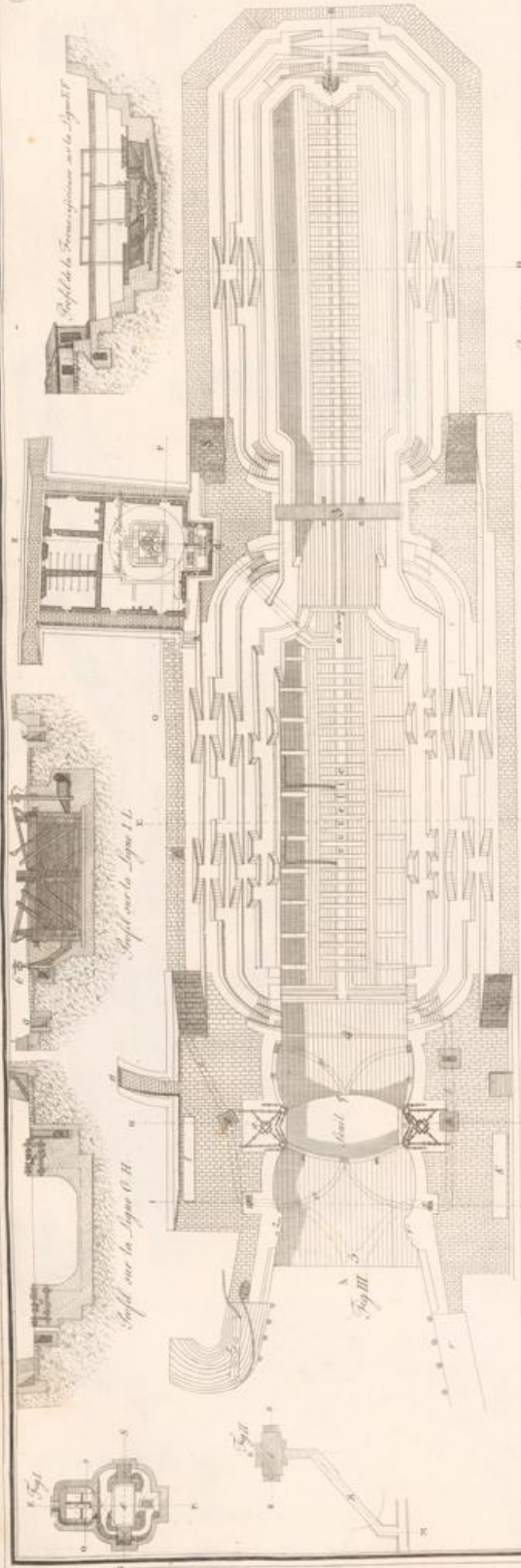
Elevation de l'entrée des Tranchées
Fig. VII

Fig. VIII
La Vue de la Salle de la Tranchée

Profil sur la Longueur
Fig. V

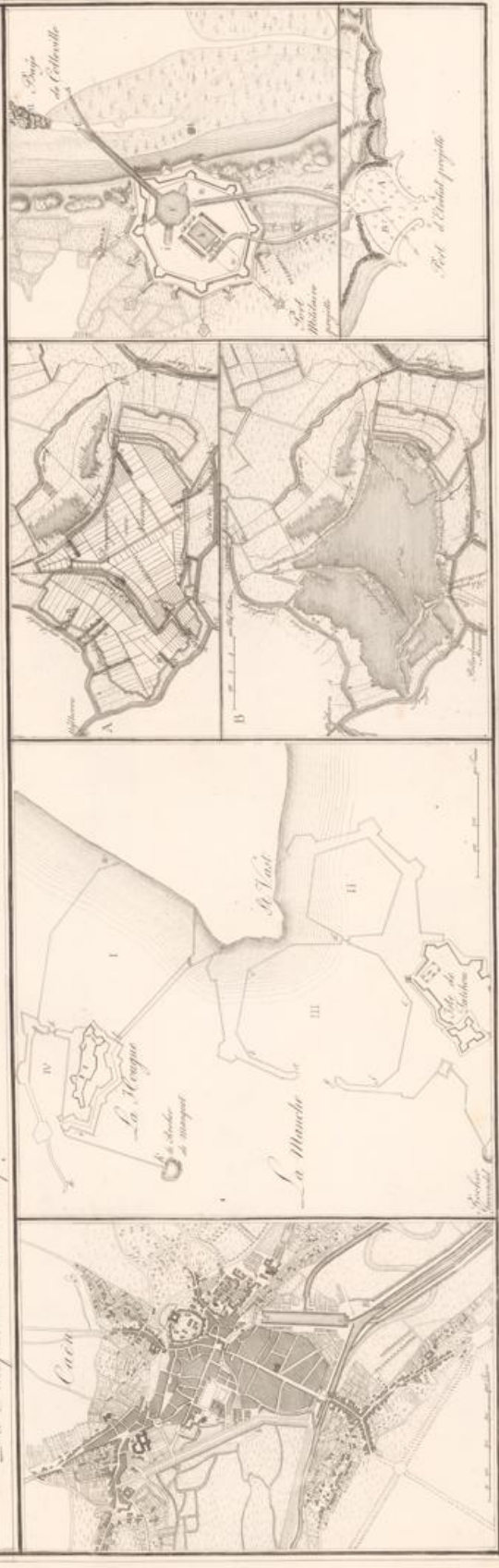
Fig. III

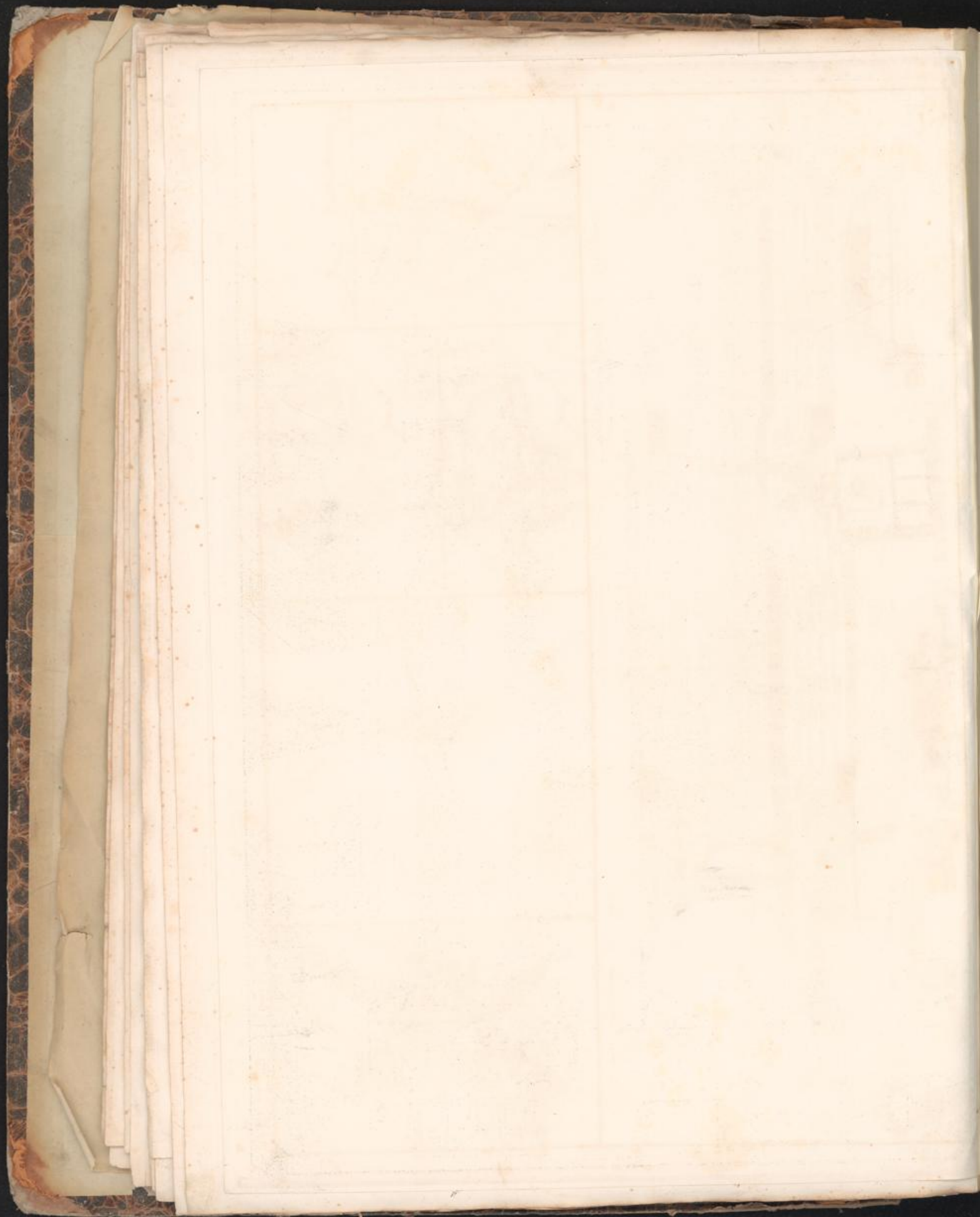


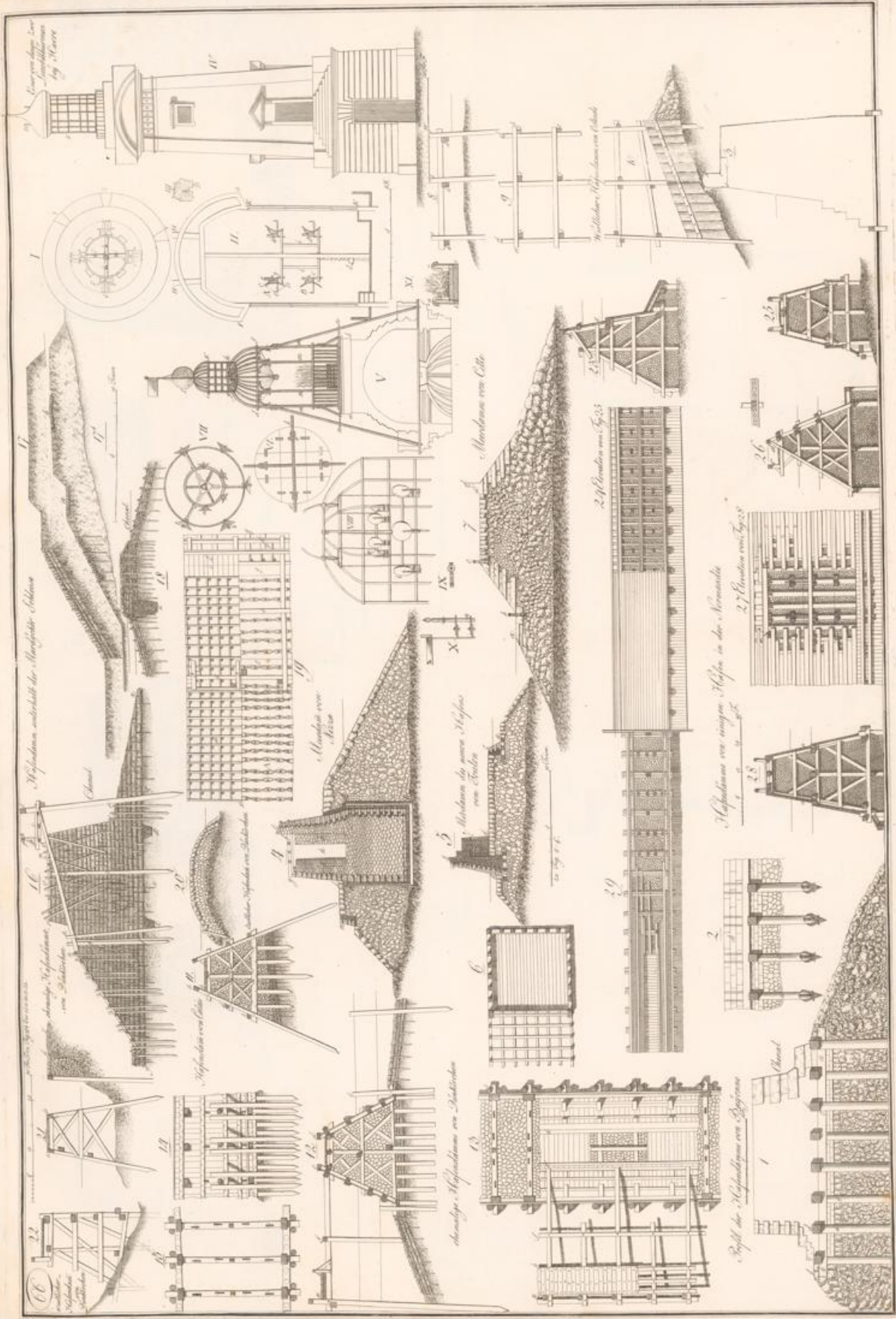


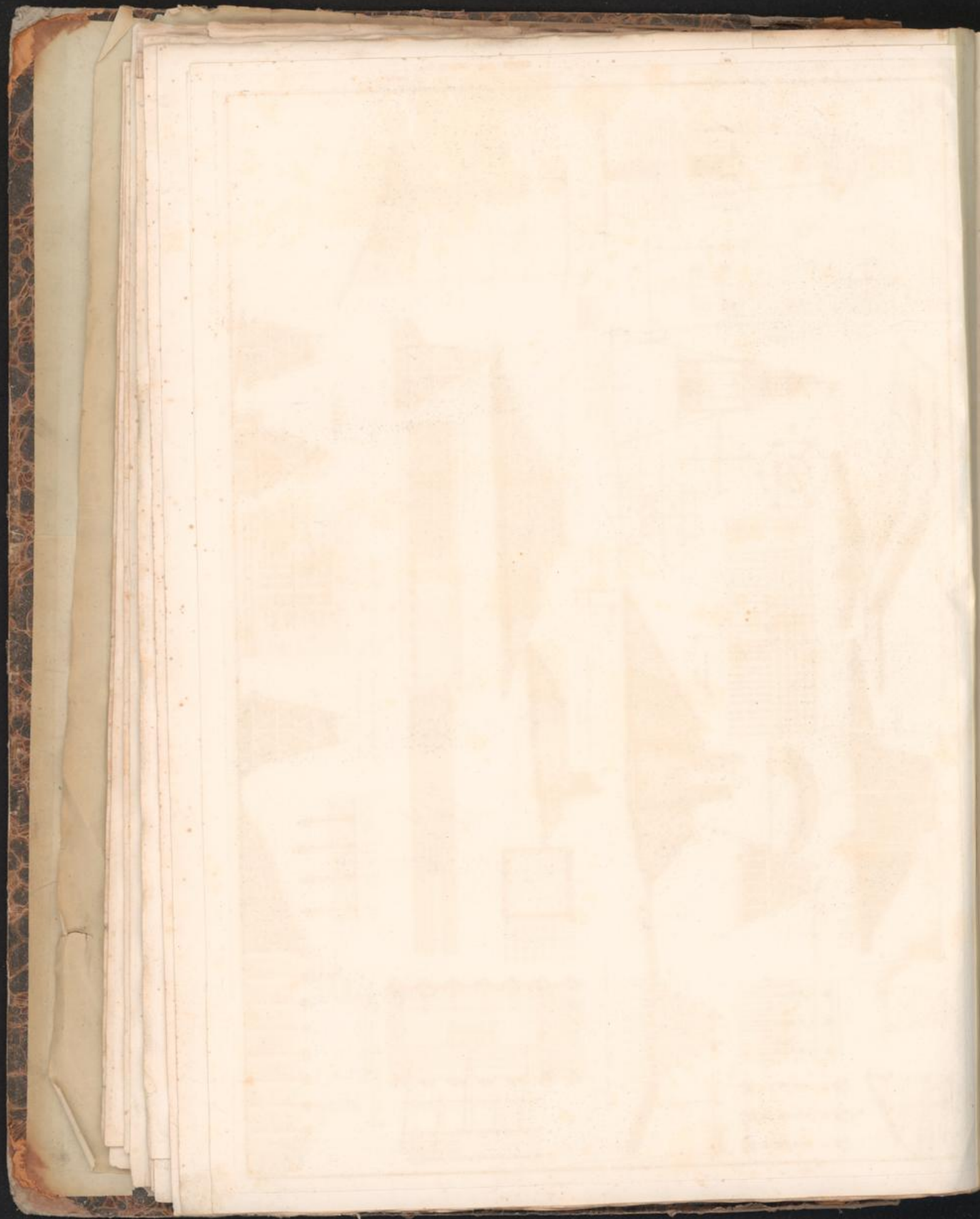
Les formes à Rochefort

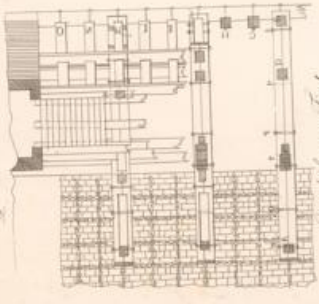
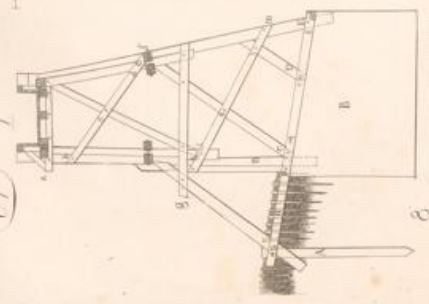
Vue d'inspection de Rochefort







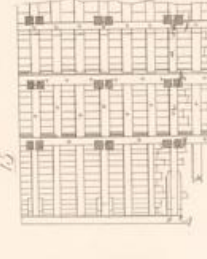
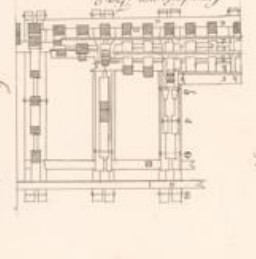
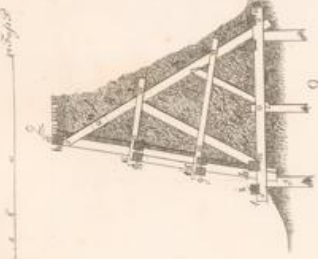




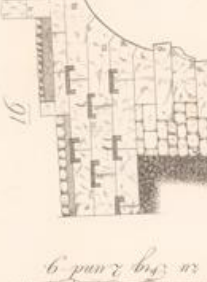
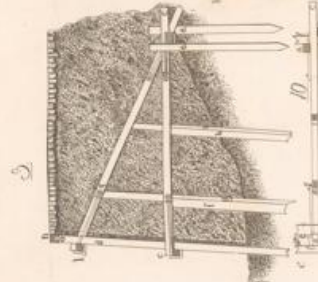
Grundriss von Fig. 1.



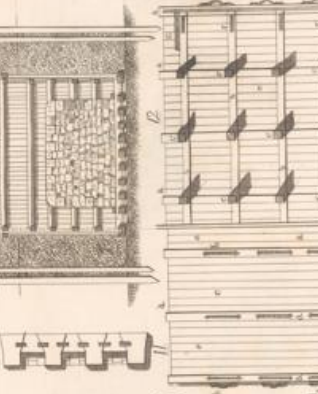
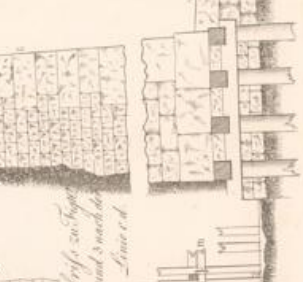
Ansicht zu Fig. 1 u. 8.



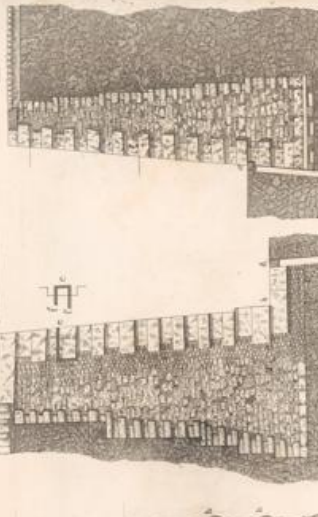
Grundriss von Fig. 2.



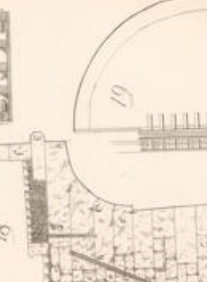
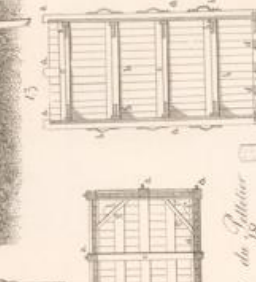
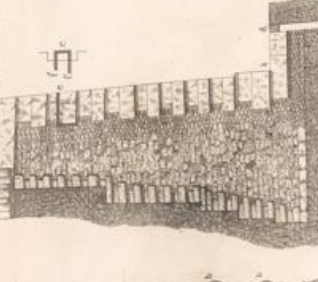
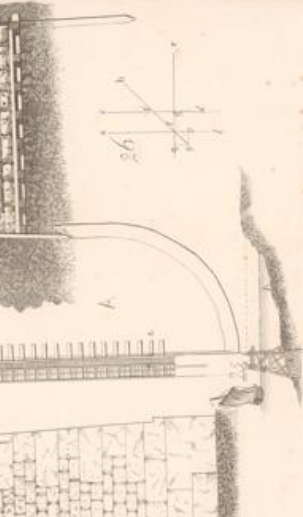
Grundriss von Fig. 3.



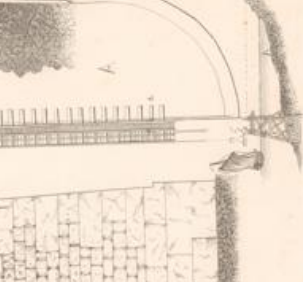
Grundriss von Fig. 4.

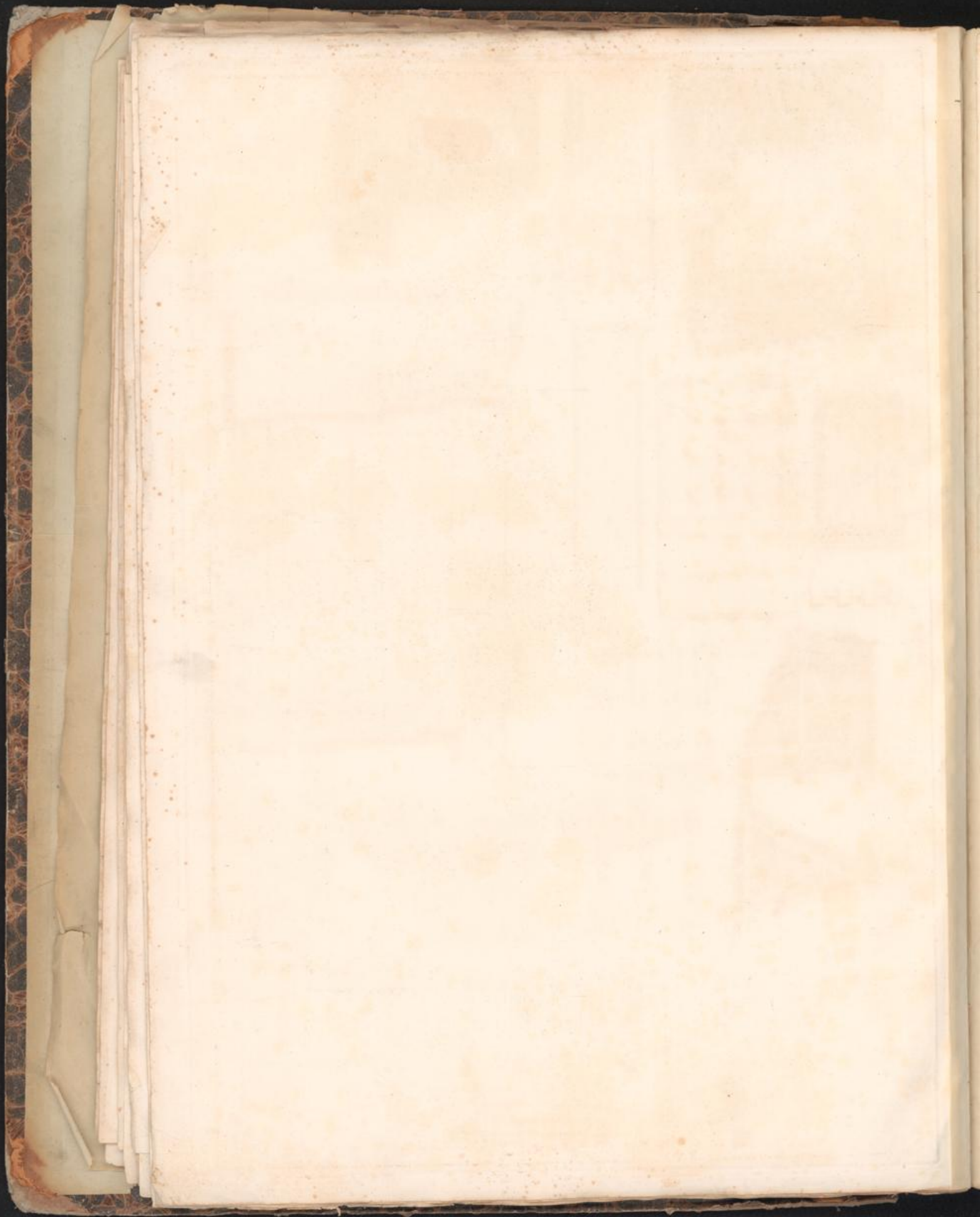


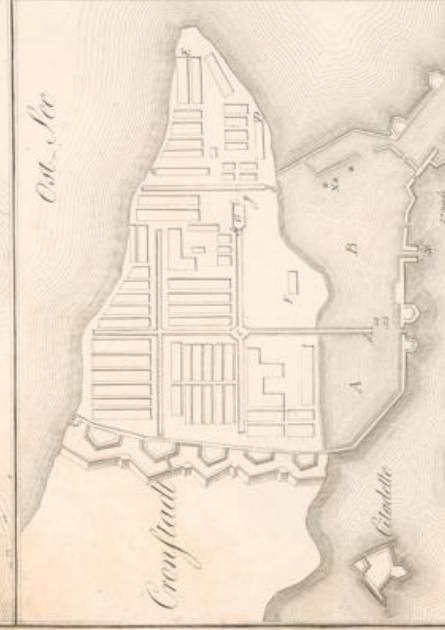
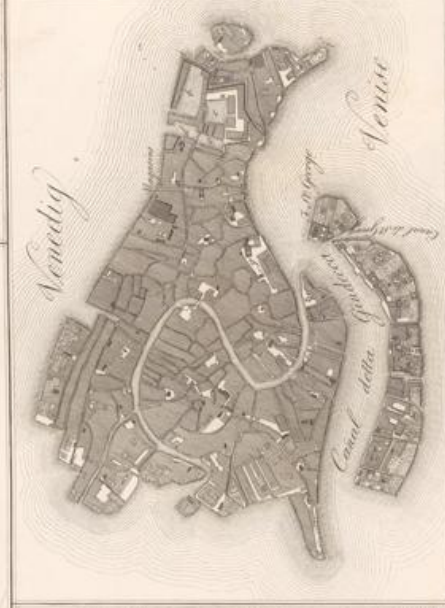
Grundriss von Fig. 5.

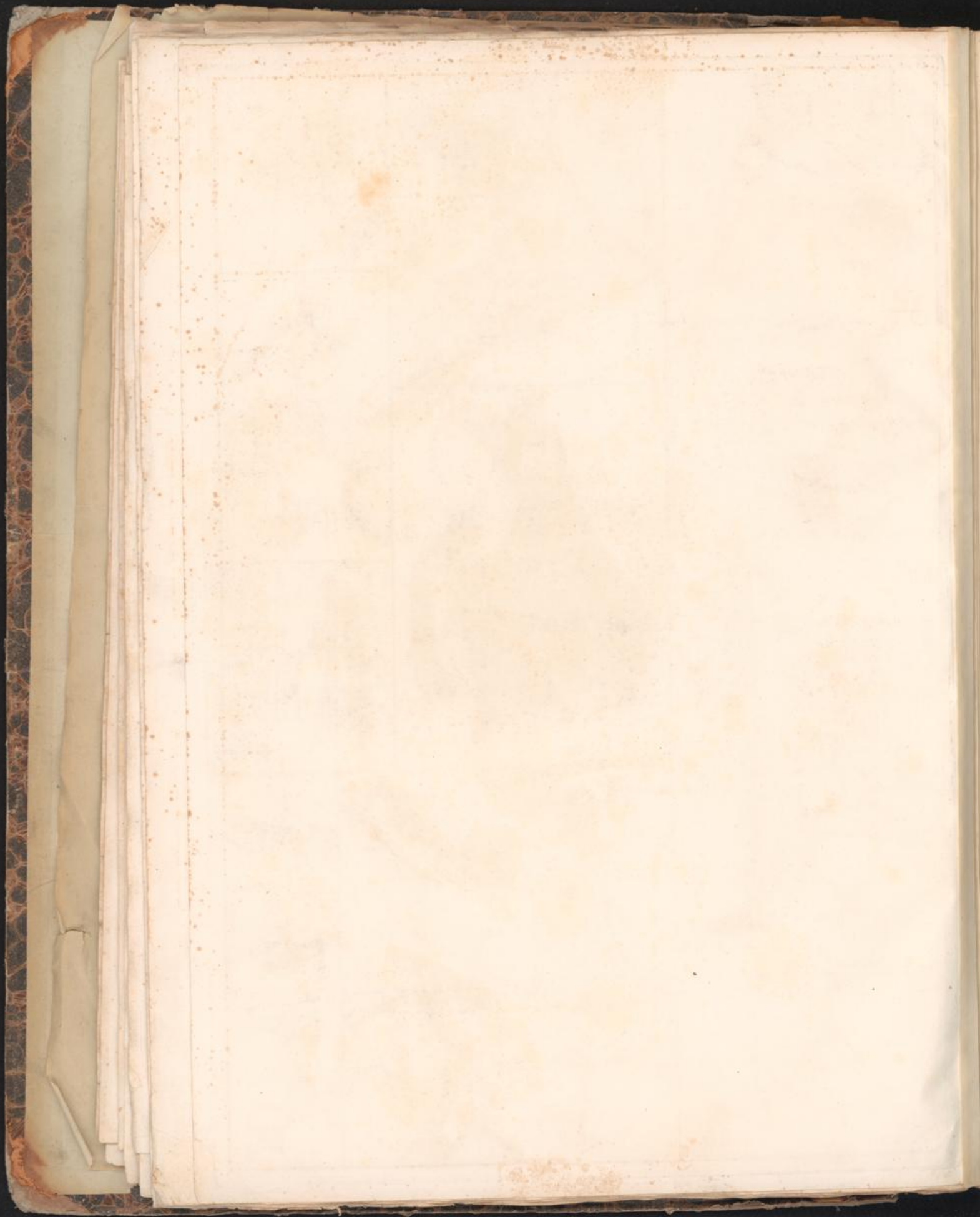


Grundriss von Fig. 6.



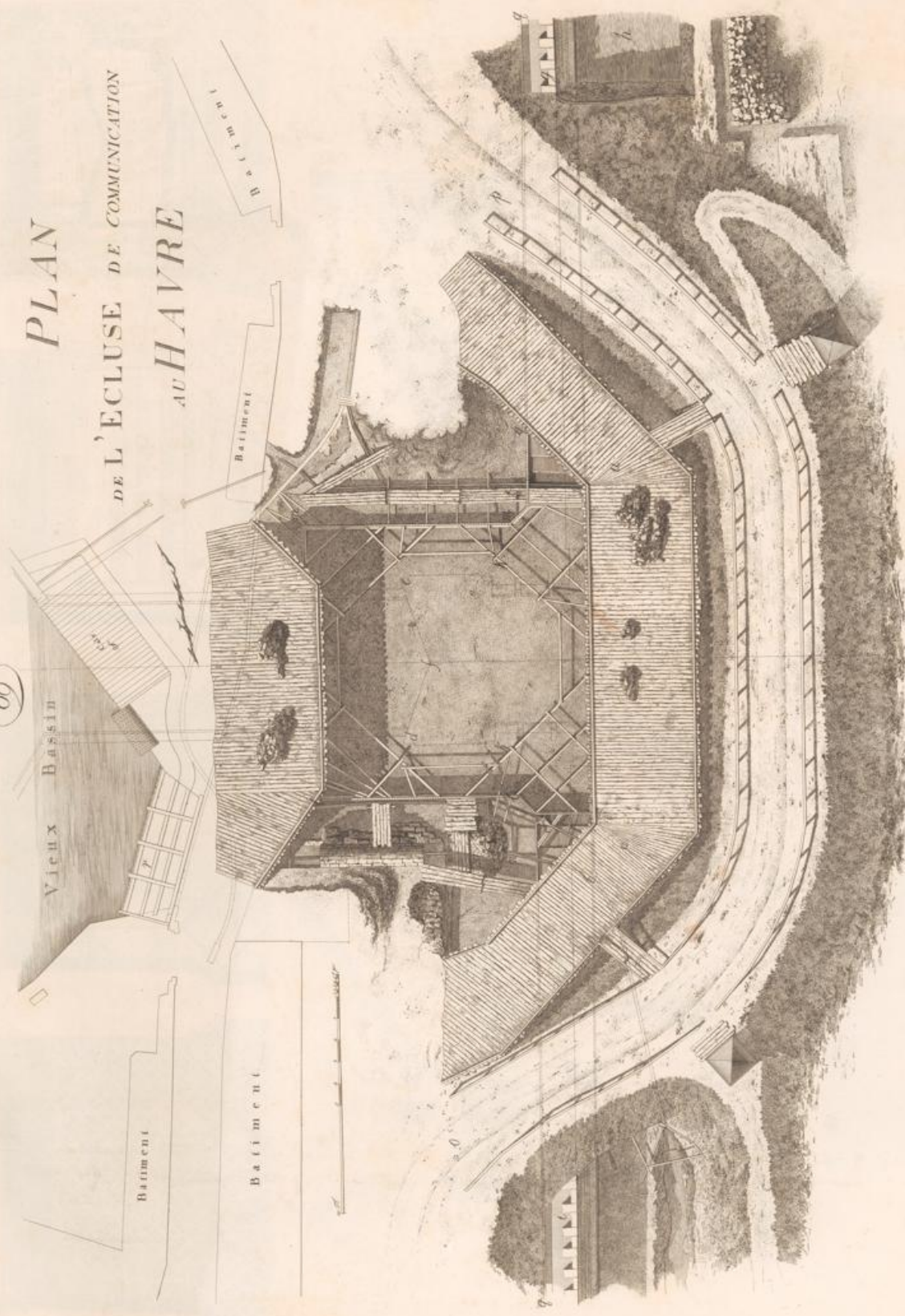


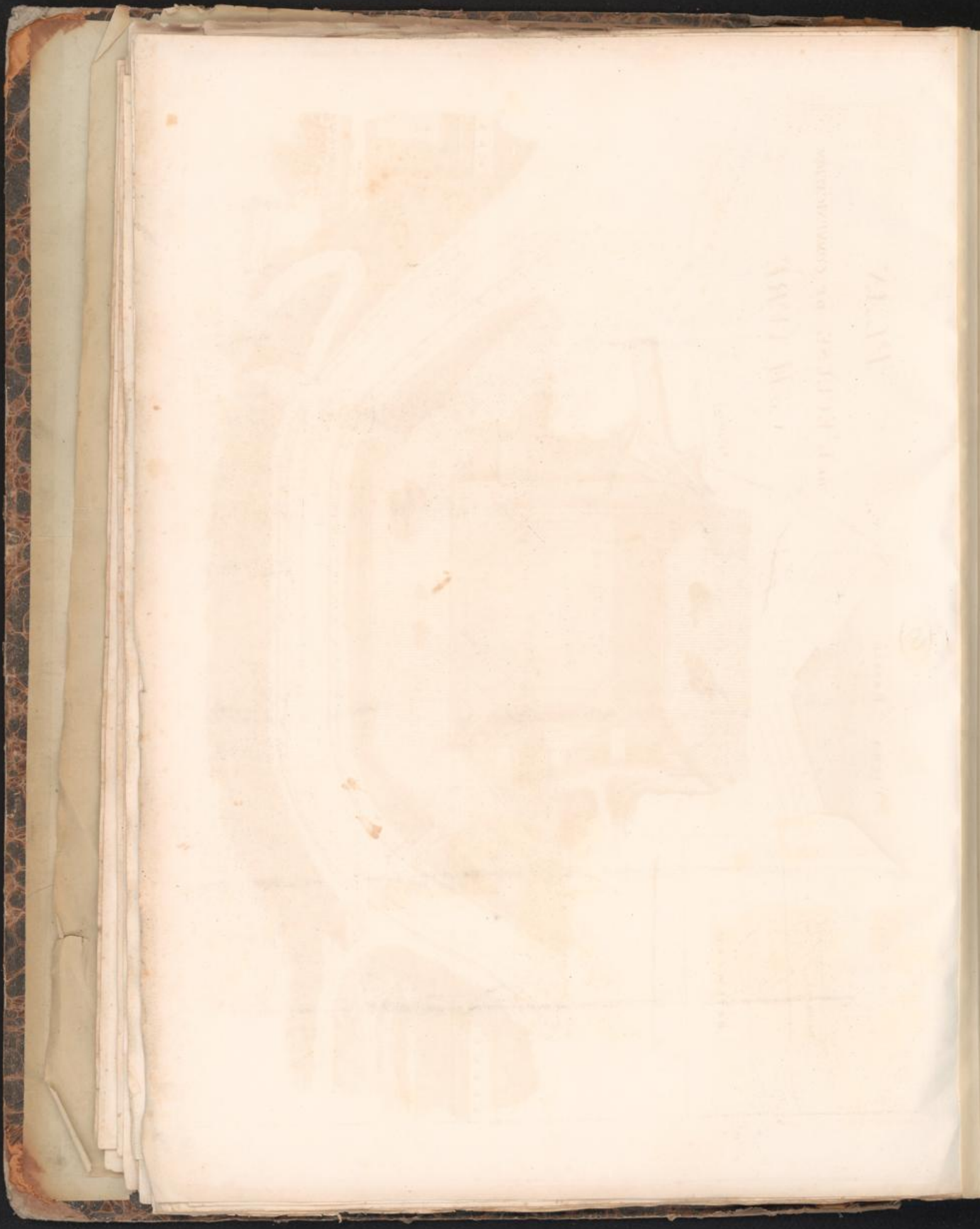


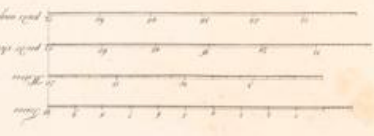
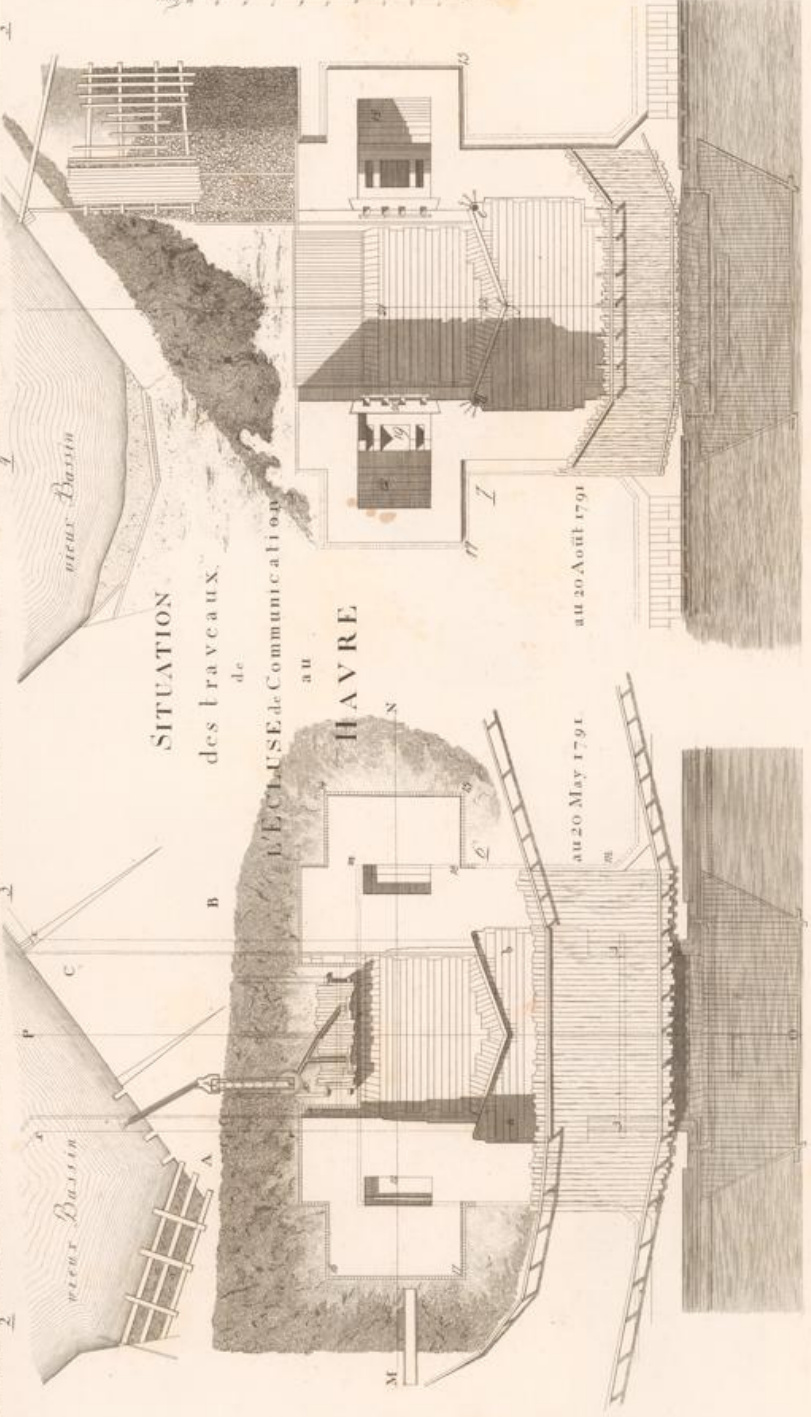
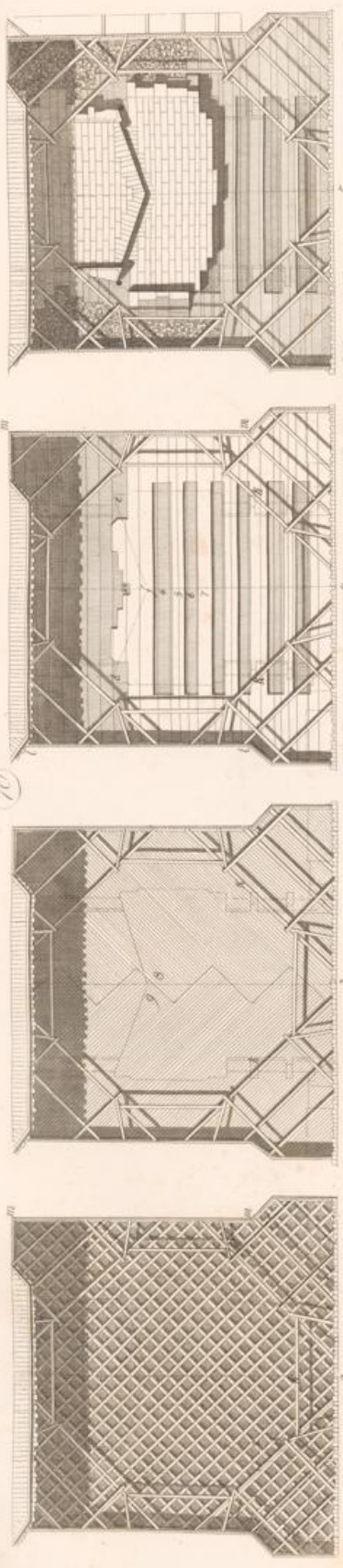


69

PLAN DE L'ECLUSE DE COMMUNICATION AU HAVRE



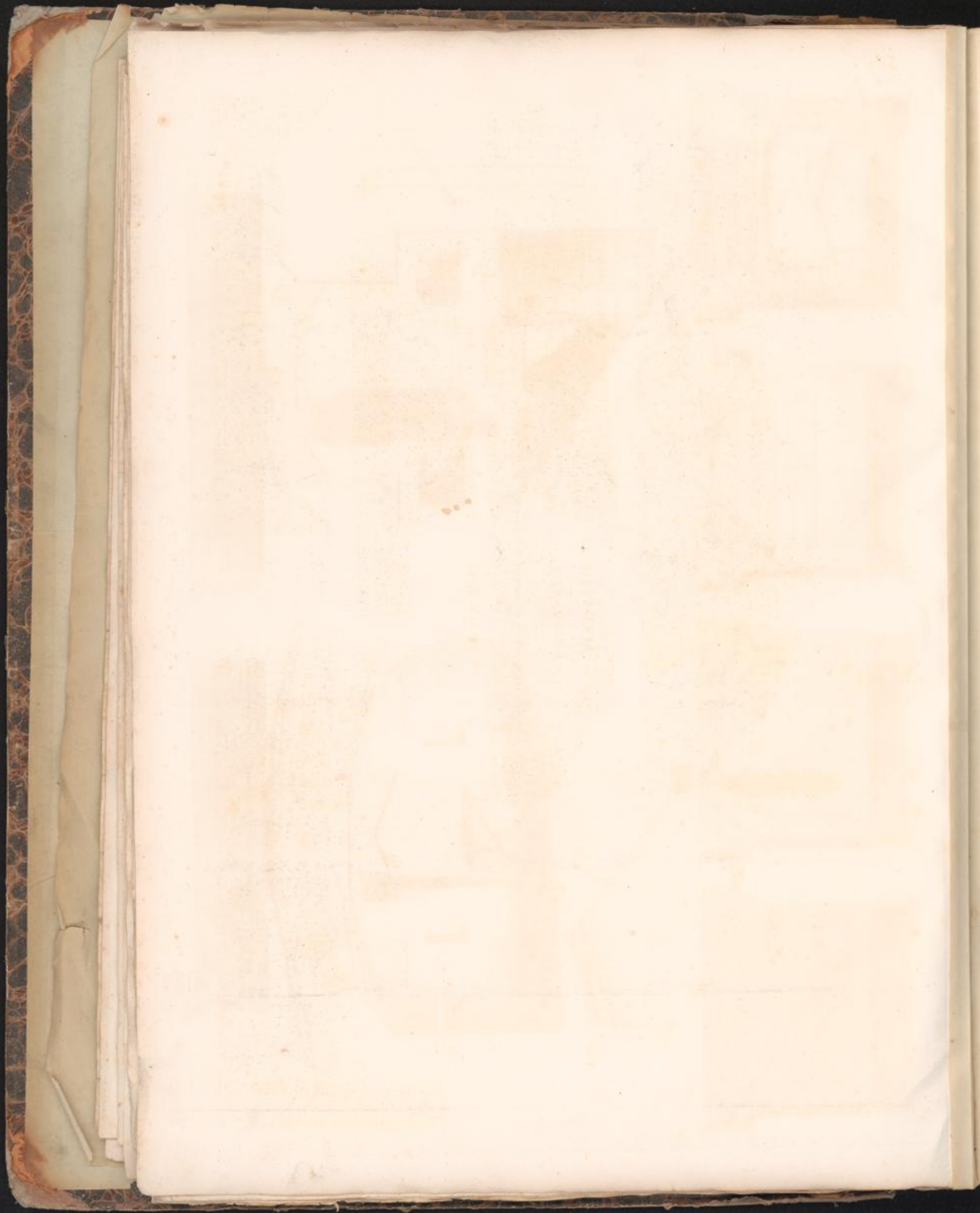




SITUATION
des travaux
de
l'ÉCLUSE de Communication
au
HAVRE

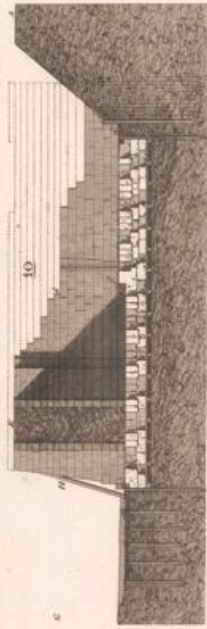
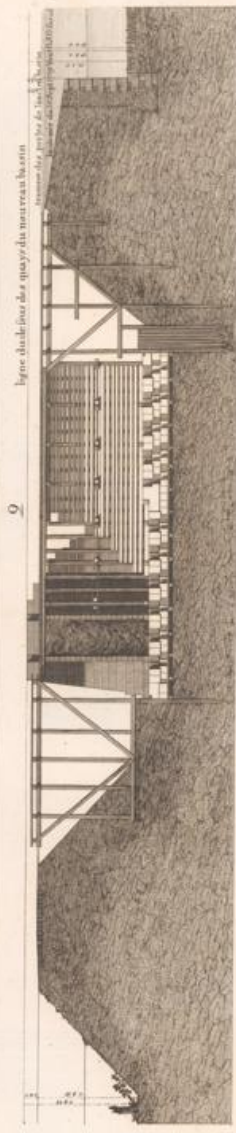
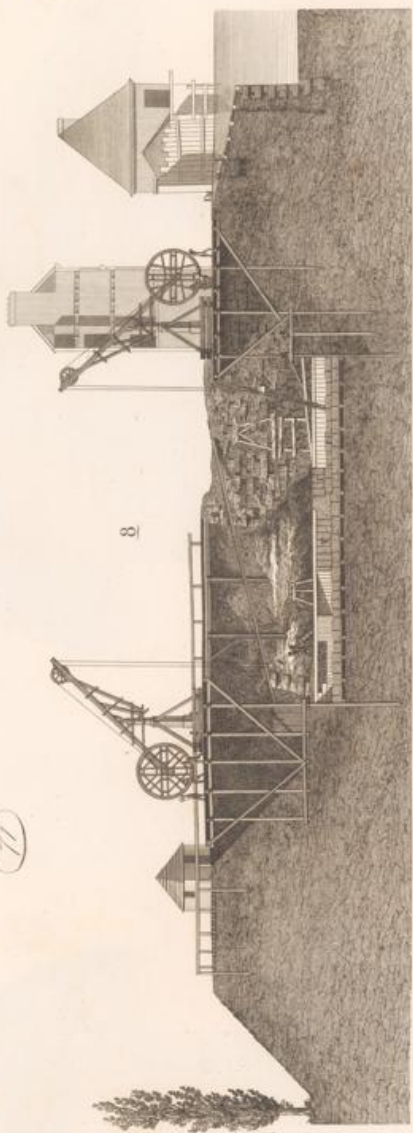
au 20 Août 1791

au 20 May 1791

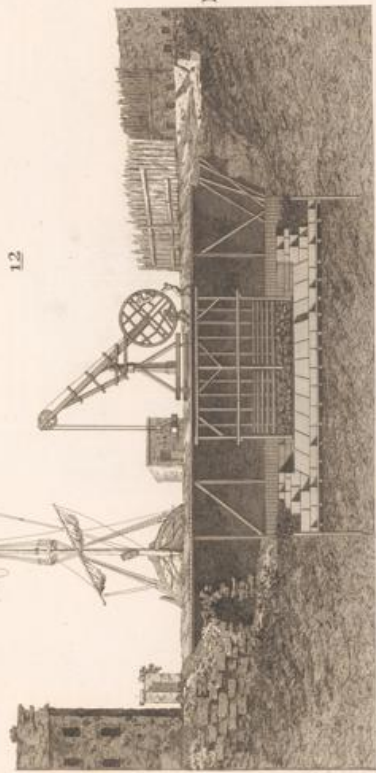


COUPES des Ouvrages de L'ECLUSE de Communication au HAVRE

- 8 Coupe sur la ligne Z'Yau 20 Août 1790
- 9 Coupe sur l'axe du passage
- 10 Coupe sur la ligne OP } p. 17c
- 11 Coupe sur la ligne MN }
- 12 Profil de N° 5 Planche 7c

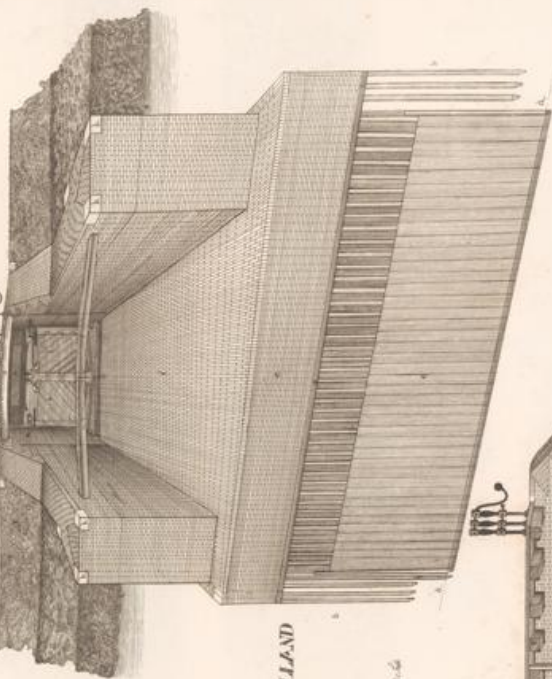
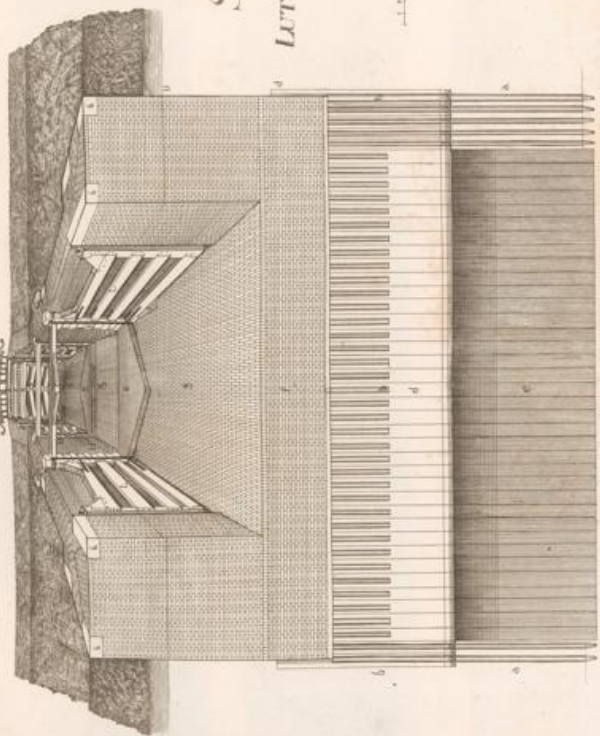


N° les Echelles
se trouvent
sur Tab 7c

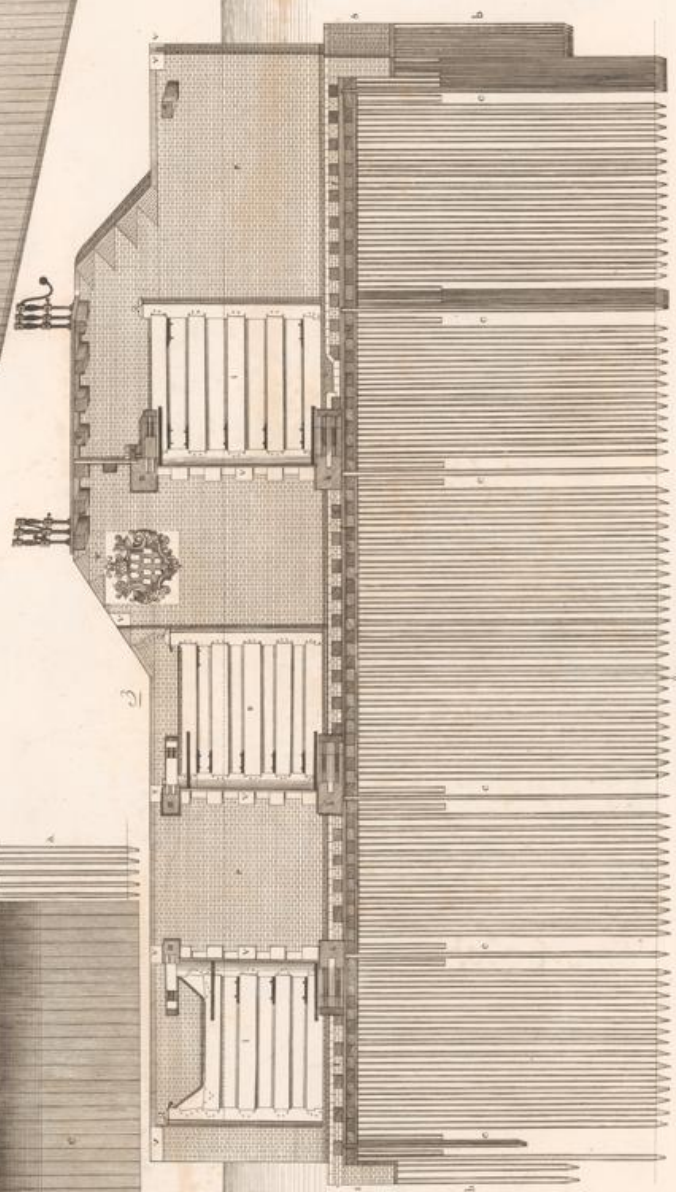


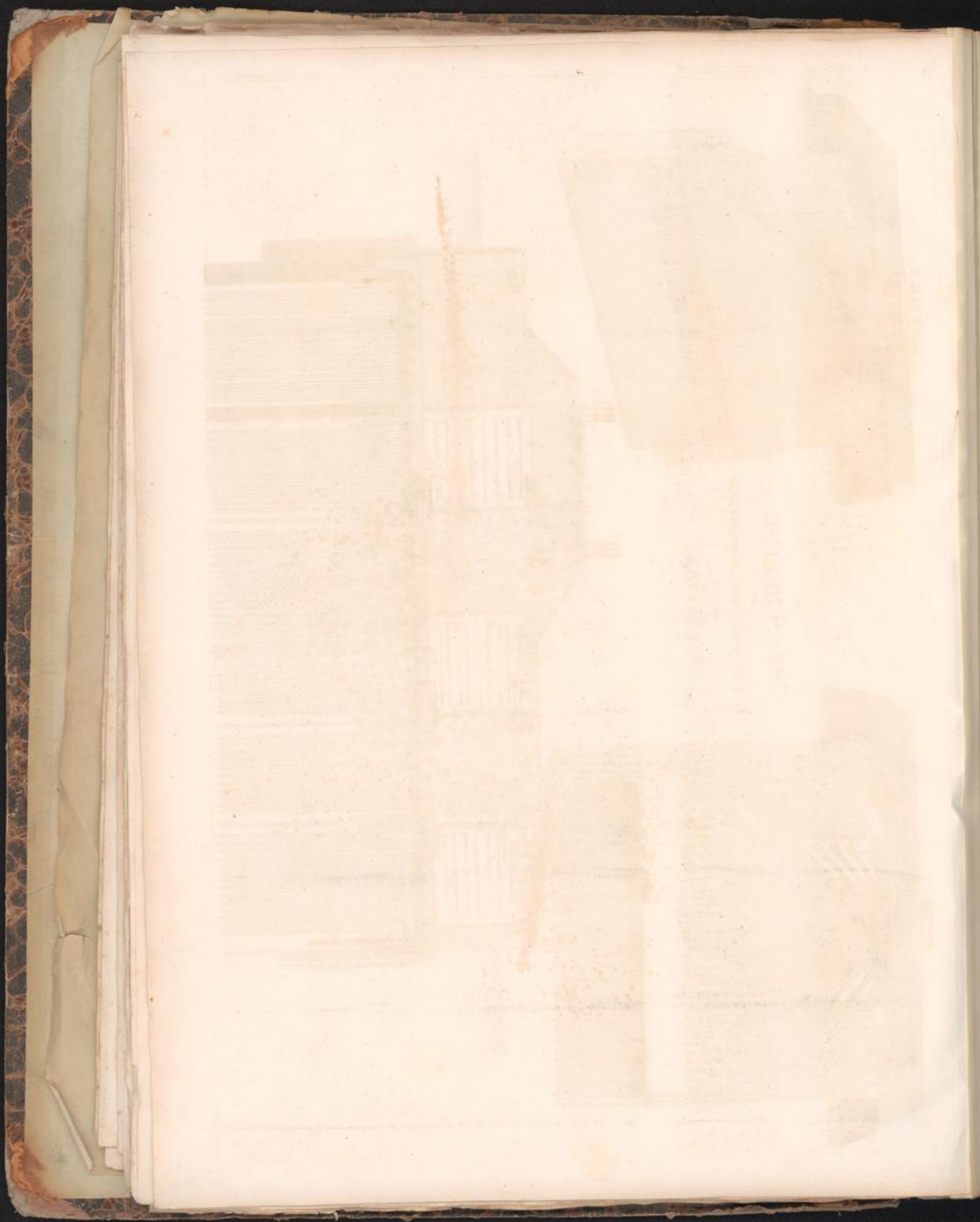


Very faint, illegible text, possibly bleed-through from the reverse side of the page. The text is arranged in several lines and appears to be a list or a set of instructions, but the characters are too light to read accurately.



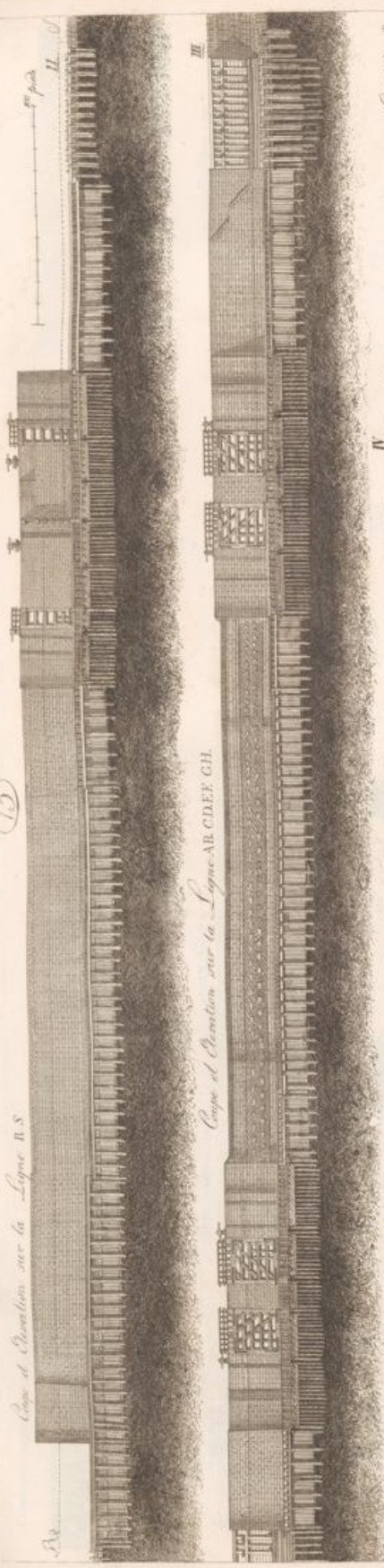
DIE
SEE-SCHLEUSE
 BEI
 LUTGE-SCHARDAM IN NORDHOLLAND
 GEMANT
DEN HOORN.



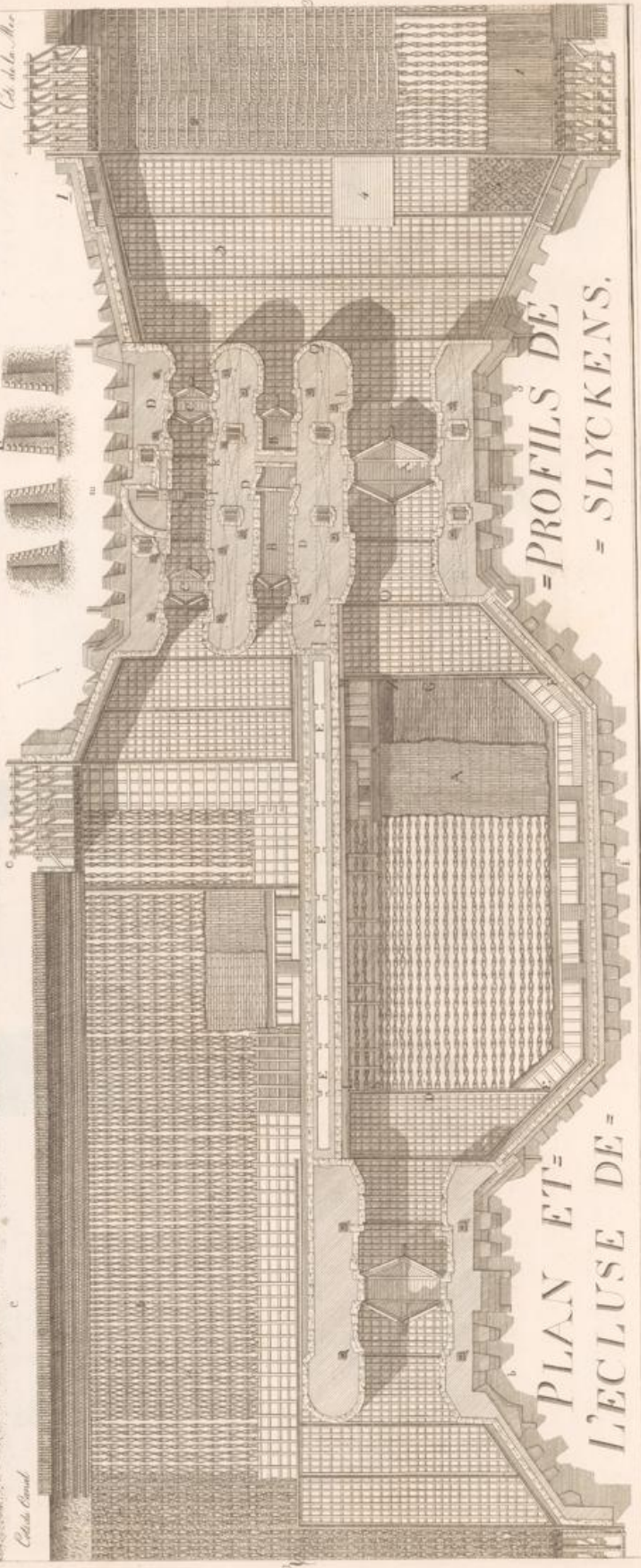


Coupe et Perspective sur la Ligne N. S.

173



Coupe et Perspective sur la Ligne A. R. C. D. E. F. G. H.



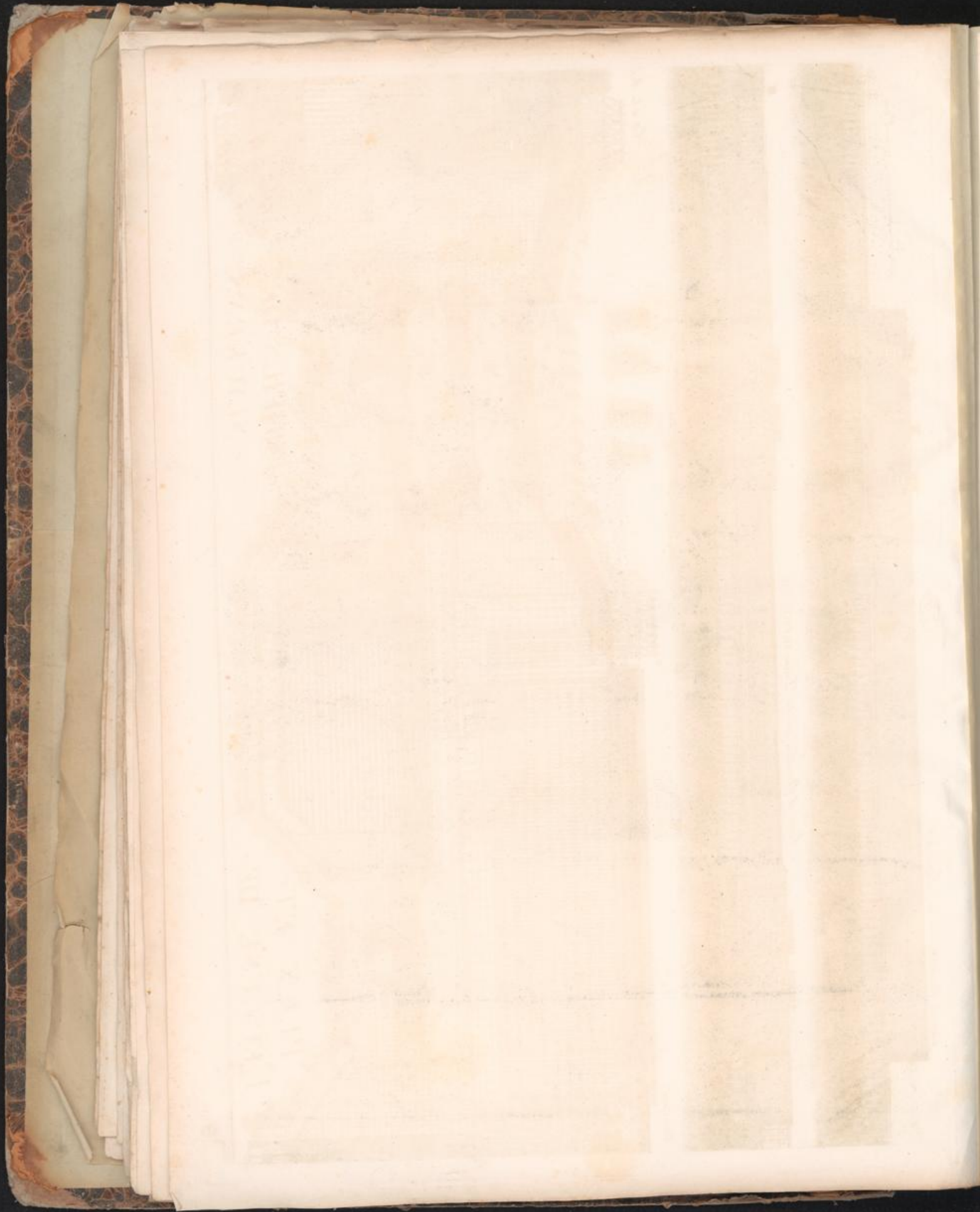
PROFILS DE
= SLYCKENS,

PLAN ET
L'ÉCLUSE DE =

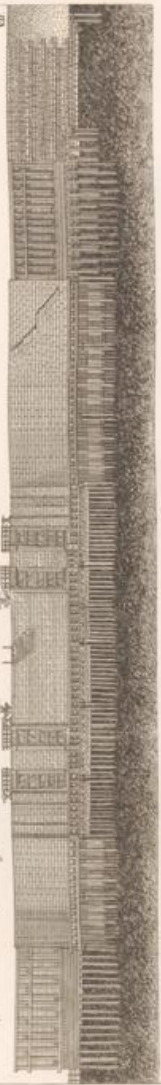
Ch. de la. Me.

Ch. de la. Me.

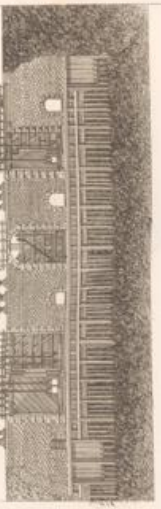
100 p. 100



Coupe & Elevation sur la Ligne F M 2^o 3. Tab 73



Coupe de la Ligne g. h. k. l. m. n. o. p. q. r. s. t. u. v. w. x. y. z.



Coupe & Elevation sur la Ligne H I L M N O Tab 73



Coupe de la Ligne a. b. c. d. e. f. g. h. i. j. k. l. m. n. o. p. q. r. s. t. u. v. w. x. y. z.



Coupe sur la Ligne s. t. u. v. w. x. y. z.

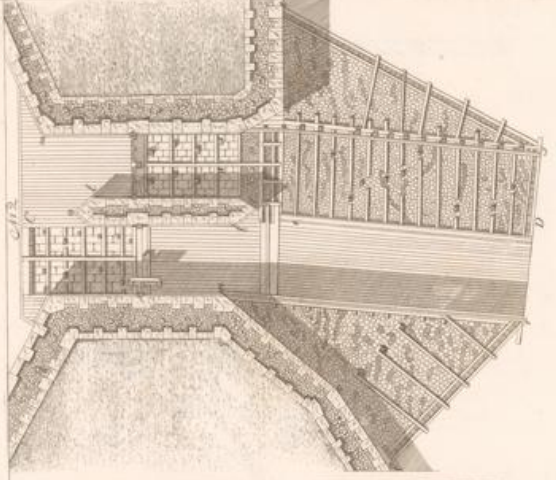
Coupe sur la Ligne 21^o



Coupe sur la Ligne A. B.

Coupe sur la Ligne C. D.

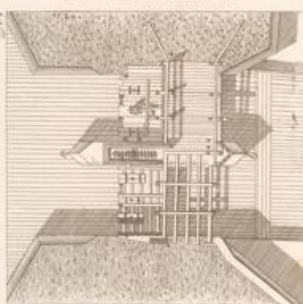
CINQ PROFILS DE L'ECLUSE DE SLYCKENS Construit 1757



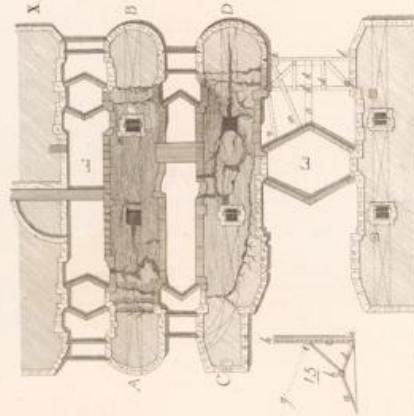
Coupe sur la Ligne C. D.

