



P. 110 CAIDAS P.

Bonet FA/219

R-116499

LES
PORTS MODERNES

PAR

C. DE CORDEMOY

Ingénieur des Arts et Manufactures

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ATLAS
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PARIS

E. BERNARD & C^{ie}, Imprimeurs-Éditeurs

29, Quai des Grands-Augustins, 29

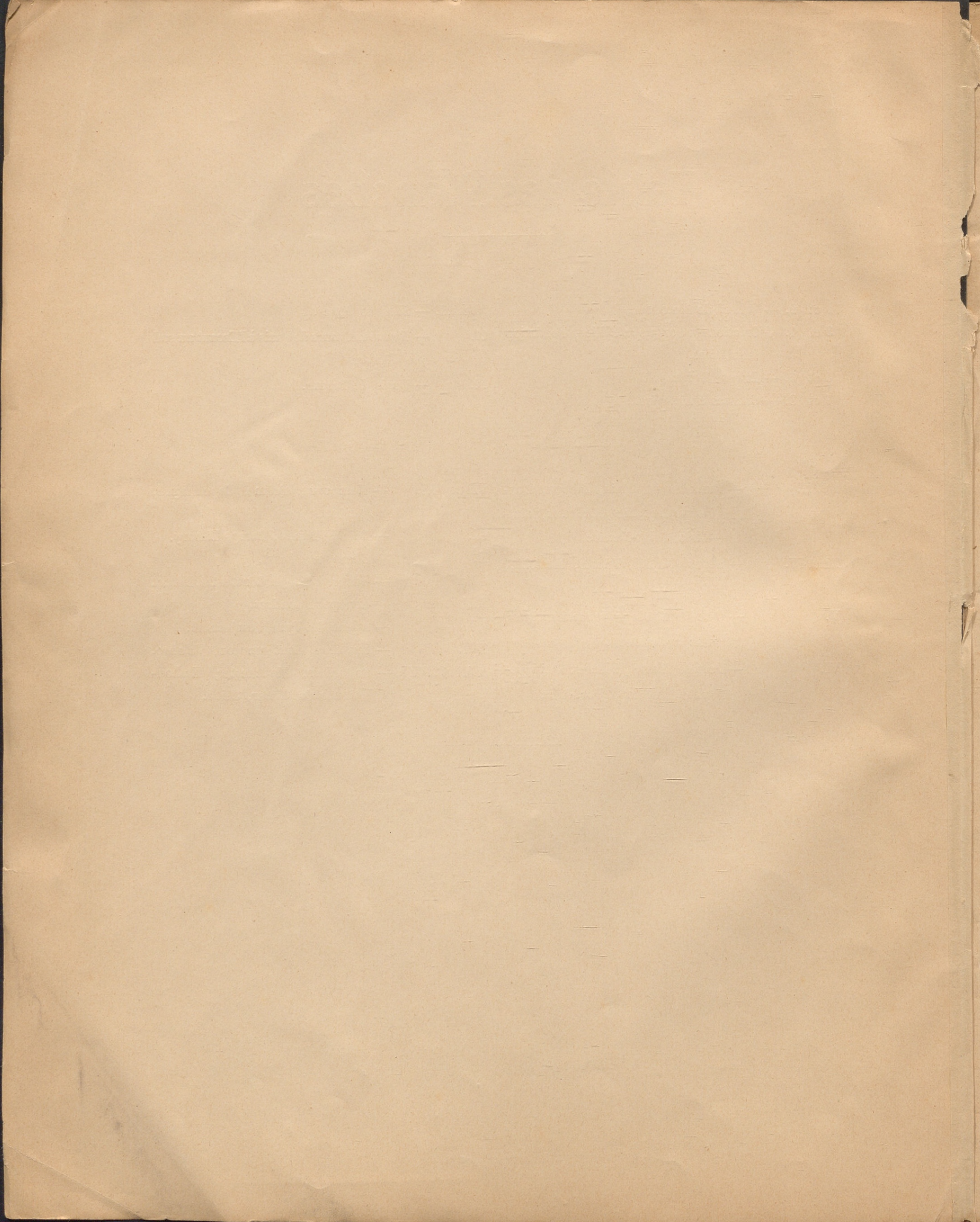
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Bonet FA /219

R. 116499

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3 et 4. — Création du Port de la Pallice, Fondation des Môles.	11. — Nouveaux murs de quais à l'Escaut au sud d'Anvers.
5 et 6. — Drague Volga.	12. — Quais de Brème.
7 et 8. — Chasses à Liverpool.	
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I et II. — Dunkerque, Calais, Dieppe, Boulogne, La Pallice, Bordeaux, Saint-Malo, Saint-Nazaire.	VII et VIII. — Hambourg, Brème, Copenhague, Libau.
III et IV. — Gènes, Naples, Trieste, Marseille, Le Havre.	IX. — Baie de Dublin, Barry, Tilbury.
V. — Ostende, Sondages devant Ijmuiden, Alexandra Dock.	X. — Cherbourg, Brest.
VI. — Port de Fiume, Leixoes, Philippeville, Barcelone, Port-Saïd.	XI et XII. — Anvers, Chicago, Constantza, Bilbao.
	XIII et XIV. — Liverpool, Londres.
	XV. — Adour, La Tyne, Sunderland.
	XVI. — Livourne, Southampton, Valence.
	XVII et XVIII. — Rotterdam, Manchester, Embouchure du Weser, Seine.



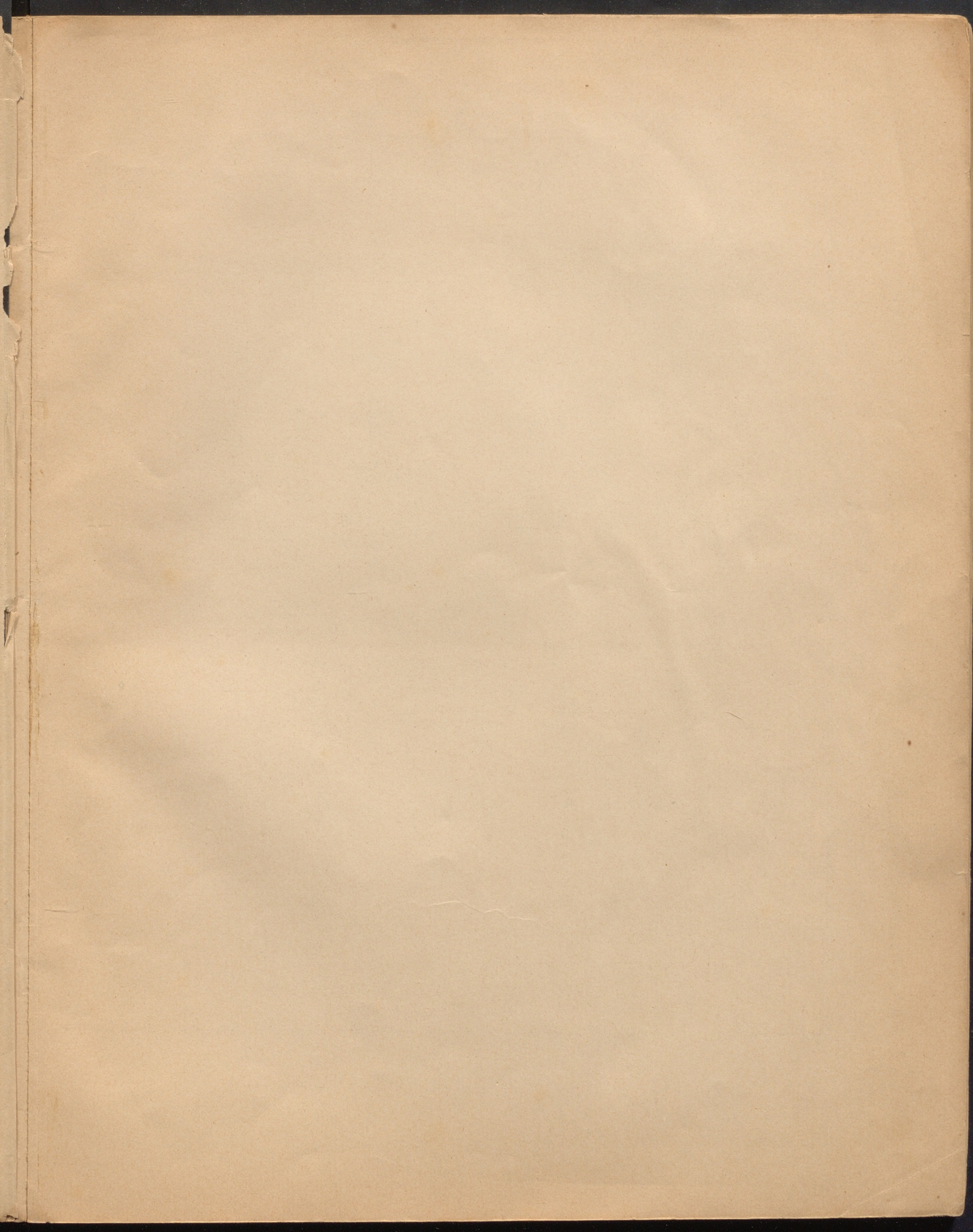


Fig. 1. Elevation de l'Ensemble

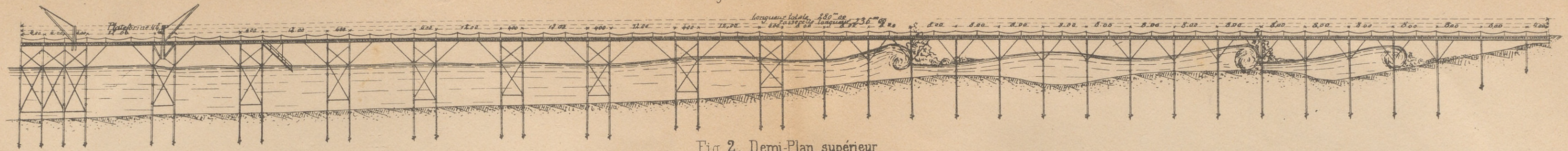


Fig. 2. Demi-Plan supérieur

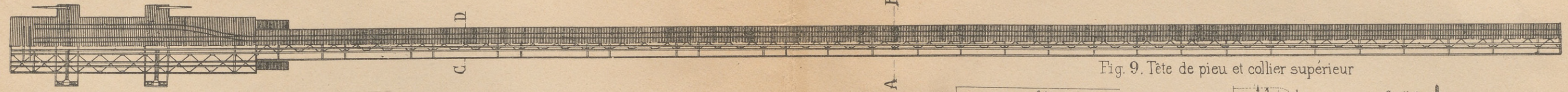


Fig. 9. Tête de pieu et collier supérieur

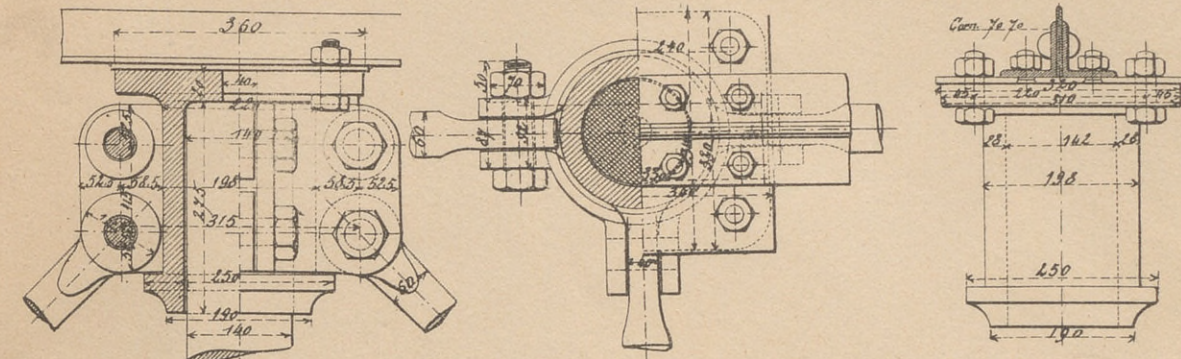


Fig. 6. Vis de pieu

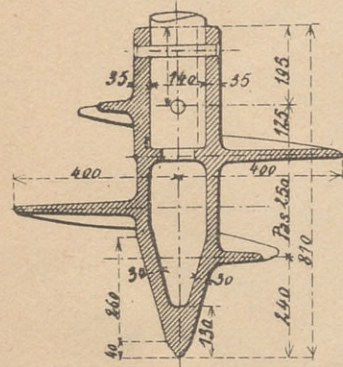


Fig. 8. Collier intermédiaire

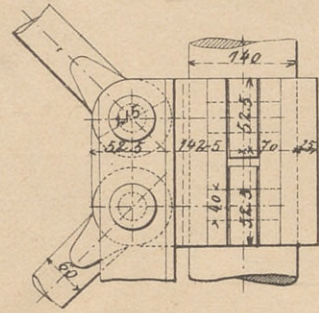


Fig. 7. Manchon d'accoupl'

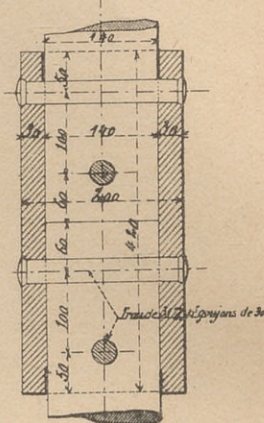
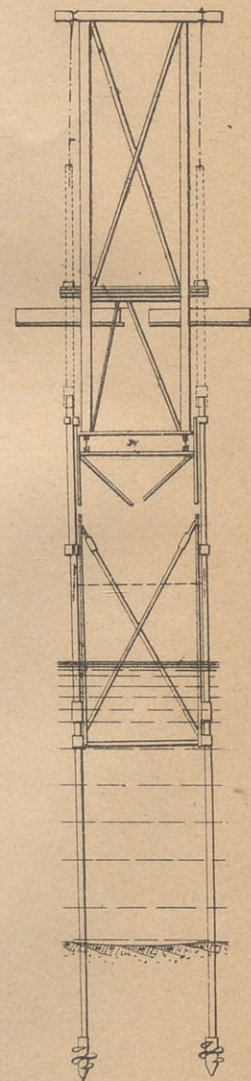


Fig. 12. Coupe GH



Appareil de mise en place des pieux et du tablier
Fig. 10. Elevation.

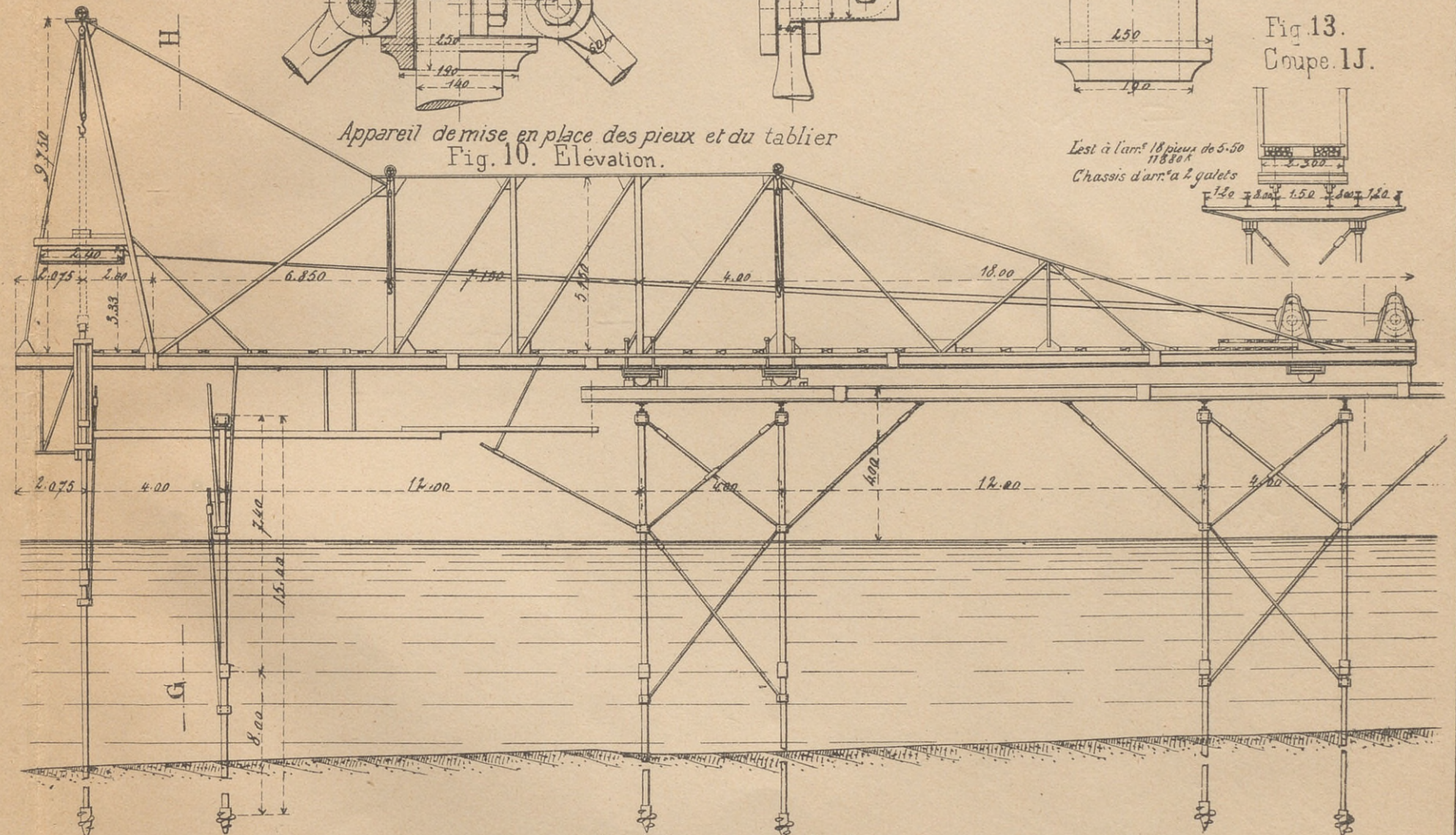


Fig. 13. Coupe IJ.

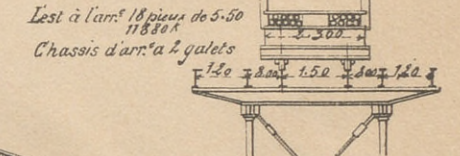


Fig. 3

Coupe transversale dans la Plateforme

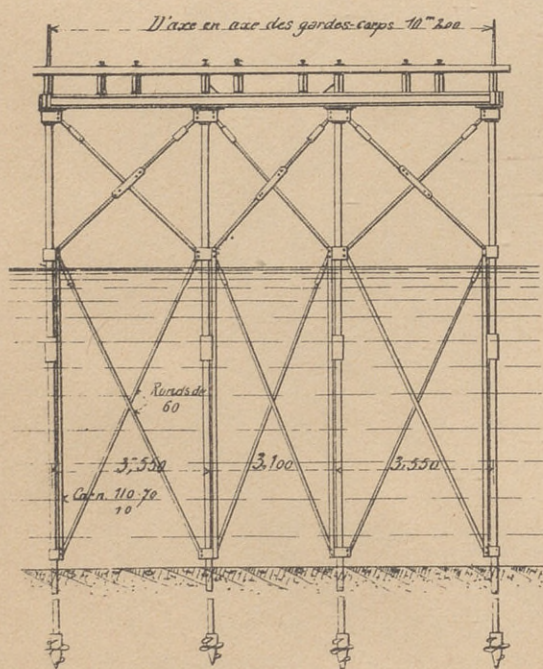


Fig. 4

Coupe transversale suivant AB.

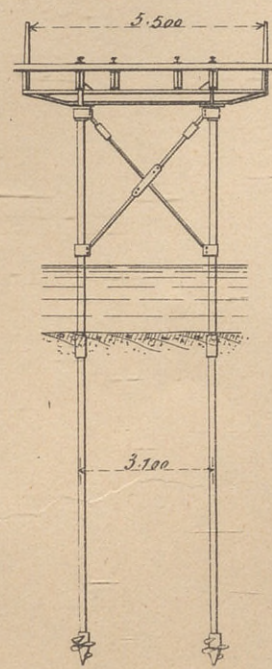


Fig. 5.

Coupe transversale suivant CD.

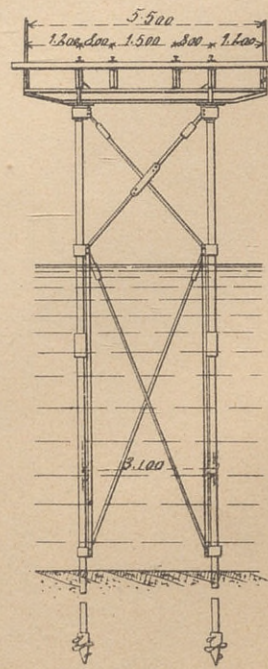
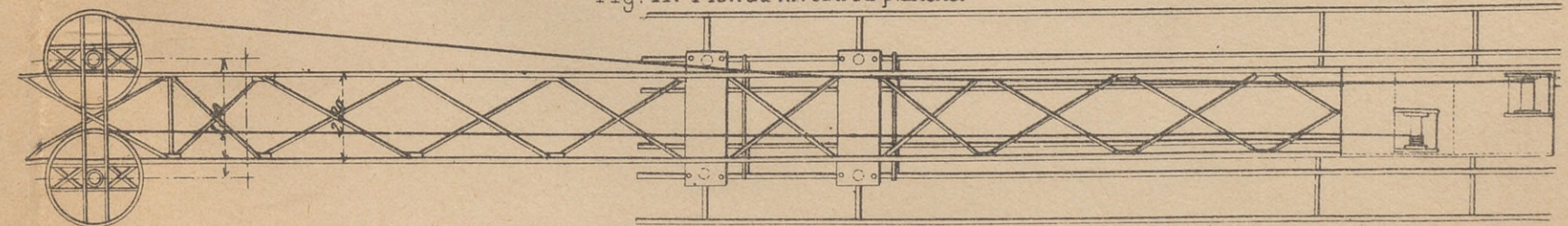
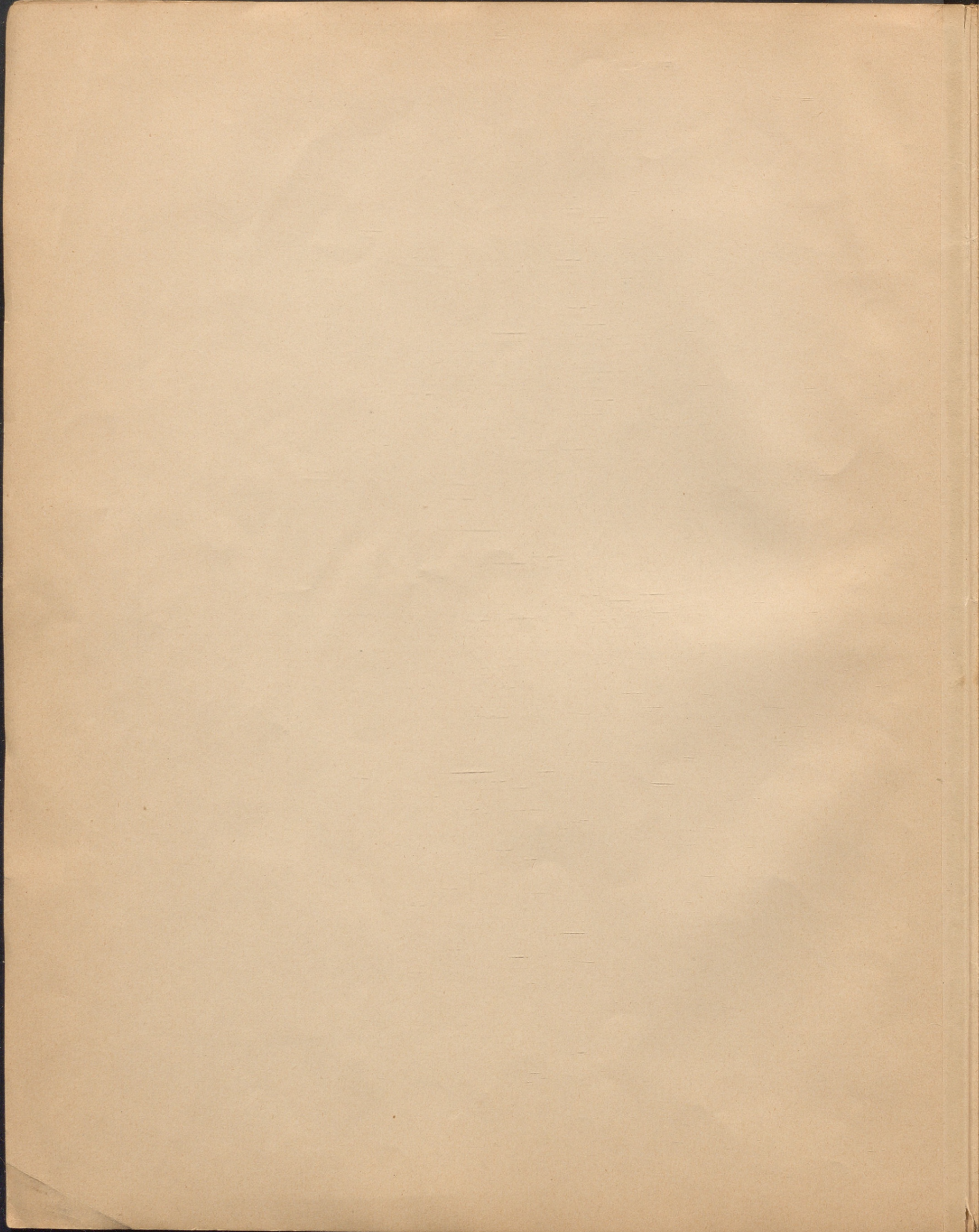


Fig. 11. Plan au niveau du plancher





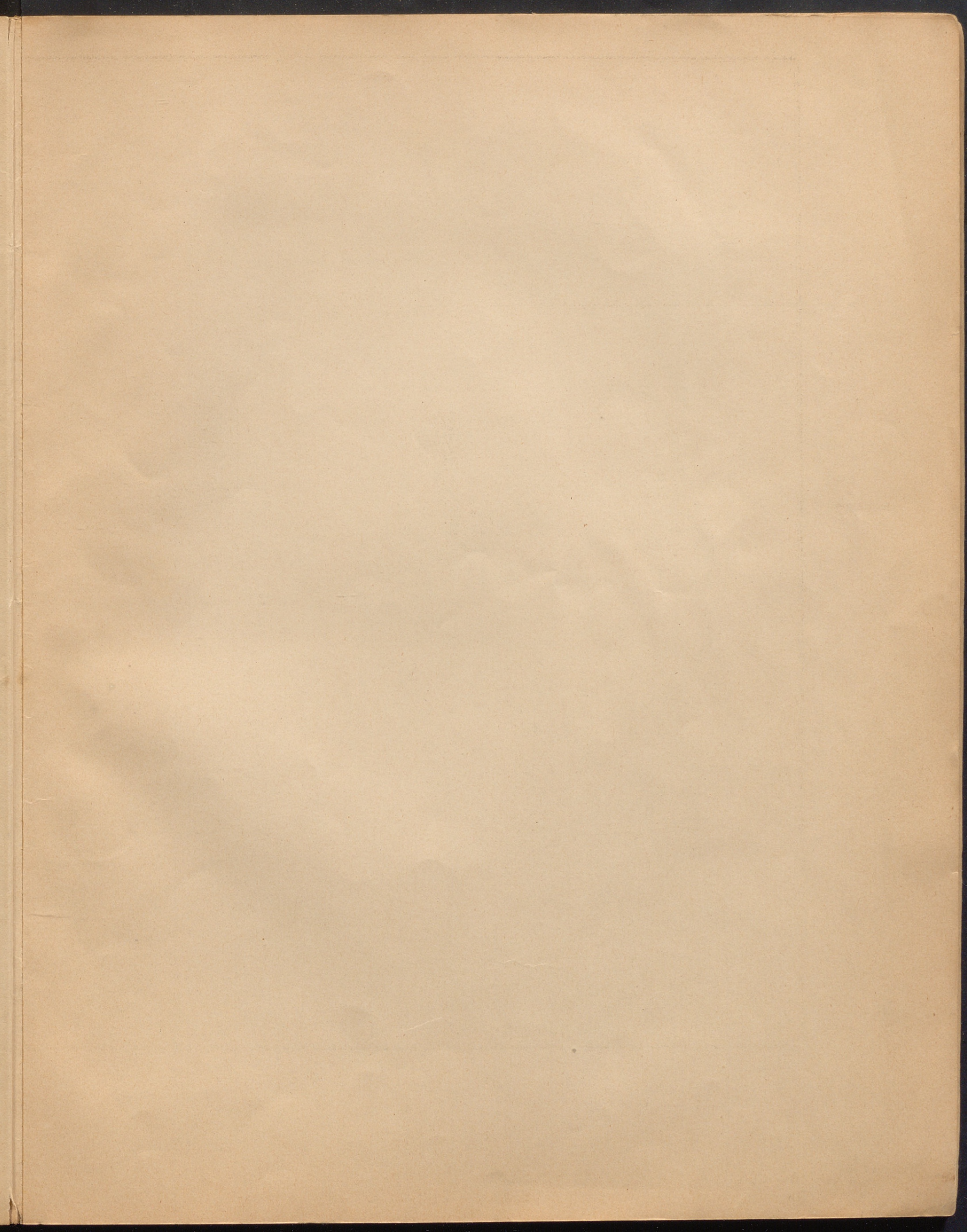


Fig. 1. Profil type du batardeau d'usage

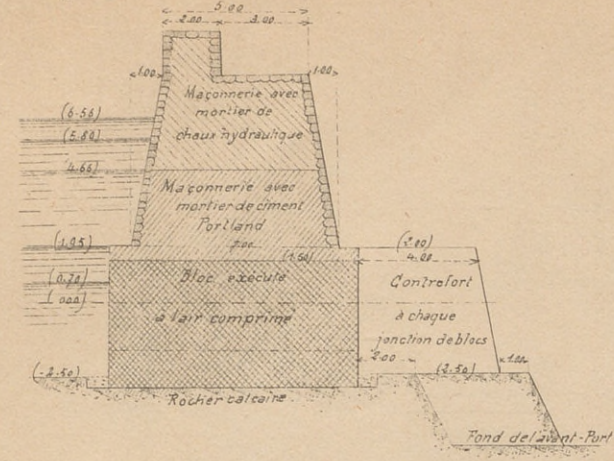


Fig. 2. Coupe transversale du musoir sud

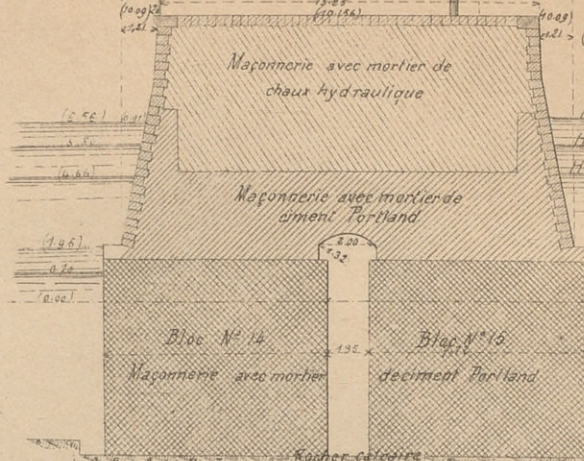
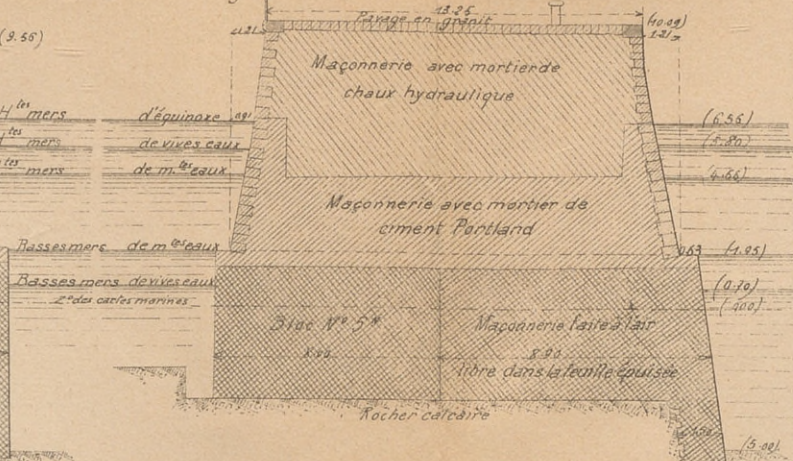


Fig. 3. Coupe transversale du musoir nord.



Coupe transversale du Caisson mobile (Indiquant les diverses phases de l'exécution d'un Bloc) le N° 7

Fig. 6. Bloc terminé

Fig. 7. Caisson flottant

Fig. 4. Dérasement du fût

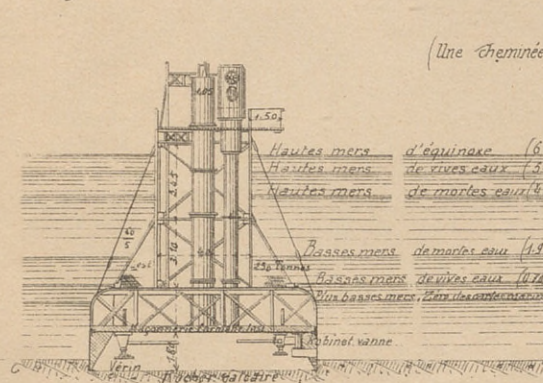
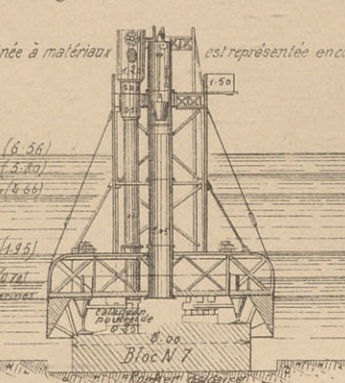


Fig. 5. Exécution de la maçonnerie (Une cheminée à mâtures est représentée en coupe)



(Une cheminée à mâtures est représentée en coupe)

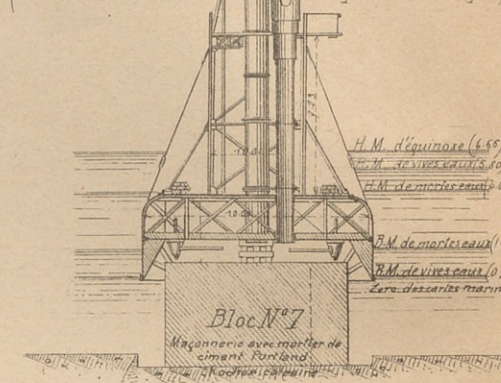
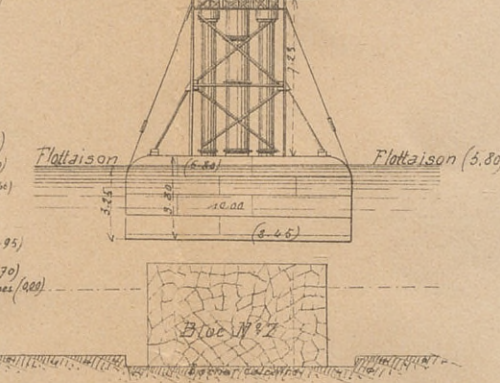


Fig. 7. Caisson flottant



Jonction des grands blocs.

Fig. 11. Coupe longitudinale.

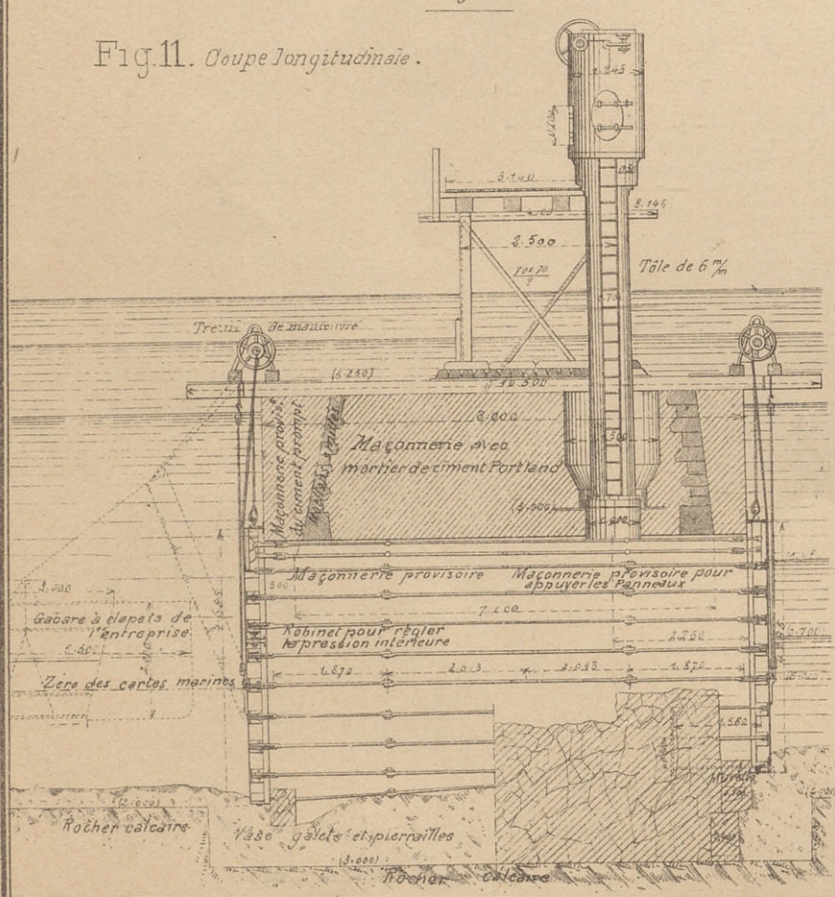


Fig. 12. Partie fondée à la marée

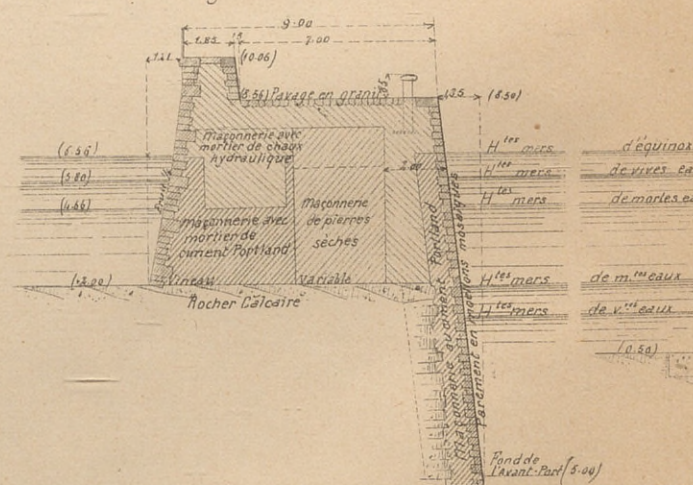


Fig. 13. Partie fondée à l'air comprimé

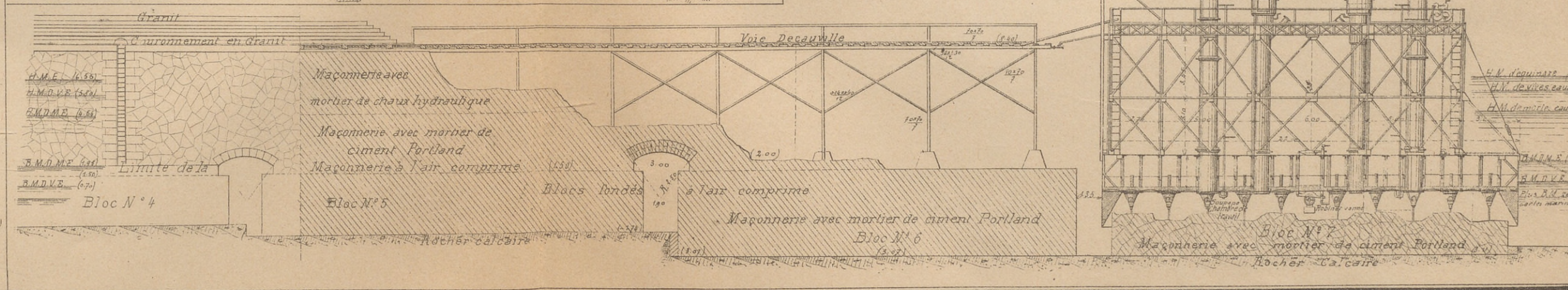
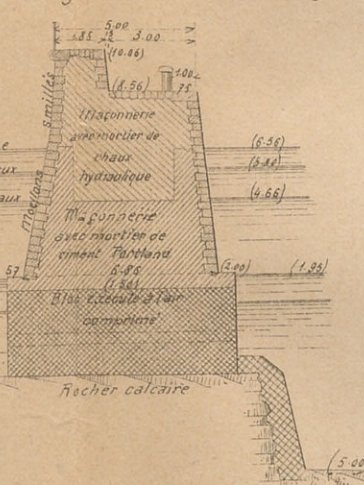


Fig. 8. Elevation et Coupe longitudinales

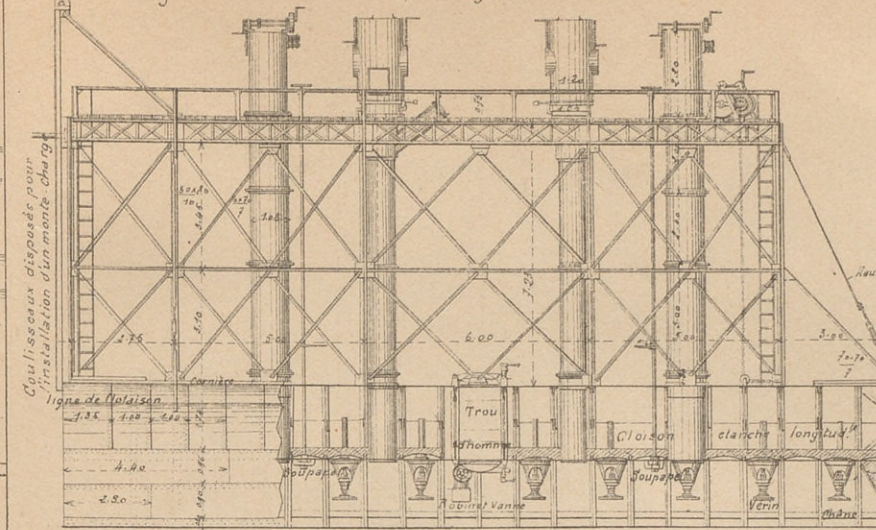


Fig. 9. Elevation et Coupe transversales

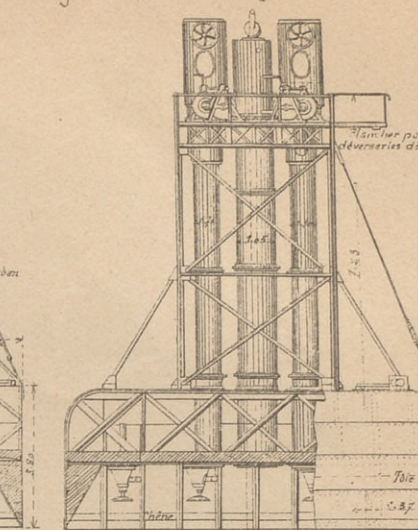
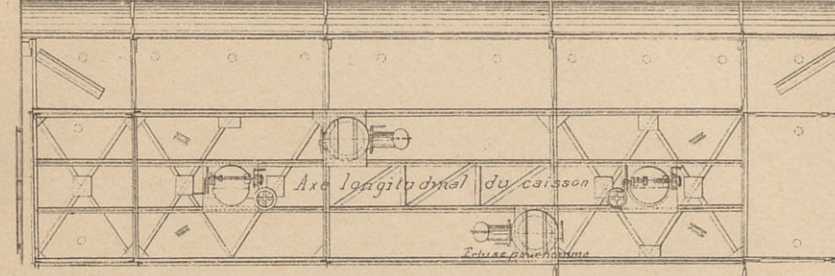
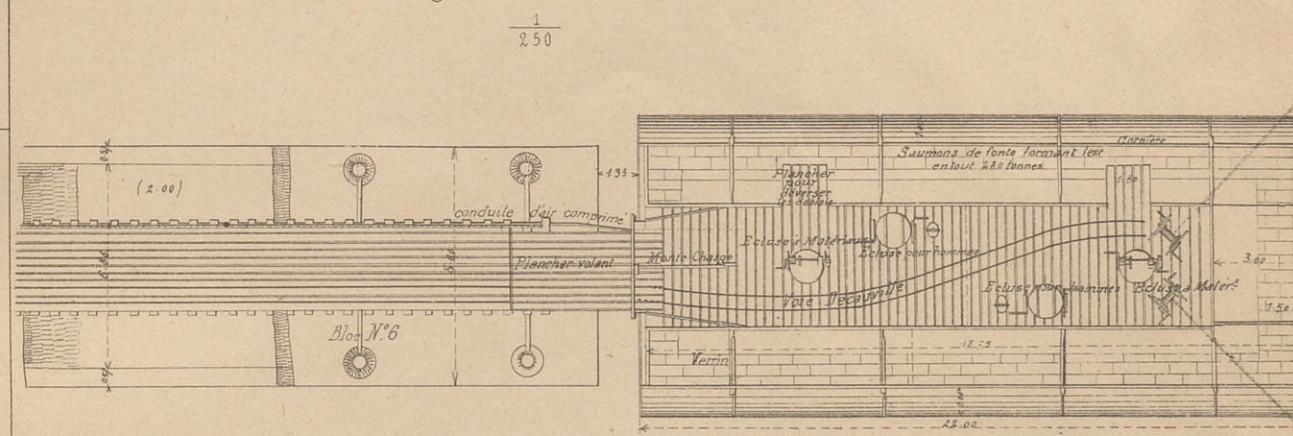


Fig. 10. Plan. (Les madriers du plancher supposés enlevés.)

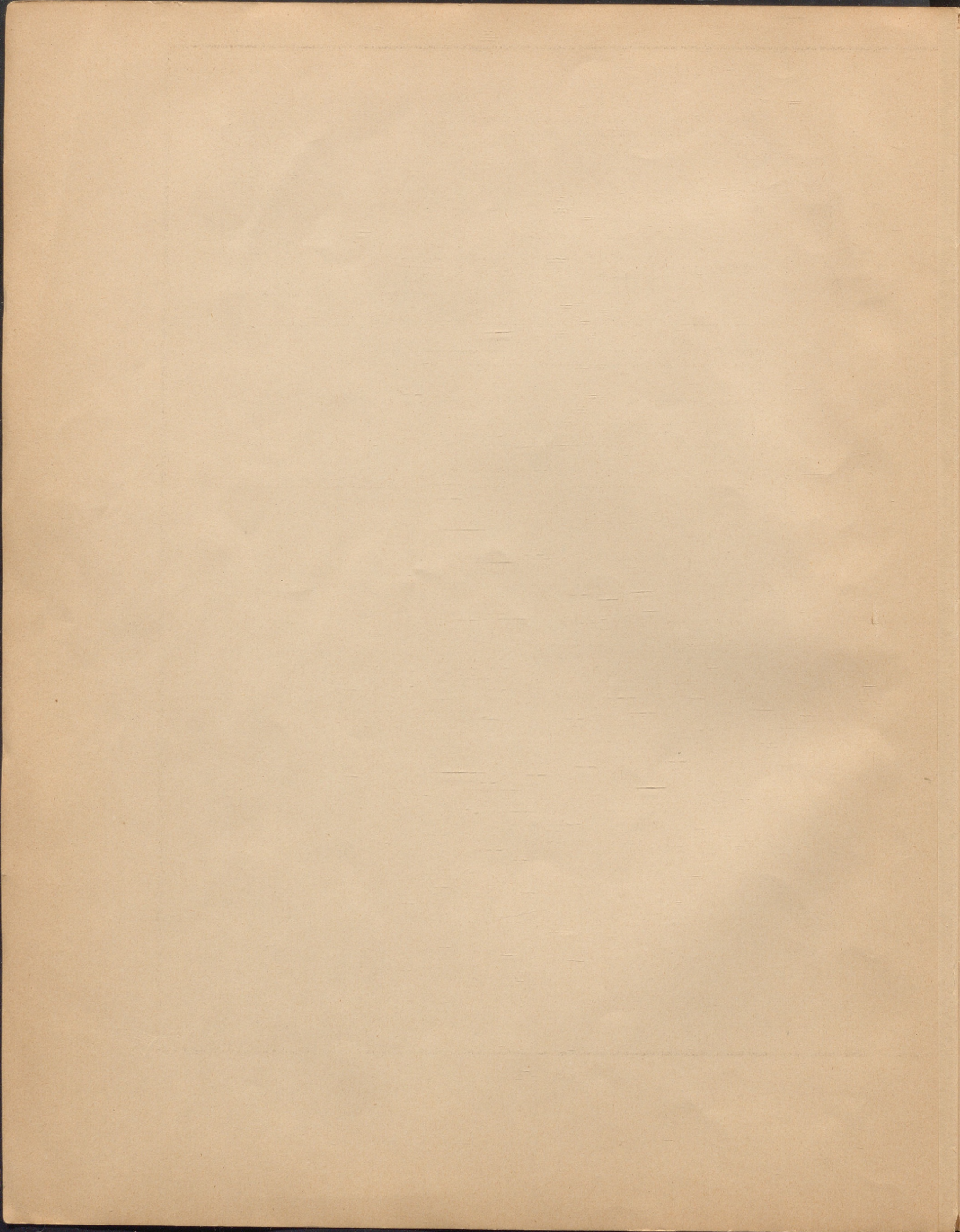


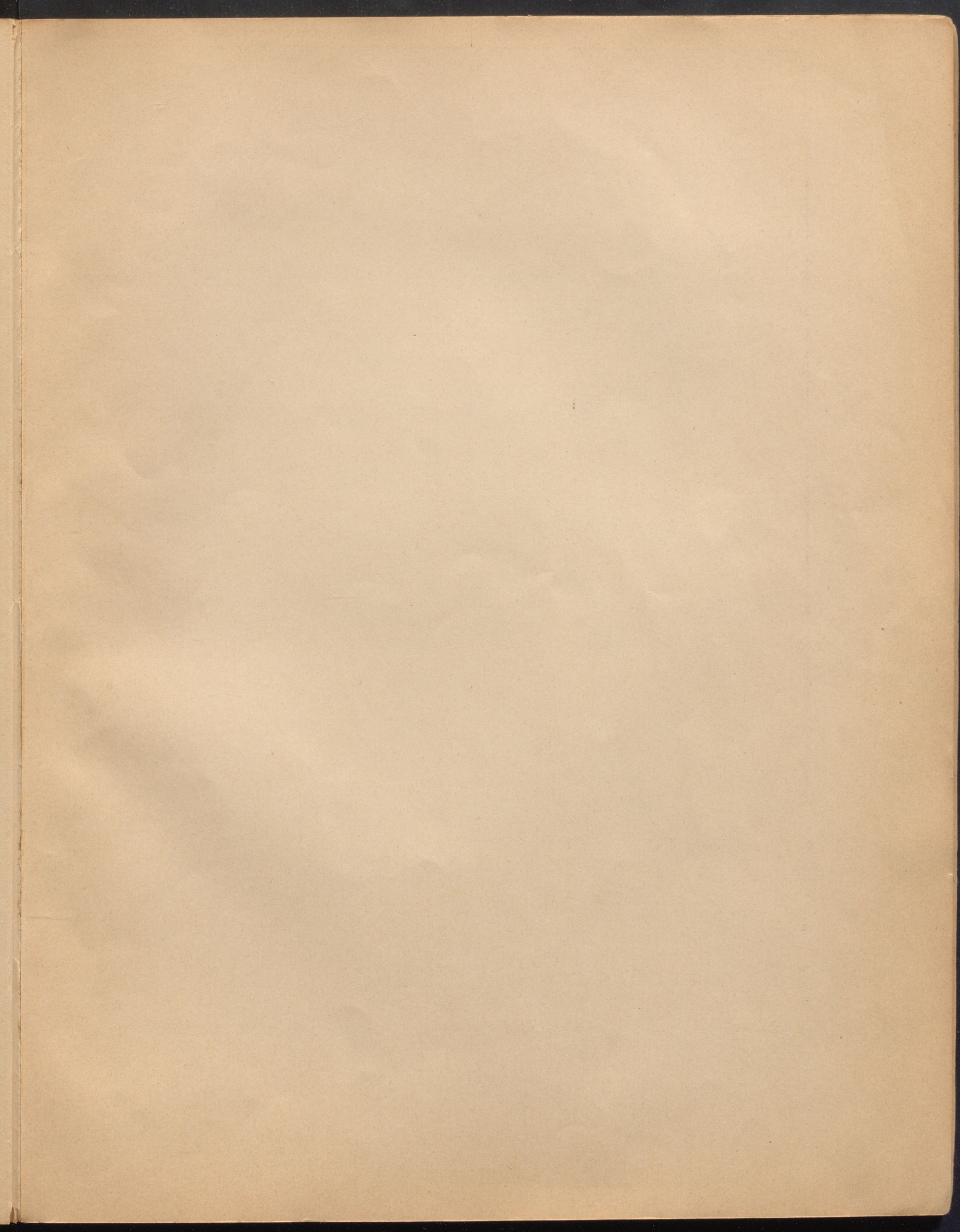
Détails d'un des Caissons mobiles employés aux fondations des Môles.

Fig. 14 - Plan.



Création du Port de la Pallice - Fondation des Môles
Fig. 15. - Elevation et Coupe longitudinale d'une partie de Môle





Drague Volga

Fig. 1. Elevation.

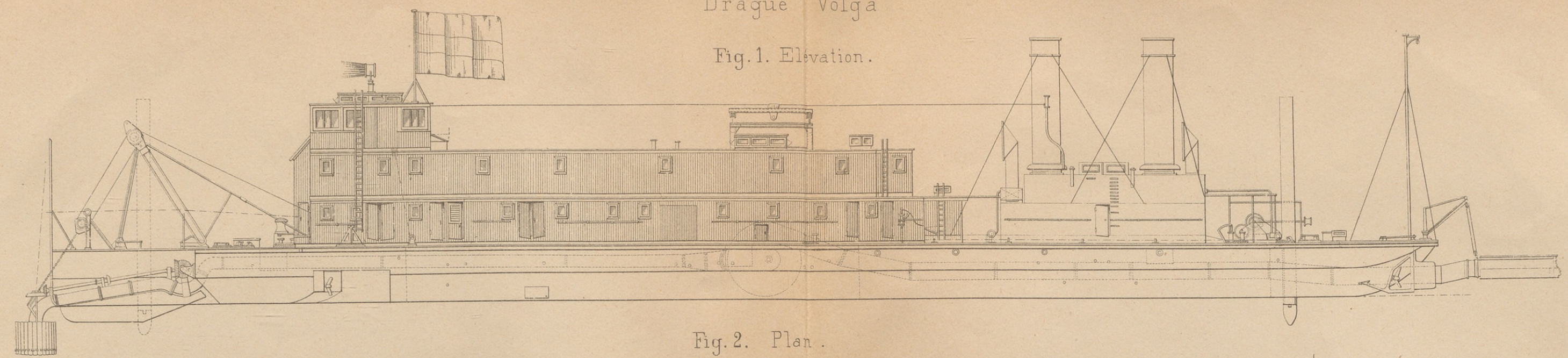


Fig. 2. Plan.

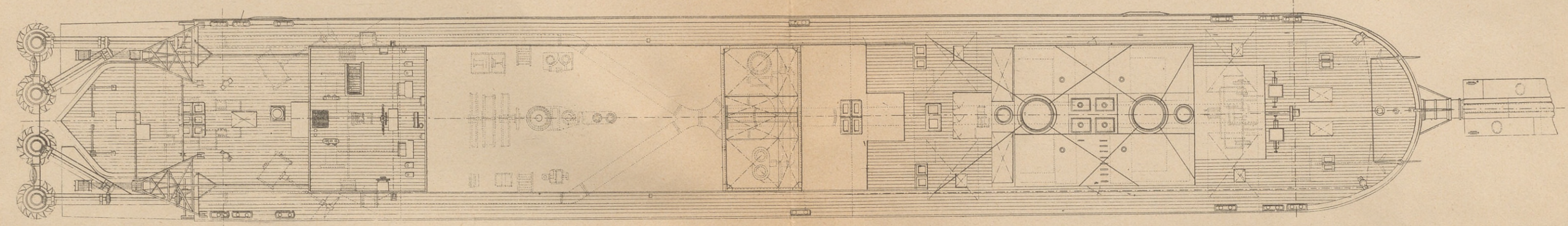


Fig. 3 et 4. Appareil optique double et son mécanisme de rotation.

Fig. 3. Coupe verticale suivant l'axe de rotation de l'appareil optique.

Fig. 4. Coupe horizontale de l'appareil optique.

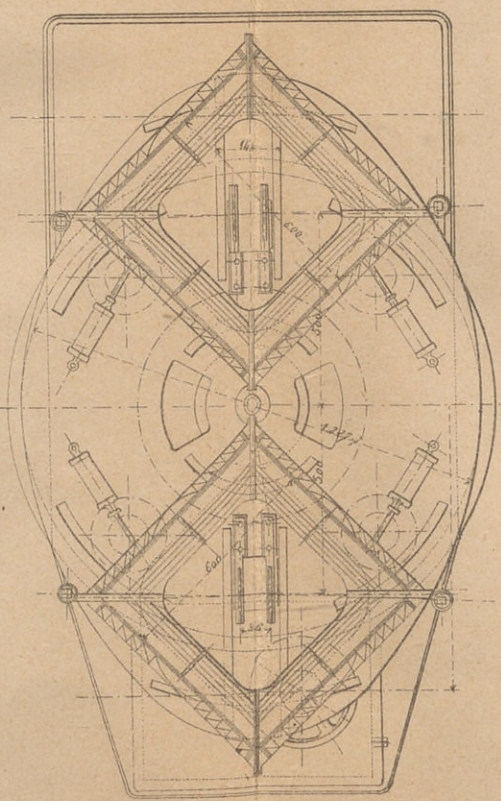
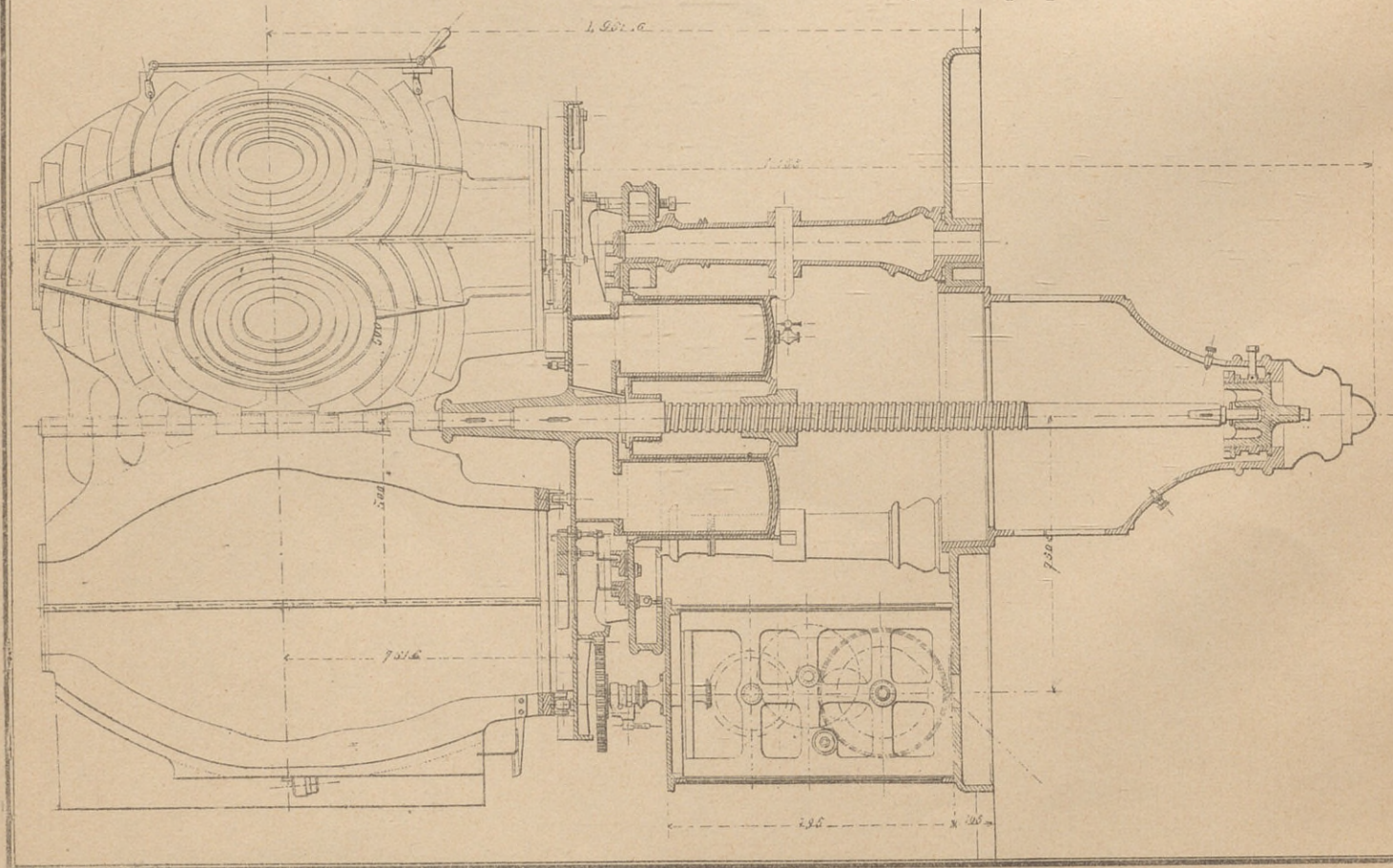
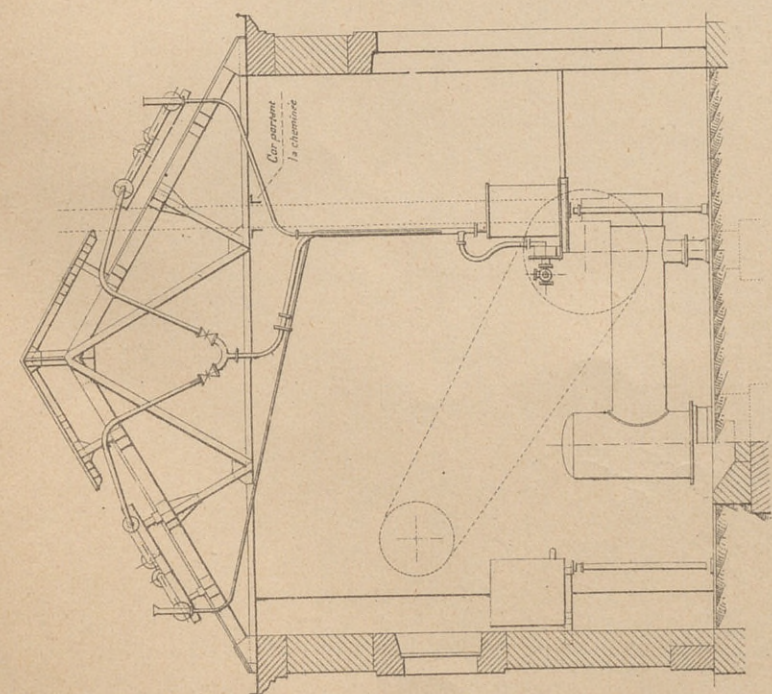
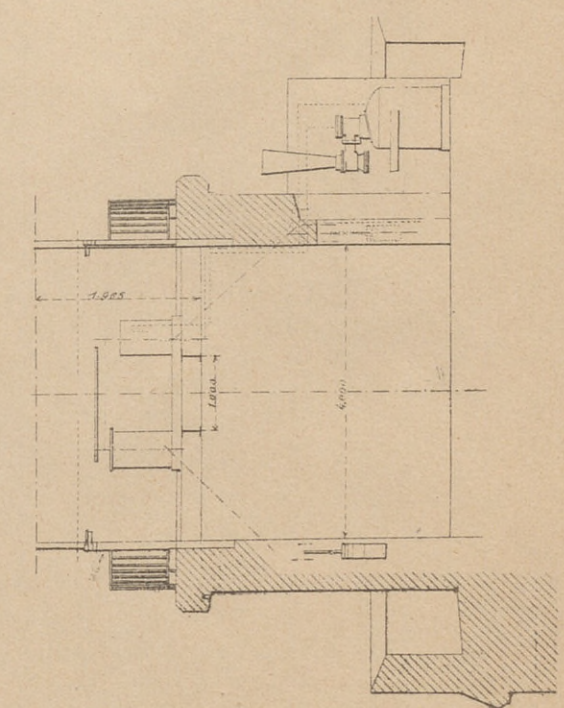


Fig. 5. Aéro condenseur automatique pour la récupération de l'eau de condensation des machines motrices.