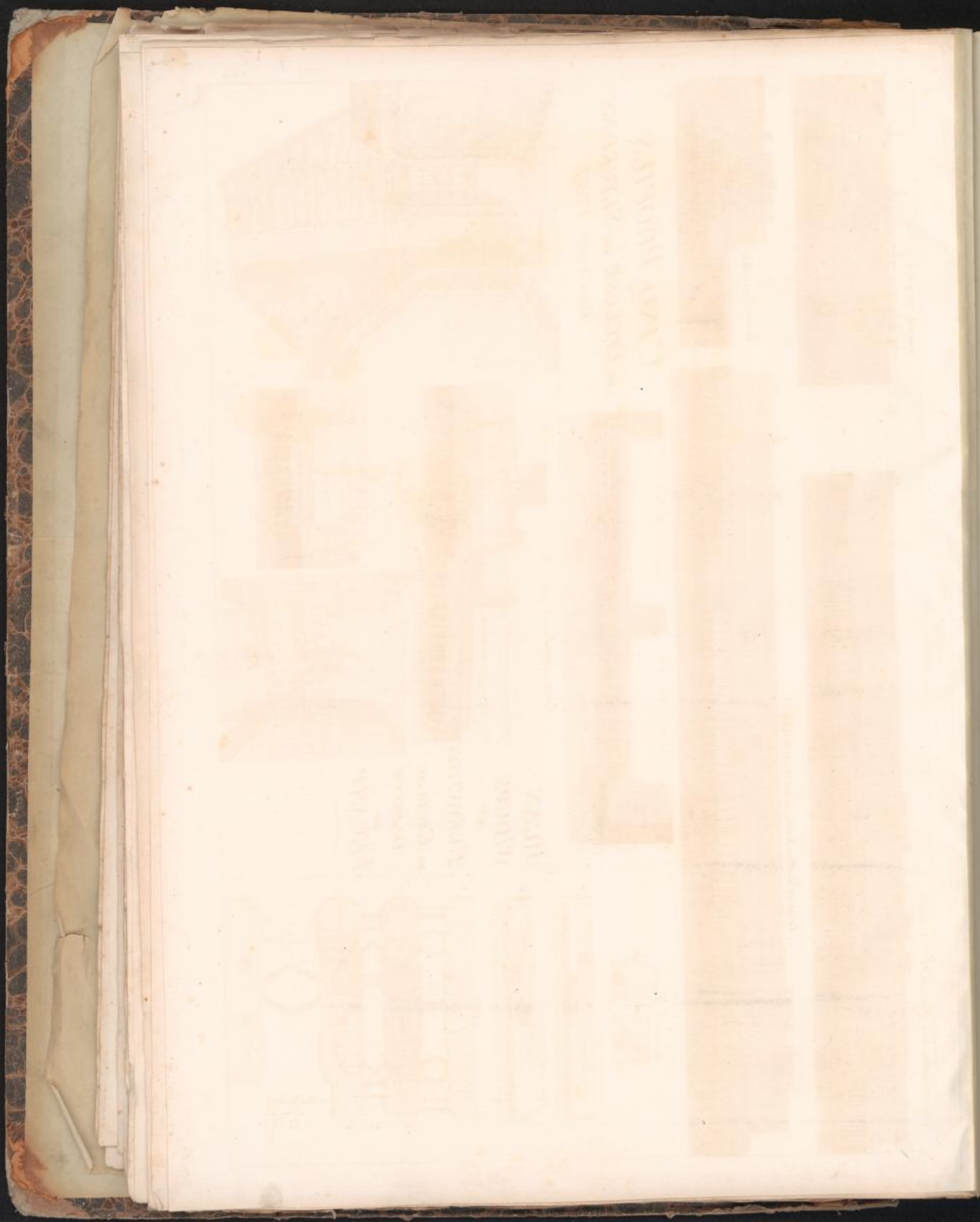


Elevation

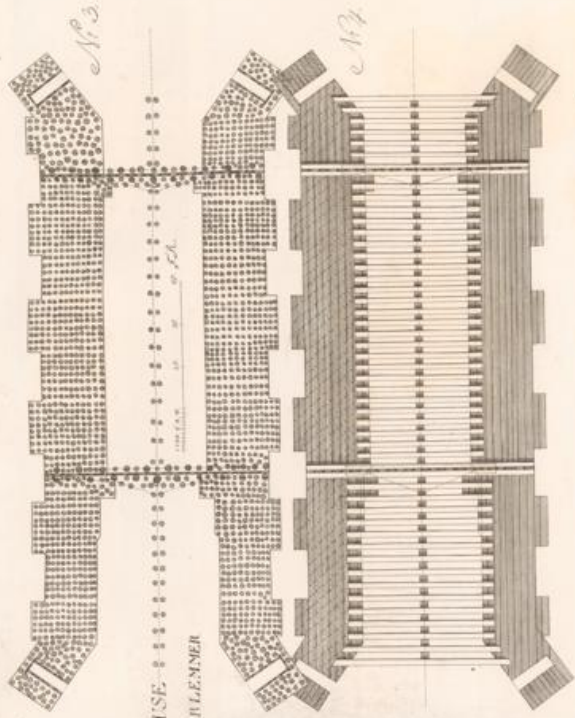


PLAN COUPE ET ELEVATION DE L'ECLUSE DAMONT DE FECAMP

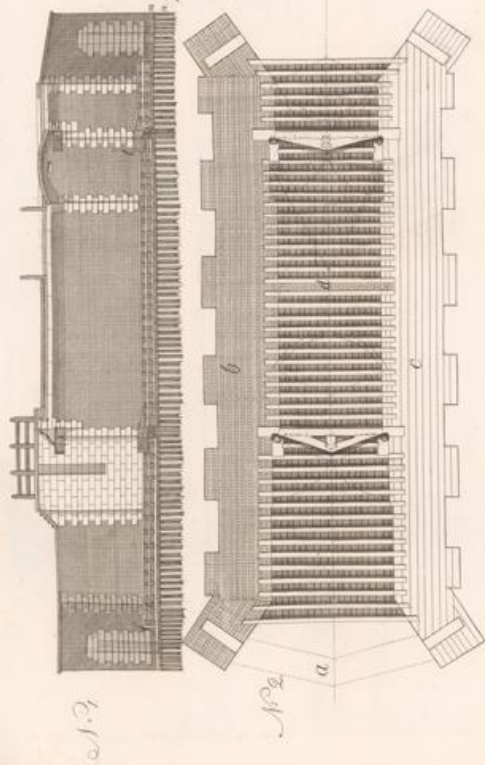




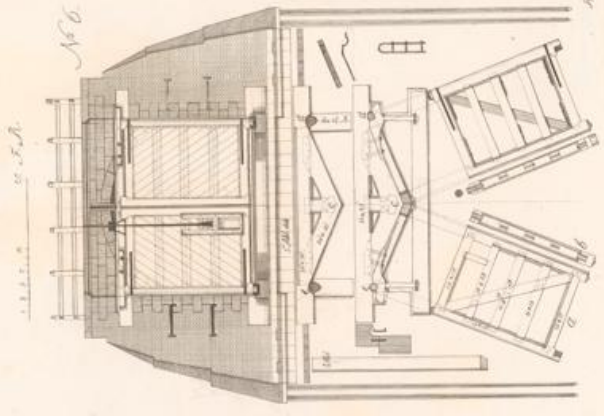
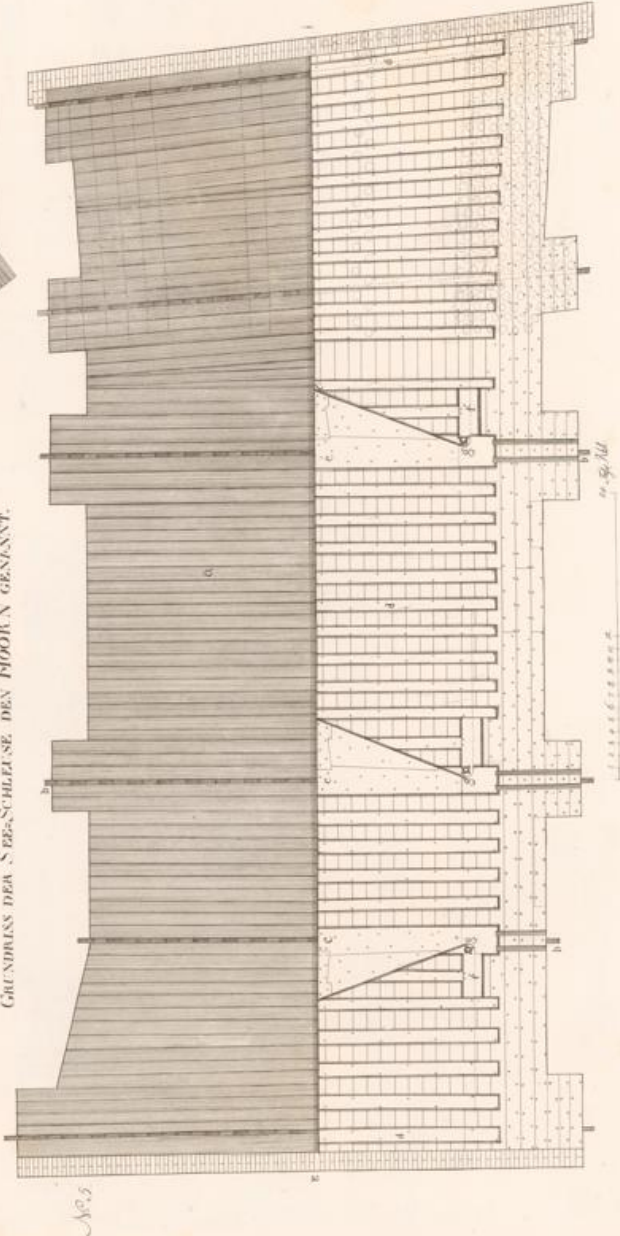
75



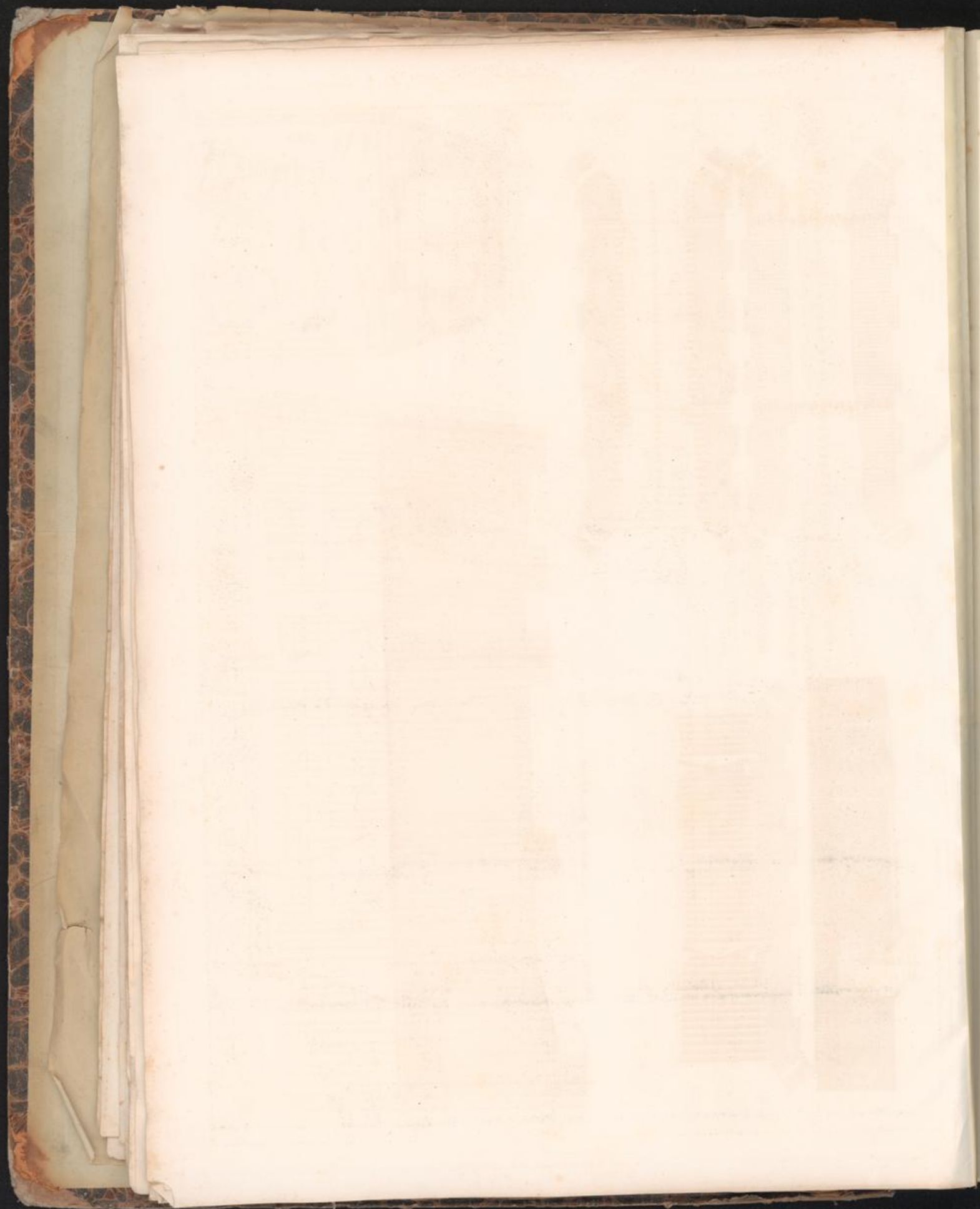
DIE SCHLEUSE
ZWISCHEN DEM HAALEMMER
MEER UND DEN Y
HALFWEGE.



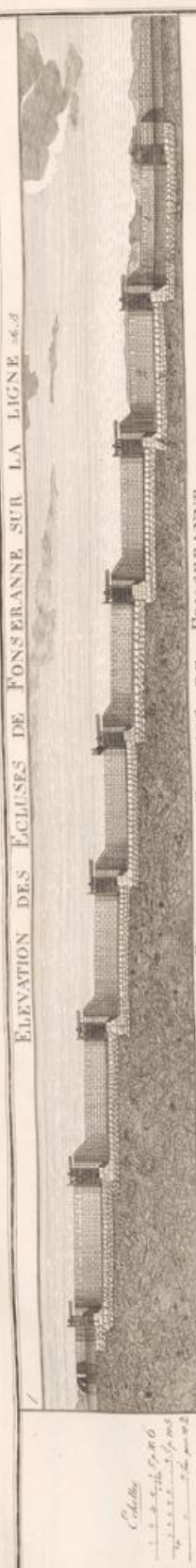
GRUNDRISS DER SEE-SCHLEUSE DEN MOORN GENANT.



No. 6



ELEVATION DES ECLUSES DE FONSERANNE SUR LA LIGNE 166, 167



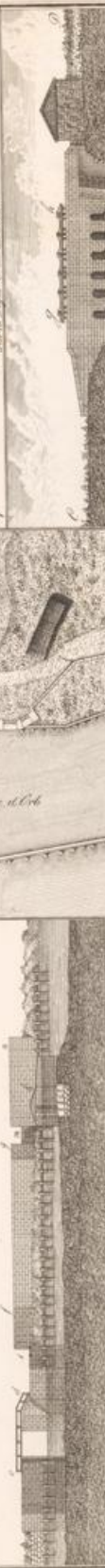
PLAN DES ECLUSES DE FONSERANNE.



Plan des Ecluses de la Rivière d'Alpage de Versoix



ELEVATION DES EFANCHOURS



PLAN DES EFANCHOURS



Coque de la Chaux-de-Fonds sur la Ligne 166

Scale bar with measurements in feet and inches.

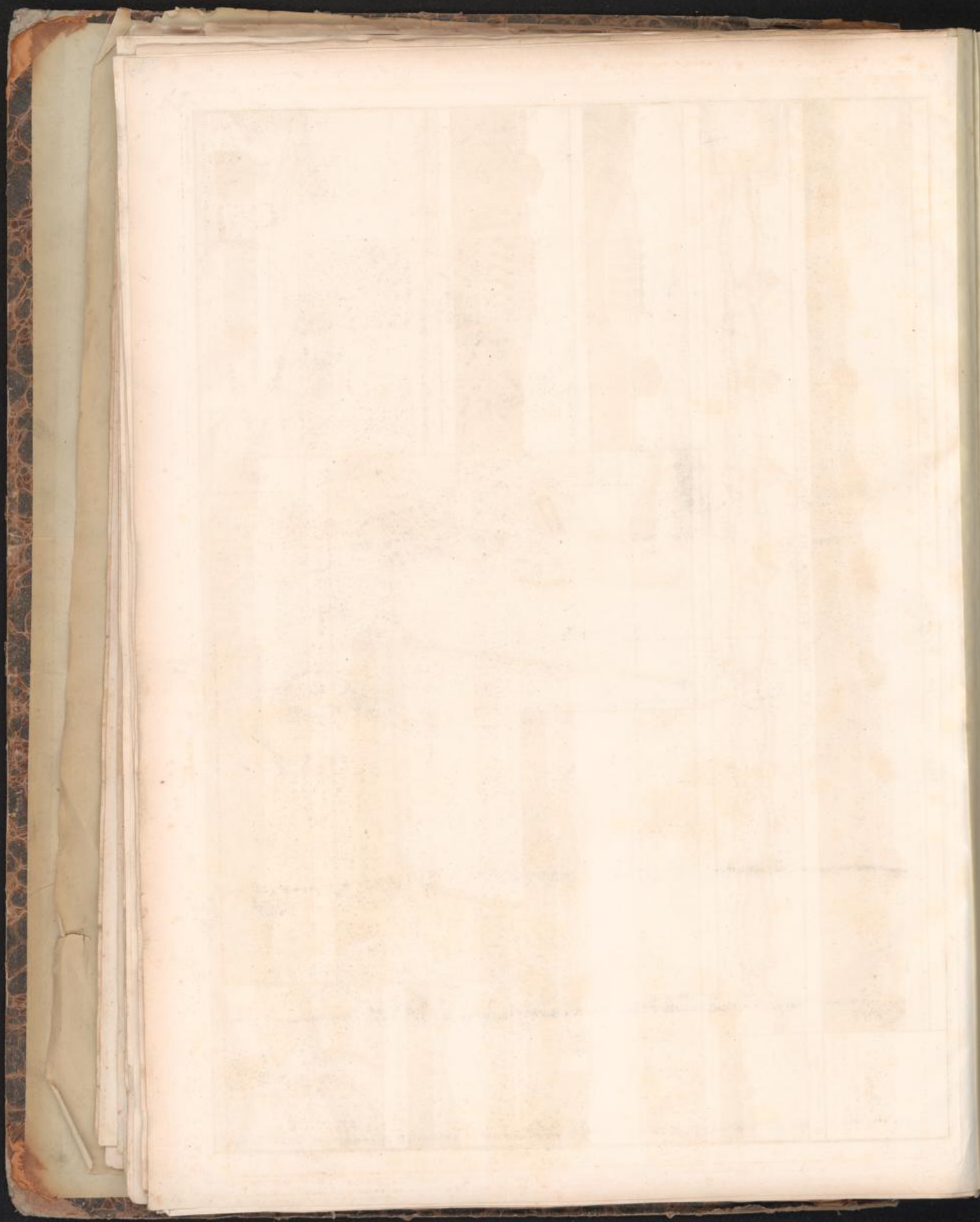
9. Plan de la Chaux-de-Fonds

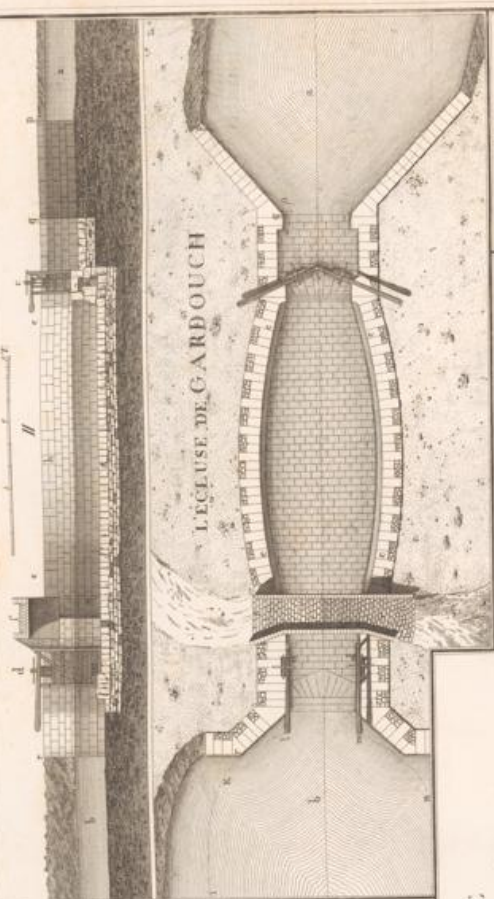
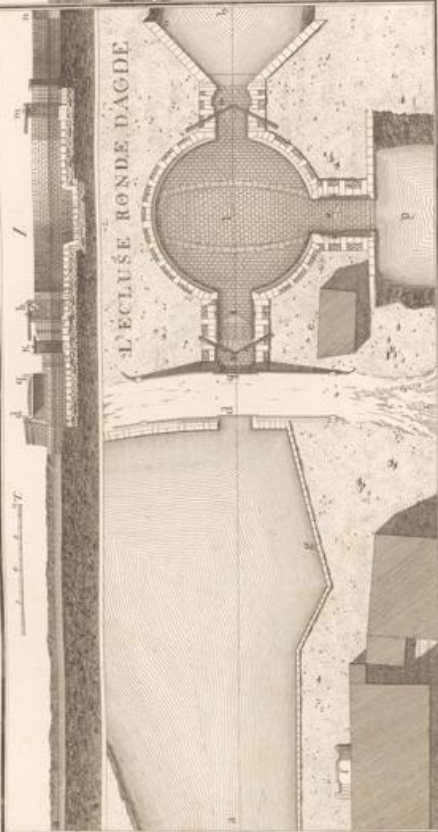
4. Elevation des Ecluses sur la Ligne 166, 167

10. Elevation des Ecluses de la Côte de Versoix

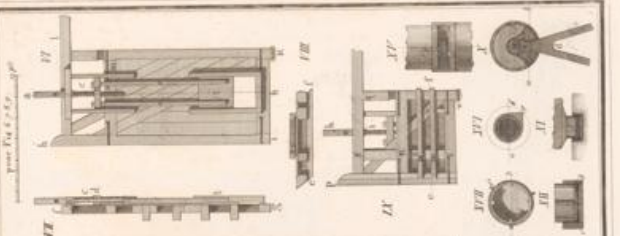
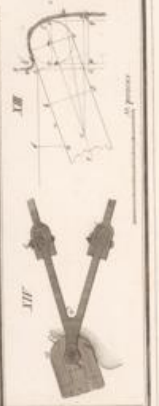
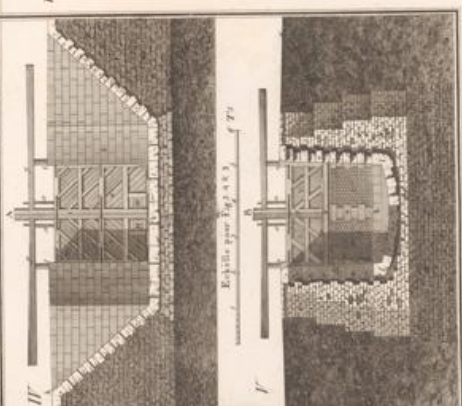
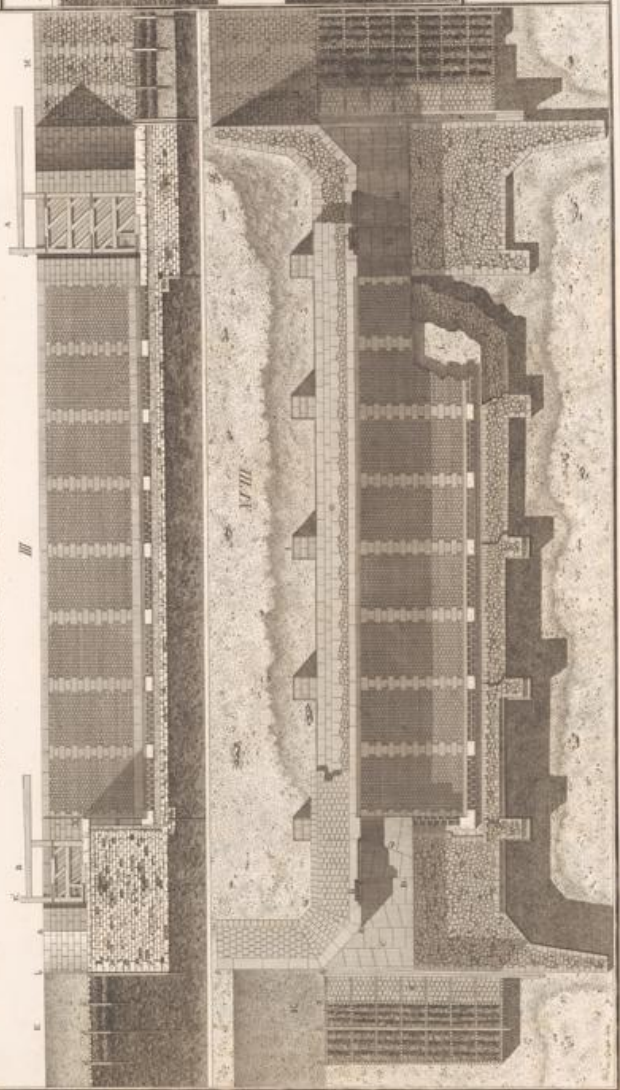
11. Plan de la Côte

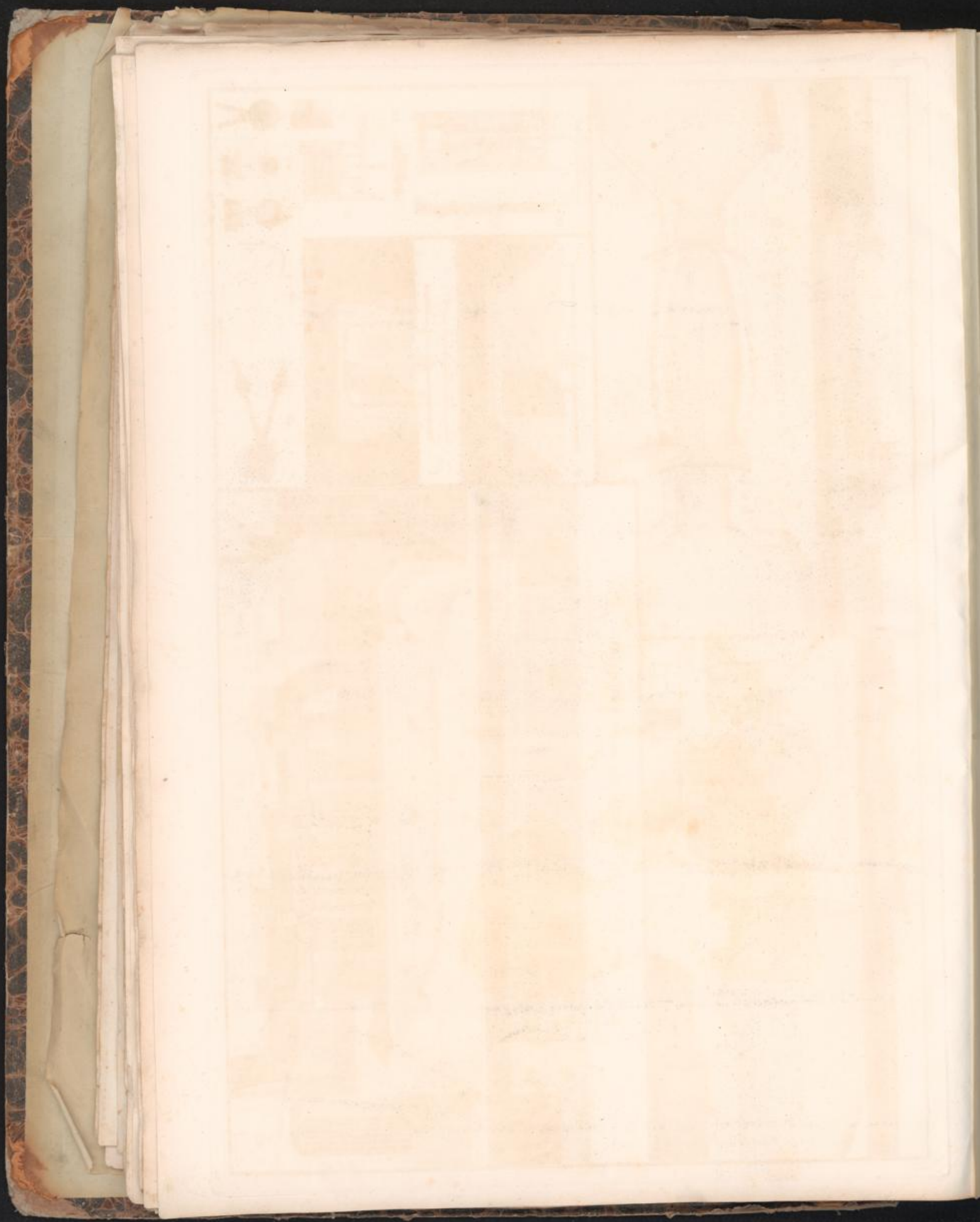
Architecte: J. B....





UNE ÉCLUSE DU CANAL DE BOURGOGNE

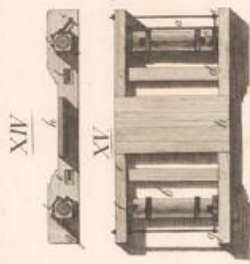
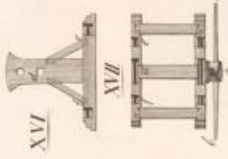
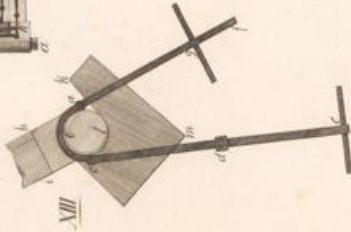
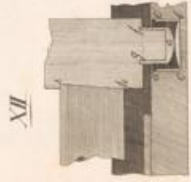
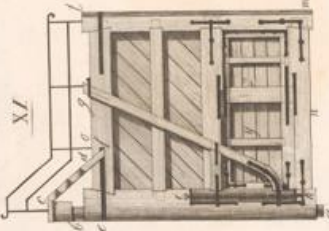
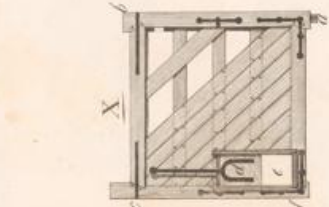
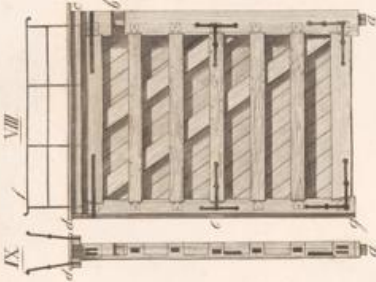
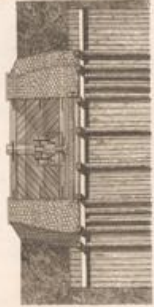
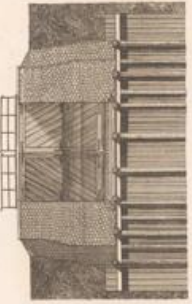
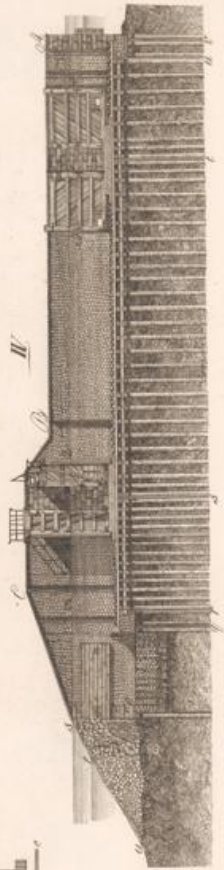
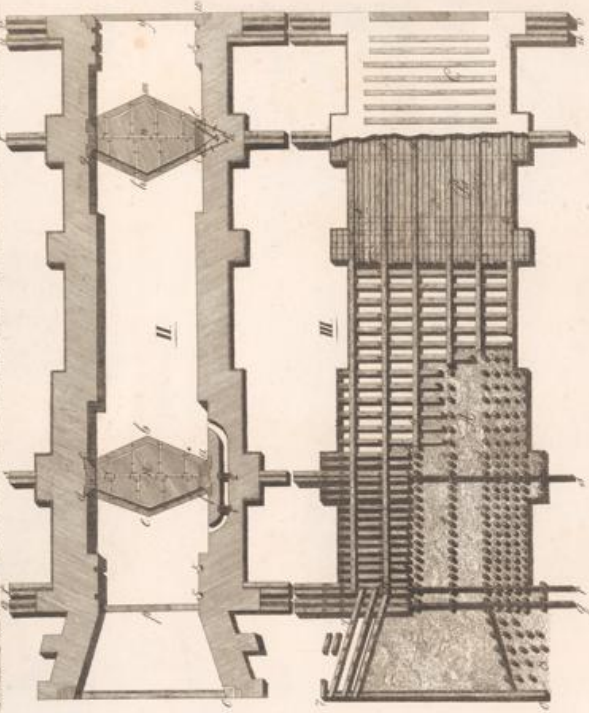
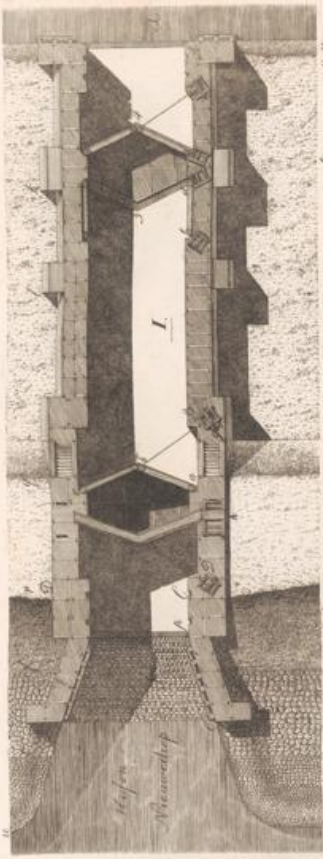




Durchfahrts-Schleuse

(78)

vom Holländ. Schlofen Wasserschloß zu den Buffens des Neuenwerks



Amlerleiner Pflö

Fig. 1000000

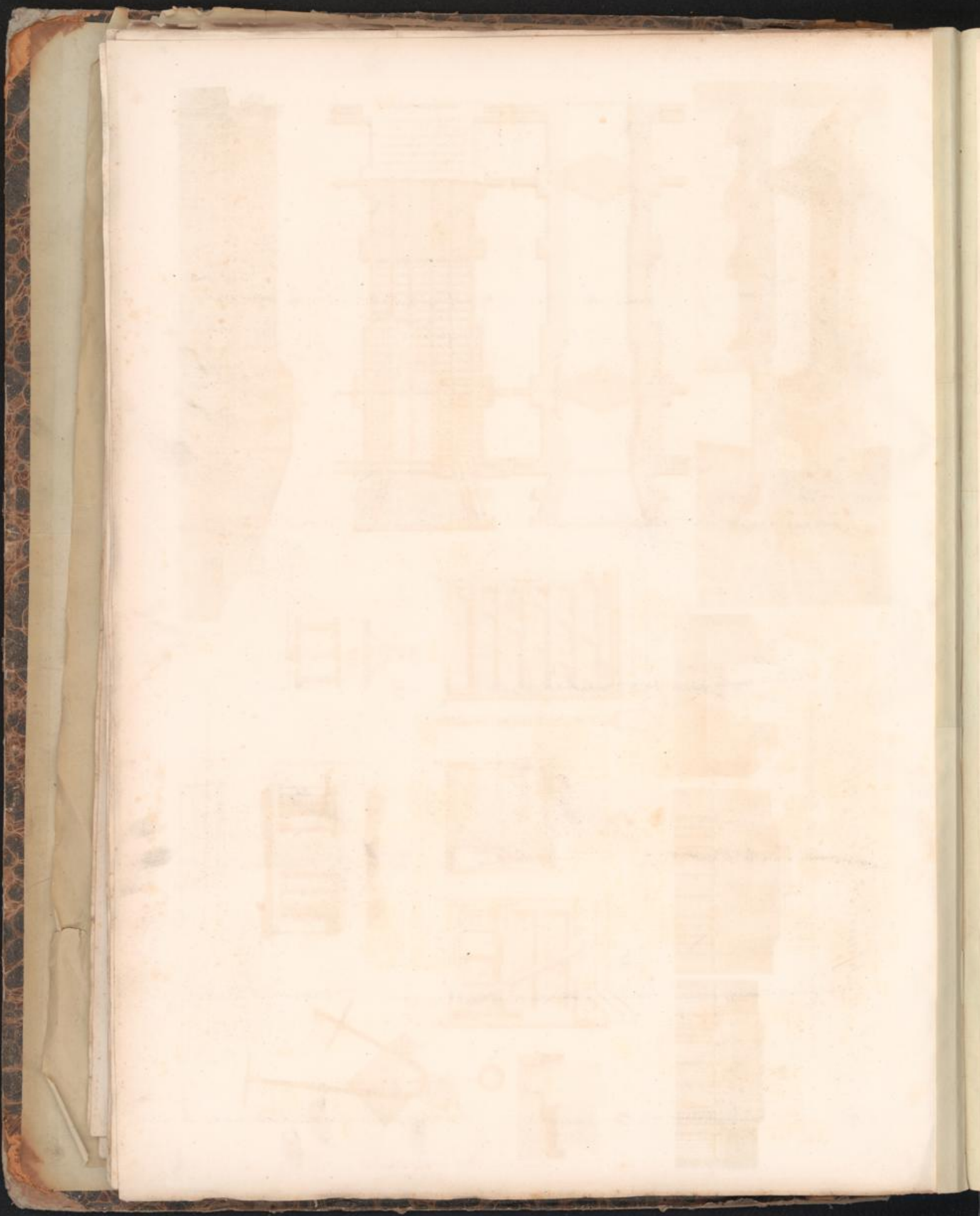
Fig. 1000000

Fig. 1000000

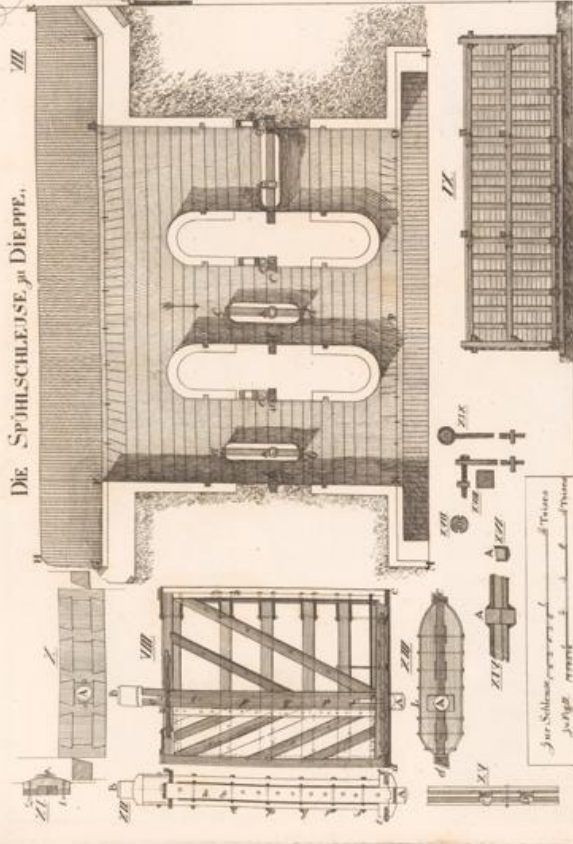
1	2	3	4	5	6	7	8	9	10
1	2	3	4	5	6	7	8	9	10

Fig. 1000000

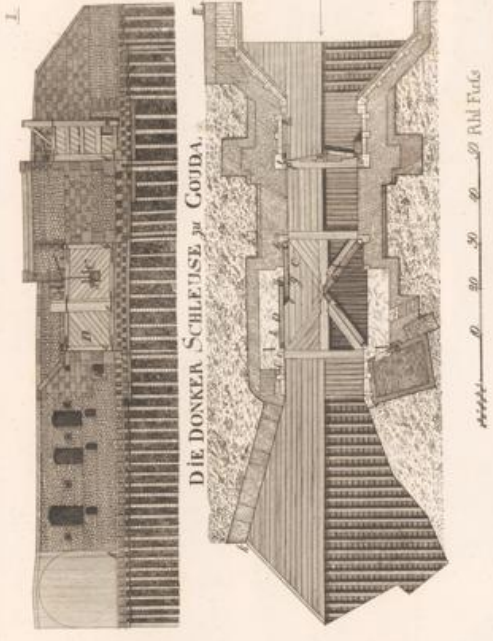
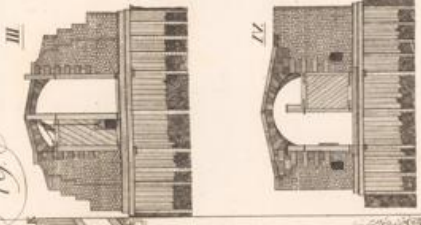
Spica



DIE SPÜHL-SCHLEUSE zu DIEPPE.



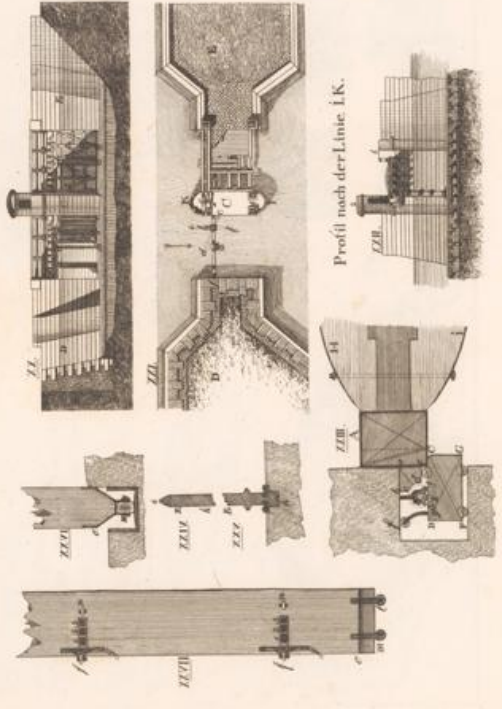
Die Schleuse von Dieppe



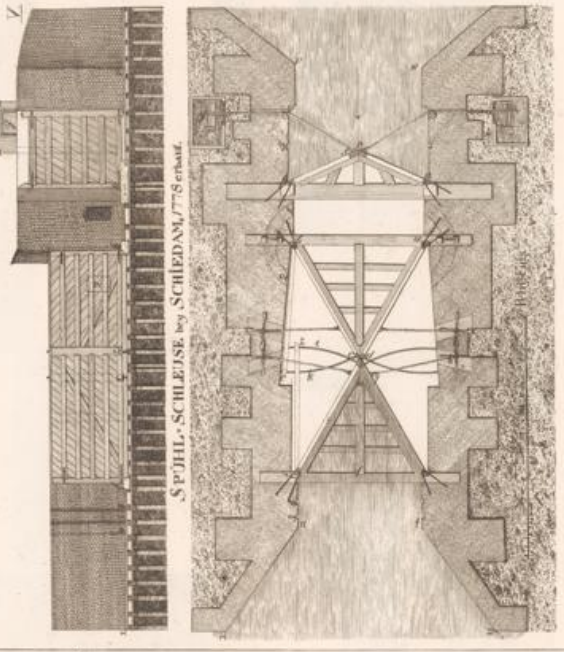
DIE DONKEY-SCHLEUSE zu COITDA.

0 10 20 30 40 Rd. Fuß

SPÜHL-SCHLEUSE zu TRÉPORT.

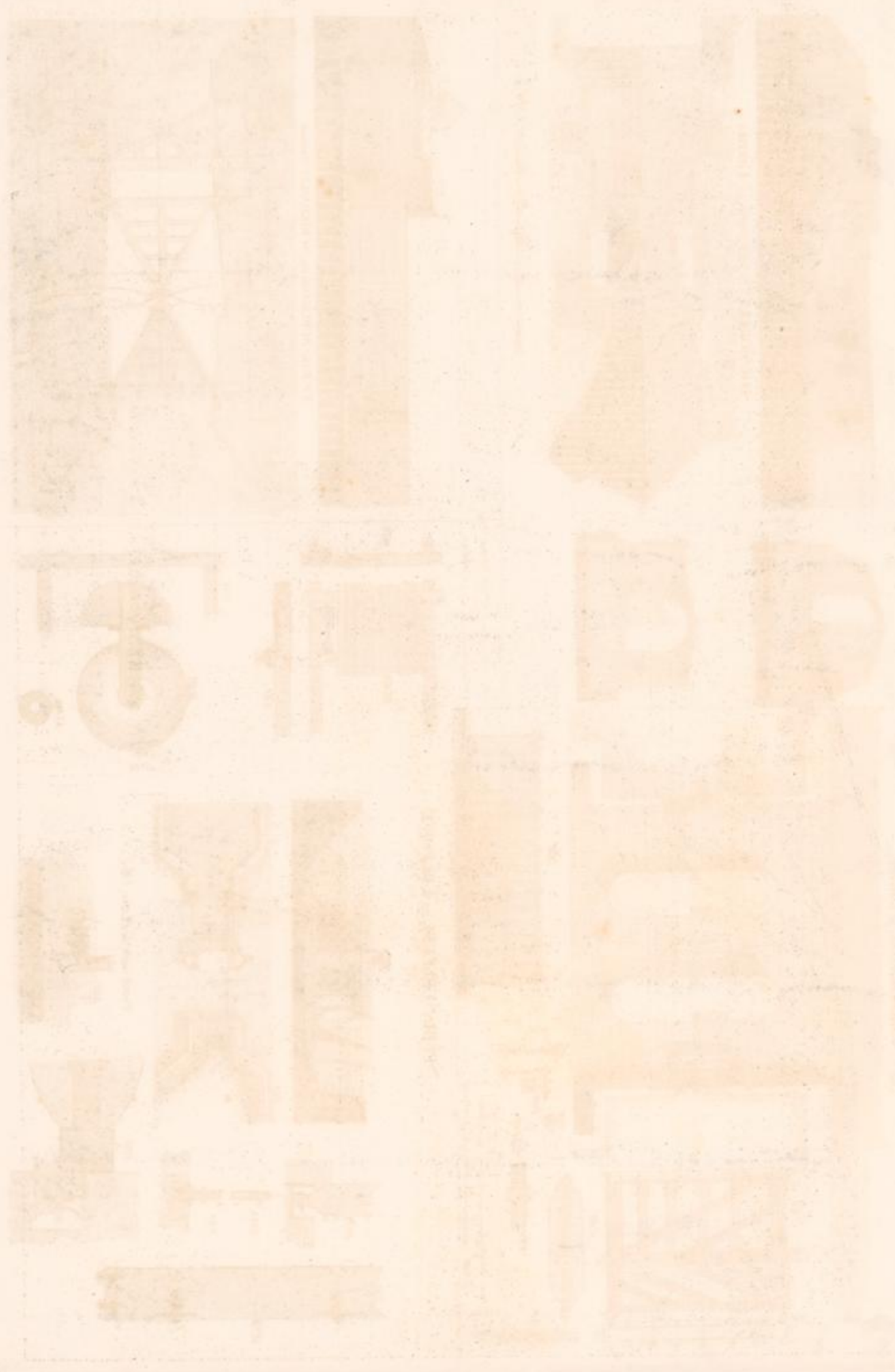


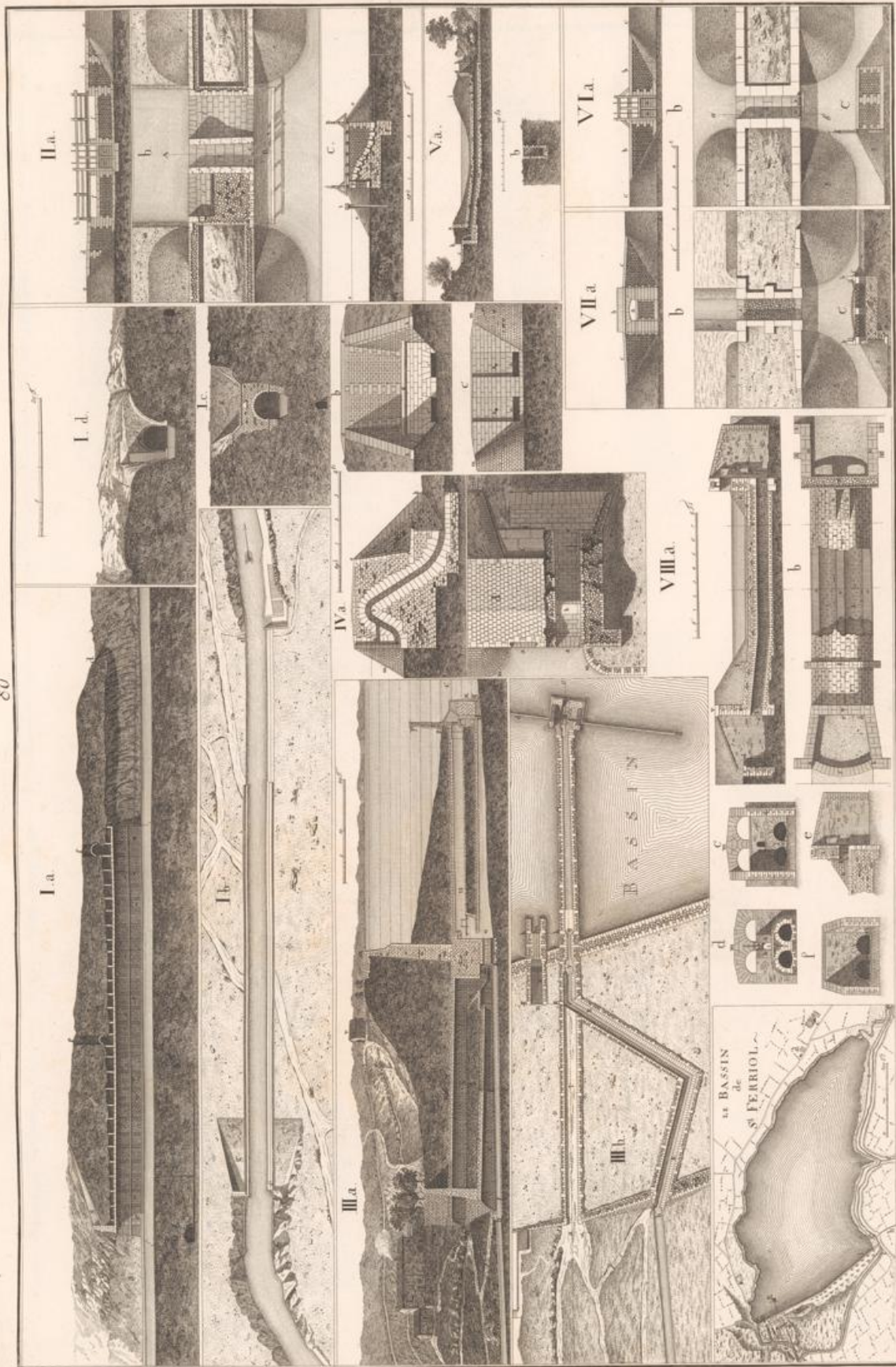
Profil nach der Linie I.K.



SPÜHL-SCHLEUSE zu TRÉPORT.

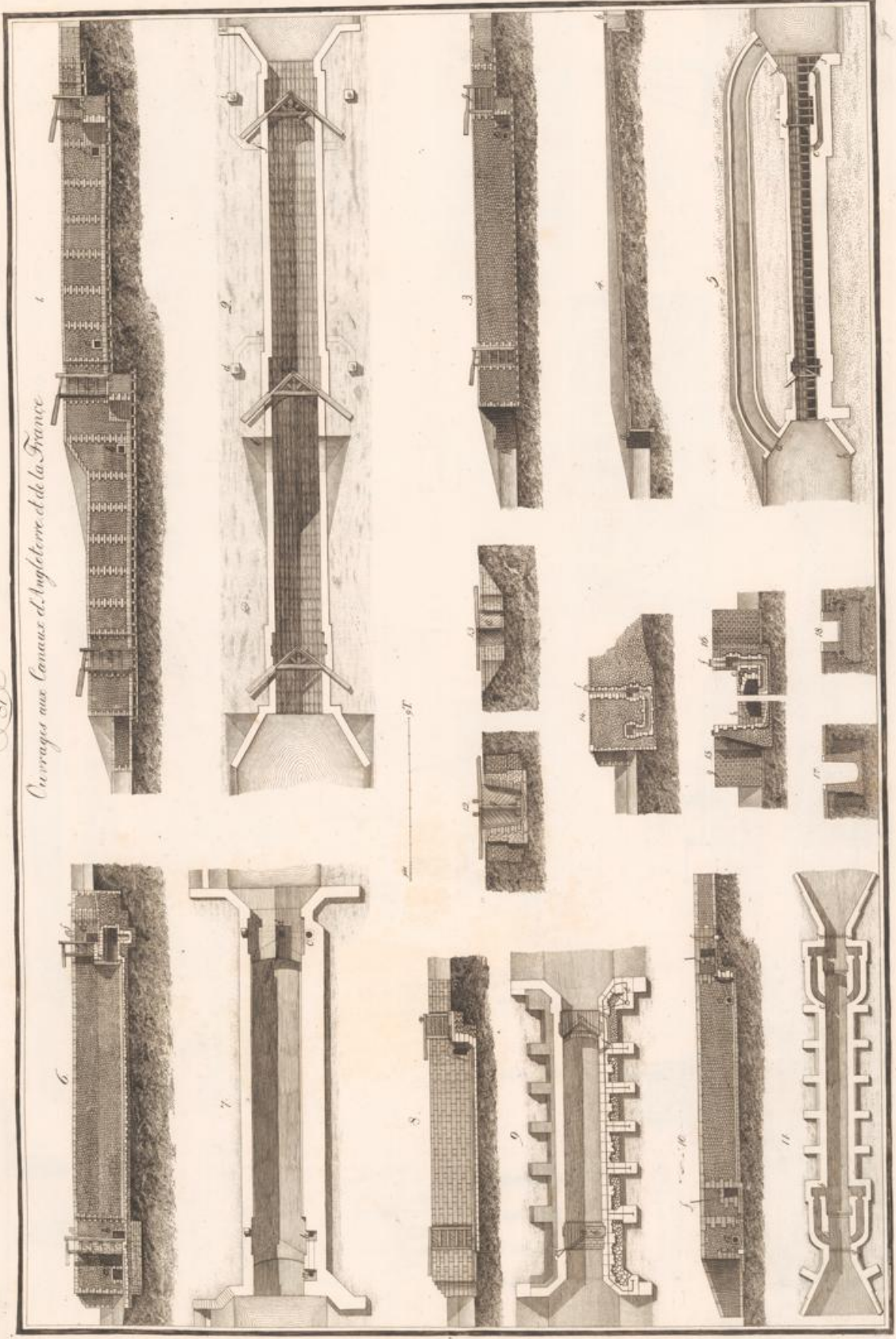
0 10 20 30 40 Rd. Fuß

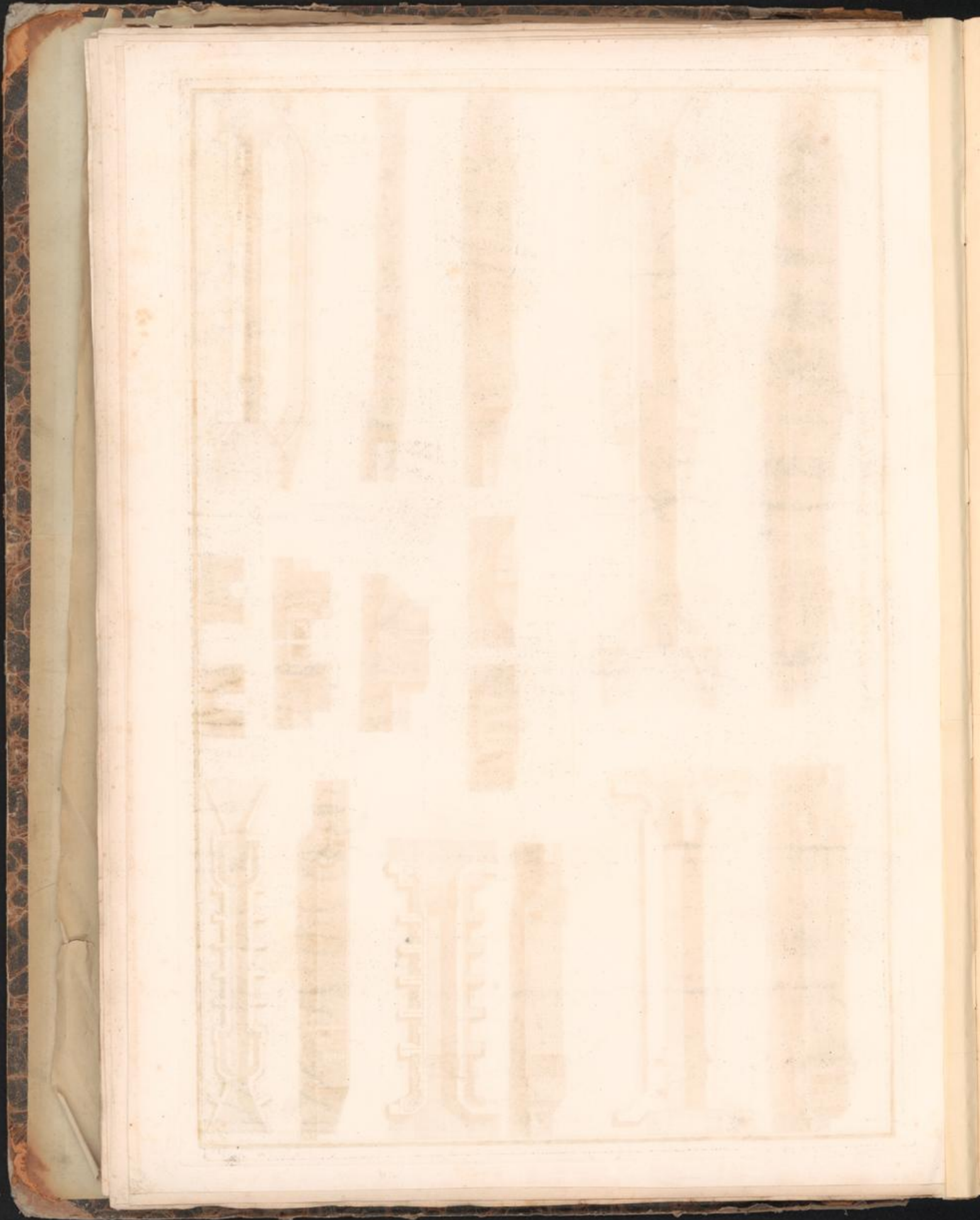


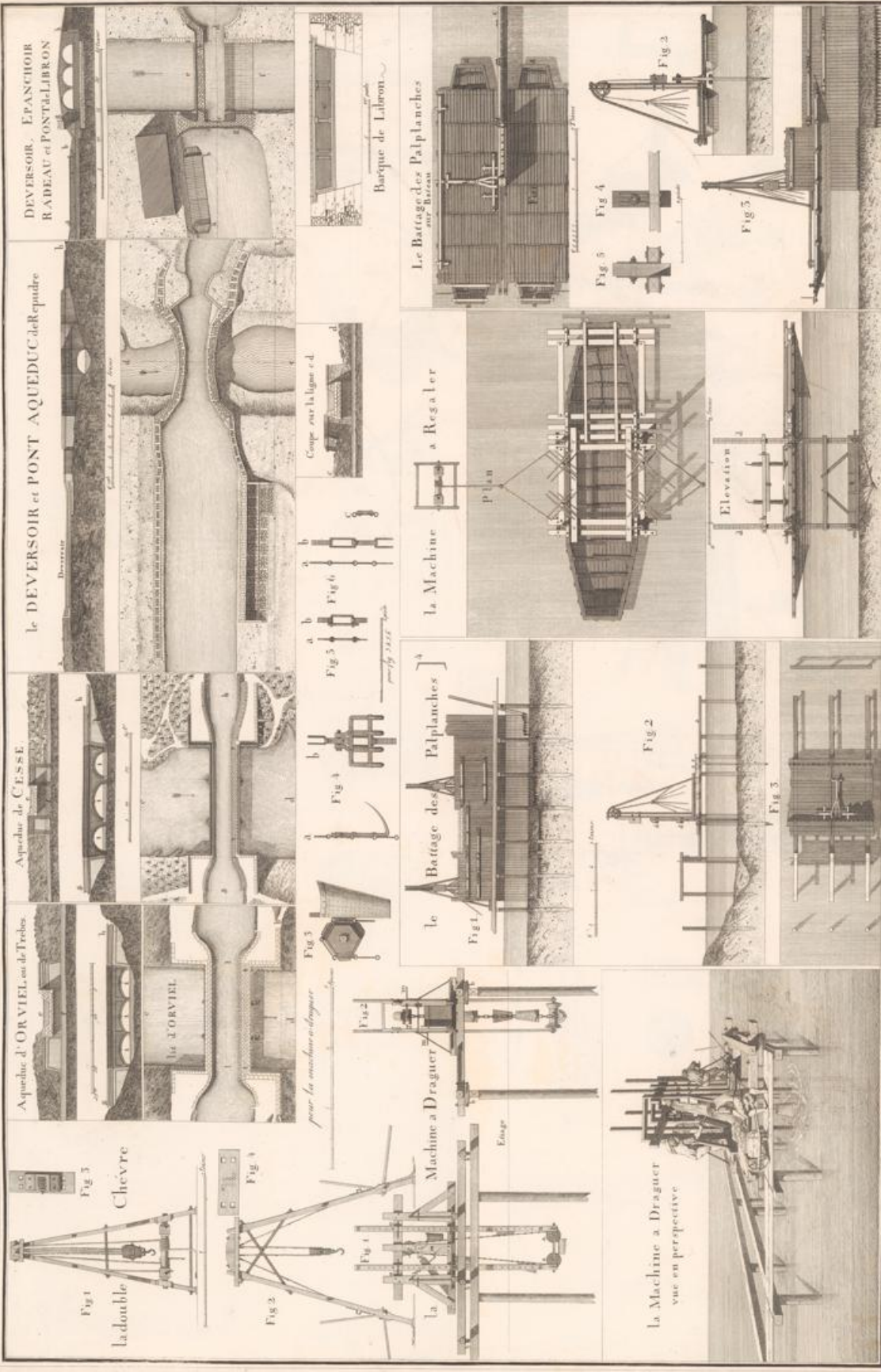




Couvrages aux Canaux d'Angleterre et de la France







DEVERSOIR, EPANCHOIR
RADEAU et PONT de LIBRON

le DEVERSOIR et PONT AQUEDUC de Repudre

Aqueduc de Cesse

Aqueduc d'ORVIEL ou de Trebes

la double
Chèvre

pour la machine a draguer

Machine a Draguer

la Machine
a Regaler

le Battage des
Palplanches

Le Battage des
Palplanches
sur biseau

la Machine a Draguer
vue en perspective

Barque de Libron

Compe sur la ligne c d

Fig 5
Fig 6

Plan

Elevation

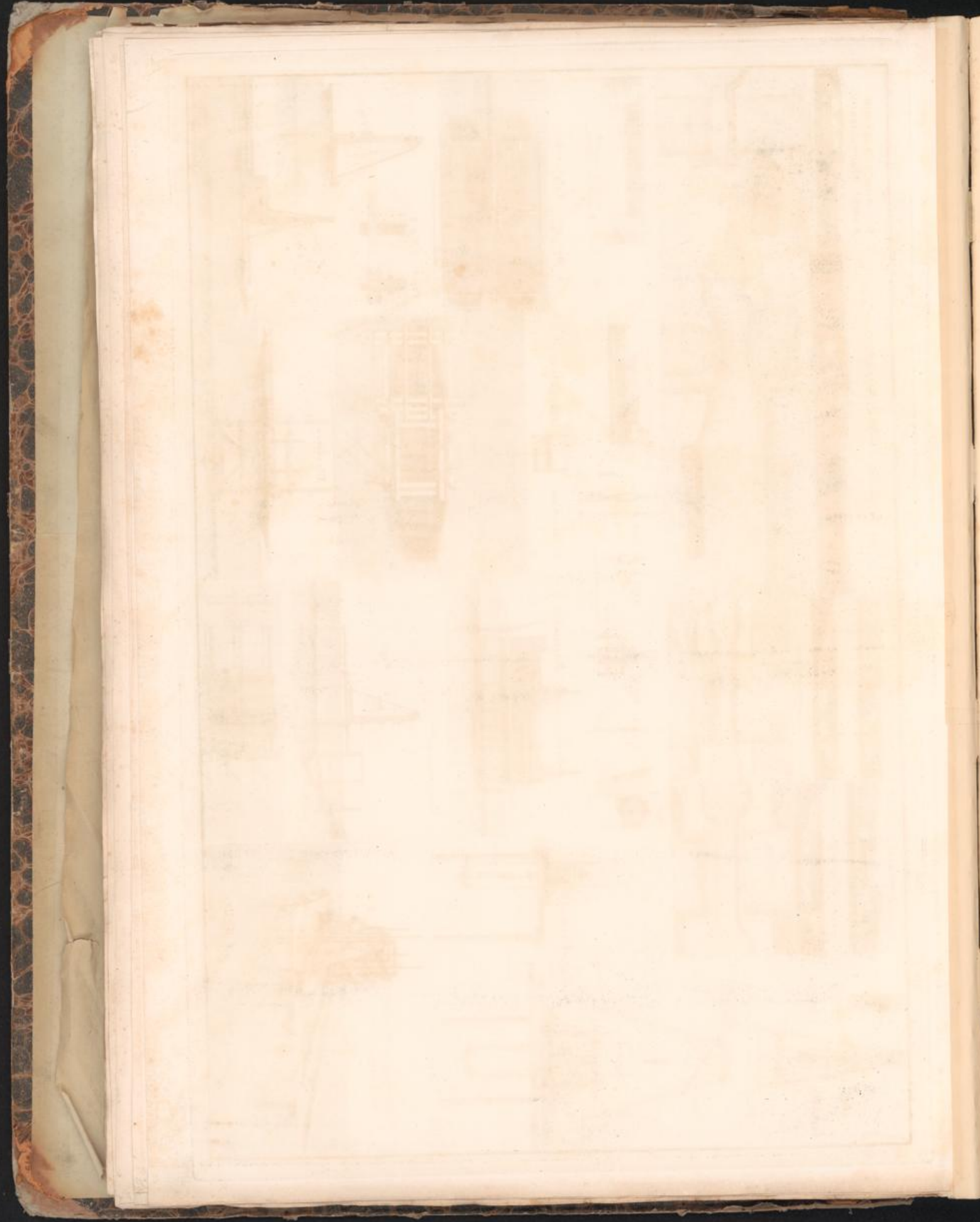
Fig 4
Fig 5
Fig 6

Fig 3

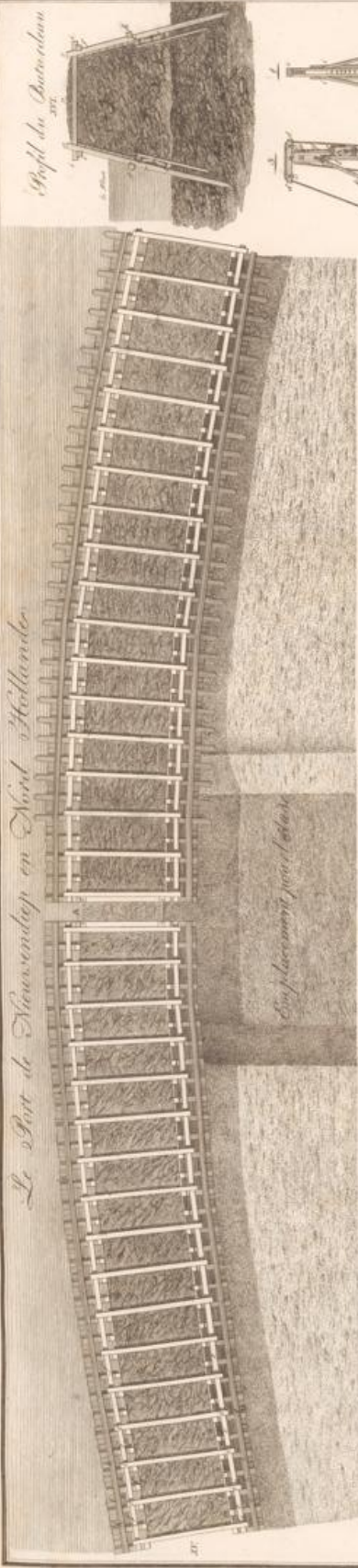
Fig 2

Fig 3

Fig 2



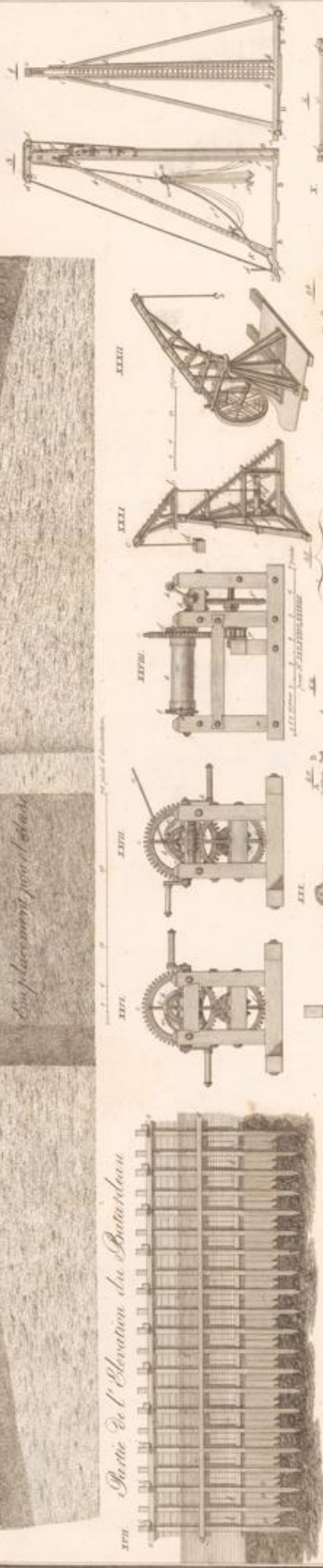
Le Port de Shevening en Nord-Hollande



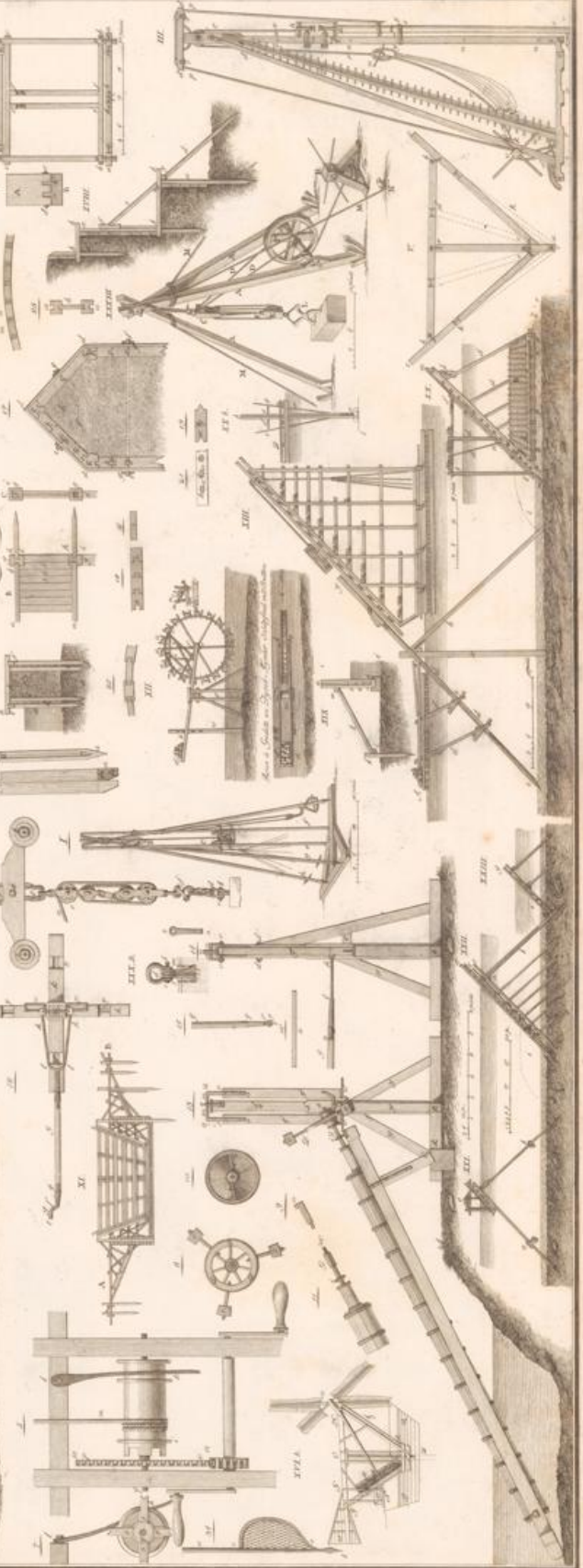
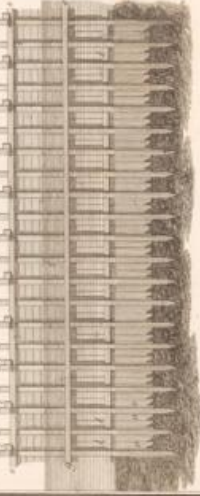
Profil du Batardeau

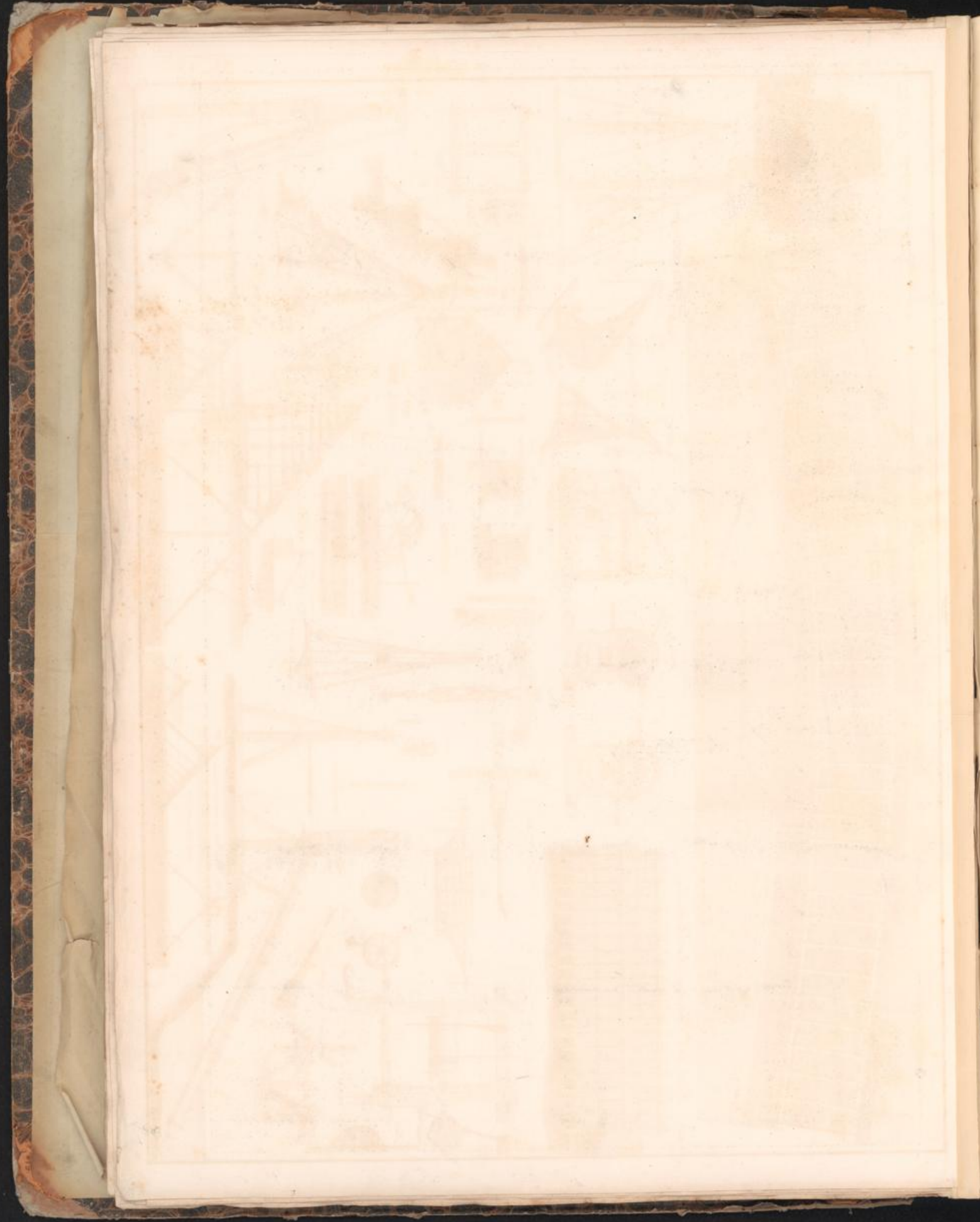


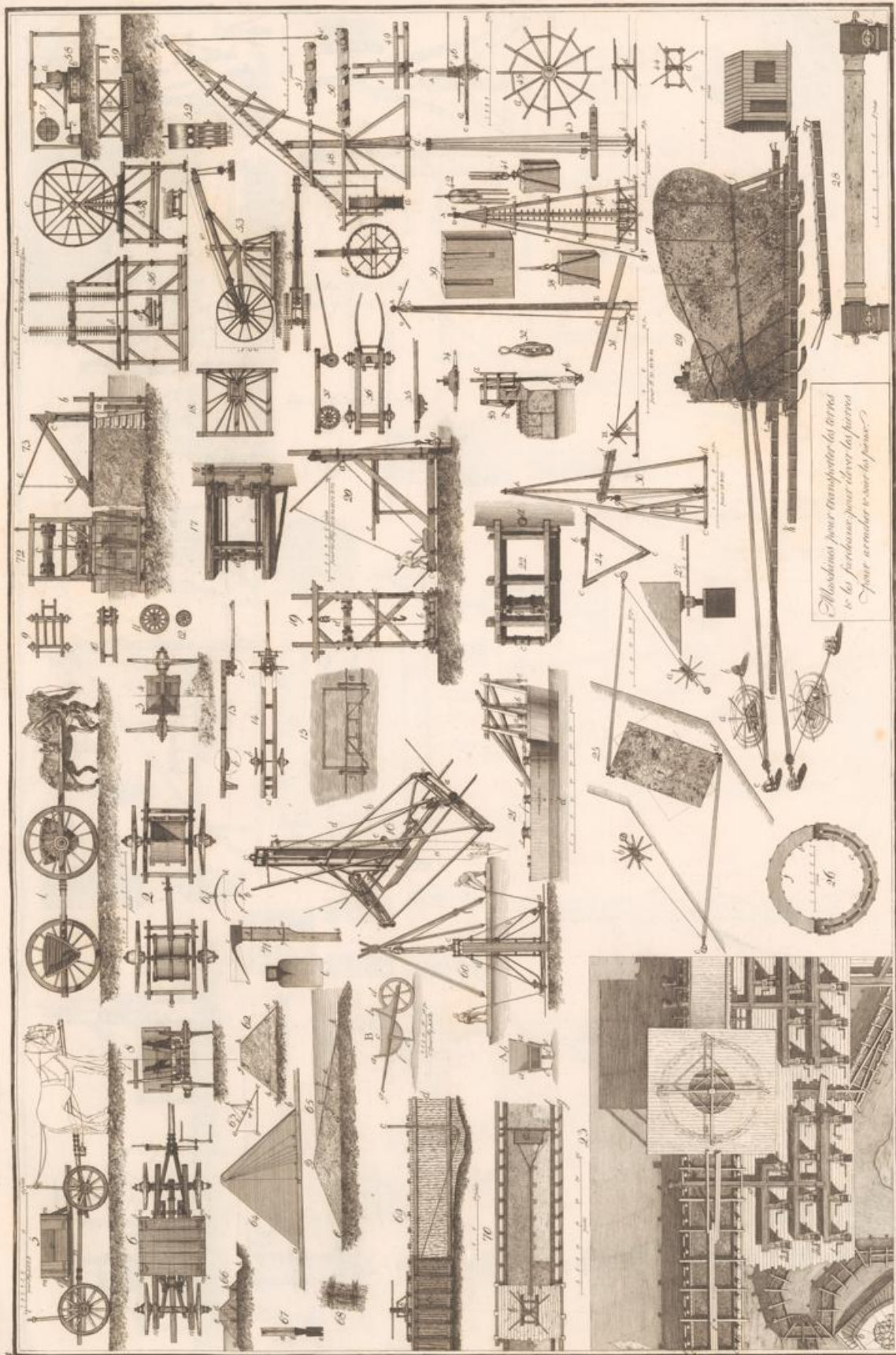
Emplois de la machine pour l'Écluse



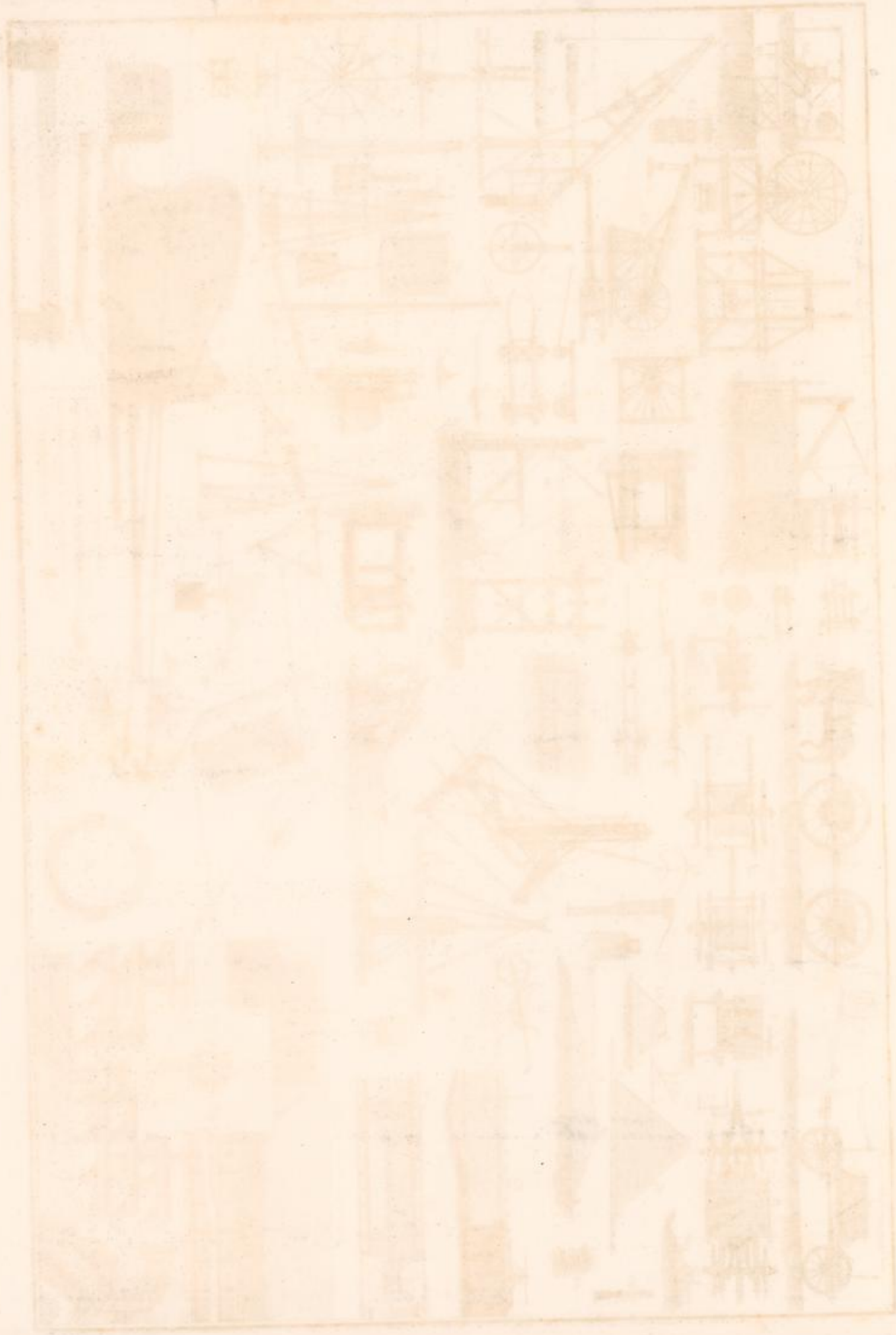
Plan de l'Élevation des Batardeaux

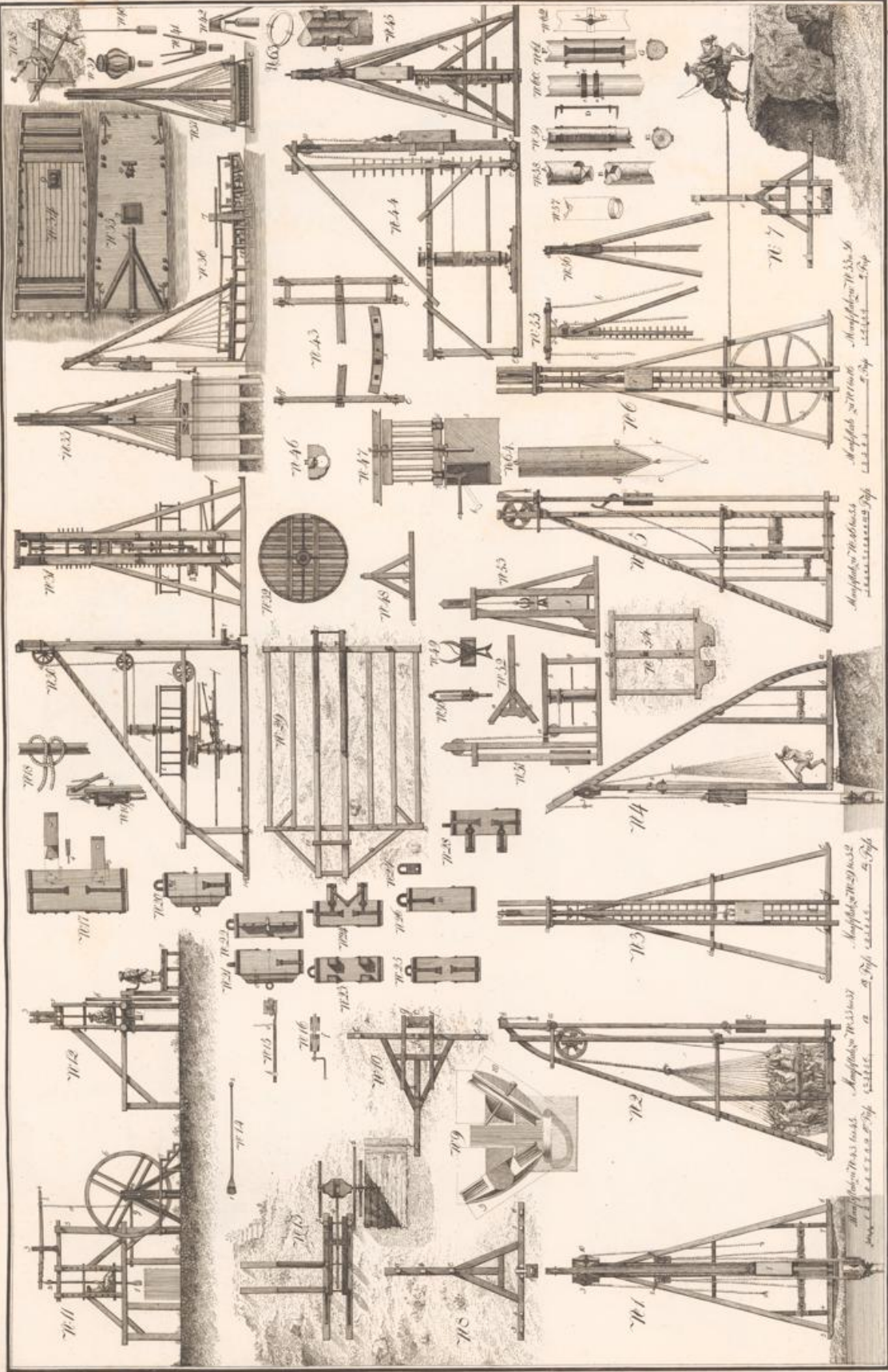






Machines pour transporter la terre
& la pierre pour lever la pierre
pour arracher avec la pioche

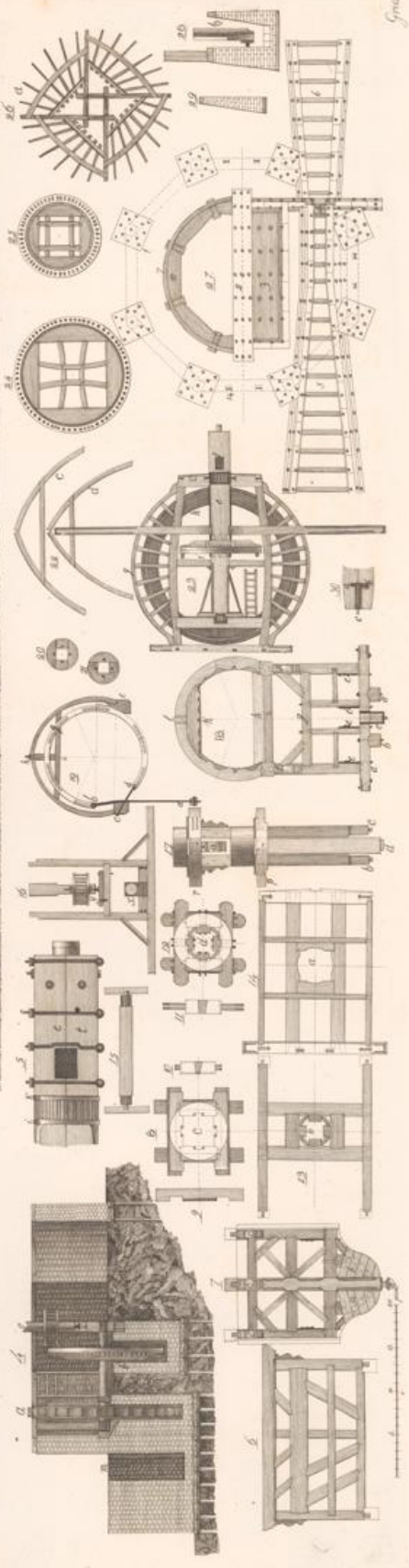
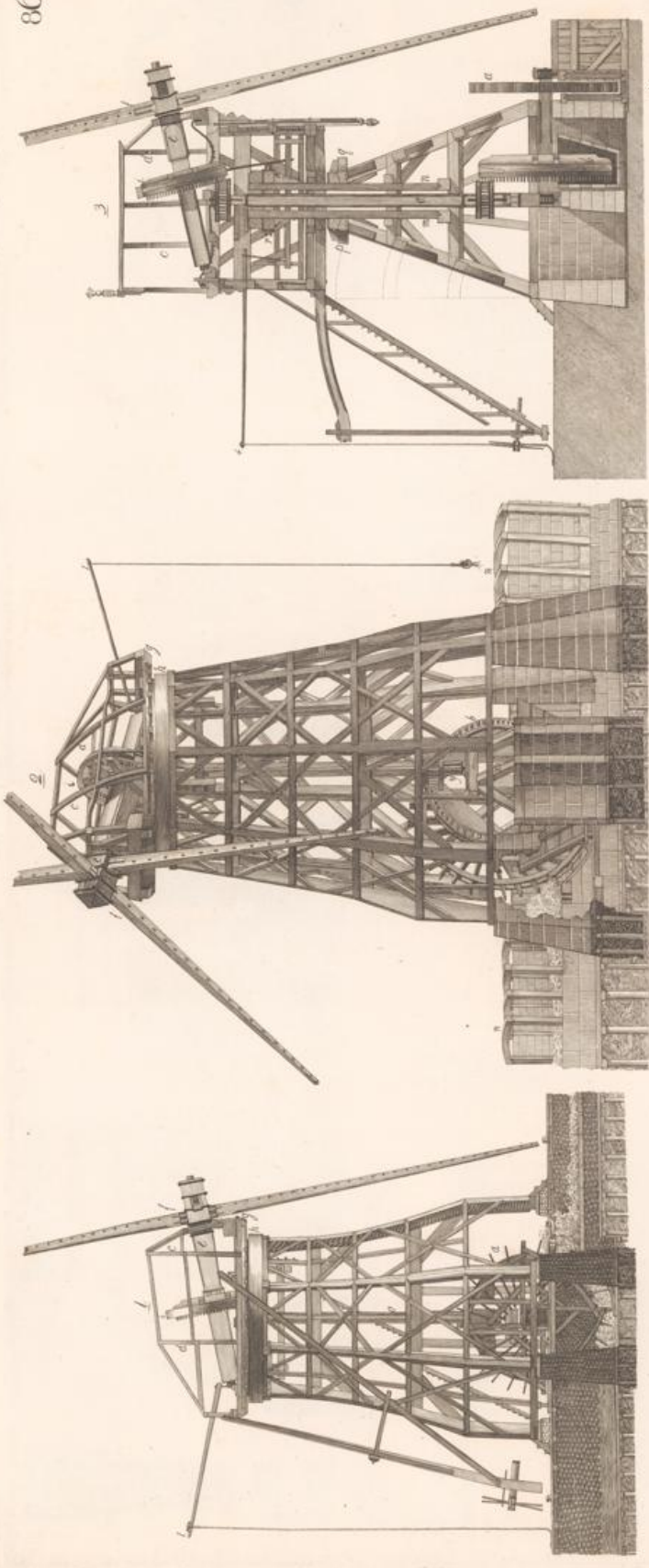




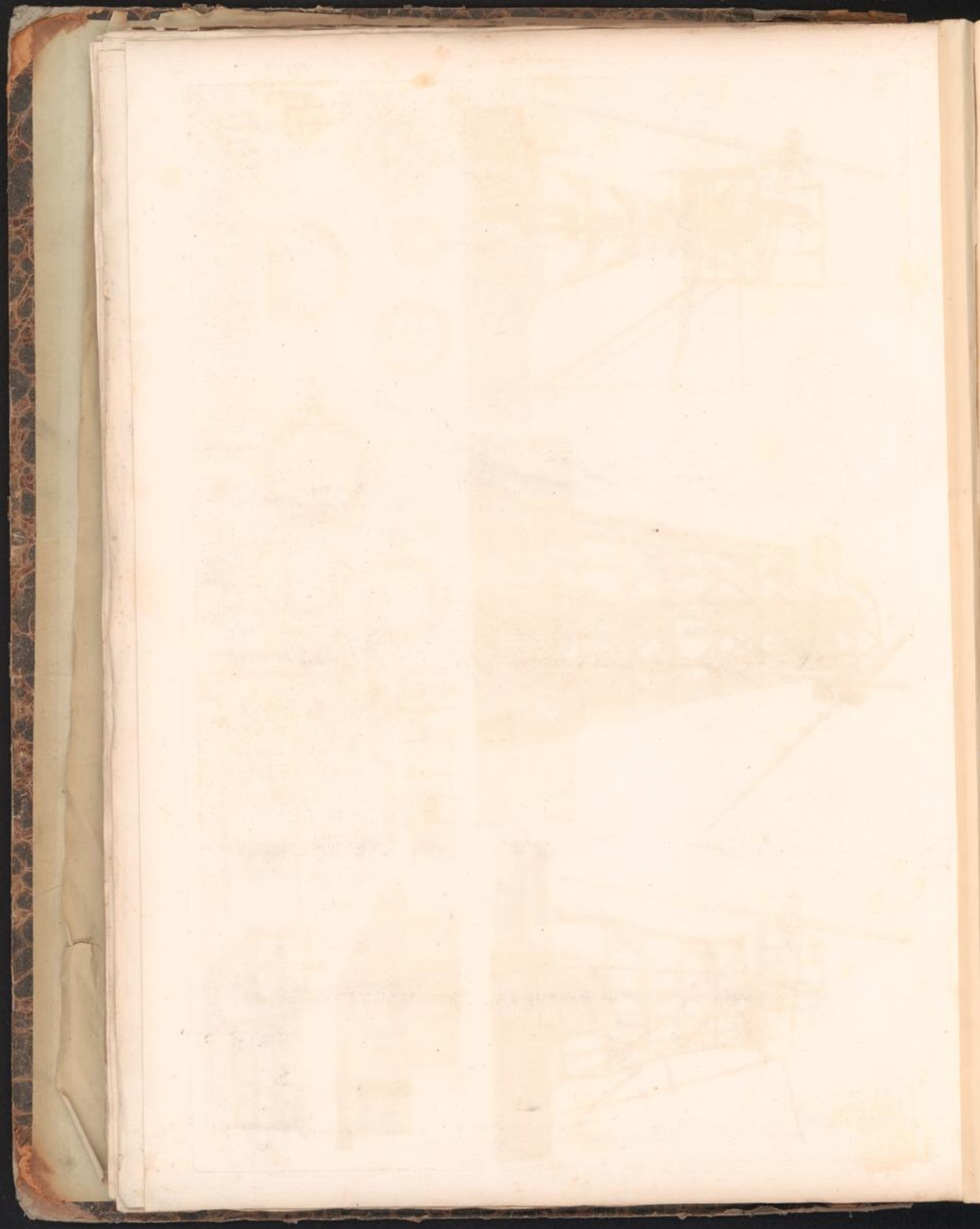
Amphibolus 7011, 7012, 7013, 7014, 7015, 7016, 7017, 7018, 7019, 7020, 7021, 7022, 7023, 7024, 7025, 7026, 7027, 7028, 7029, 7030, 7031, 7032, 7033, 7034, 7035, 7036, 7037, 7038, 7039, 7040, 7041, 7042, 7043, 7044, 7045, 7046, 7047, 7048, 7049, 7050, 7051, 7052, 7053, 7054, 7055, 7056, 7057, 7058, 7059, 7060, 7061, 7062, 7063, 7064, 7065

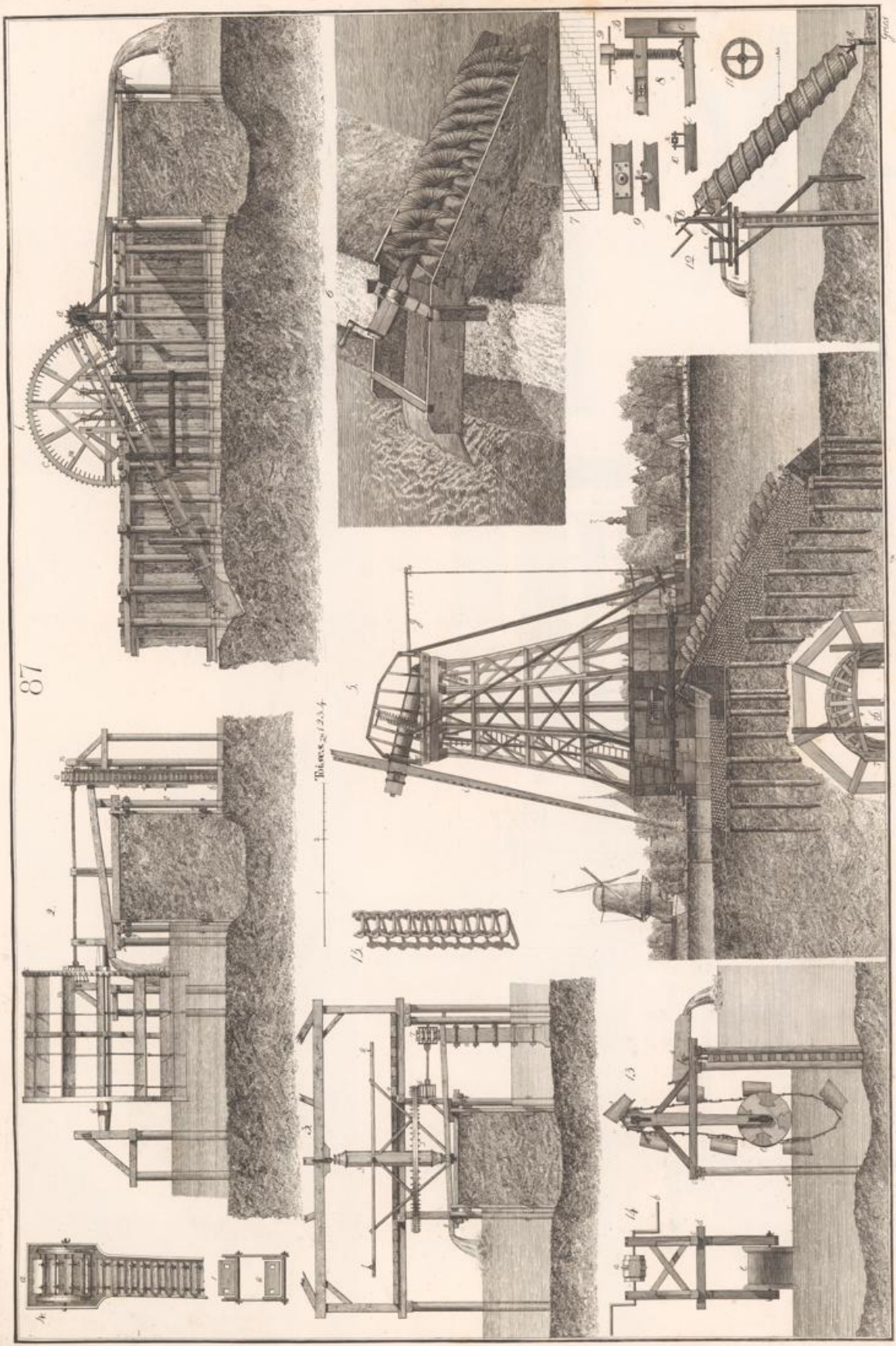
graca

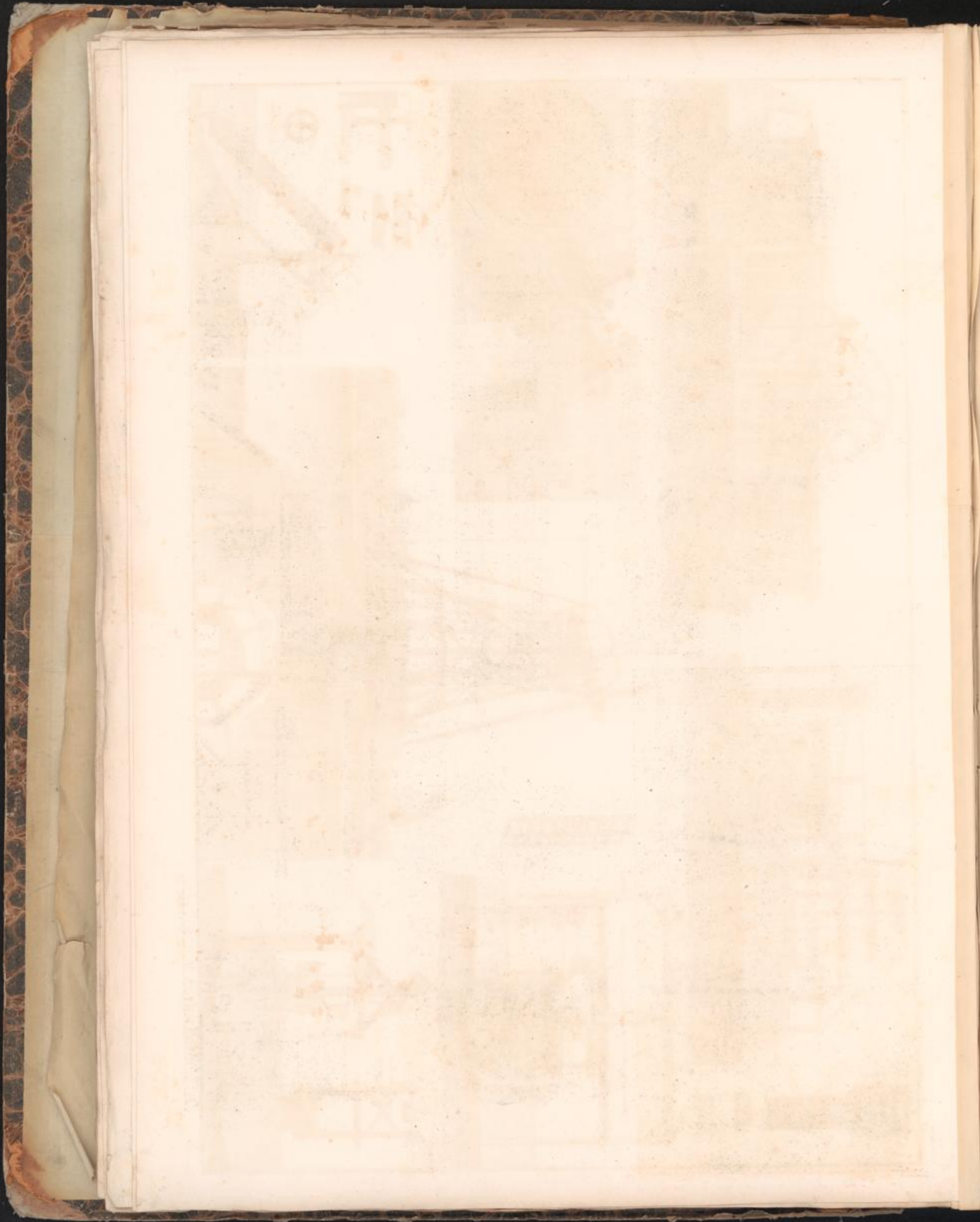


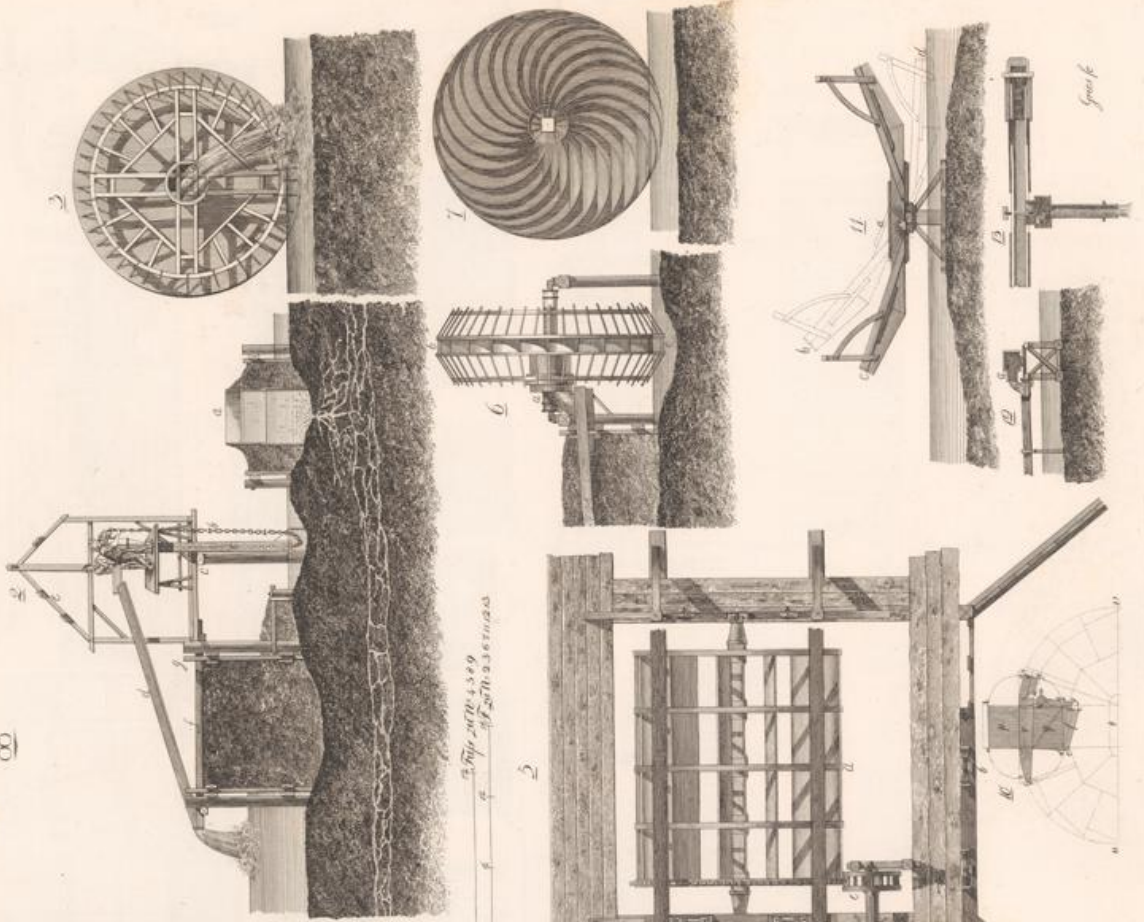
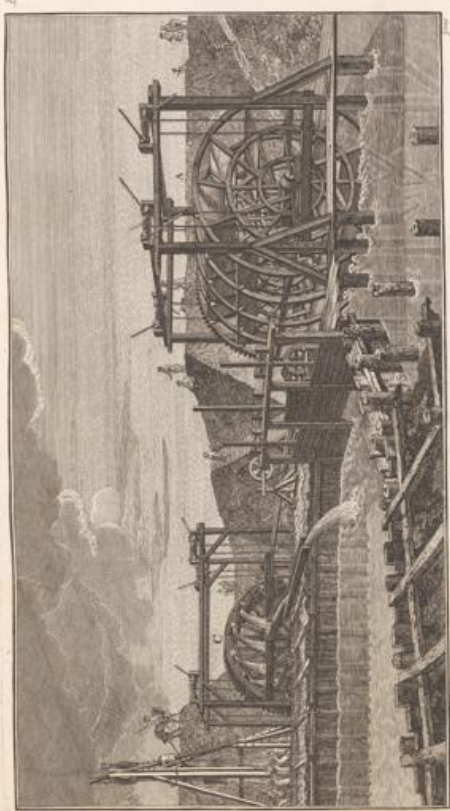


Sina



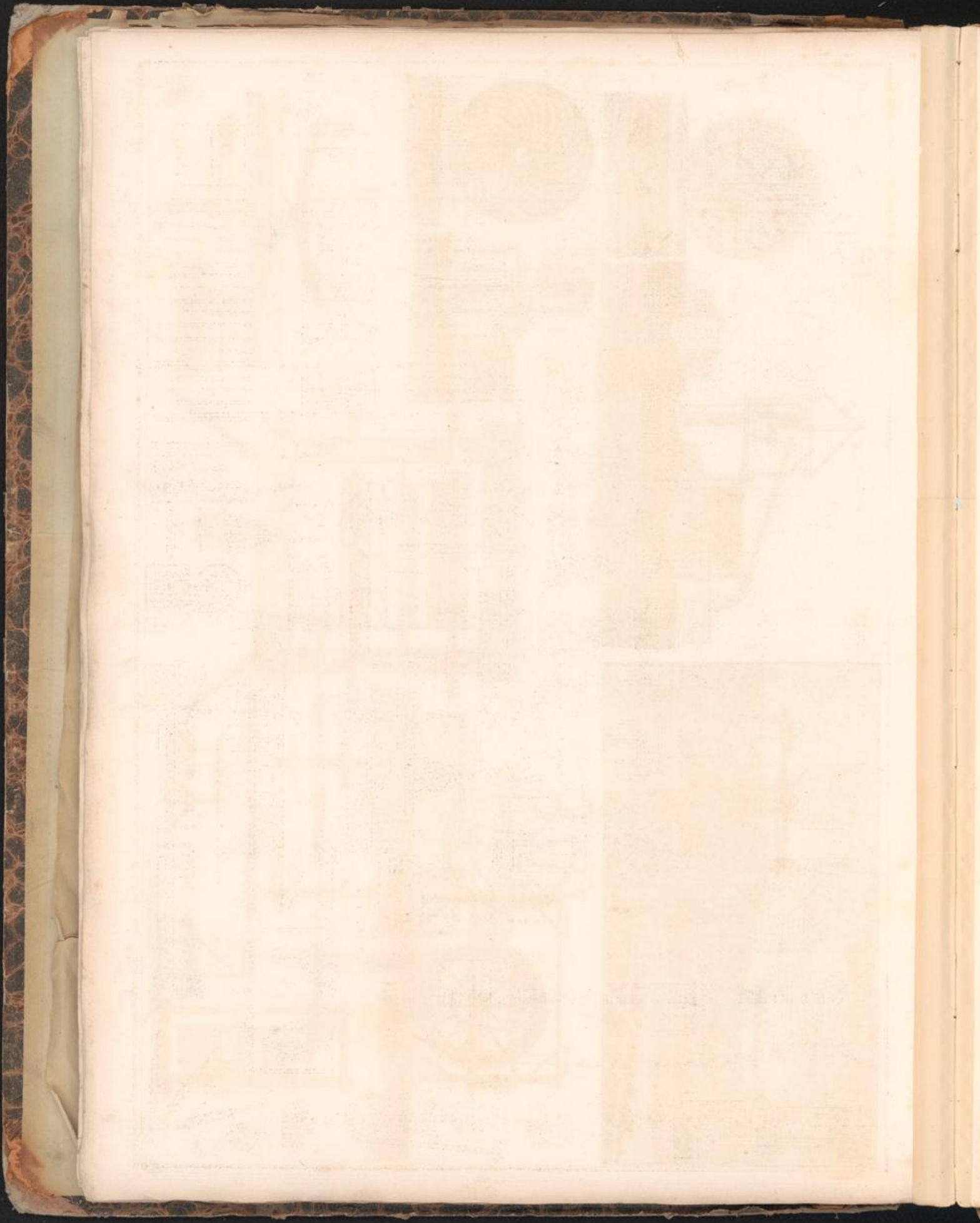


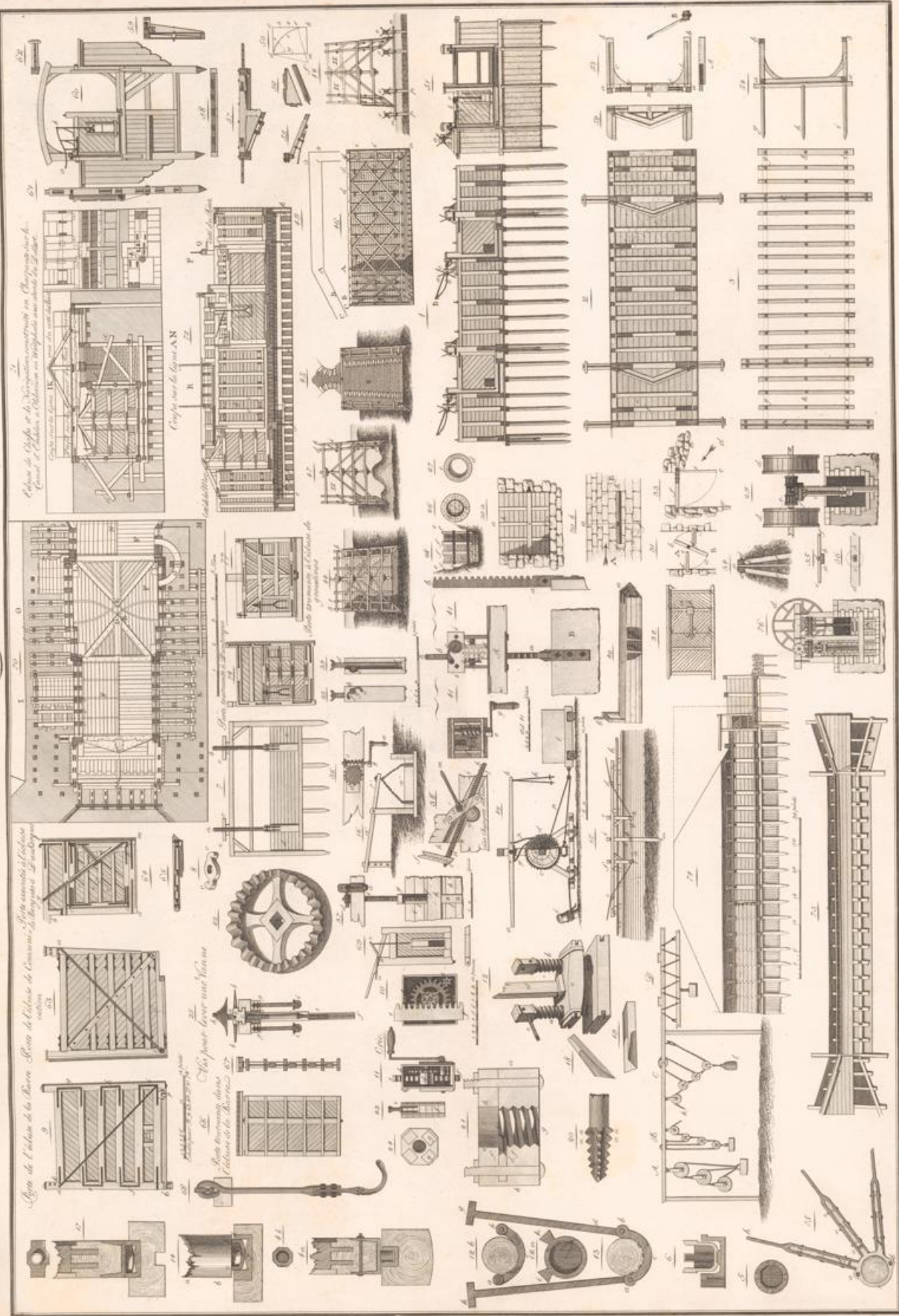




1771 2078 359
1772 2078 359

Spock





Plan de l'égout et de l'égouttoir...
 Coupe de l'égout et de l'égouttoir...
 Coupe de l'égout et de l'égouttoir...
 Coupe de l'égout et de l'égouttoir...

Plan de l'égout et de l'égouttoir...
 Coupe de l'égout et de l'égouttoir...
 Coupe de l'égout et de l'égouttoir...
 Coupe de l'égout et de l'égouttoir...

Cette machine sert à lever...
 Cette machine sert à lever...
 Cette machine sert à lever...
 Cette machine sert à lever...

Cette machine sert à lever...
 Cette machine sert à lever...
 Cette machine sert à lever...
 Cette machine sert à lever...

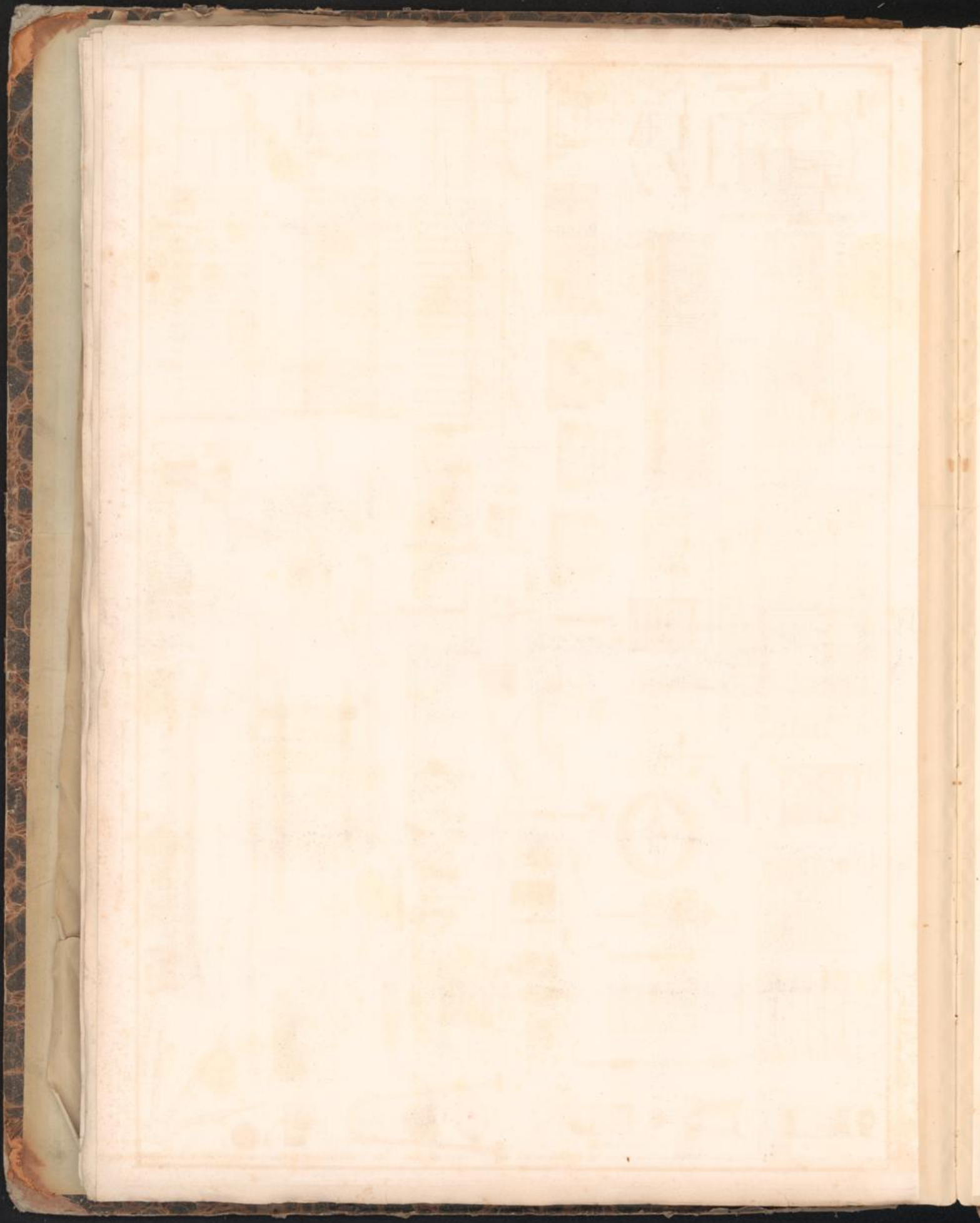
Cette machine sert à lever...
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 Cette machine sert à lever...

Cette machine sert à lever...
 Cette machine sert à lever...
 Cette machine sert à lever...
 Cette machine sert à lever...

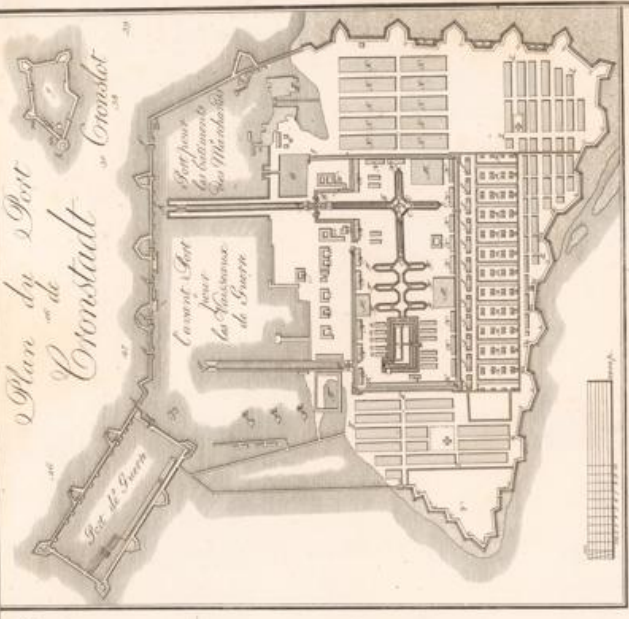
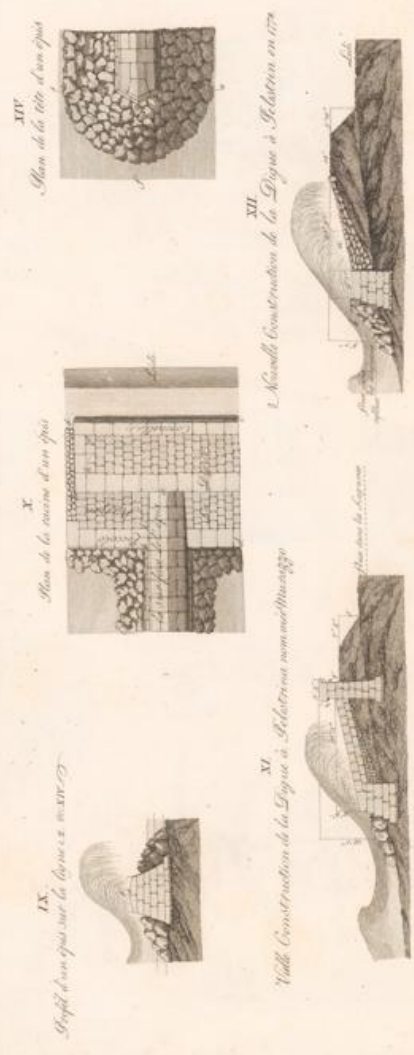
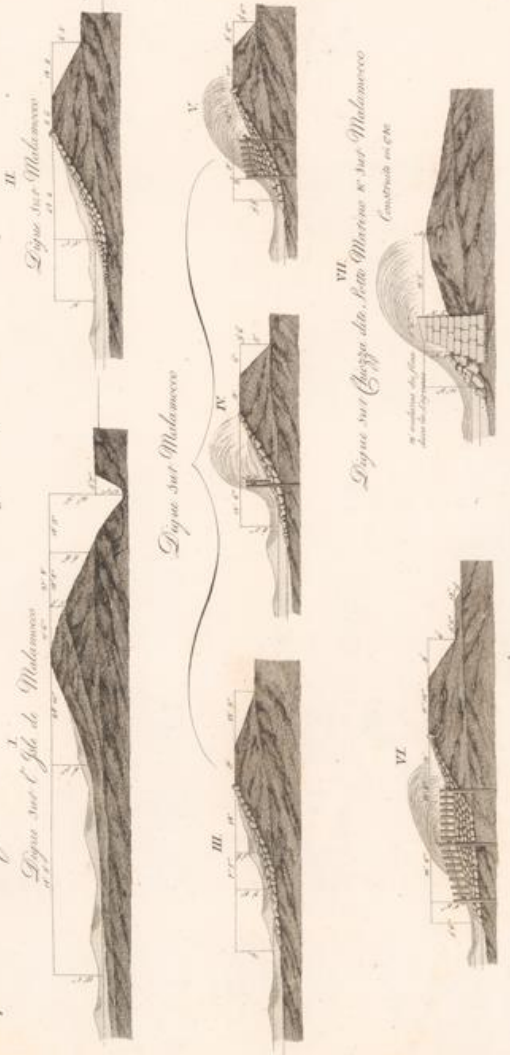
Cette machine sert à lever...
 Cette machine sert à lever...
 Cette machine sert à lever...
 Cette machine sert à lever...

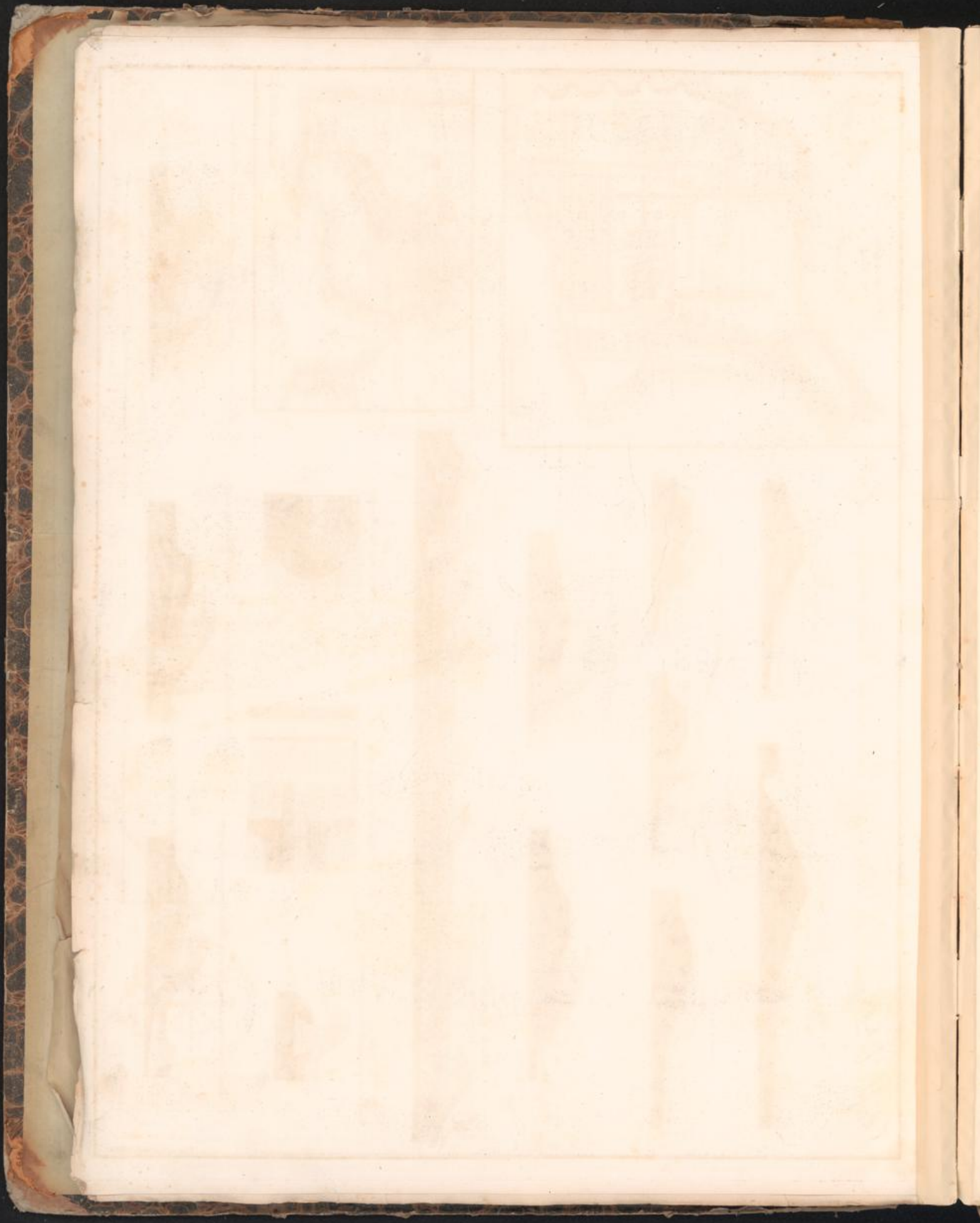
Cette machine sert à lever...
 Cette machine sert à lever...
 Cette machine sert à lever...
 Cette machine sert à lever...

Cette machine sert à lever...
 Cette machine sert à lever...
 Cette machine sert à lever...
 Cette machine sert à lever...




Profils des Diques de la Mer sur les Isles près de Venise nommés Lidi

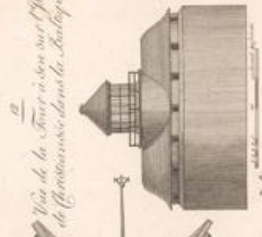




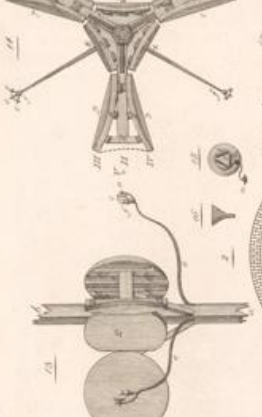
*L'Isle de Bourbon habitee
depuis la Con-
que de la Corse
et l'extinction de la
Republique
de Venise*



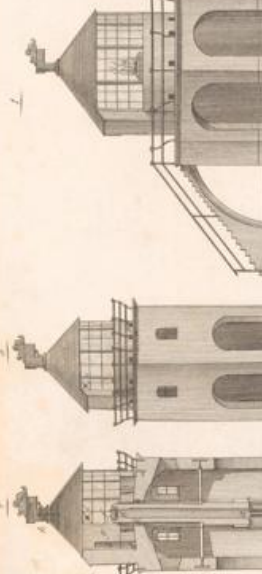
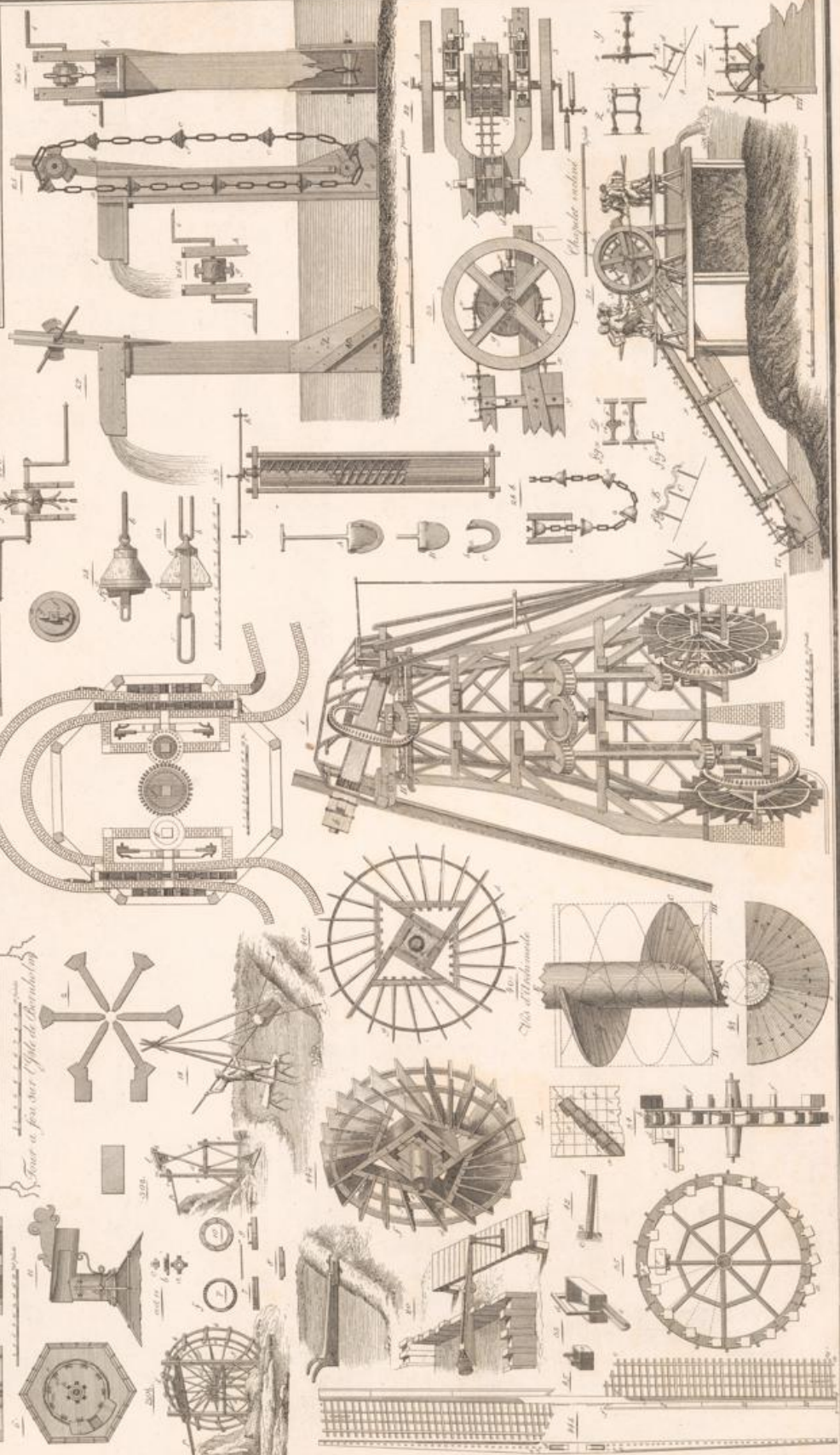
*Vue de la Tour à son état
de perfection dans la
Republique*

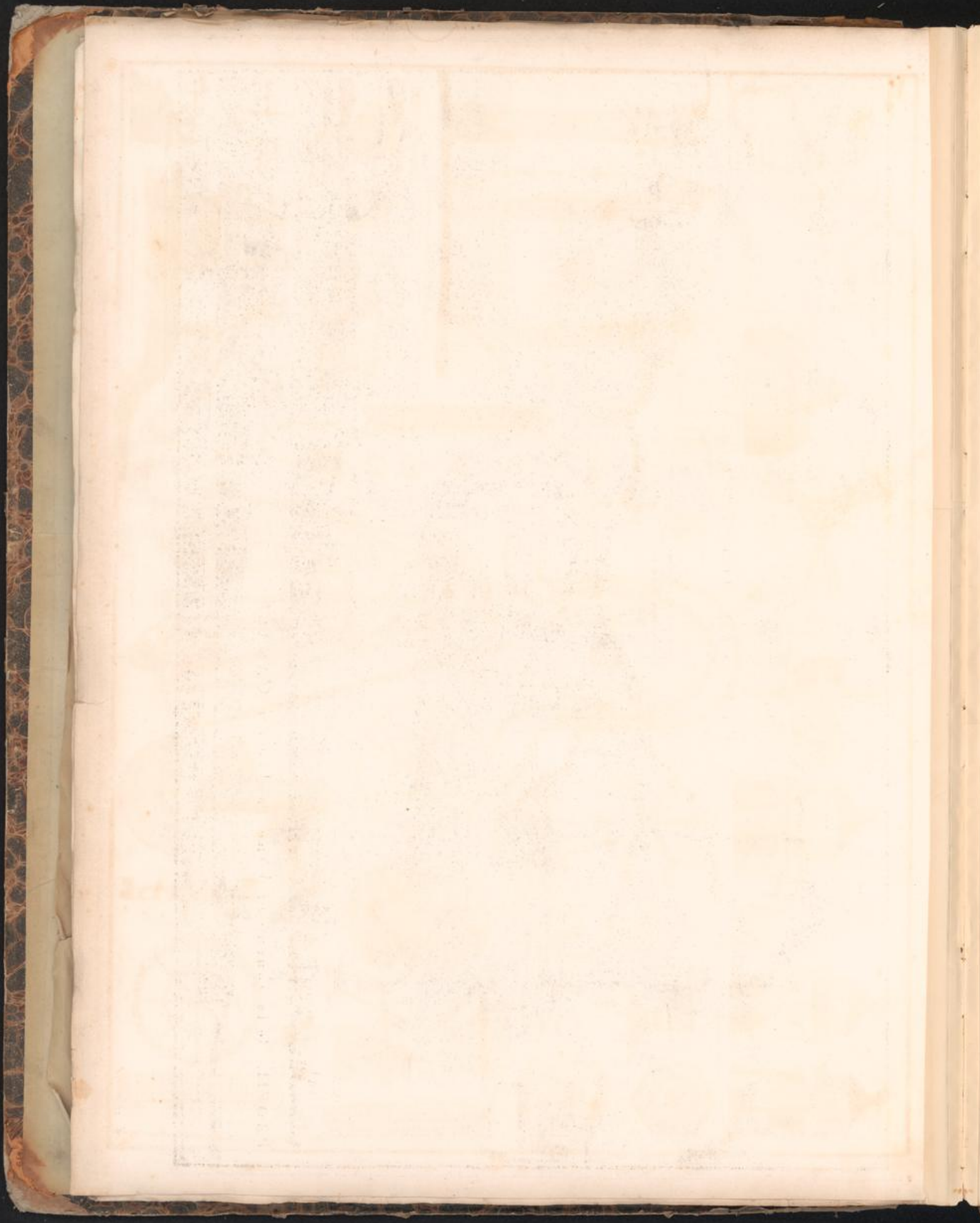


Tour à feu sur l'Isle de Bourbon



Tour à feu sur l'Isle de Bourbon

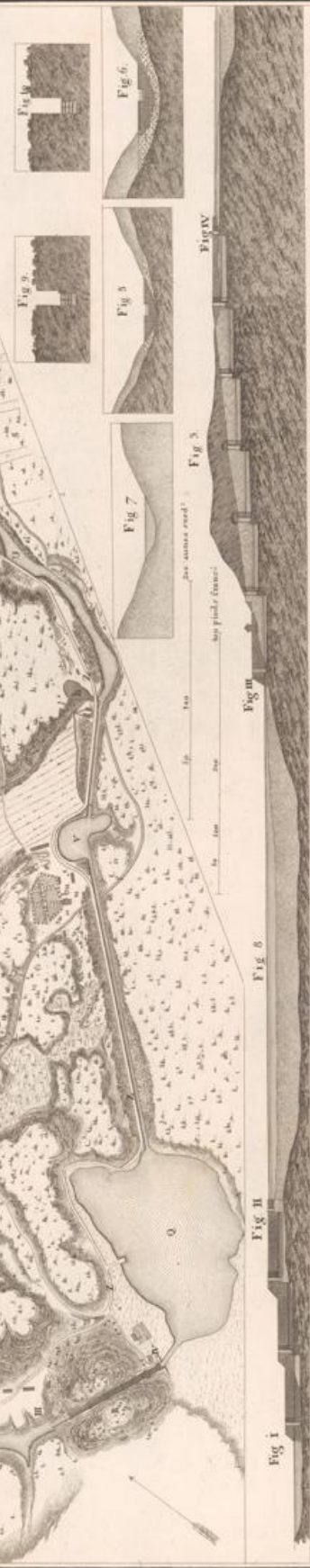




PLAN DE CANAL DE TROLLHÄTTA



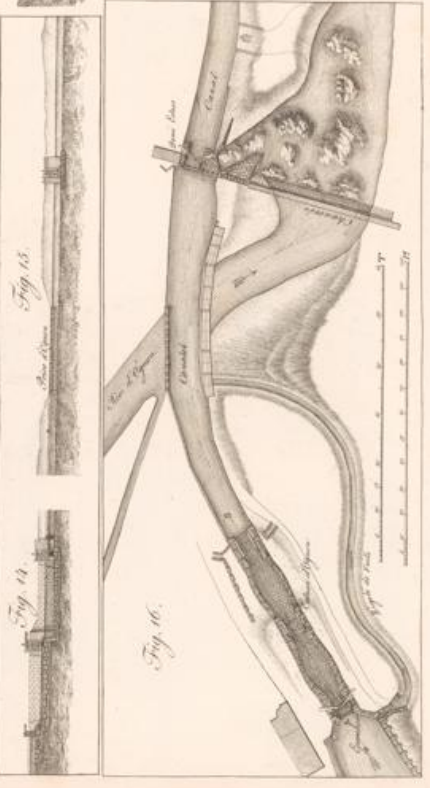
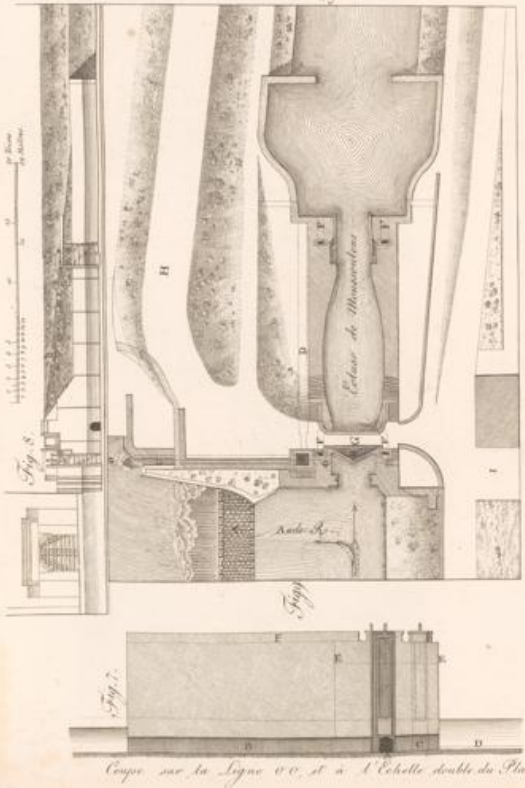
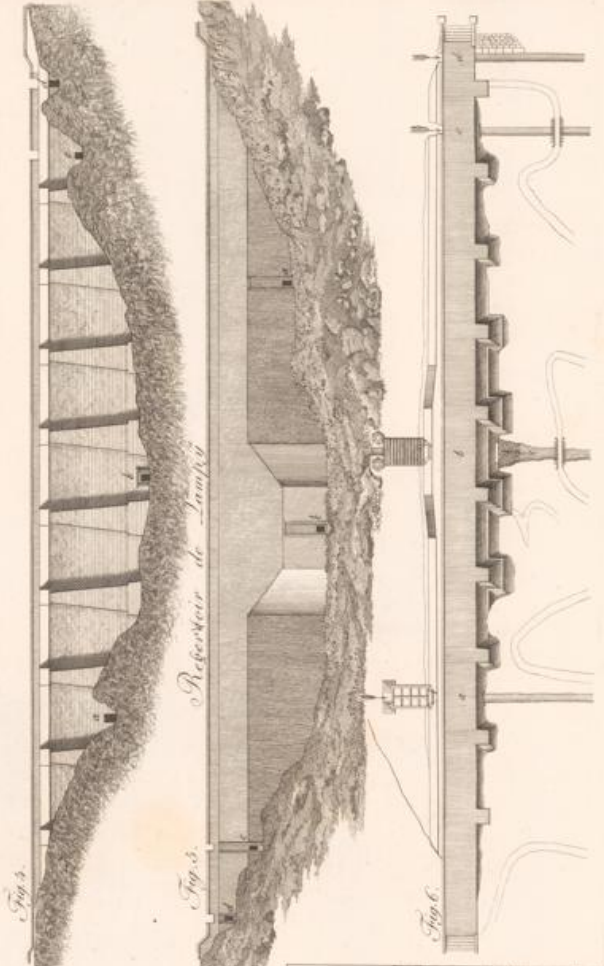
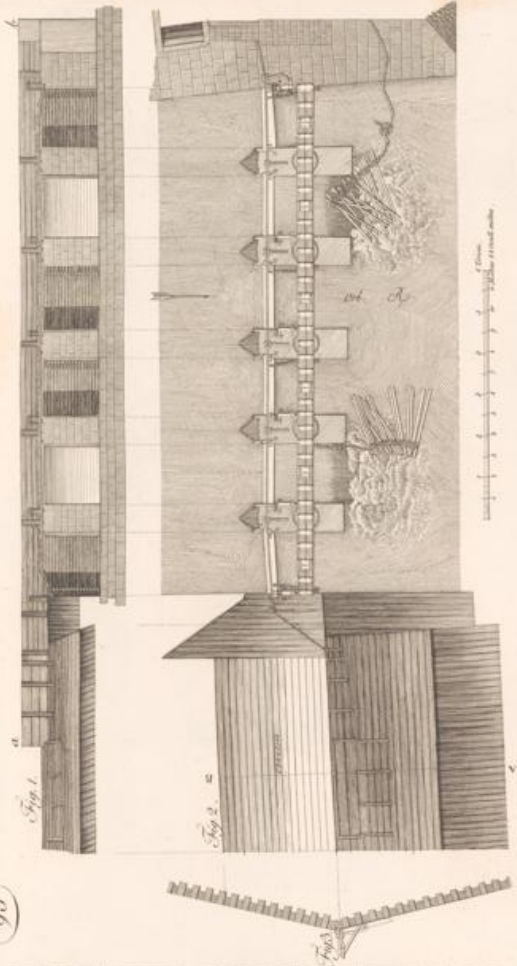
PROFILS de travers



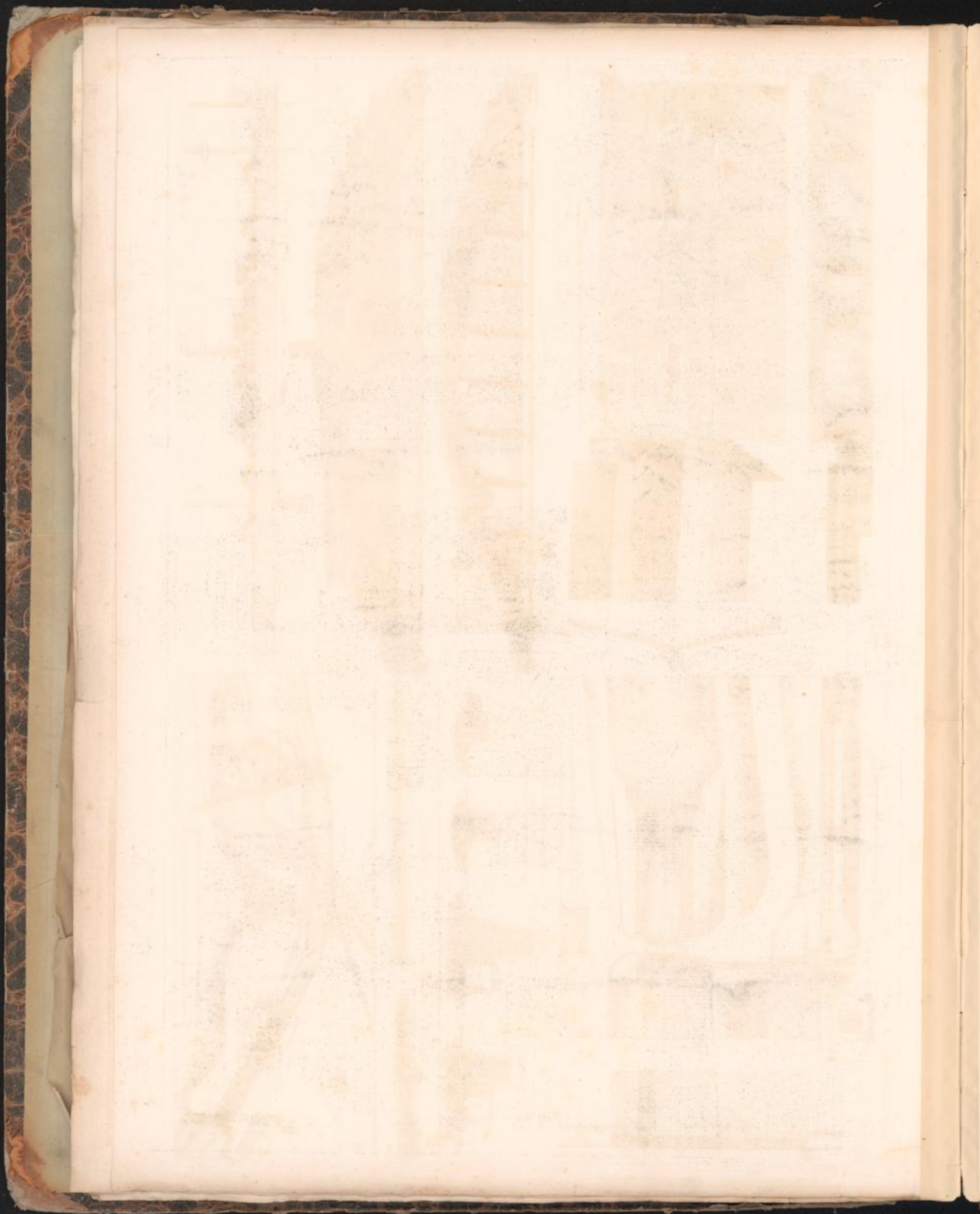
PROFIL de la longueur d'une Partie du CANAL



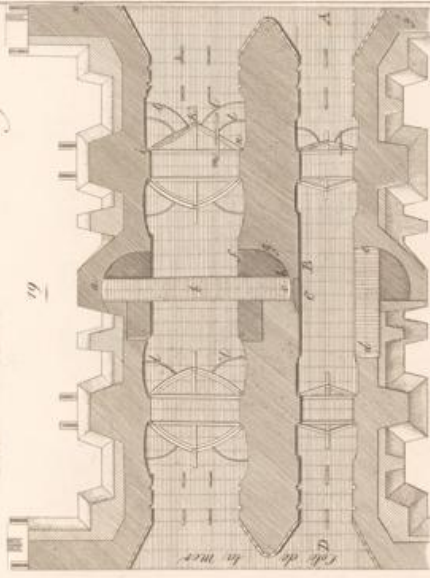




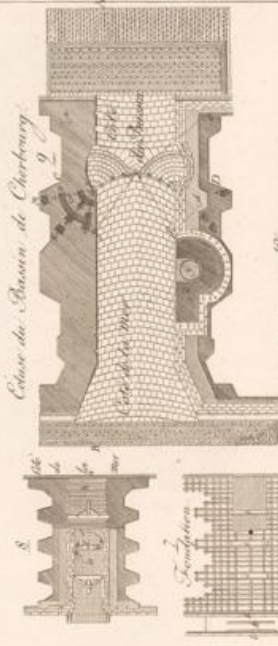
Coupe sur la Ligne V V et à l'Echelle double du Plan



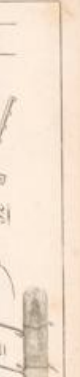
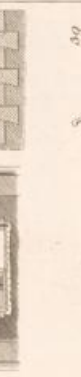
Plan de l'ancienne écluse de Marégné.



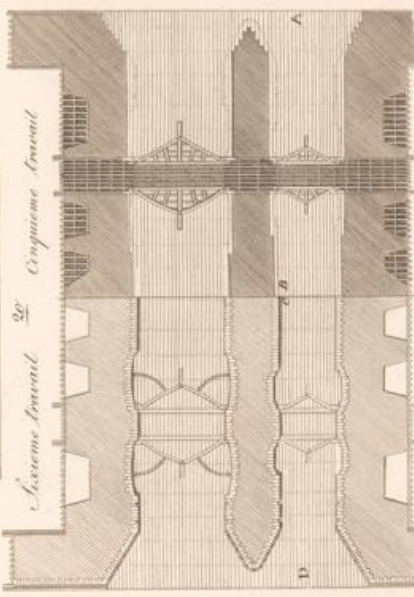
Élevation et Profil sur la ligne CD 199. Élevation et Profil sur la ligne AB 199.



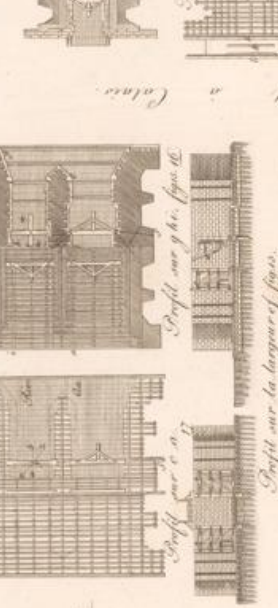
Profil et Élevation sur AB 199



20. Écluse pour la ligne de 100 toises.



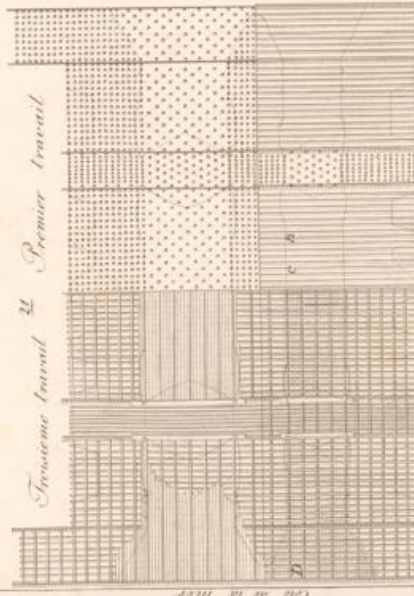
Élévation et Profil sur la ligne CD 200. Élévation et Profil sur la ligne AB 200.



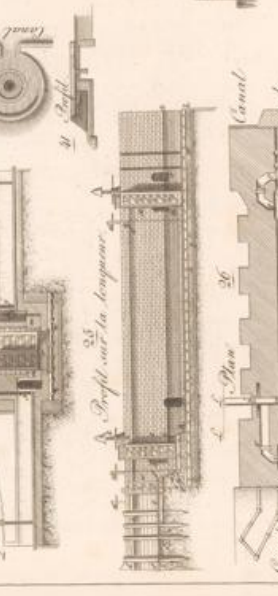
Profil sur la ligne CD 200



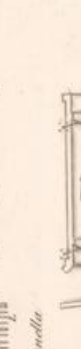
Troisième travail 21. Premier travail



Élévation et Profil sur la ligne CD 210. Élévation et Profil sur la ligne AB 210.



Profil sur la ligne CD 210



Quatrième travail



Élévation et Profil sur la ligne CD 220. Élévation et Profil sur la ligne AB 220.



Profil sur la ligne CD 220



Écluse de Bassinque sur le Canal d'Yffren.



Élévation et Profil sur la ligne CD 230. Élévation et Profil sur la ligne AB 230.



Profil sur la ligne CD 230



Écluse de Brest sur le Canal de Brest.



Élévation et Profil sur la ligne CD 240. Élévation et Profil sur la ligne AB 240.



Profil sur la ligne CD 240



Écluse à Carantec

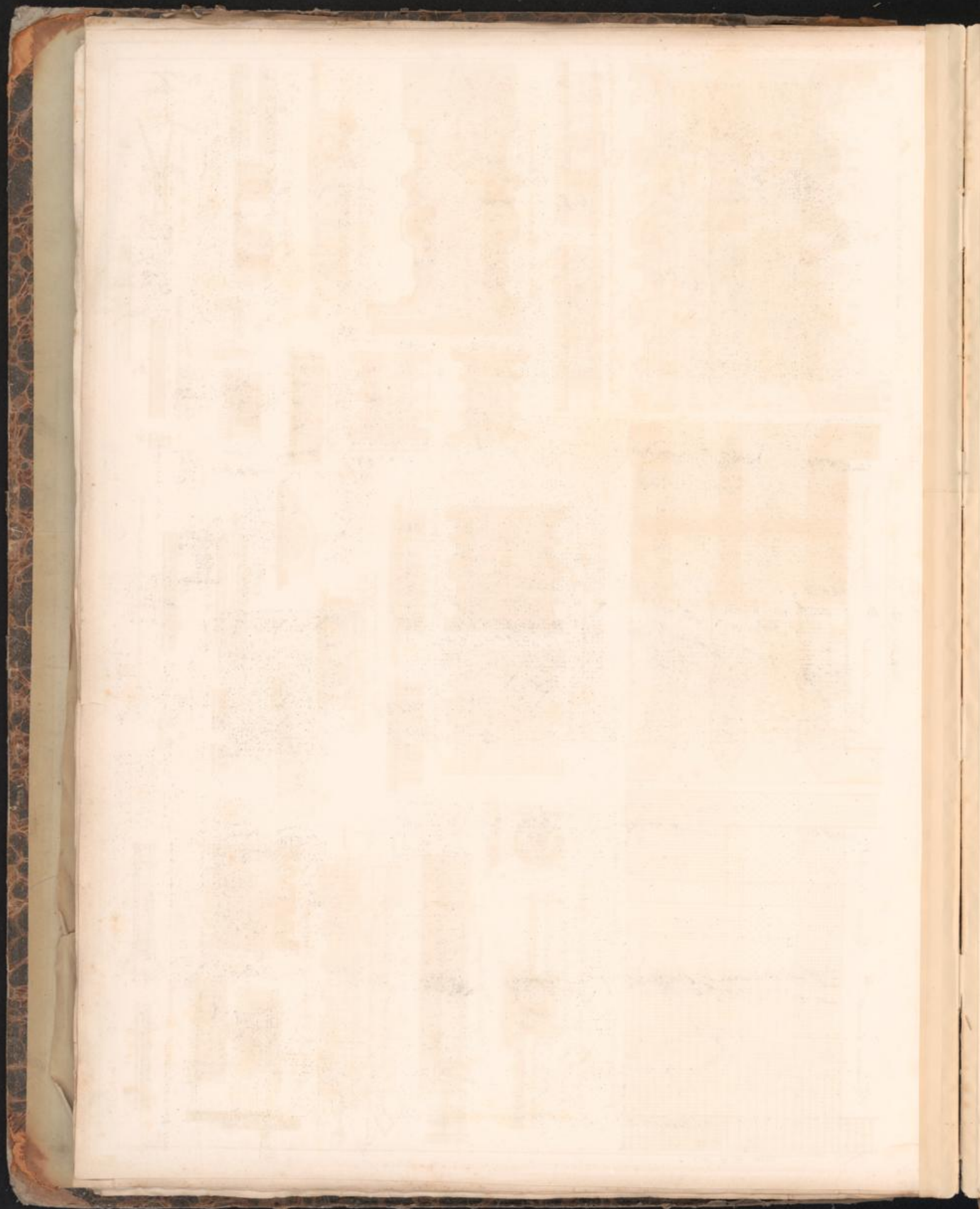


Élévation et Profil sur la ligne CD 250. Élévation et Profil sur la ligne AB 250.