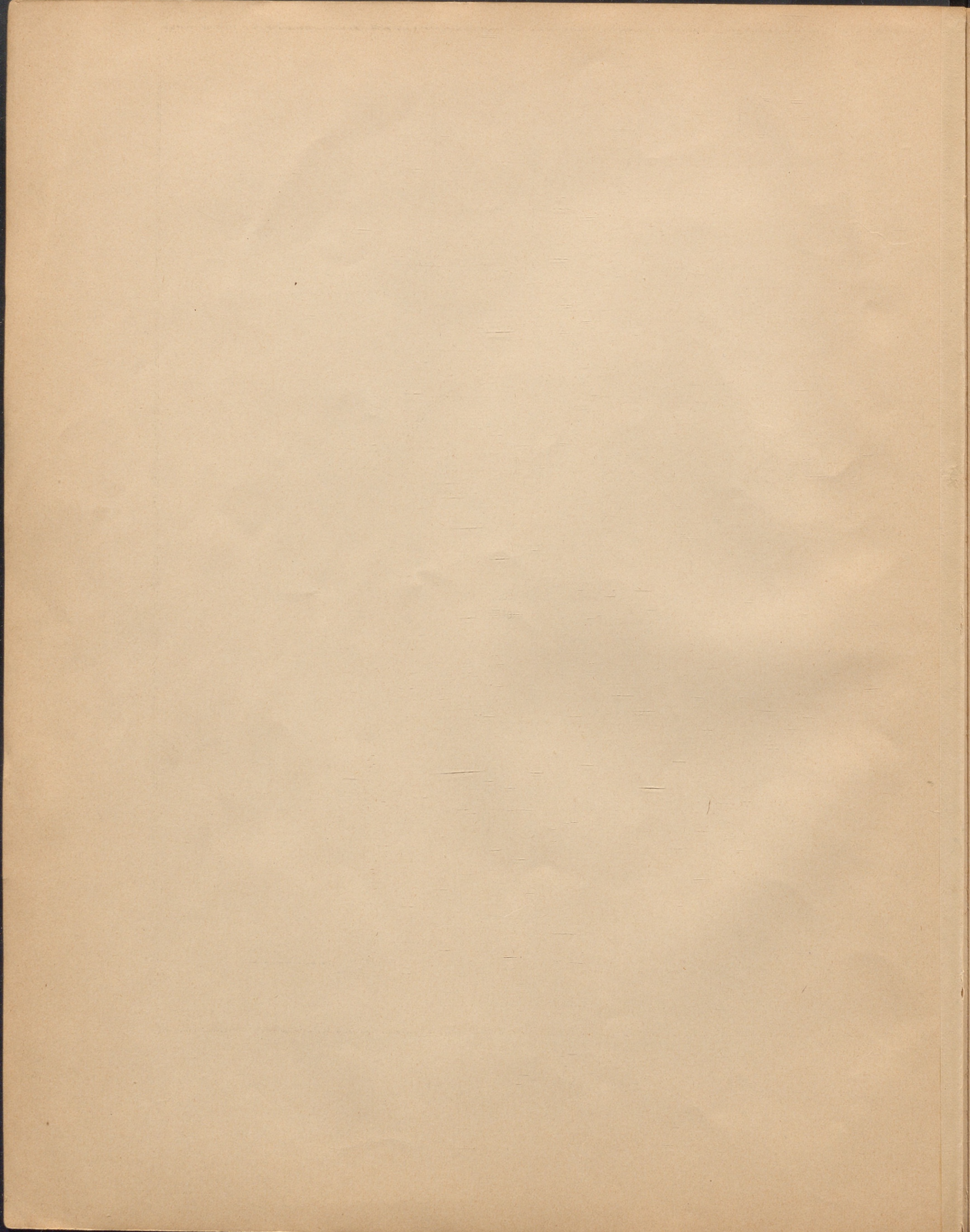


Sirène à air comprimé. Ensemble de l'installation.

Fig. 6. Coupe verticale



Echelle : 0^m 01 par mètre.



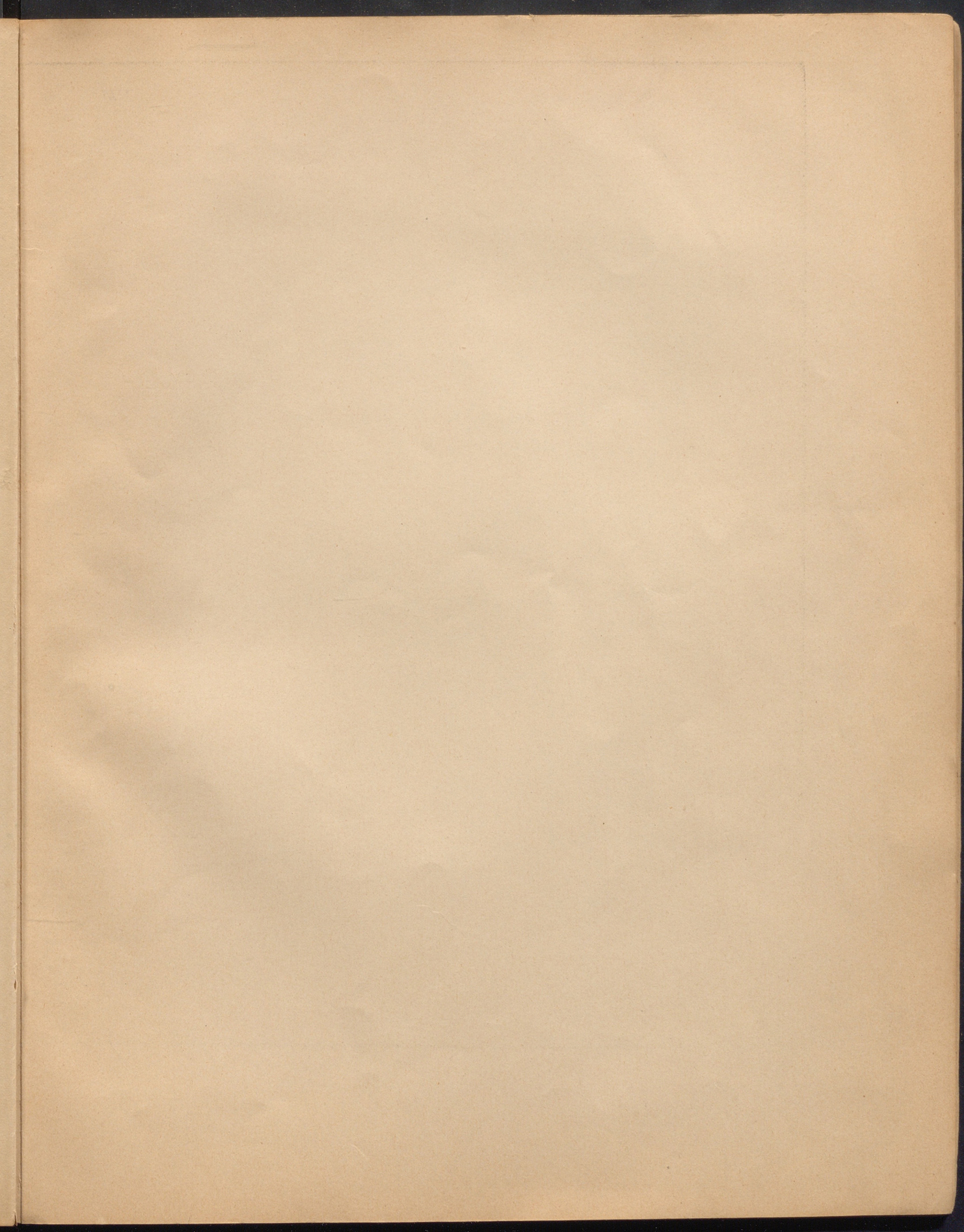


Fig. 1. Coupe suivant la ligne FF.

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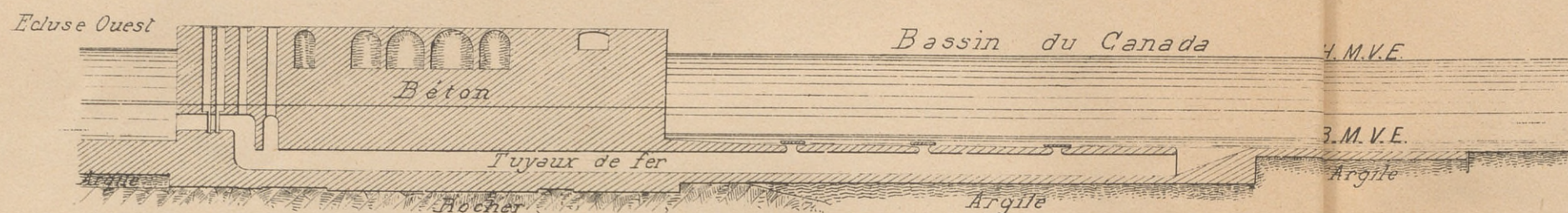


Fig. 2 Coupe suivant la ligne EE

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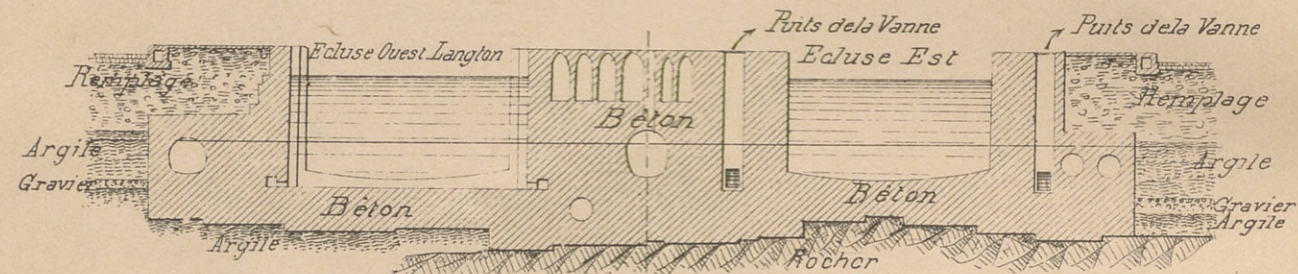


Fig. 3 Coupe suivant la ligne GG

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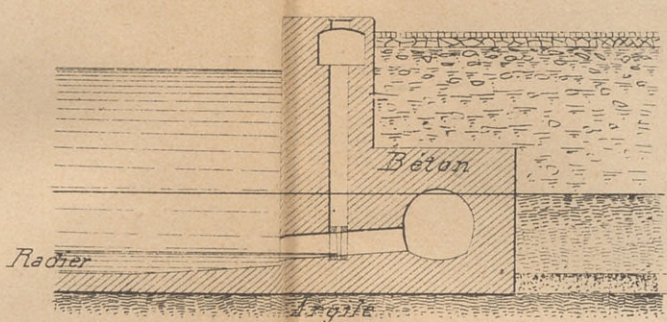


Fig. 4 Coupe d'un orifice

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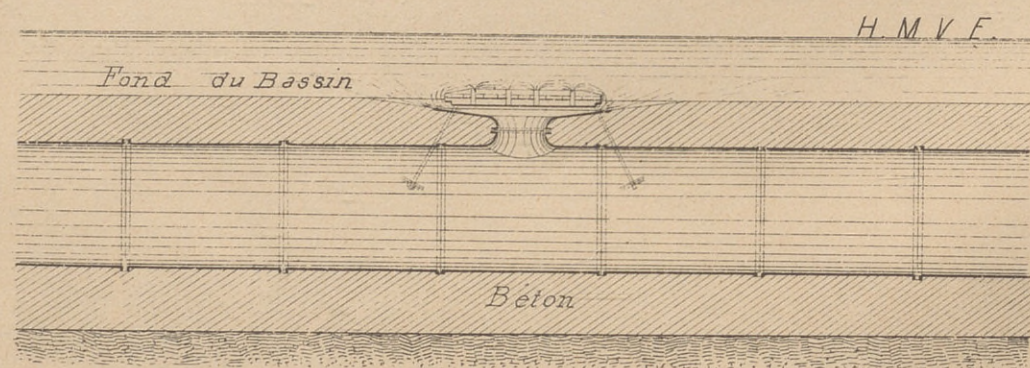


Fig. 5 Coupe suivant la ligne HH

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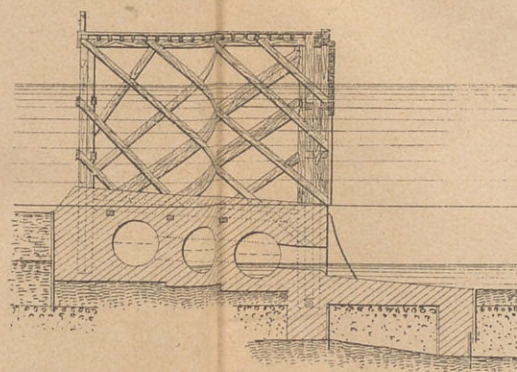
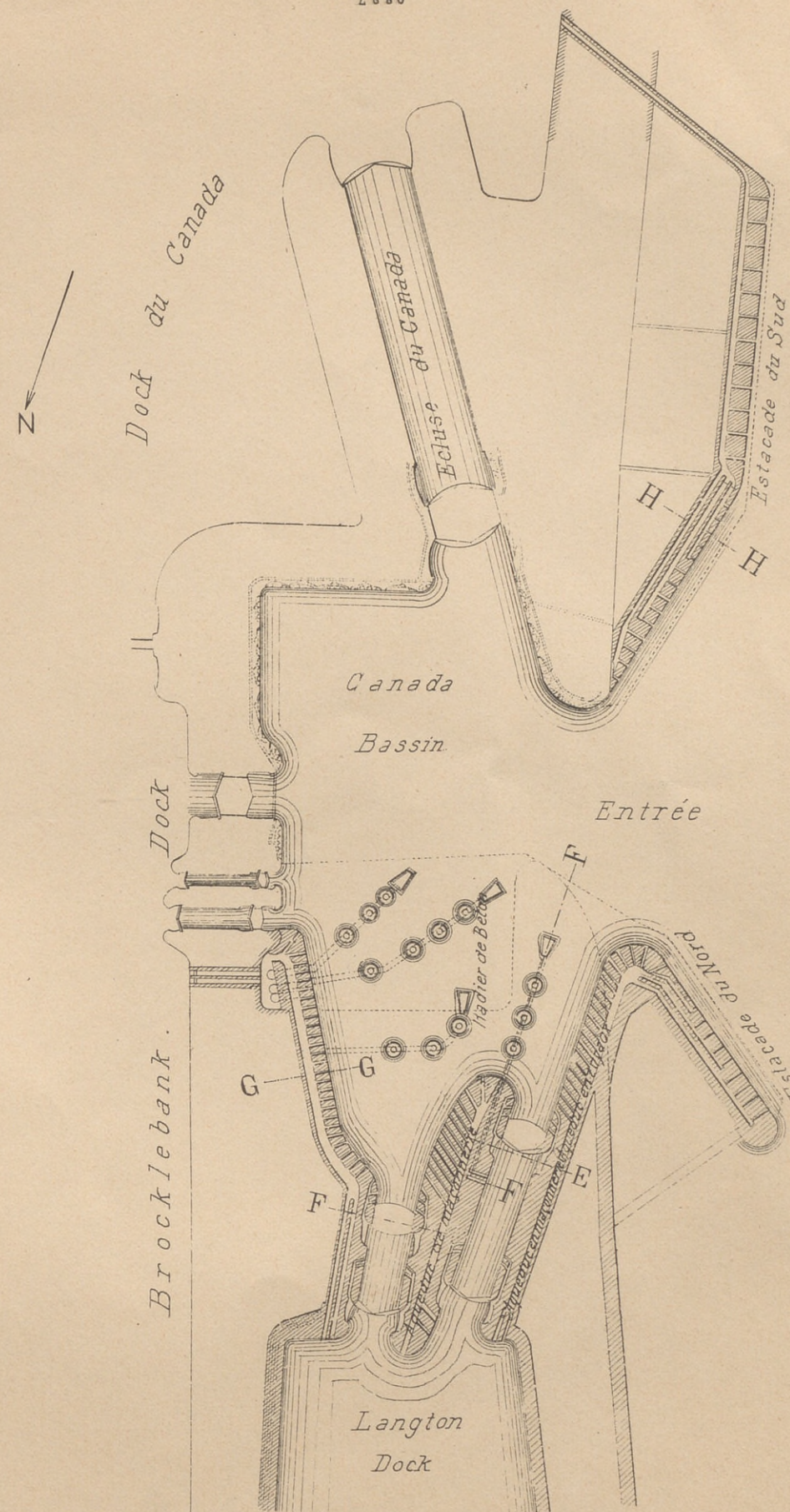
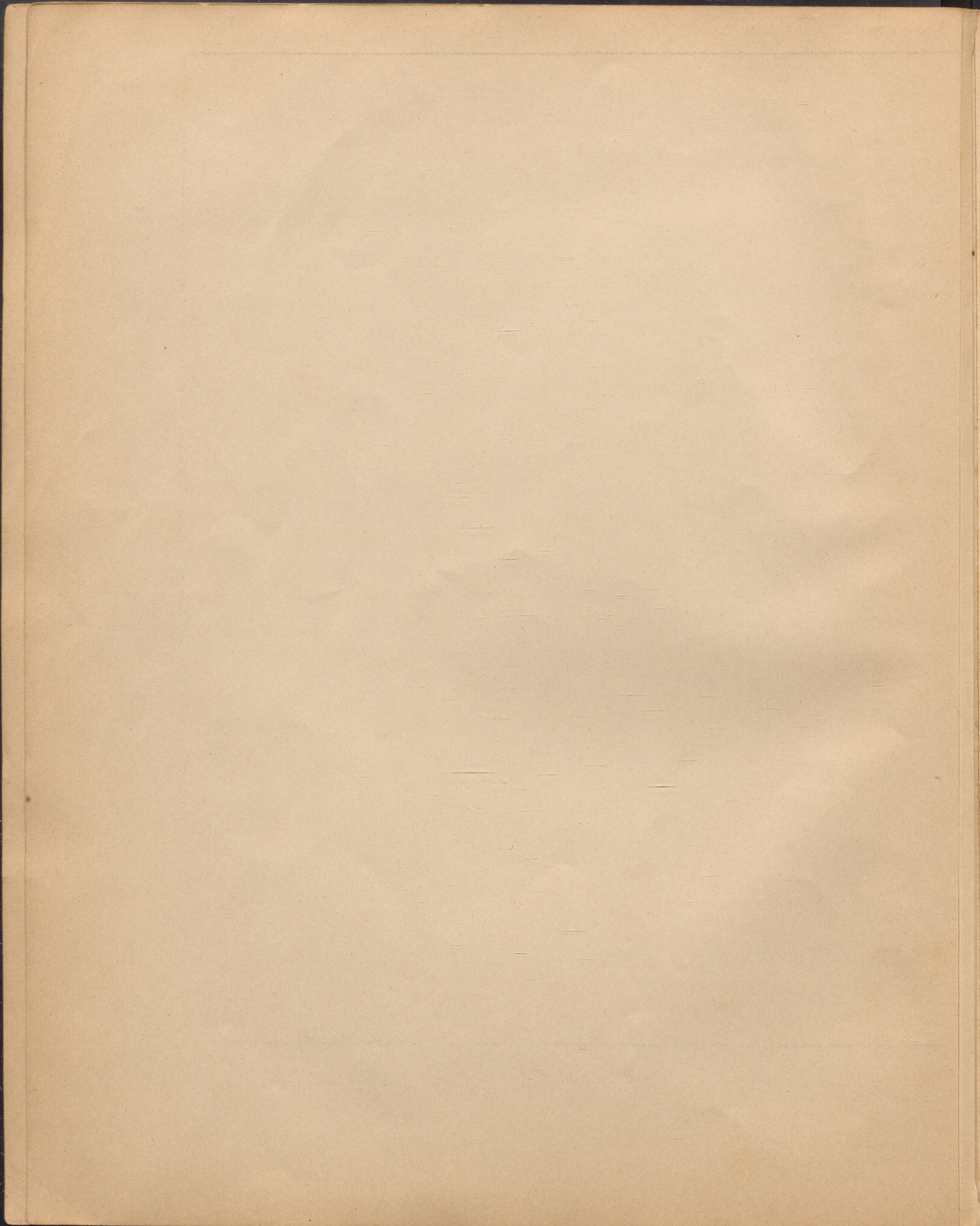
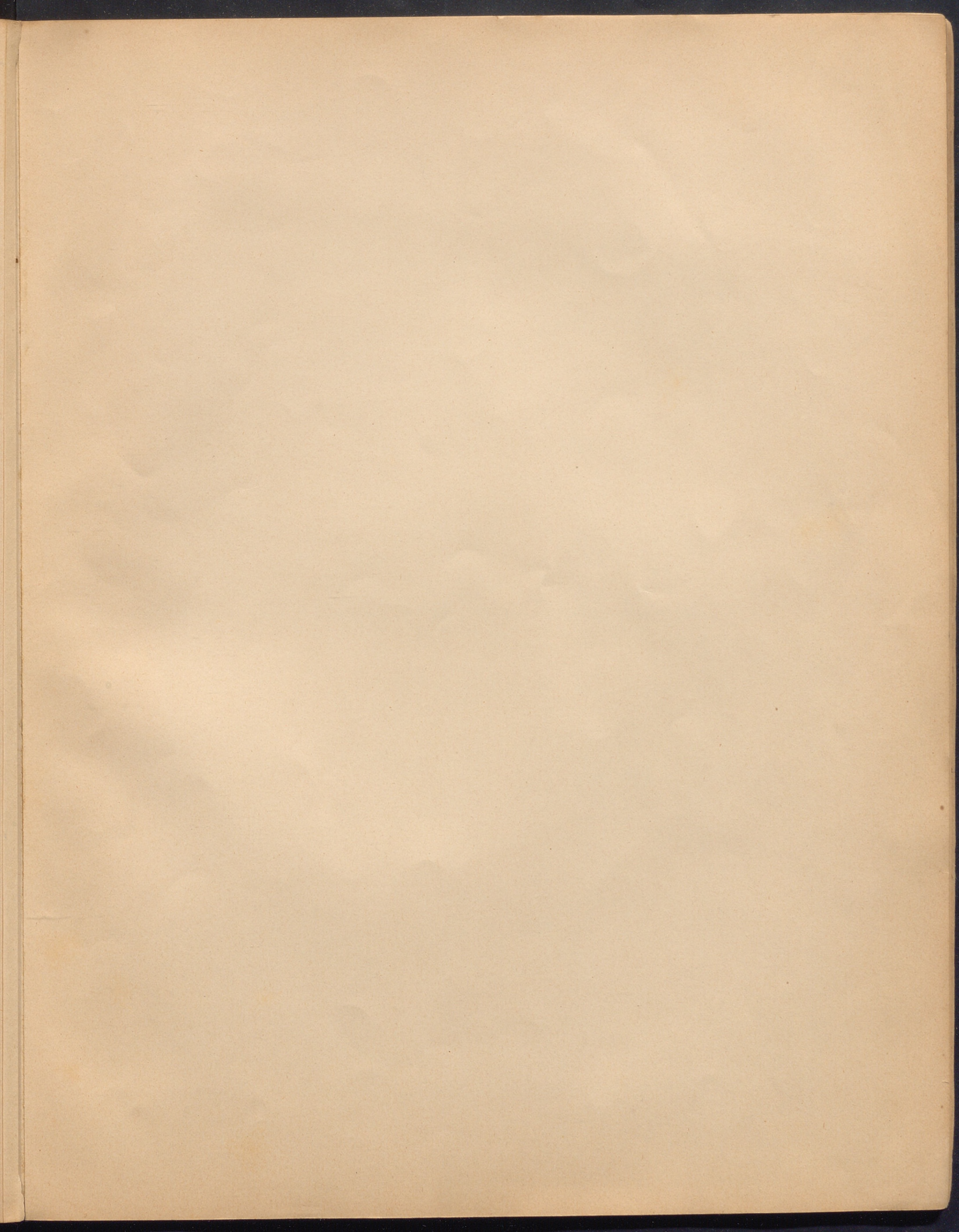


Fig. 6. Plan général.

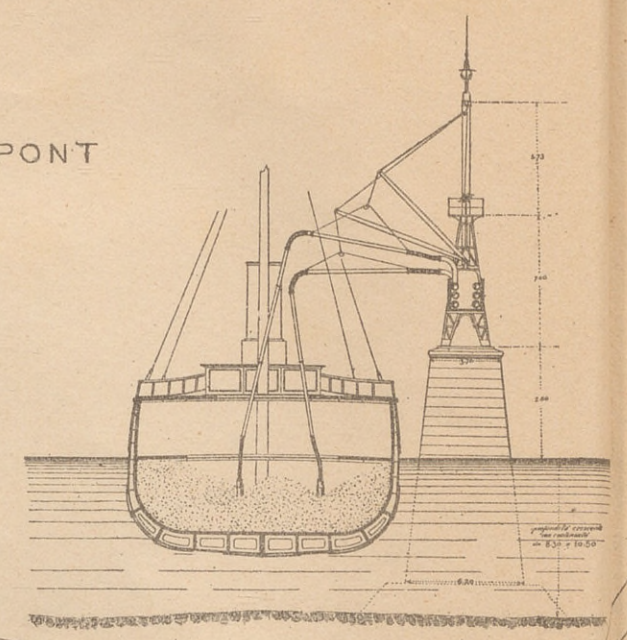
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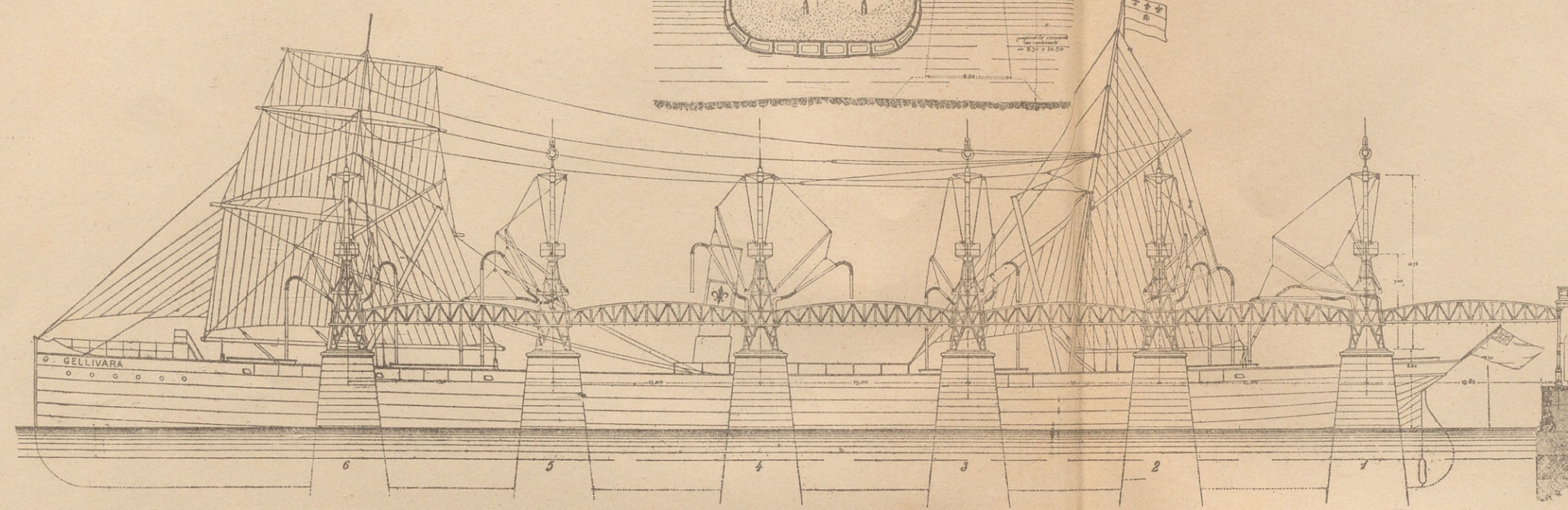
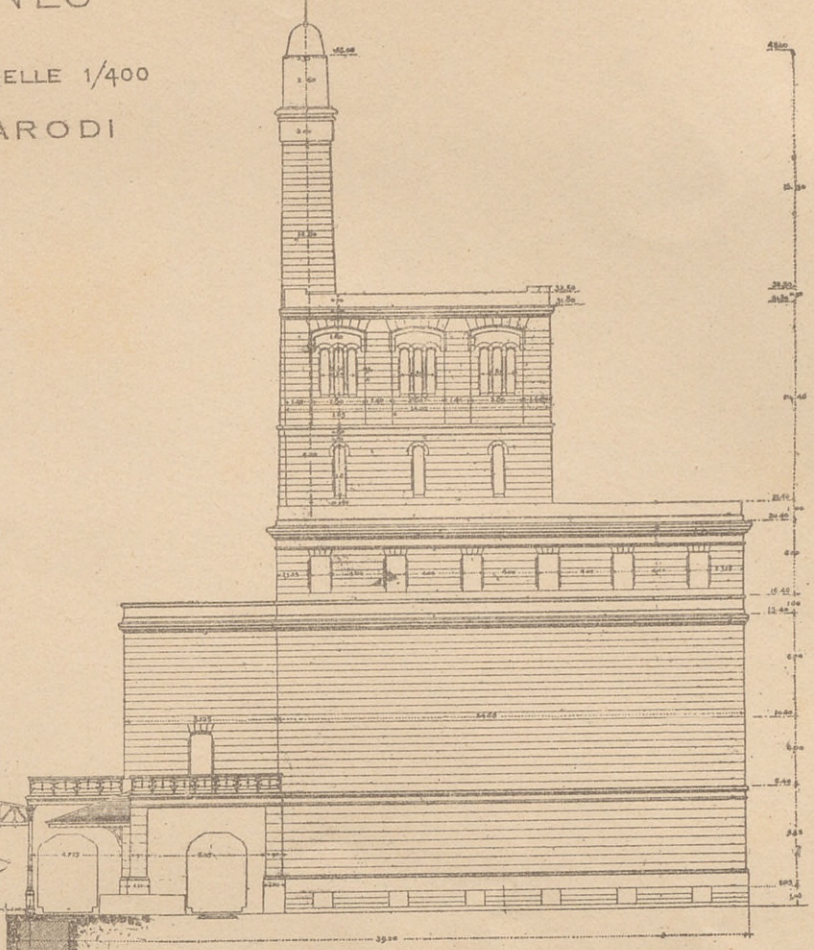




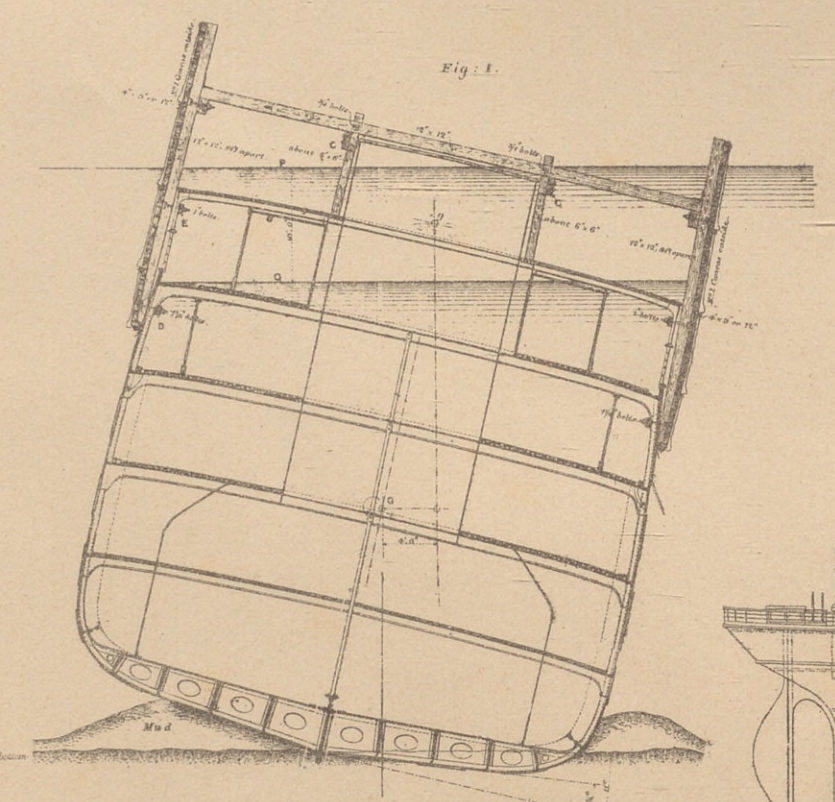
SECTION TRANSVERSALE DU PONT
Appareils Duckham.