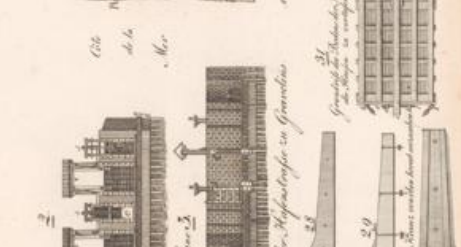
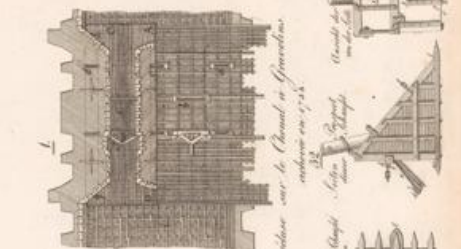
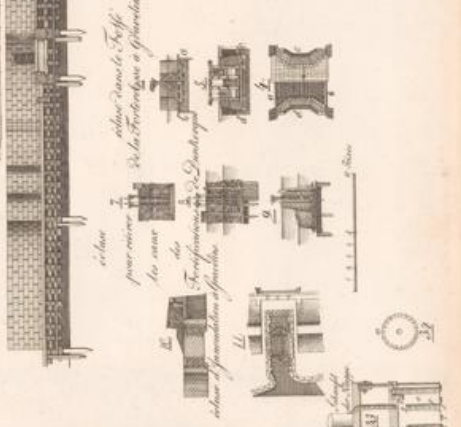
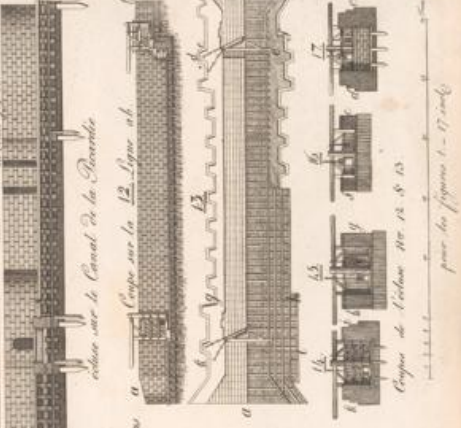
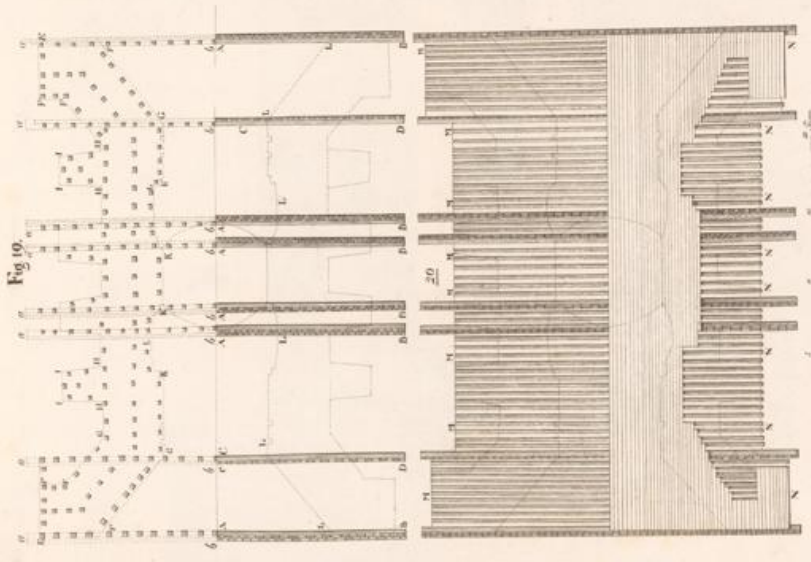
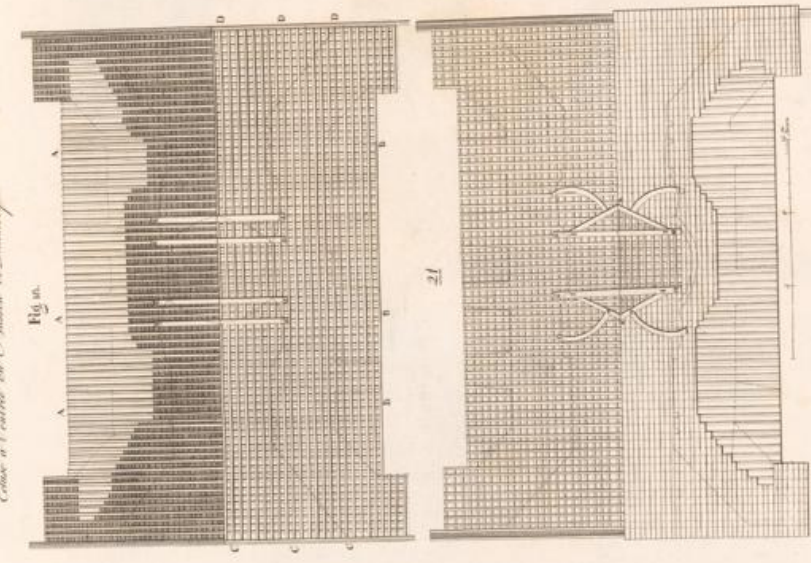
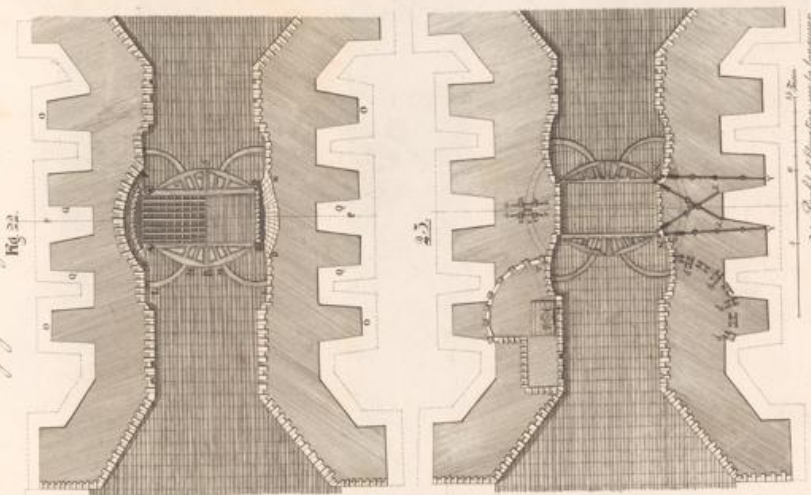


Profil sur la ligne CD 250



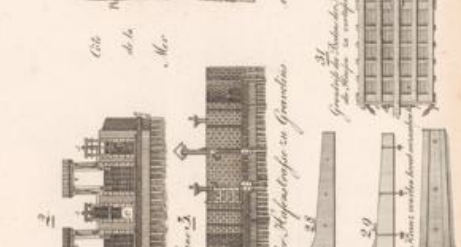
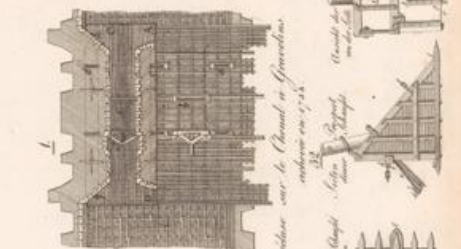
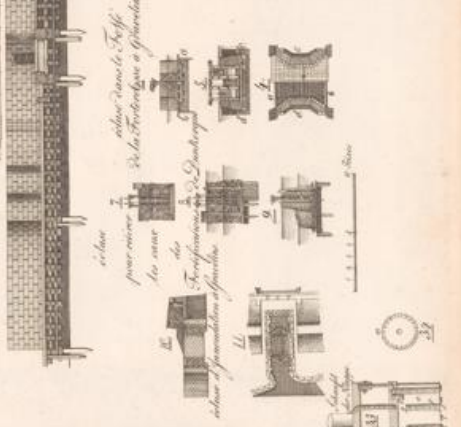
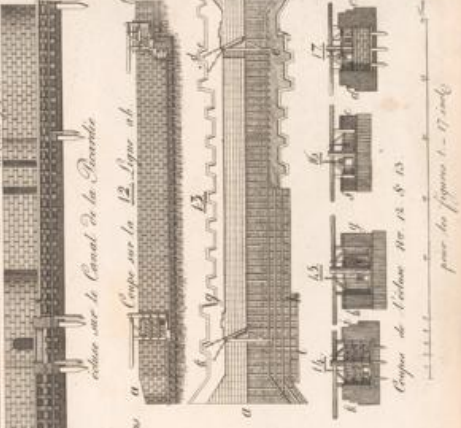
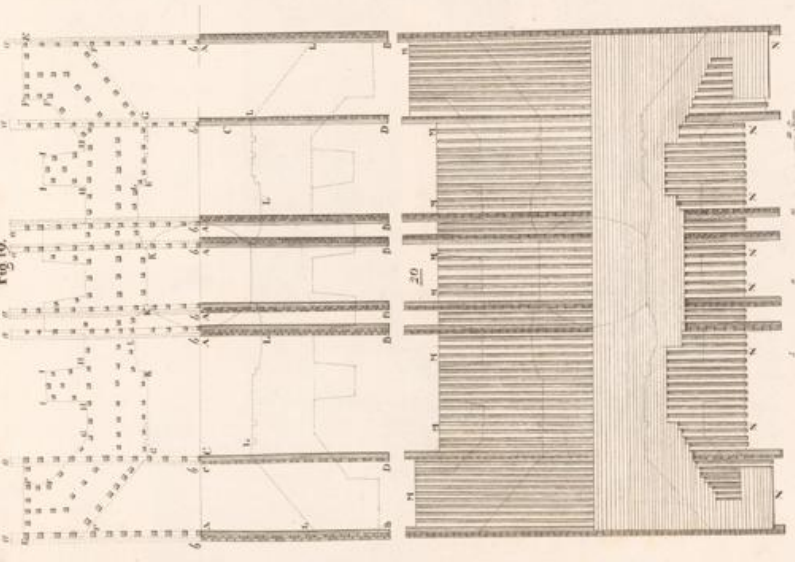
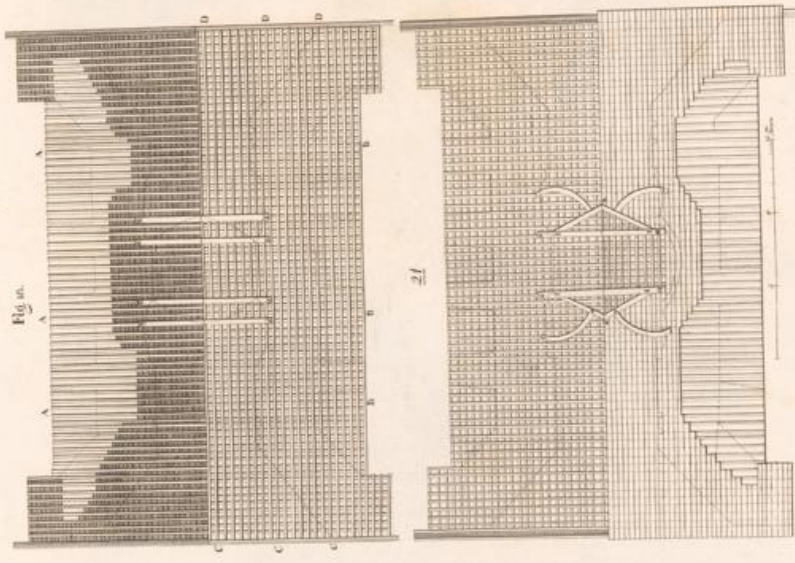


Solutions au Engage de Profondeur von Sanktbrunnen

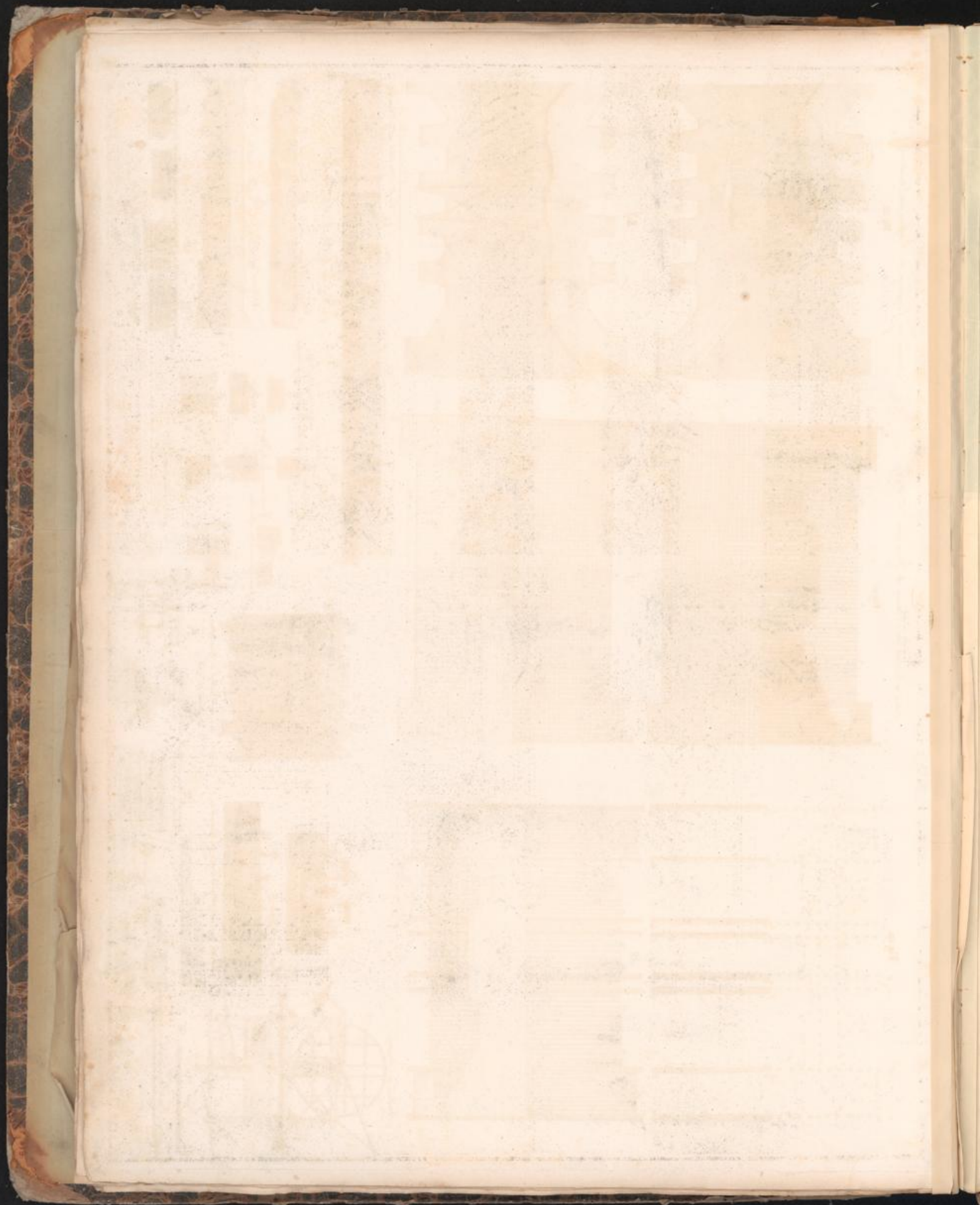


95

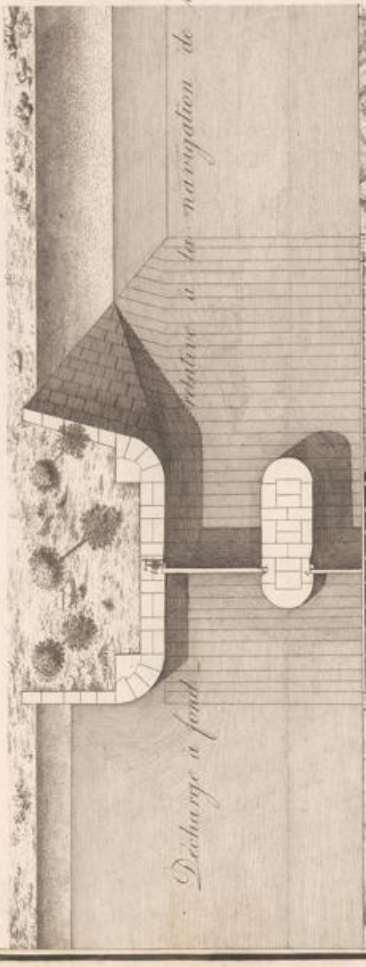
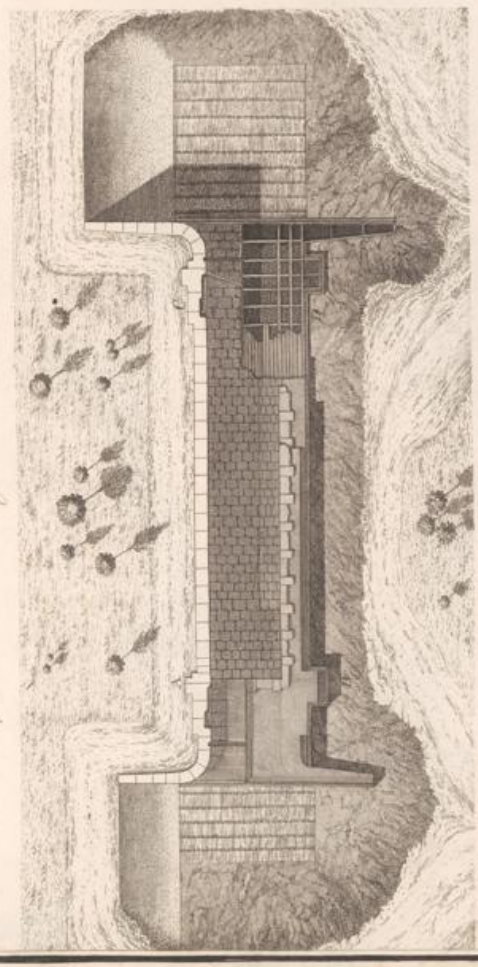
Clave et Centre de Passer de Dampierre de 1688



pour les figures 1-17

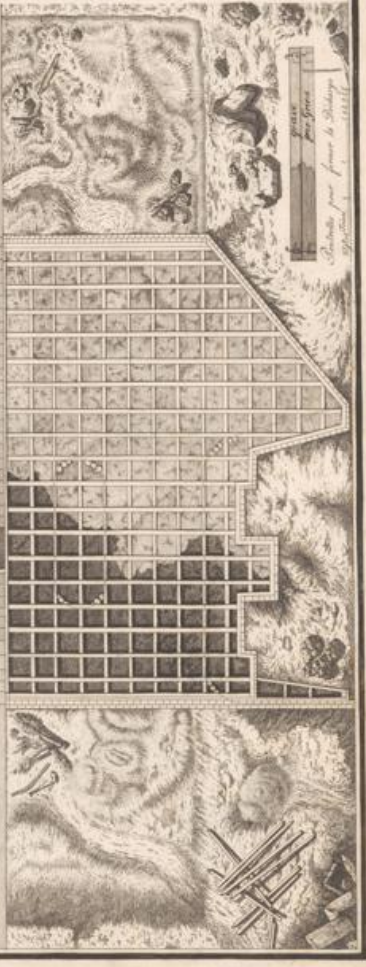


Ecluse à Sas, pour rendre navigable la Morave.



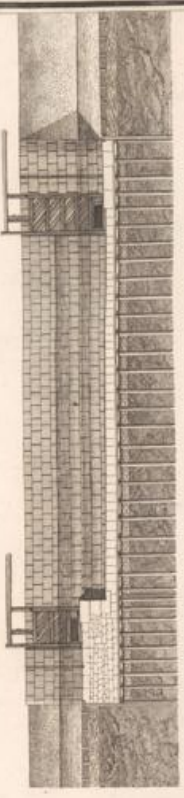
Decharge à fond.

Decharge à la navigation de la Morave projetée par l'auteur.



Decharge pour former le Sillage

Elevation.



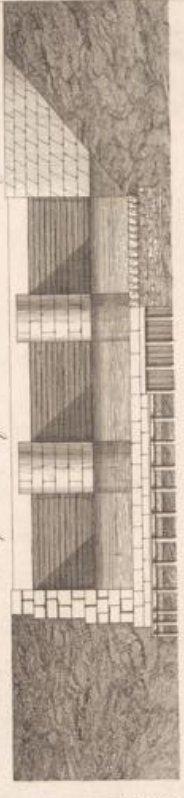
Coupe sur la ligne AB.



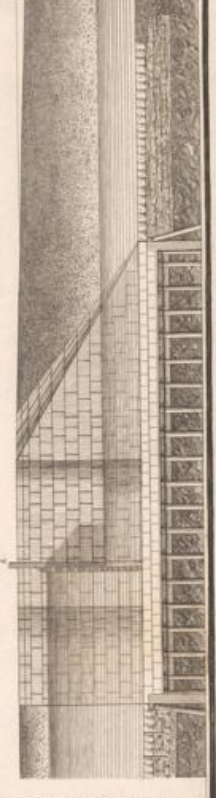
Coupe sur la ligne CD.



Elevation de la partie inferieure de la décharge.

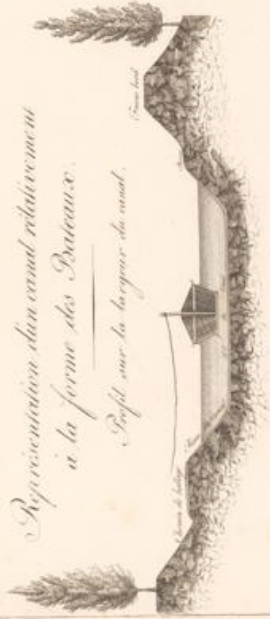


Elevation d'un côté de la décharge.

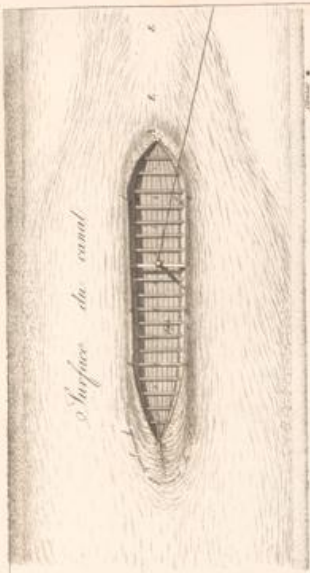




Représentation d'un canal relativement à la forme des Duteaux.



Elevation et Profil sur la longueur du canal.

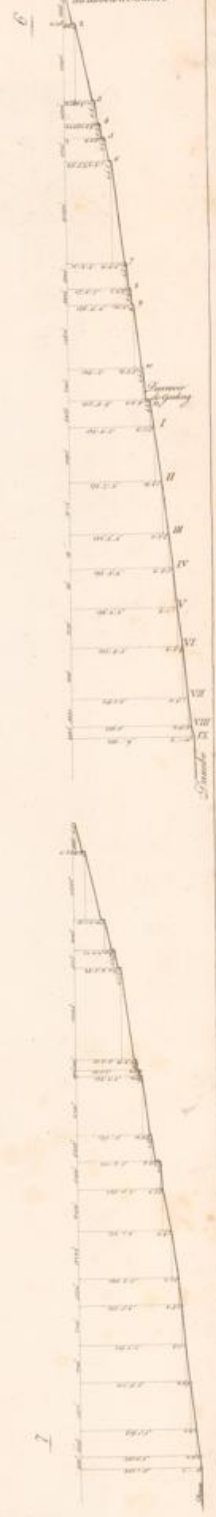


Surface du canal

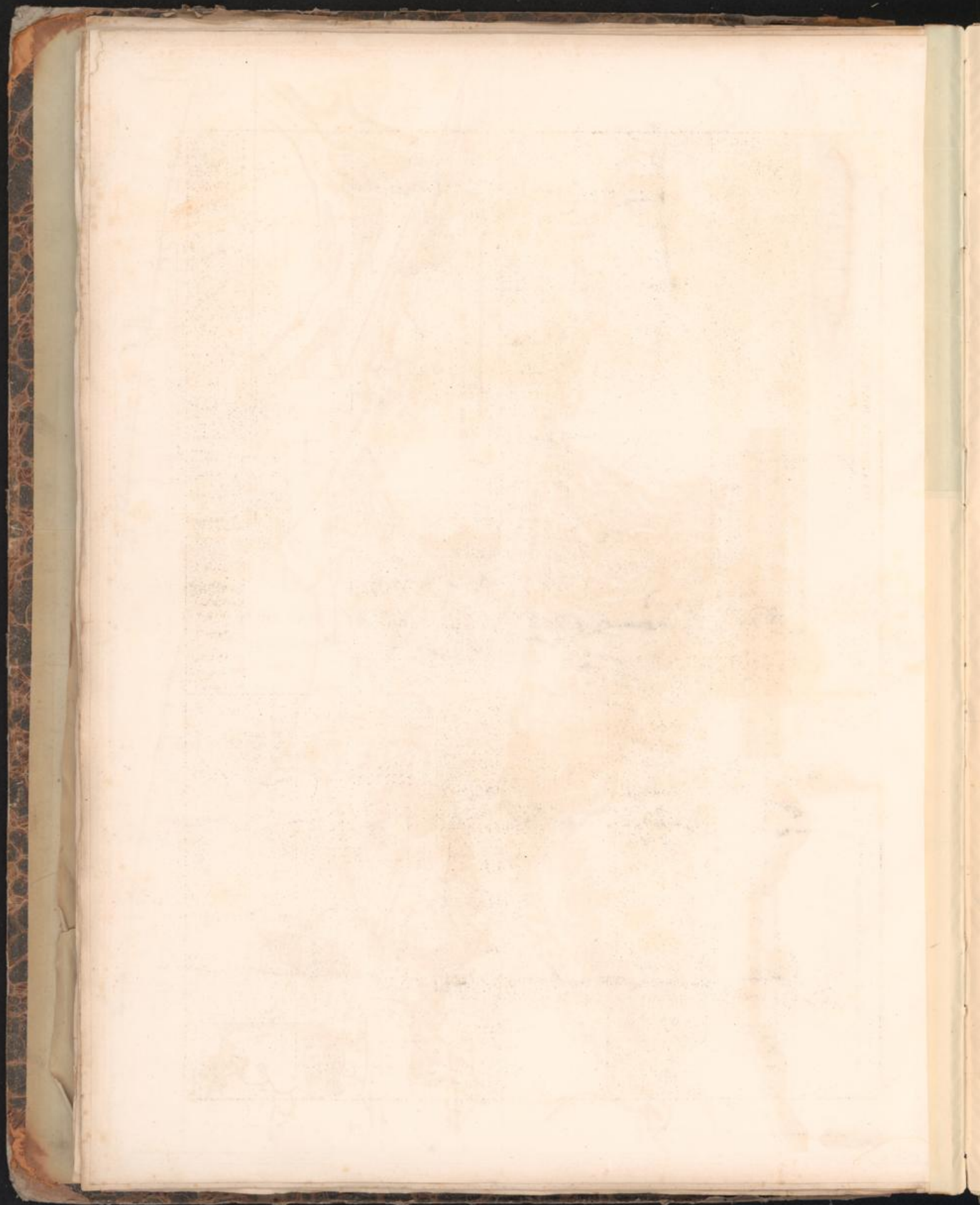
Carte du canal de Nole.



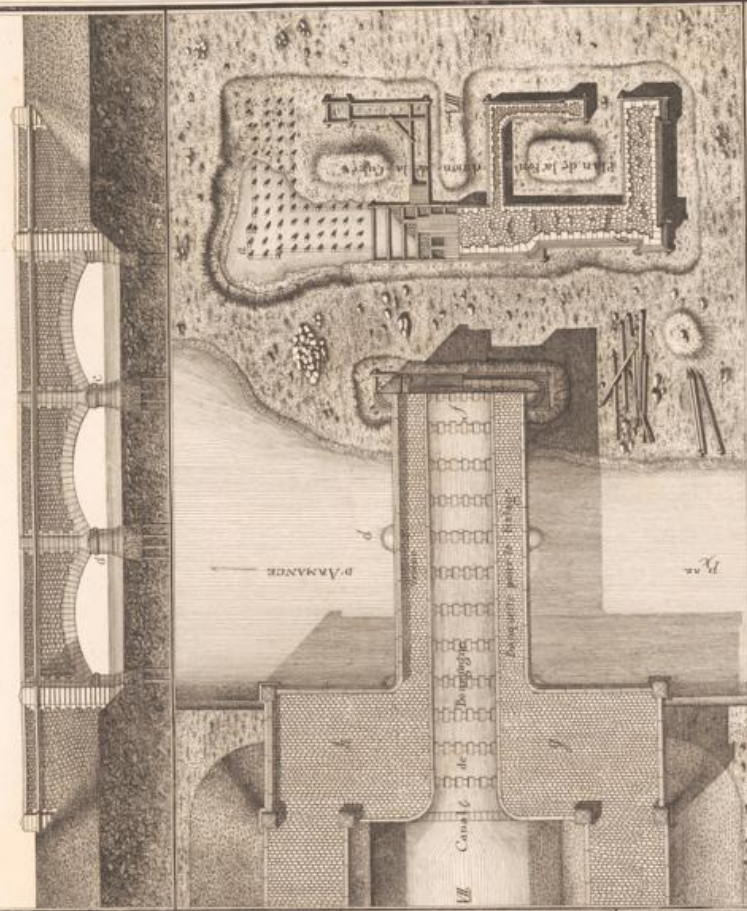
Carte du Canal du Madi.



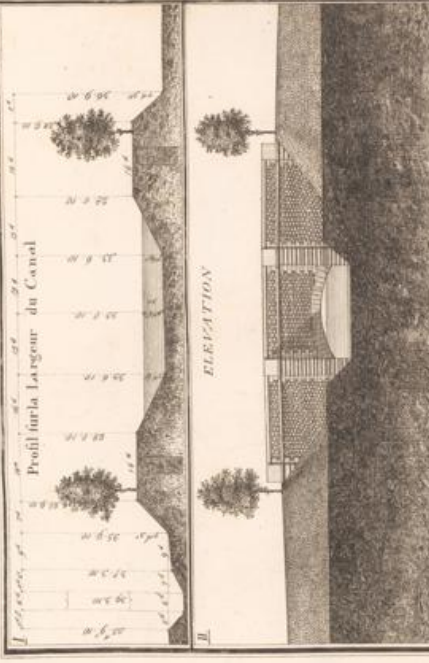
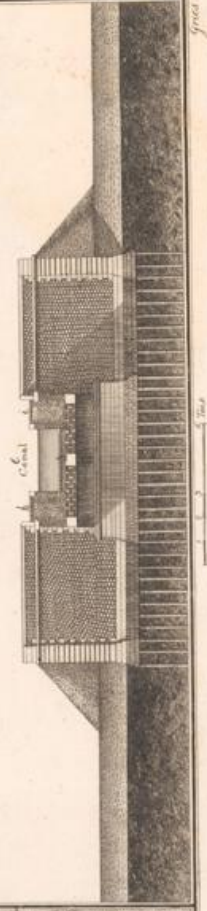
12 Toises au-dessus d'Orléans



ELEVATION DU PONT CANAL.
à l'égard de la Rivière d'Avance

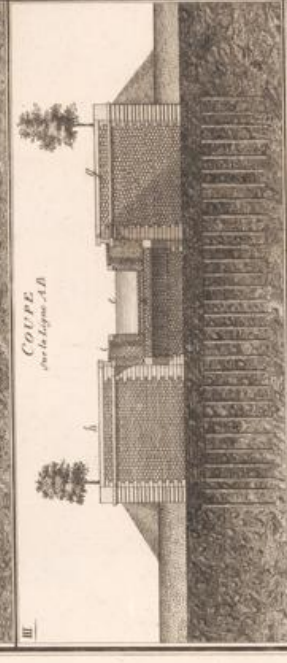


Coupe sur le milieu du Pont

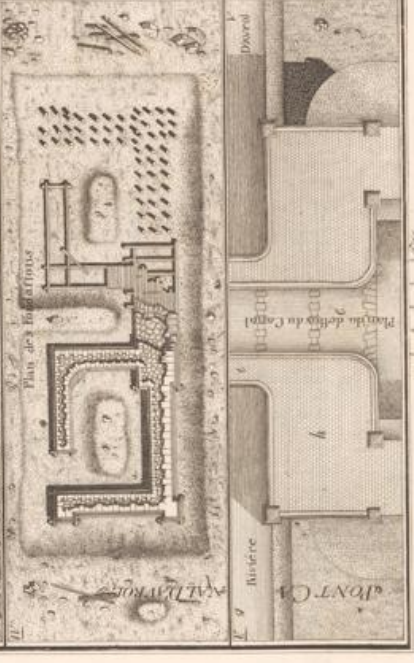


Profil sur la largeur du Canal

ELEVATION



COUPE sur la ligne AB



Plan des fondations

Plan de la Rivière

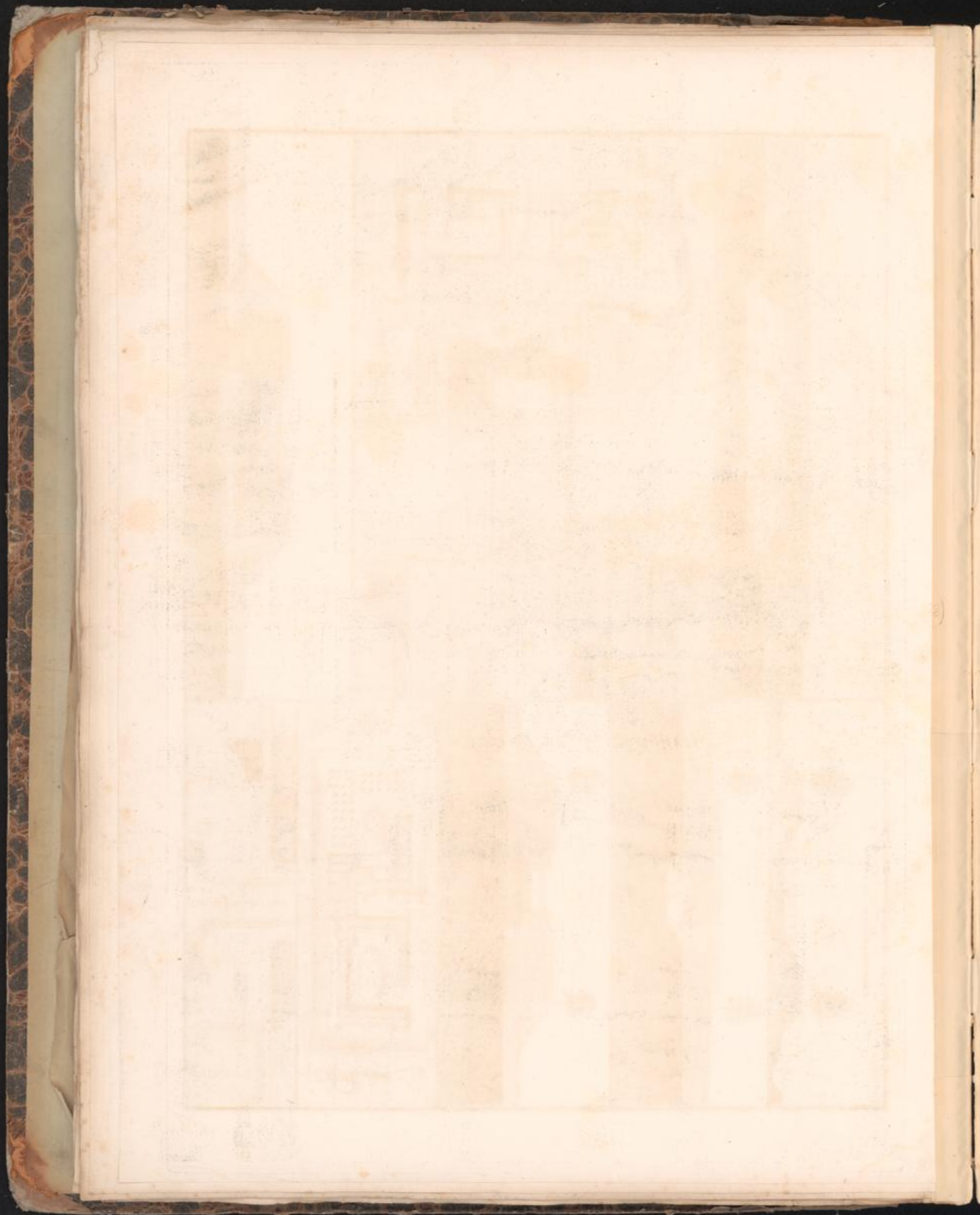
Plan de la Rivière

Plan de la Rivière

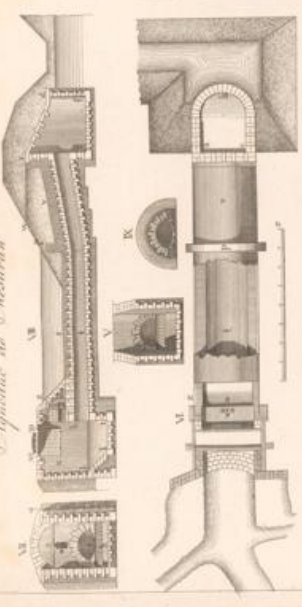
Plan de la Rivière

Plan de la Rivière

Scale bar and other markings.



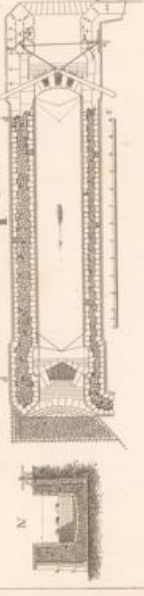
Appareil de Mouton



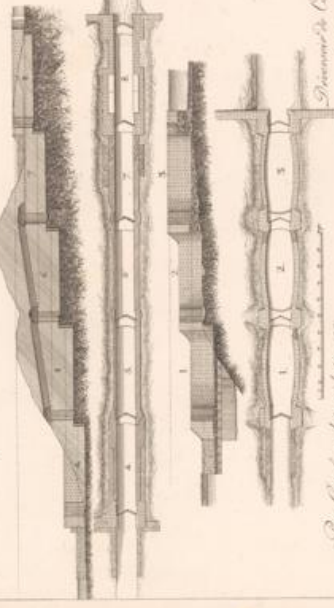
Profil de la Basse-Loire



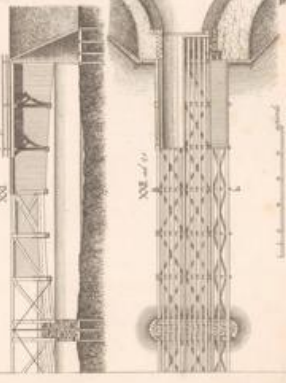
Calage dans la Loire au Pont suspendu 1787



Plan et Profil de l'écluse du Canal de Trévillat en Saône



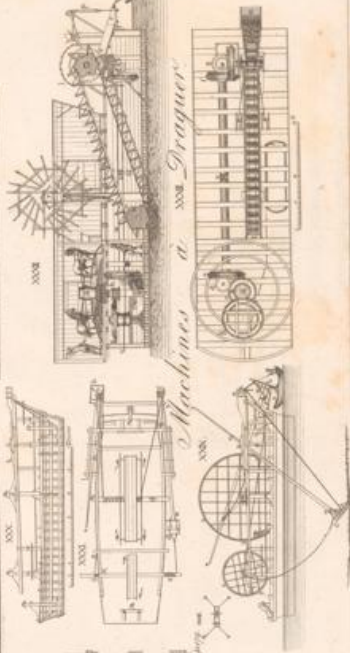
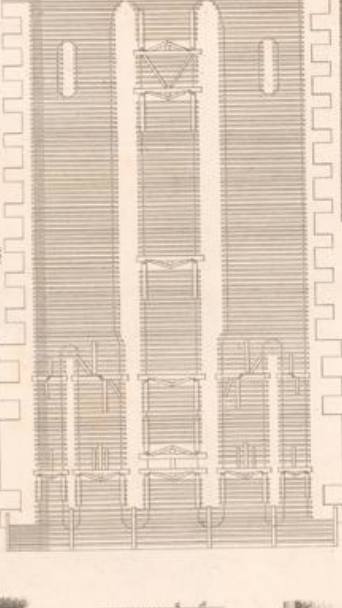
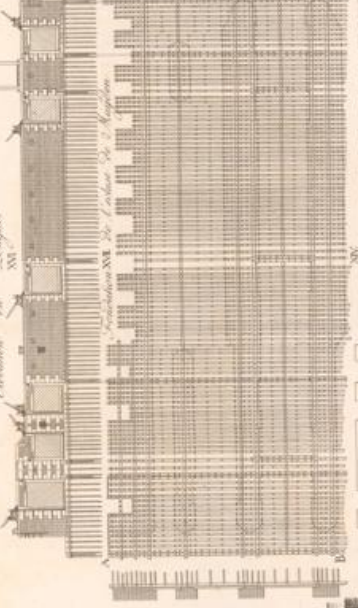
Plan Canal en bois n° 107



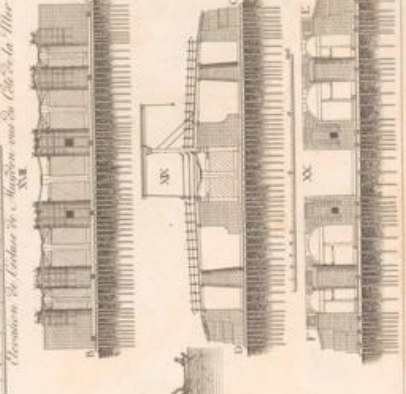
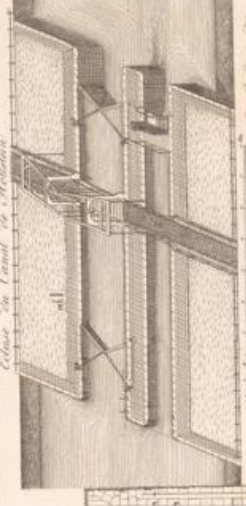
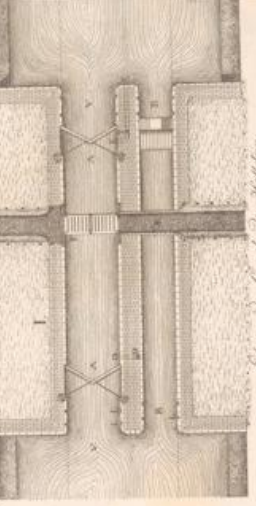
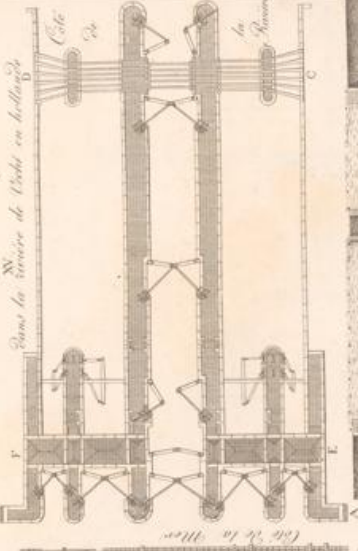
Diversion de l'Argonne

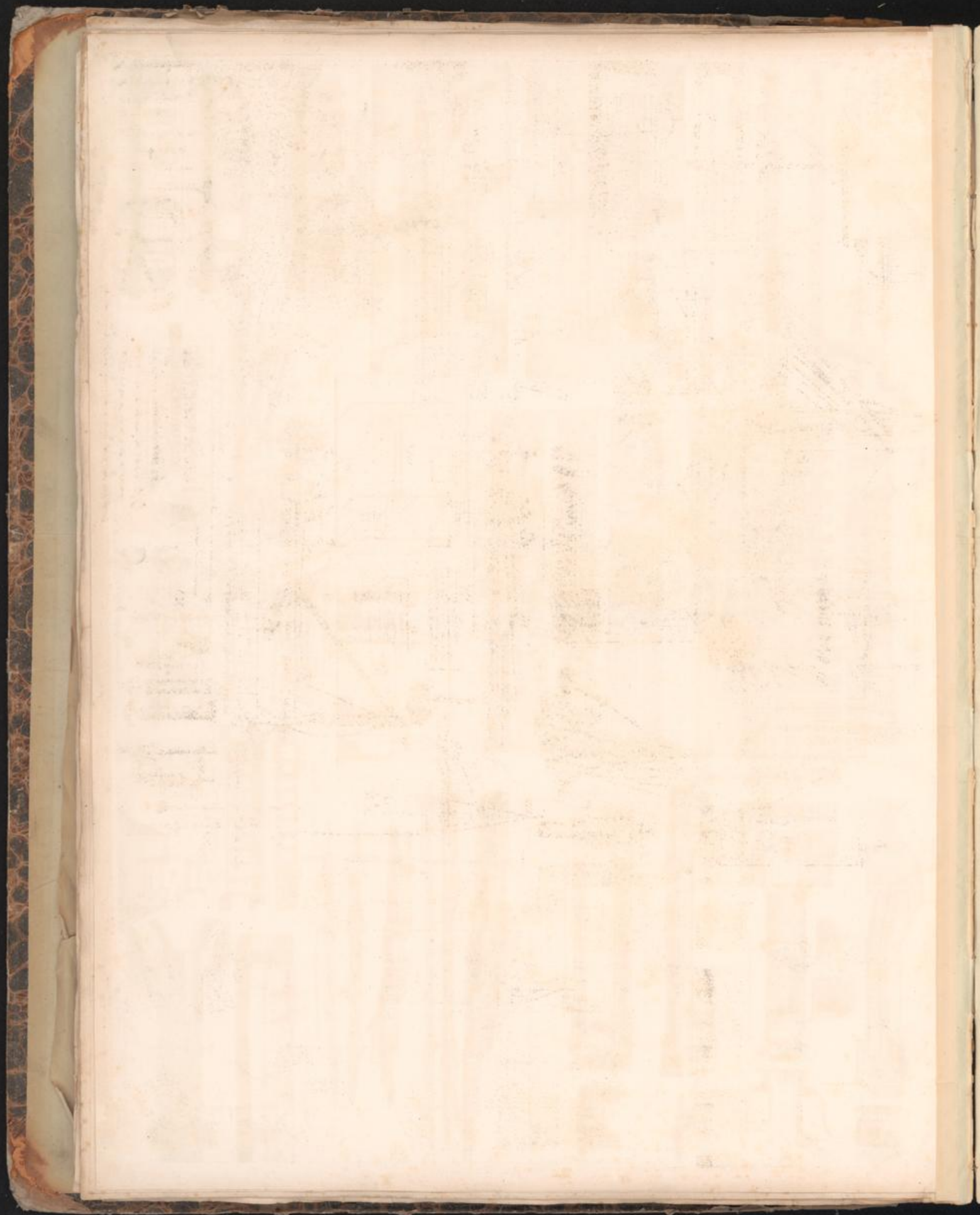


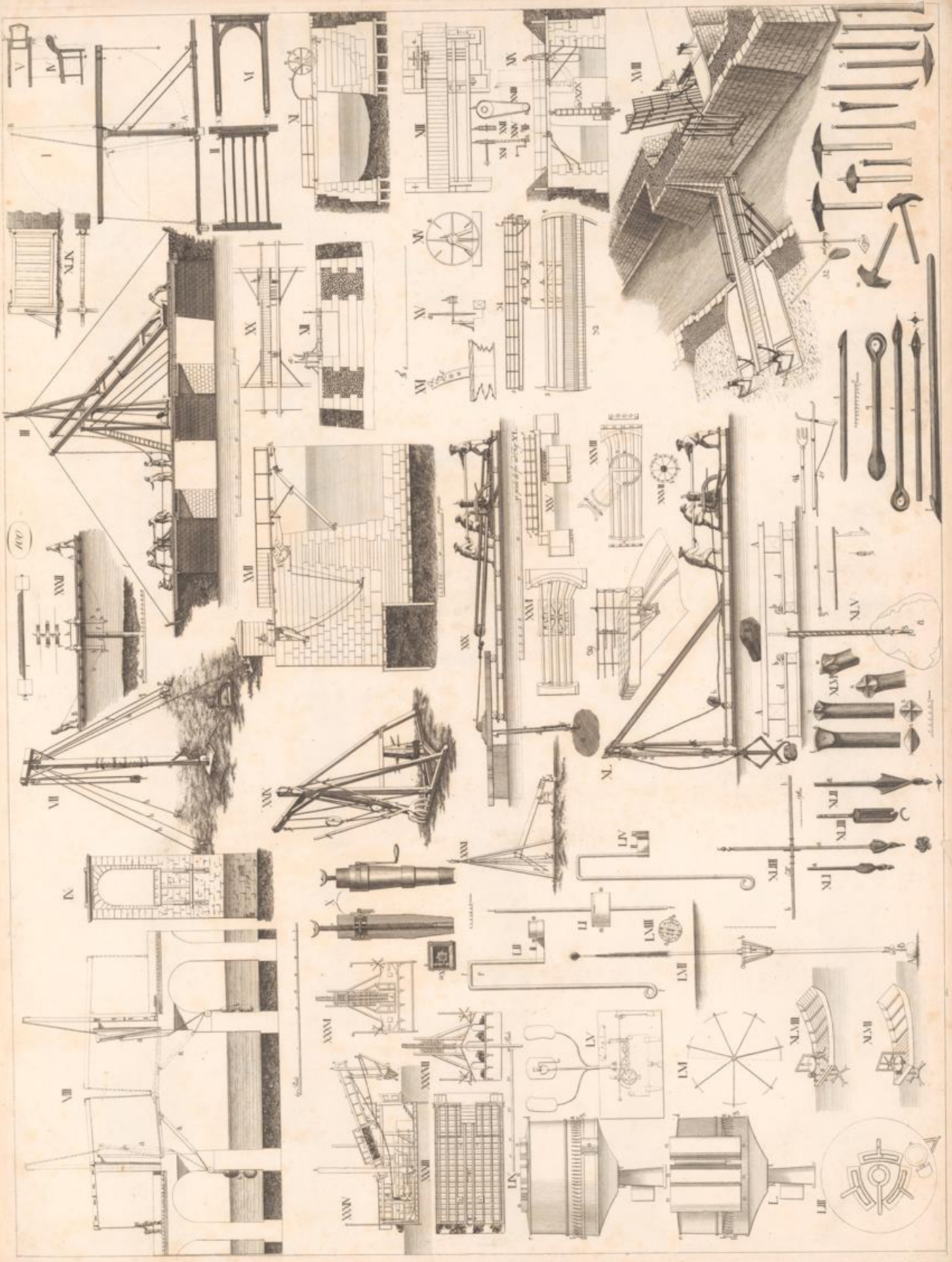
Plan de l'ouvrage en Longueur

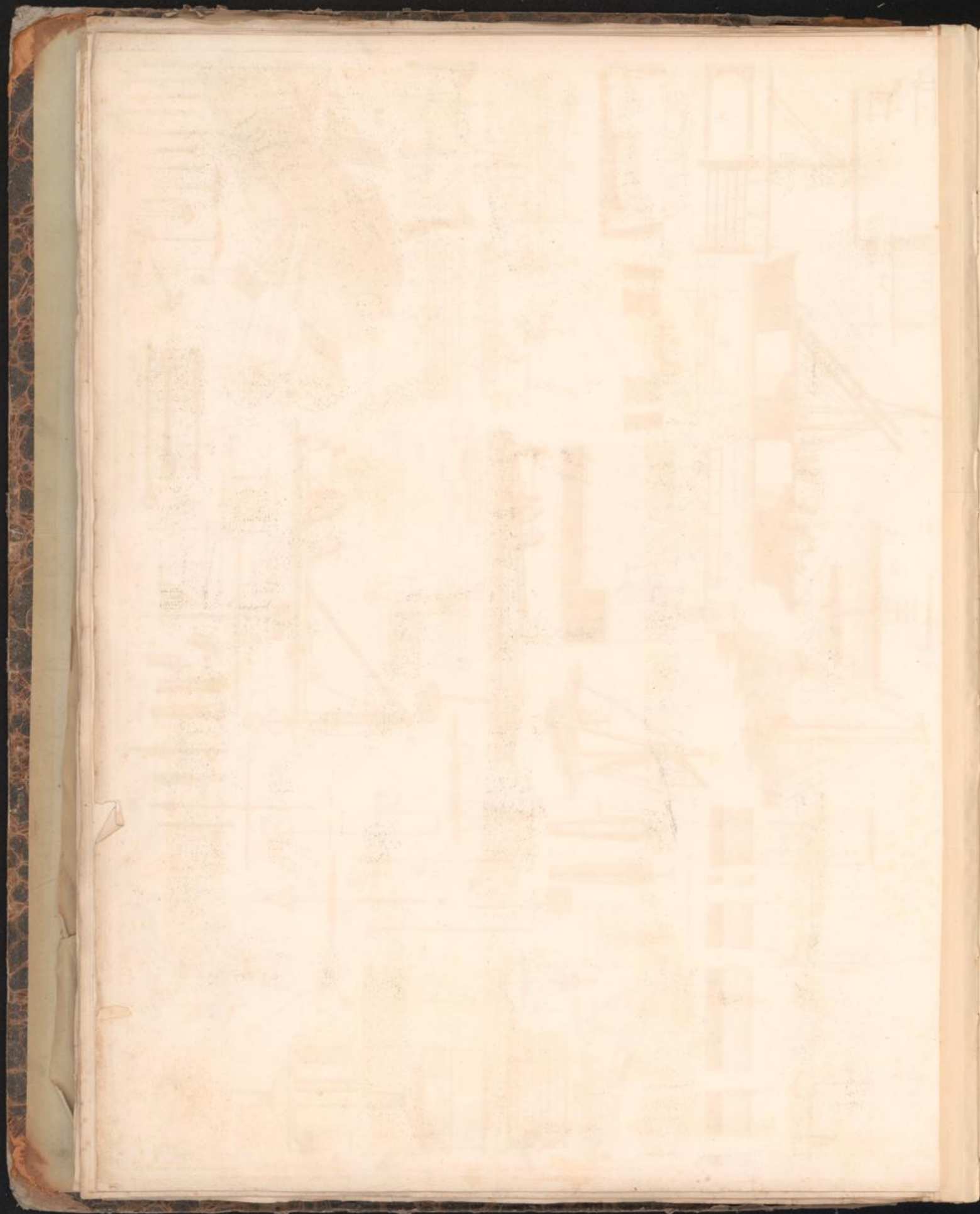


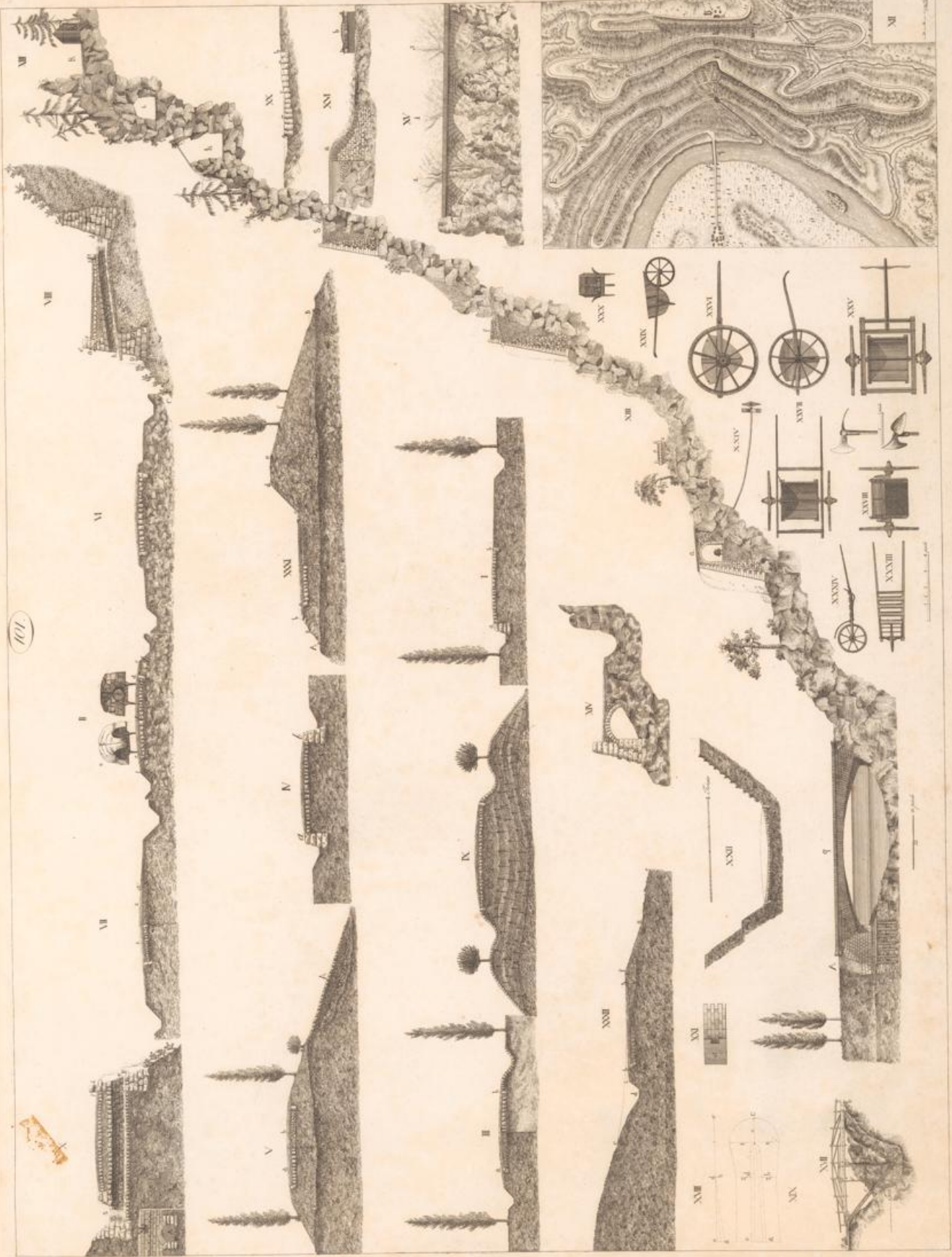
Plan et vue d'ensemble de l'écluse de Mayence



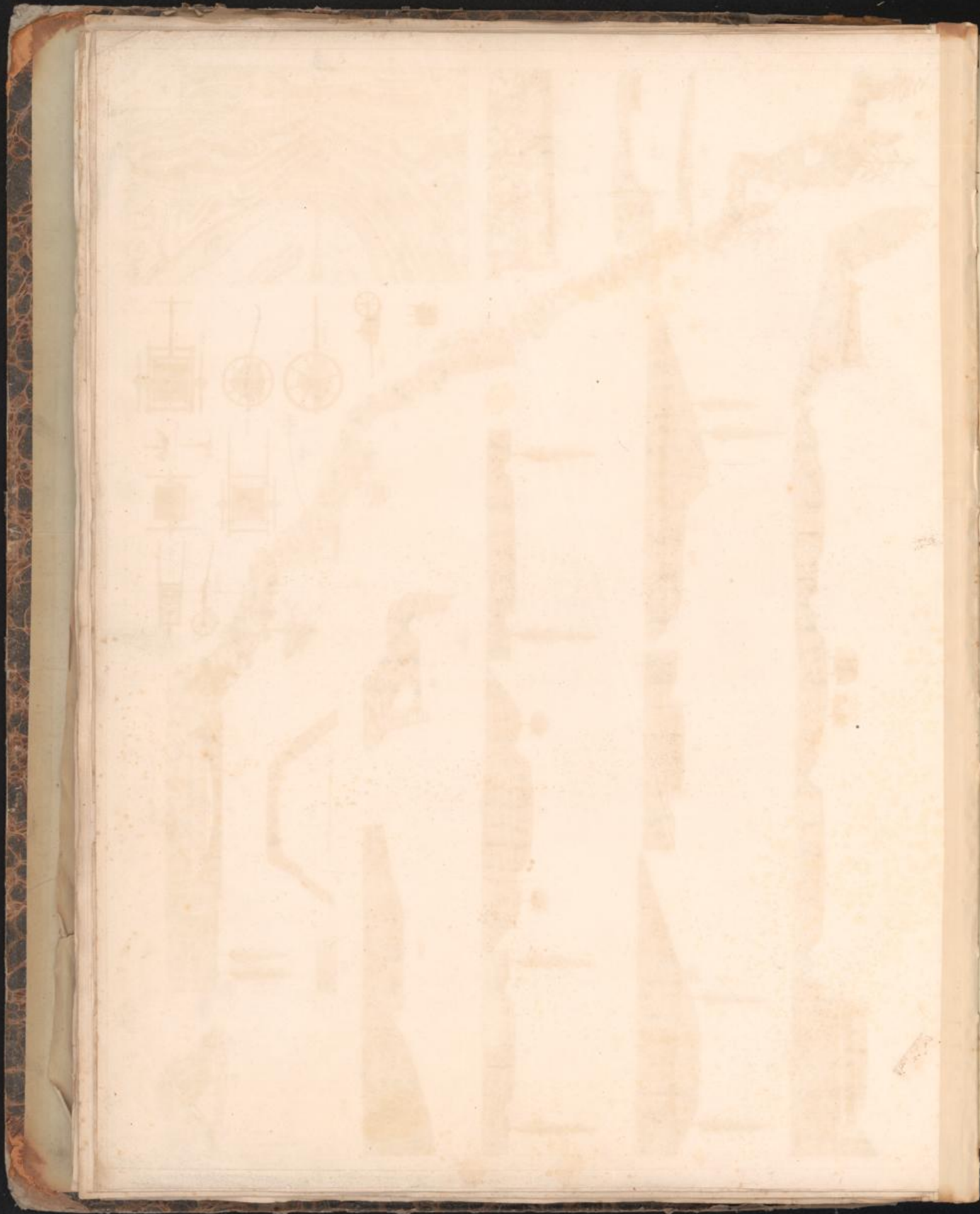


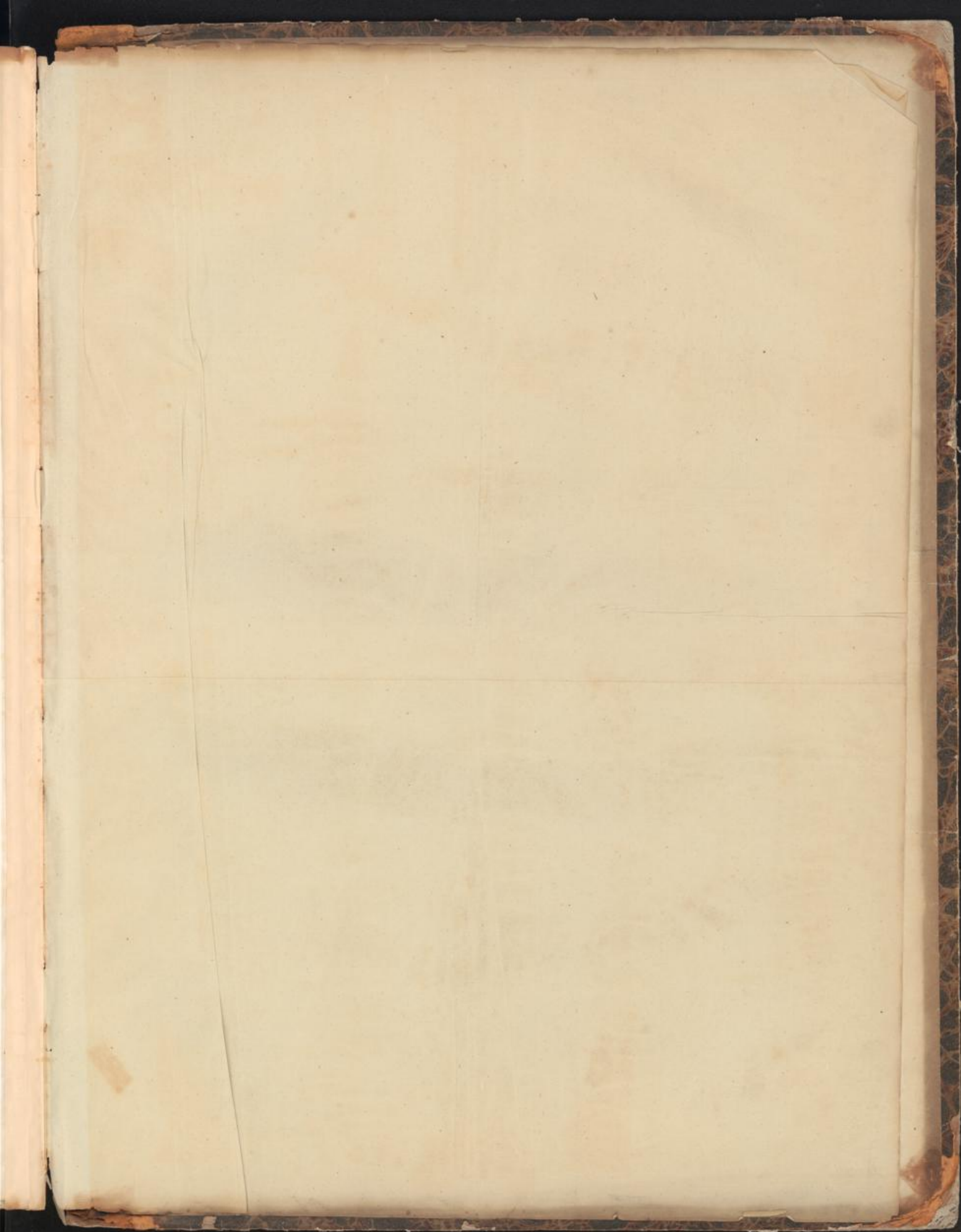


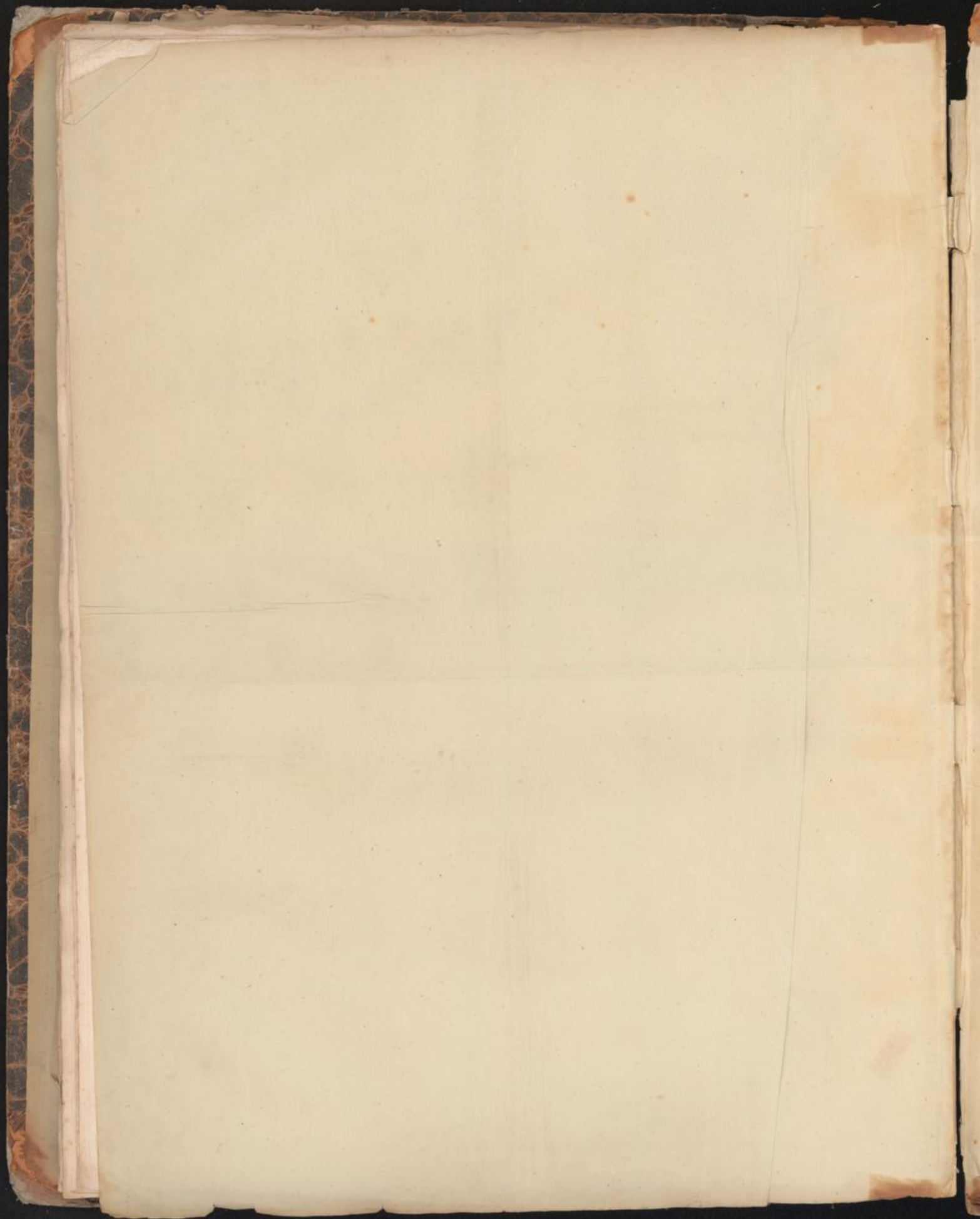




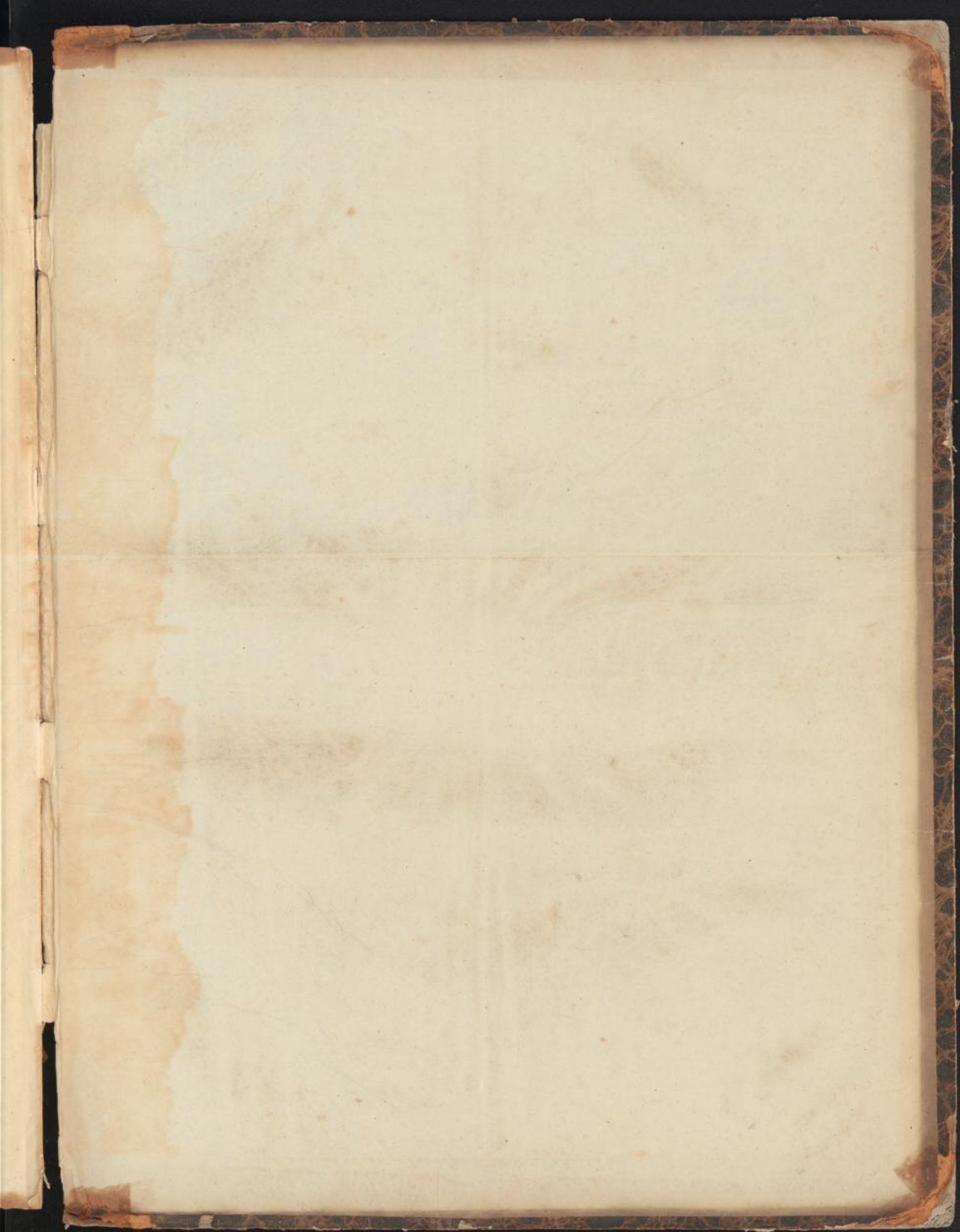
101

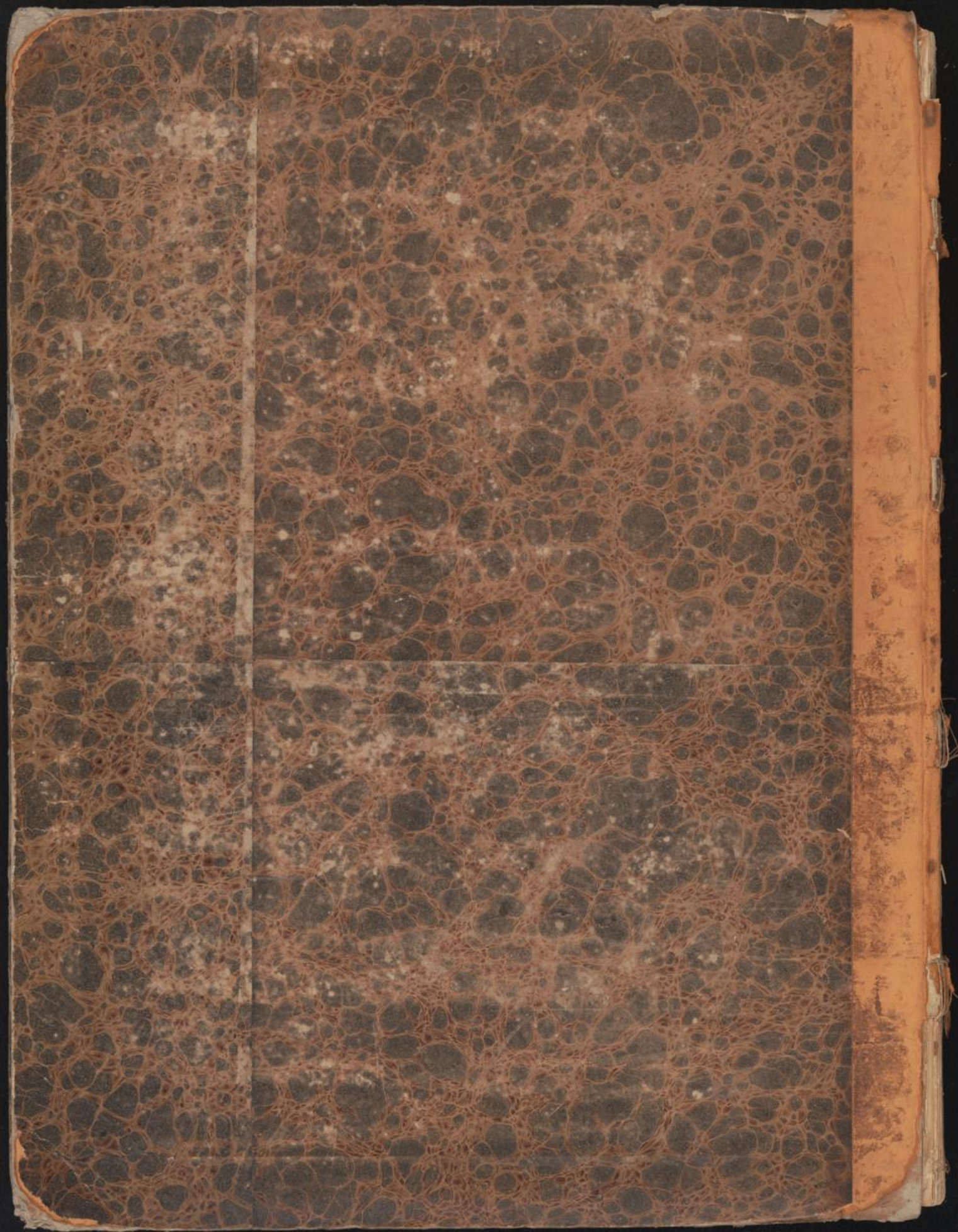


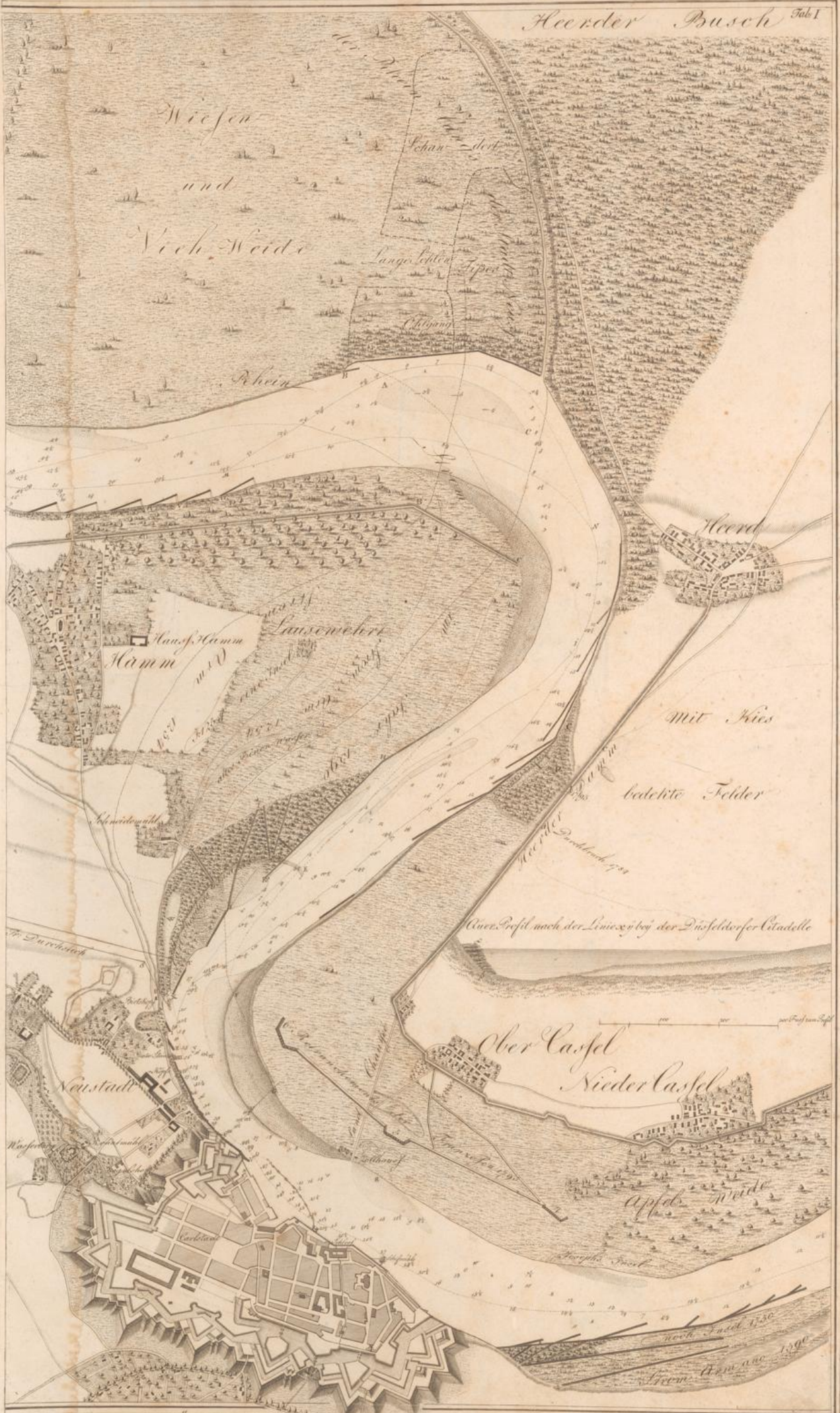














Grimlinghausen

Sendershof

Flecken

Ackerhof

Hollerhof

Flecken

Schwarze Berg

Nieder Bilow

400 Rheinländische Ruthen



Diese Karte ist die vorzüglichste Ansicht der oben an verzeichneten Werkstücken der Abtheilungen zwischen Speyer und Oppenheim. Sie enthält die wichtigsten Anmerkungen und ist sowohl in dieser Hinsicht als auch wegen der Veranschaulichung der Wege für die Schiffahrt aufserordentlich nützlich.

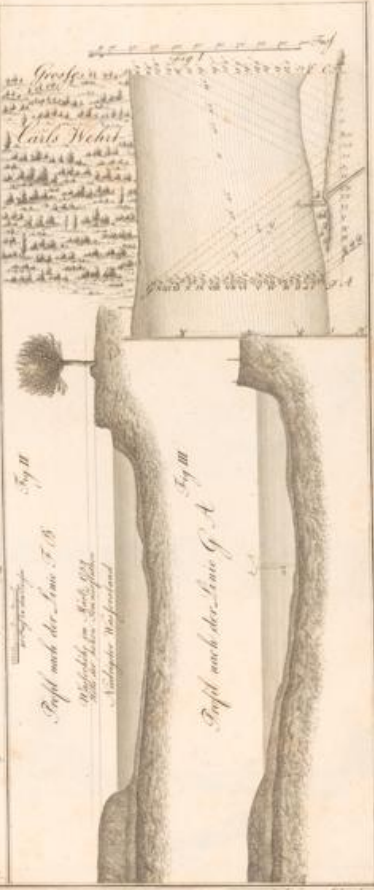
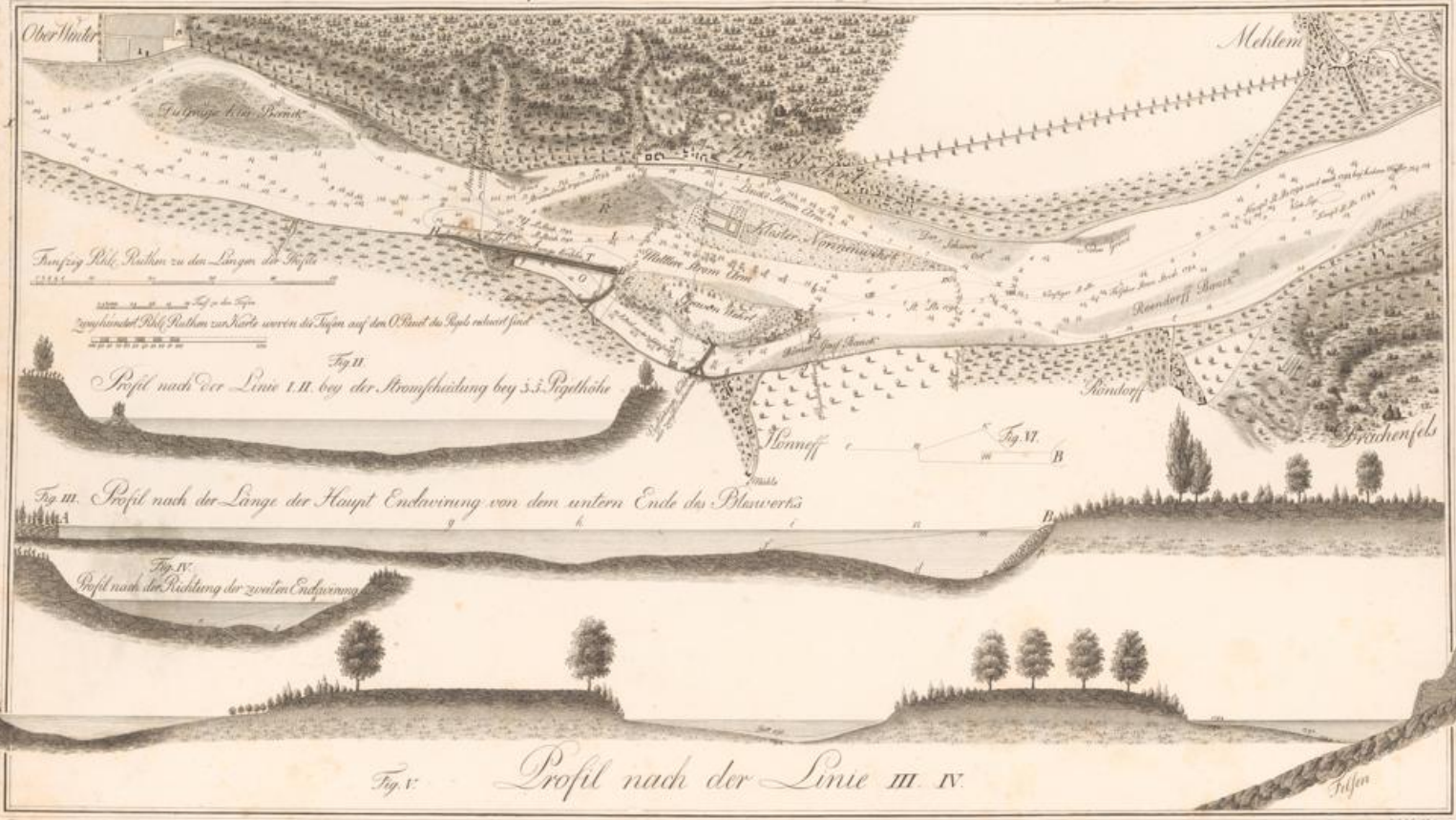


Fig II
 Profil nach der Linie F. B.
 Fig III
 Profil nach der Linie G. A.



Hydrographisch-Hydraulische Karte
von dem Nieder Rhein
von Lütz bis unter Arnhem
in X Blatt

Se. Hochfürstliche Durchlaucht dem regierenden Landgrafen
von Hessen Darmstadt

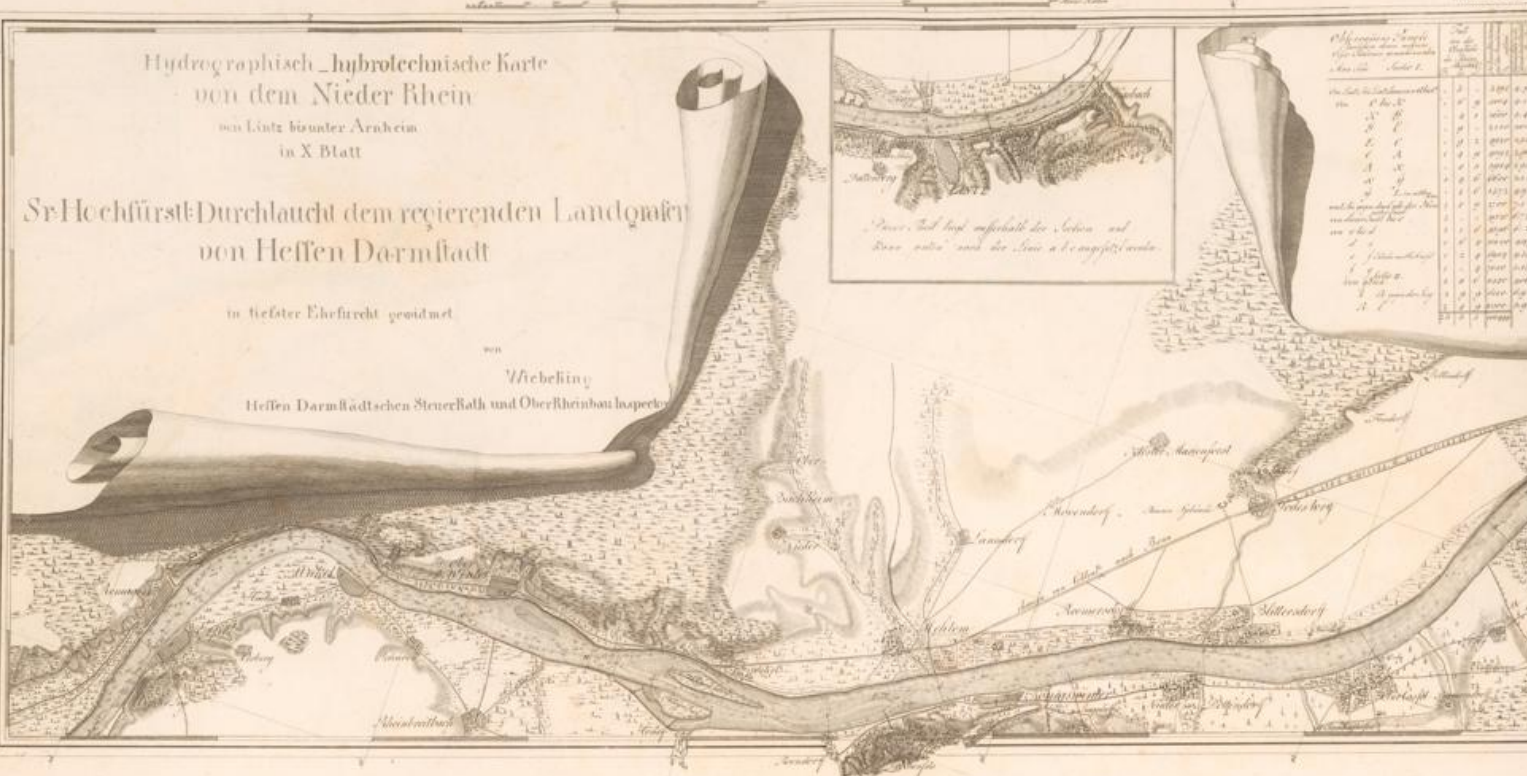
in tiefster Ehrfurcht gewidmet

von
Wicheling
Hessen Darmstädtischen Steuer-Rath und Ober-Rheinbau-Inspektor



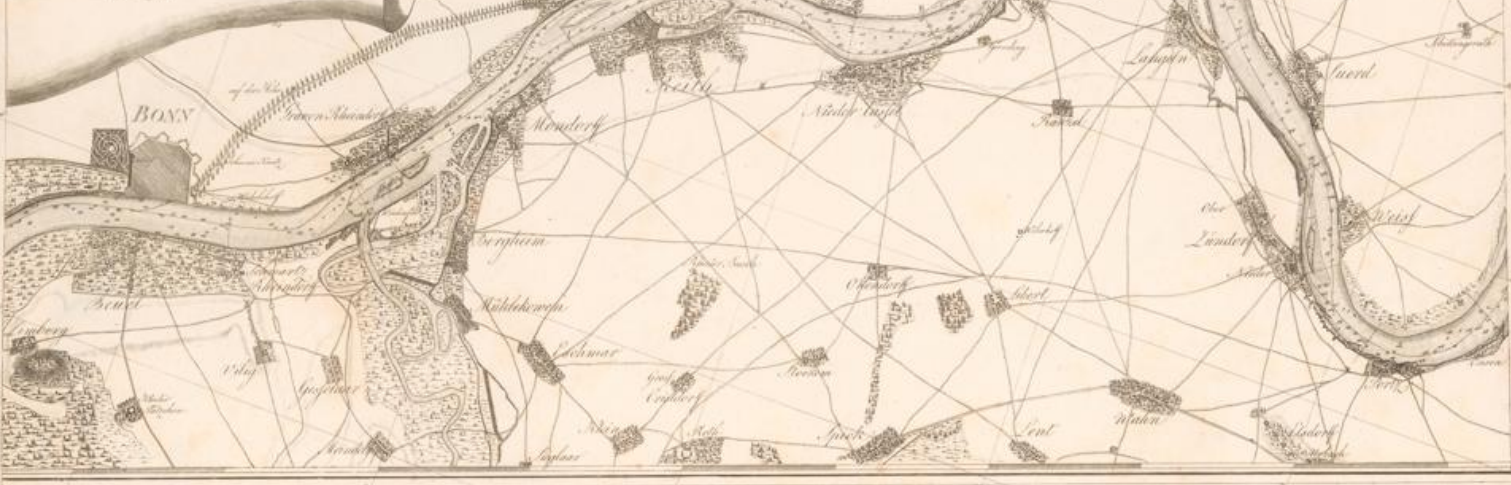
Dieser Teil zeigt ungefährlich die Seiten und
den Verlauf nach der Linie A-B angeführt werden

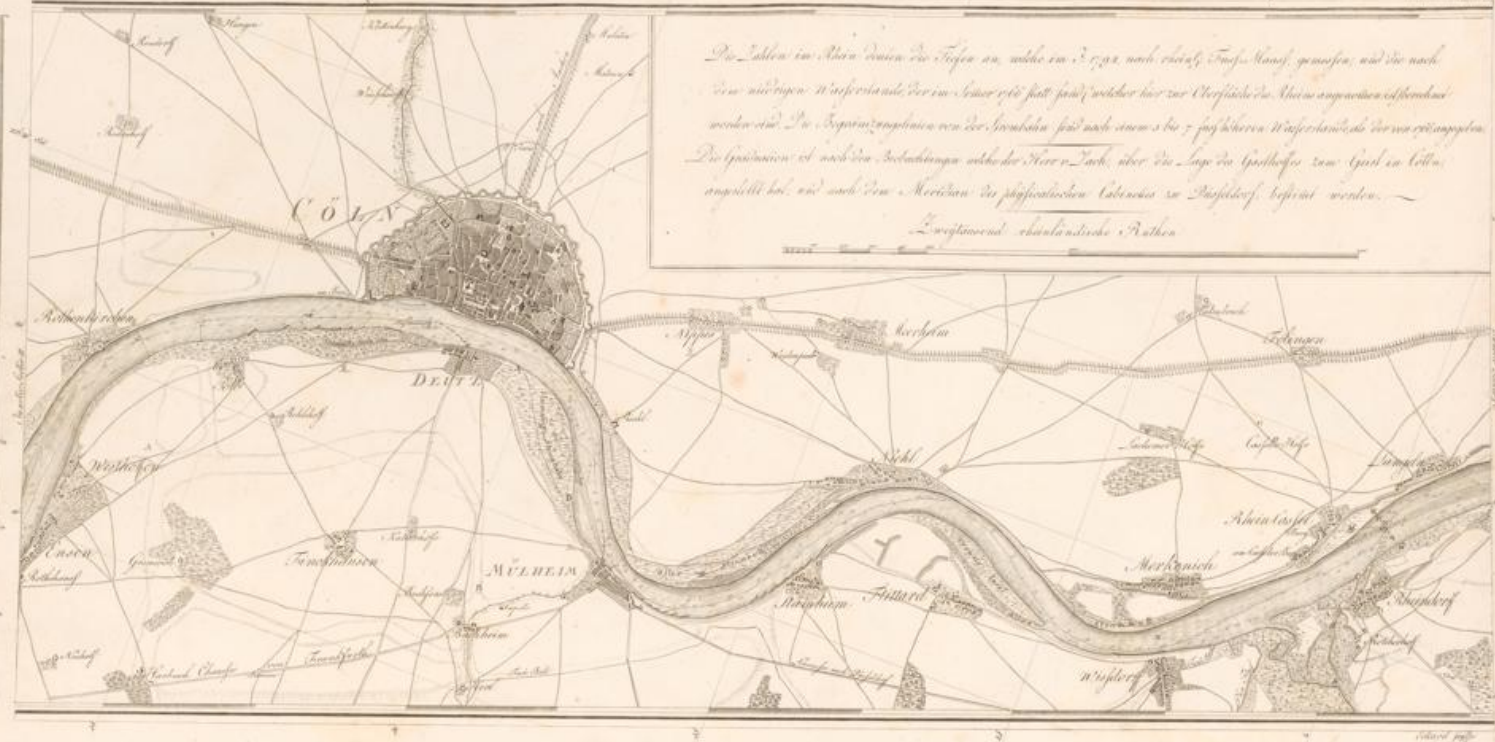
Stelle	Wasserstand	Wasserlauf	Wasserhöhe	Wasserbreite	Wasserlänge	Wasserfläche	Wasserinhalt
1	10.0	10.0	10.0	10.0	10.0	10.0	10.0
2	10.5	10.5	10.5	10.5	10.5	10.5	10.5
3	11.0	11.0	11.0	11.0	11.0	11.0	11.0
4	11.5	11.5	11.5	11.5	11.5	11.5	11.5
5	12.0	12.0	12.0	12.0	12.0	12.0	12.0
6	12.5	12.5	12.5	12.5	12.5	12.5	12.5
7	13.0	13.0	13.0	13.0	13.0	13.0	13.0
8	13.5	13.5	13.5	13.5	13.5	13.5	13.5
9	14.0	14.0	14.0	14.0	14.0	14.0	14.0
10	14.5	14.5	14.5	14.5	14.5	14.5	14.5



Ort	1740	1750	1760	1770	1780	1790	1800
Bonn	1000	1050	1100	1150	1200	1250	1300
Mendorf	500	550	600	650	700	750	800
Waldorf	300	350	400	450	500	550	600
Wald	200	250	300	350	400	450	500
Waldorf	150	200	250	300	350	400	450
Wald	100	150	200	250	300	350	400
Wald	50	100	150	200	250	300	350
Wald	20	50	100	150	200	250	300
Wald	10	20	50	100	150	200	250
Wald	5	10	20	50	100	150	200
Wald	2	5	10	20	50	100	150
Wald	1	2	5	10	20	50	100

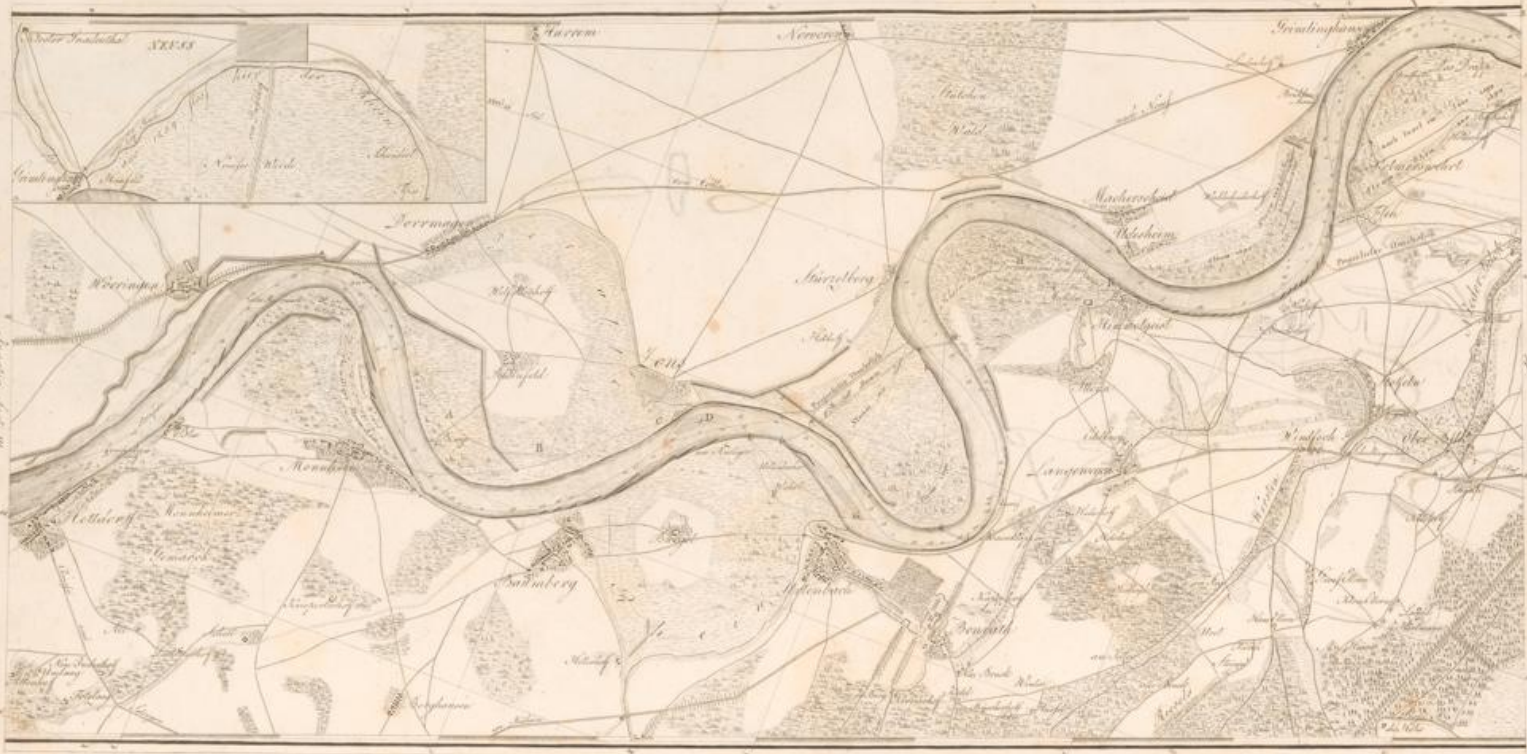
*Tabellarische Uebersicht
von der
höflichen Messung
welche ich auf meine Kosten, angeordnet habe
Zweyten Theil, Maßstab der Meile
wie es jetzt über dem von Bonn (R.)
bis zum Rhein bei
der ersten Meile
auf dem Rheine ist.*





Die Tabelle im Atlas zeigt die Folgen an, welche ein 2 1/2 p. nach oben, fünf. Man. gemacht, und die nach
 dem niedrigen Wasserstande der im Jahre 1766 fast fünf Meilen hier zur Oberfläche der Rhein angewachsen erschienen
 worden sind. Die Höhenographica von der Inselbahn sind nach einem 1/2 bis 1/3 höheren Wasserstande der vorerwähnten
 Die Spinnwebe ist nach den Beobachtungen welche Herr Zuch über die Lage der Spinnwebe zum April im Jahre
 angeführt hat, ein nach dem Meridian der geographischen Länge von 10 Grad 15 Minuten
 Longitudinal abwärtsende Röhre

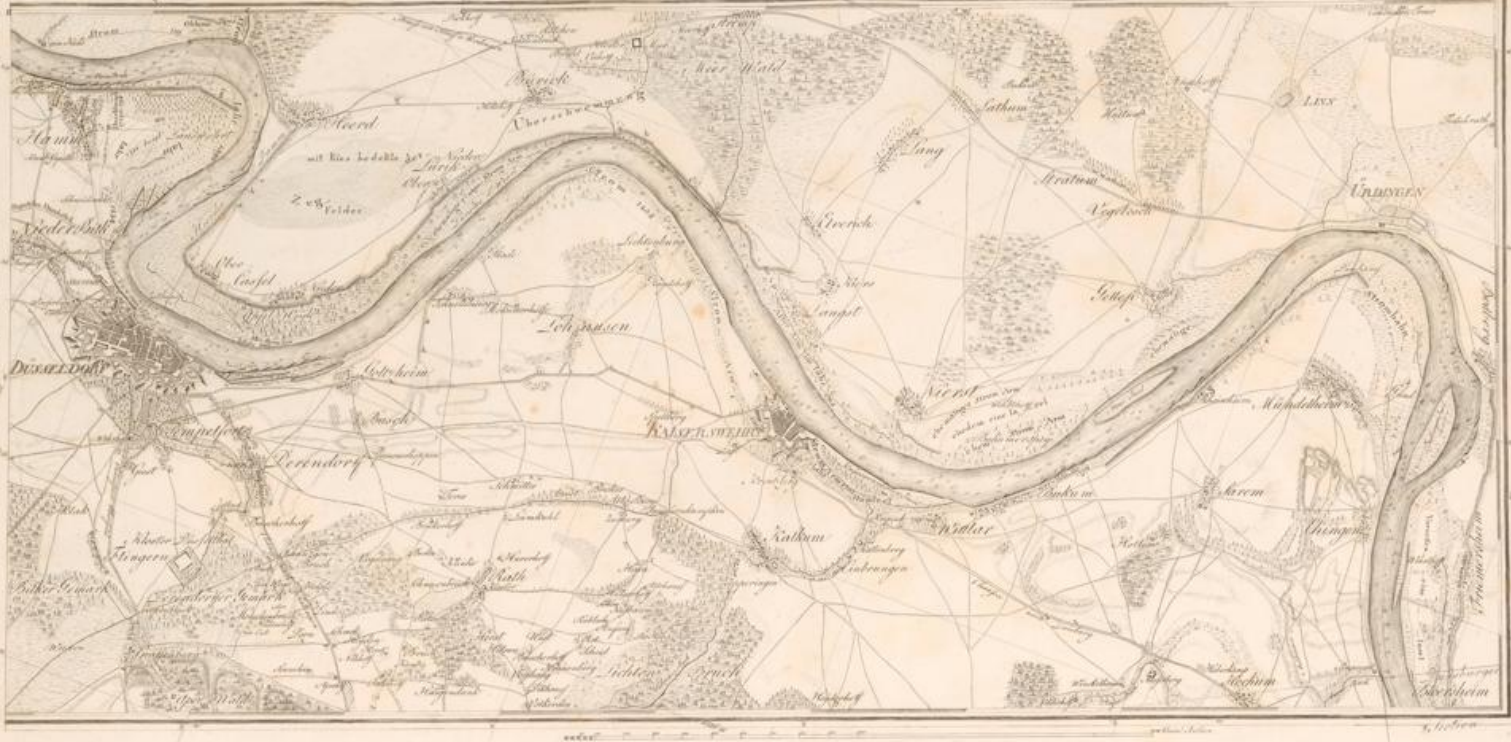
Die Höhenographica von der Inselbahn sind nach einem 1/2 bis 1/3 höheren Wasserstande der vorerwähnten
 angeführt hat, ein nach dem Meridian der geographischen Länge von 10 Grad 15 Minuten

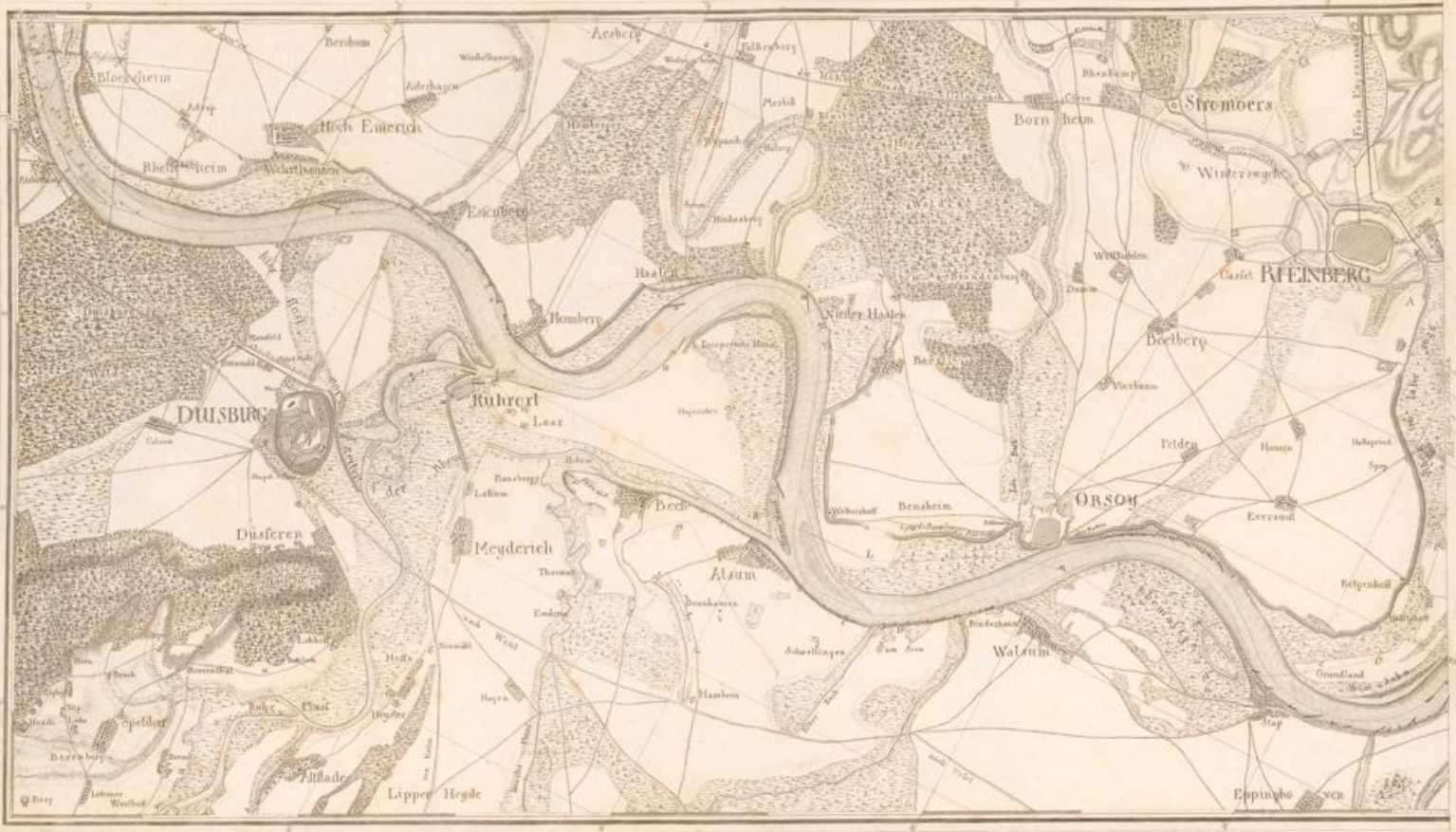


III. 1777. 1778.

1777. 1778.

1840







Tabellarische Übersicht

von den fiskalischen Aufnahmen...
wurde von dem Herrn...
die Aufnahmen...
die im Jahre...
die im Jahre...

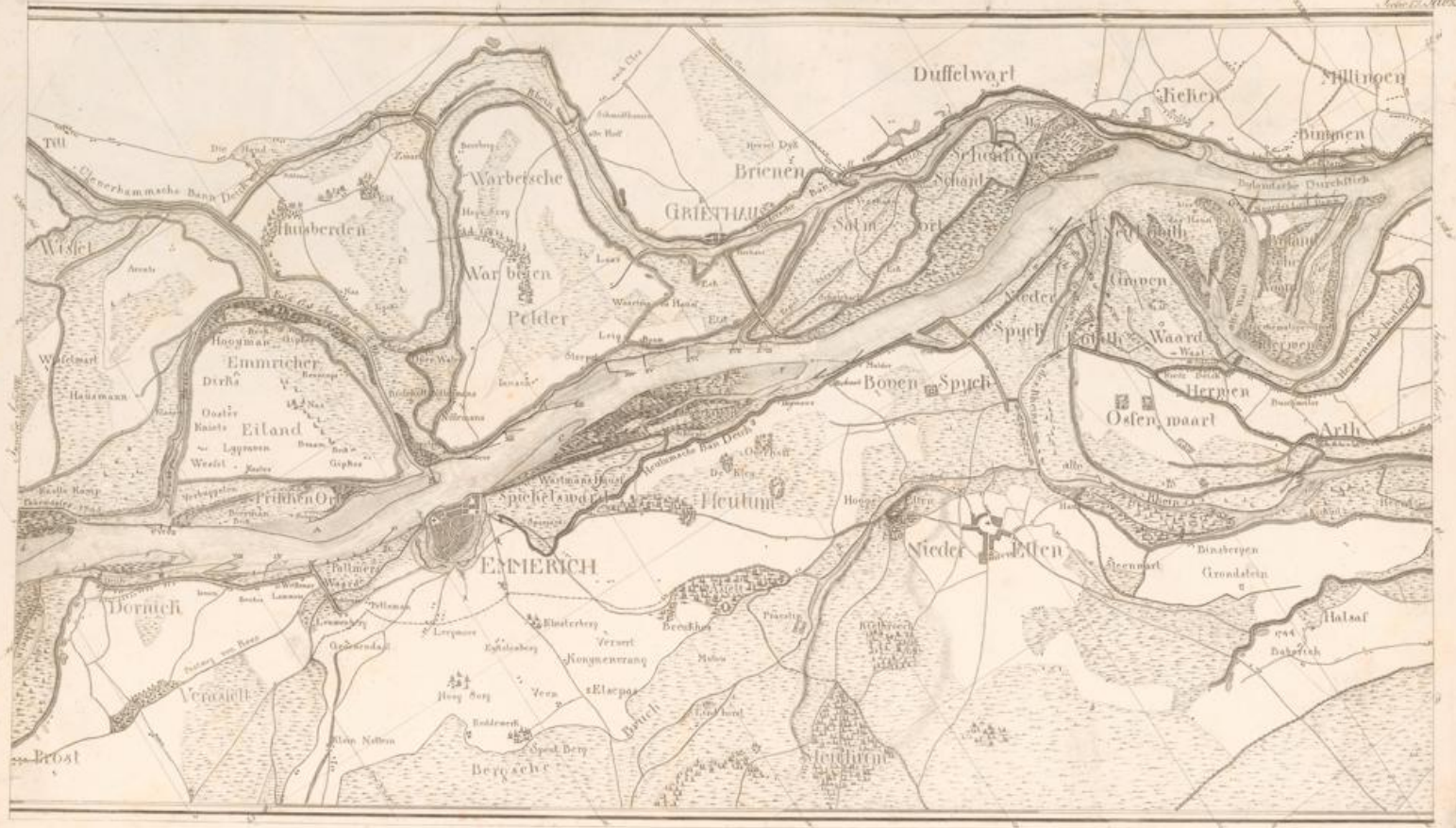
Kategorische Aufnahmen des Grundes...
von dem General-Superintendenten...

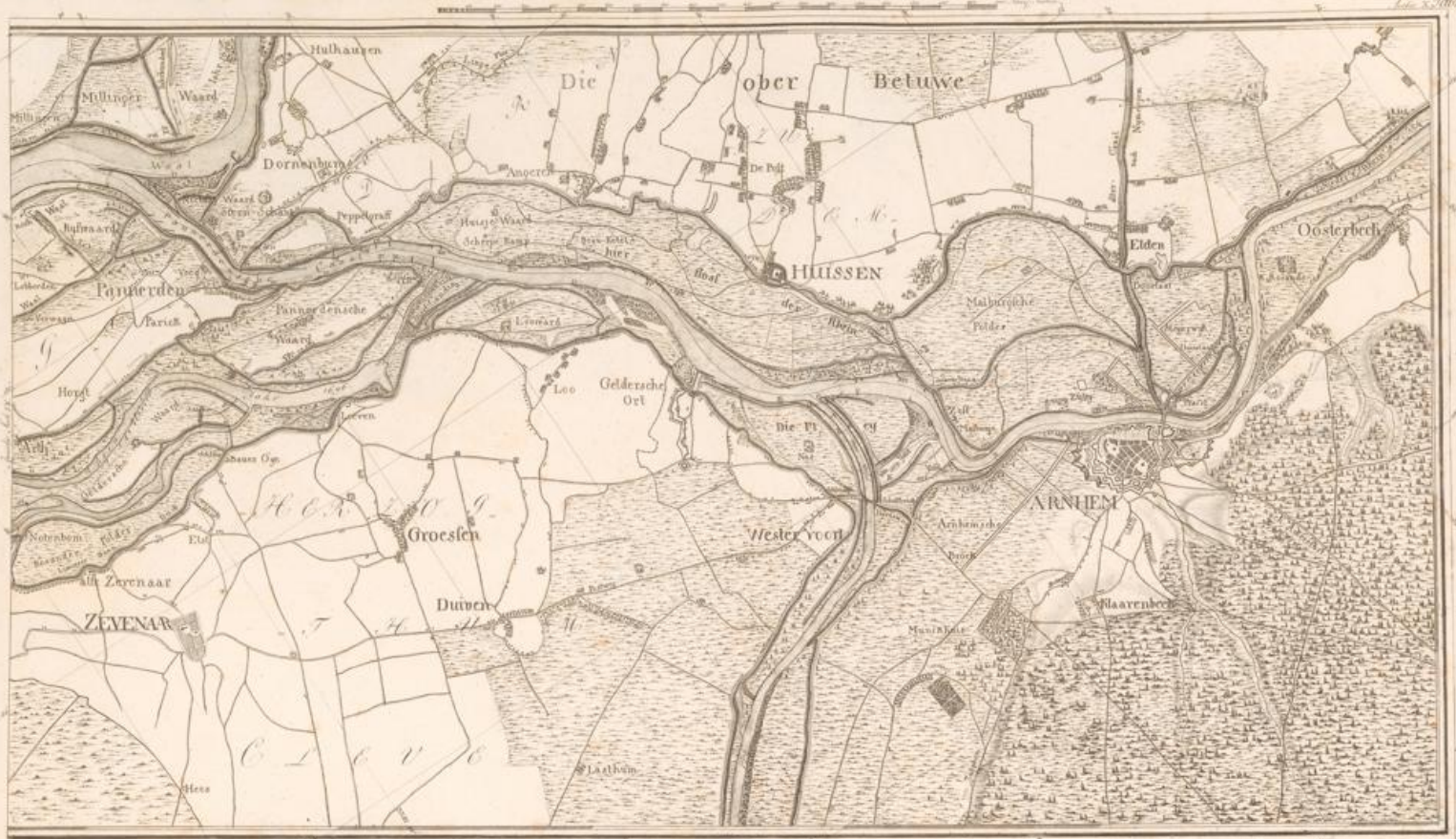
Jahr	Grundbesitz...	Steuern...
1798	18,500	2,148
1801	17,500	2,270
1804	17,000	2,300

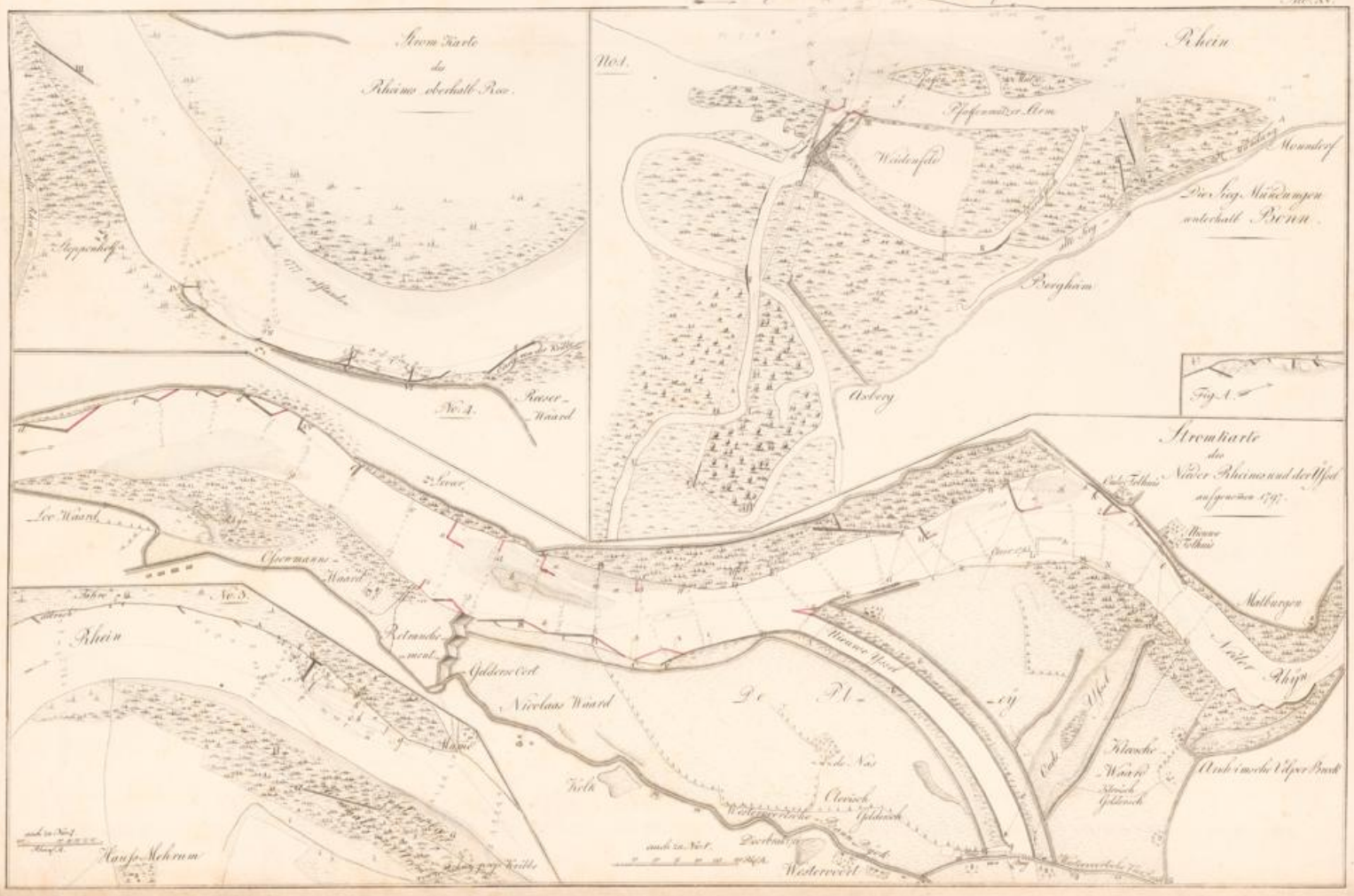


Uebersicht

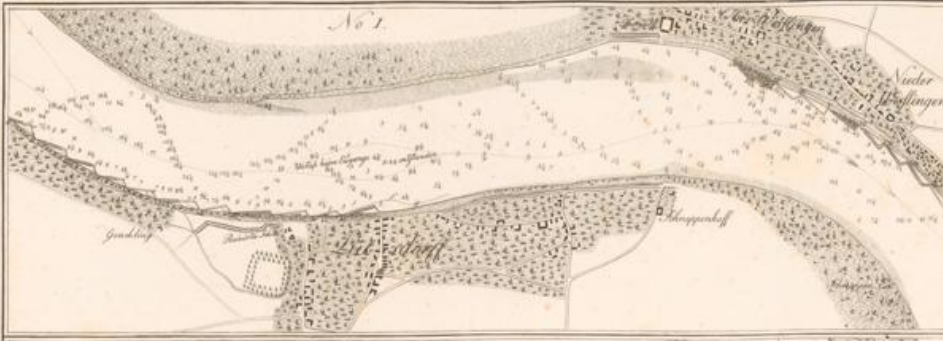
Ursache
1. Die...
2. Die...
...







No. 1.

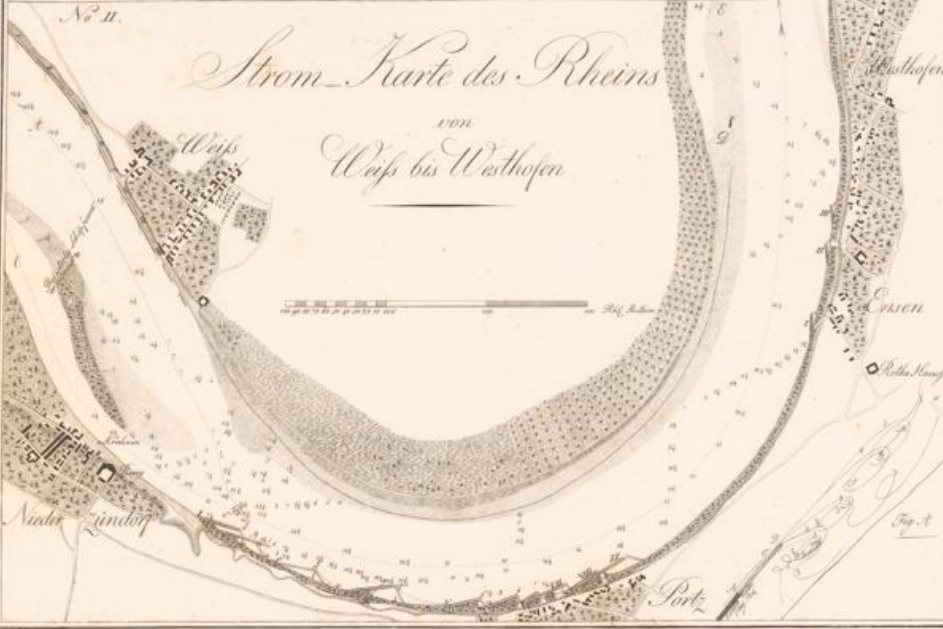


No. III.



No. II.

Strom-Karte des Rheins
 von
Weiß bis Westhofen



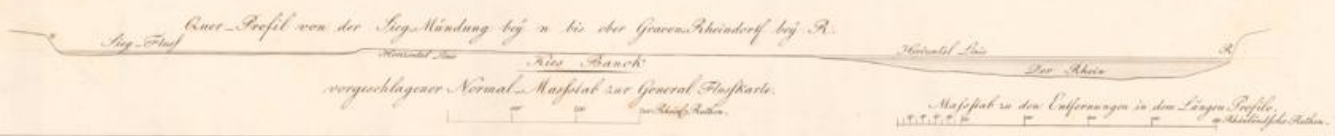
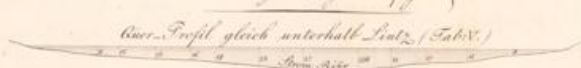
Längen-Profil des Rheins von der Aar-Mündung bis gegen der Rätelischen Kirche in Mülheim, dem Stromfisch nach gewöhnlich, bei einem Wasserstande, 5 1/2 Fuß über dem Null



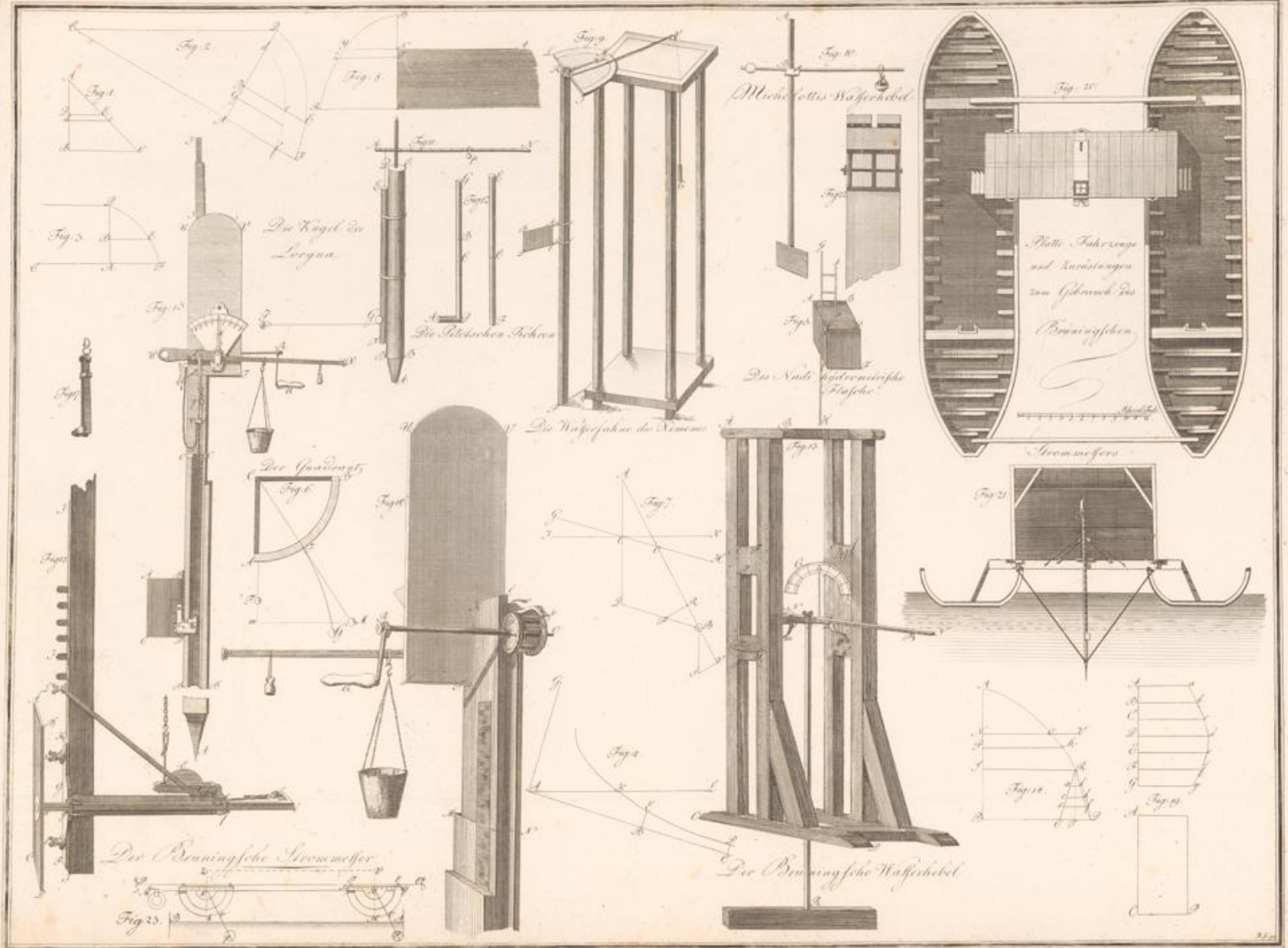
Diese Horizontal-Linie ist so wie alle übrigen W.L. aus der Oberfläche des Rheins gegen der Aar-Mündung gezogen, sie geht zwei Zell unter der Spitze des Mülhsteinen vorbei.

Oberfläche des Rheins im Stromfisch, bei 5 1/2 Fuß über dem Null, oder bei einem Wasserstande der 5 1/2 unterer steht als die Spitze des Mülhsteinen.

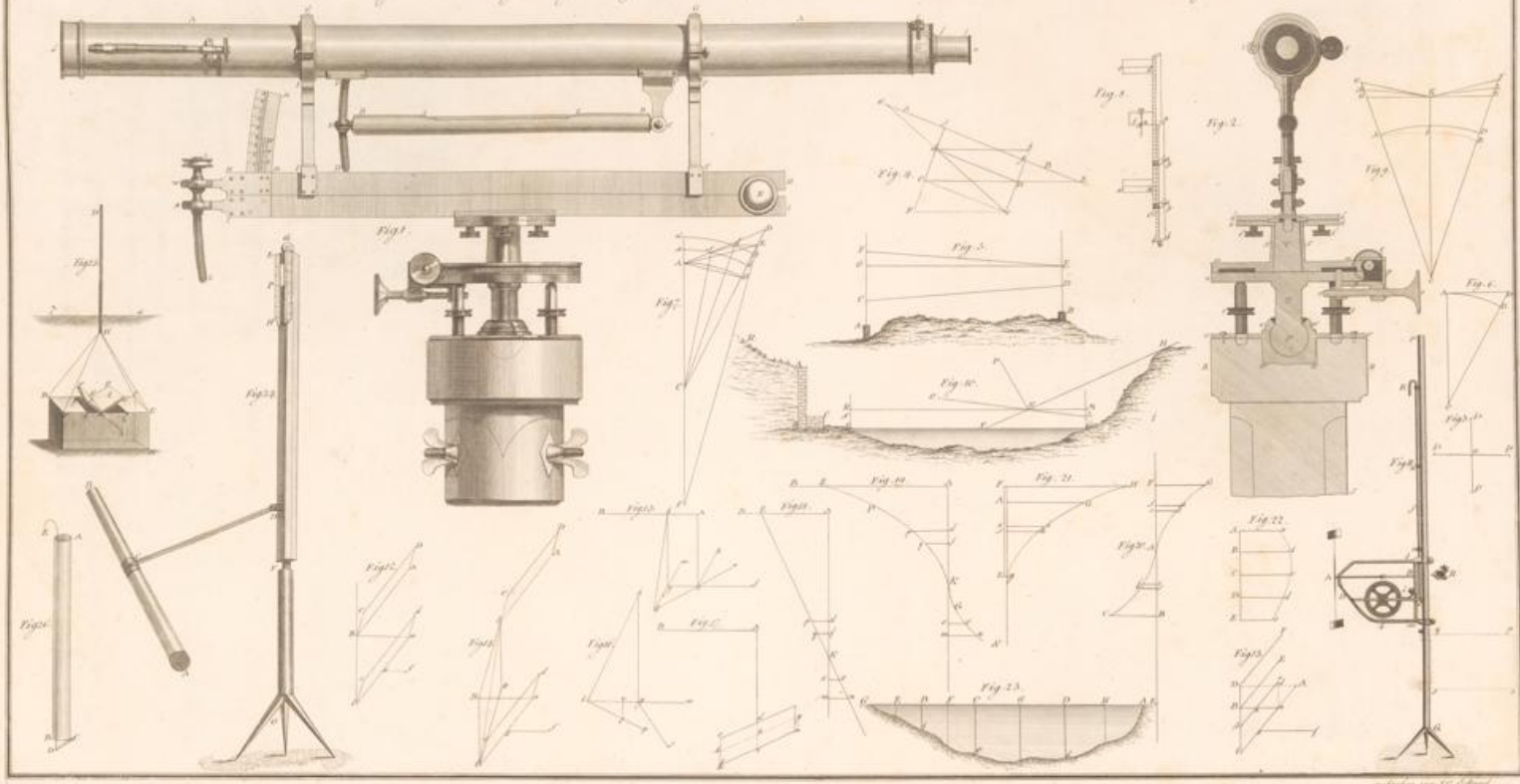
(Anmerkung Wenn die oben gezeichnete Absize des Längen-Profiles zerschnitten werden, so kann man sie nach der Horizontal-Linie, zu einem Ganzen, zusammen fügen.)



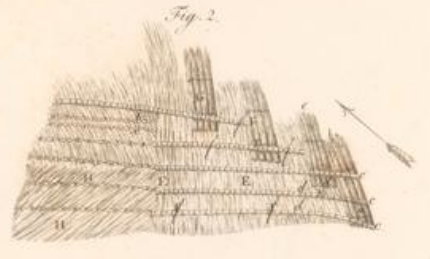
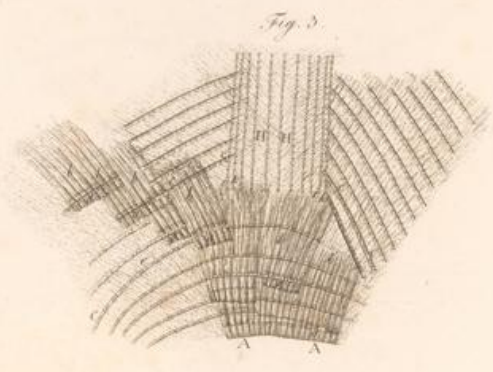
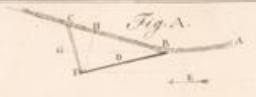
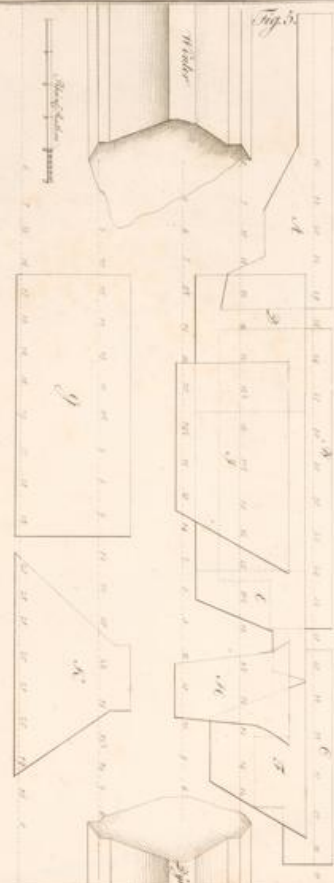
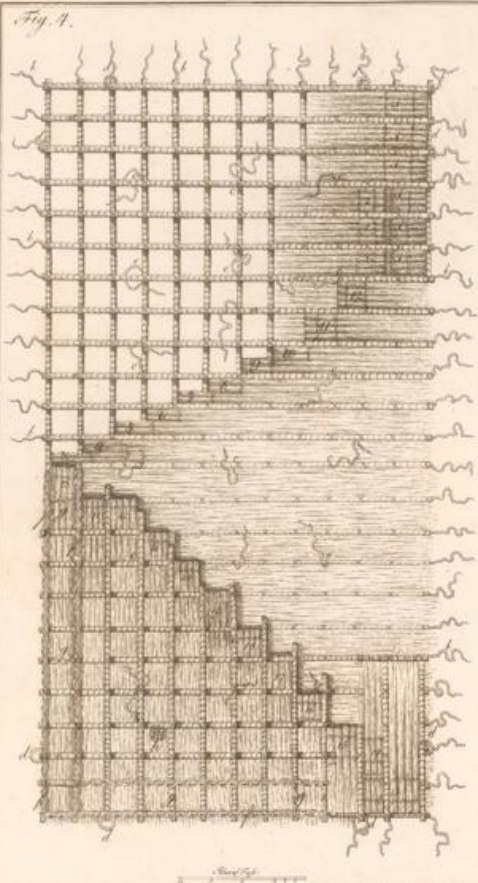
Maßstab in den Entfernungen in dem Längen-Profile

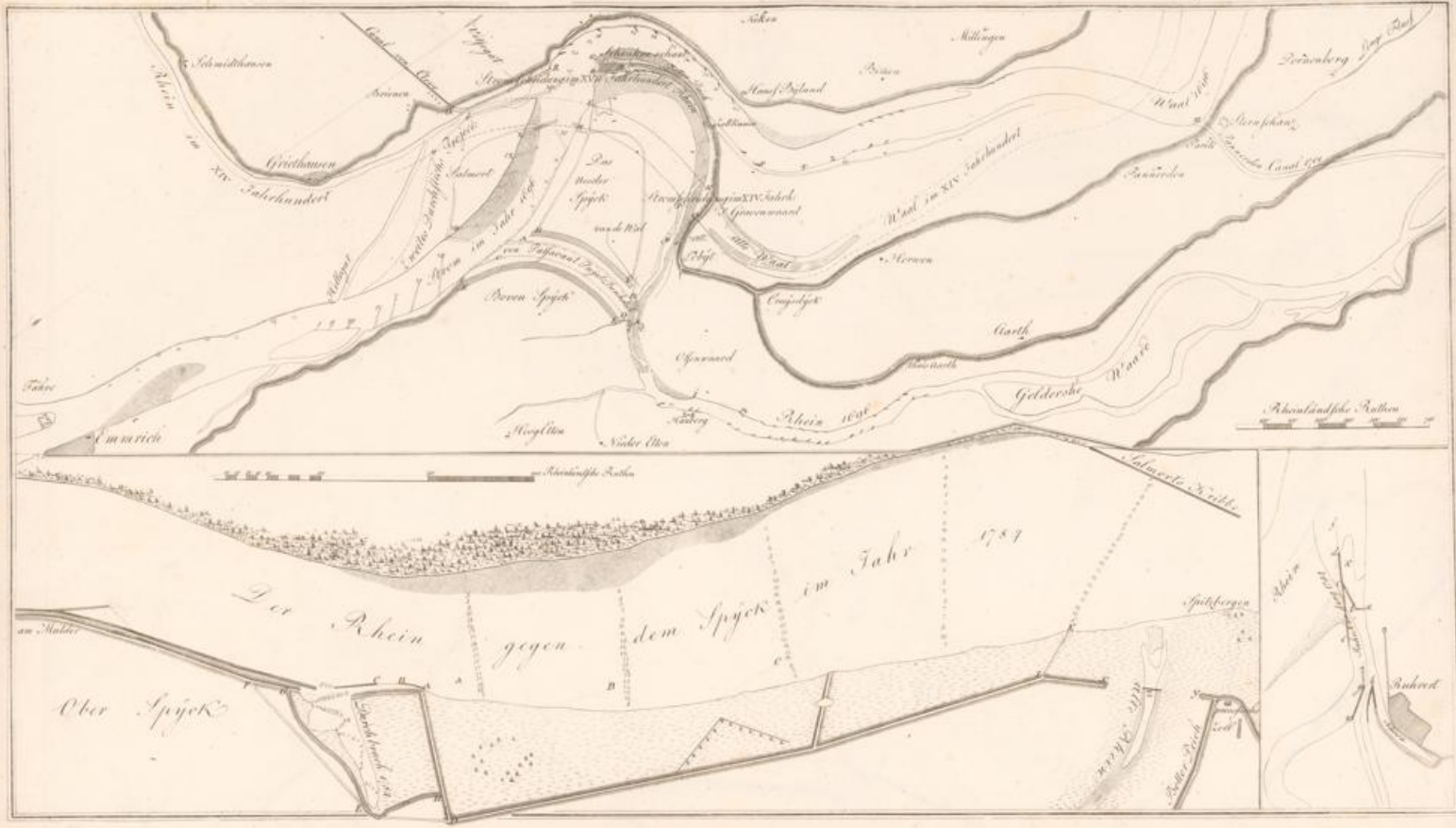


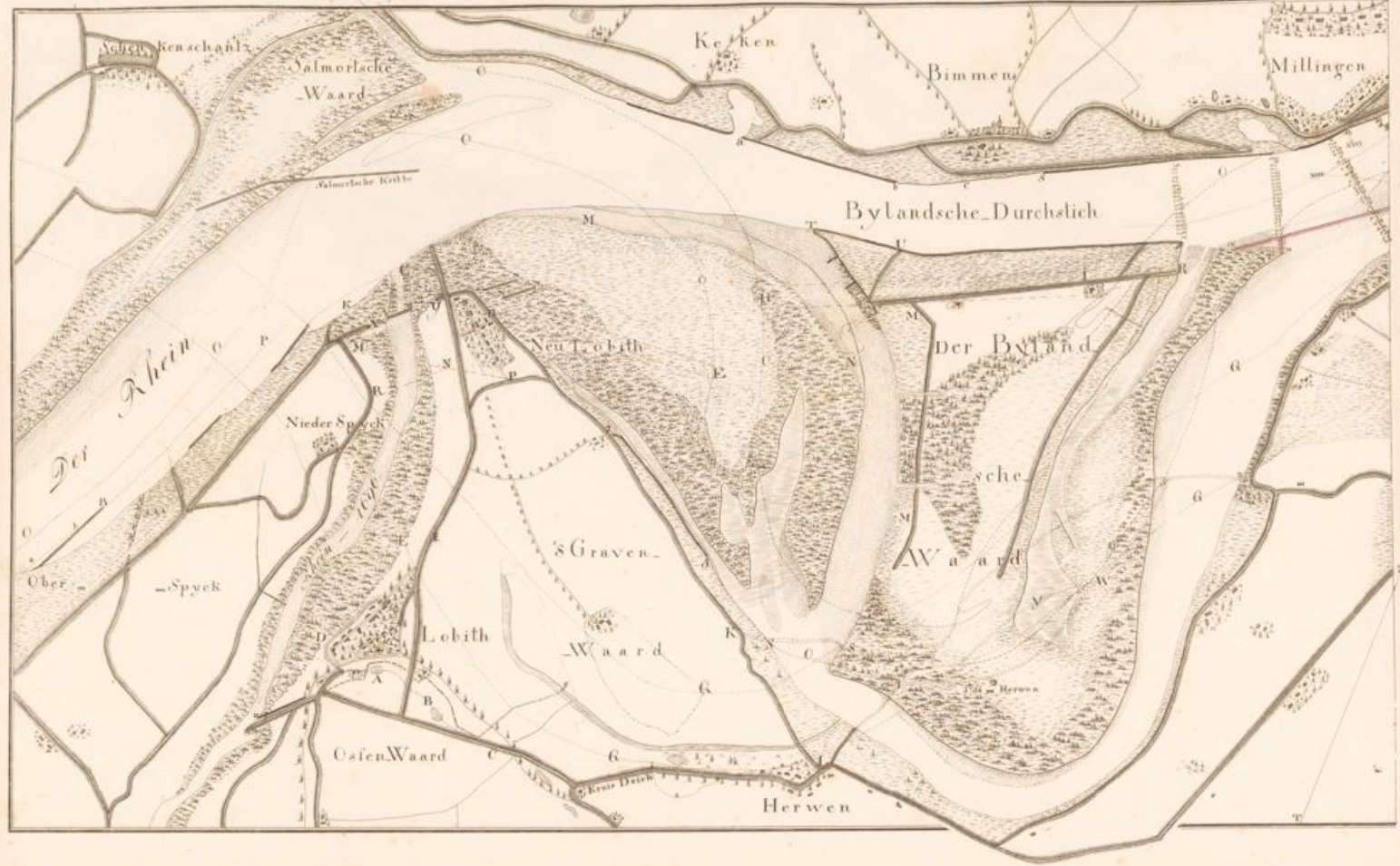
Die Herzoglich-Sachsen-Gothaische Hofmechanici Herrn Schröders Wasserwage

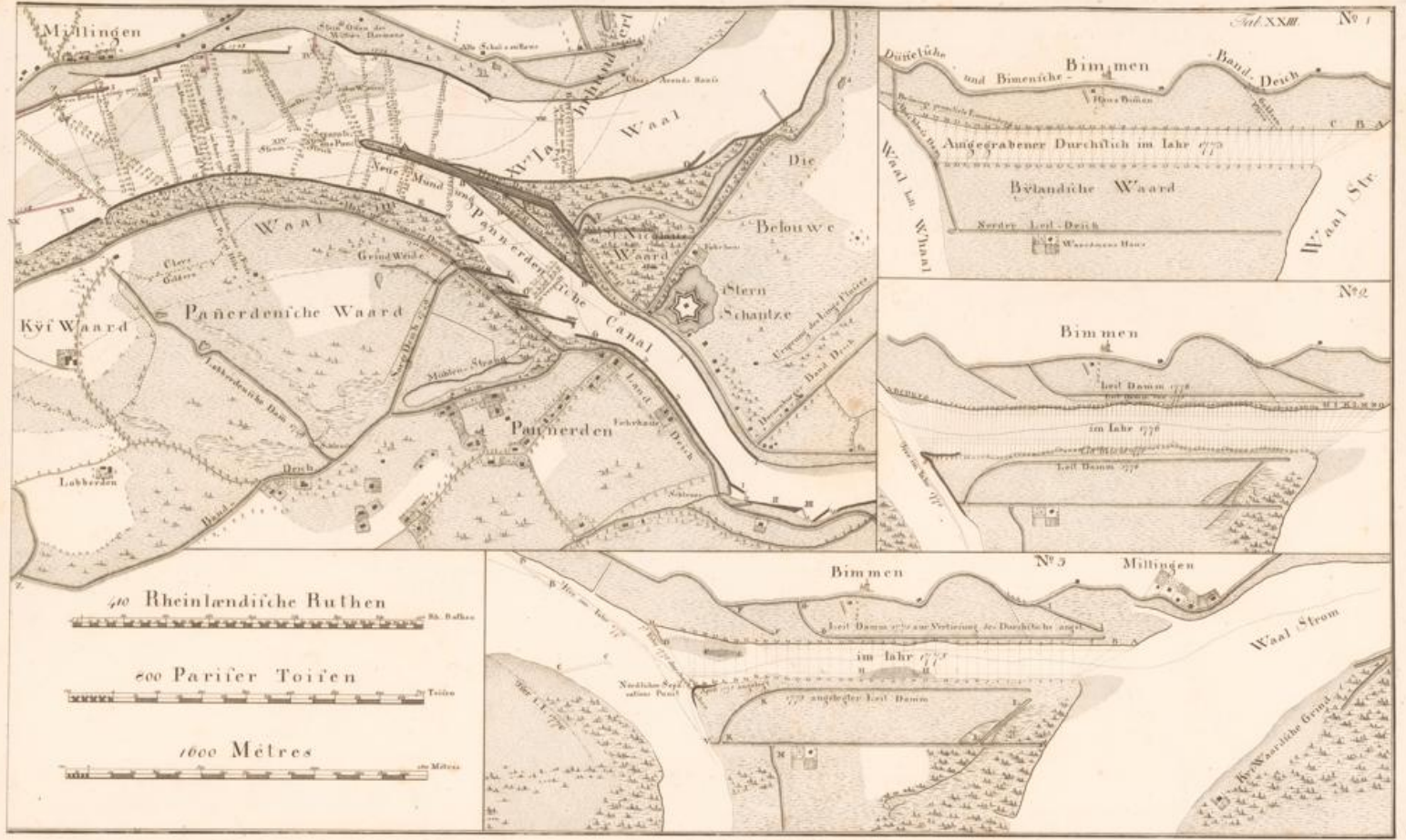


gezeichnet von H. Schöner



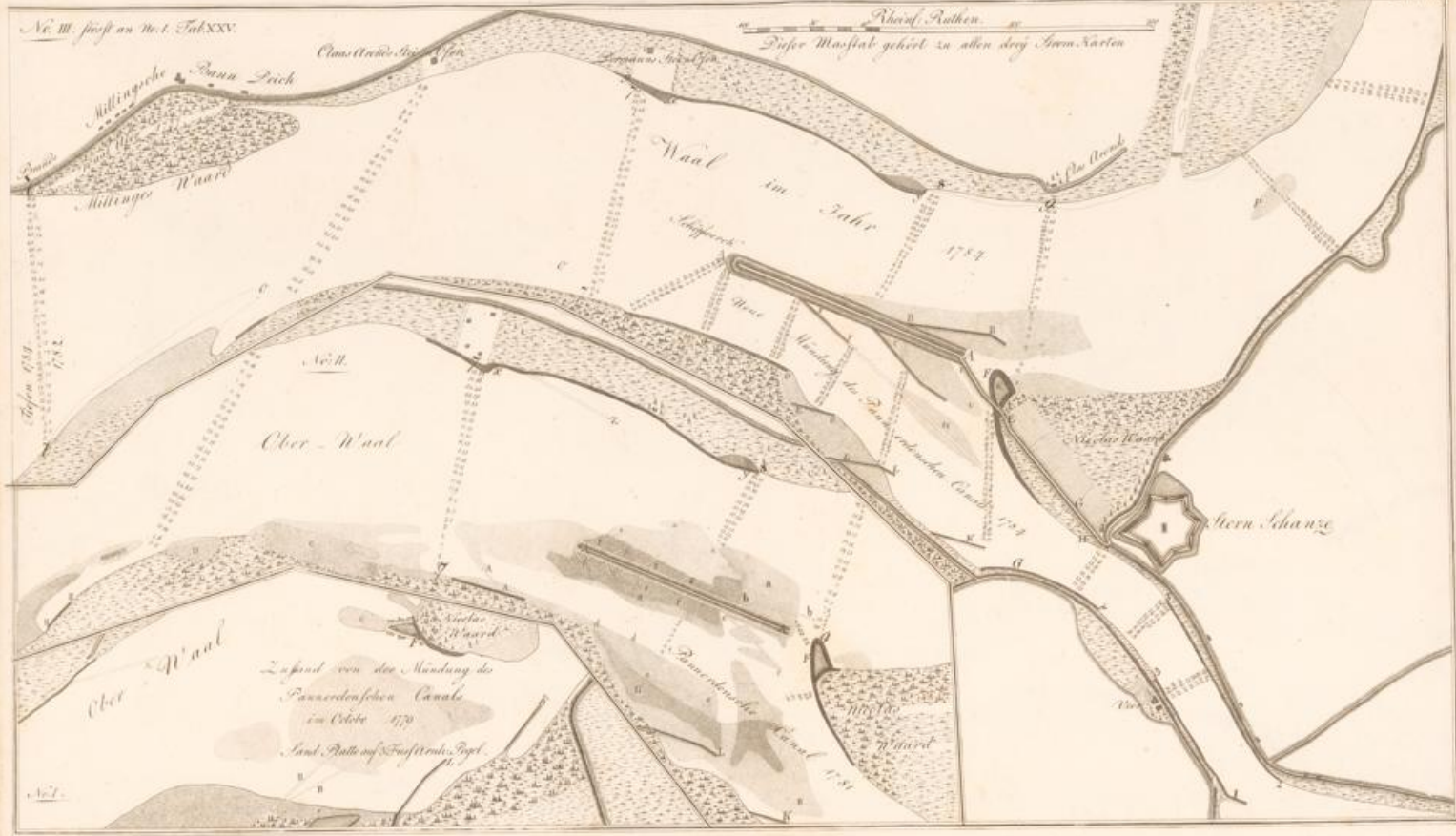


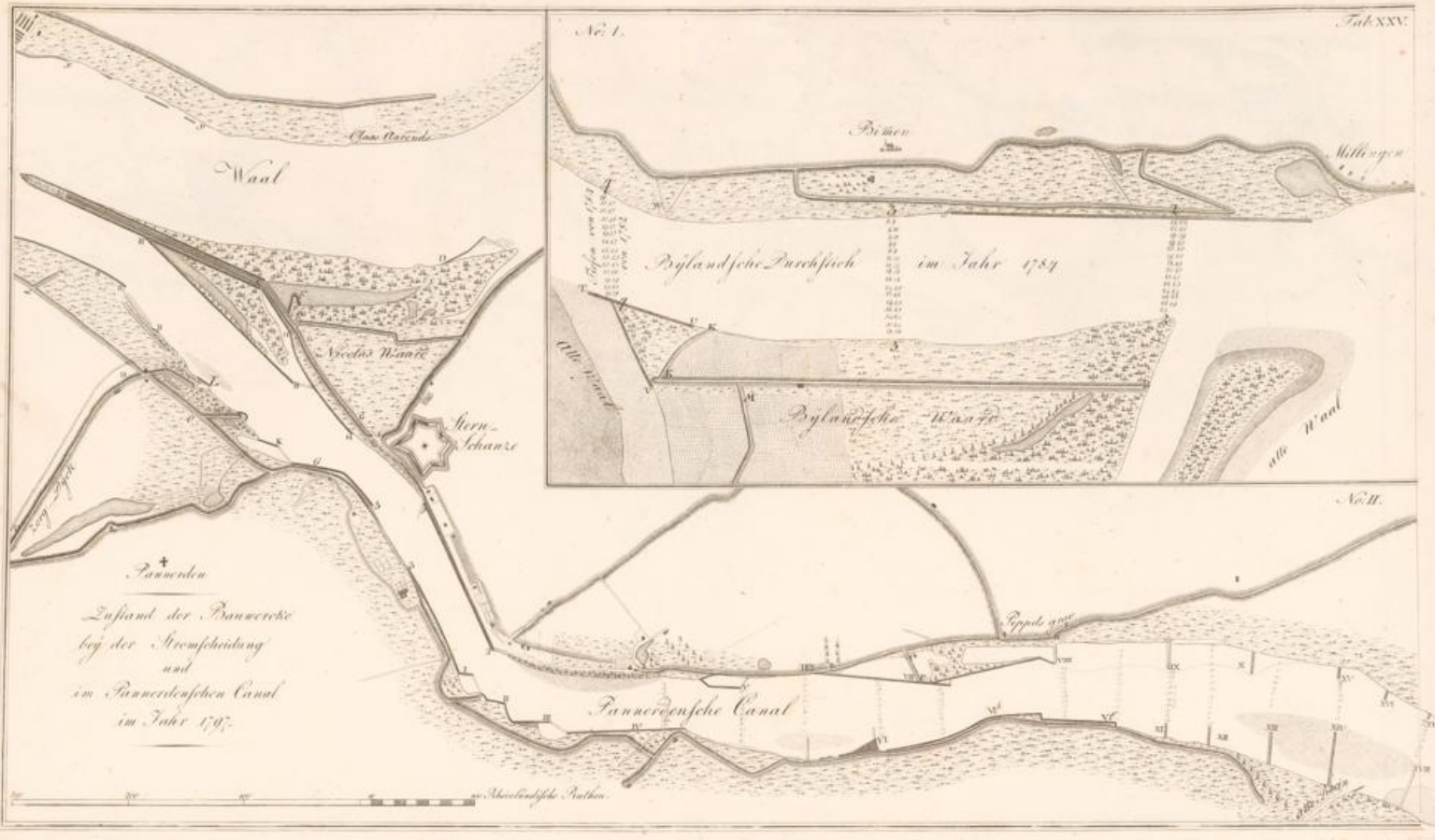




Nr. III. jetzt an No. I. Tab. XXV.

Rheinl. Rathen
Dieser Maßstab gehört zu allen deeg. Aem. Karten



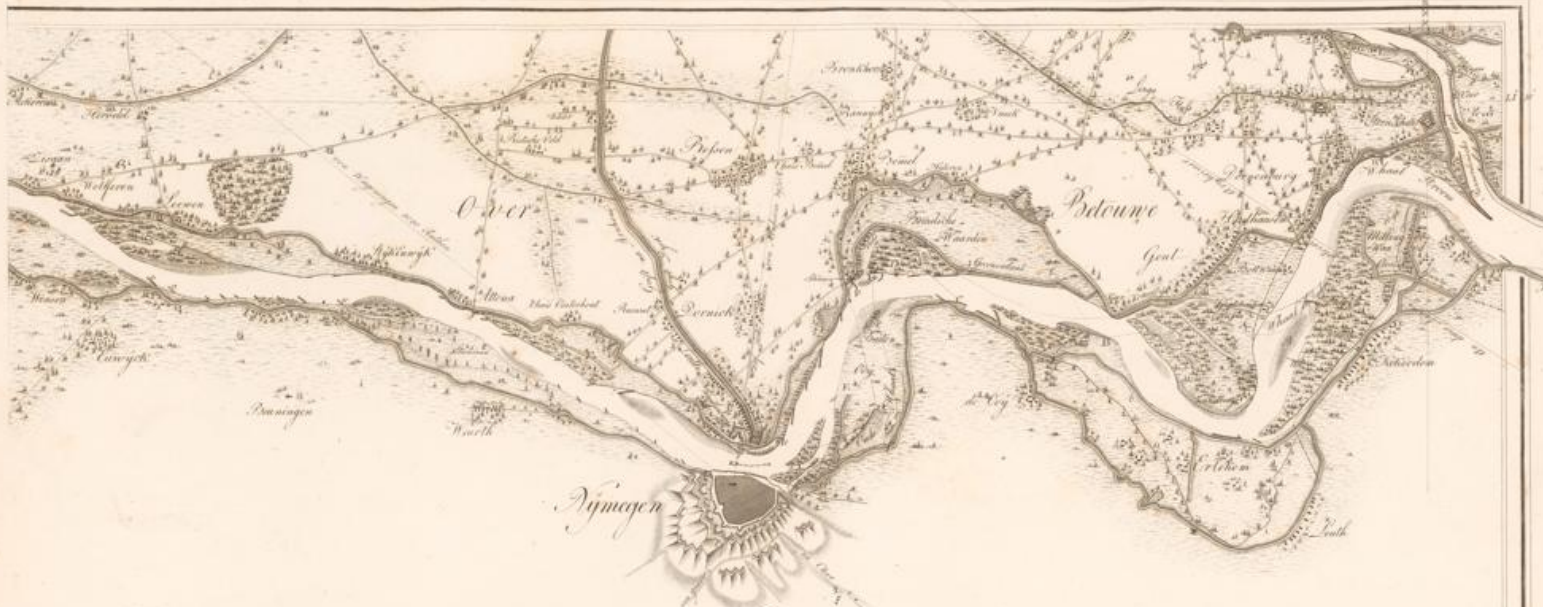


*Zustand der Bauwerke
bey der Arentscheidang
und
im Pannerweischen Canal
im Jahr 1797.*

Bylandische Durchfich im Jahr 1784

Bylandische Waarte

Aberländische Ruthen



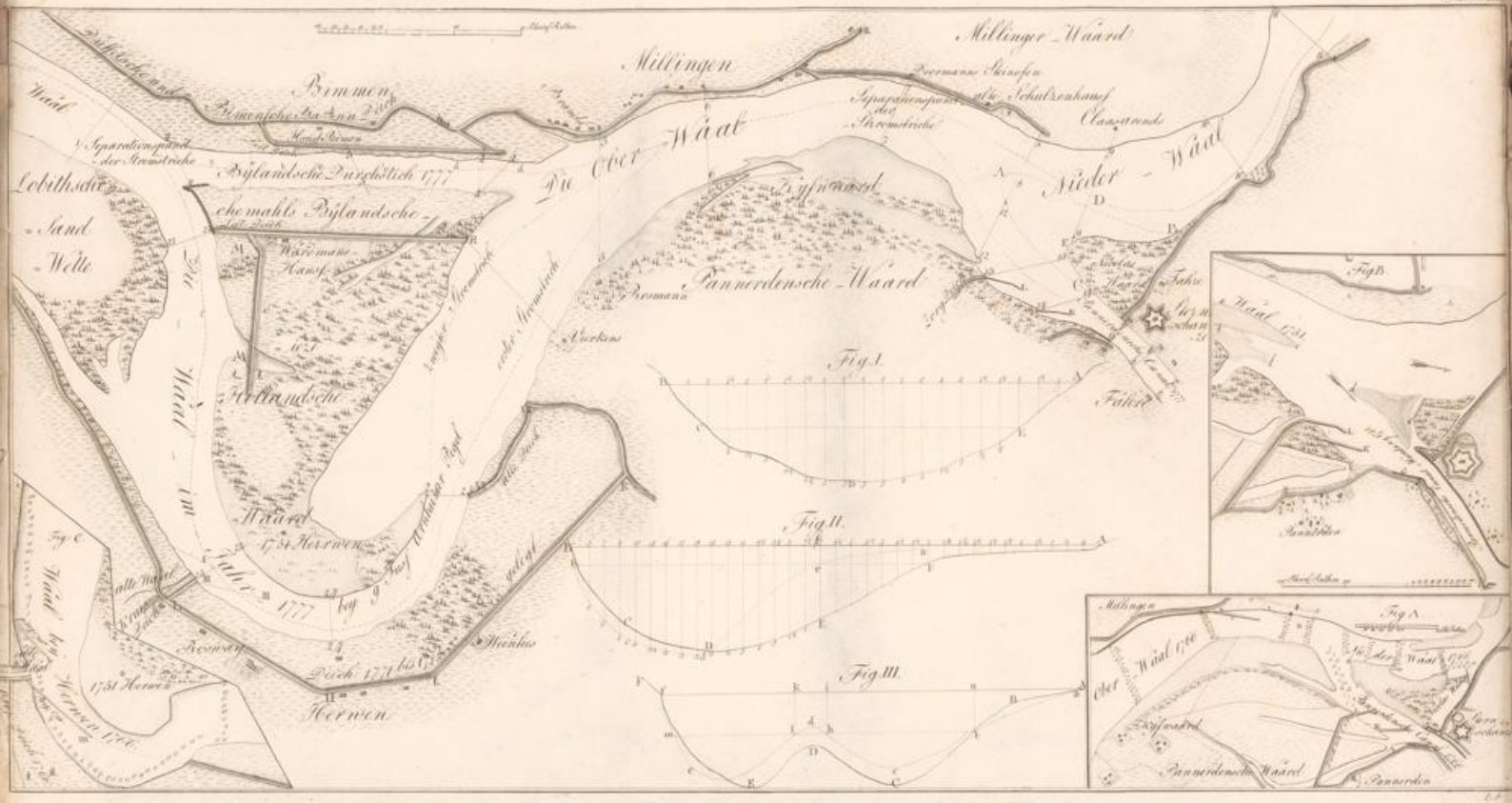
Karte
 von der Waal, von dem untern Rhein, dem Leck, von der Aernvede und der Maas
 und von den Gegenden welche an diesen Flüssen liegen

aus Hülfsmittel die auf dem Land gezeichnet sind zusammengetragen und benamsetzt
 von
 Wachling.