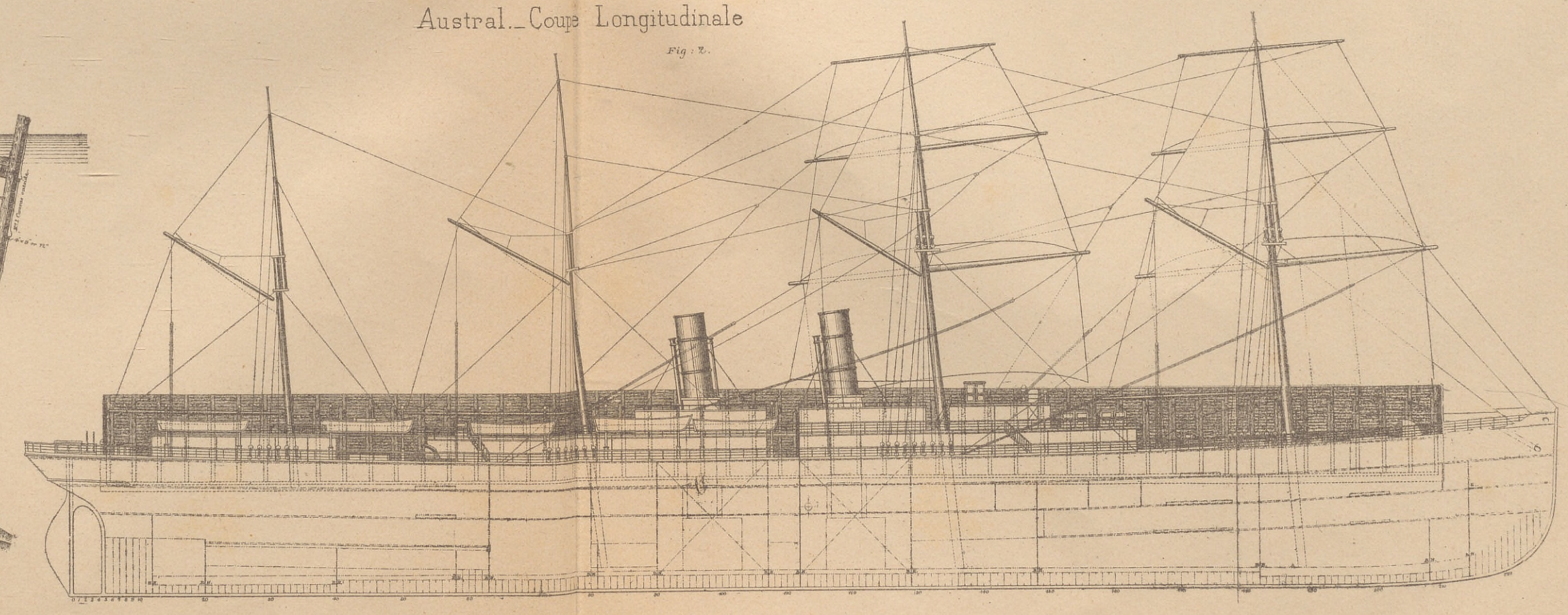
SILOS DE GÈNES
ÉCHELLE 1/400
VUE DU PONT PARODI

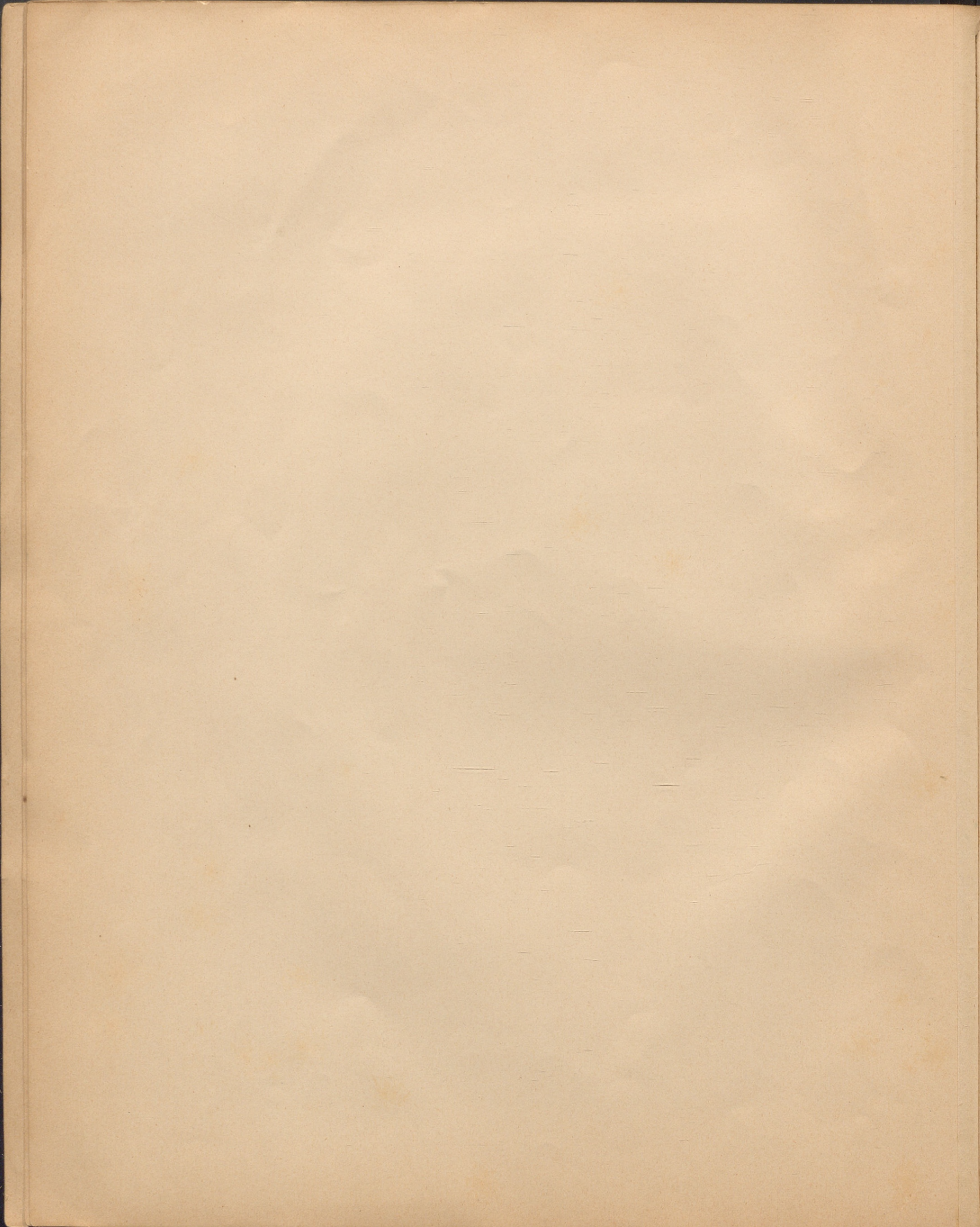


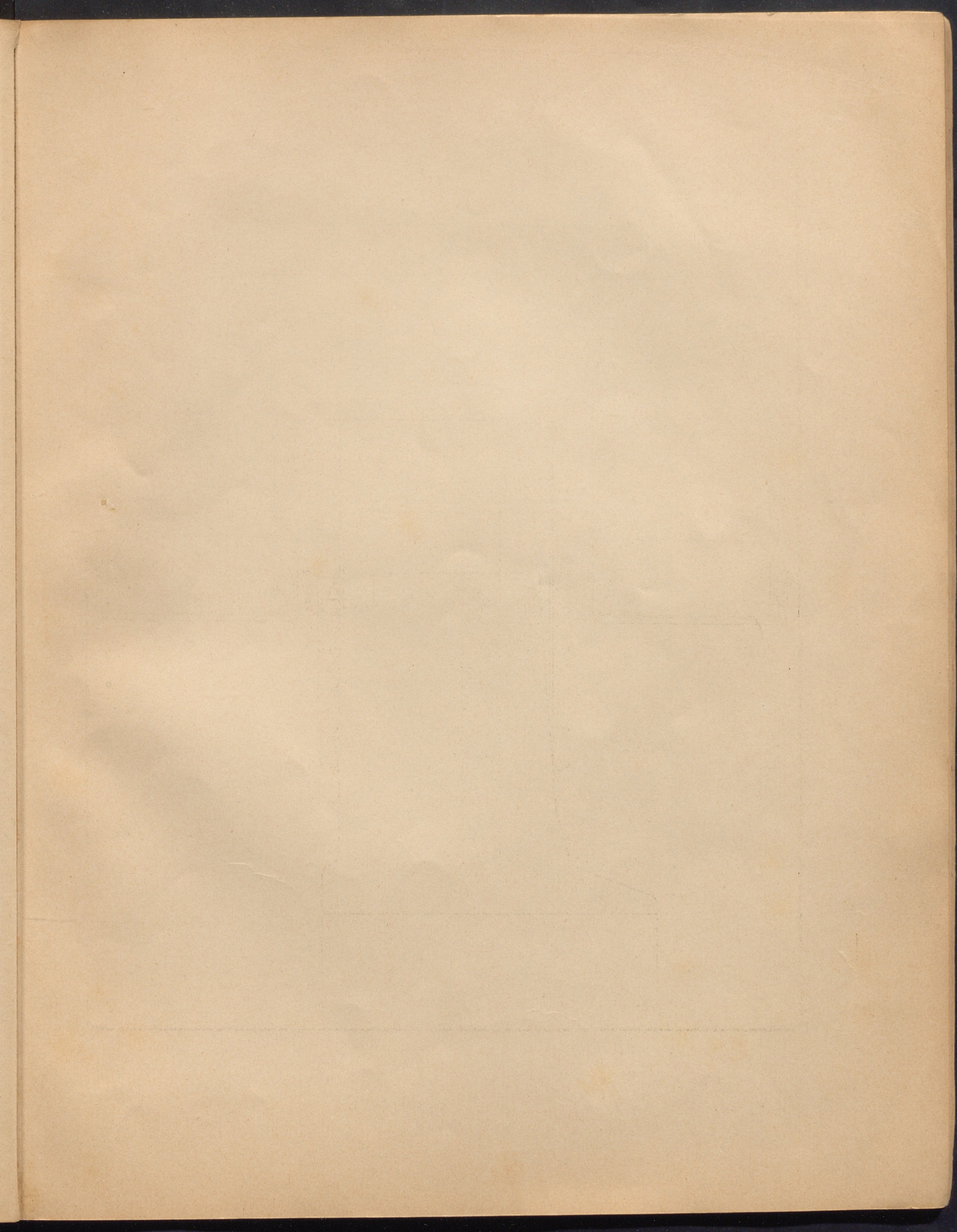
Austral. Coupe Longitudinale



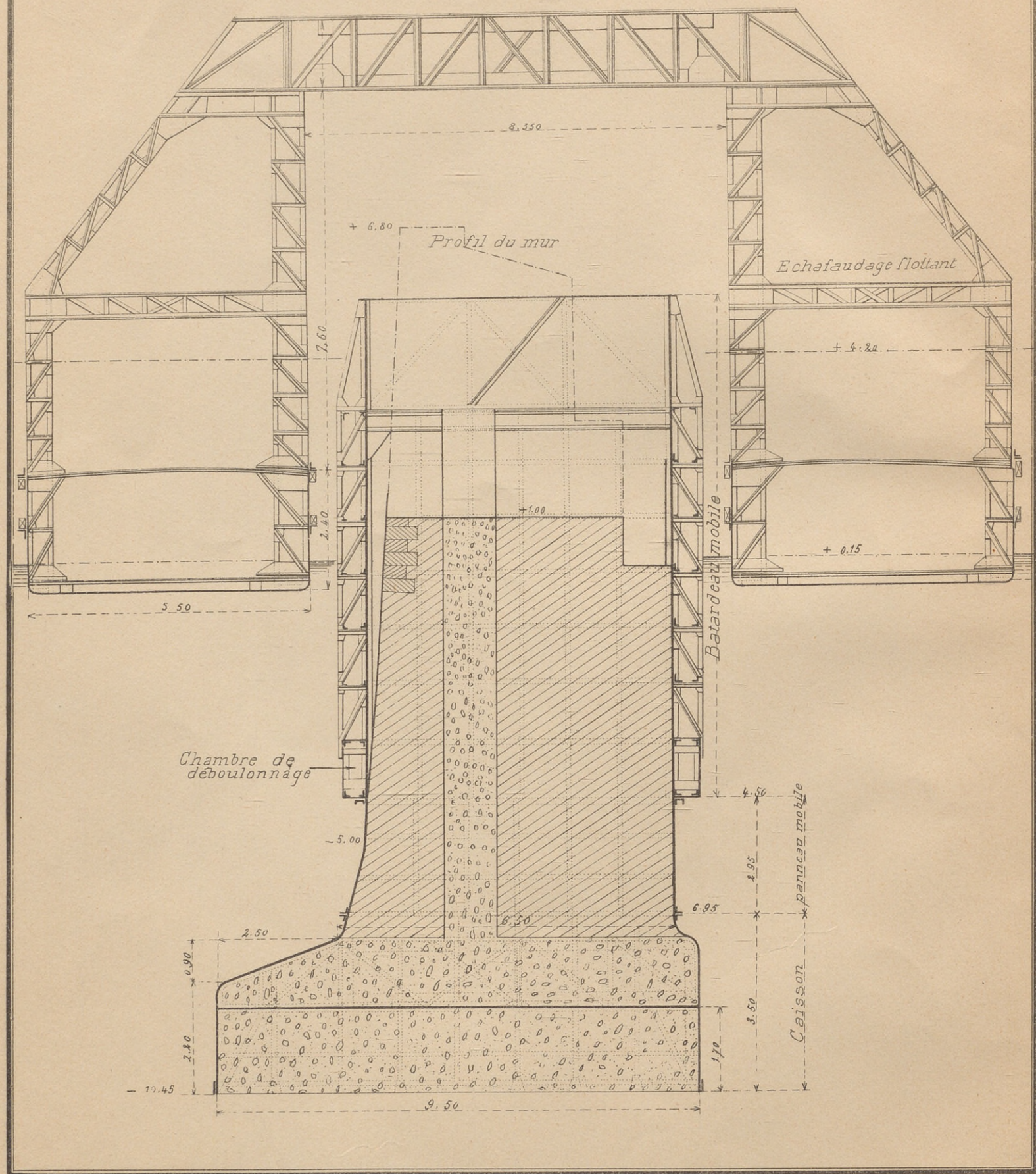
Austral. Coupe Transversale







Nouveaux murs de quais à l'Escaut au sud d'Anvers.
Echelle de 0,01 pour mètre



Brême

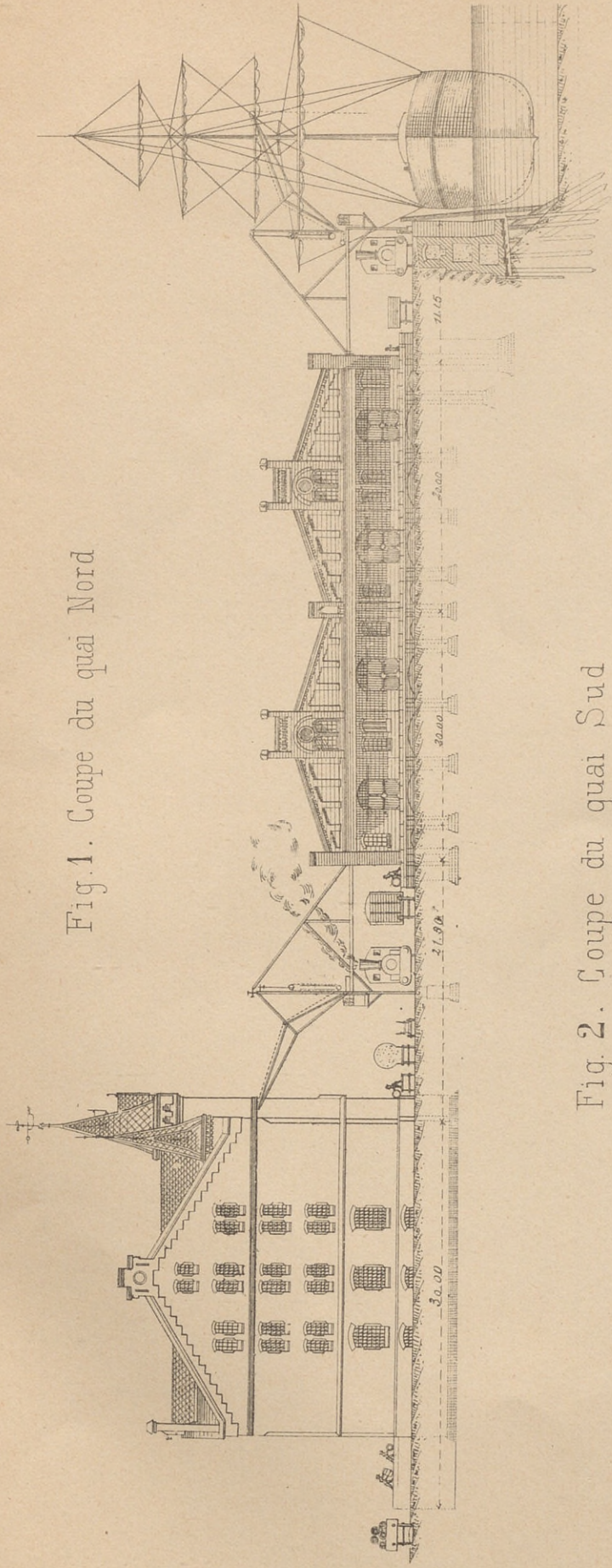
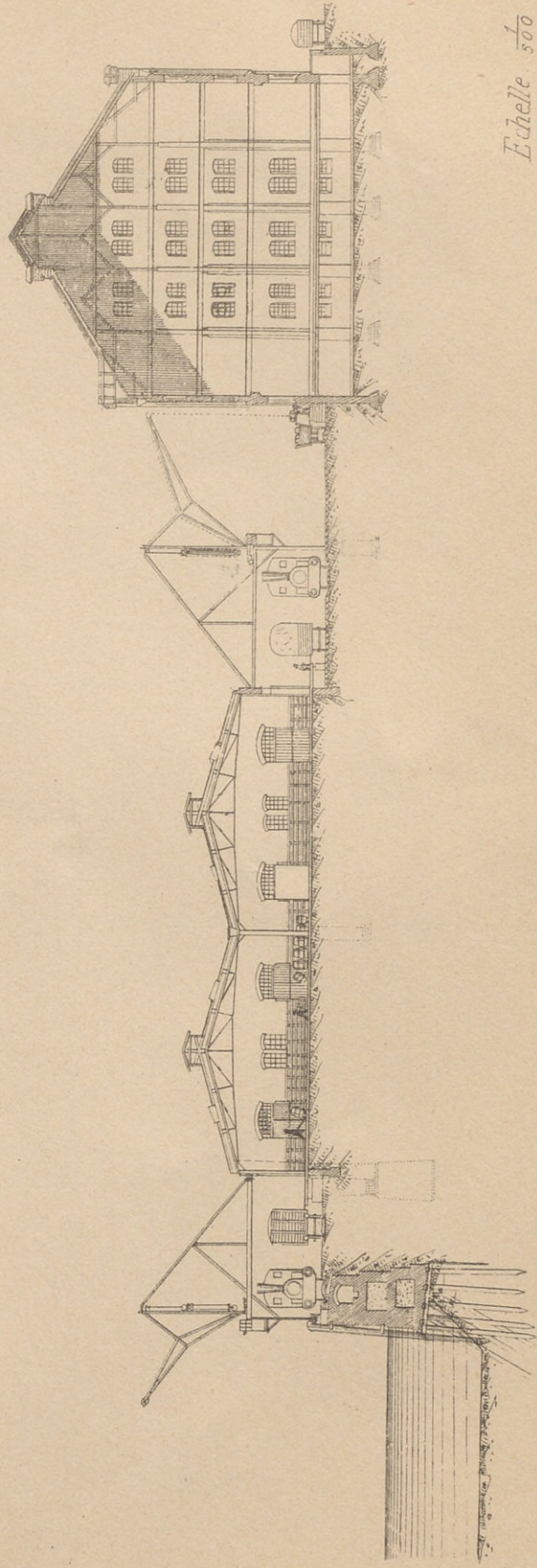


Fig. 1. Coupe du quai Nord

Fig. 2. Coupe du quai Sud



Echelle 500

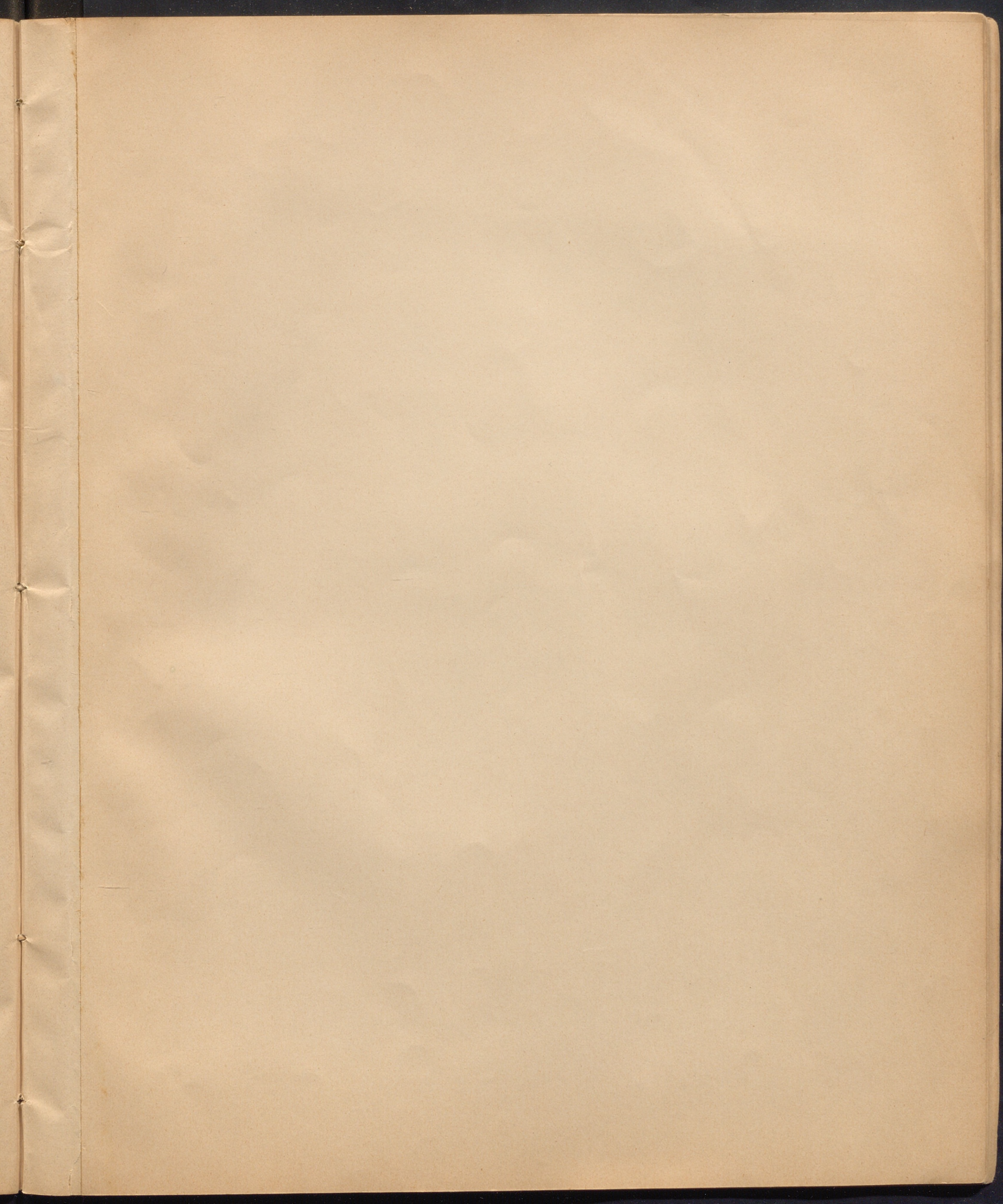


Fig. 1. Dunkerque.

1/20 000

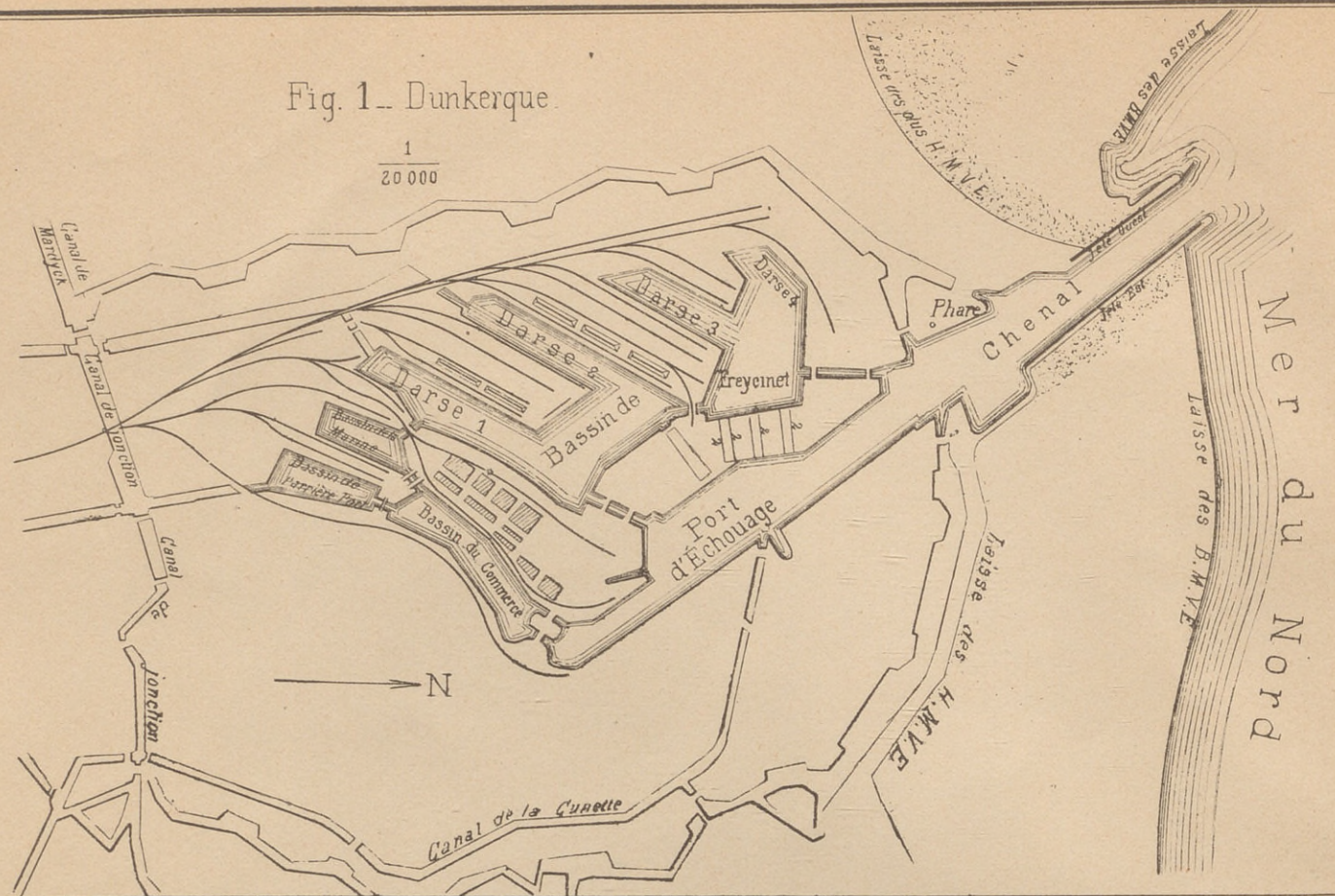


Fig. 2. Calais.

1/20 000

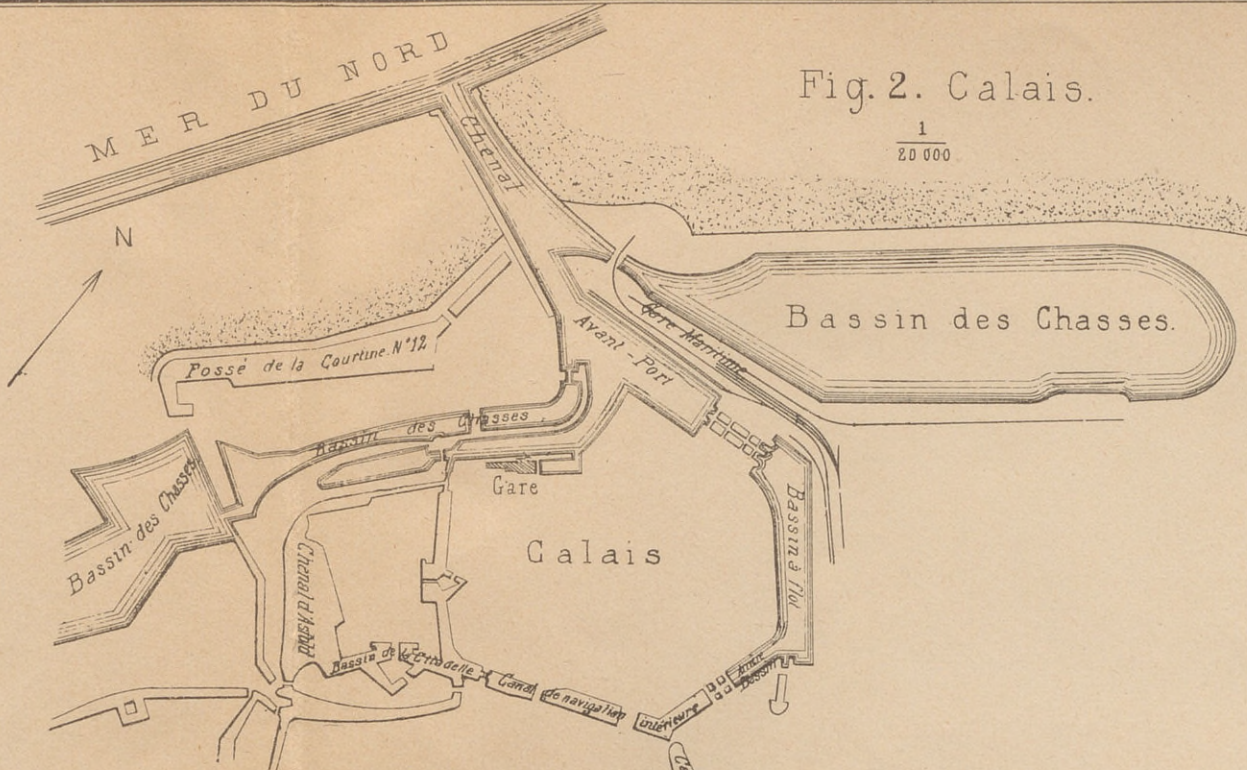


Fig. 3. Dieppe.

1/20 000

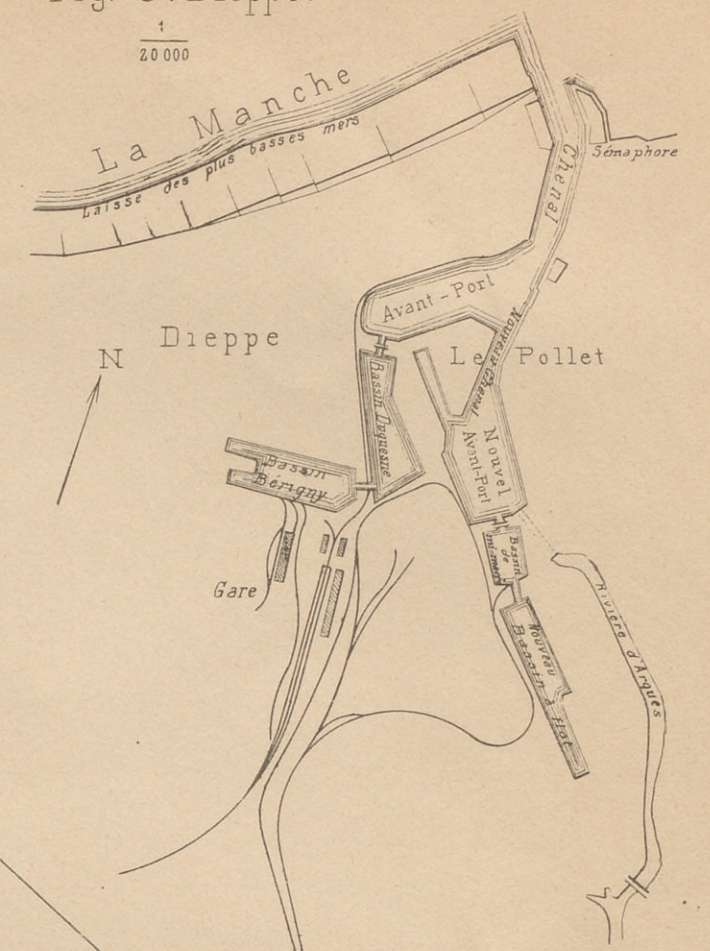


Fig. 5. La Pallice.

1/20 000

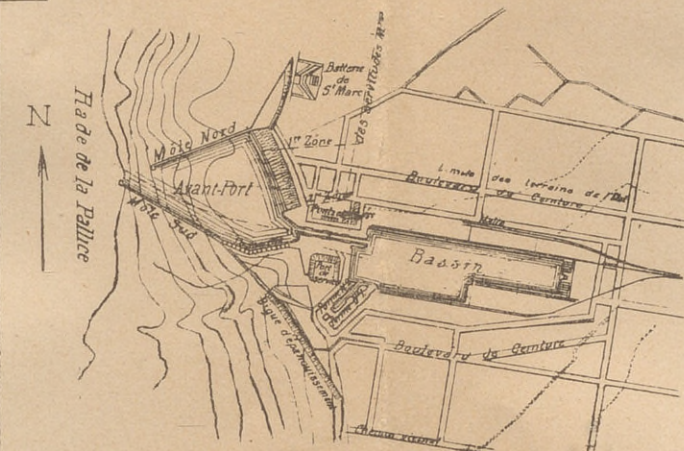


Fig. 6. Bordeaux.

1/20 000

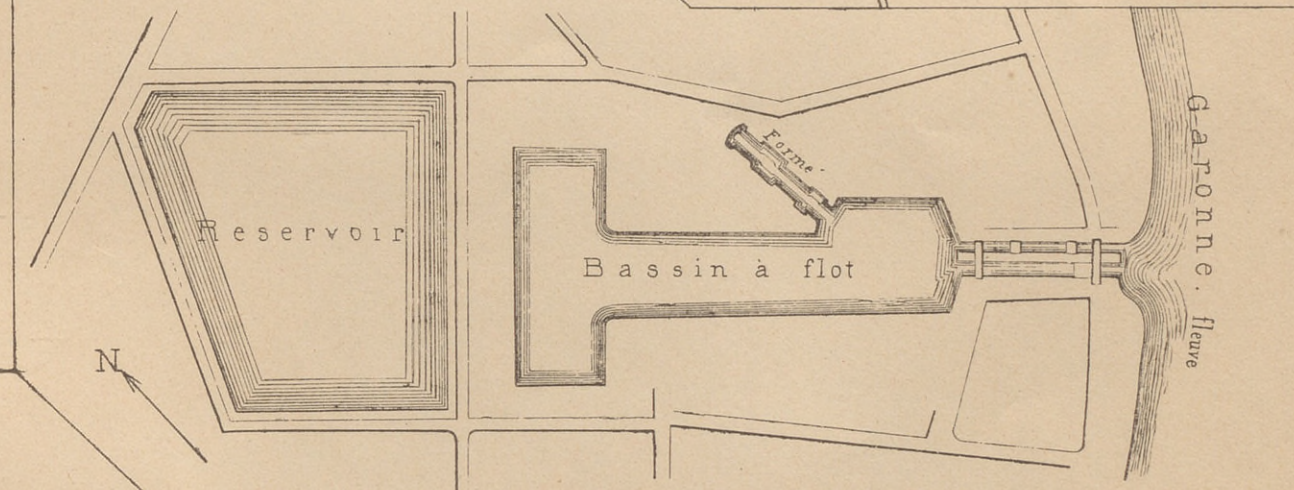


Fig. 4. Boulogne.