David Bartholomäus Barth

Langenscheidt

gezeichnet von Christian Langenscheidt

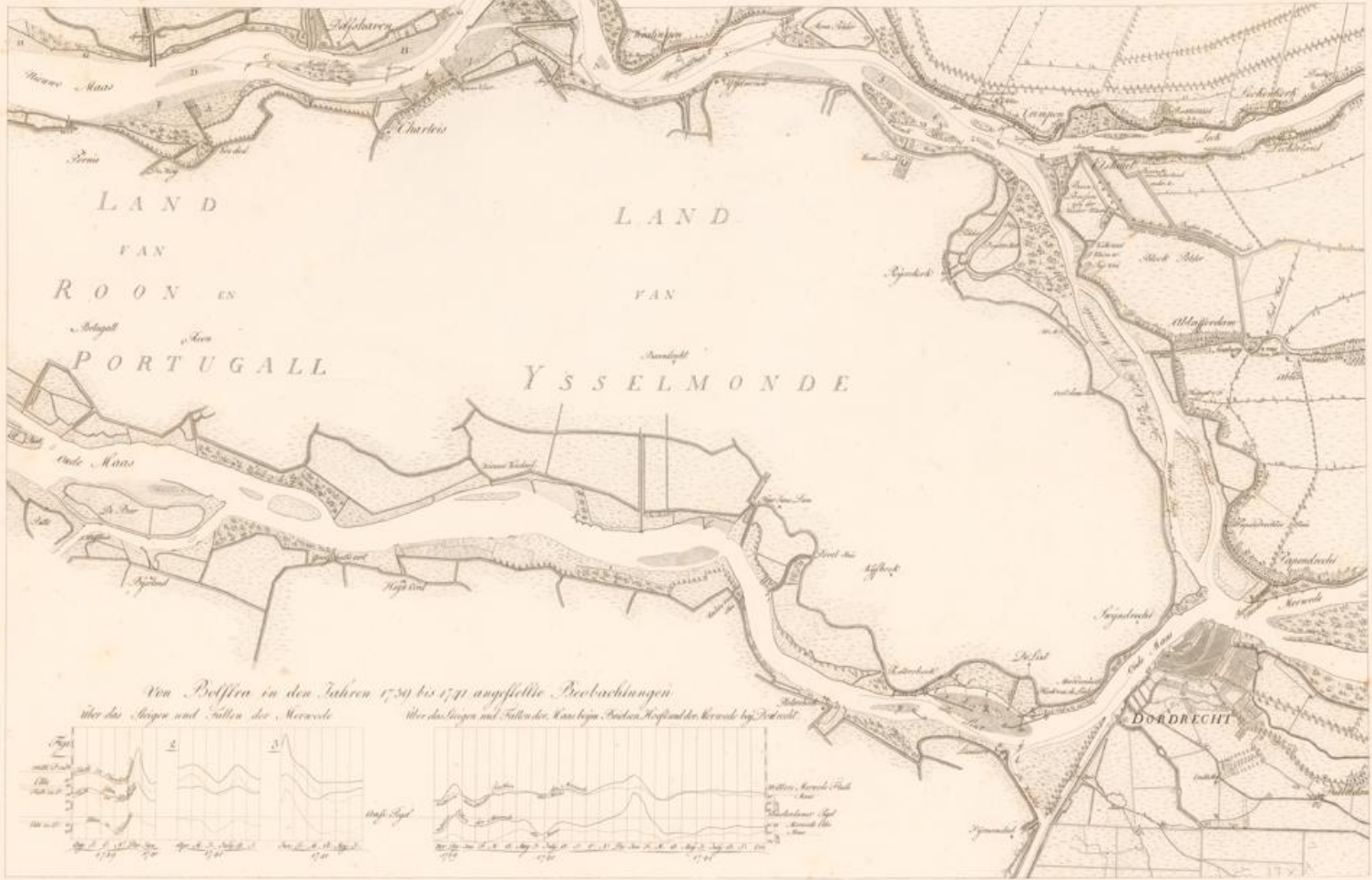






— — — — — 1/4 M. — — — — —

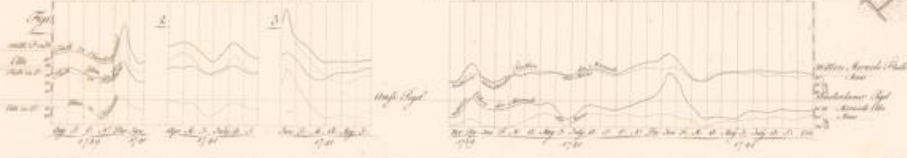




Von Boffen in den Jahren 1750 bis 1751 angestellte Beobachtungen

über das Ansteigen und Fallen der Meeresebene

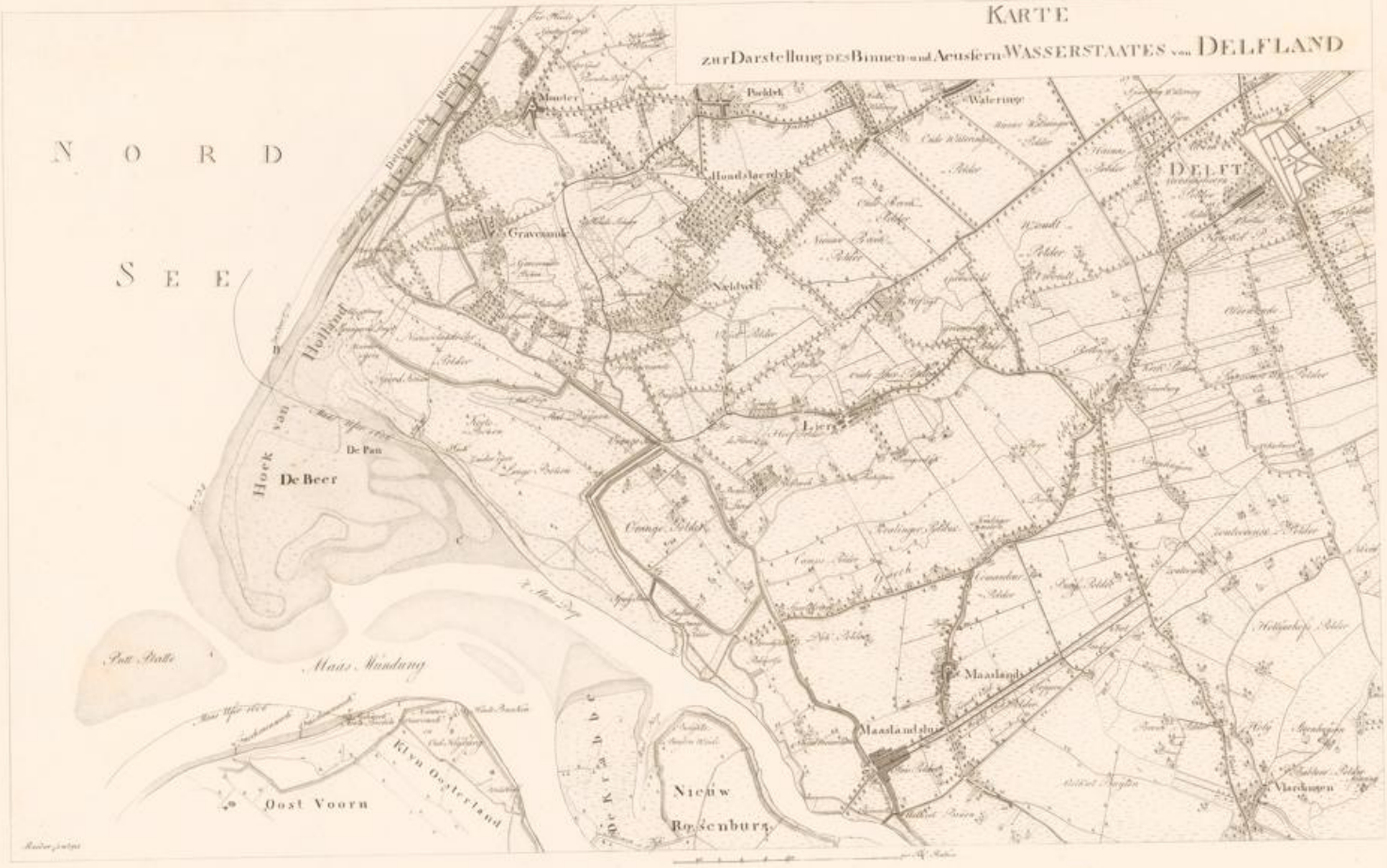
über das Ansteigen und Fallen der Meeresebene, besonders bei Dordrecht



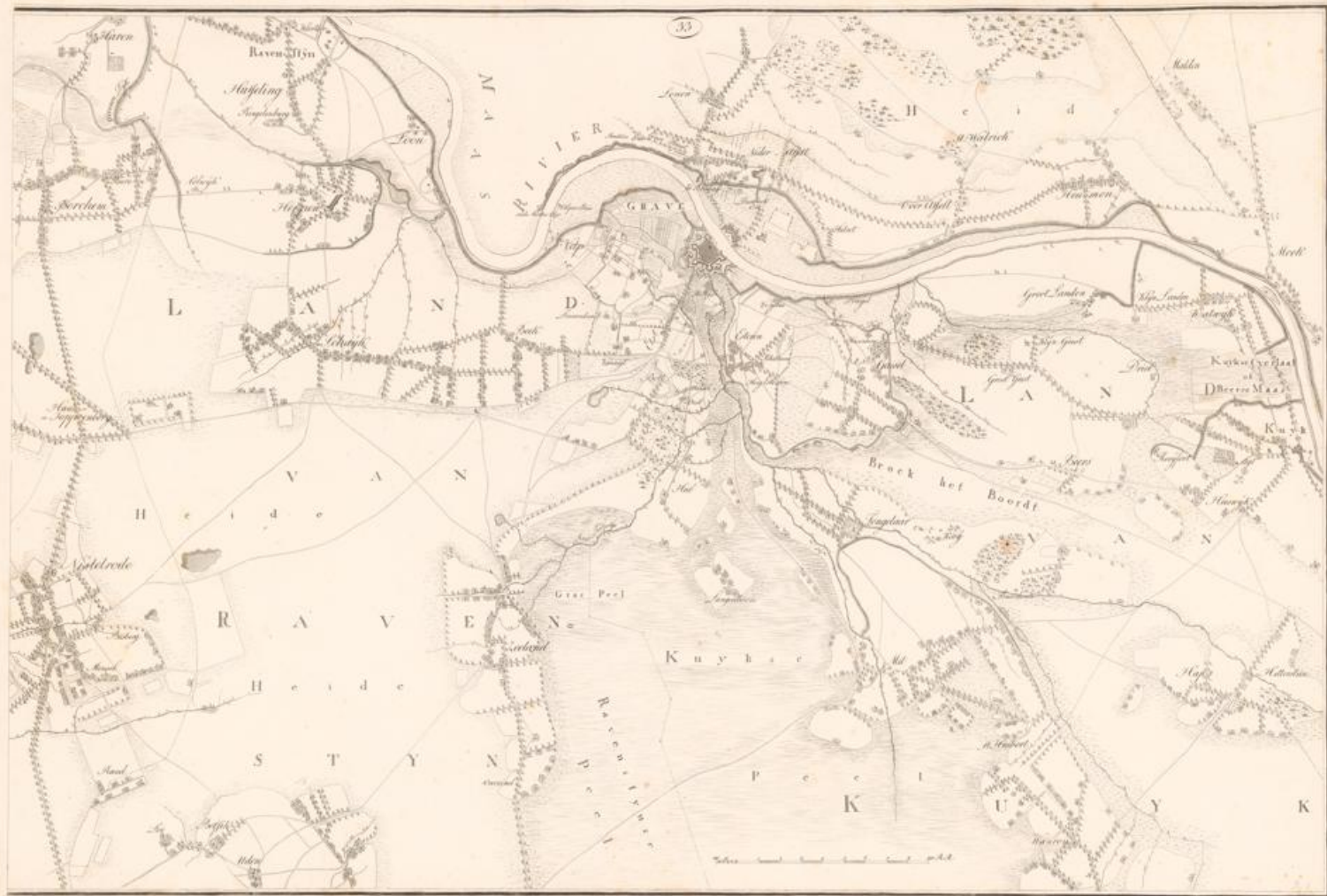
KARTE

zur Darstellung des Binnen- und Aeußern-WASSERSTAATES von DELFLAND

N O R D
S E E

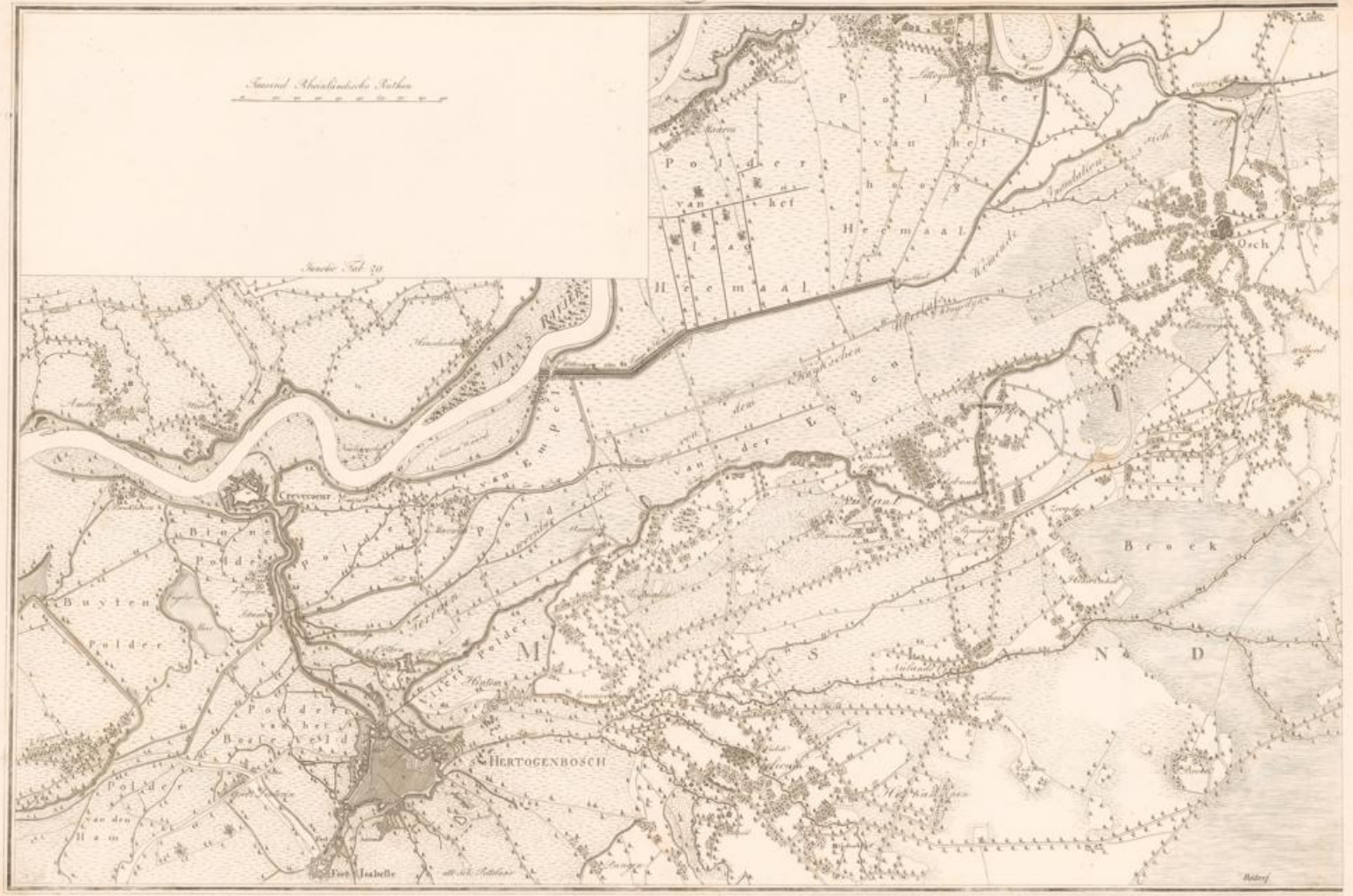


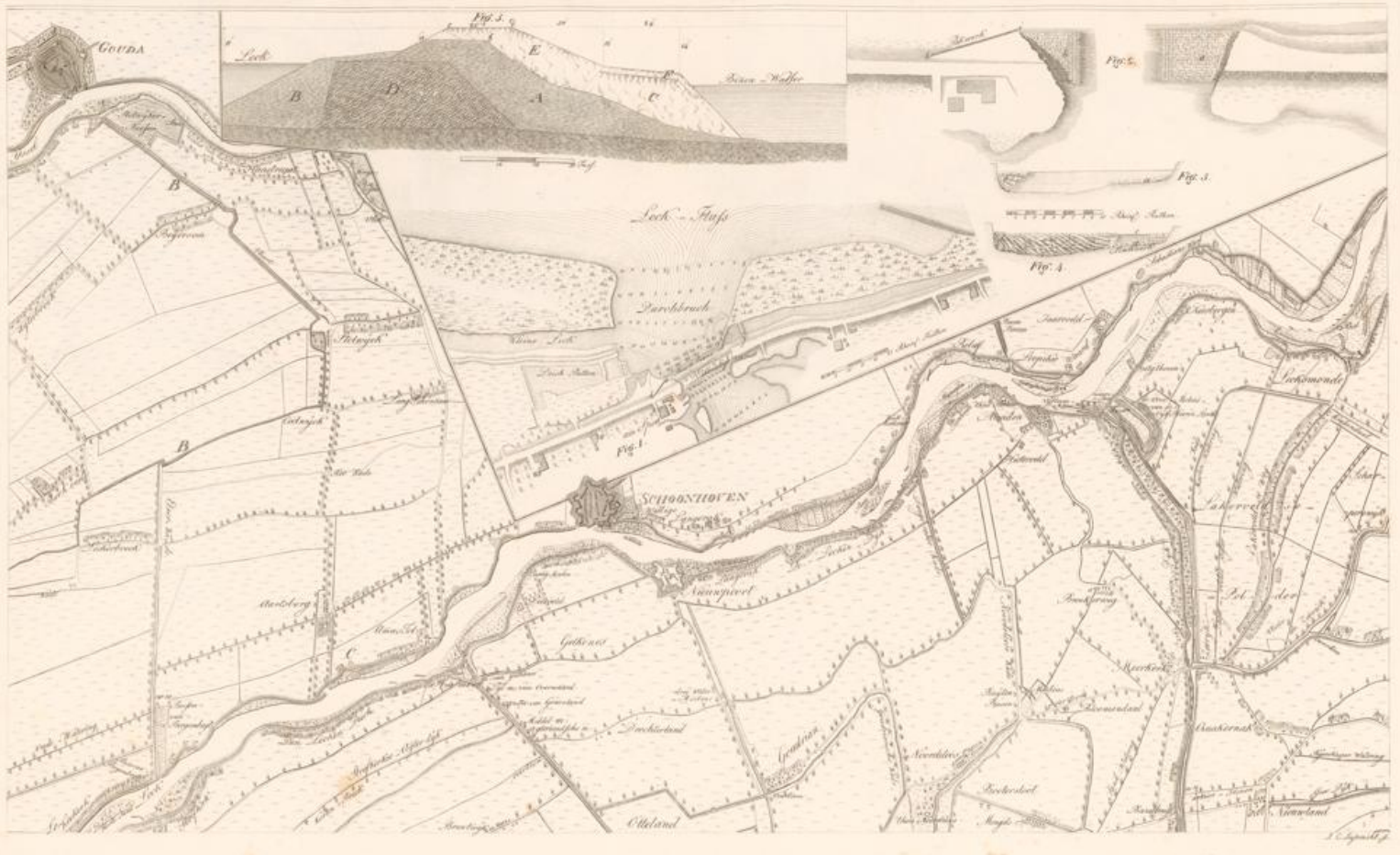
Reimer

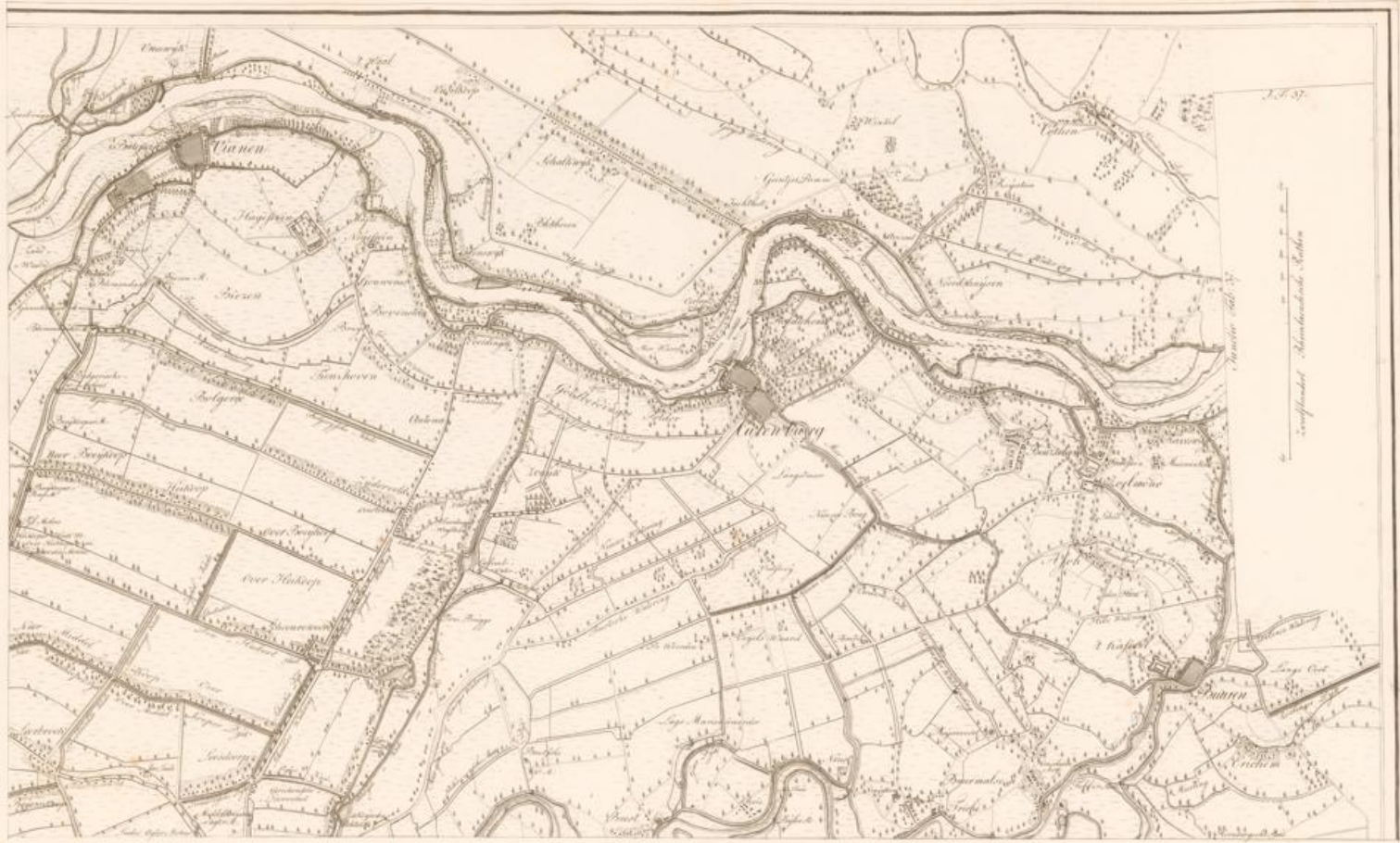


Zuid-Nederlandsche Rijk

Scale 1:100,000



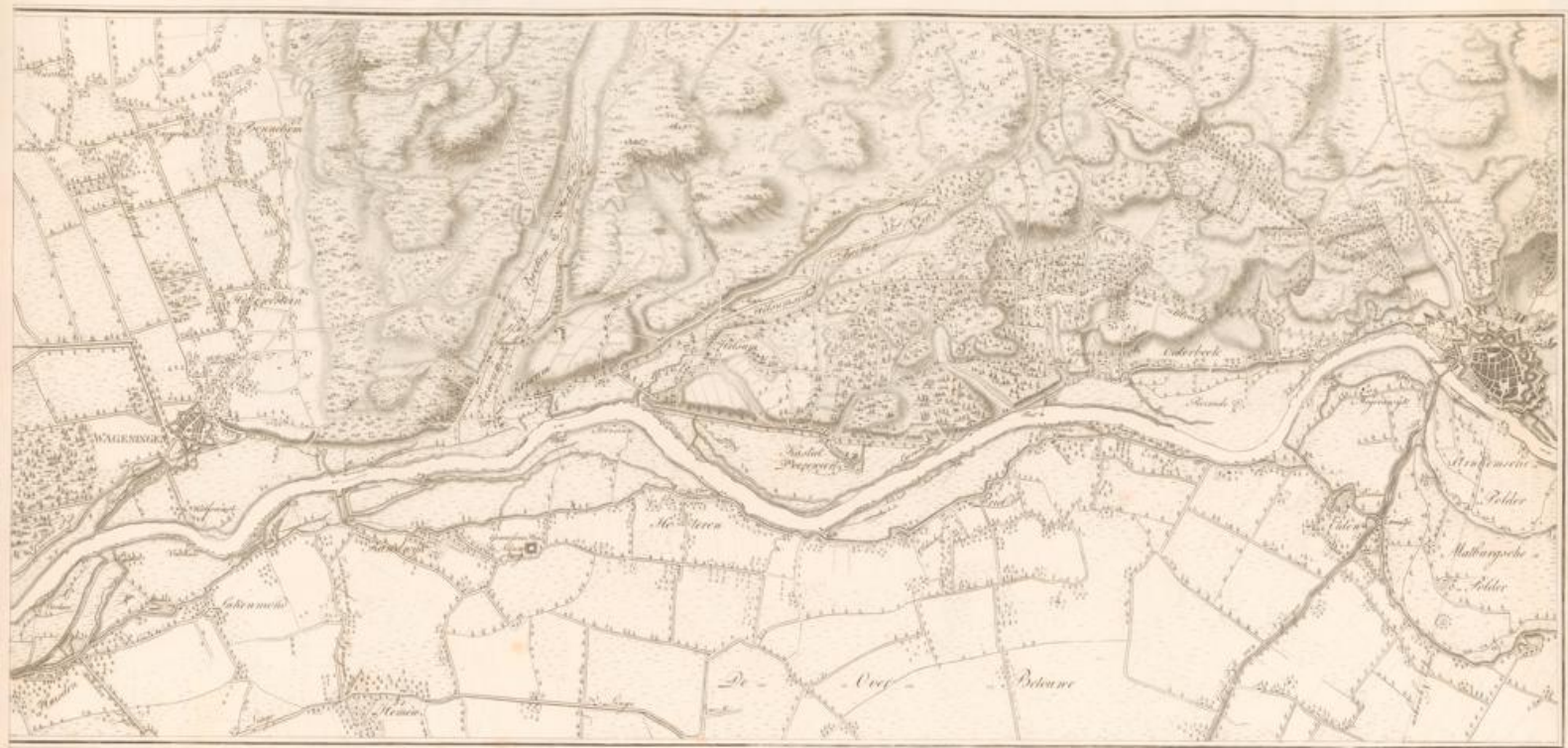




Der Nieder-Rhein 1tes Blatt

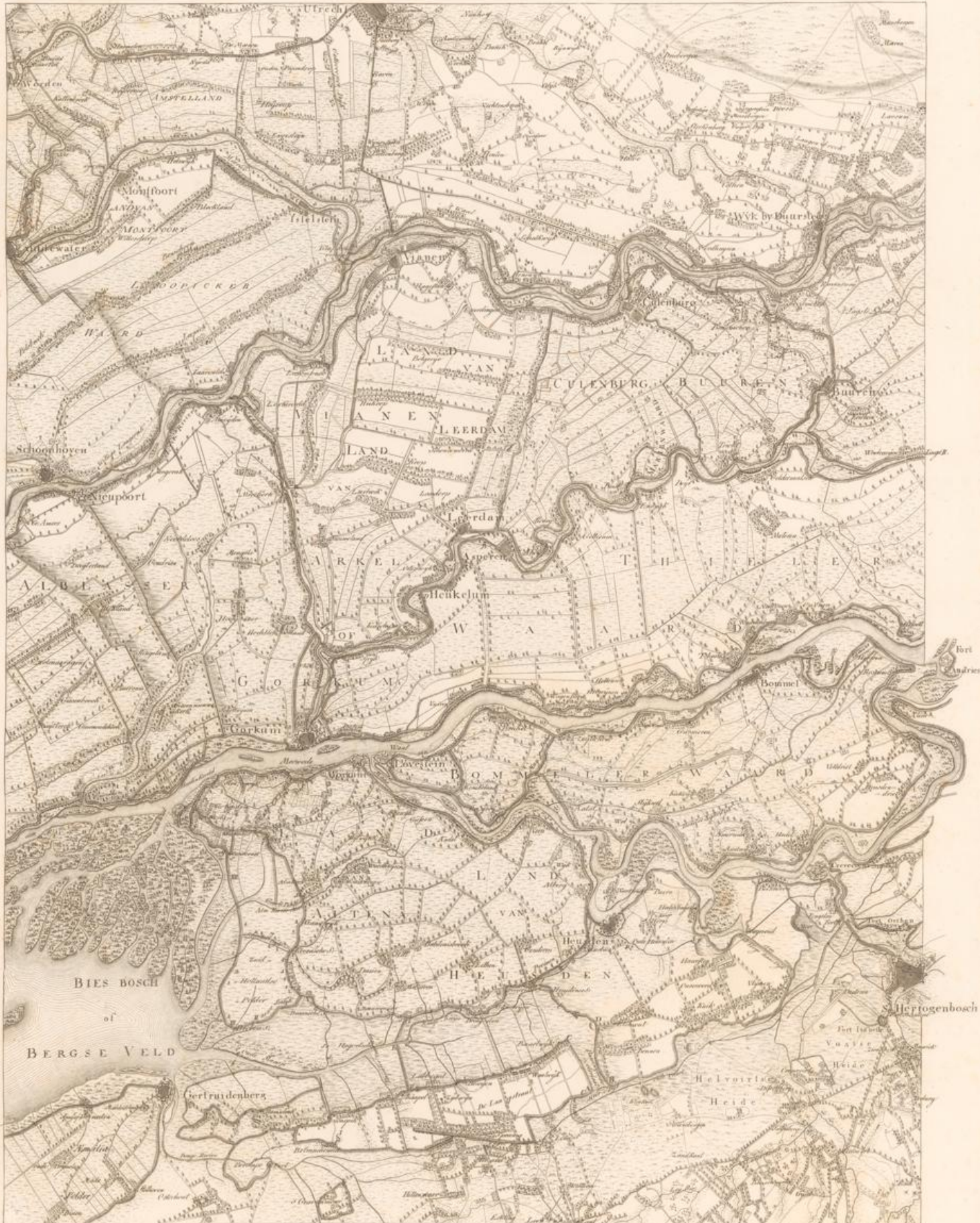


Der Niederrhein 2tes Blatt



Tausend Rheinländische Ruthen

gezeichnet von Schmitt 1844



Die Begrenzingen van den kóniglichen Inwendelijken sind schrafftel. Band 2. 1797.

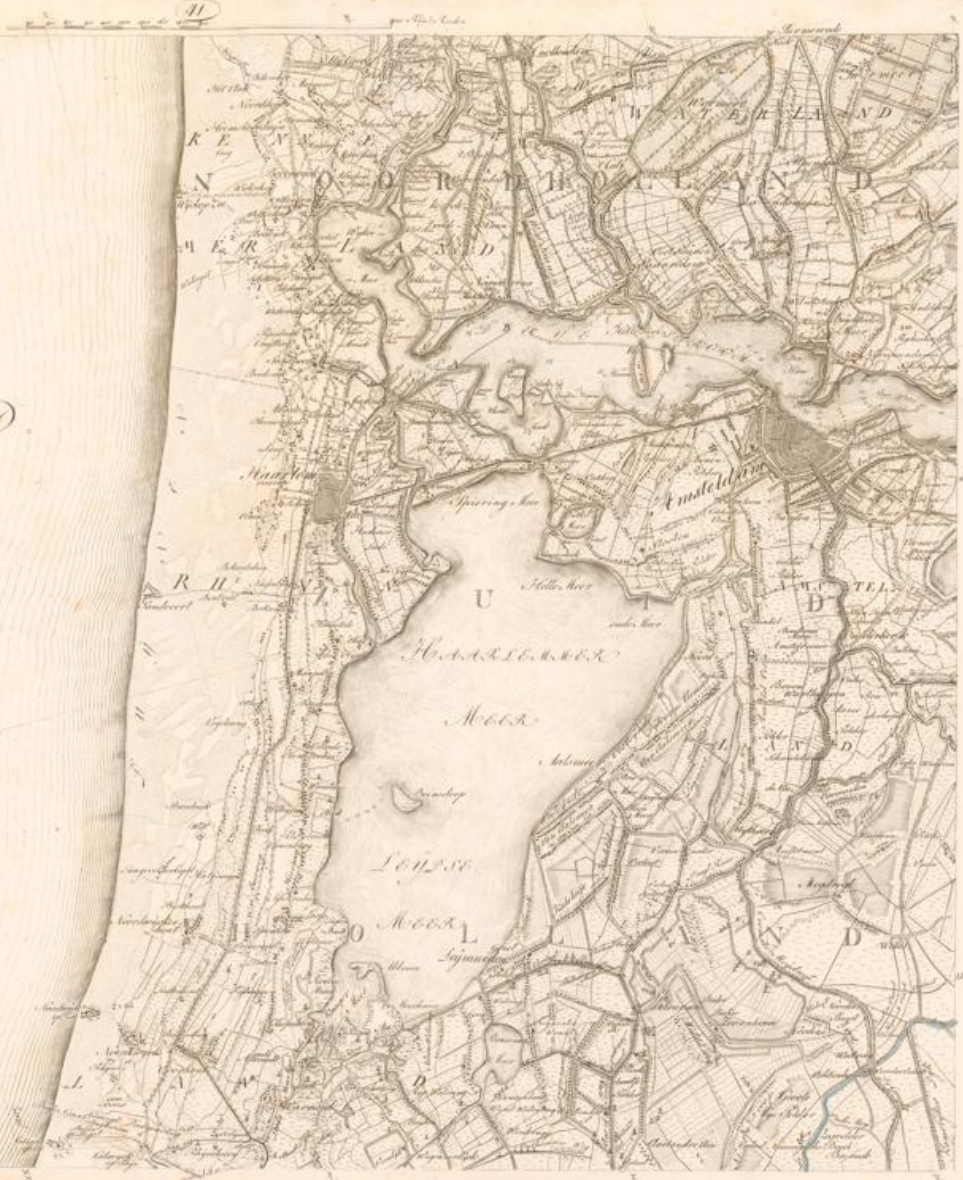
gravé par J.C. Schenk & Compagnie. 1790





N O O R D

L E E



Z W J P O R - Z E C





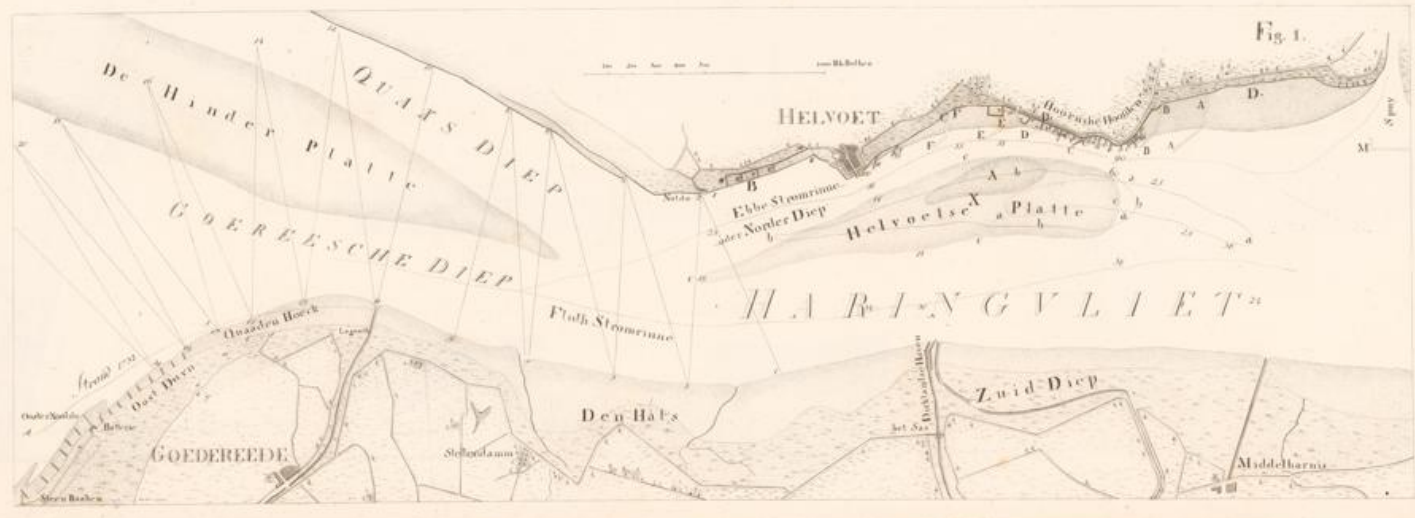


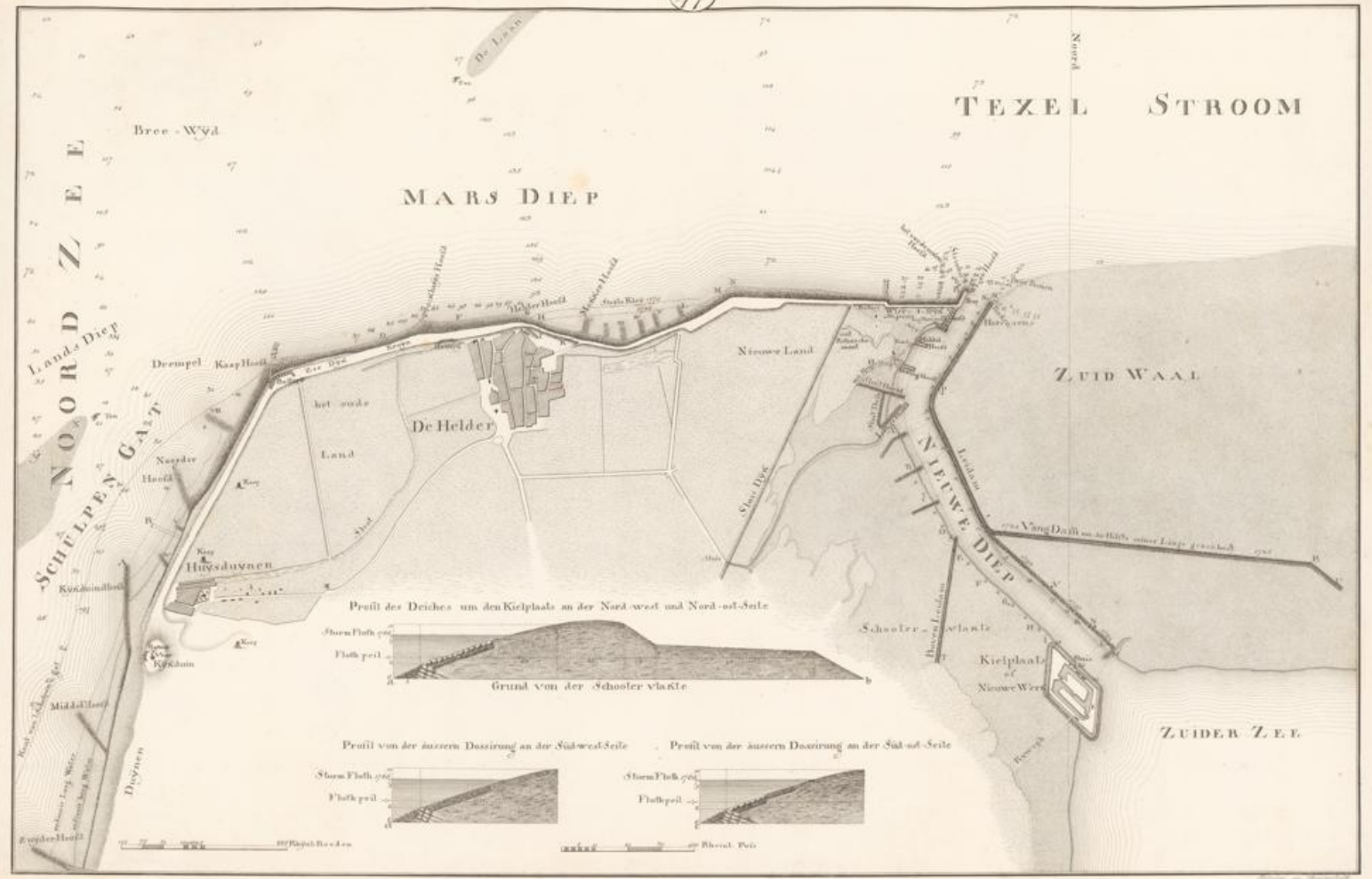
Noord

Zee

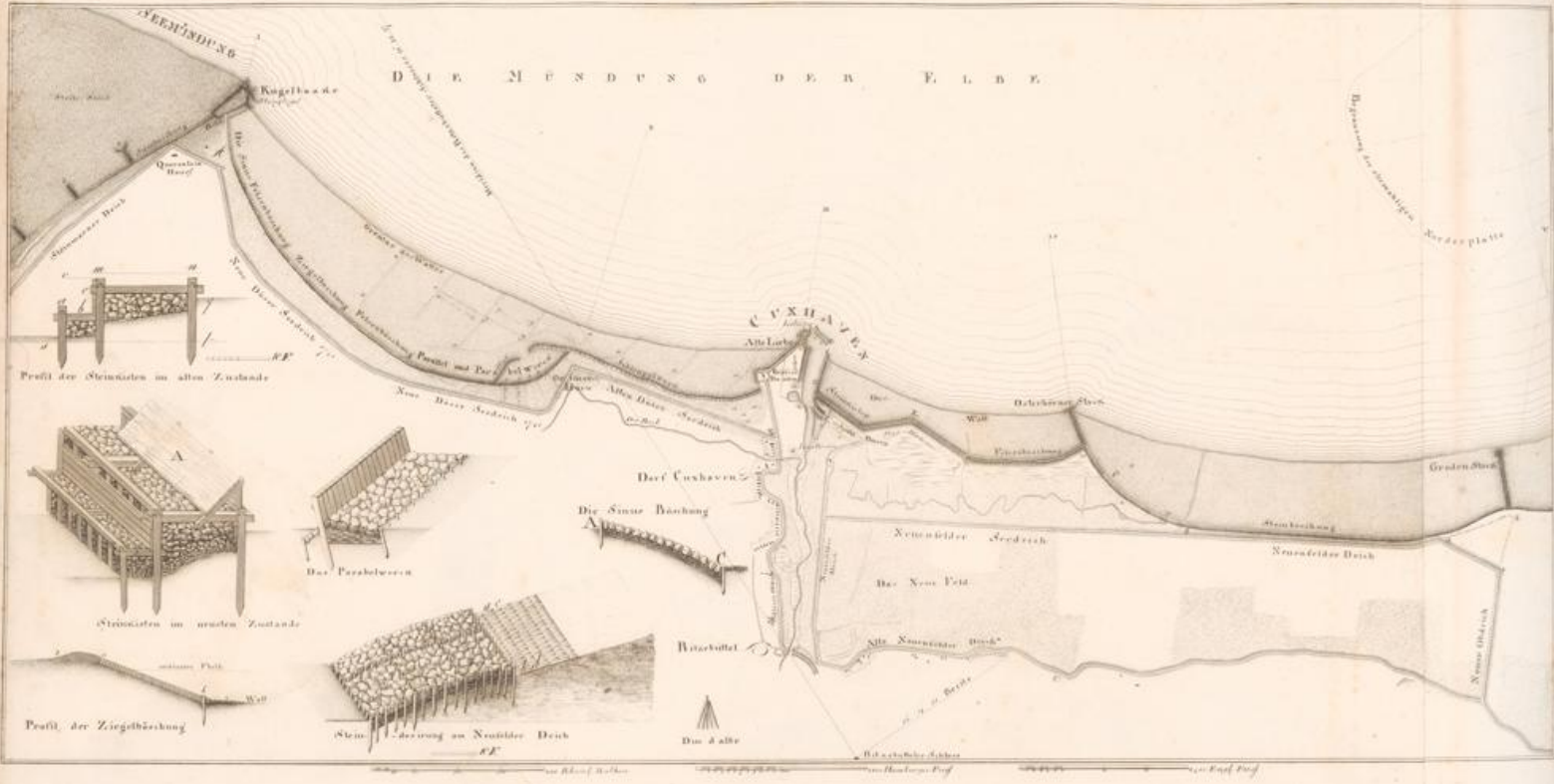


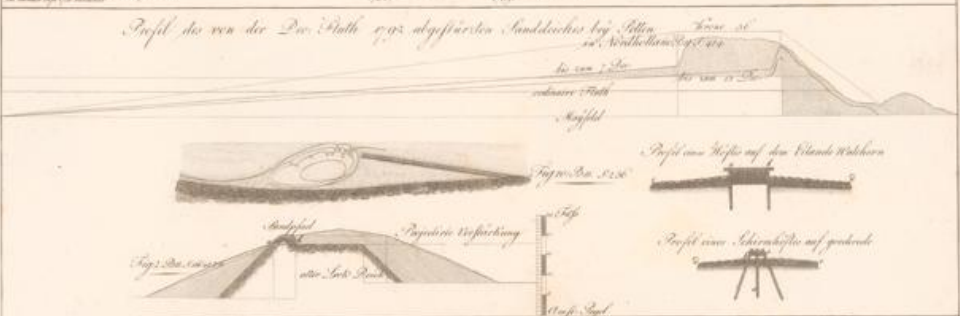
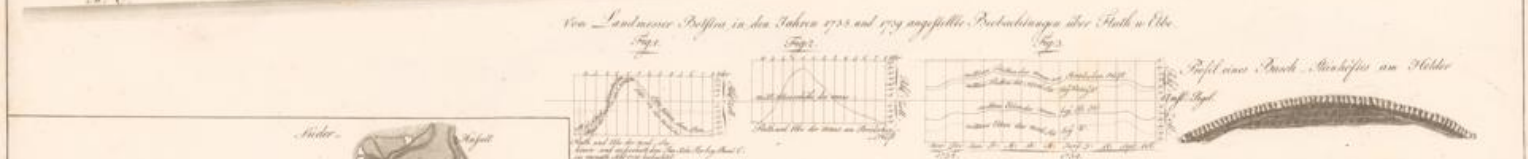
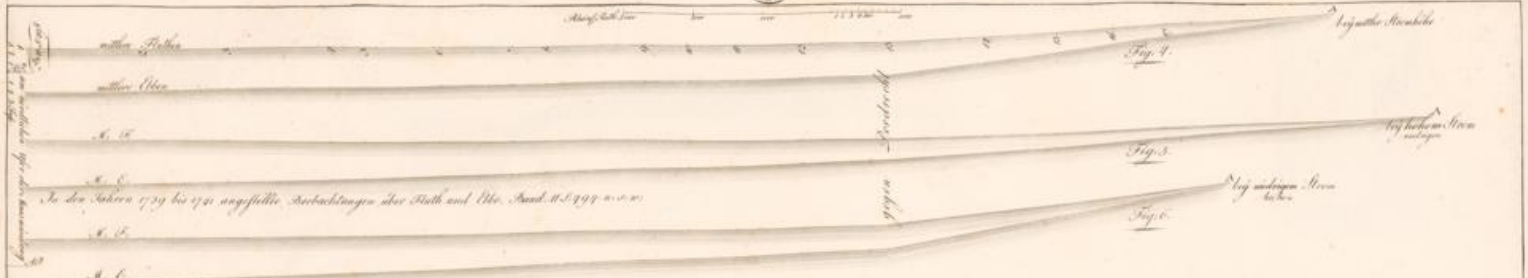
Amboyna, beta 17



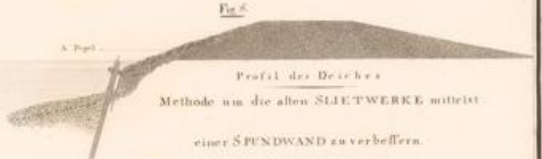
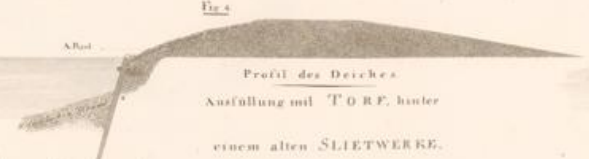
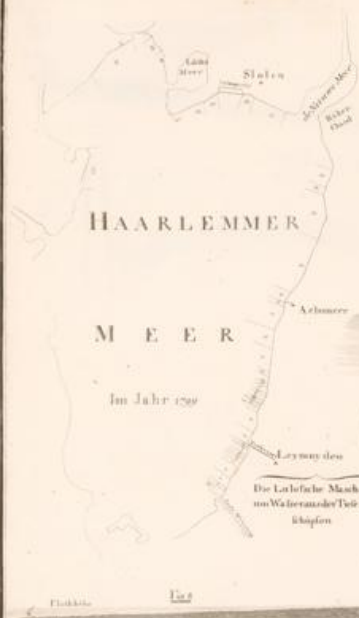


DIE MÜNDUNG DER ELBE

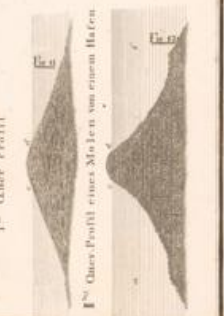
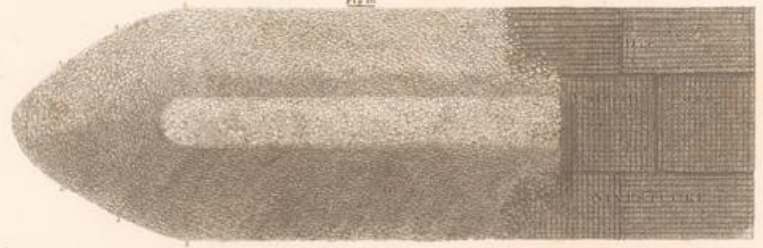




BAUWERKE zur Sicherung des HAARLEMMER MEERUFERS angelegt *gezeichnet von Girard 1799*



Horizontaler Durchschnitt und obere Lage eines MOLEN zur Einfahrt und Sicherung eines Seehafens, der zur Erhaltung des Meerufers



Die verschiedenen Lagen eines BUSCH-STEINHÖFTES



Profil nach der Linie T.R.



Profil nach der Linie W.W.



Profil nach der Linie S.S.

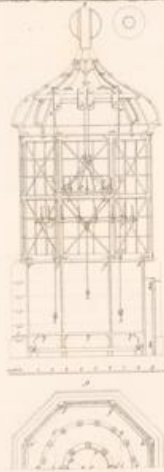
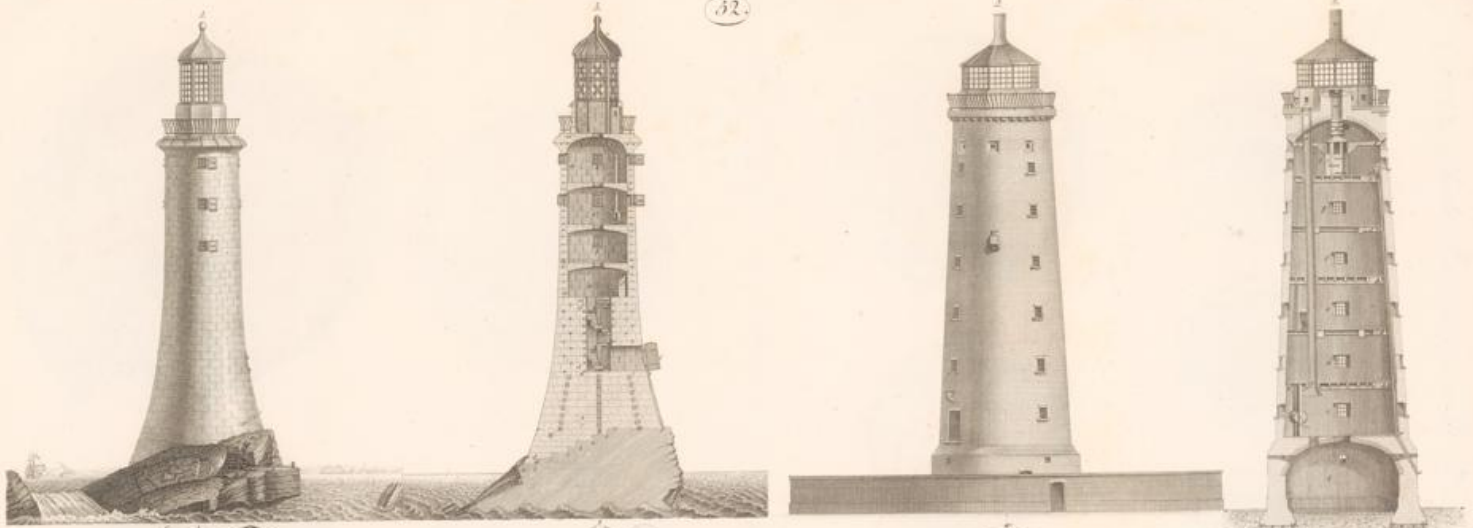
Der ij Strom vor Amsterdam und der topographische Grundriss dieser Stadt.



Karte der äußeren Laane

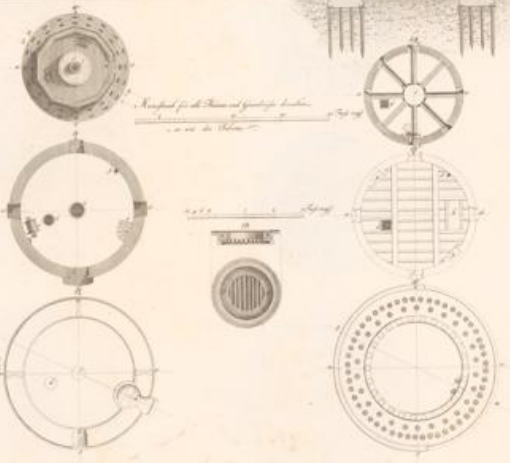


J. J. de Witt

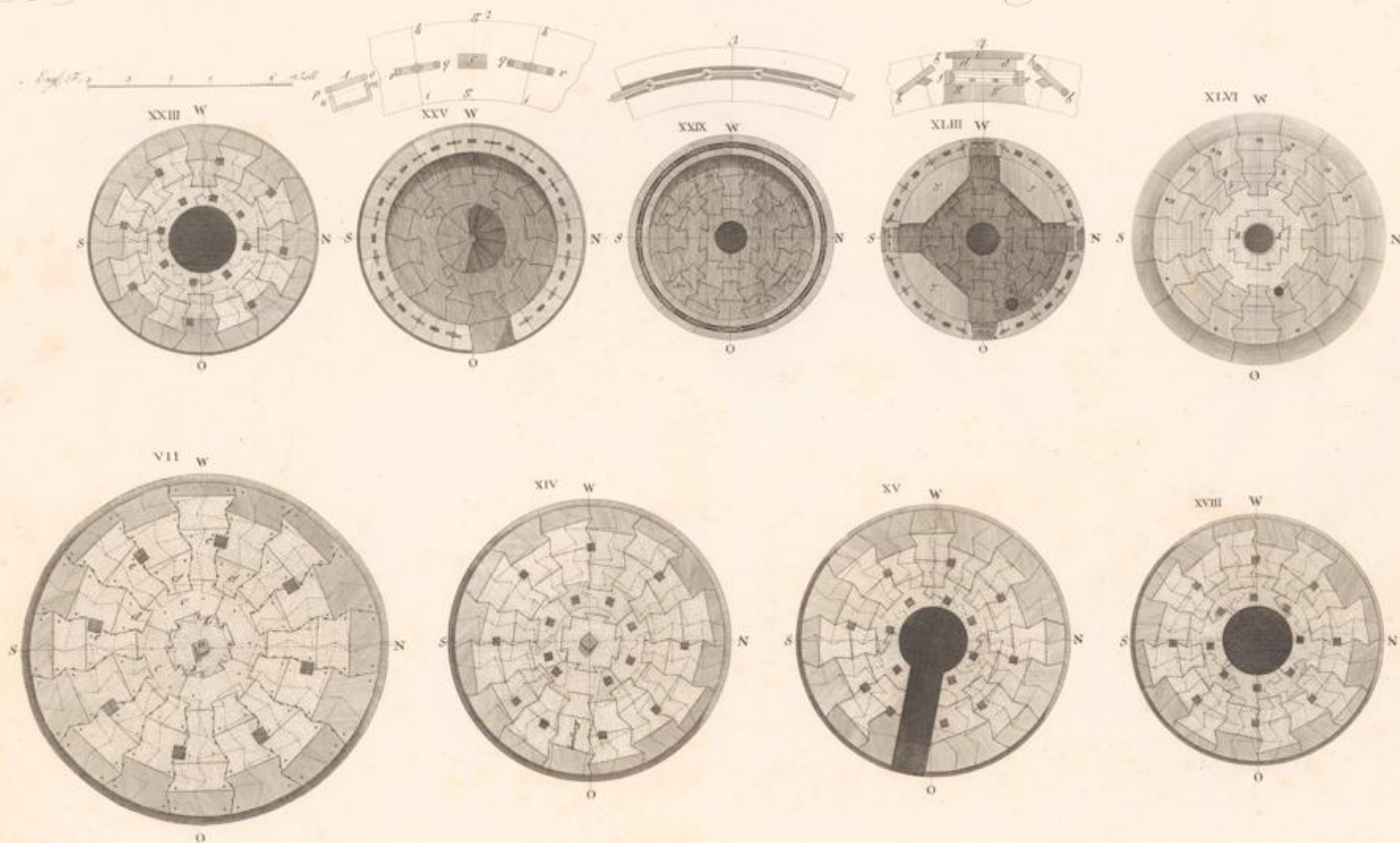


Die Leuchtkörner
von
Ediffone und Spira. Port

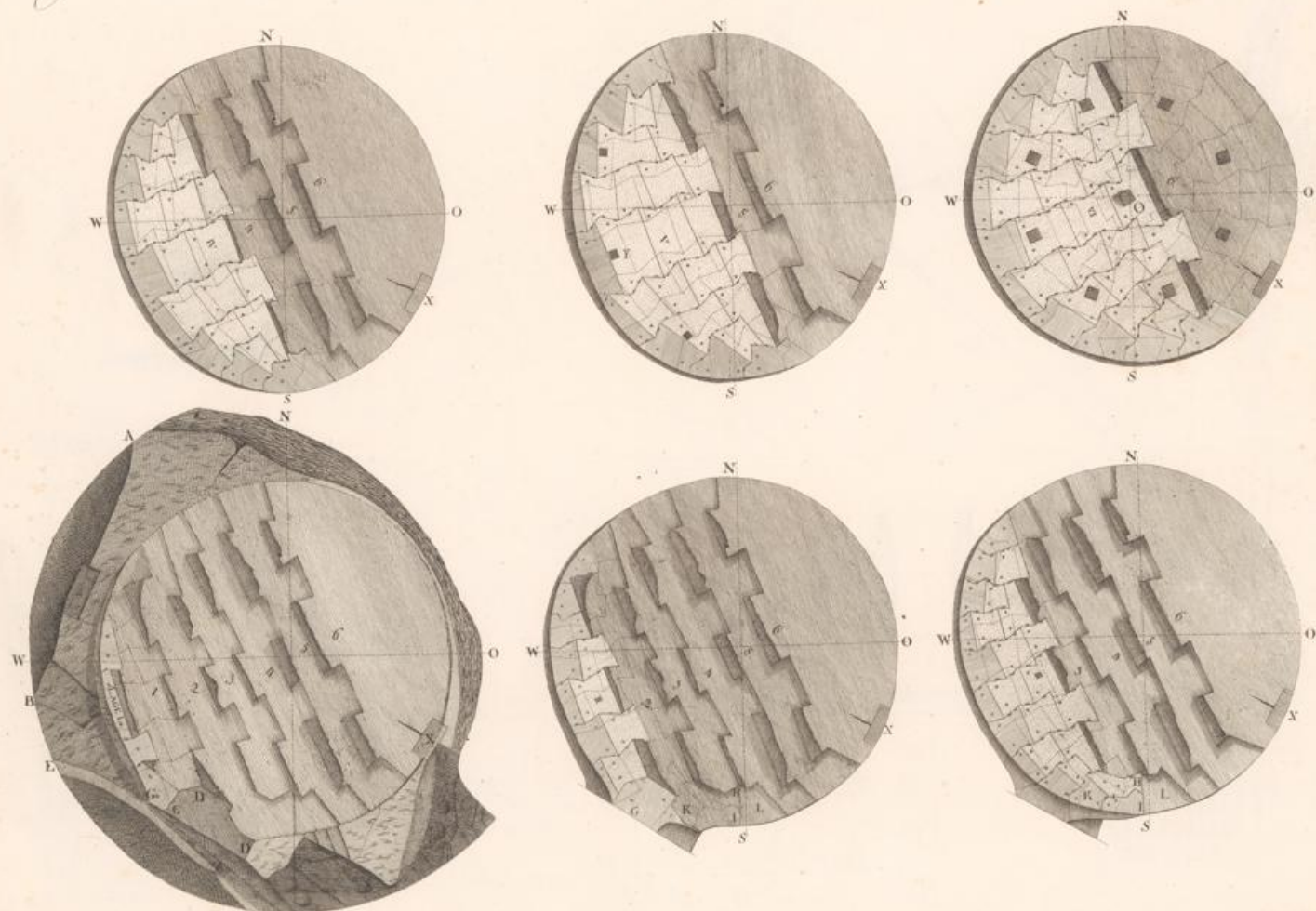
Les Phares
d'Ediffone et de Spira. Port



Horizontale Durchschnitte des Leuchthurmes Edystone



Grundrisse des behauenen Felsens und der Steintagen

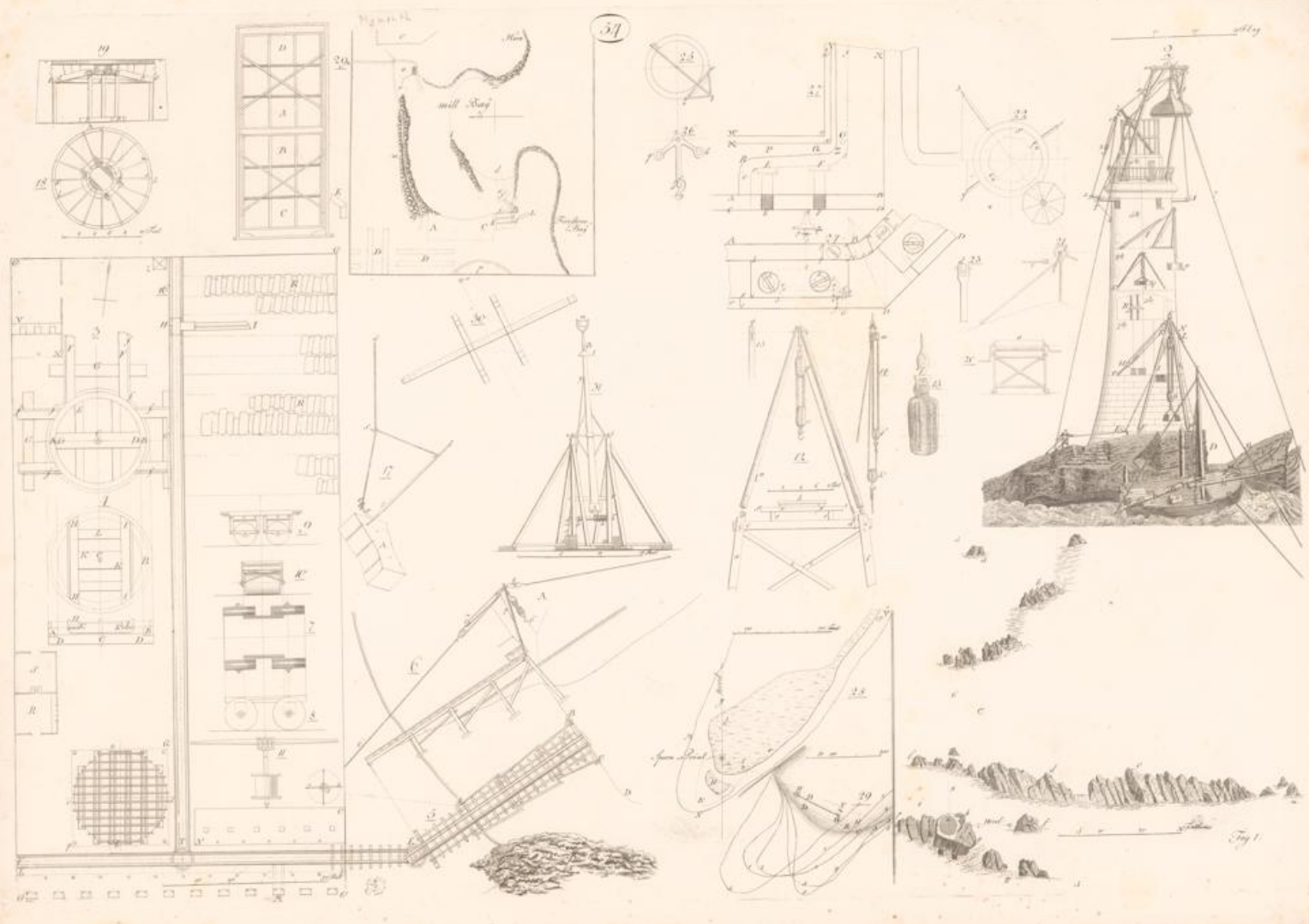


Dreißig Fuß hoch

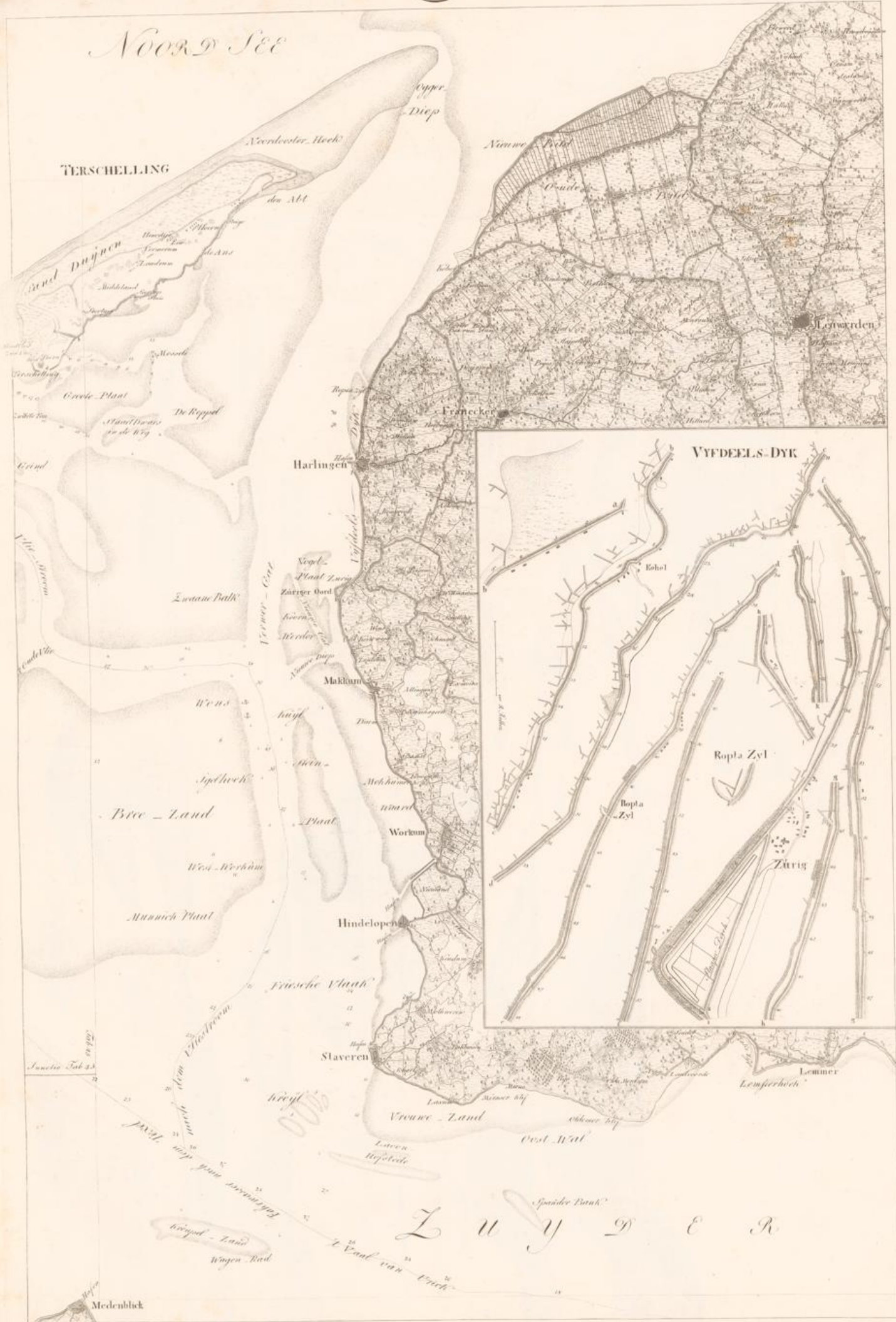
quatre Toises

thirty feet





Noord See



TERSCHELLING

Noordoester Hoek

Opper Diep

Nieuwe Diep

Leuwarden

Franeker

Harlingen

VYFDEELS-DYK

Ropla Zyl

Zitrus

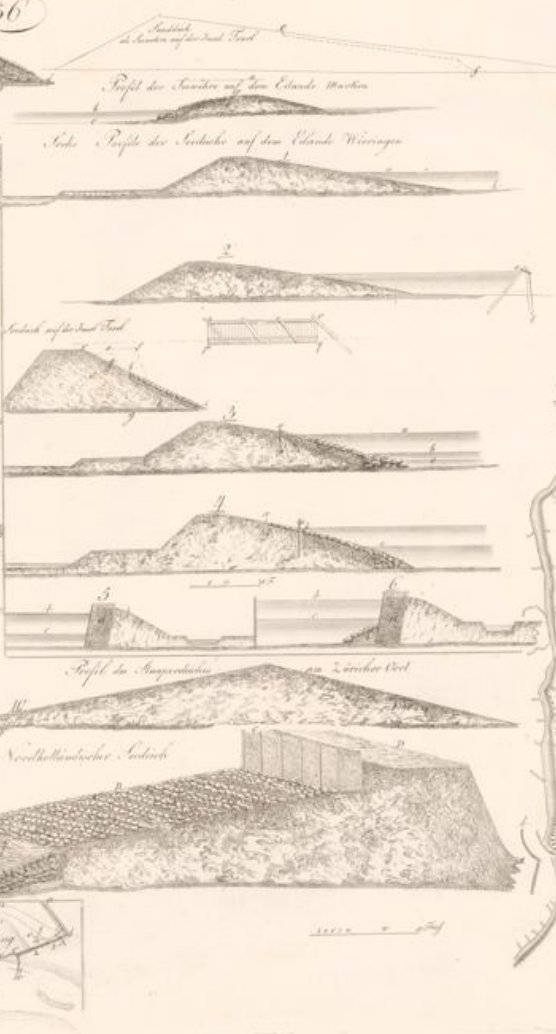
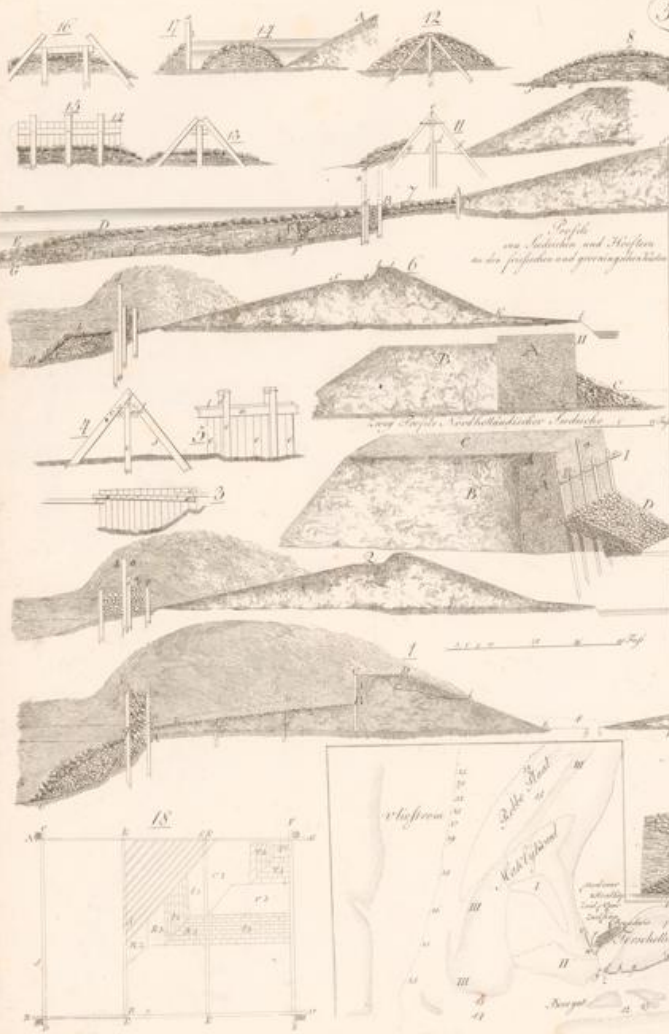
Hindeloopen

Stavoren

Lemmer

Zuider Zee

Medenblik



Ansicht des Bauwerks auf dem Elblande Marken

Andere Profile des Bauwerks auf dem Elblande Wieringen

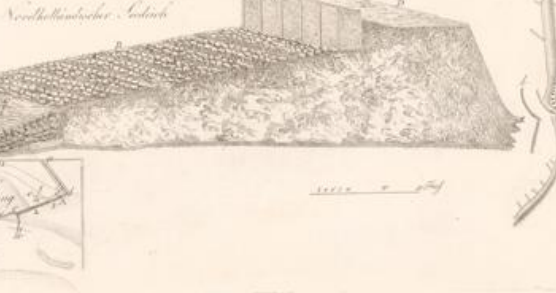
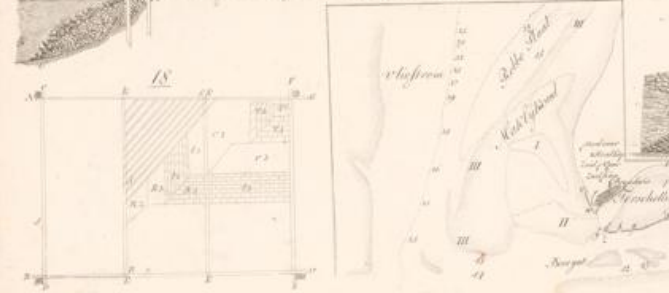
Profile von Seebächen und Flüssen in der profunden und geringen Wasserhöhe

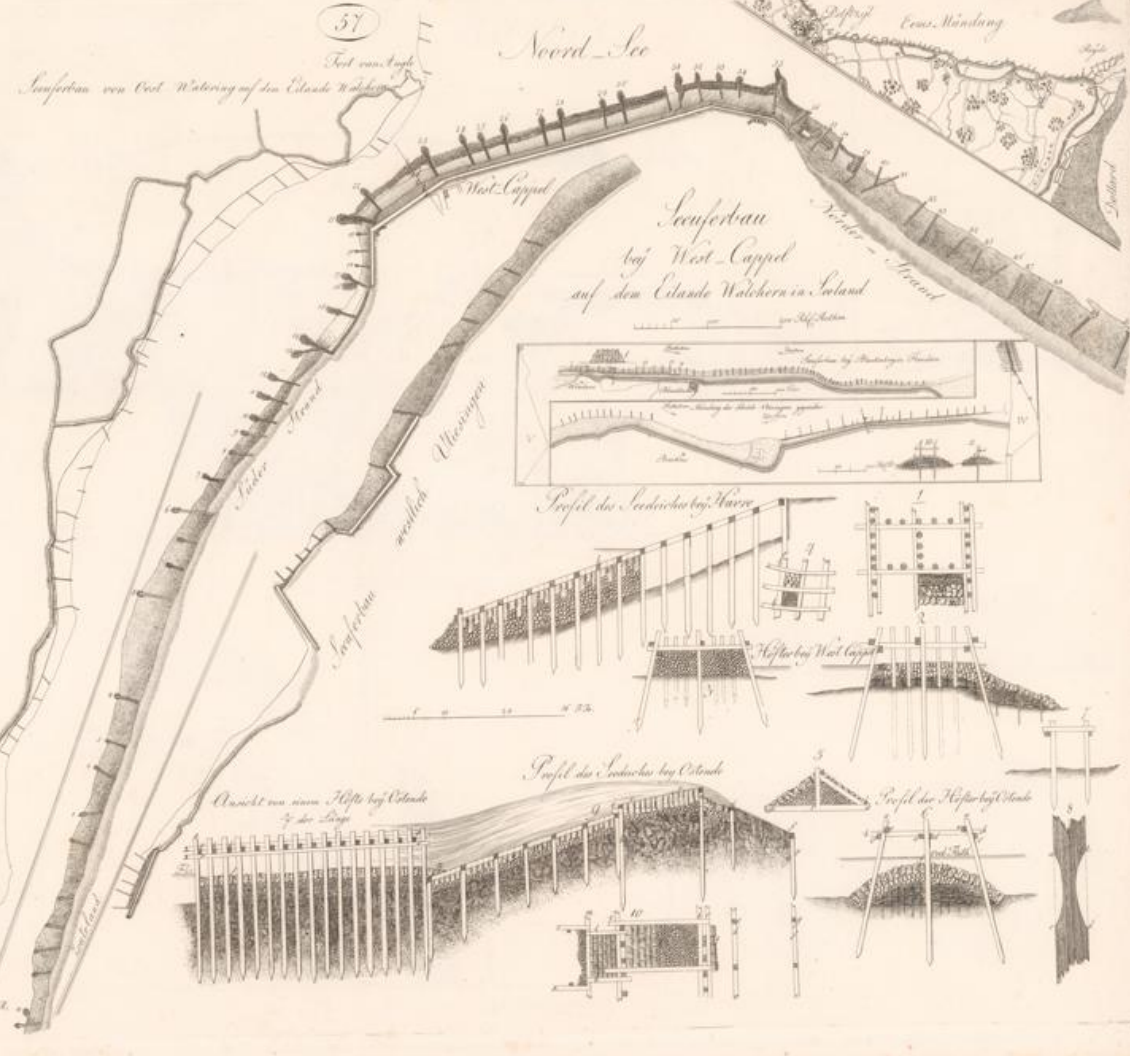
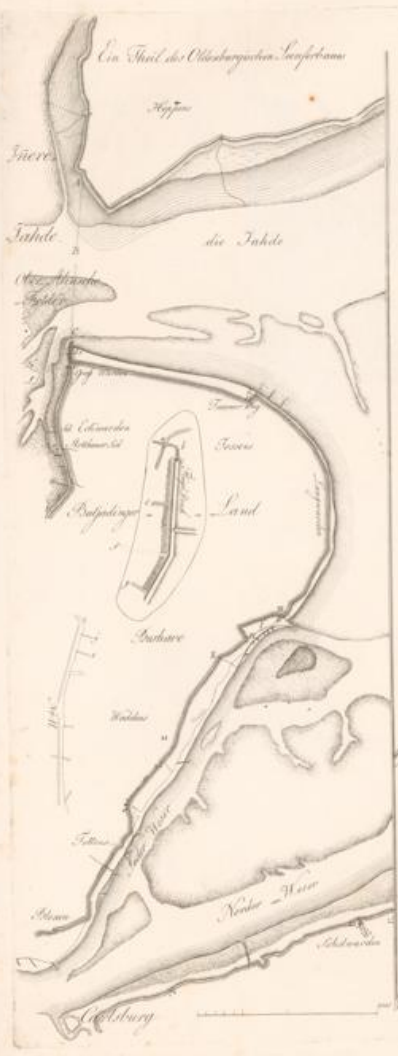
Ansicht auf dem Elblande

einige Profile Nordholländischer Seebäche

Profile der Angerweiche an Weiches Erd

Nordholländischer Seebach





La Manche

Profil de la jetée de l'Est



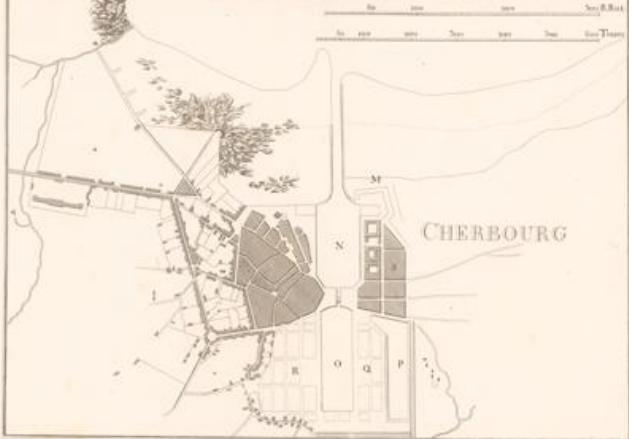
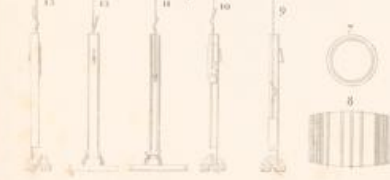
Profil de la jetée de l'Ouest



Elevation d'un Cône



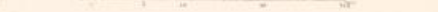
Couteaux pour couper les câbles des cônes

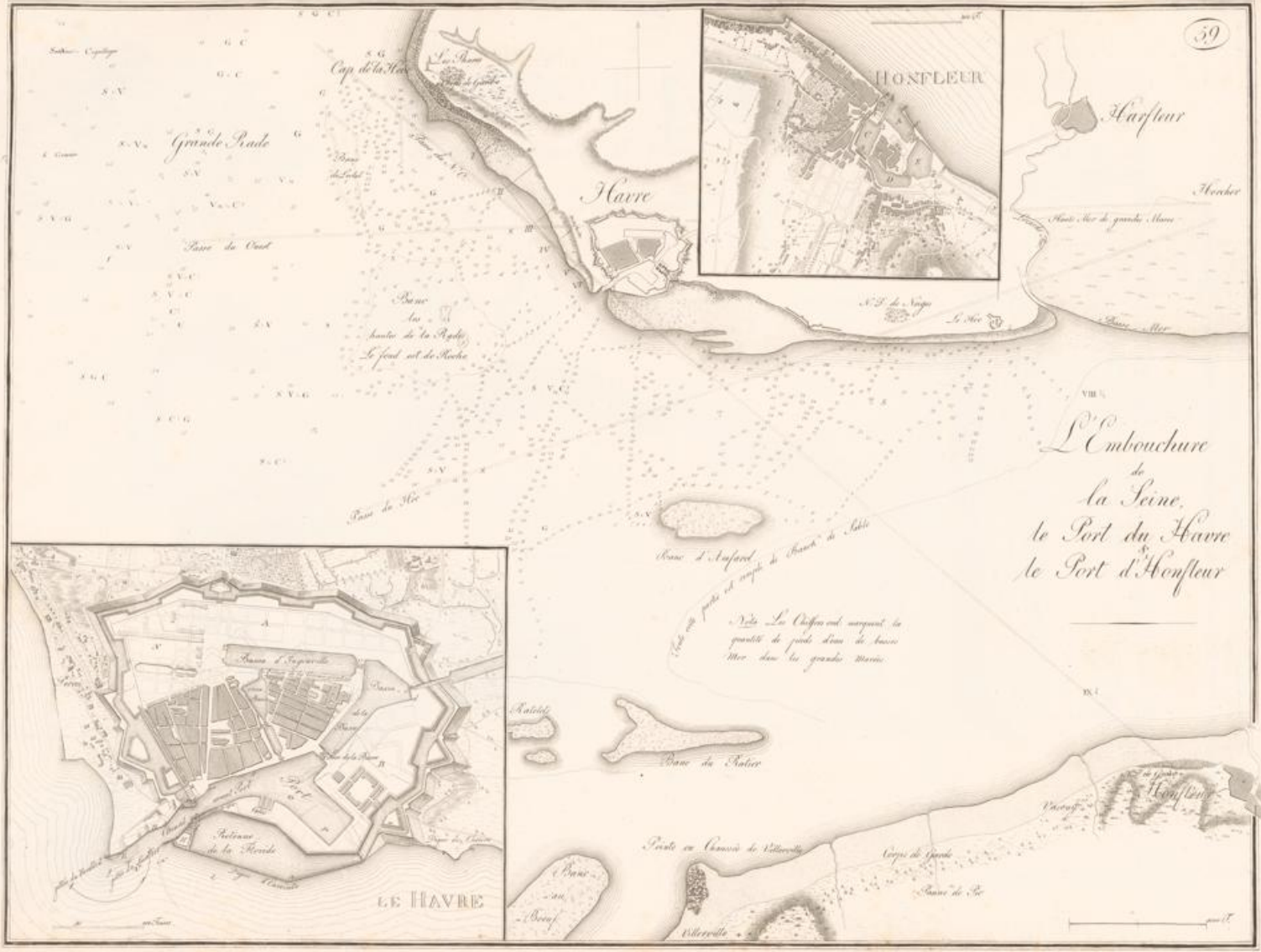


Contours des deux Causés coniques



Plans des deux Cônes





L'Embouchure
de
la Seine,
le Port du Havre
le Port d'Honfleur

Nota Les Coupes ont marqué les
quantités de pieds d'eau de bas
Mer dans la grande Mer.