1/20 000

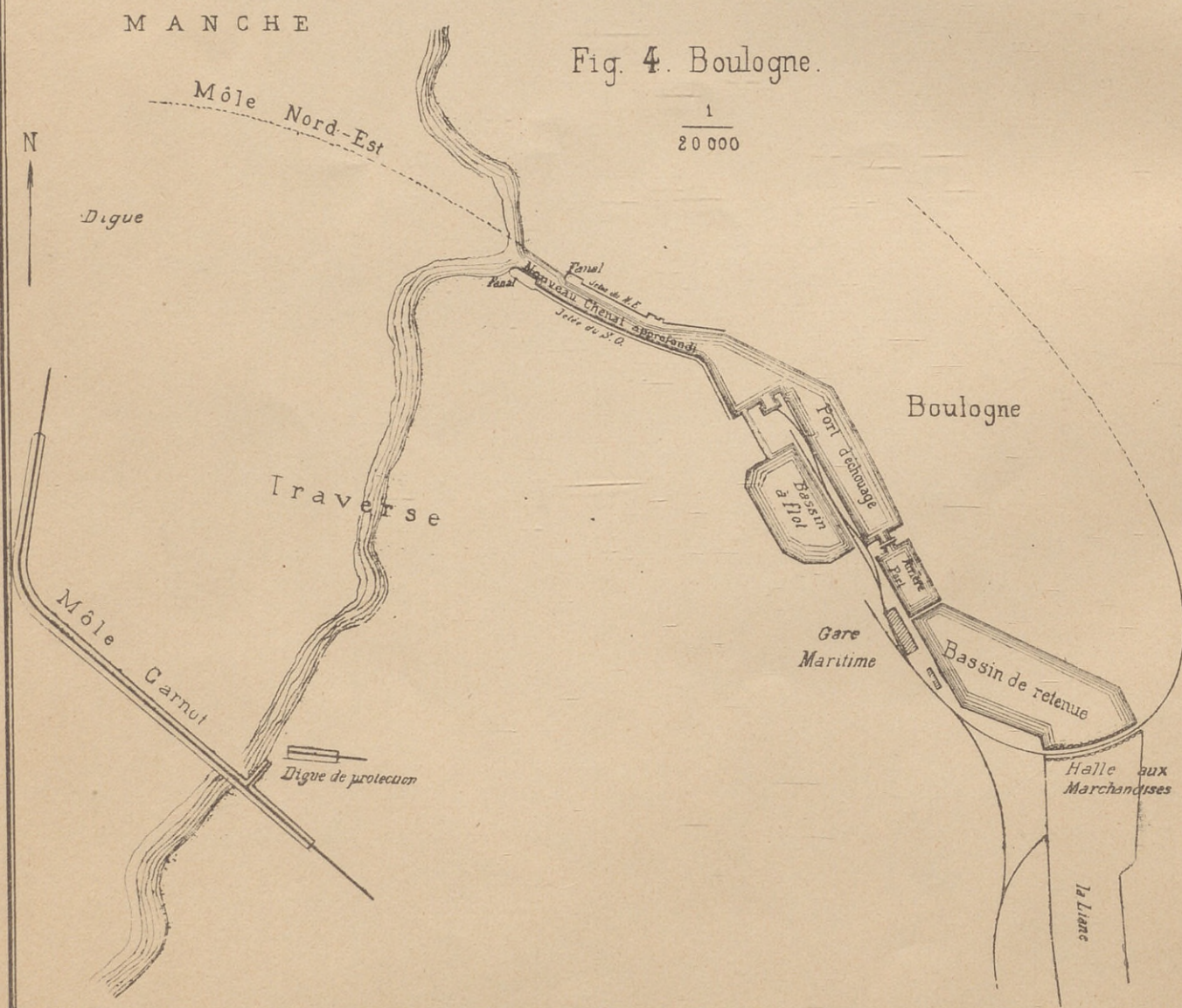


Fig. 7. S. Malo.

1/20 000

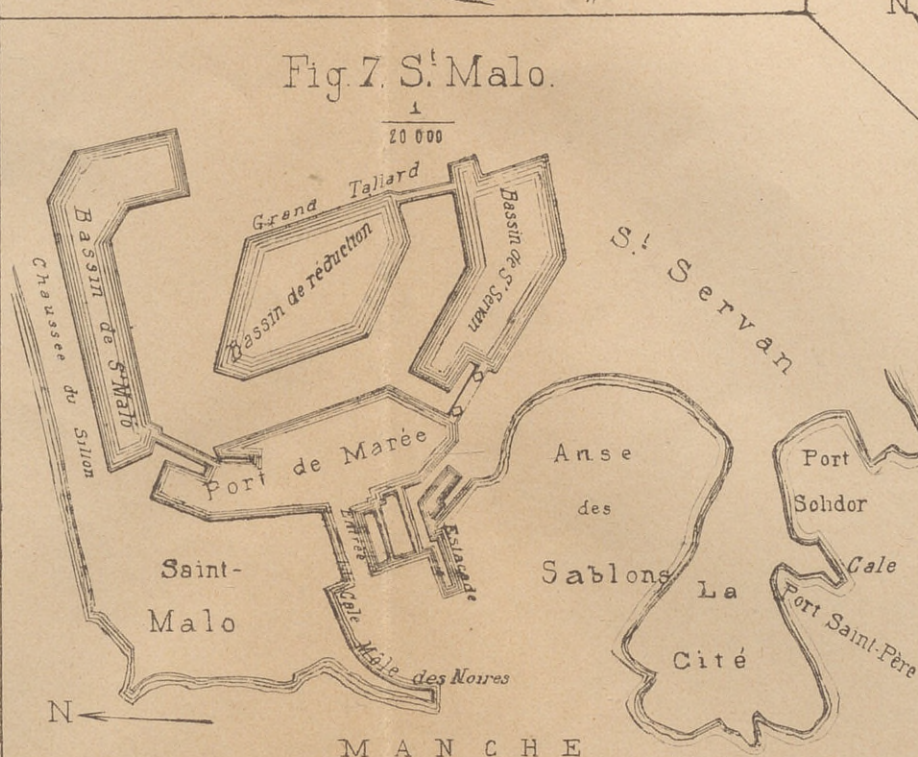
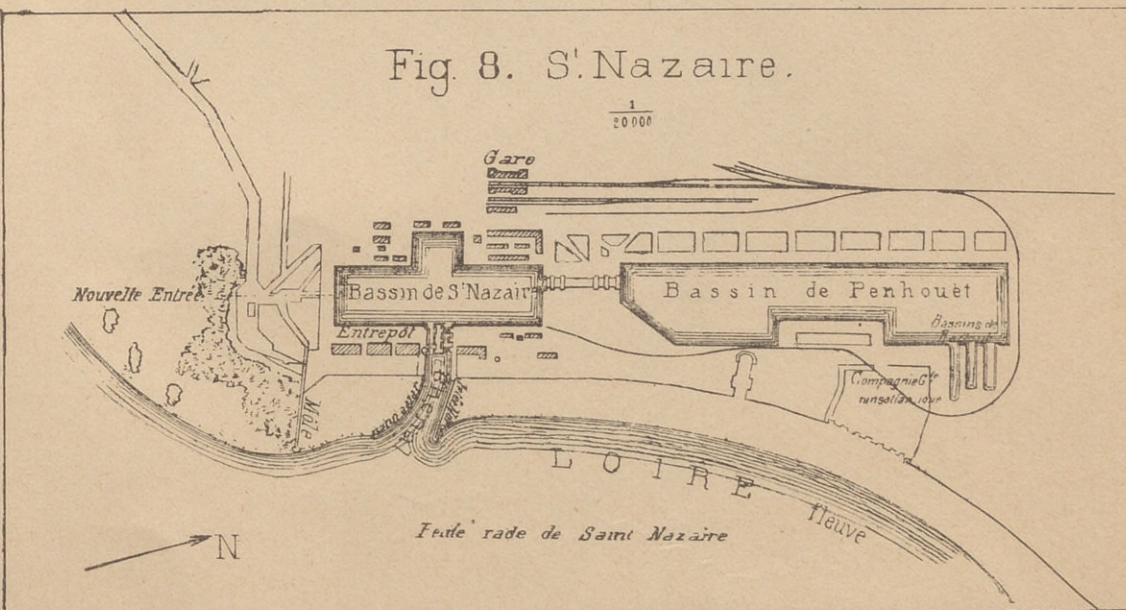


Fig. 8. S. Nazaire.

1/20 000



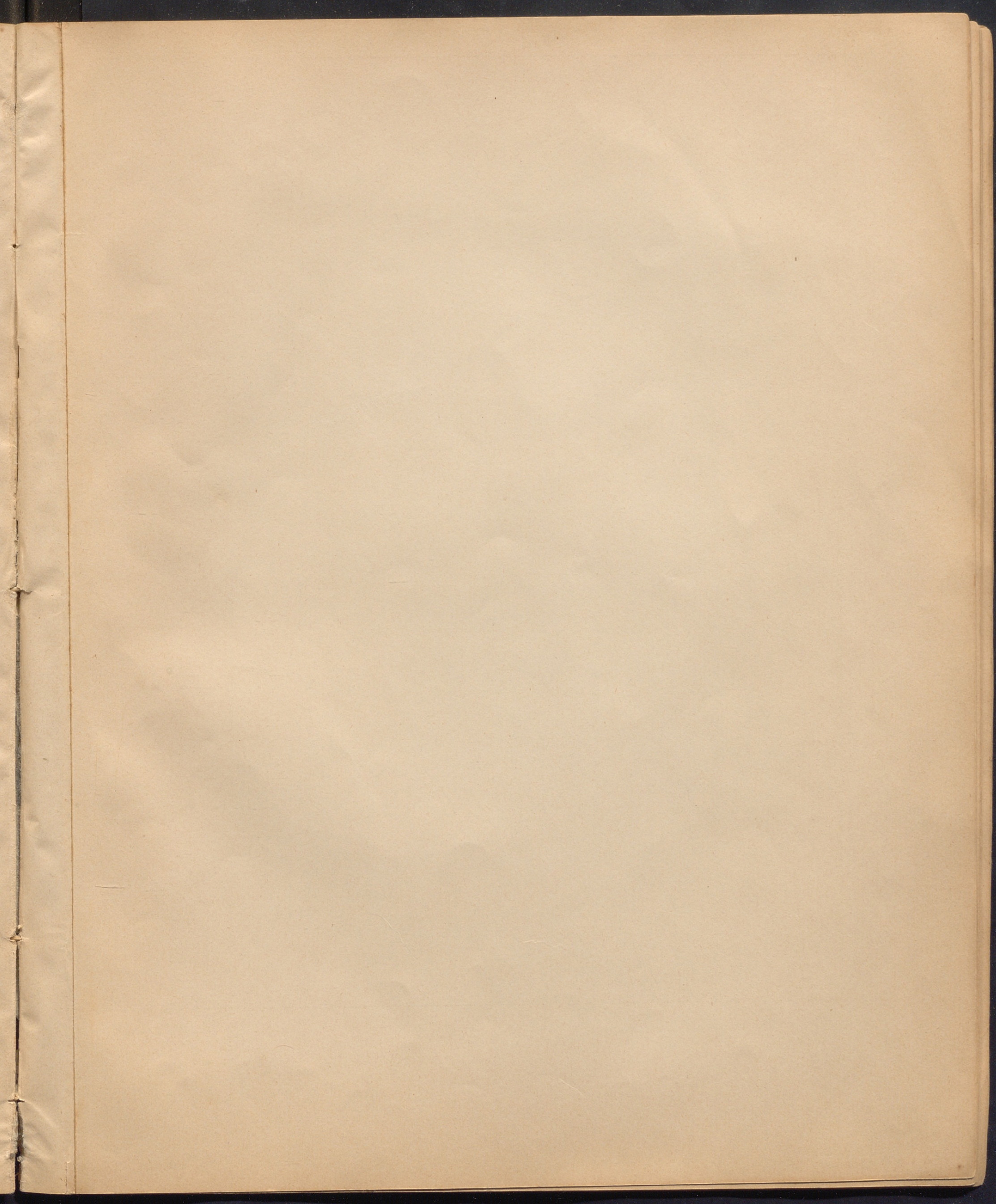


Fig. 1. Gènes.

1/20,000

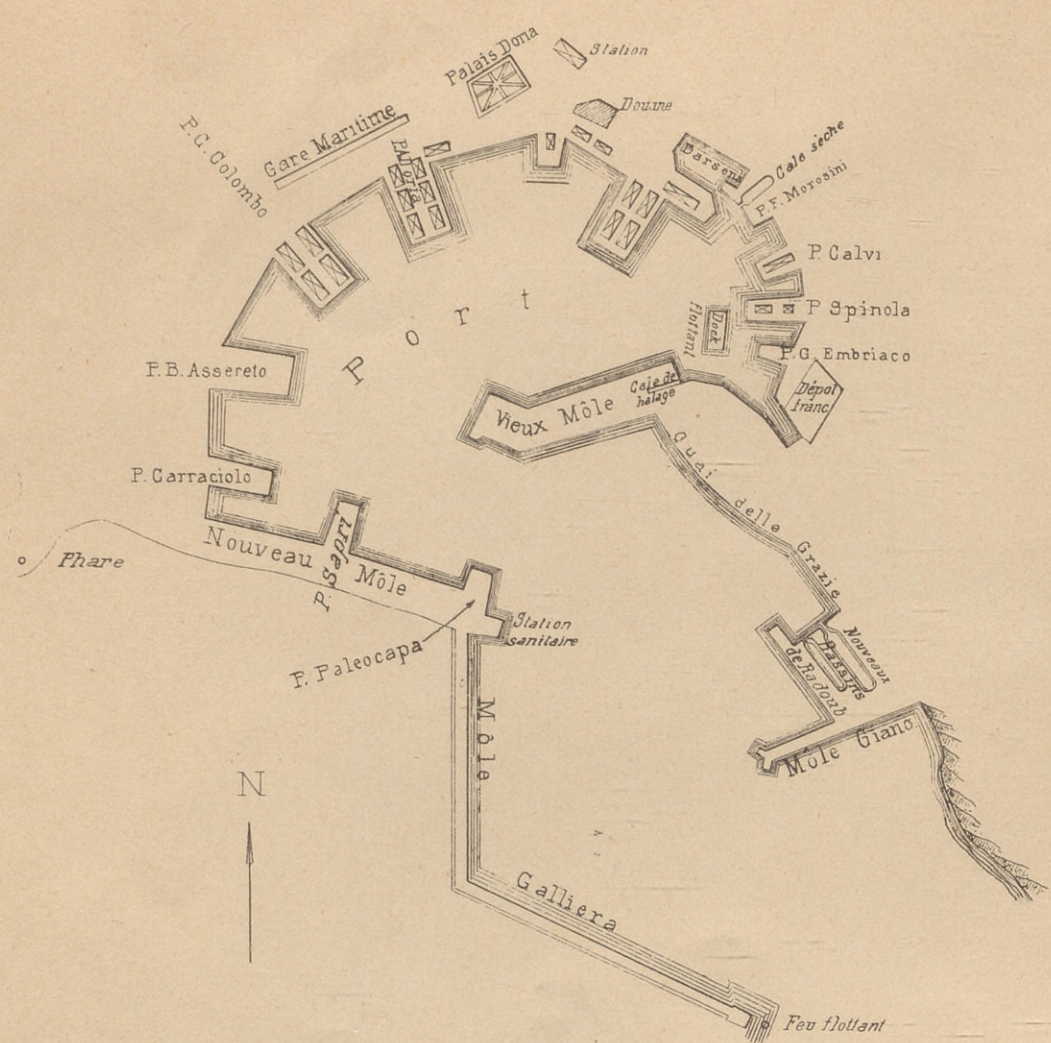


Fig. 2. Naples.

1/20,000

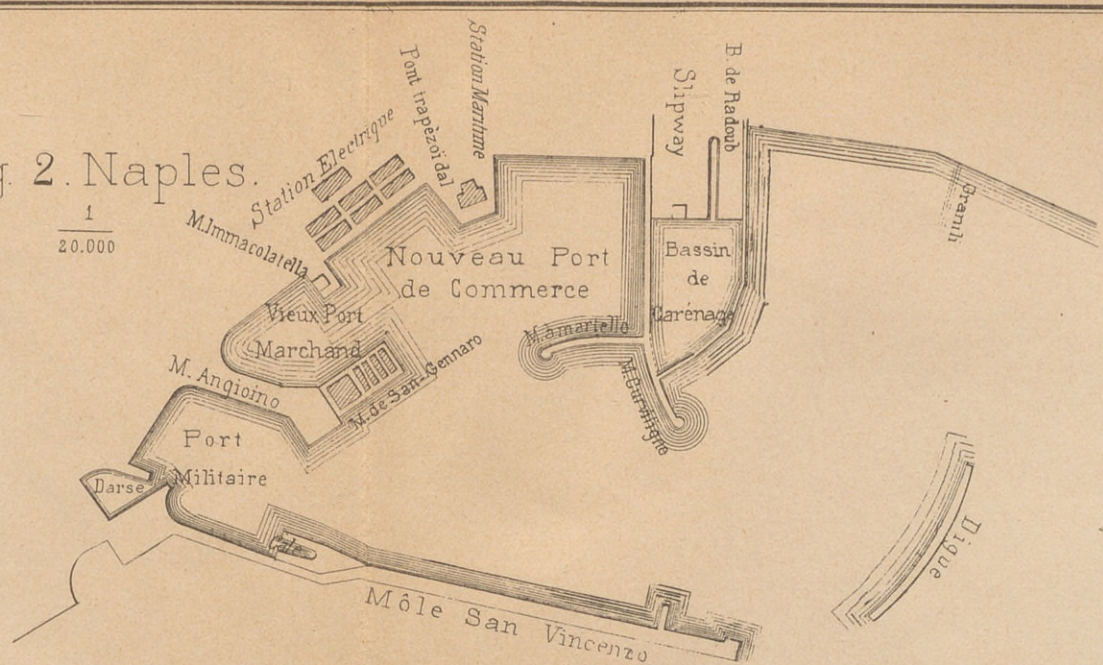


Fig. 3. Port de Trieste.

avec les constructions en projet par la Municipalité

Echelle de 1/20,000

Nota.—Les parties ombrées doivent être démolies.

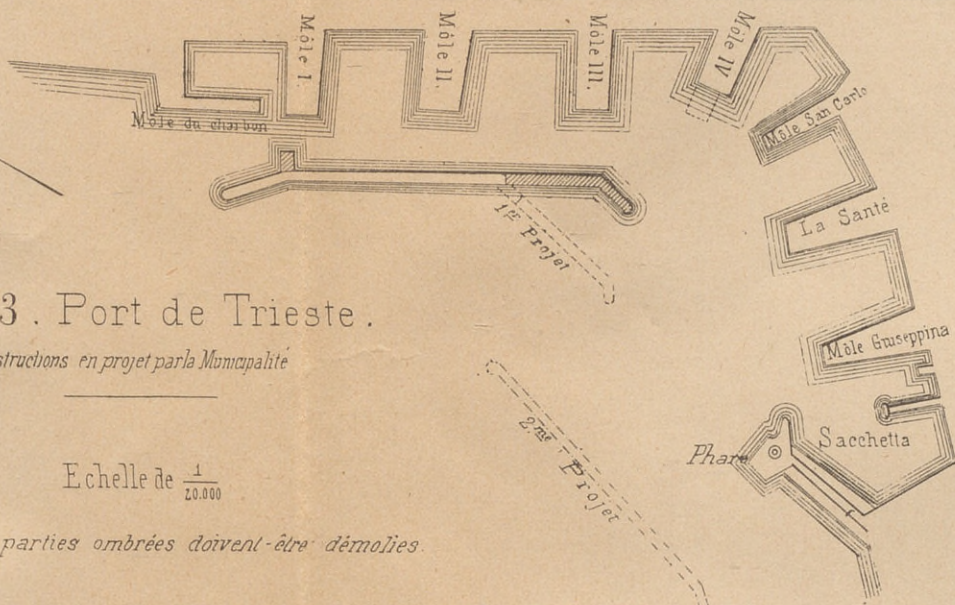


Fig. 4. Marseille.

1/20,000

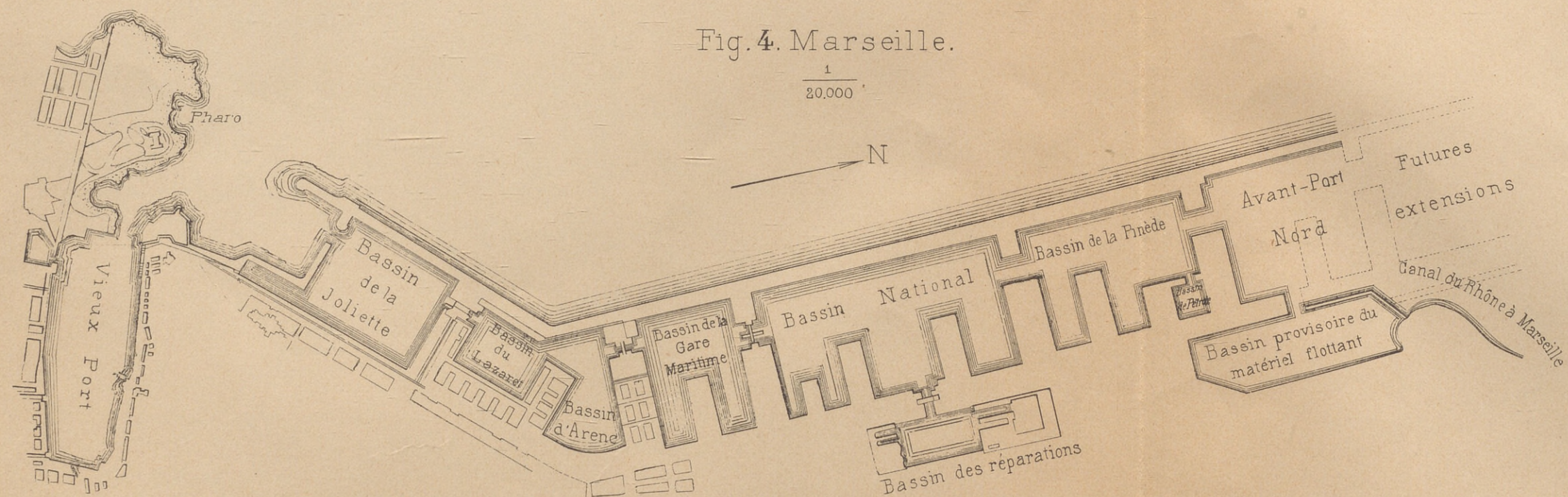
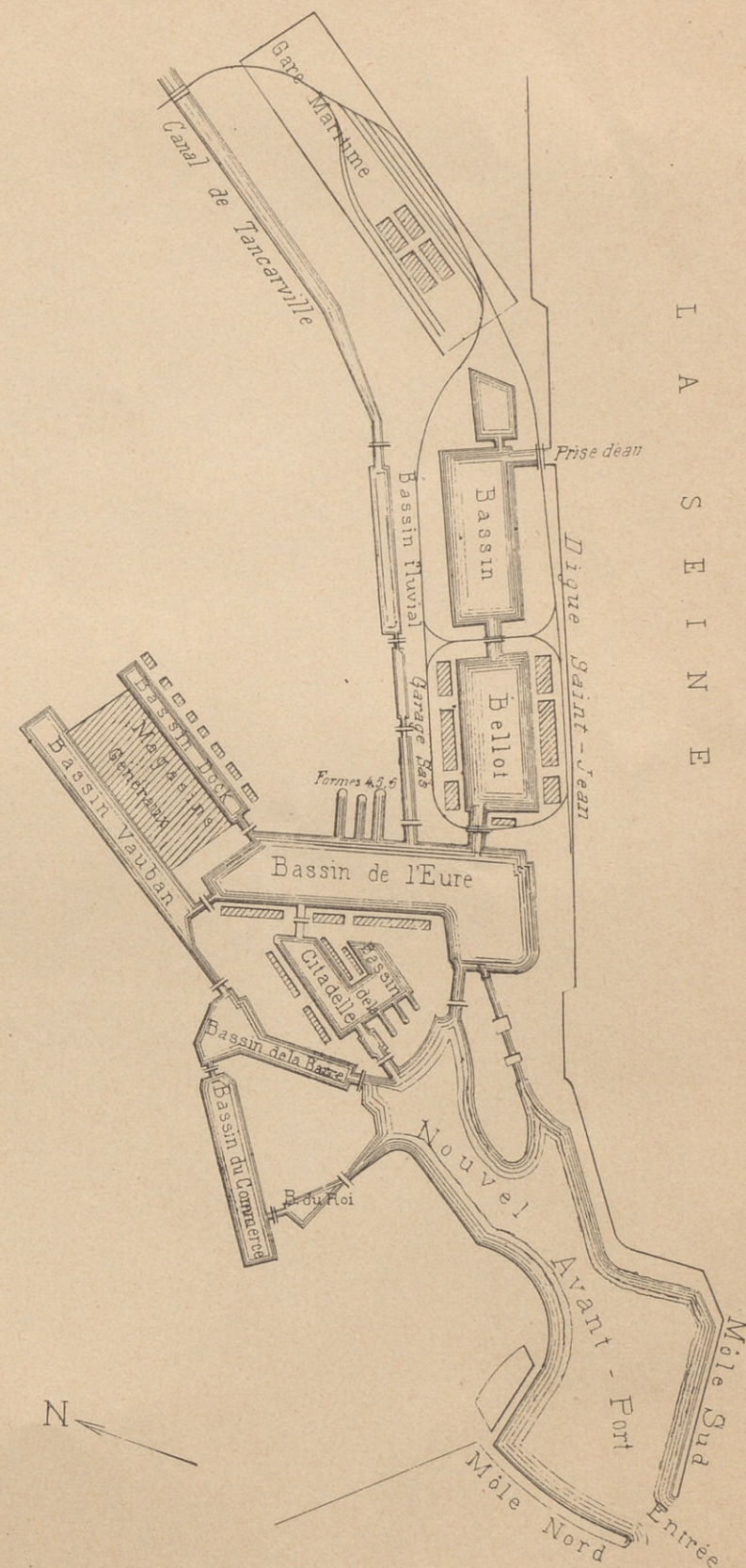
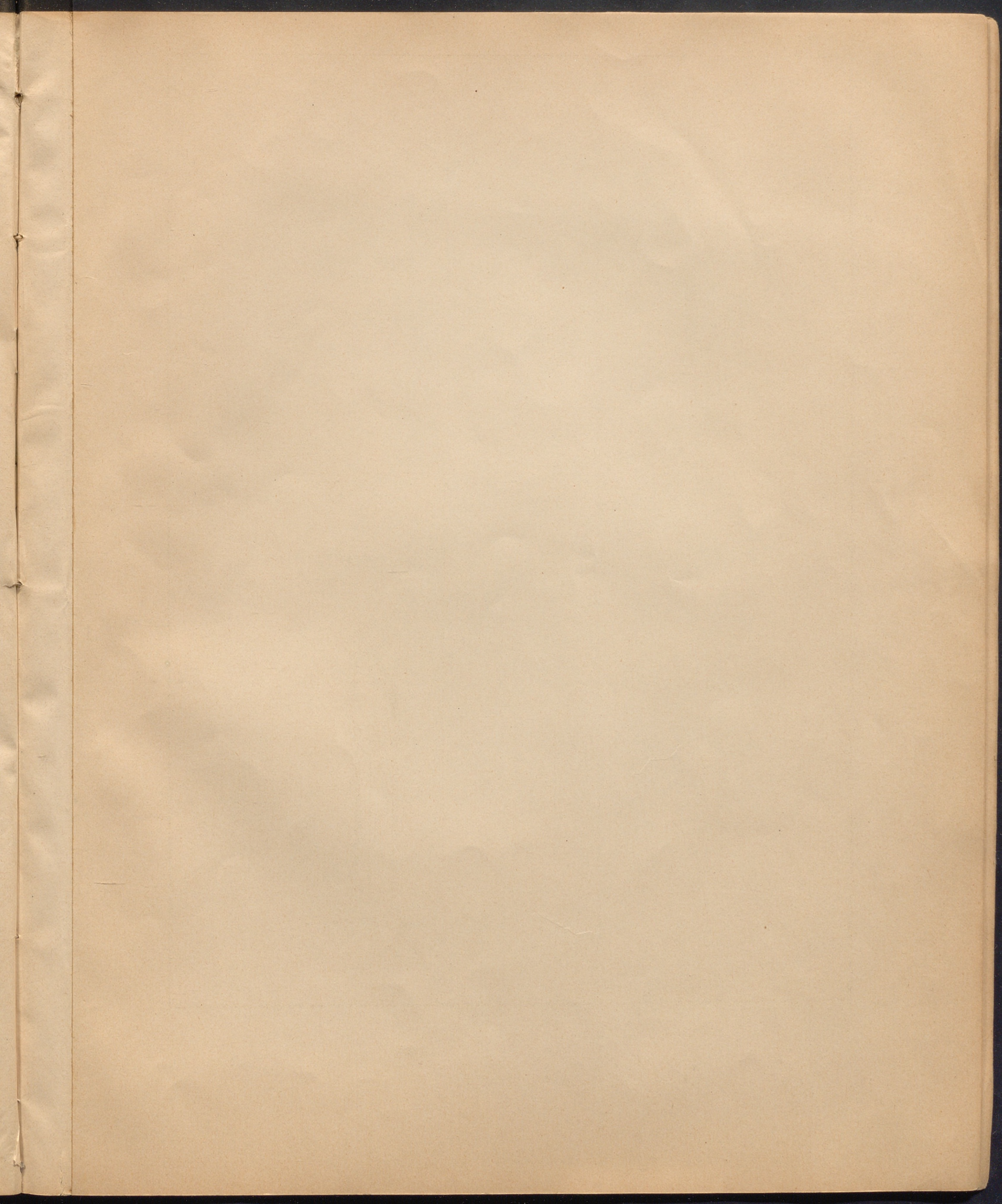


Fig. 5. Le Havre.

1/20,000





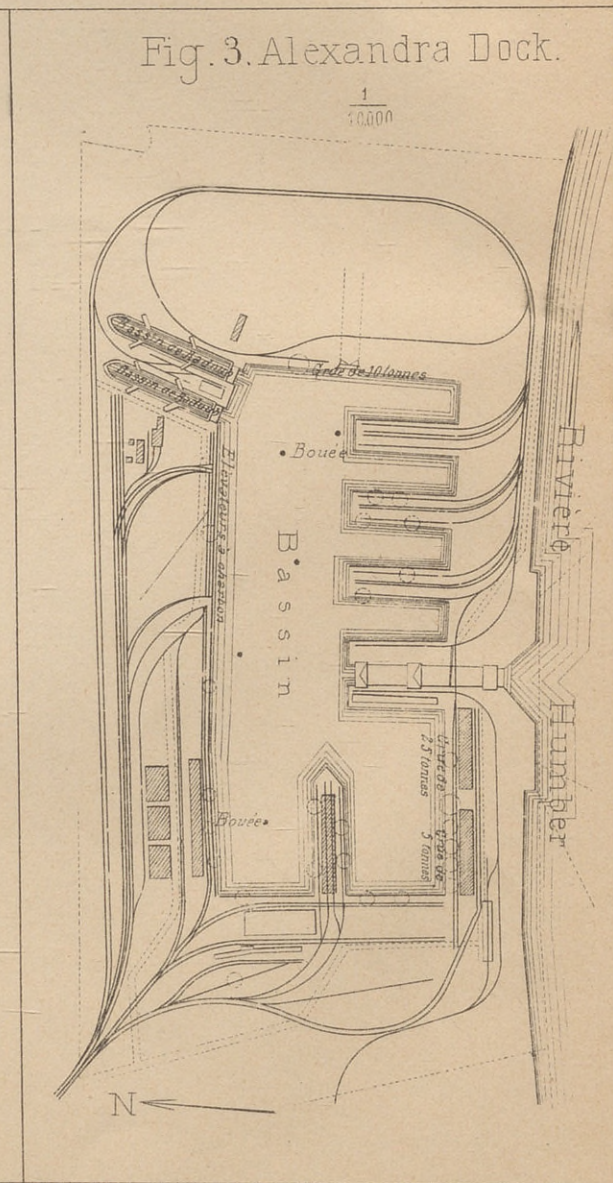
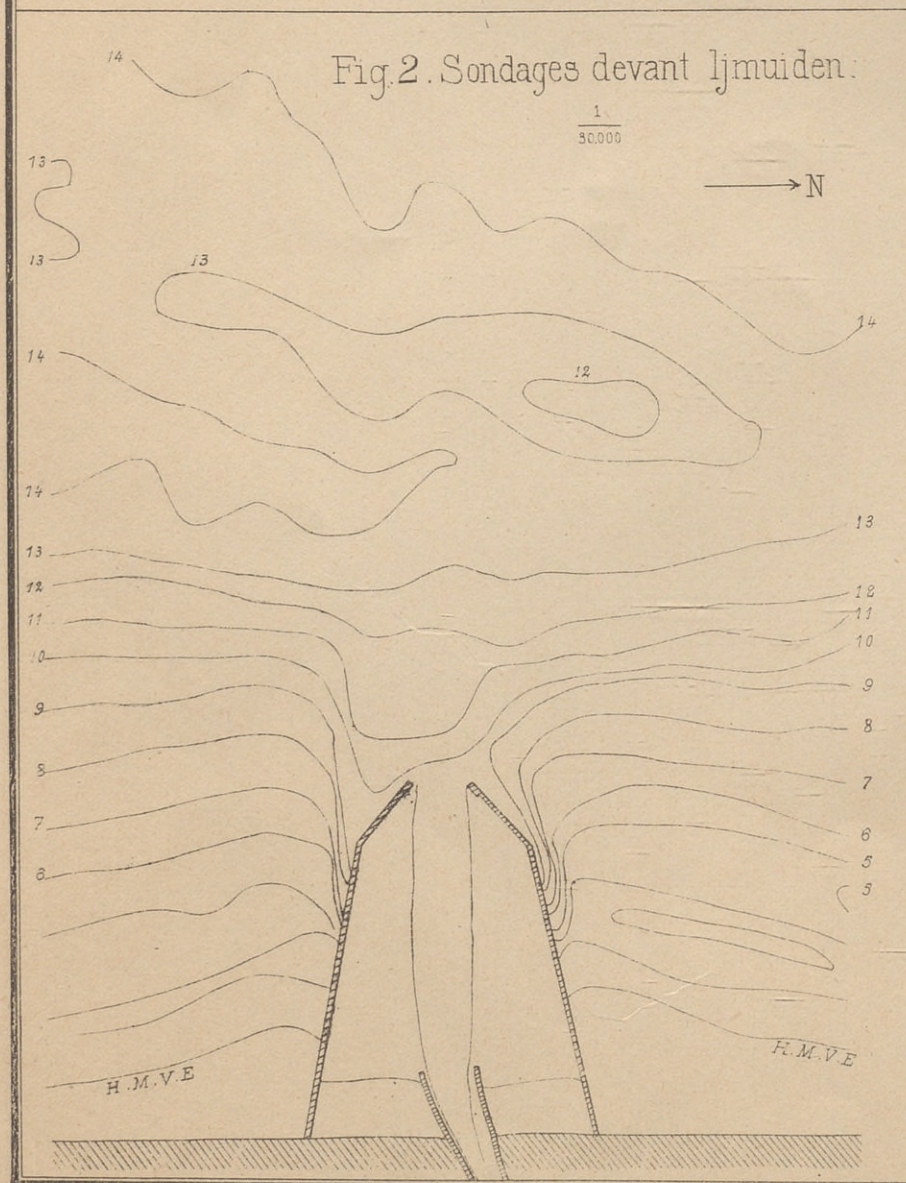
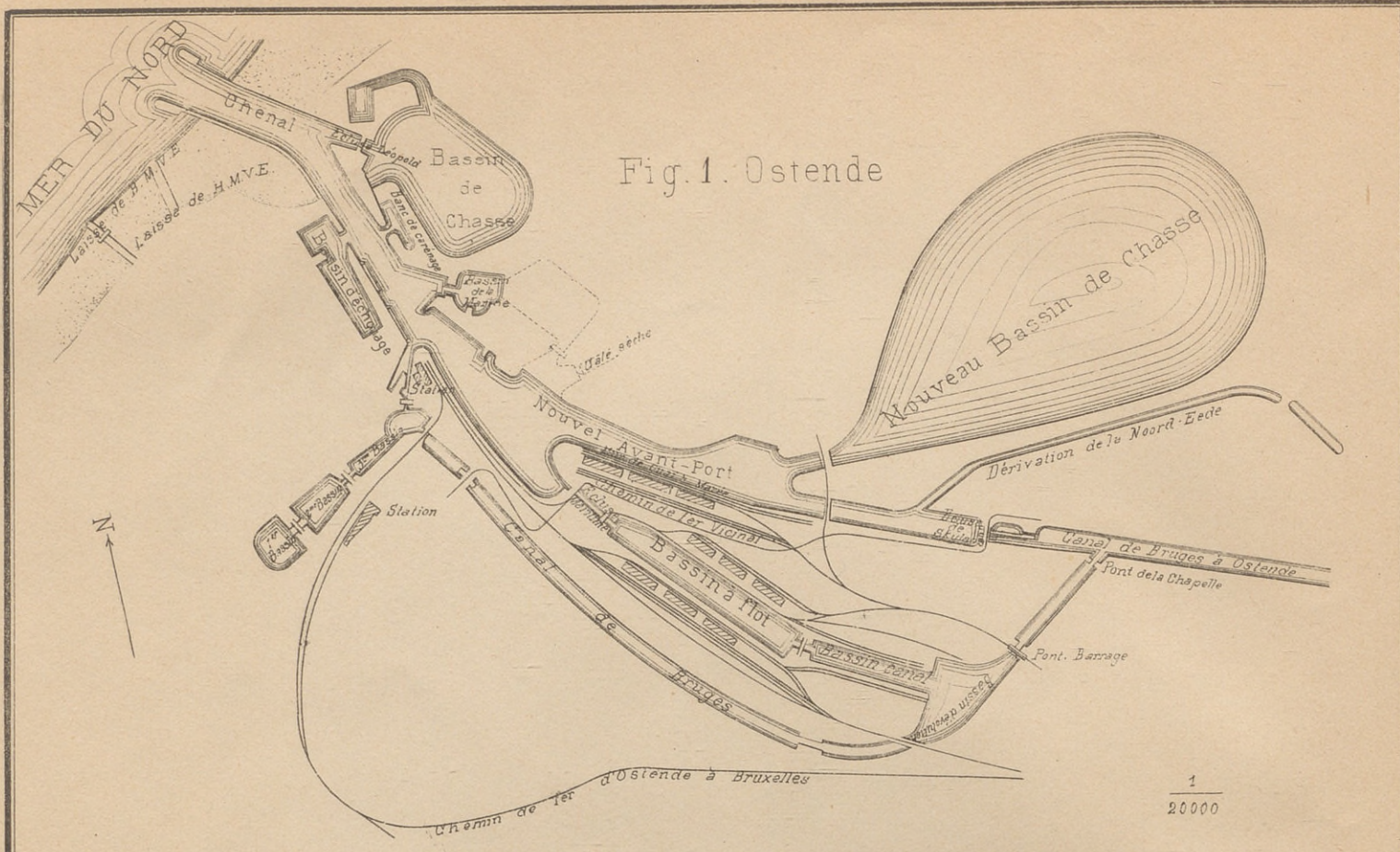


Fig. 1. Port de Fiume.

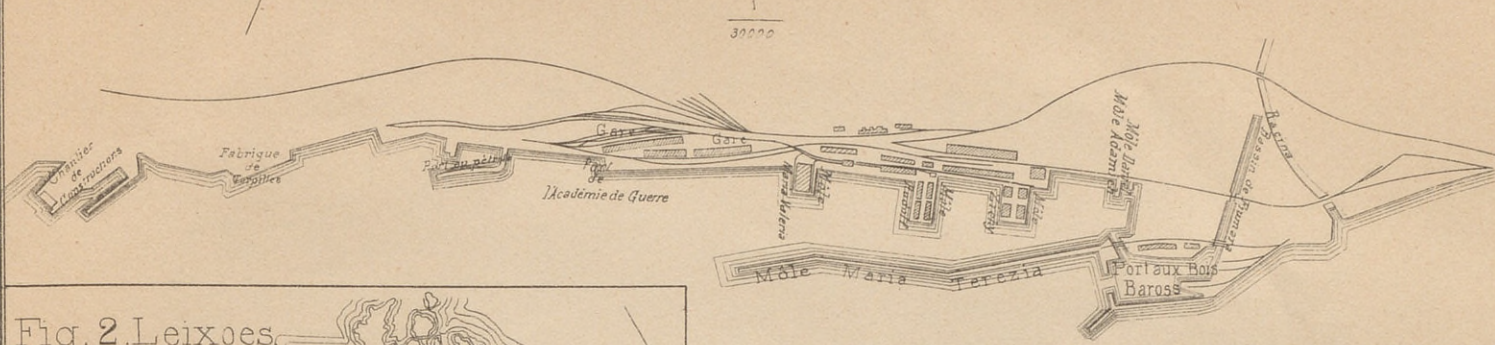


Fig. 2. Leixoes.

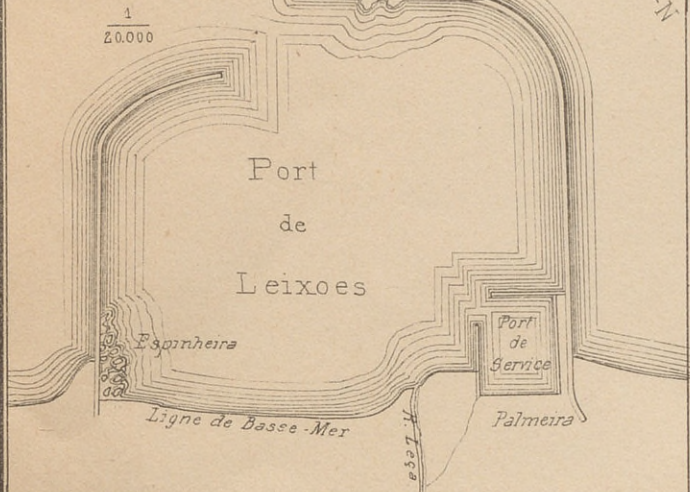


Fig. 3. Philippeville.

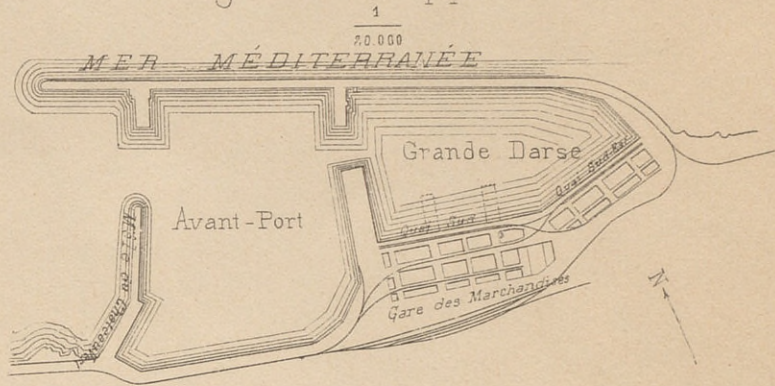


Fig. 4. Barcelone.

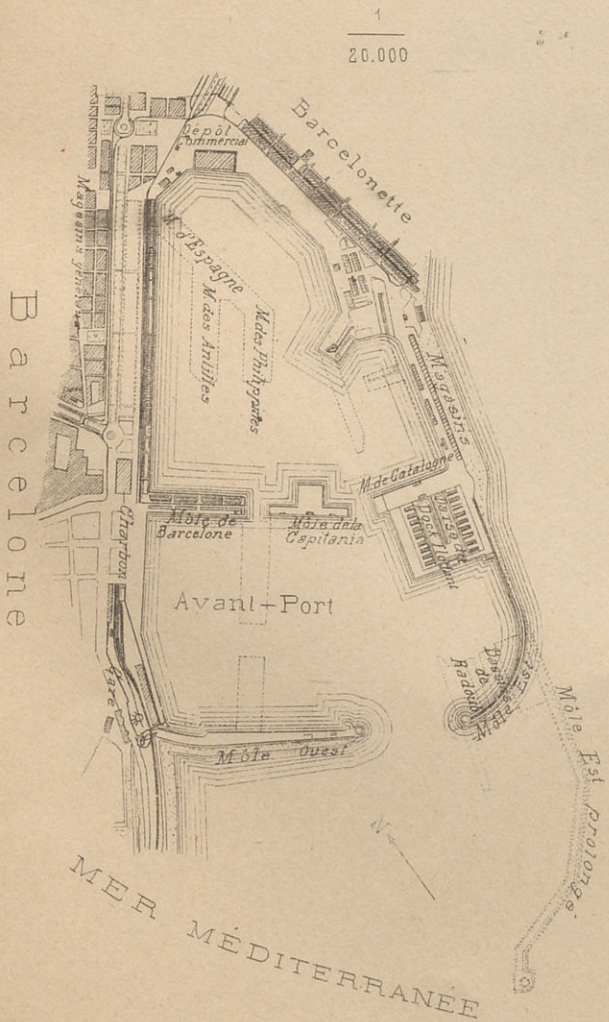
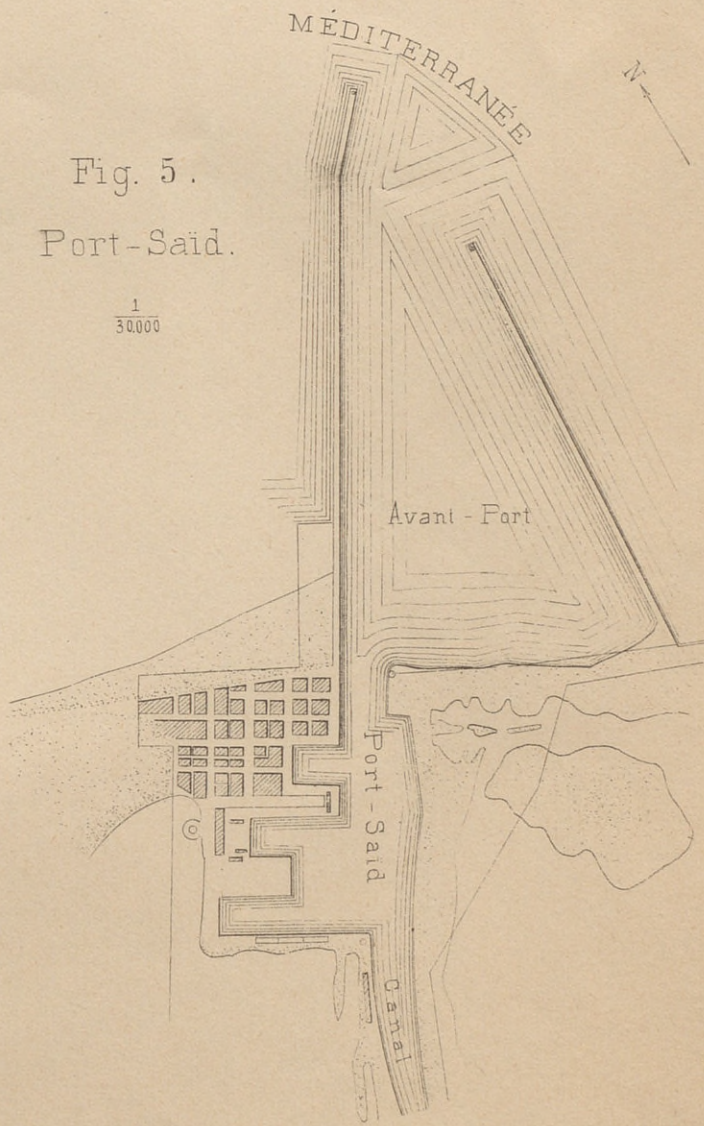
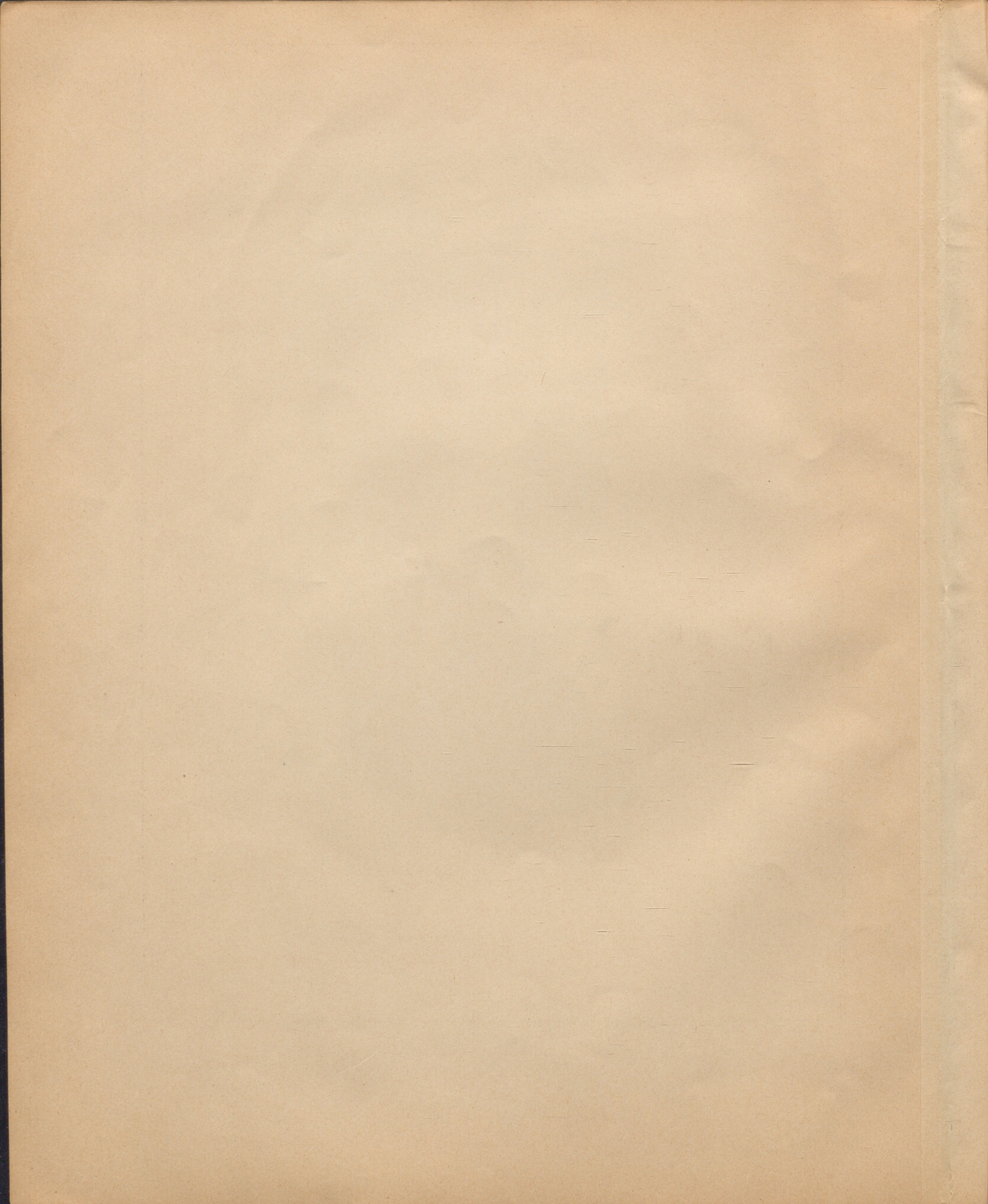


Fig. 5. Port-Said.





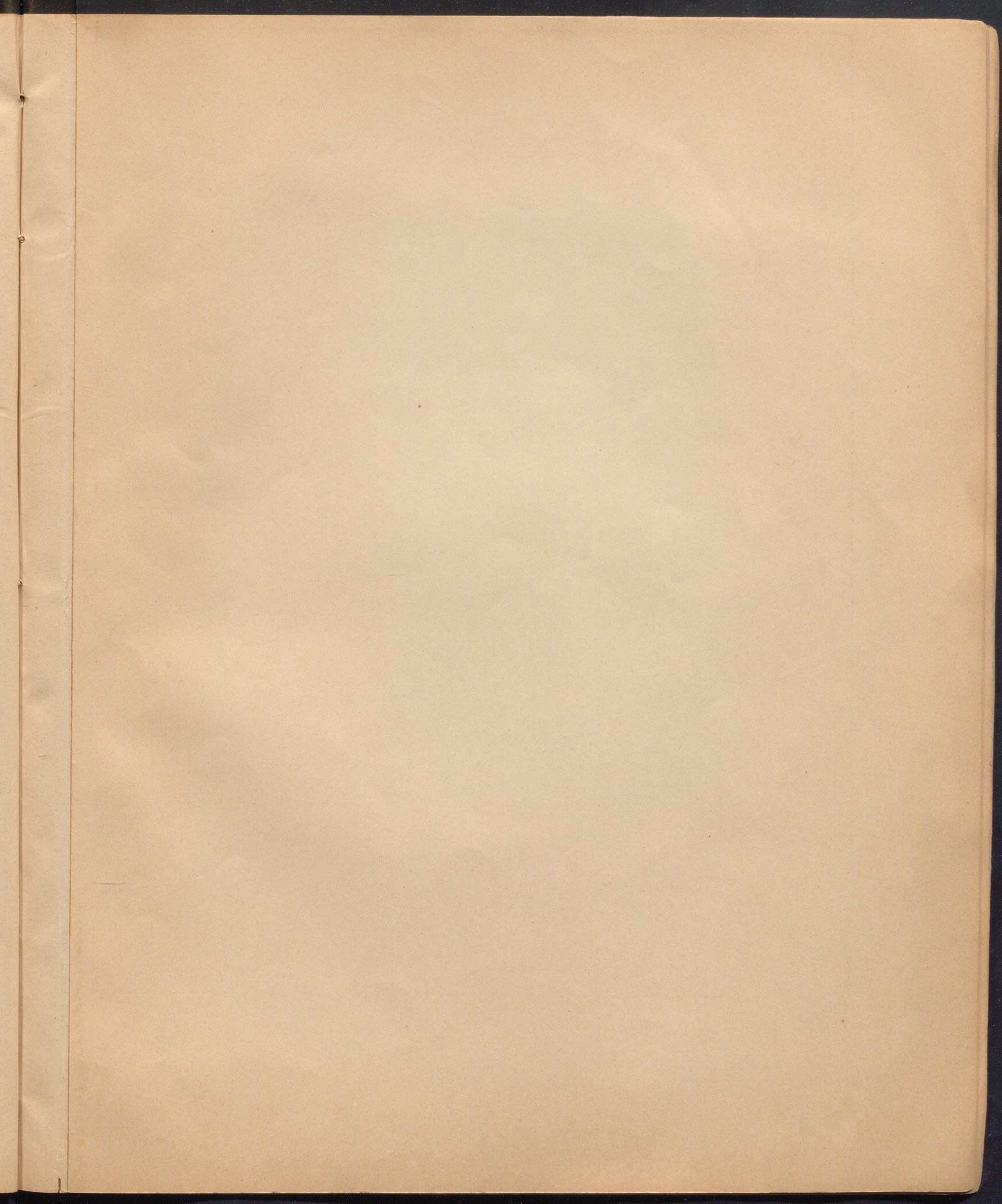


Fig. I. Port de Hambourg.

1/20000

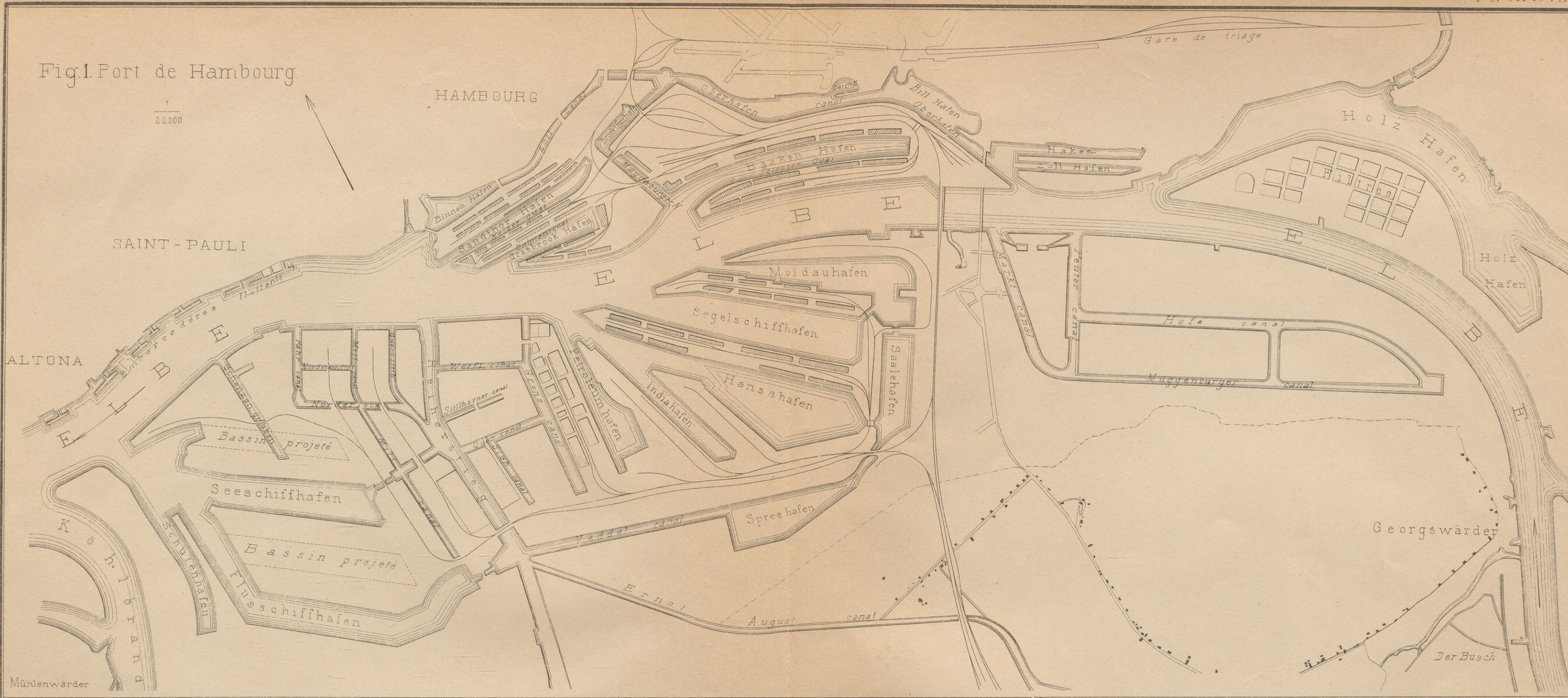


Fig. 2. Brême.

1/20000

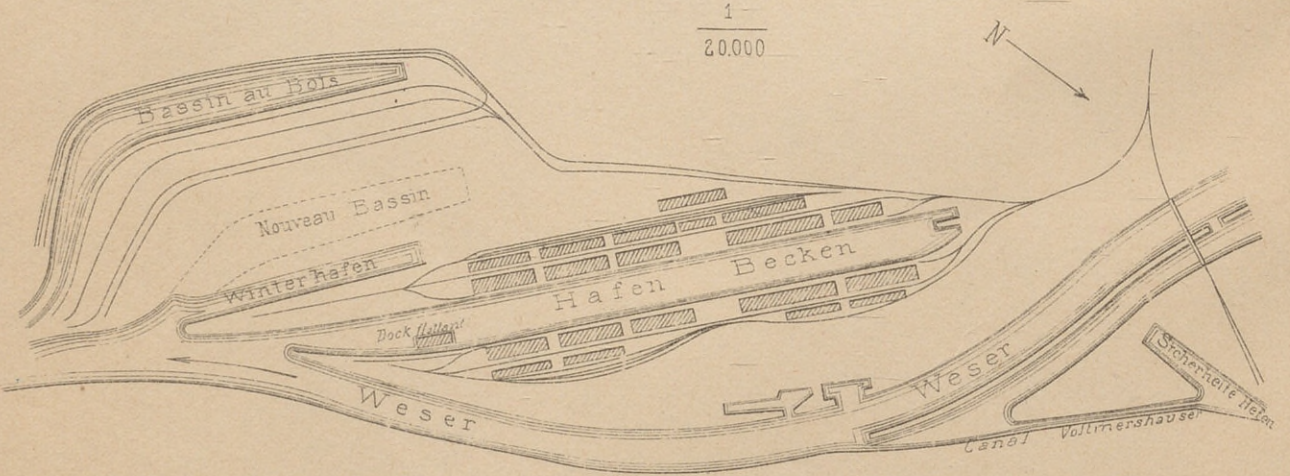


Fig. 3. Copenhague.