LE HAVRE

HONFLEUR



Profil sur la Ligne GH



Profil sur la Ligne EF



Profil sur la Ligne CD



Decht in dem Hafen von Toulon - Forme de Toulon
 construite sur les dessins de l'Ingenieur Griegnard

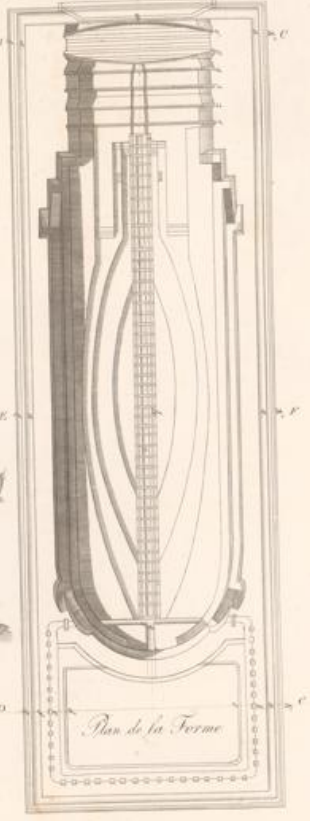
Les Ports,
 les Rades,
 &
 la Forme
 de
 Toulon



Note: Les profondeurs sont indiquées par le nombre de toises

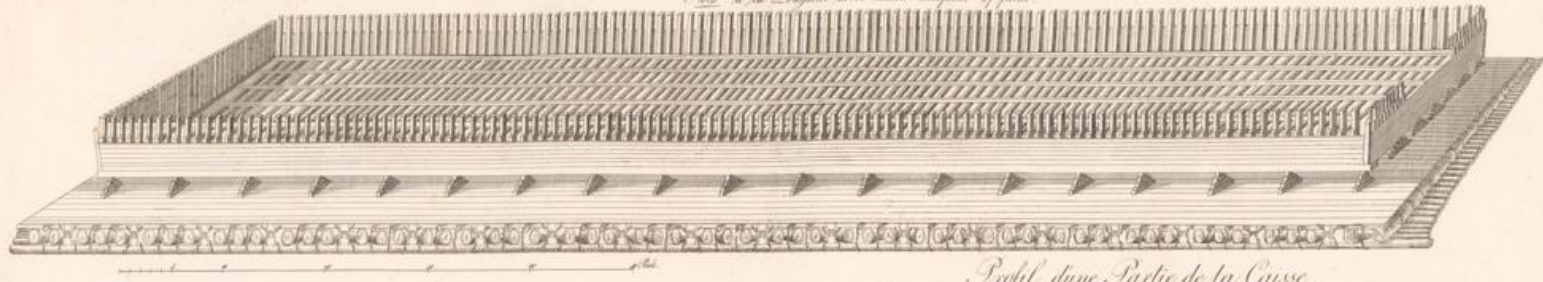


Mer Méditerranée

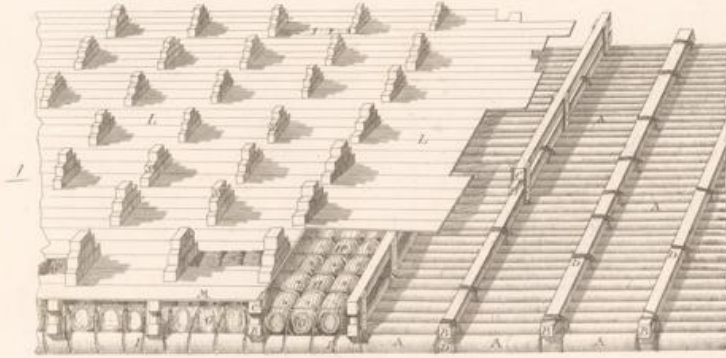


*Elevation perspective de la Caisse dans laquelle est construite la Forme de Toulon.
placée sur son Radeau.*

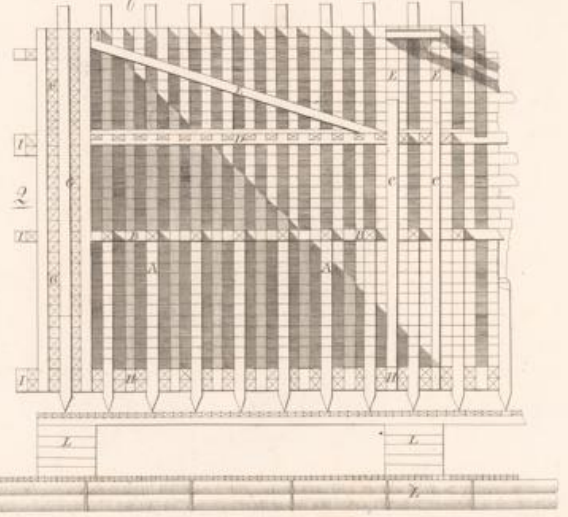
Note. à la Longueur de ce dessin manquent 27 pieds.

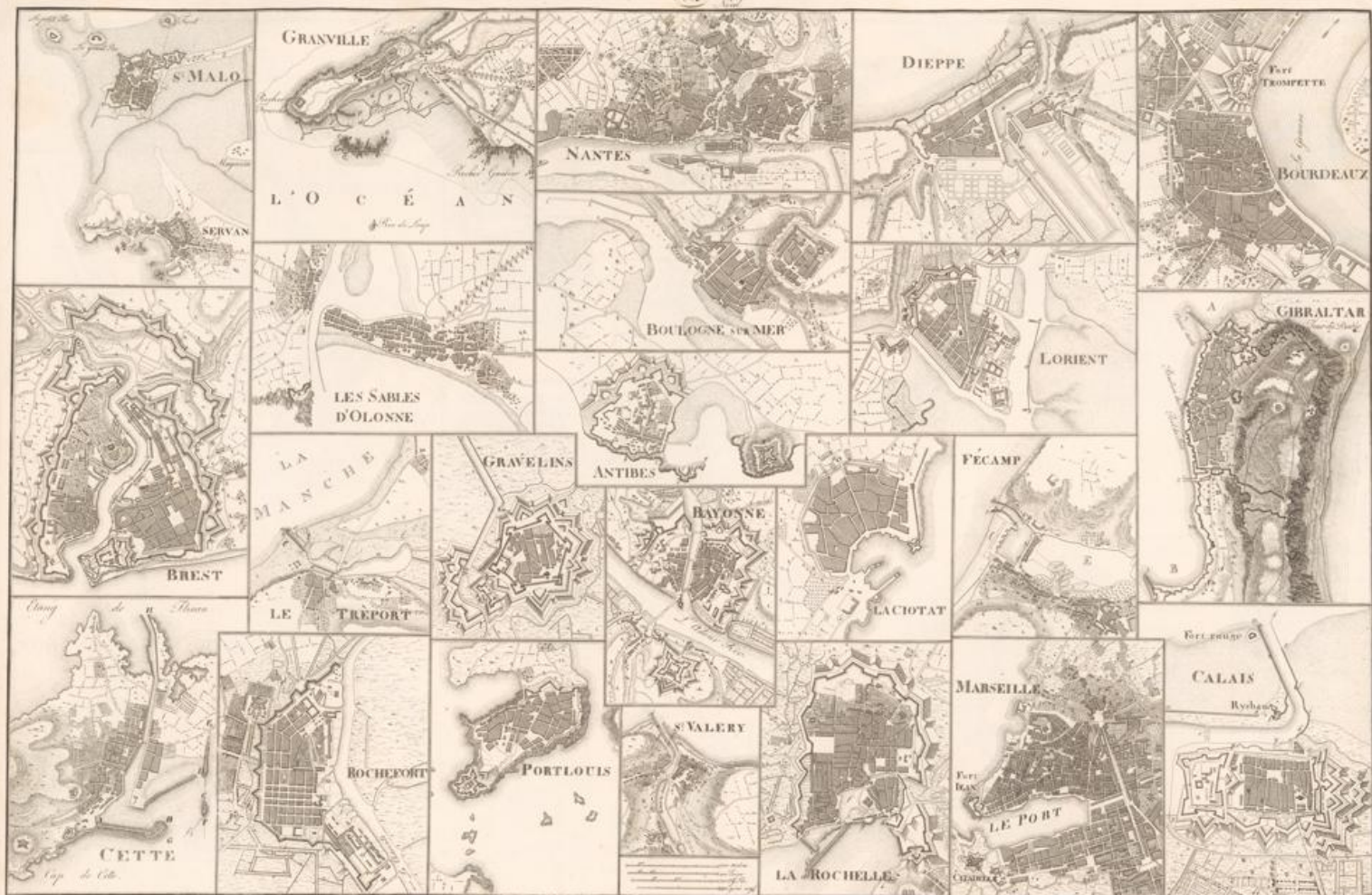


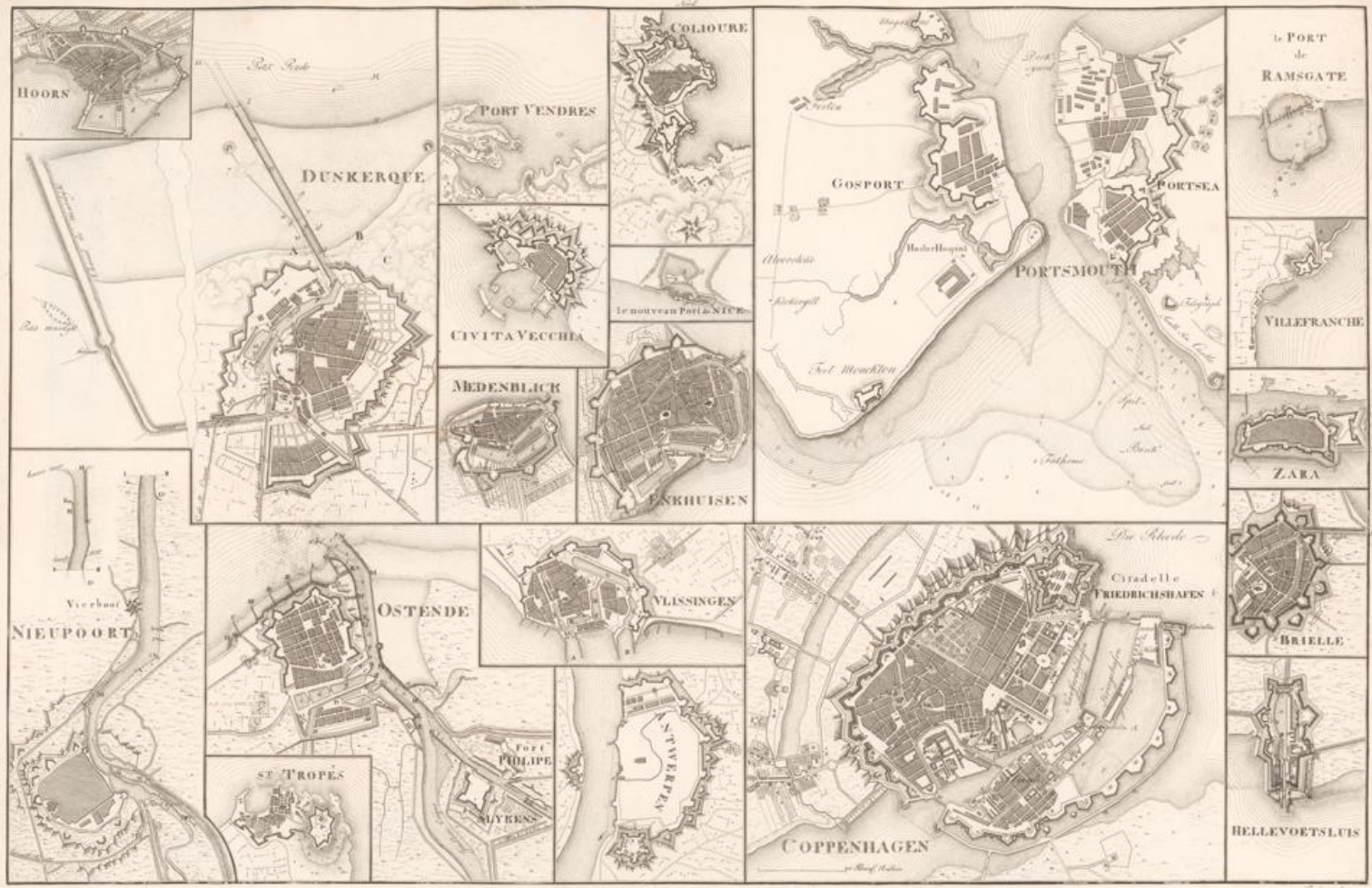
Plan perspectif d'une Partie du Radeau.



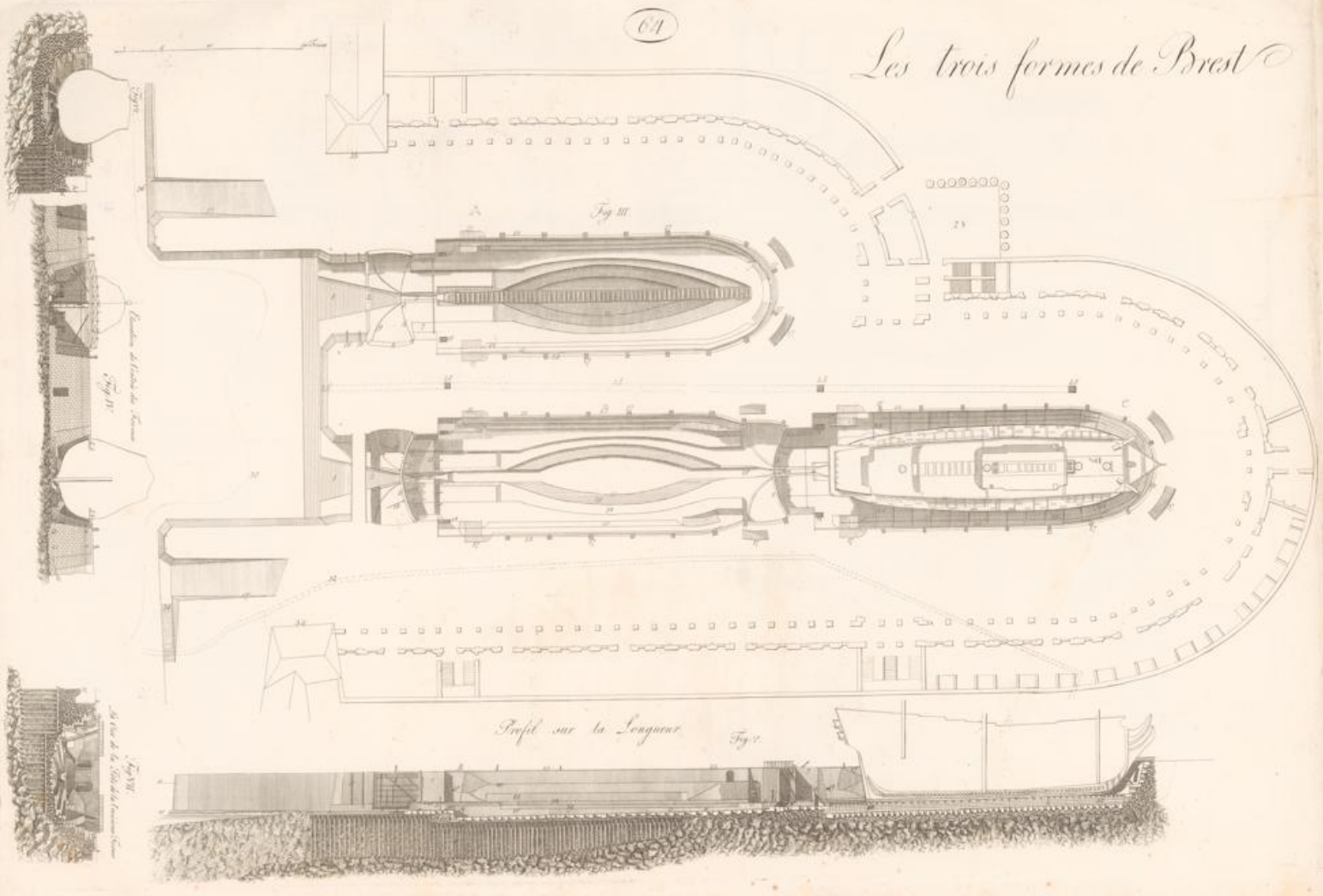
Profil d'une Partie de la Caisse.

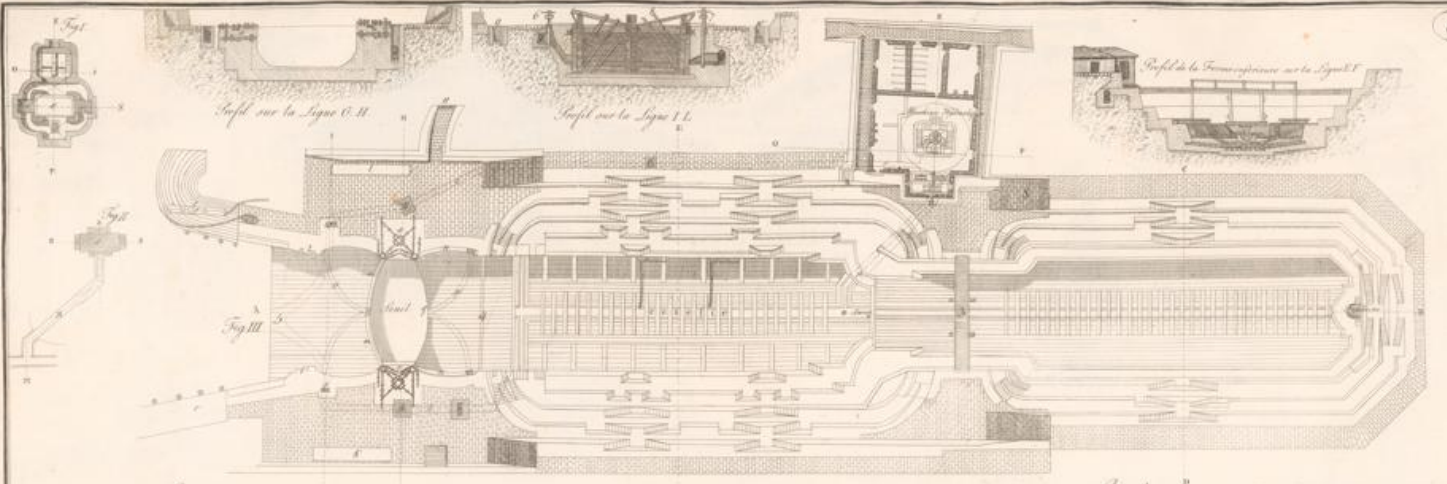






Les trois formes de Brest





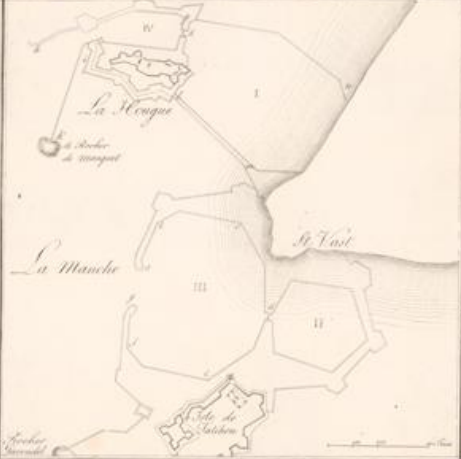
Profil sur la ligne O. H.

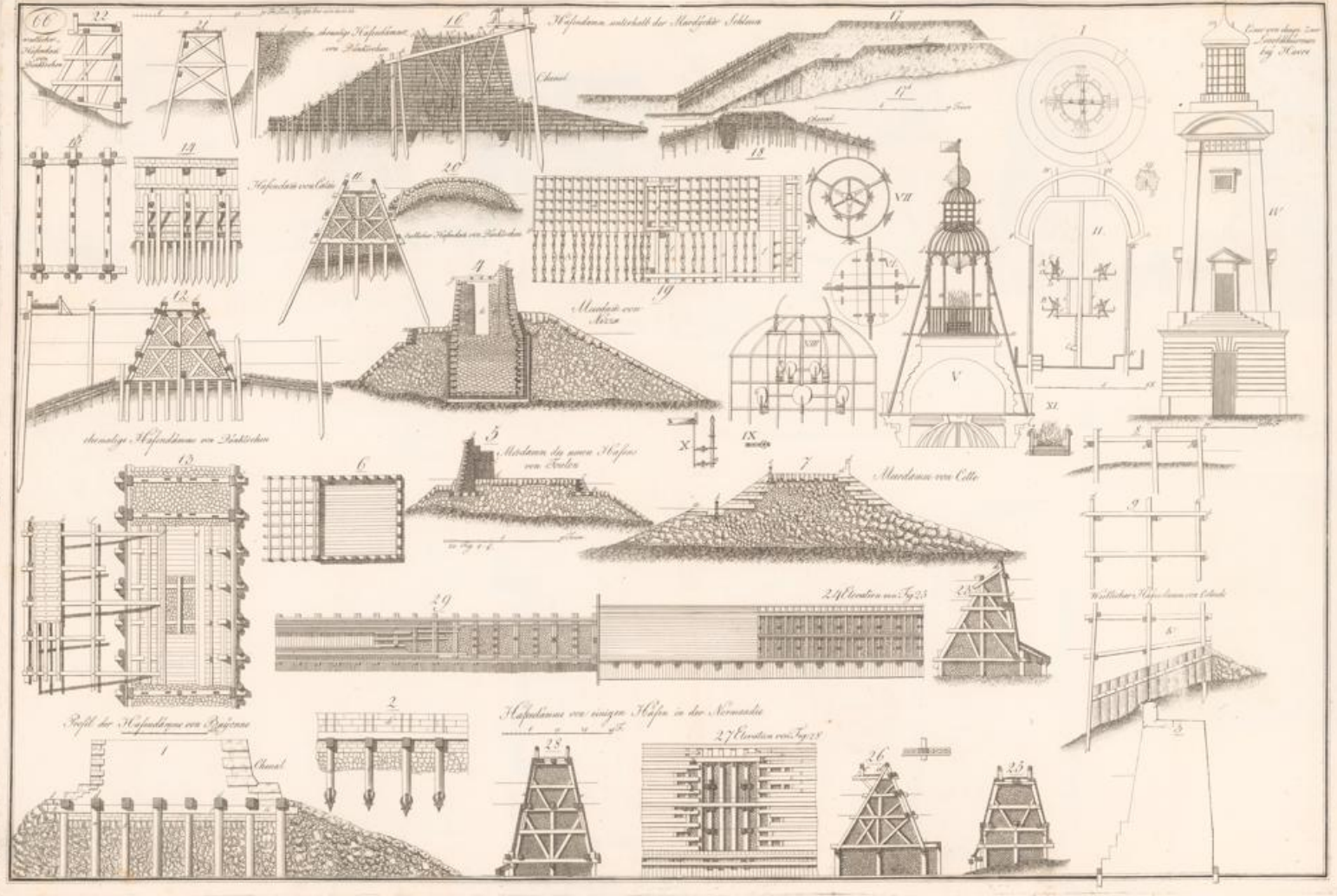
Profil sur la ligne L. L.

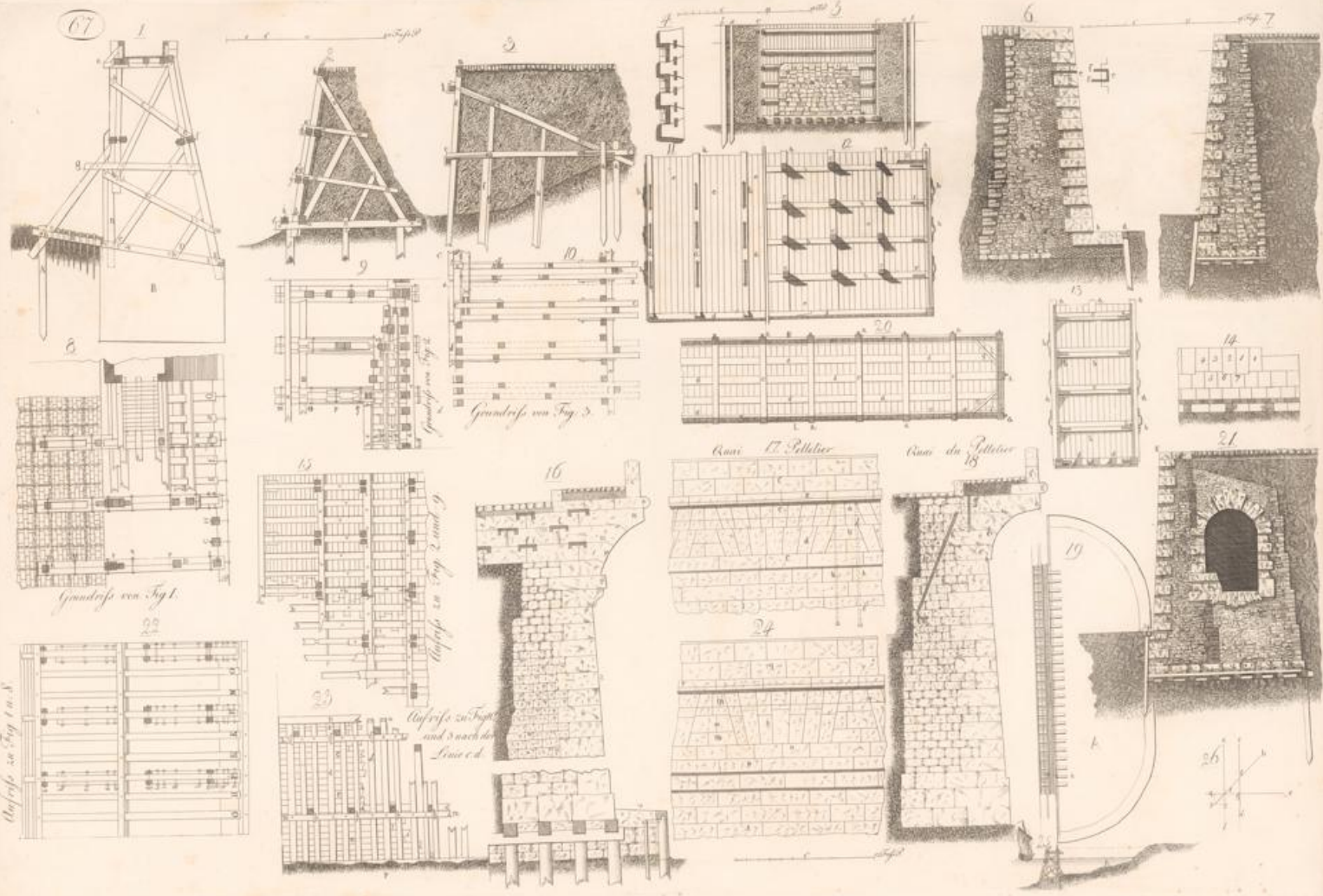
Profil de la Forme extérieure sur la ligne S.

Des Schiffsdocken zu Rochefort

Les fermes à Rochefort







Grundriss von Fig. 1 u. 2.

Grundriss von Fig. 3.

Grundriss von Fig. 4.

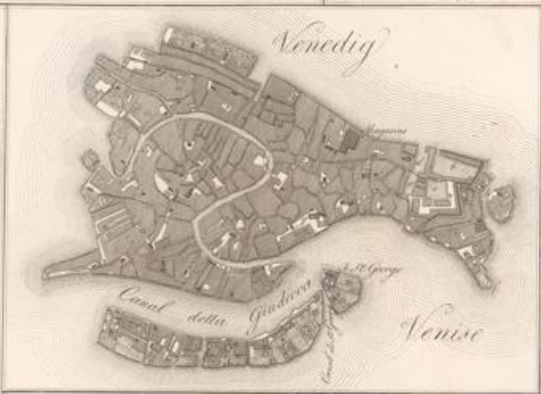
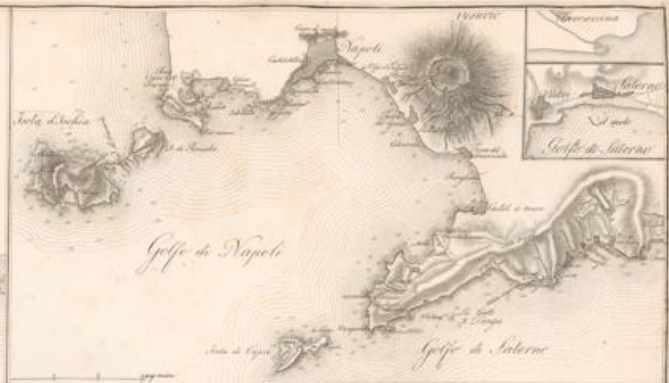
Grundriss von Fig. 5 u. 6.

Grundriss von Fig. 7 u. 8.

Grundriss 17. Peltier

Grundriss du Peltier

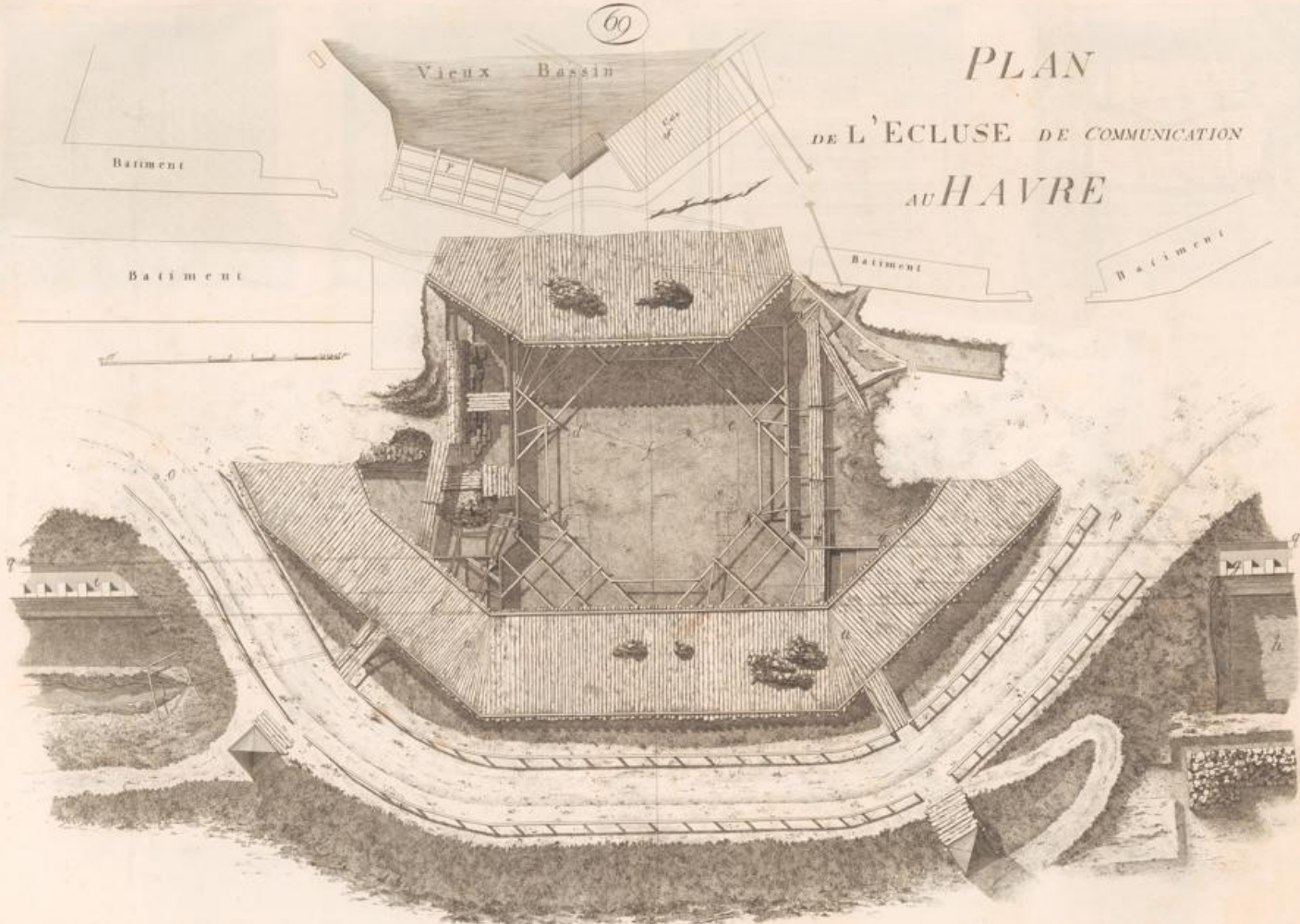


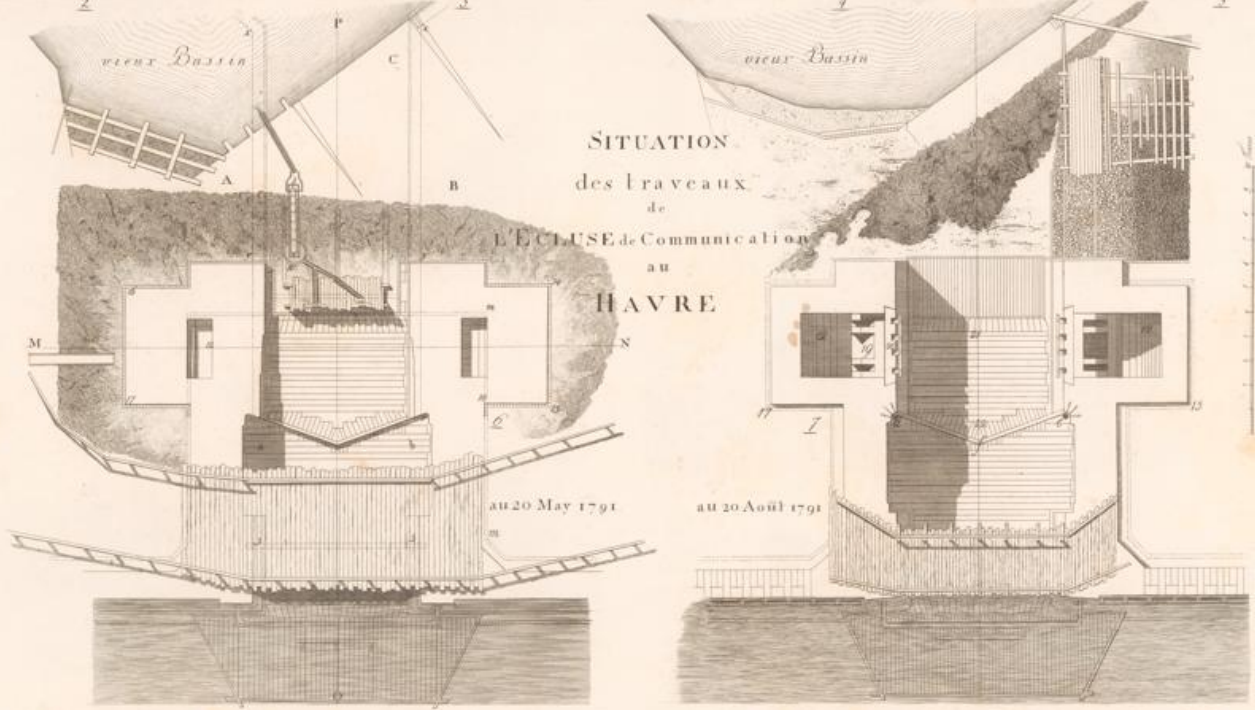
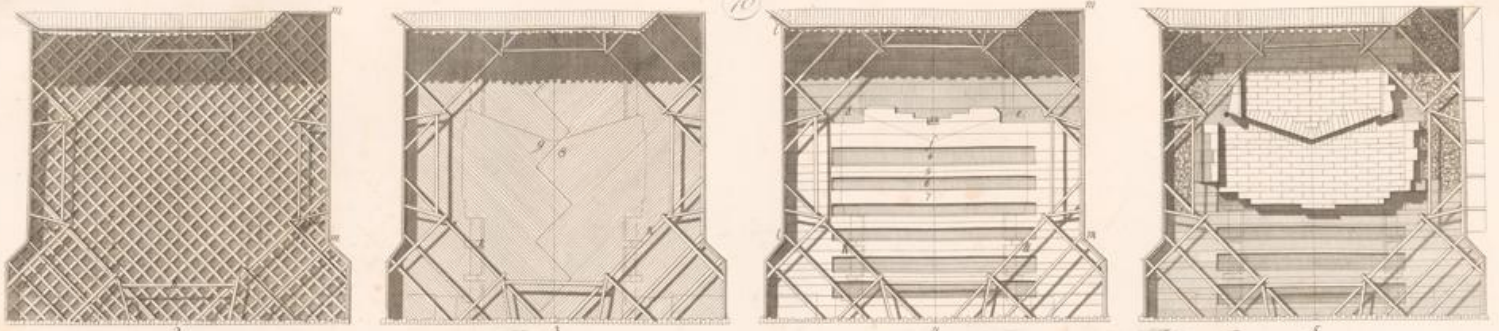


PLAN

DE L'ECLUSE DE COMMUNICATION

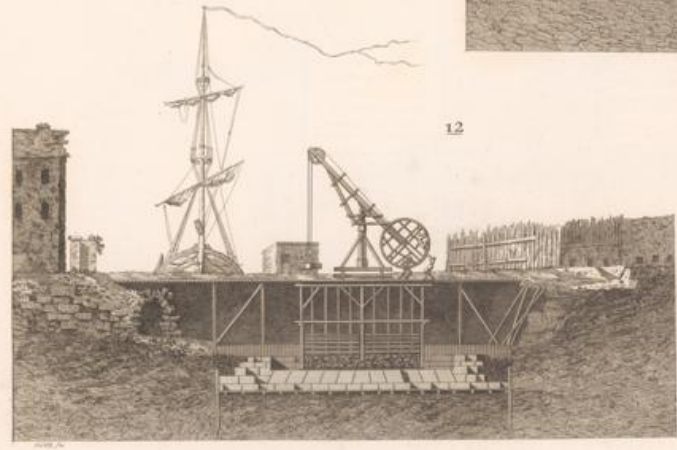
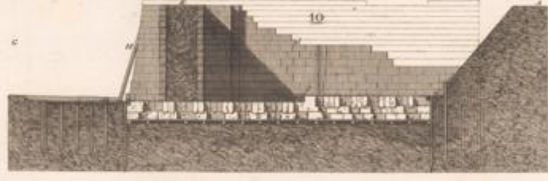
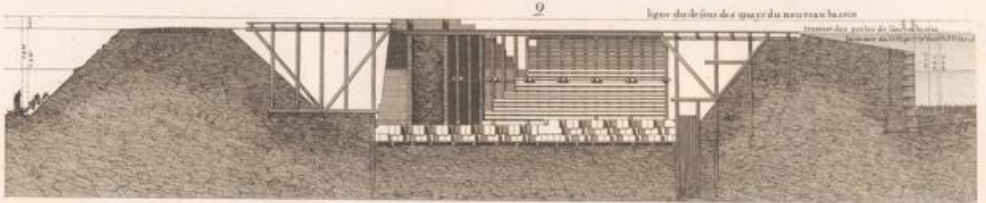
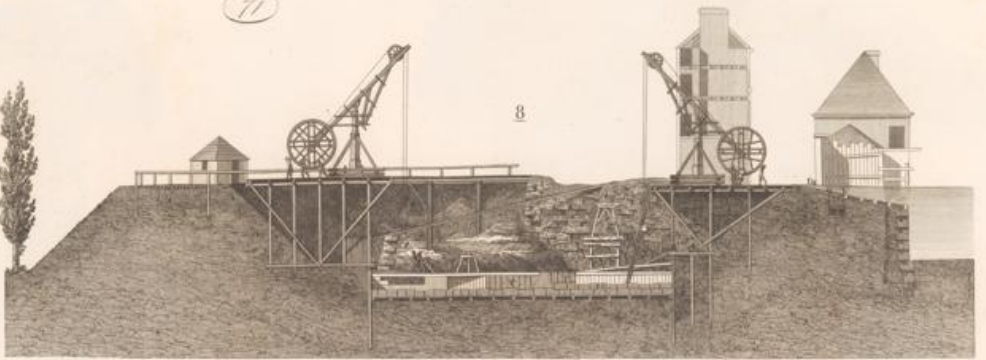
AU HAVRE





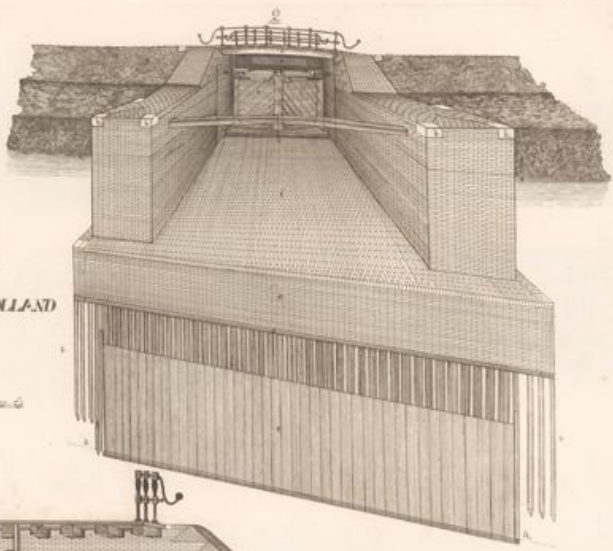
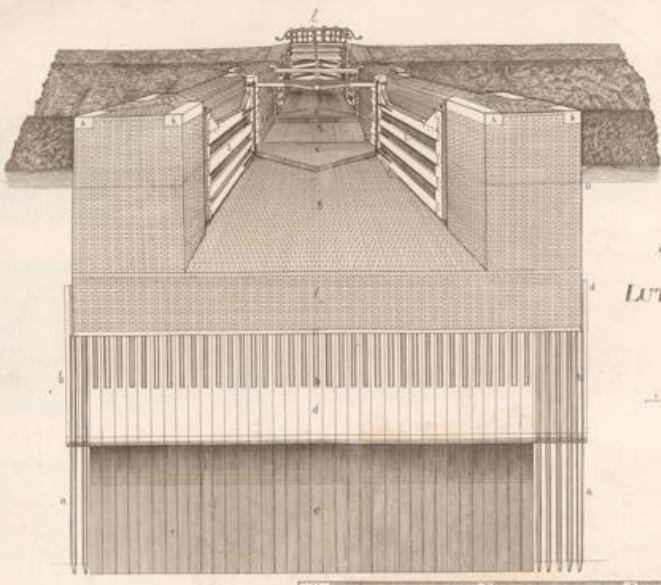
COUPES des Ouvrages de L'ÉCLUSE de Communication au HAVRE

- 8 Coupe sur la ligne XY au 20 Août 1790
- 9 Coupe sur l'axe du passage
- 10 Coupe sur la ligne OP
- 11 Coupe sur la ligne MN
- 12 Profil de N° 5 Planche 70



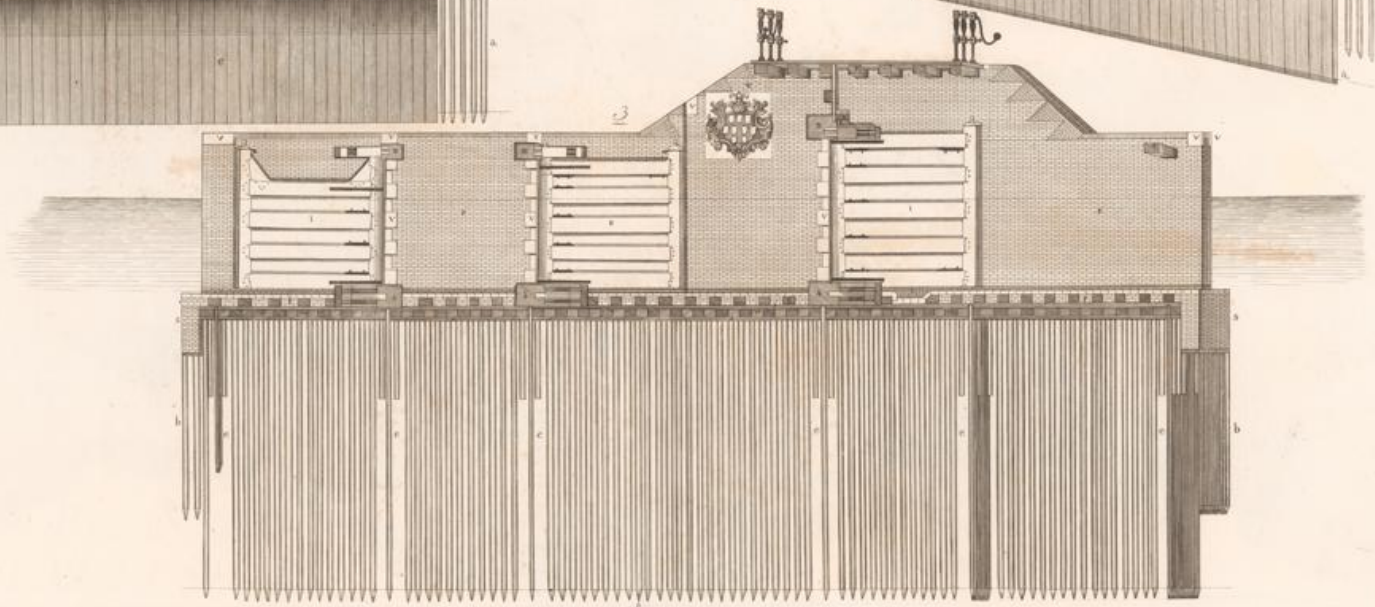
N° les Echelles
se trouvent
sur Tab 70





der
SEE - SCHLEUSE
 bey
LUTGE - SCHARDAAN in NORDHOLLAND
 GENANT
DEN HOORN.

————— 1/1000 —————



Coupe et Elevation sur la Ligne A.S

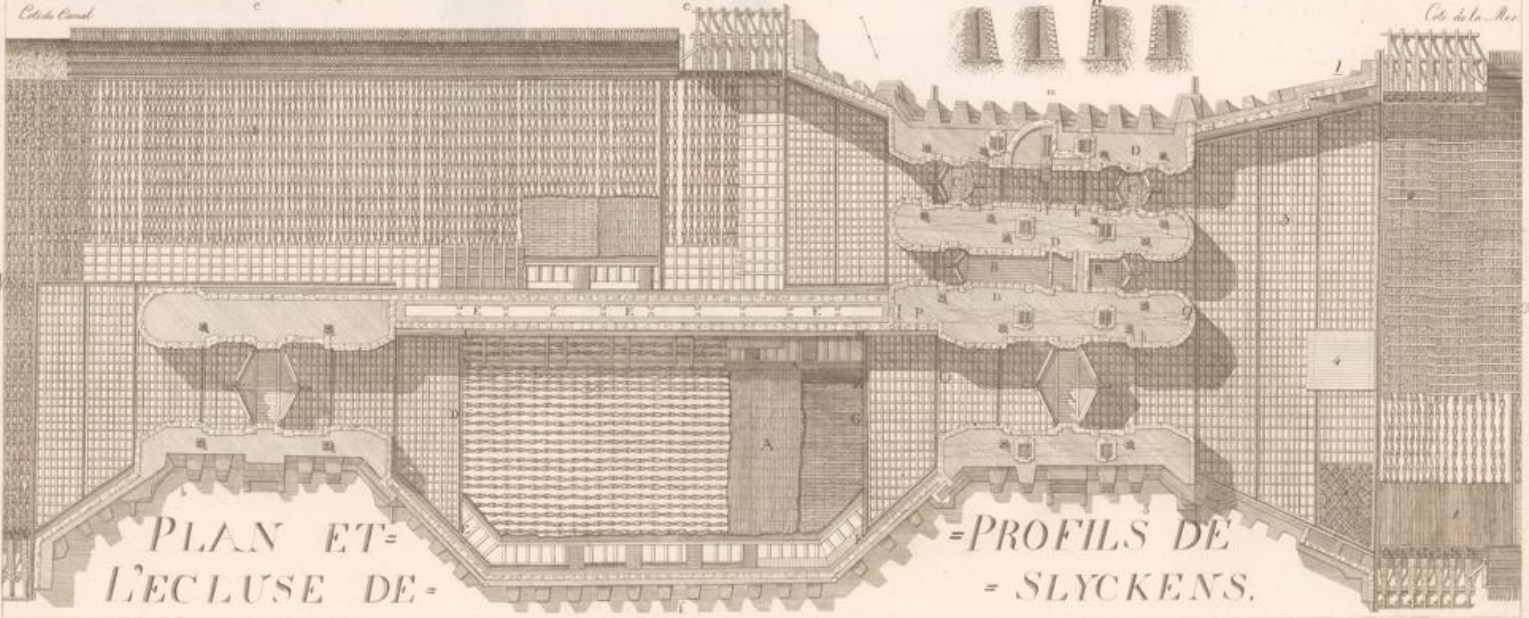
73

1^{er} pont II

Coupe et Elevation sur la Ligne AB CDEF GH

Côté Canal

Côté de la Mer



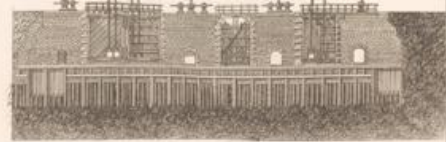
PLAN ET
L'ECLUSE DE

PROFILS DE
SLYCKENS.

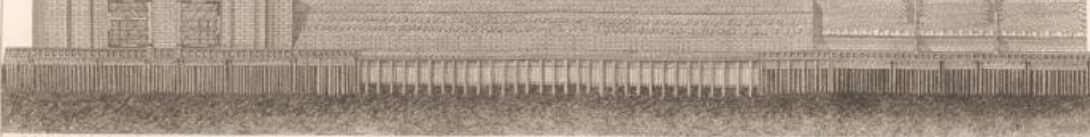
Coupe & Elevation sur la Ligne T U V X Feb 73



Coupe sur la Ligne y h i k l m n S Feb 73



Coupe & Elevation sur la Ligne i j l m n o Feb 73



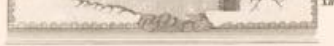
Coupe sur la Ligne a b Feb 73



Coupe sur la Ligne p q



Coupe sur la Ligne A B



Coupe sur la Ligne C D

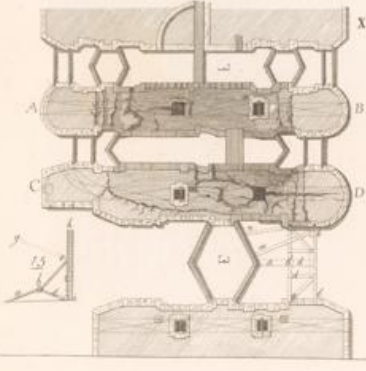
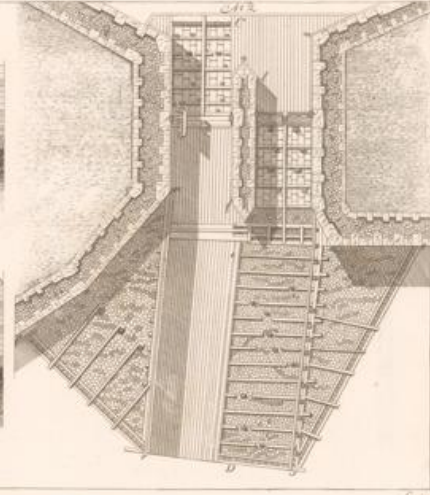
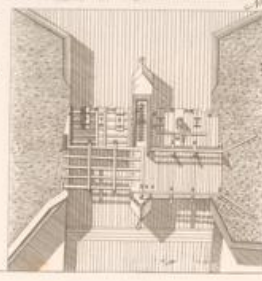


CINQ PROFILS DE LECLUSE DE SLYCKENS Construit 1757.

Coupe sur la Ligne C D

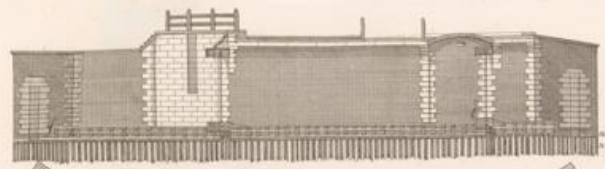


PLAN COUPE ET ELEVATION DE LECLUSE D'AMONT DE FÉCAMP

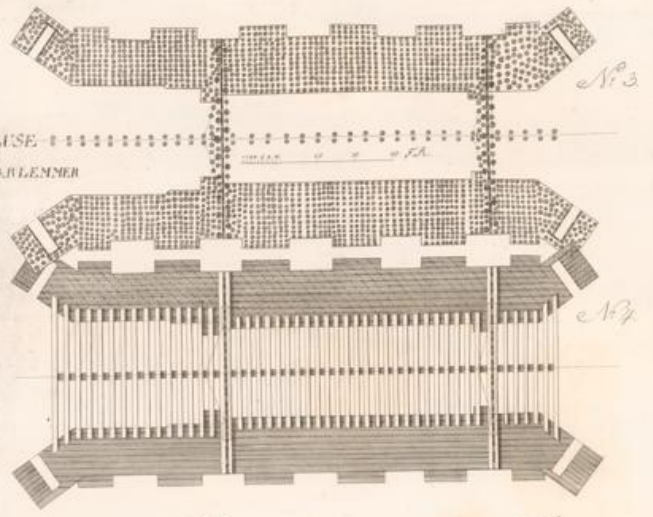


75

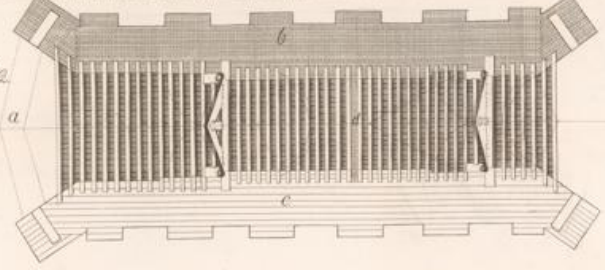
213



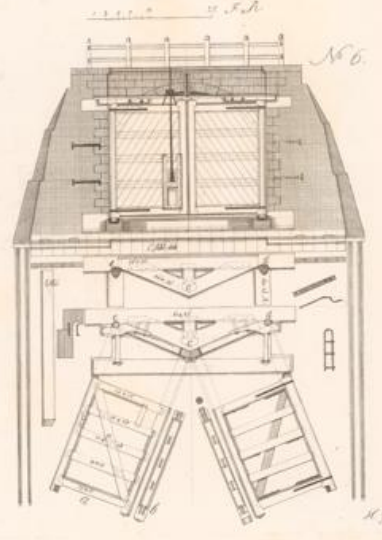
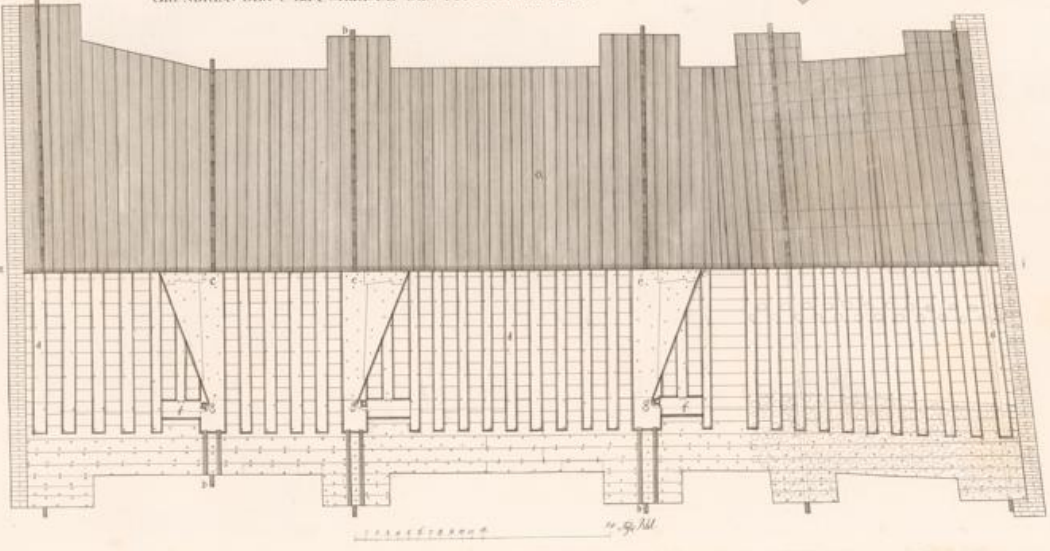
DIE SCHLEUSE
ZWISCHEN DEM HAAVLEMNER
MEER UND DEN Y
HALFWEGE.



Nr 2



GRUNDRISS DER SIEG-SCHLEUSE DEN HOORN GENANT.



Nr 3

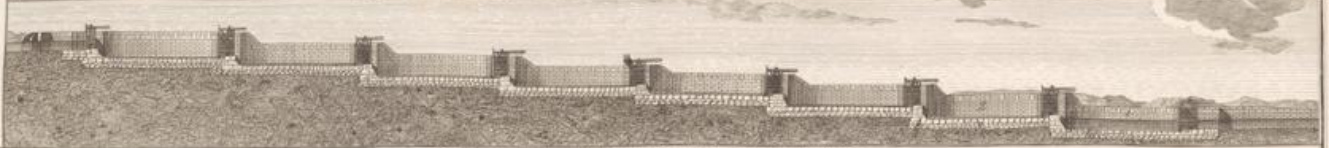
Nr 3

Nr 2

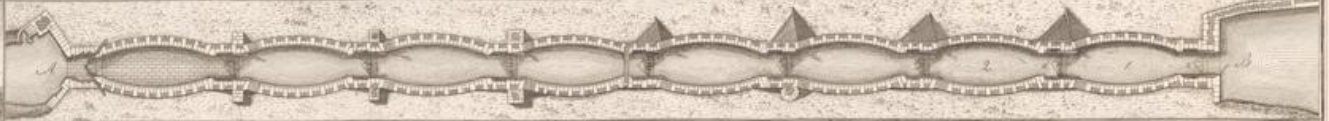
Nr 6

Nr 5

ELEVATION DES ECLUSES DE FONSERANNE SUR LA LIGNE a b



PLAN DES ECLUSES DE FONSERANNE.



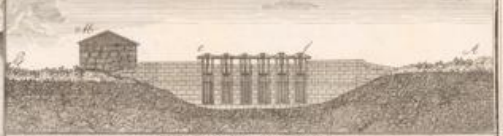
Chemin
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.



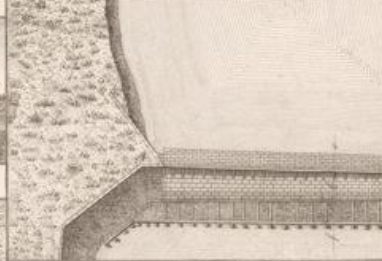
2. Elevation des Epanchoirs sur le Sijet U. D. S. 2

3. Plan des Epanchoirs de la Riviere d'Alpes de Besancon

6. Epanchoirs de Sallaz pour l'irrigation de Coze



ELEVATION DES EPANCHOIRS

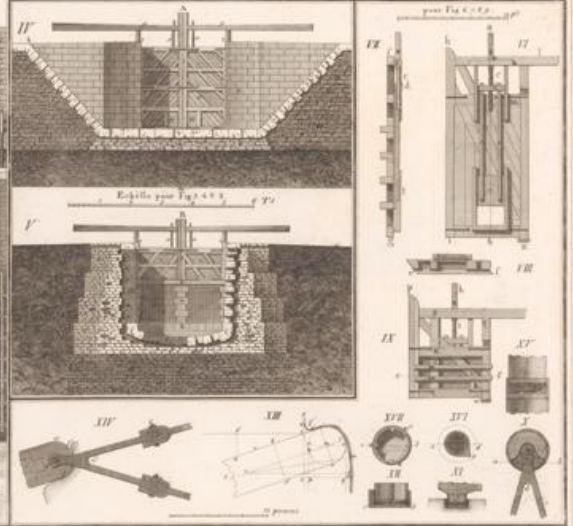
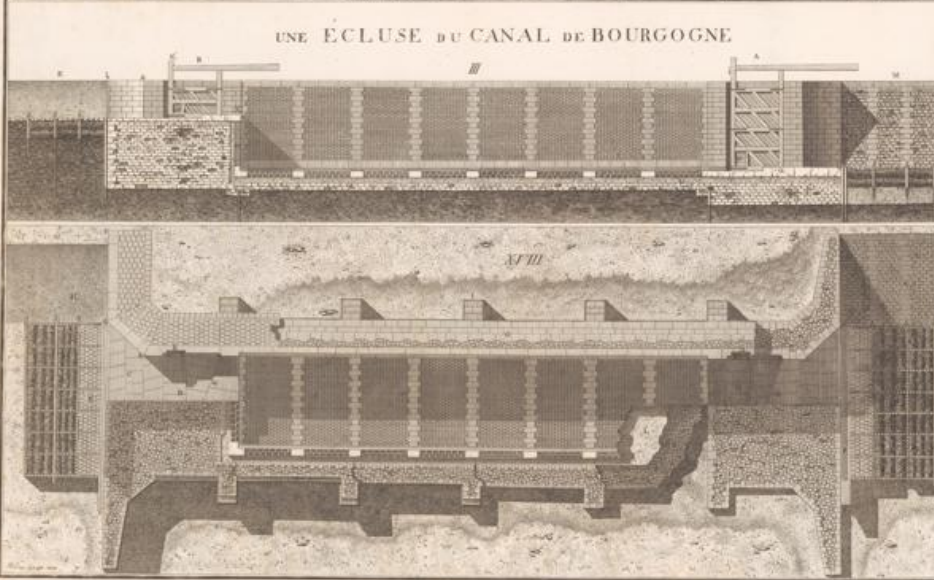
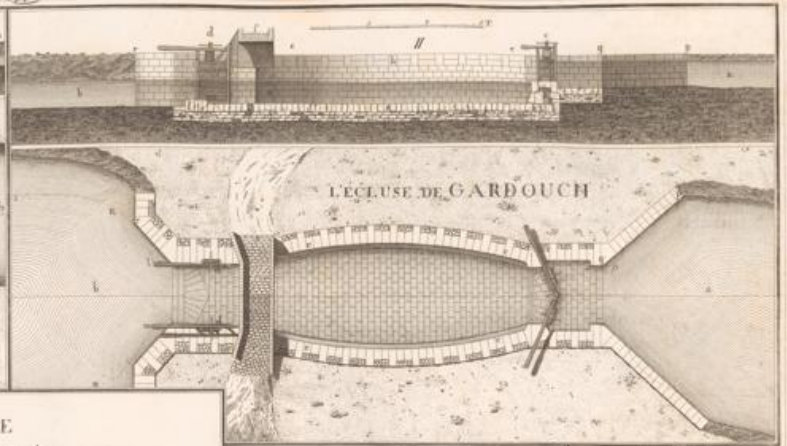
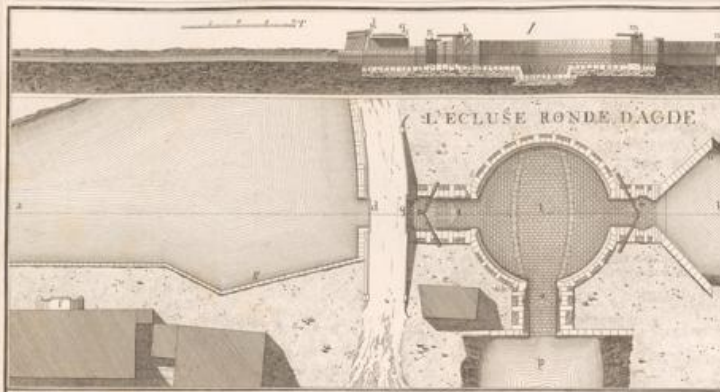


PLAN DES EPANCHOIRS



Coupe de la Chaussée et des Epanchoirs sur la Ligne a b





Durchfahrts-Schleuse

von Holland nach Nieuw-ontrop, zuden Doffen des Neuenwerks

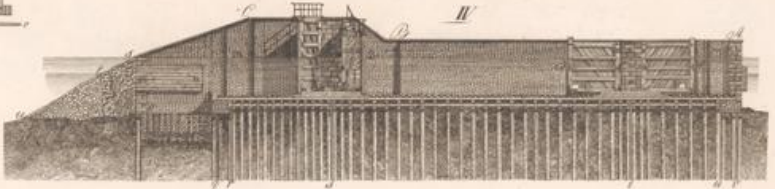
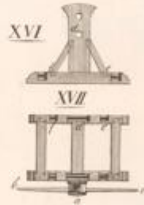
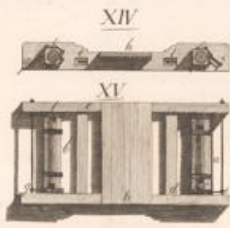
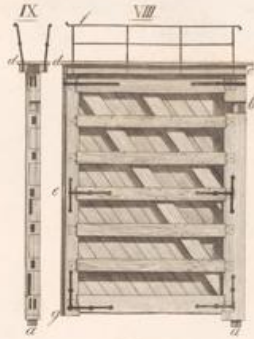
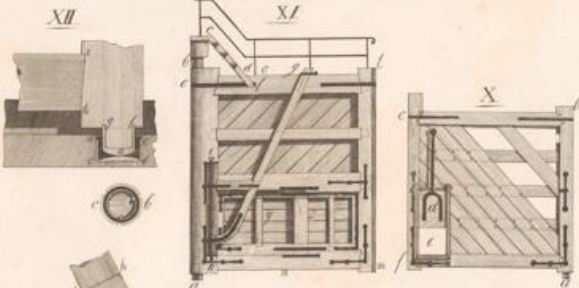
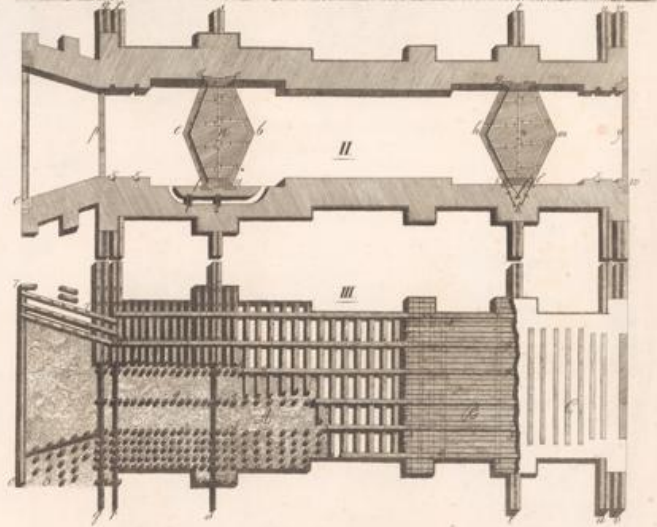
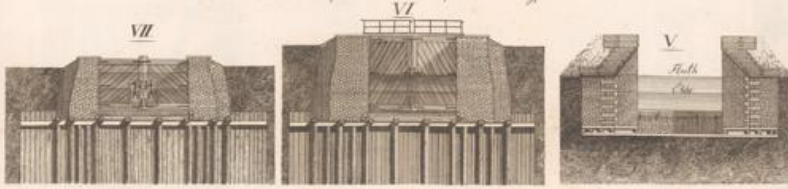
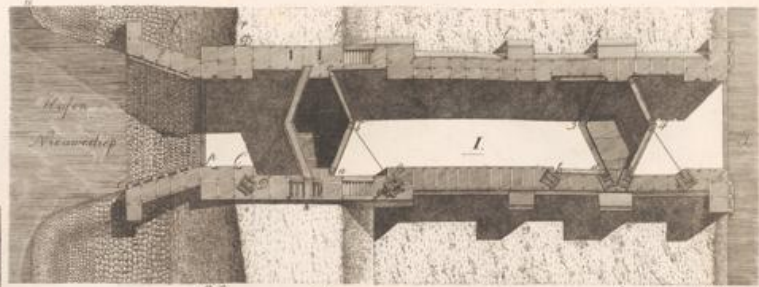
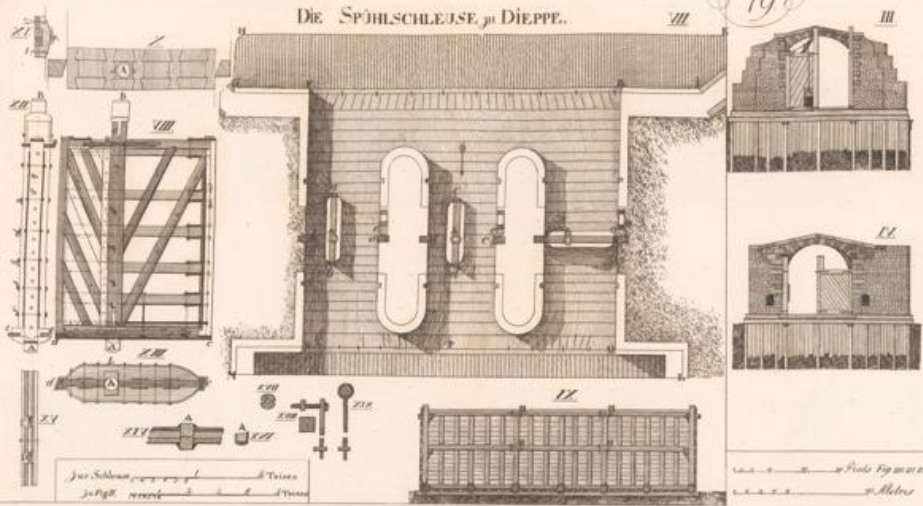


Fig. 1010-1015 — — — — — Andererwoer Poffe
 Fig. 1016-1020 — — — — —
 Fig. 1021-1025 — — — — —

Grise Fig. 1026-1030 — — — — —

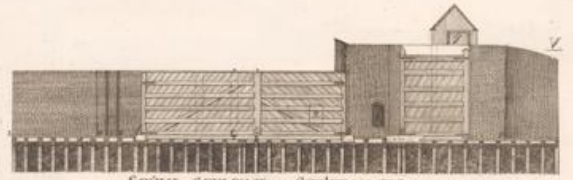
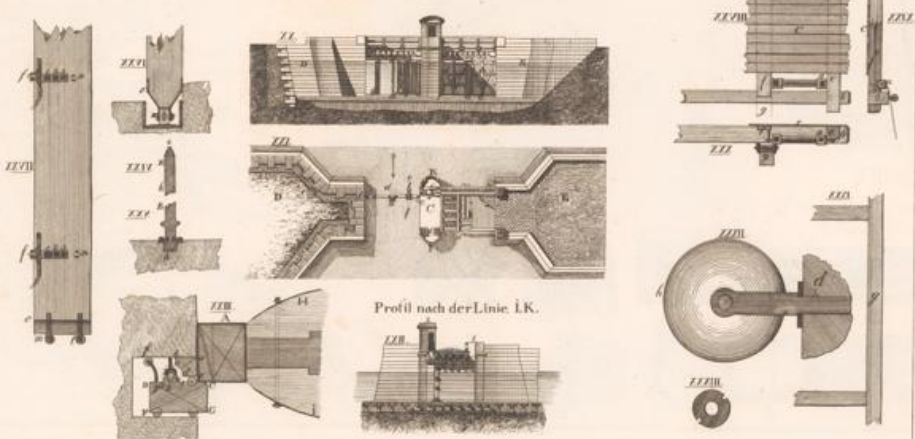
Die Spülschleuse zu Dieppe.



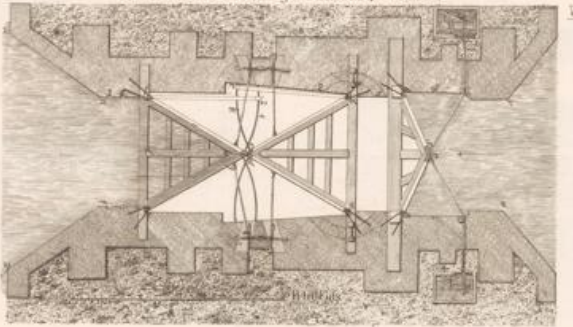
Die Donker Schleuse zu Gouda.

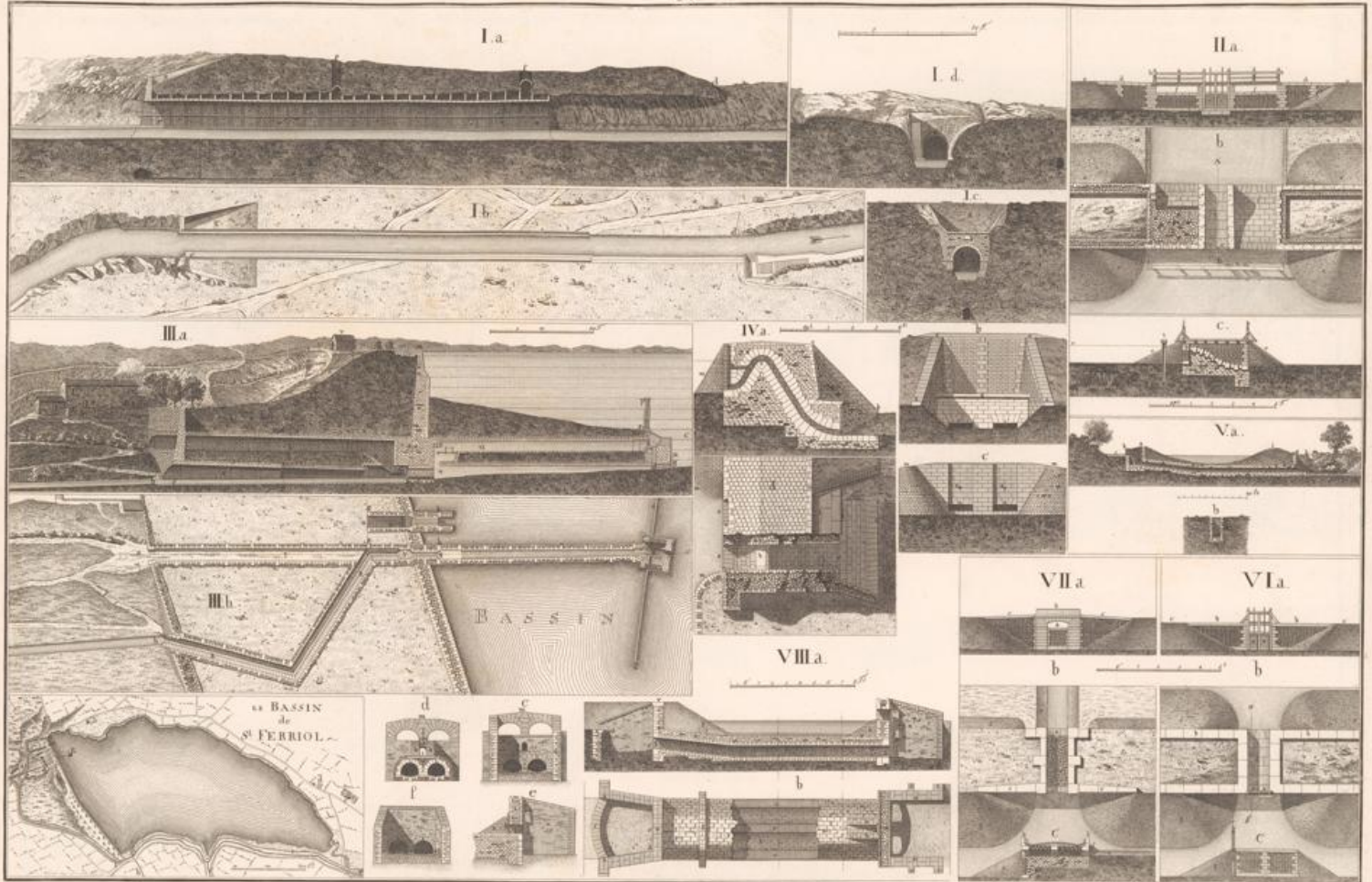


Spülschleuse zu Tréport.