1/20000

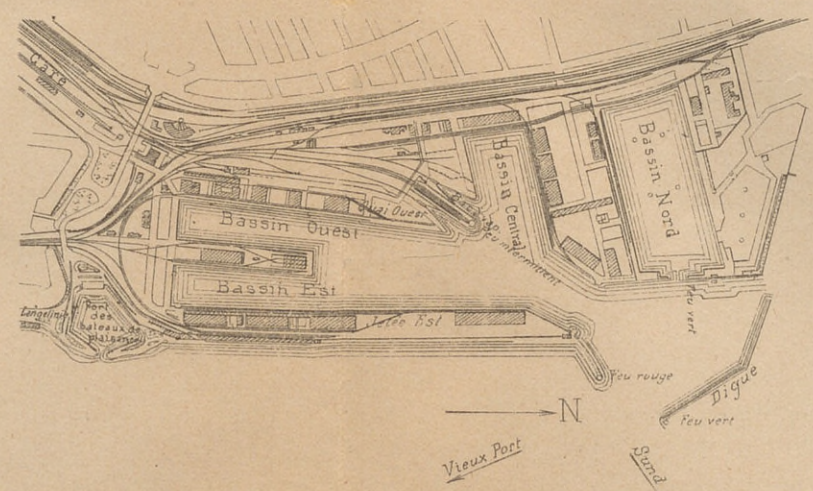
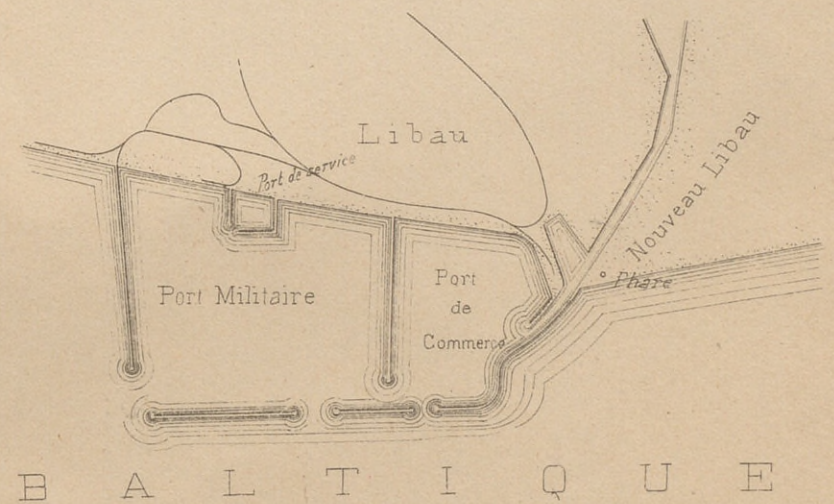
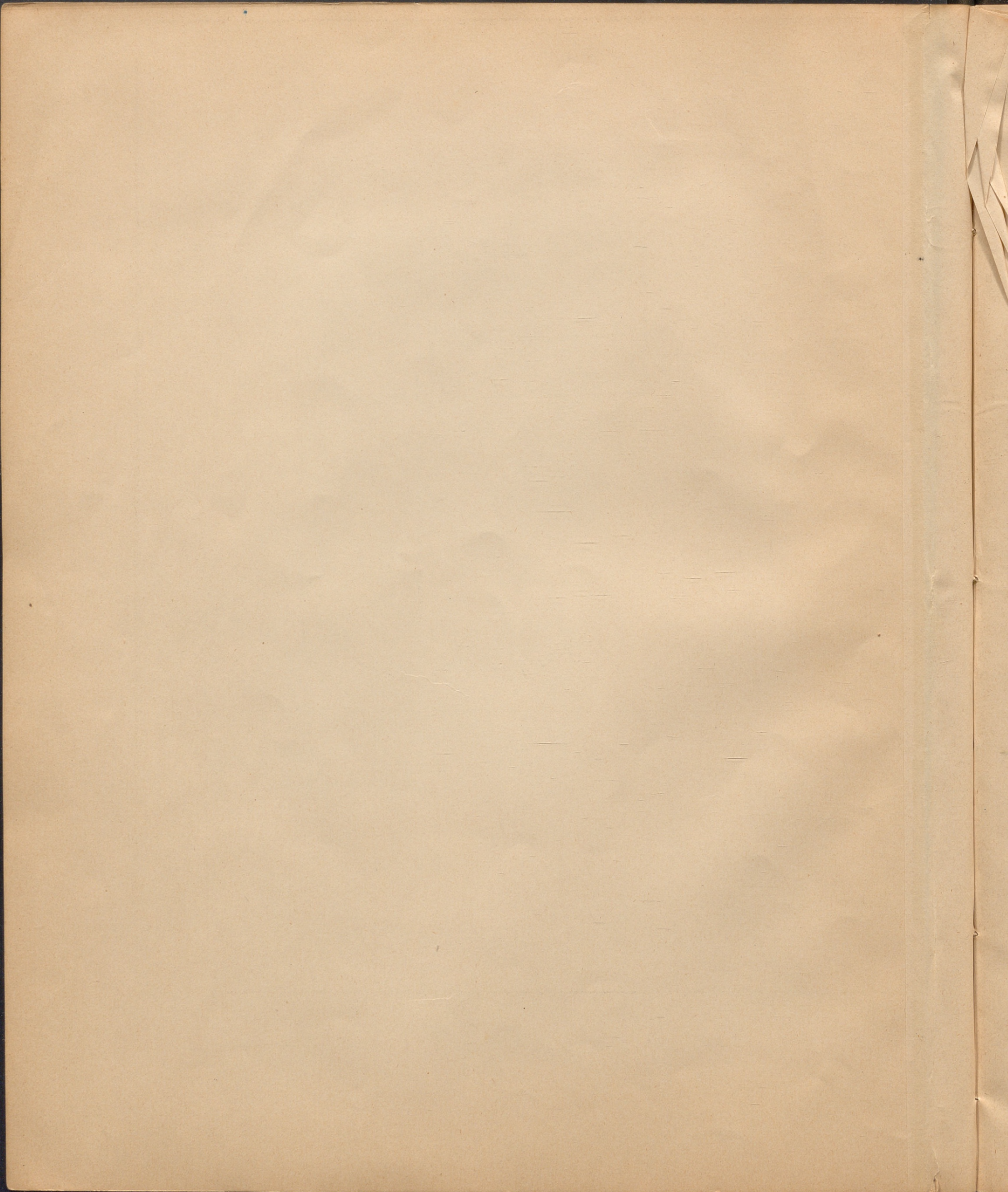


Fig. 4. Port de Libau

1/60000



BALTIQUE



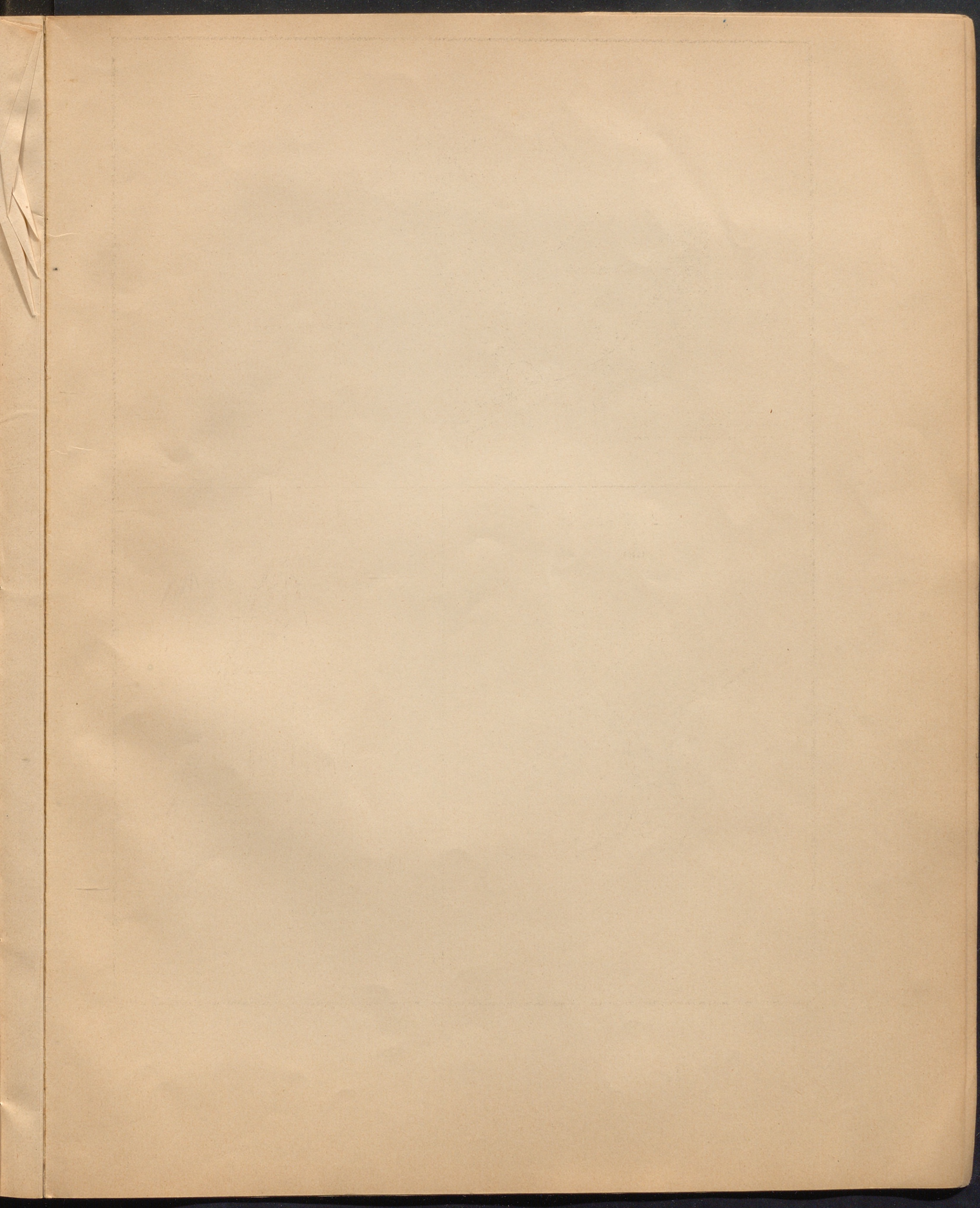
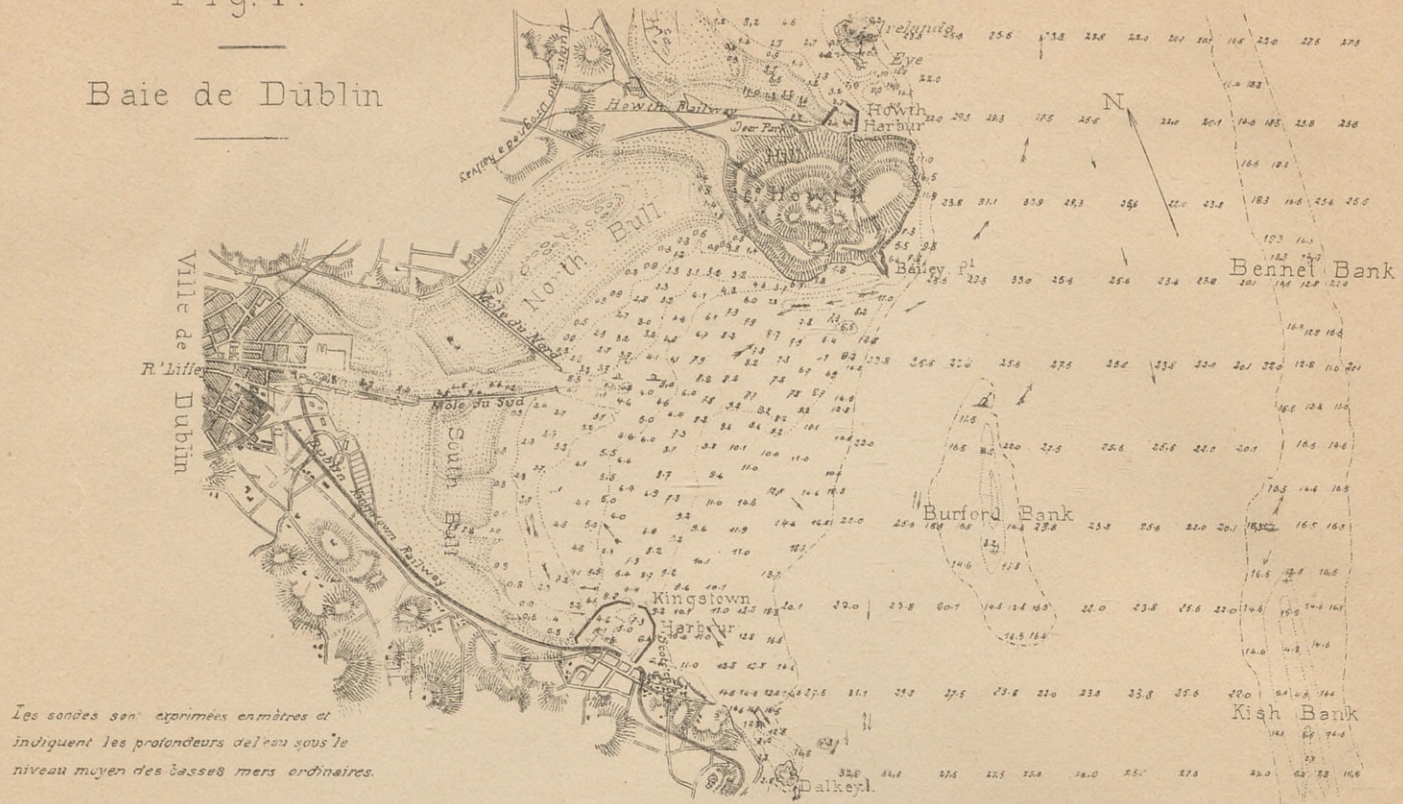


Fig. 1.

Baie de Dublin



Les sondes sont exprimées en mètres et indiquent les profondeurs de l'eau sous le niveau moyen des basses mers ordinaires.

Fig. 2. Barry.

$\frac{1}{20000}$

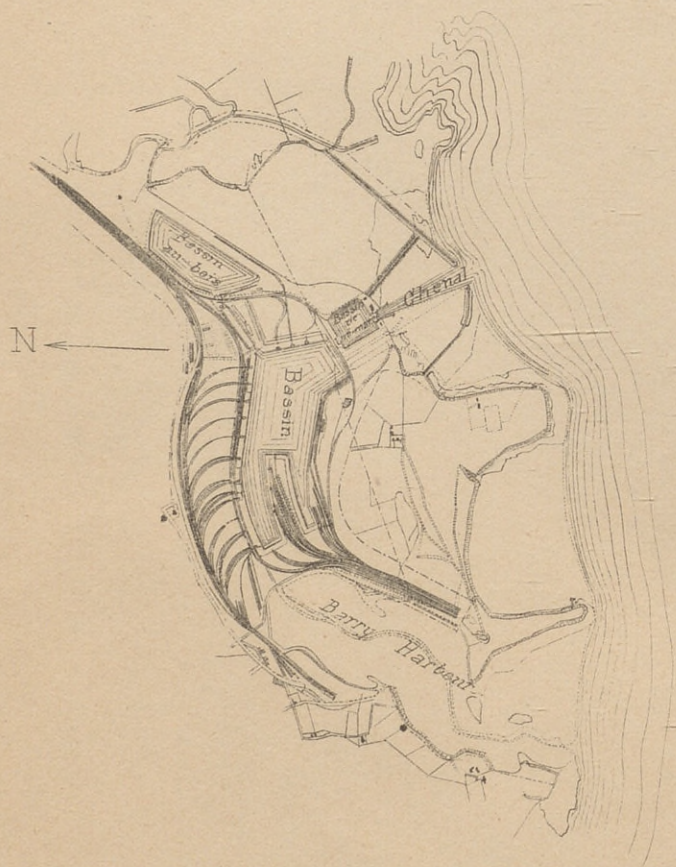


Fig. 3. - Tilbury.

$\frac{1}{16200}$

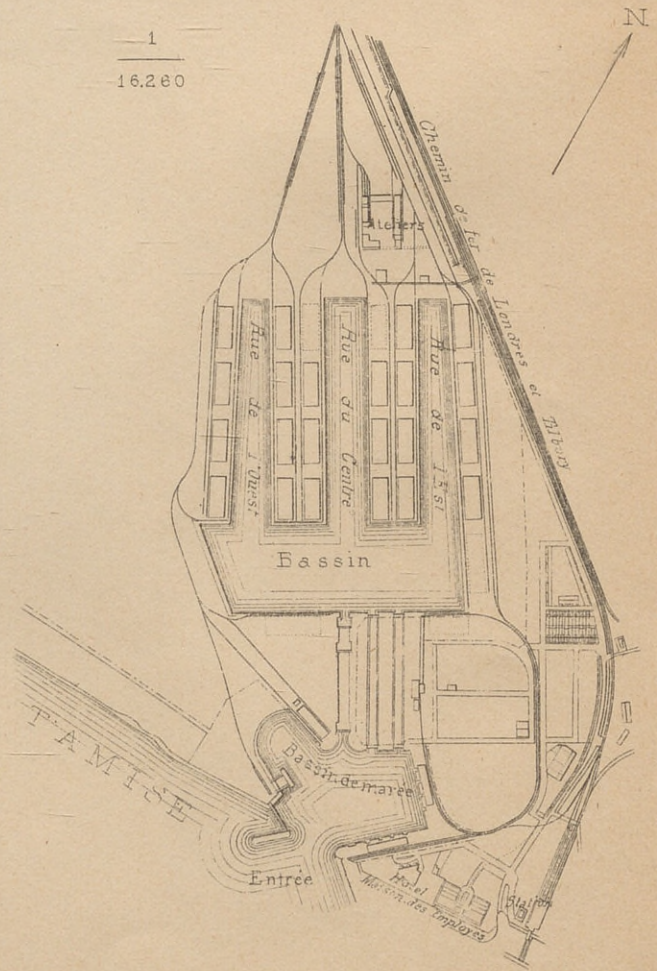


Fig. 1 - Cherbourg

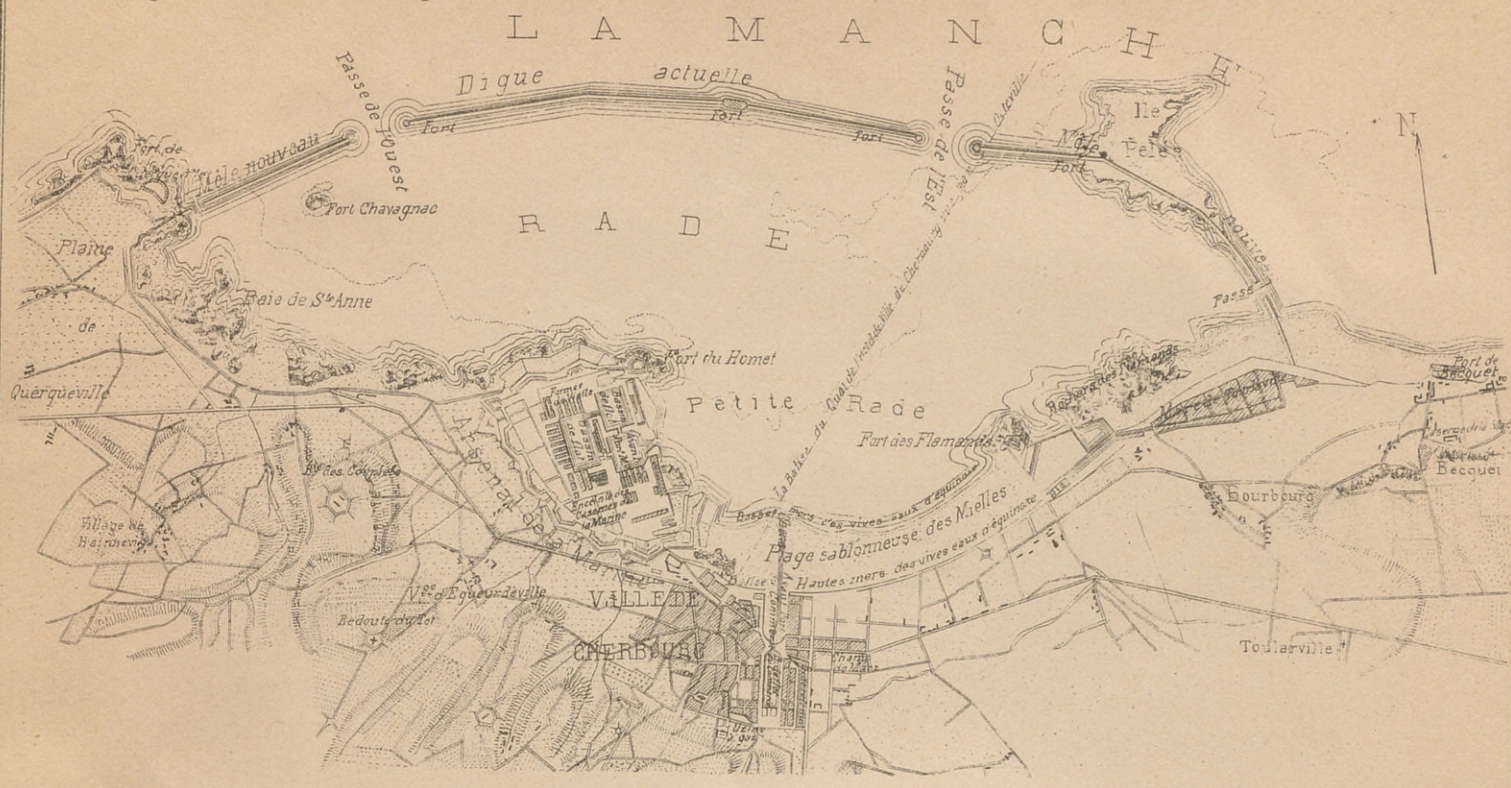
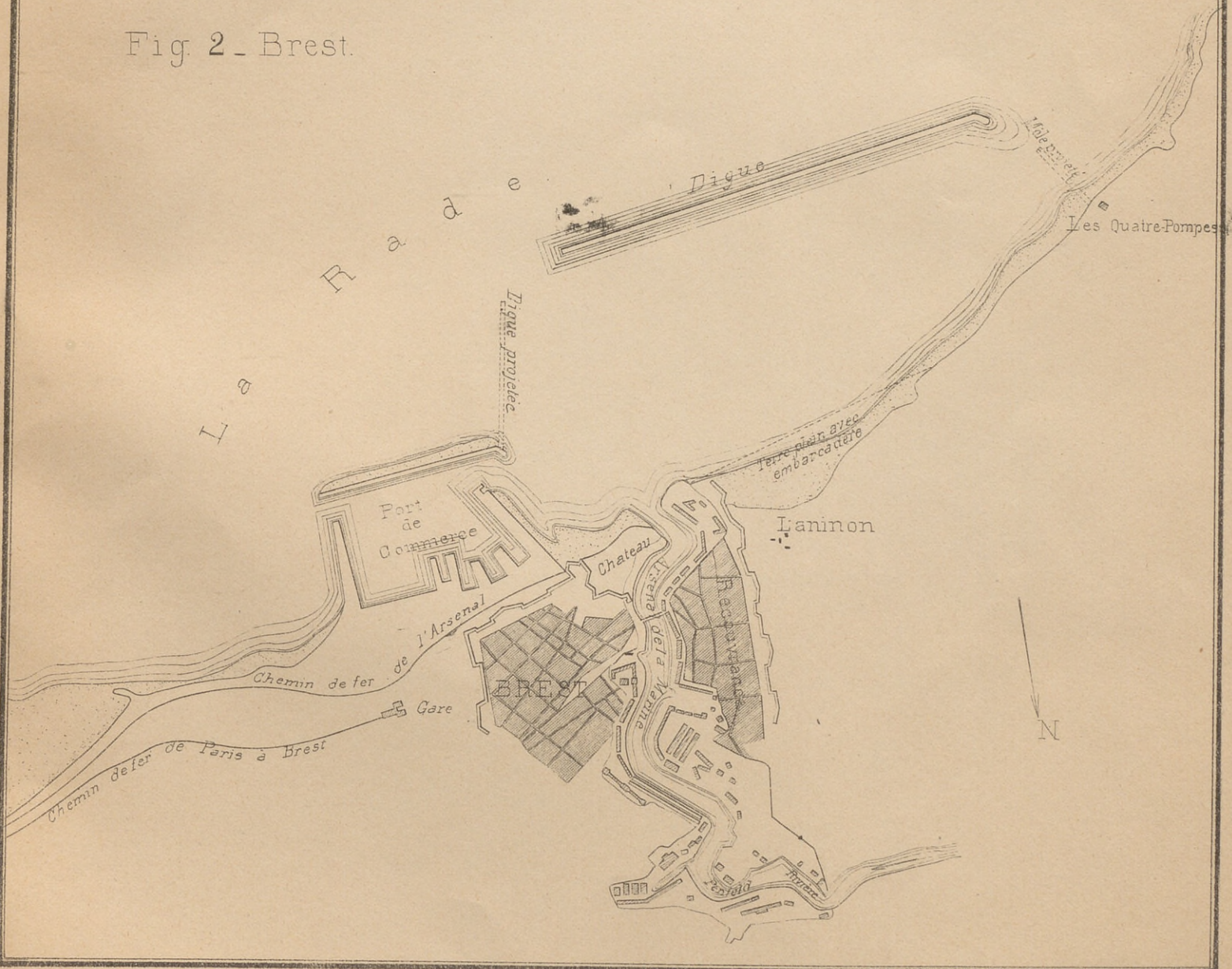
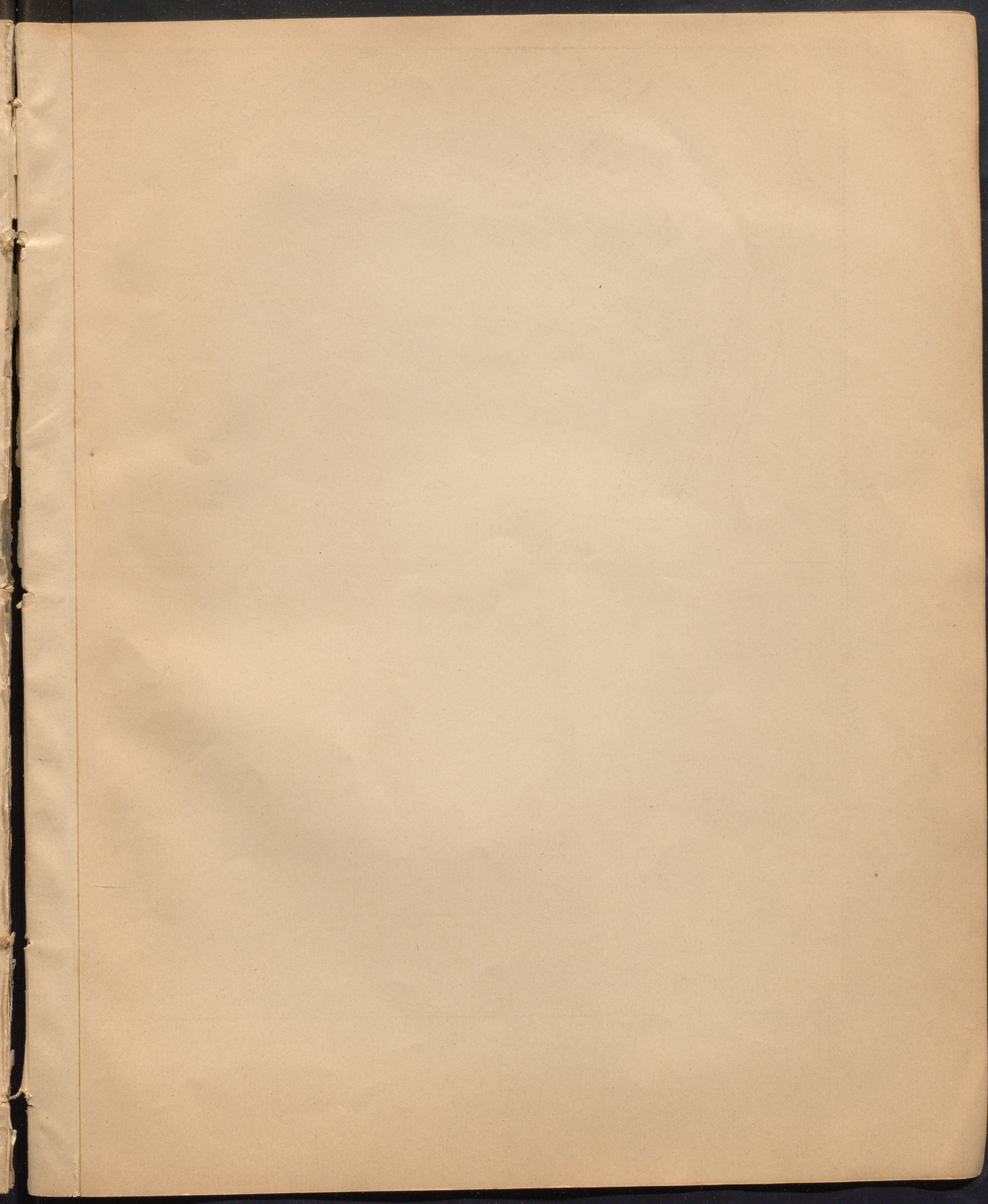
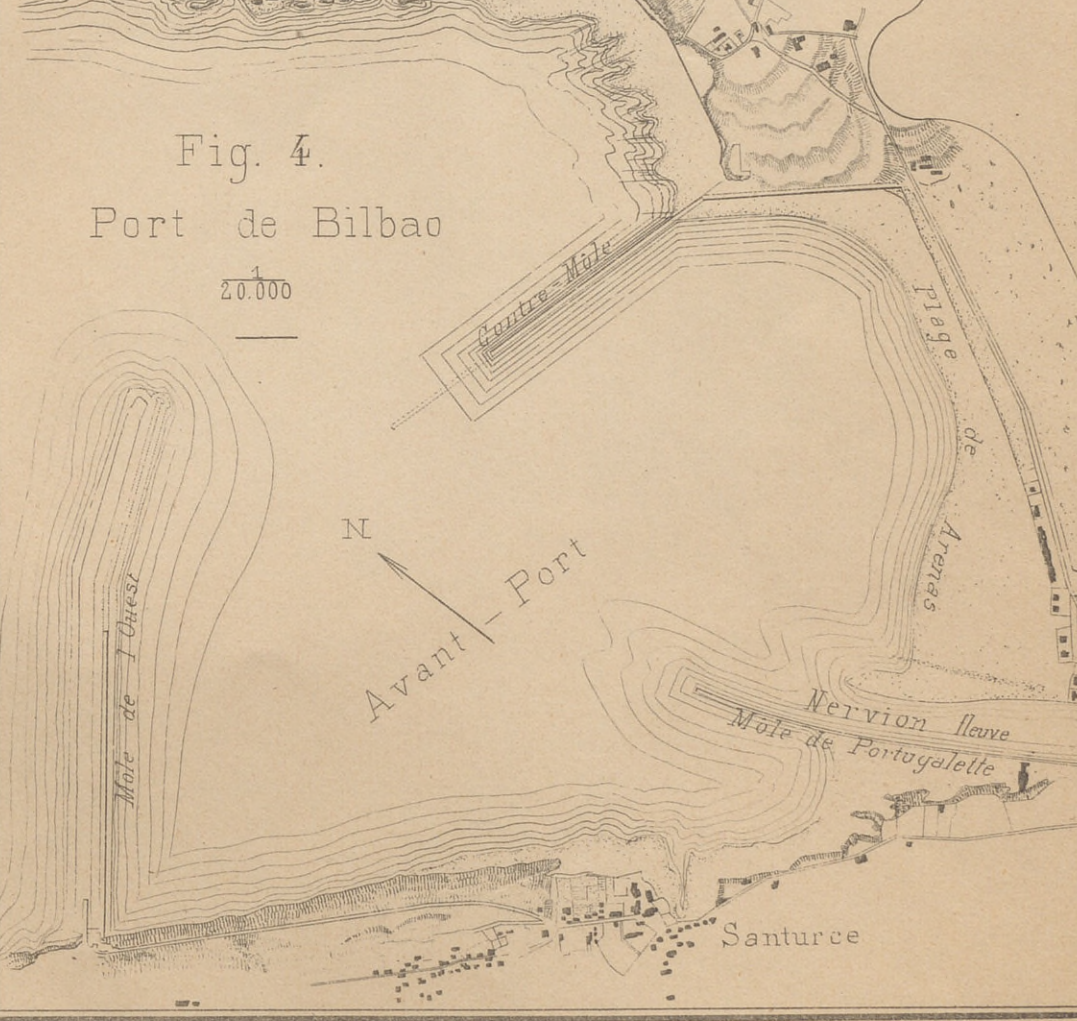
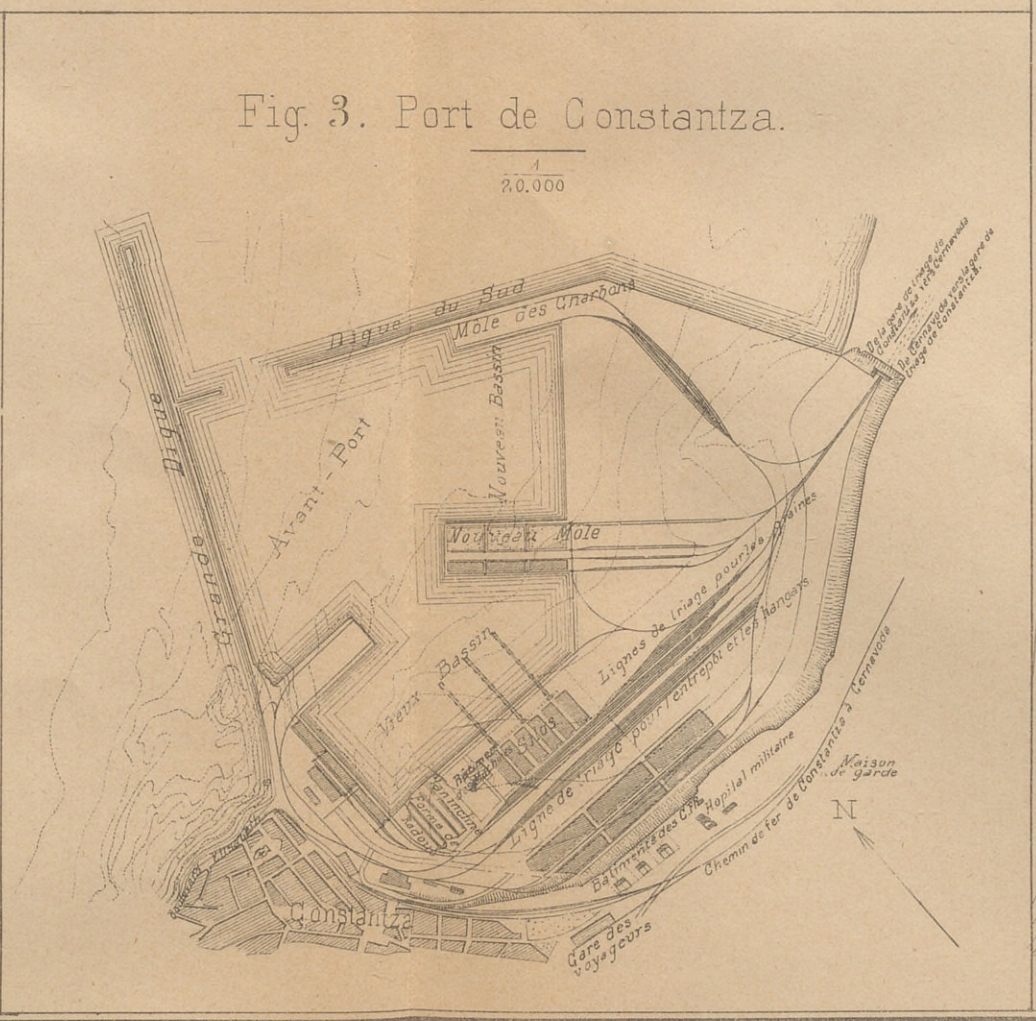
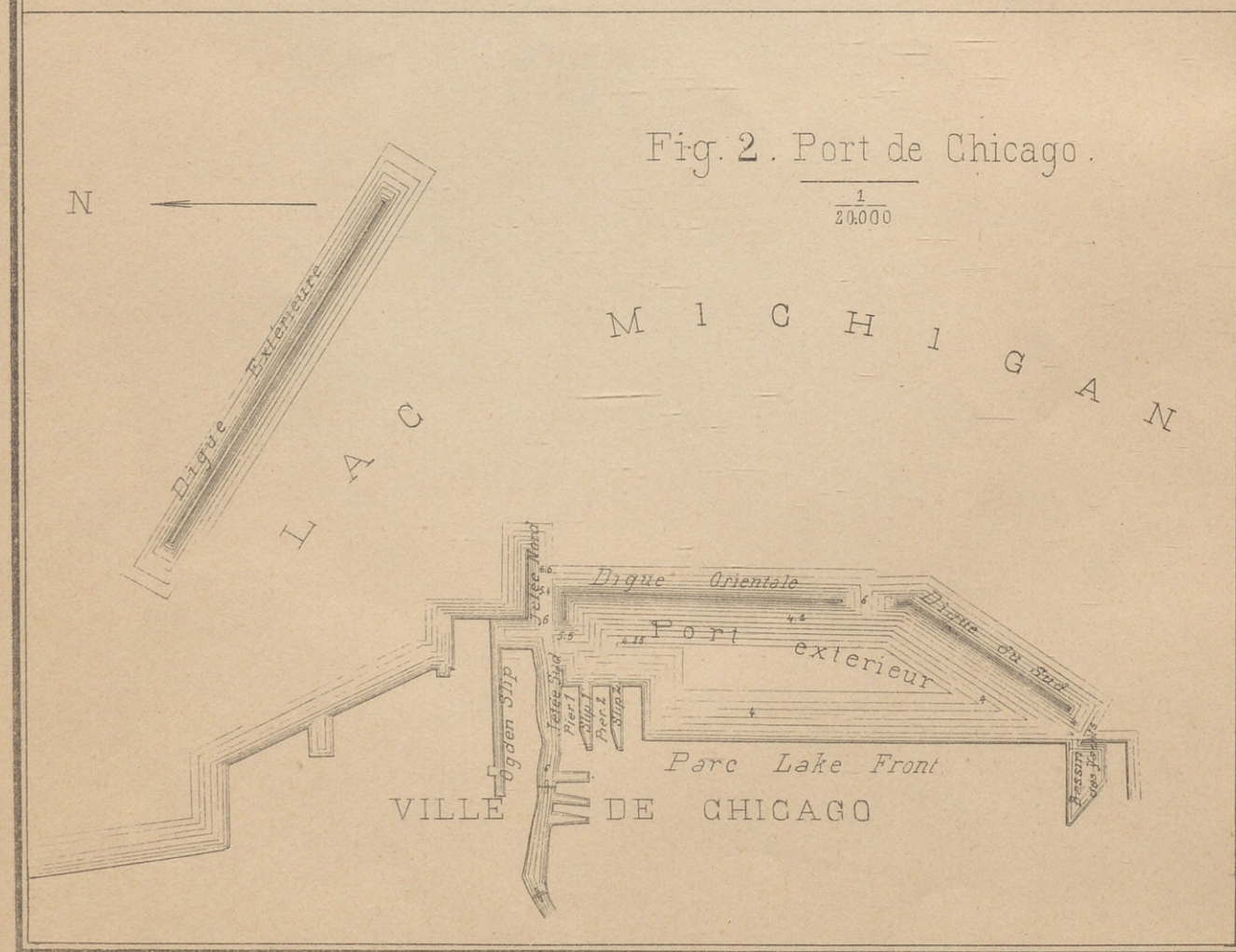
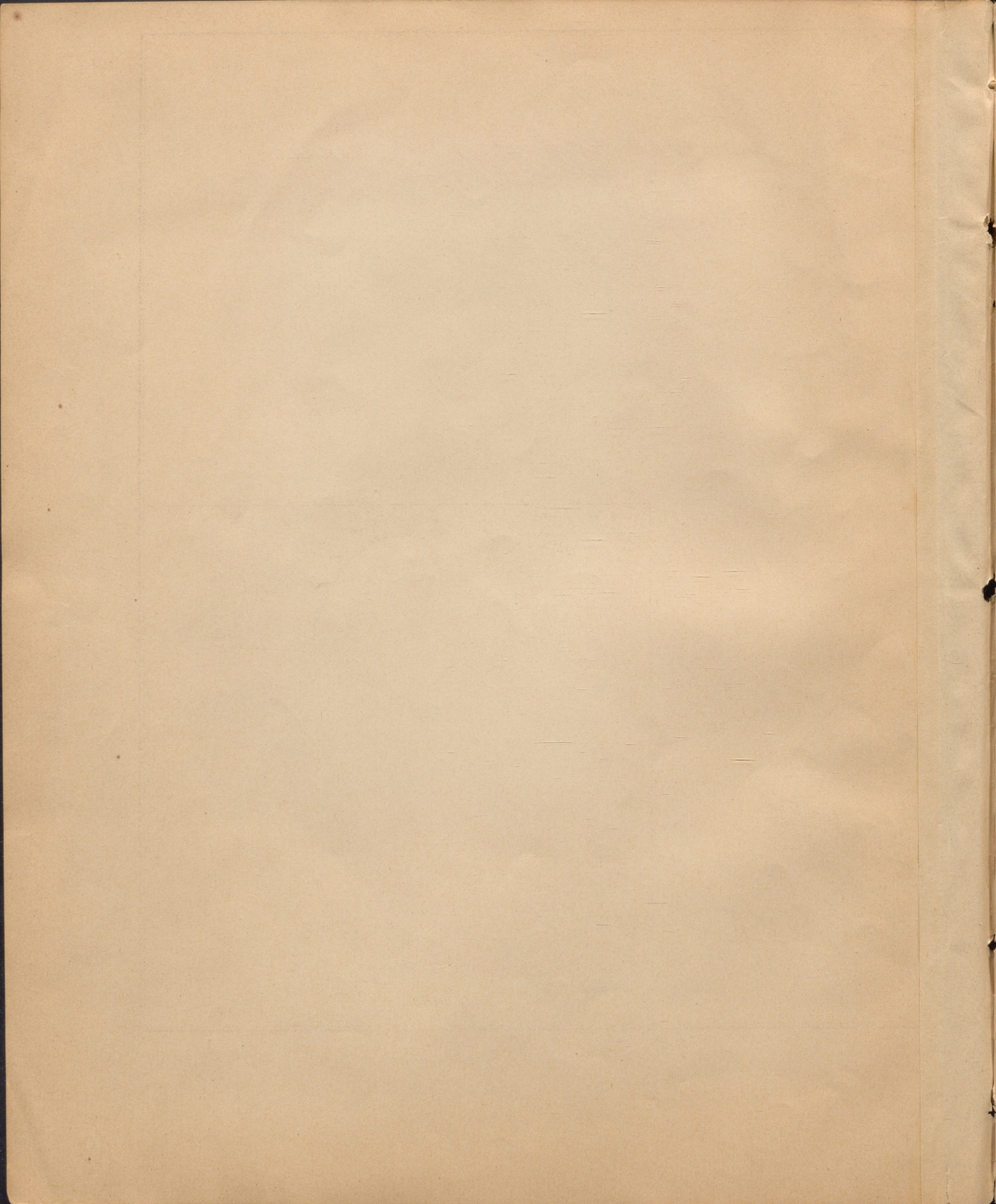