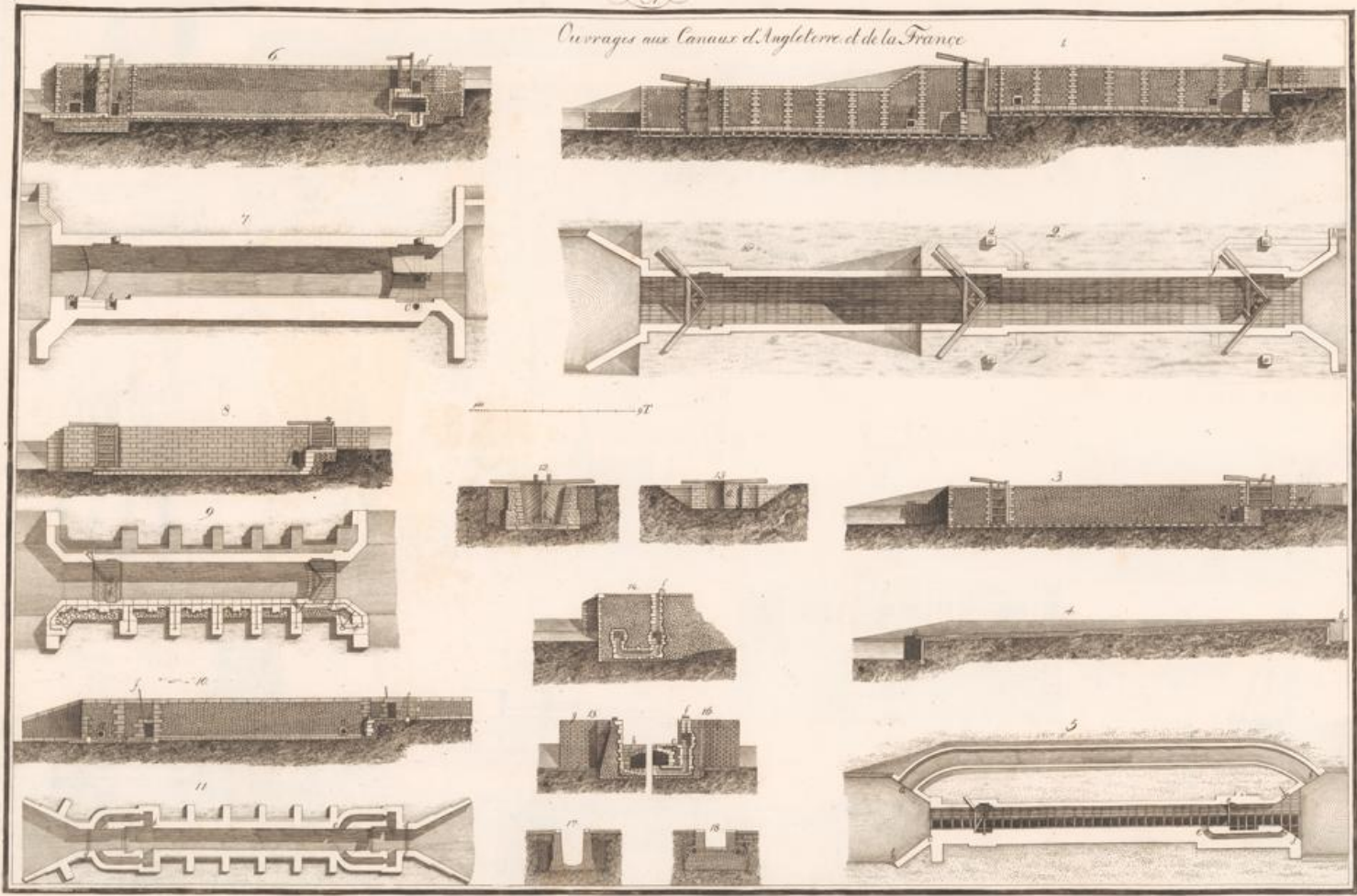


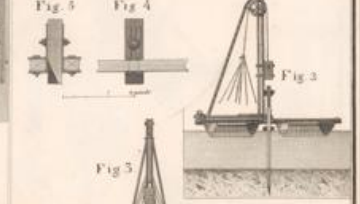
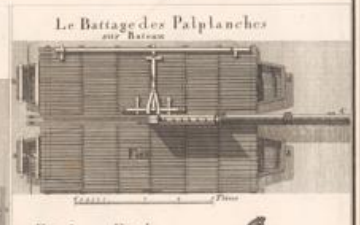
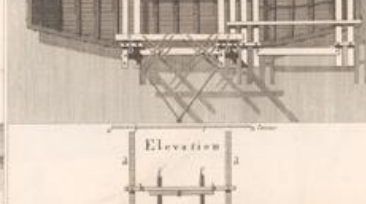
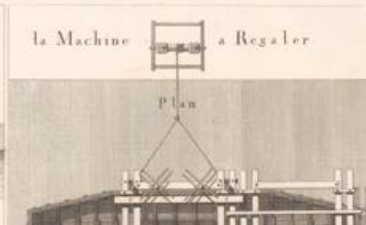
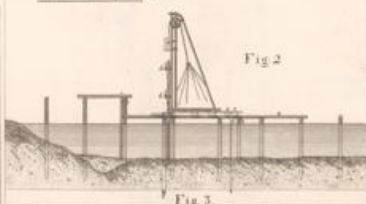
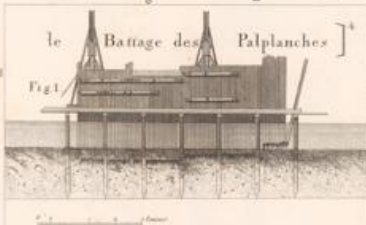
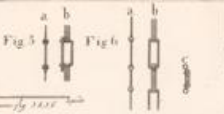
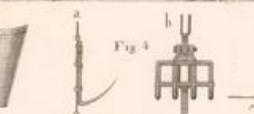
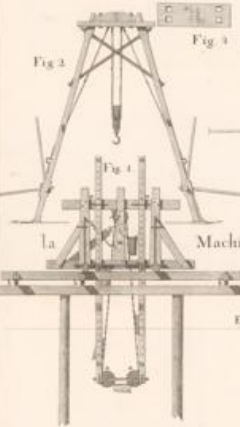
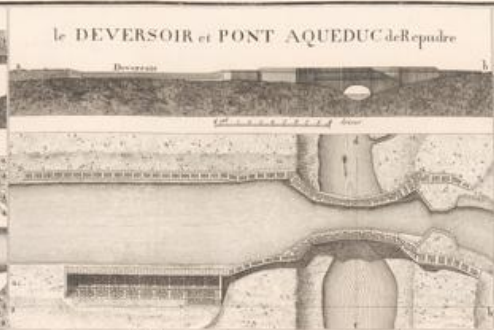
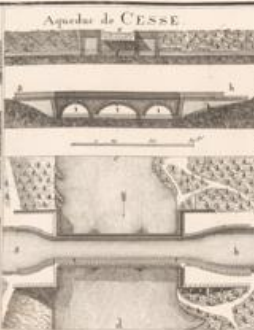
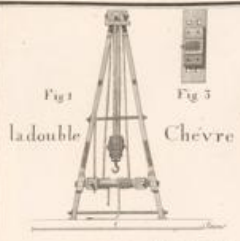
Spülschleuse bei Schiedam, 1778 erbaut.





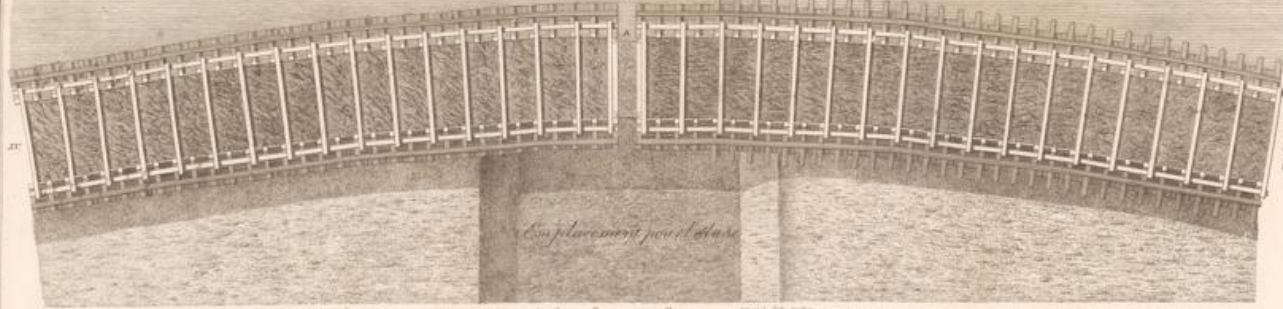
Couvrages aux Canaux d'Angleterre et de la France



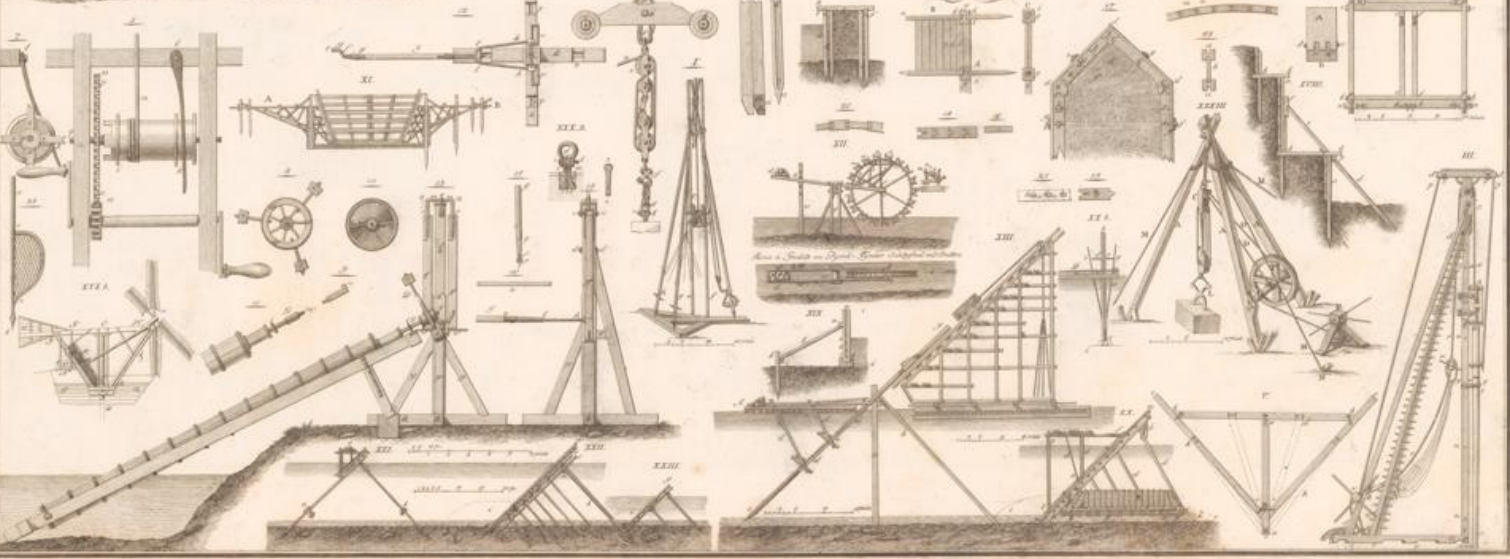
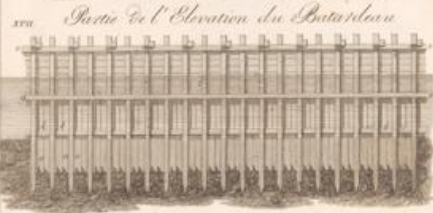


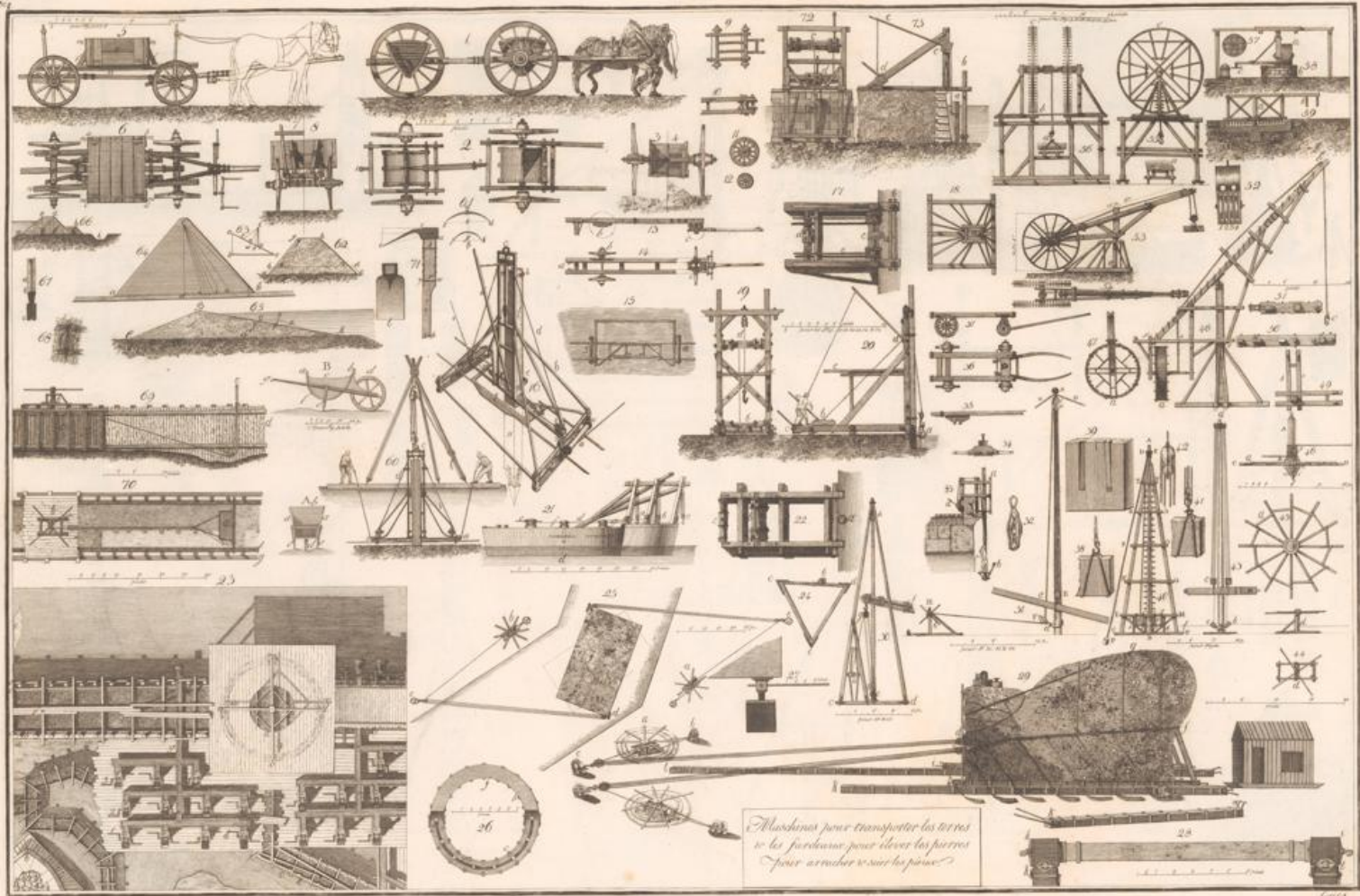
Le Port de Nieuwendiep en Nord-Hollande.

Profil du Batardeau

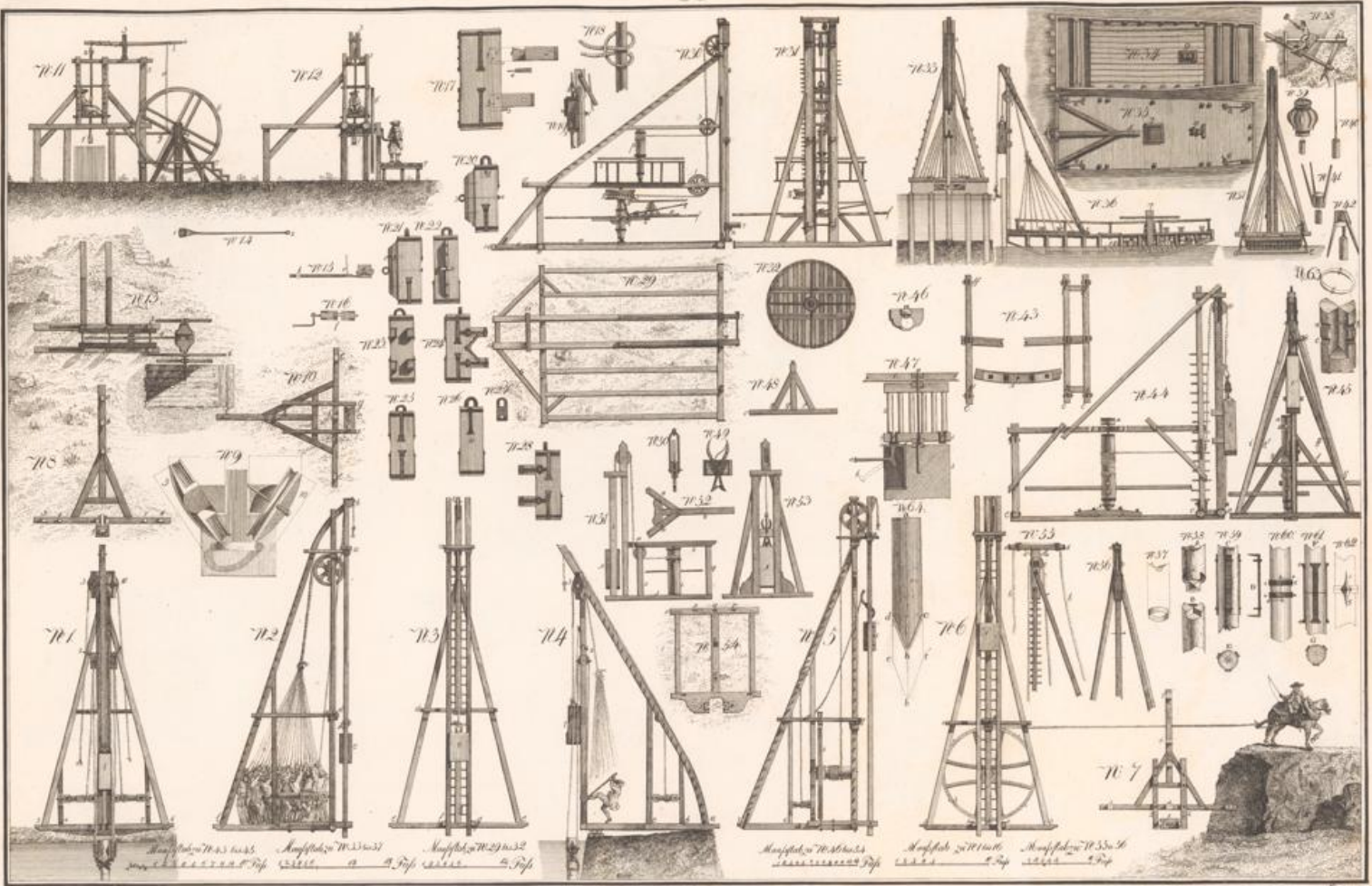


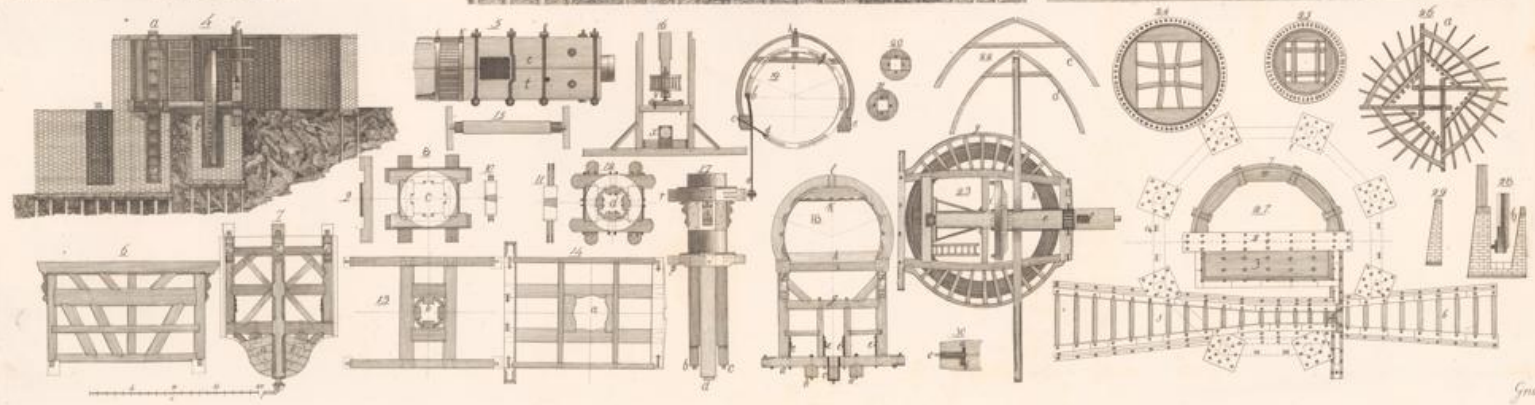
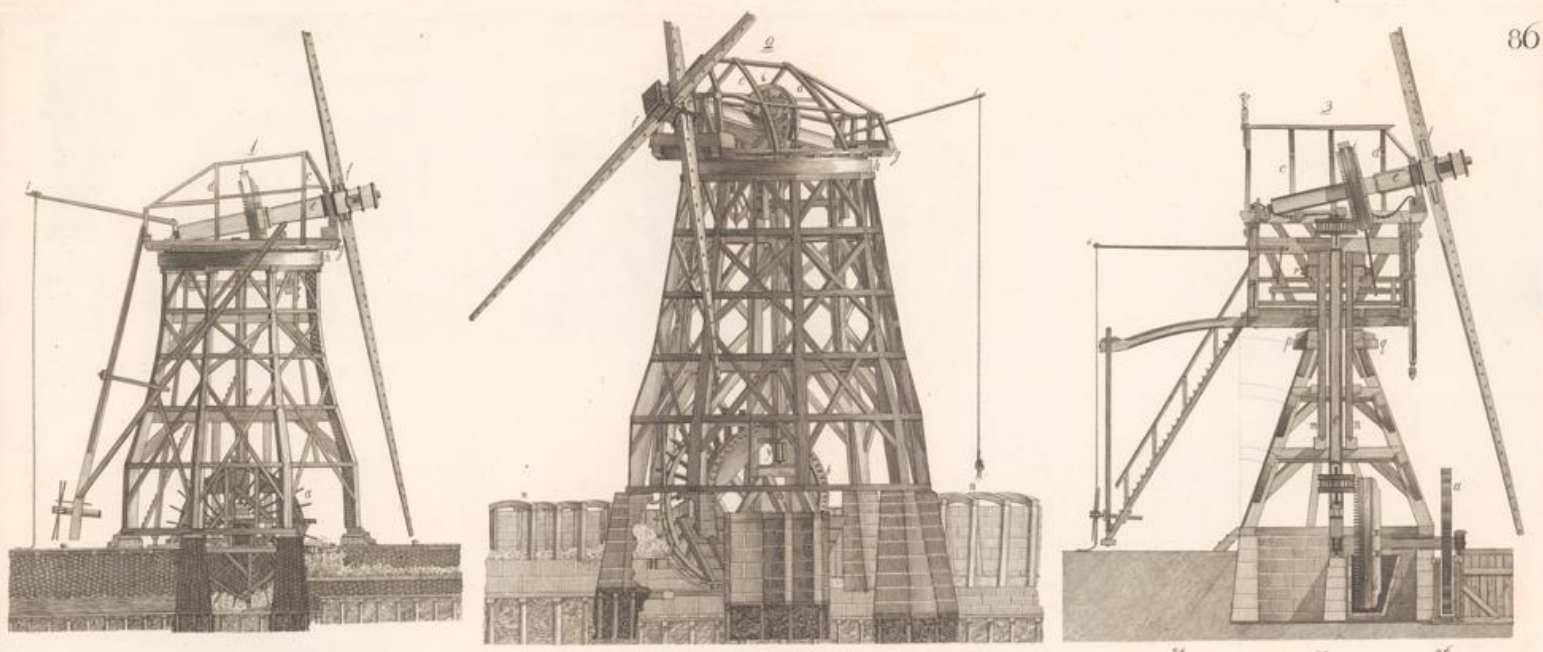
Le placement pour l'usage



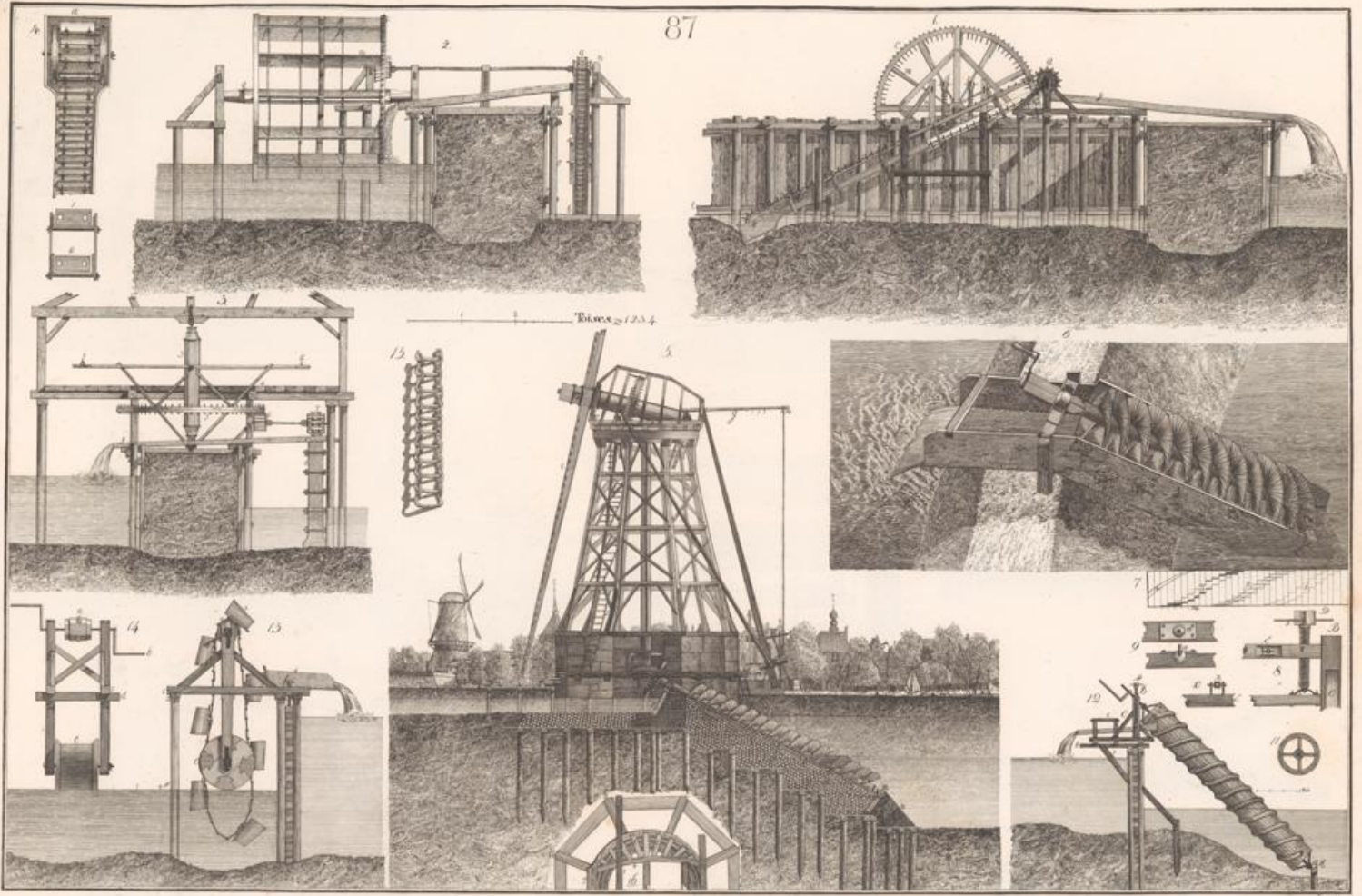


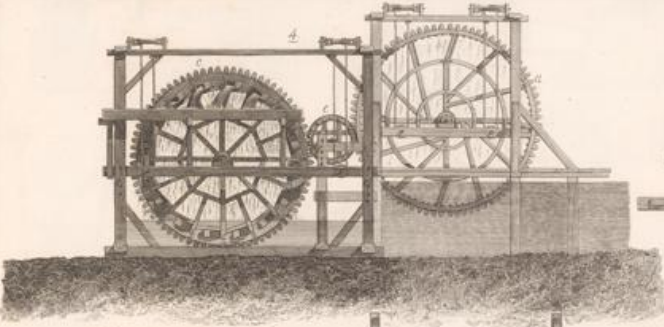
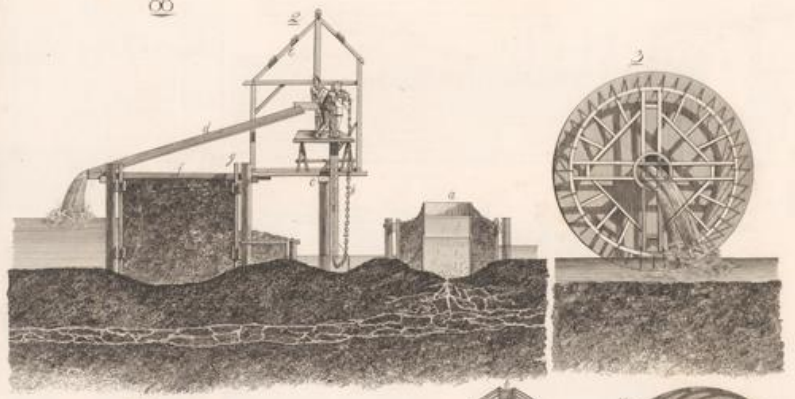
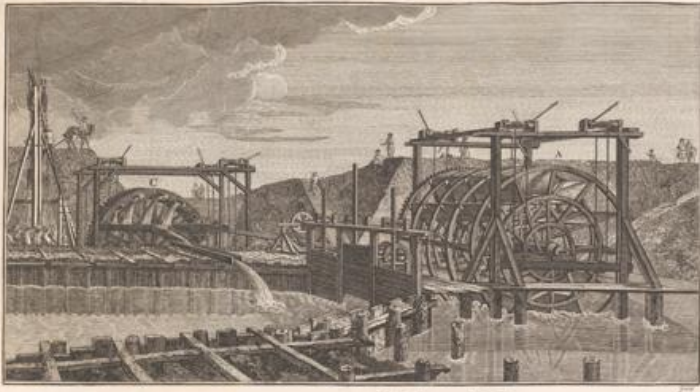
*Machines pour transporter les terres
 & les fardeaux pour élever les pierres
 pour arracher & surer les piles*



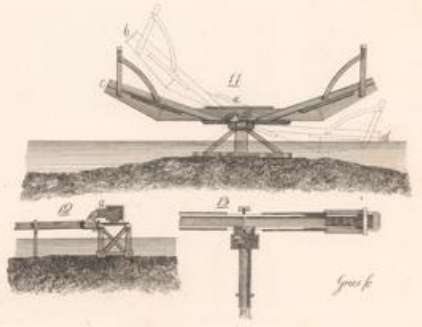
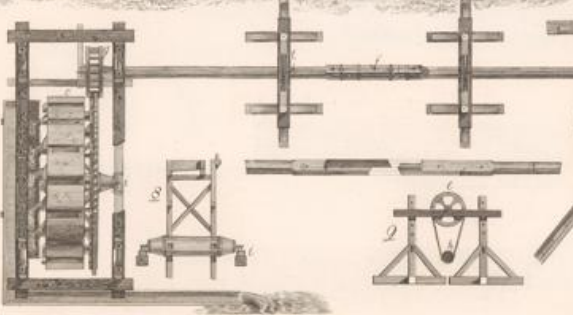
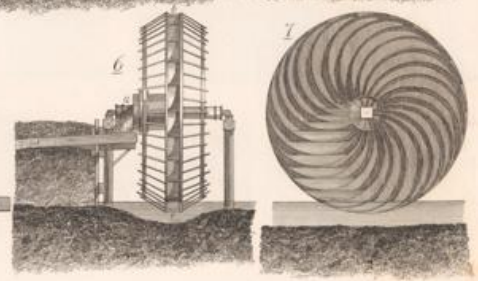
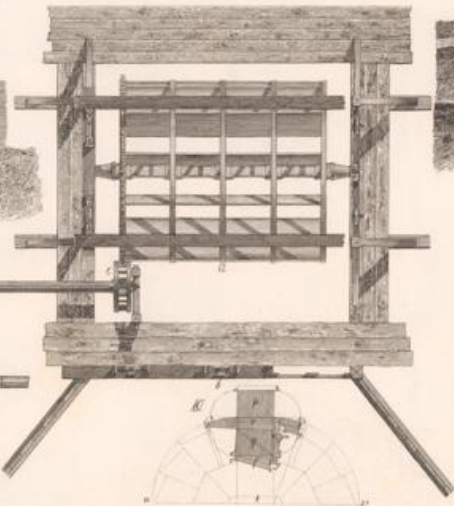


Gna





72 70/1 20/1 4 3 2 9
 58 25 10 23 8 10 20 20

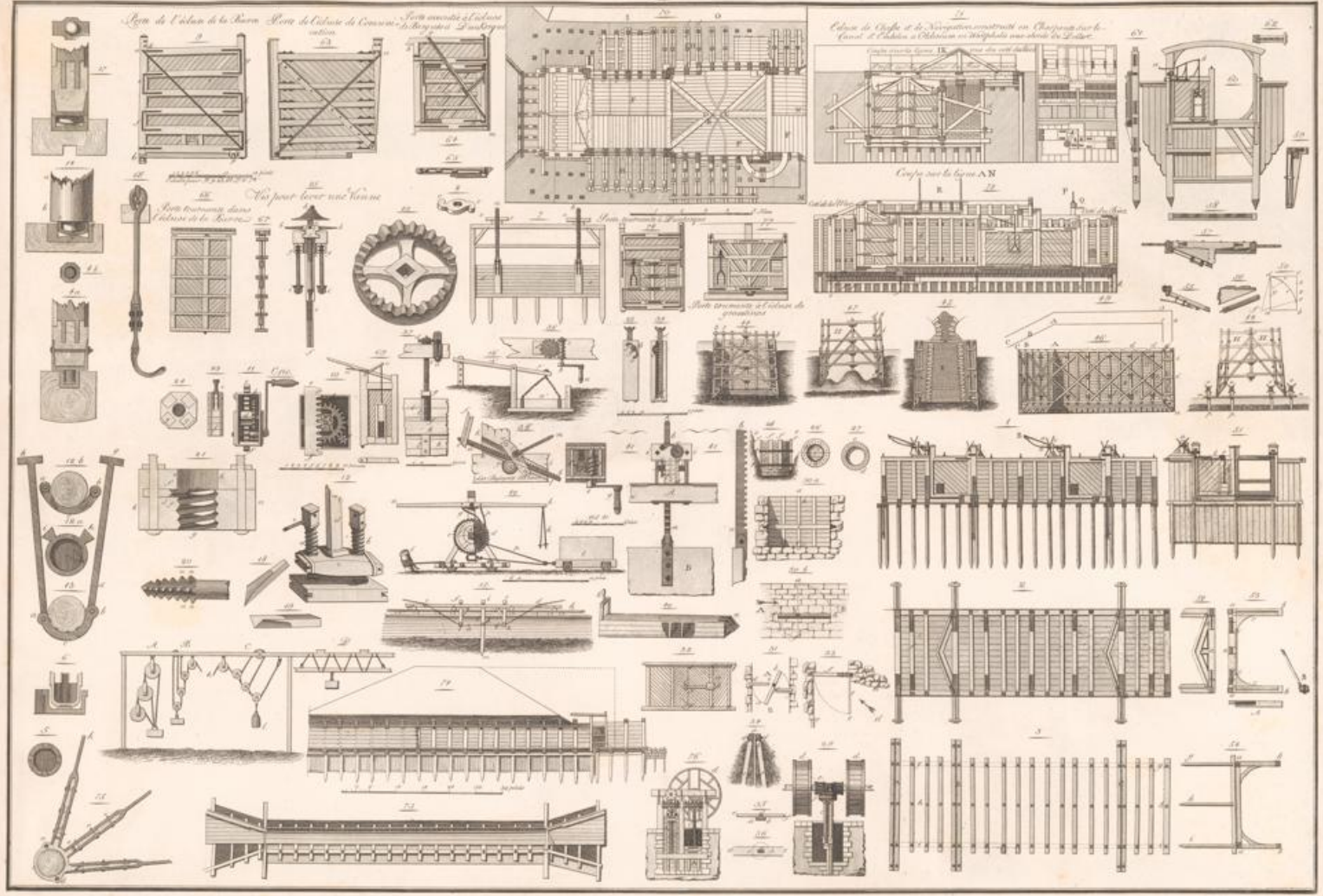


Grueb

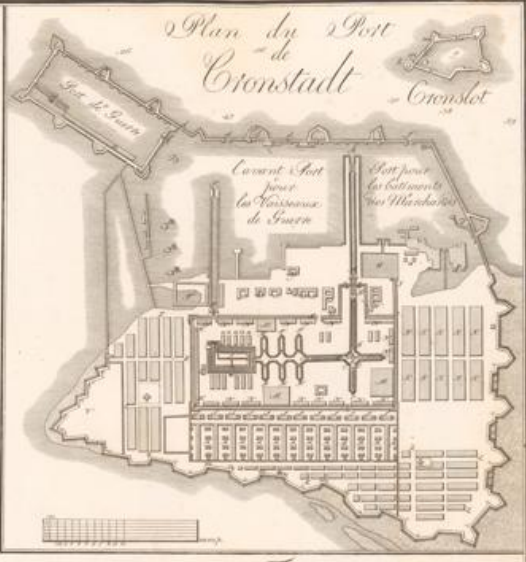
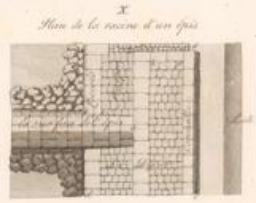
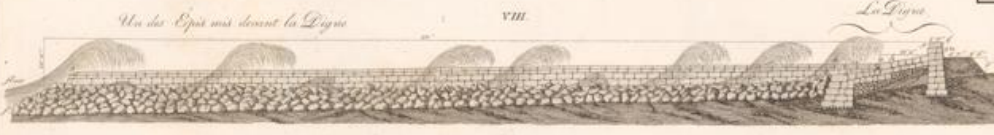
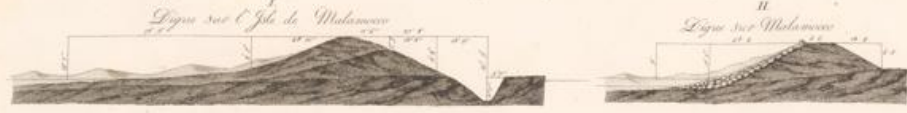
Plan de l'édifice de la Saône. Plan de l'édifice de la Saône. Plan de l'édifice de la Saône.

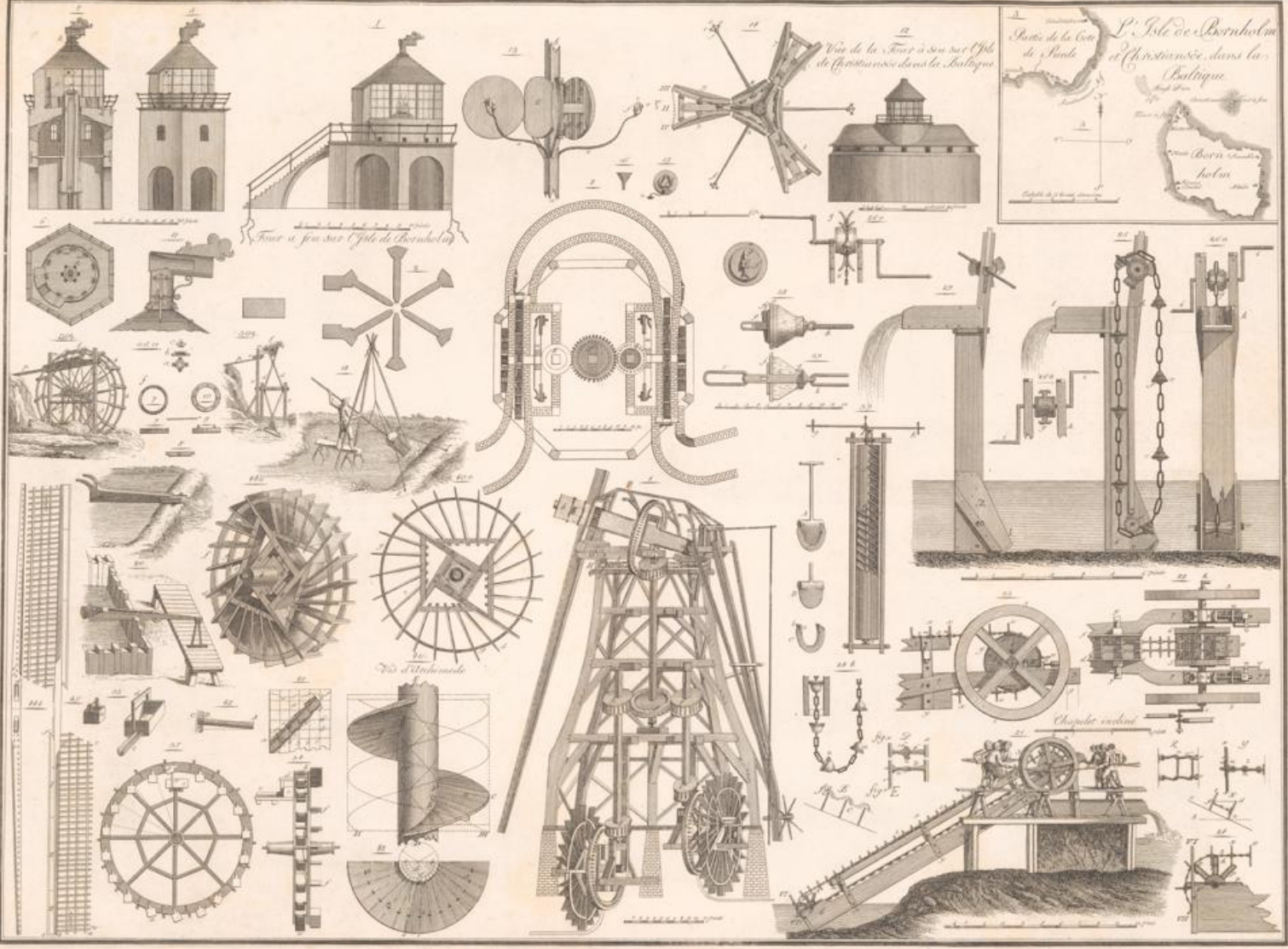
Plan de l'édifice de la Saône. Plan de l'édifice de la Saône. Plan de l'édifice de la Saône.

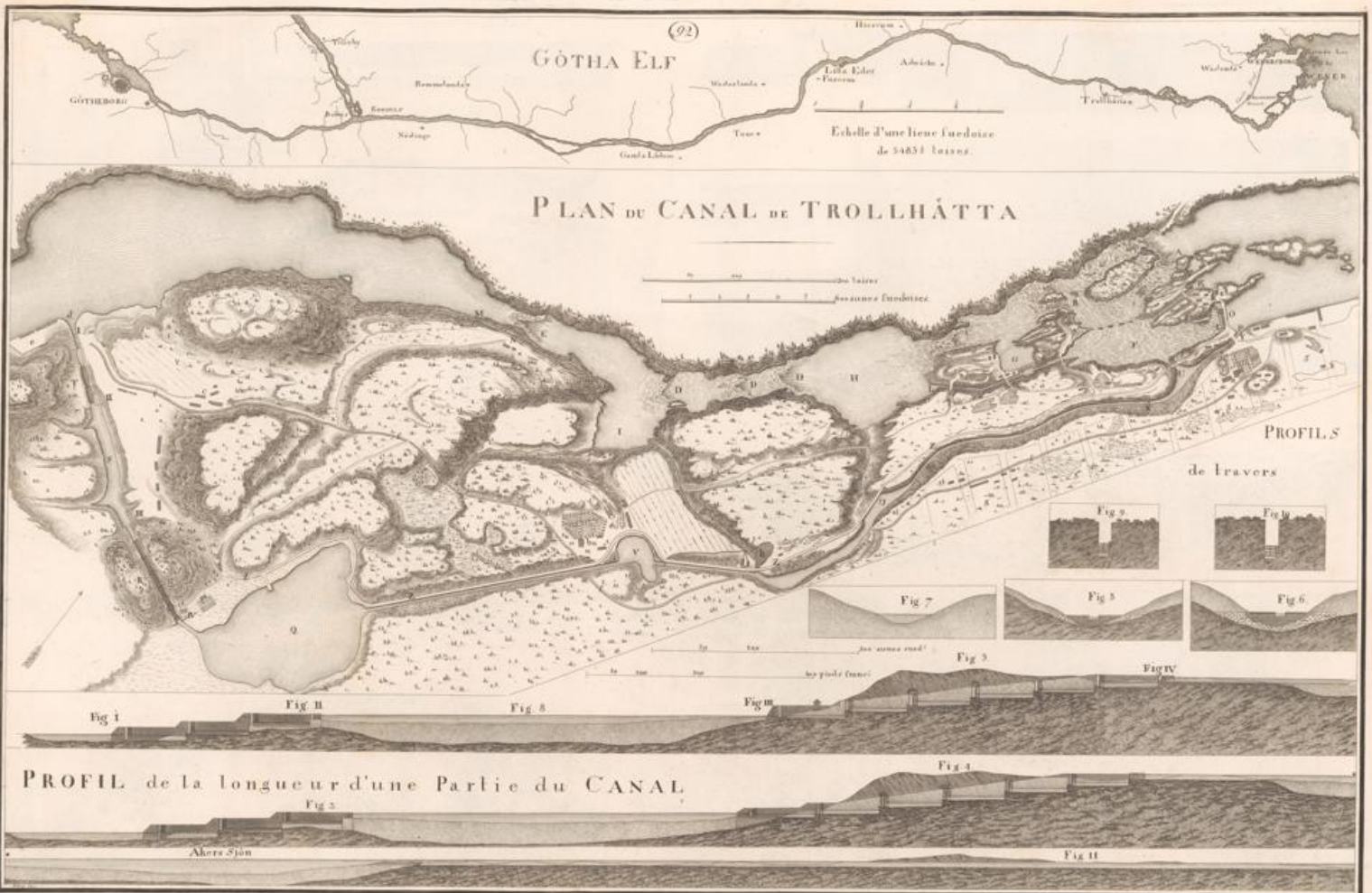
Plan de l'édifice de la Saône. Plan de l'édifice de la Saône. Plan de l'édifice de la Saône.

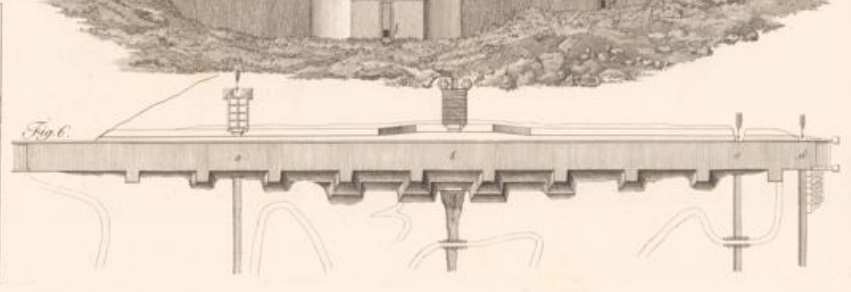
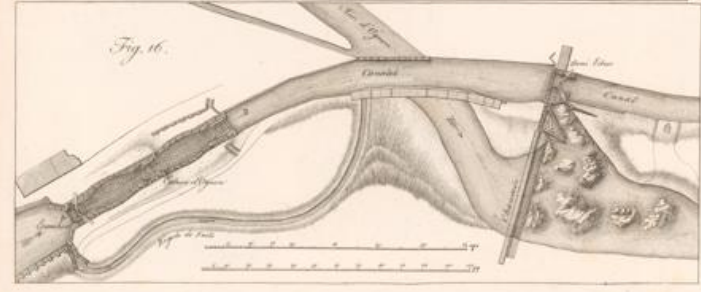
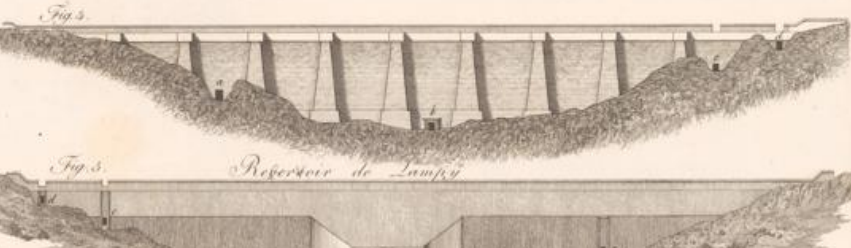
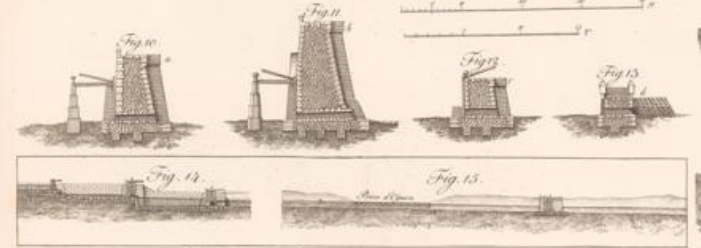
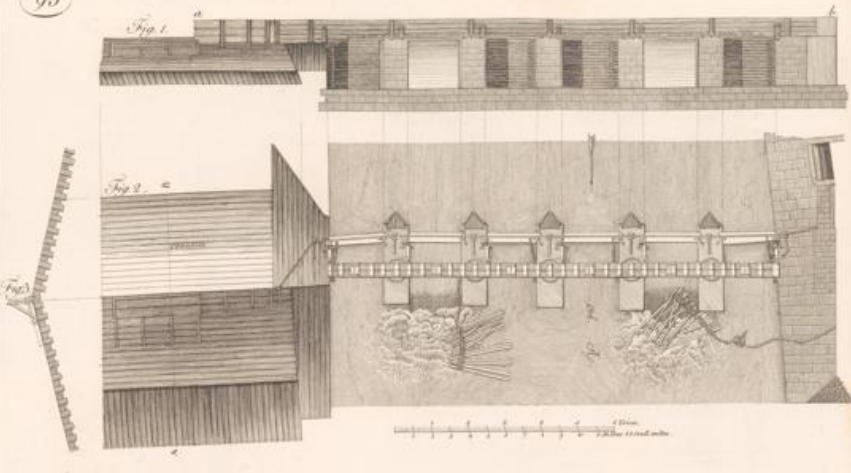
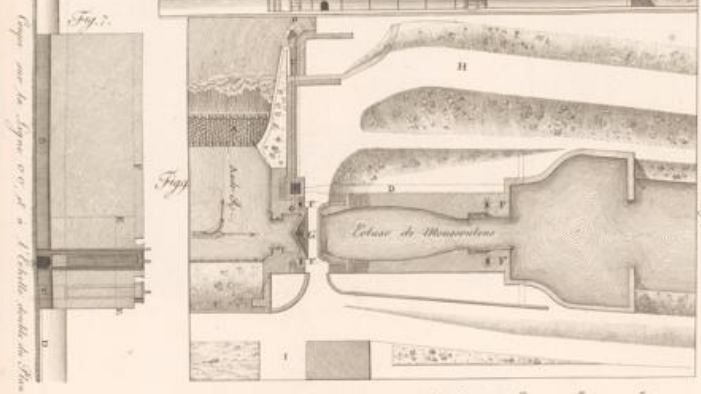


Profils des Diques de la Mer sur les Isles près de Venise nommées Ludi





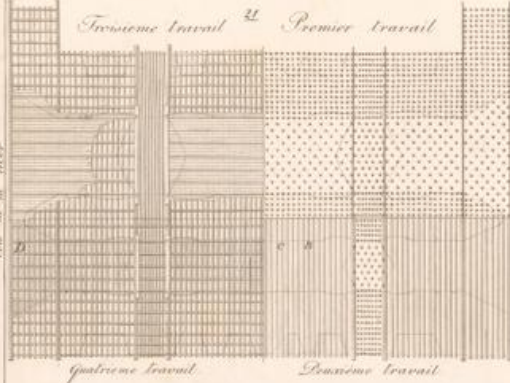




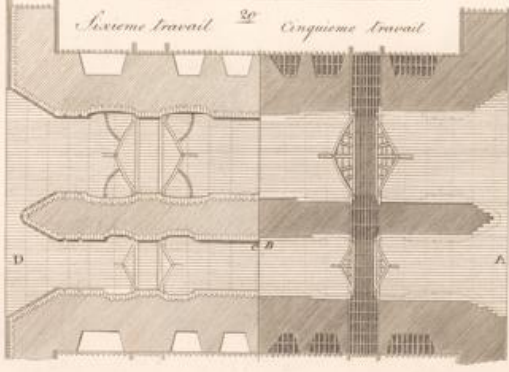
Reservoir de Lampsy

Côté de la Mer

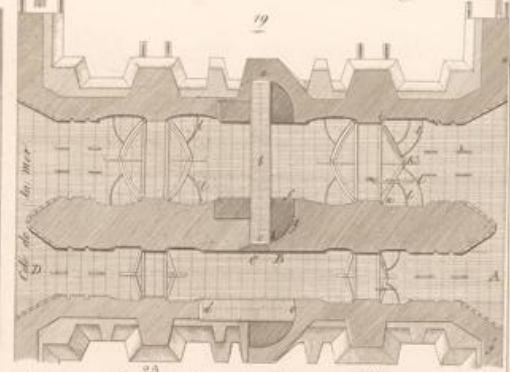
Troisième travail 21 Premier travail



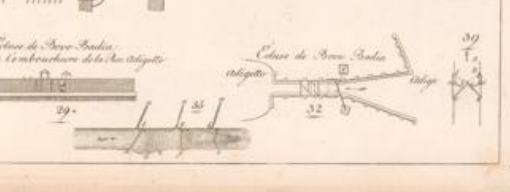
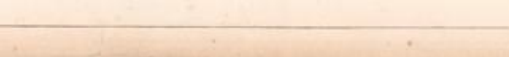
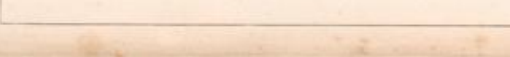
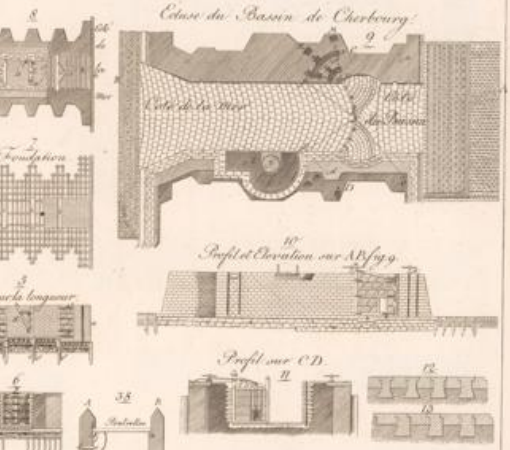
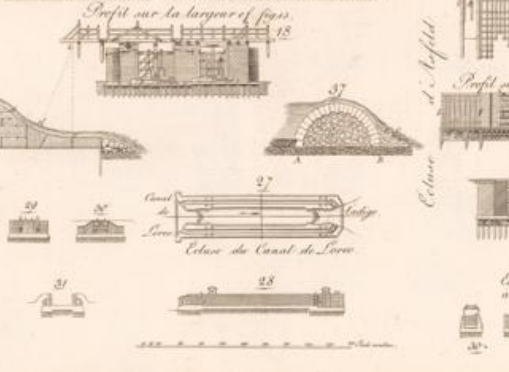
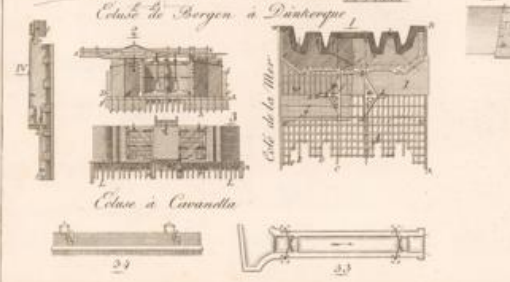
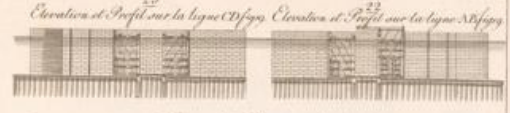
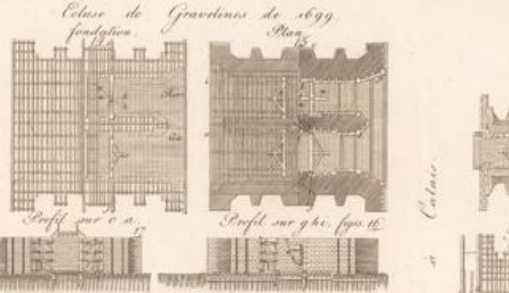
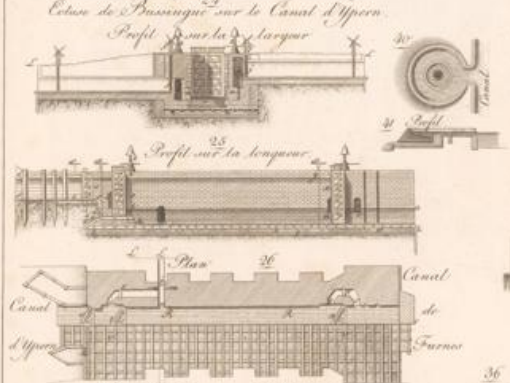
94 Détails pour les figures de fig. 2 et 3



Plan de l'ancienne écluse de Martigny



Quatrième travail Deuxième travail



Ecluse d'Anglet à Calaise

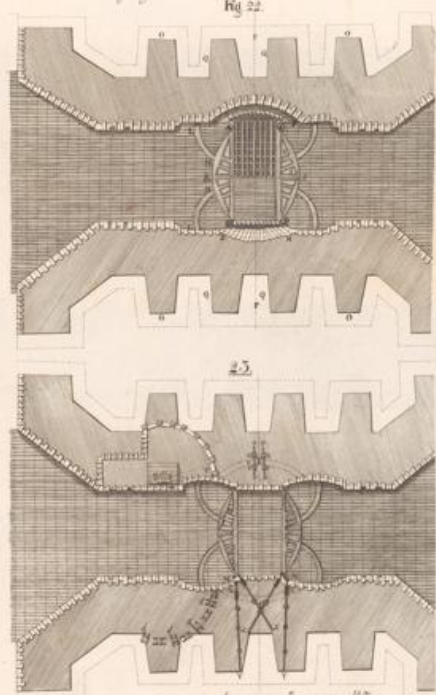
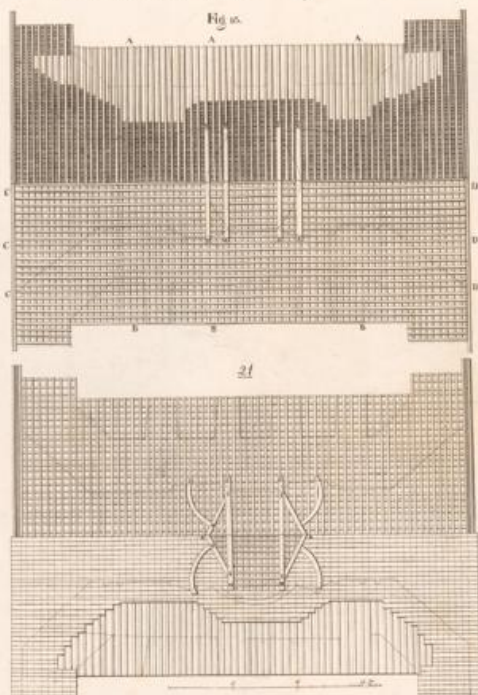
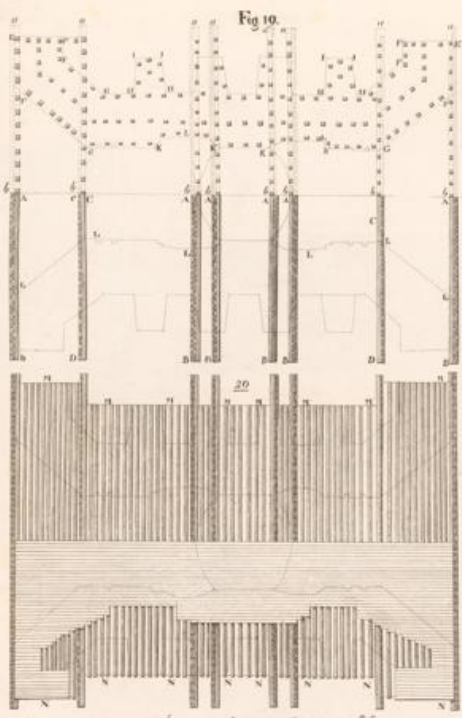
Côté de la Mer

Côté de la Mer

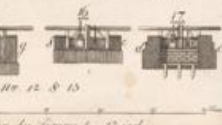
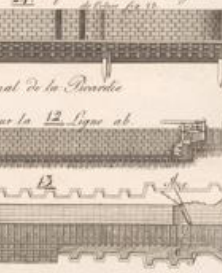
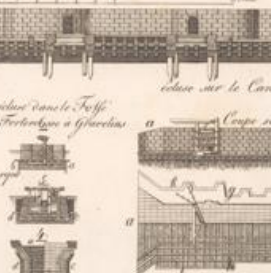
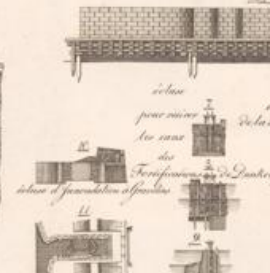
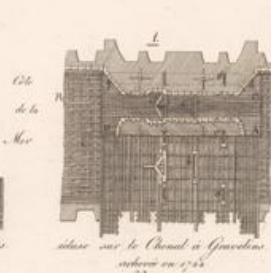
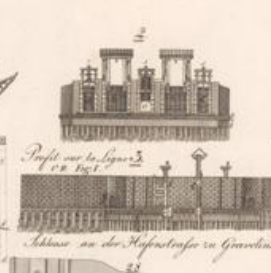
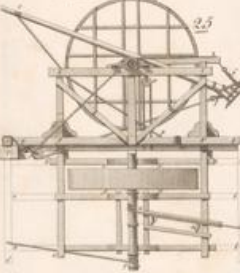
Côté de la Mer

Côté de la Mer

Côté de la Mer



Machines à vapeur



Profil sur la ligne 3

Séjour au des Mafrotteux en Graviers

Séjour sur le Canal à Graviers

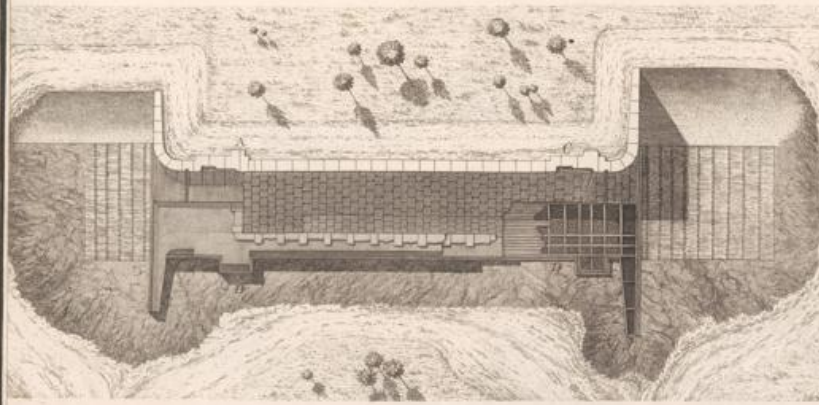
Séjour pour servir au cas des Ferronneries à Dunkerque

Séjour sur le Canal de la Perceuse

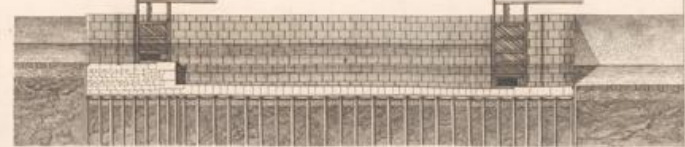
Coupe sur la 12. ligne ab

Coupe de l'édifice No. 12 & 13

Ecluse à Sas pour rendre navigable la Morave.



Elevation.



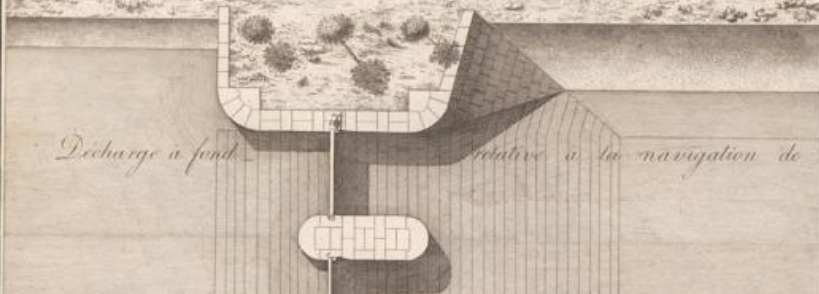
Coupe sur la ligne AB.



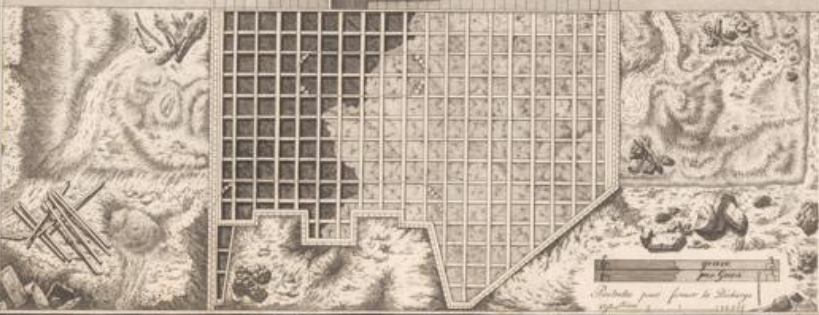
Coupe sur la ligne CD.



Décharge à fond relative à la navigation de la Morave projetée par l'auteur. Elevation de la partie inférieure de la décharge.



Elevation d'un côté de la décharge.



Représentation d'un canal relativement à la forme des Bateaux.

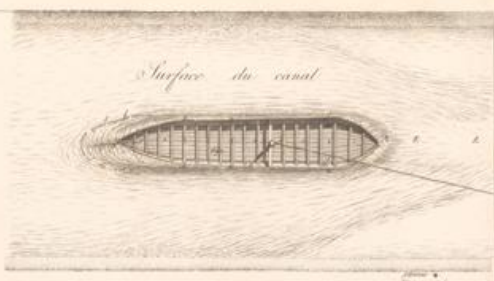
Profil sur la largeur du canal.



Elevation et Profil sur la longueur du canal.



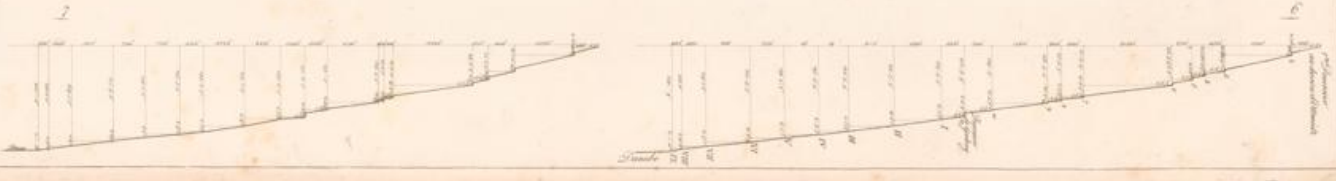
Surface du canal

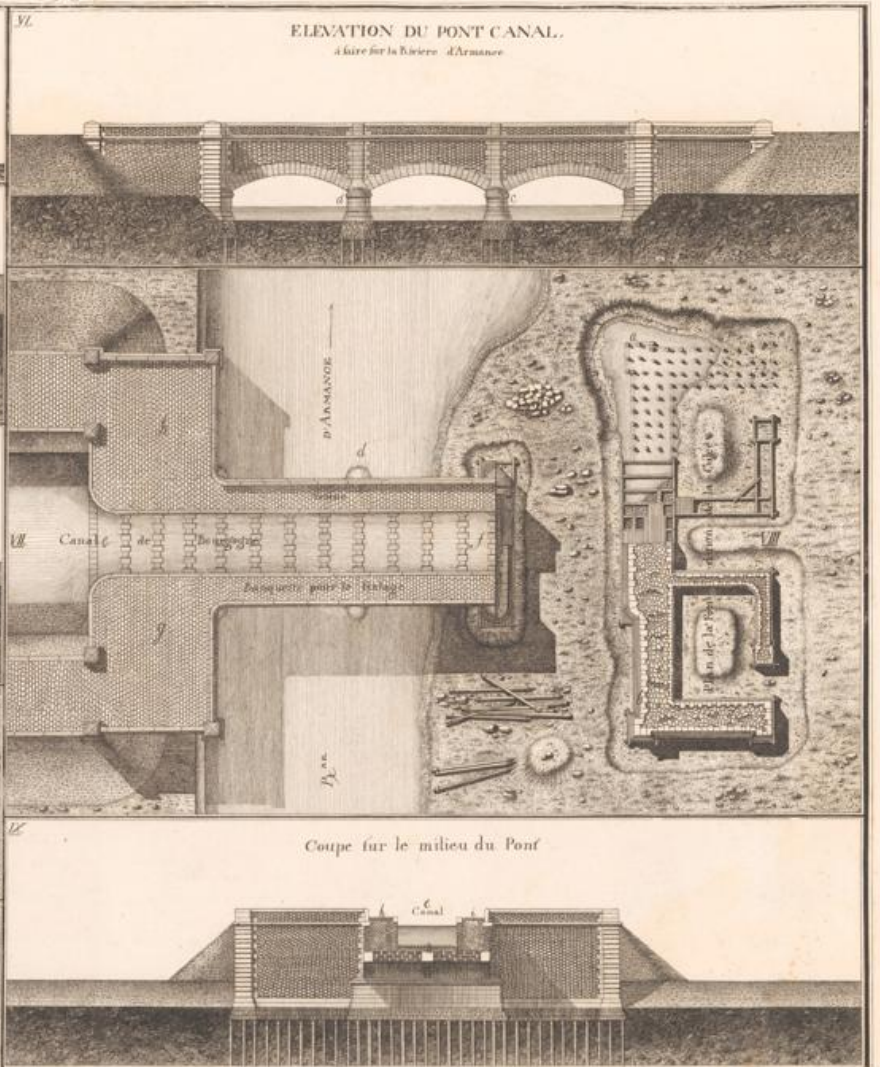
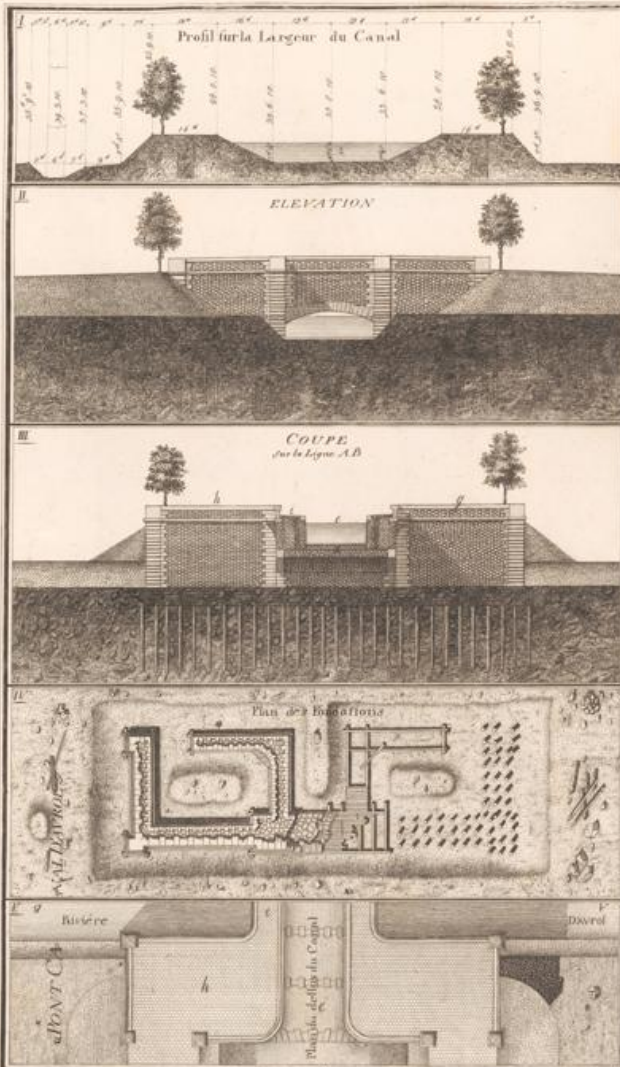


Carte du canal du Soudan.

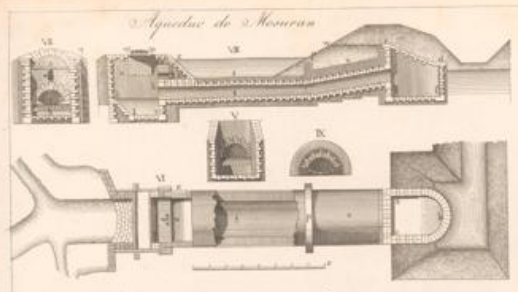


Carte du Canal du Soudan.

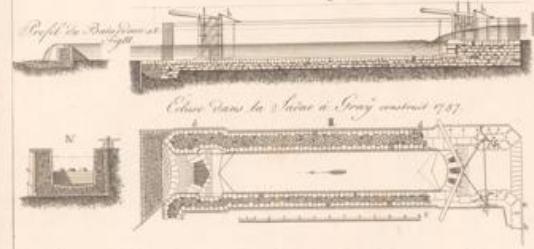




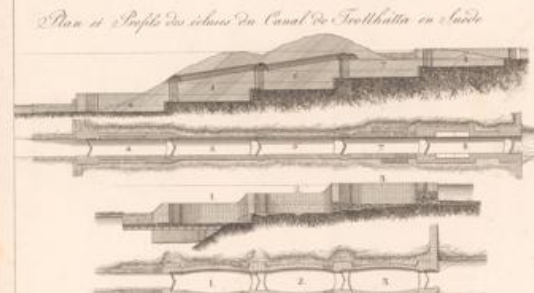
Goussier



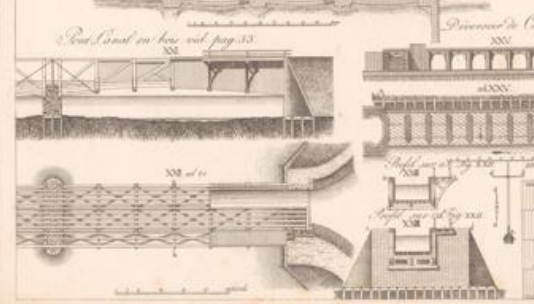
Aqueduc de Mouron



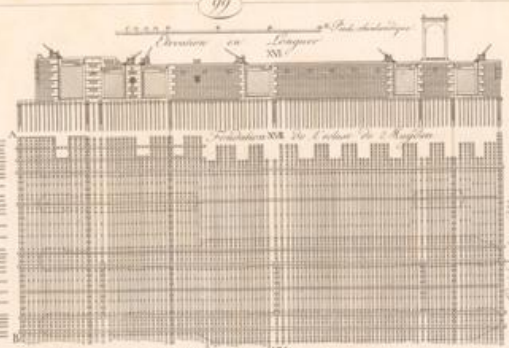
Ecluse dans la Seine à Seny construite en 1737



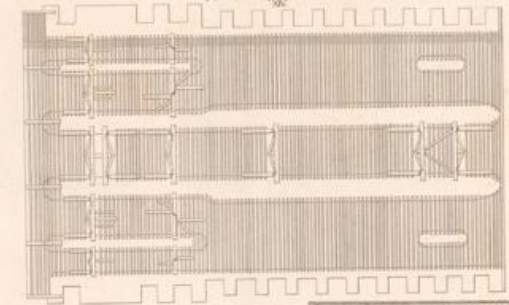
Plan et Profil des écluses du Canal de Trollhätta en Suède



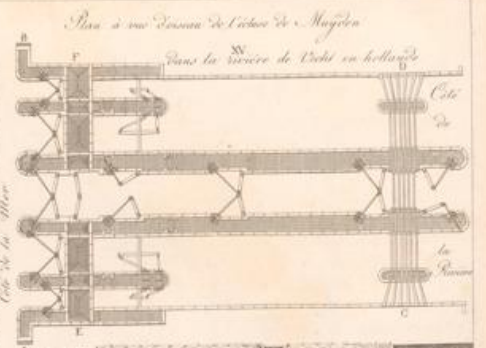
Plan Canal en bas vol pag 53



Perspective de l'écluse de l'Anglais

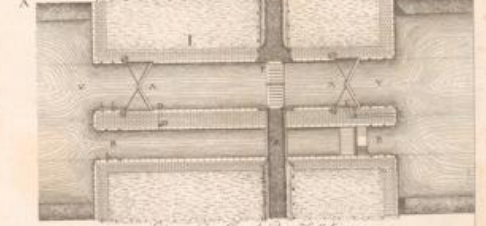


Côté de la Mer

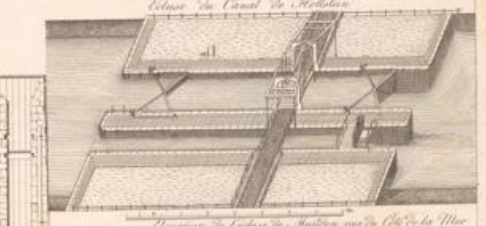


Plan à une Ecluse de l'écluse de l'Anglais

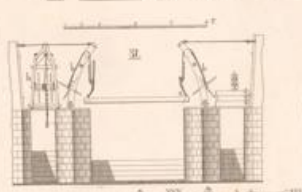
Dans la Seine de Paris en Hollande



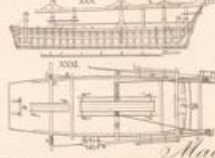
Ecluse du Canal de Rotterdam



Elevation de l'écluse de l'Anglais vue de la Côte de la Mer



Provençal de Castagnon



Machines à Draquer