Fig. 2 - Brest









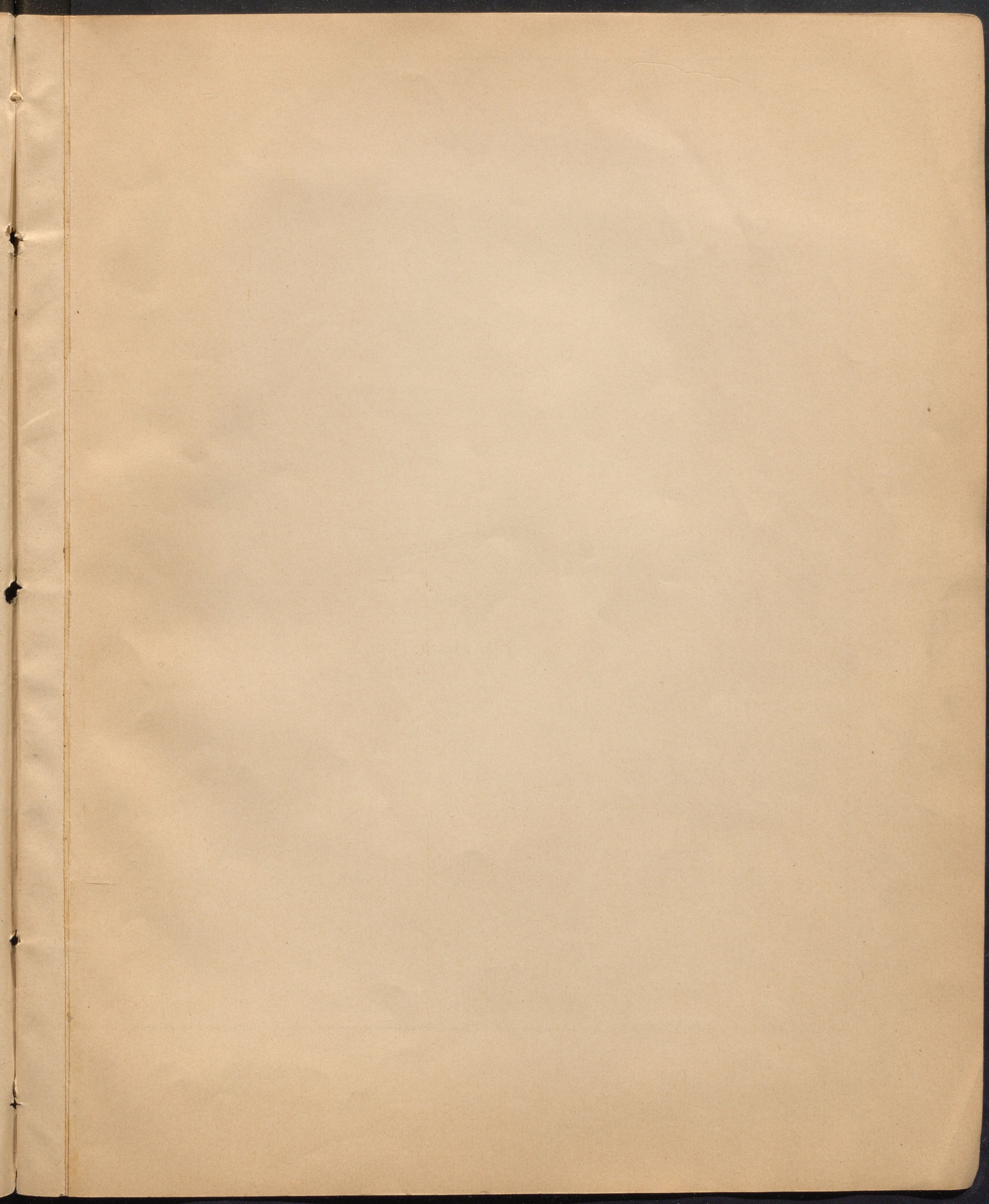


Fig. Liverpool
1
20.000

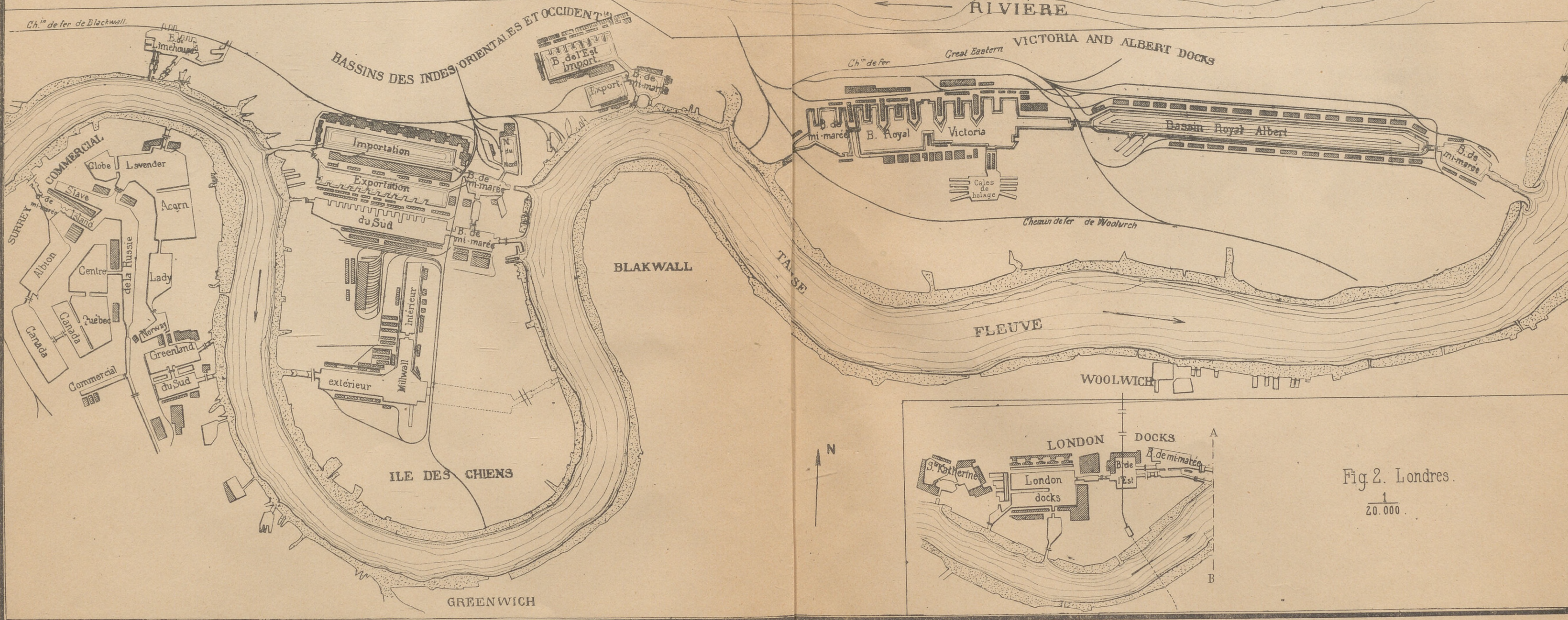
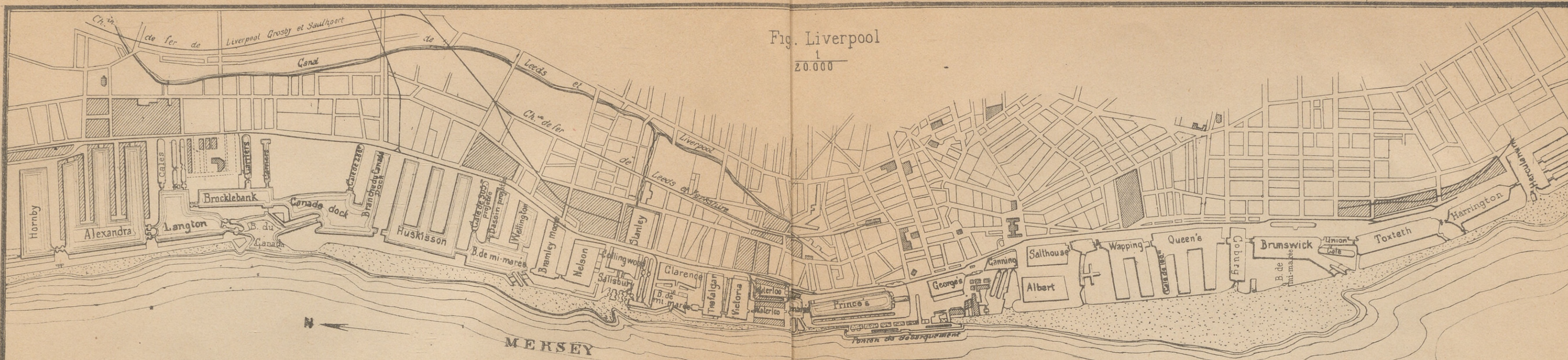
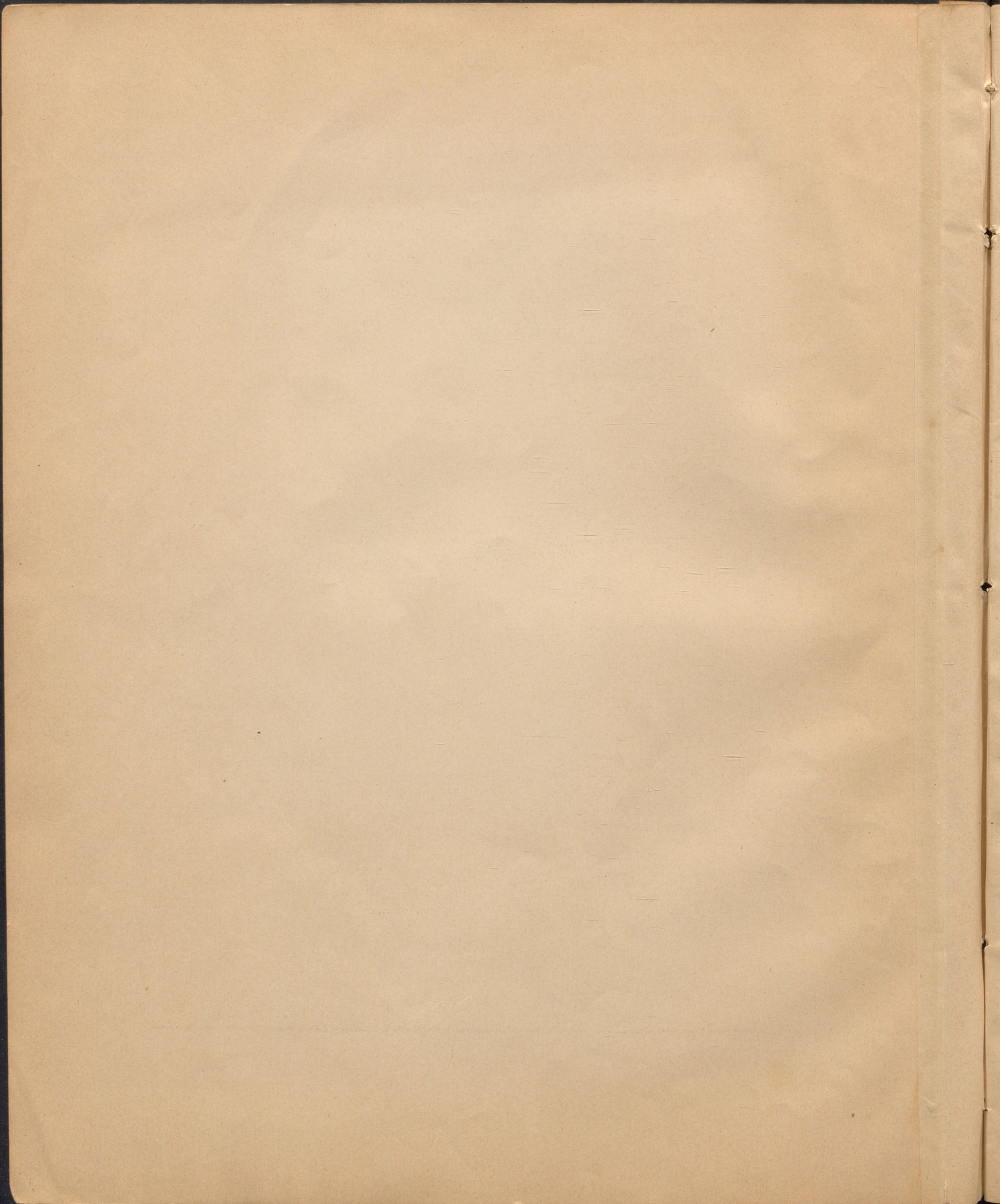


Fig. 2. Londres.
1
20.000



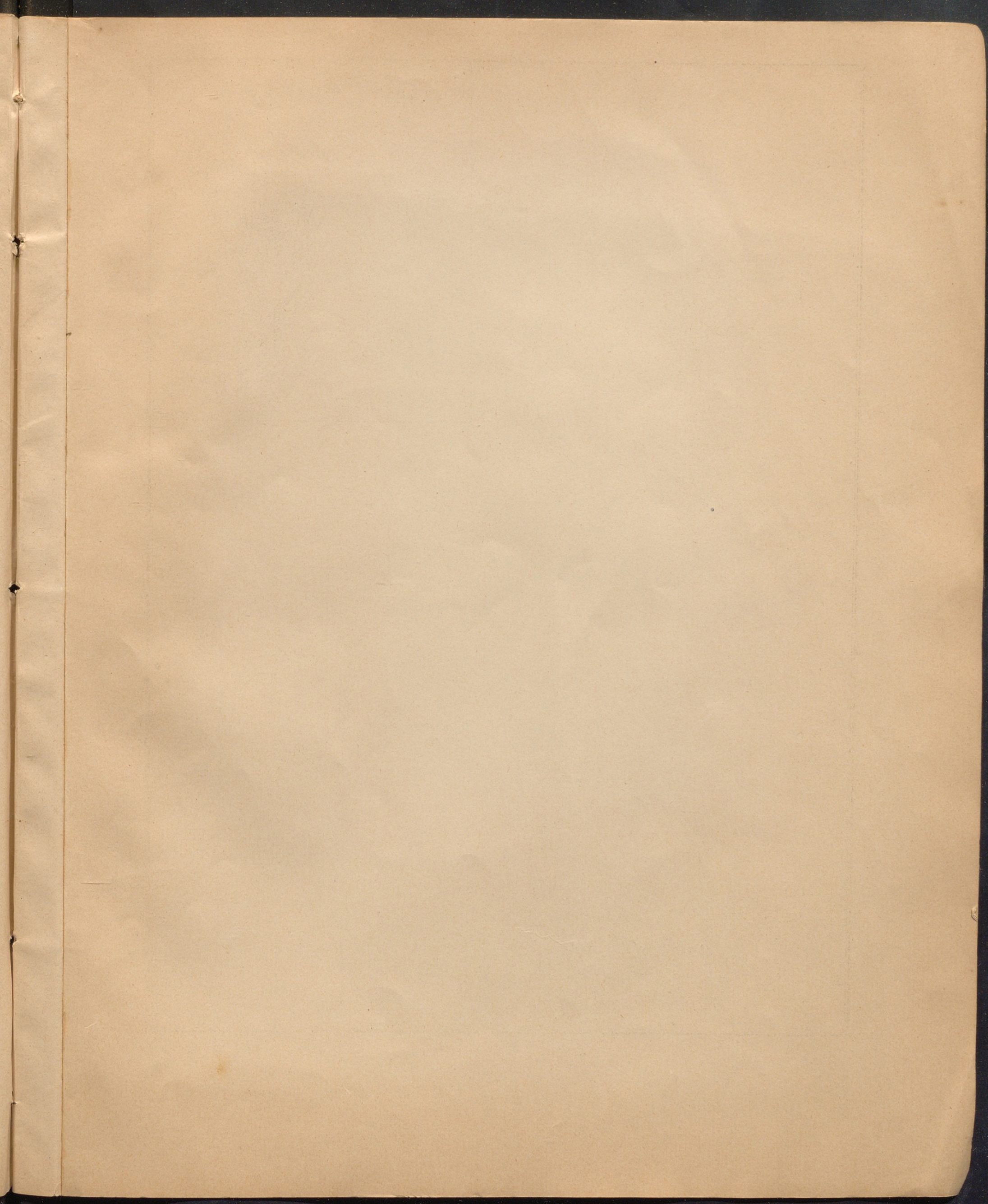


Fig. 1. Livourne.

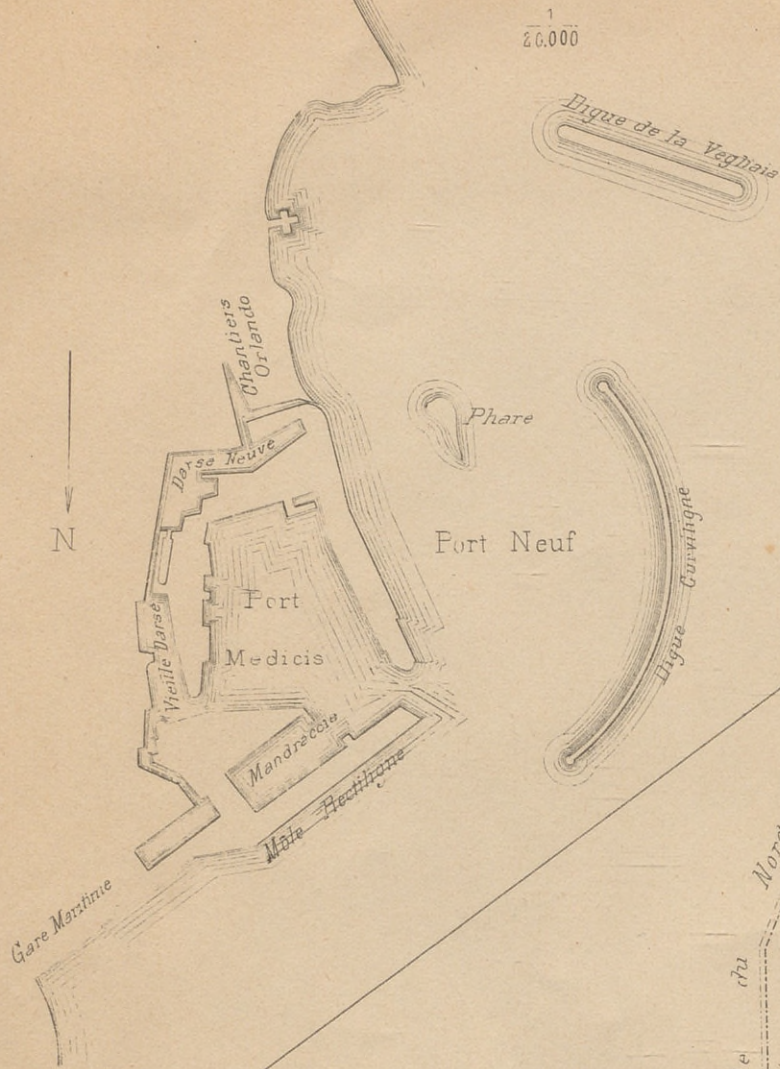


Fig. 2. Southampton.

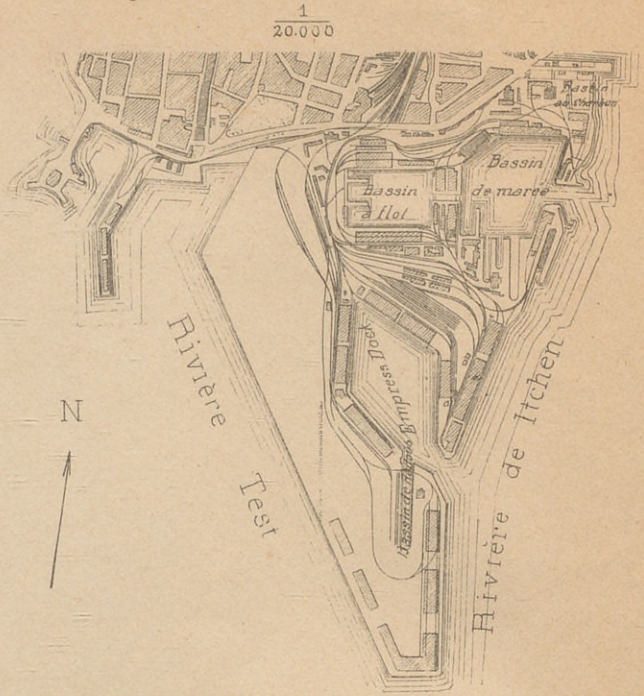


Fig. 3. Valence.



Fig. 1. Adour.

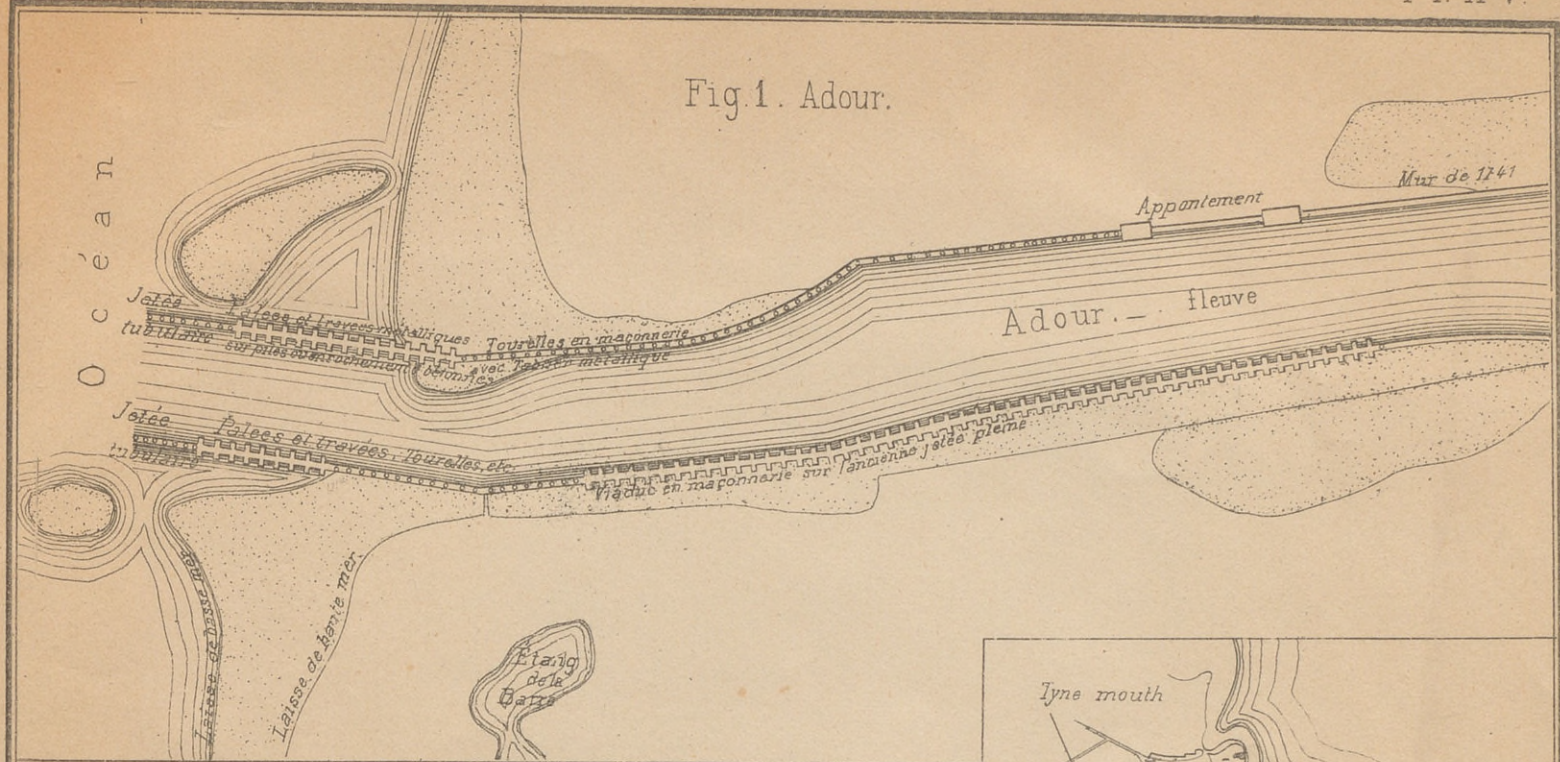


Fig. 2. La Tyne.

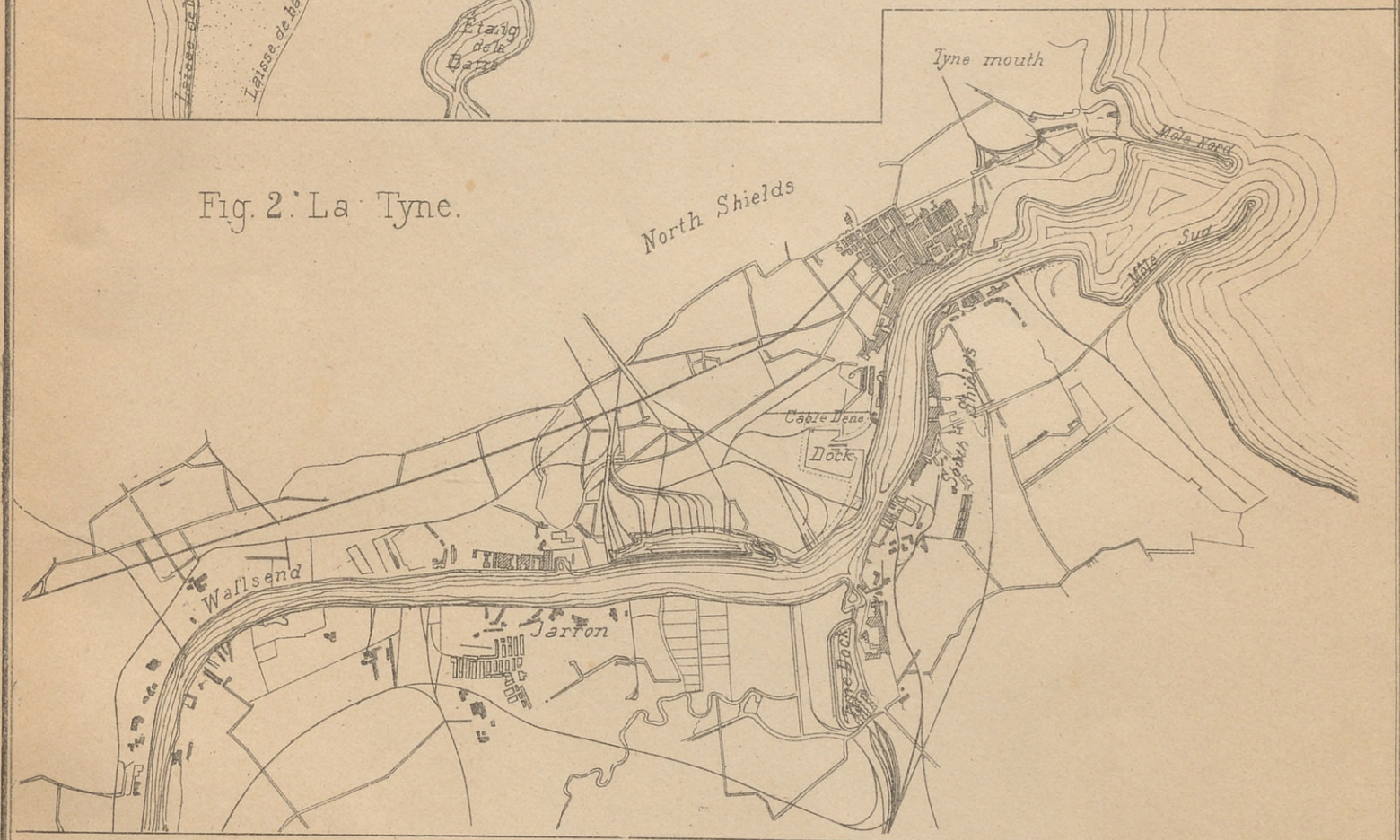
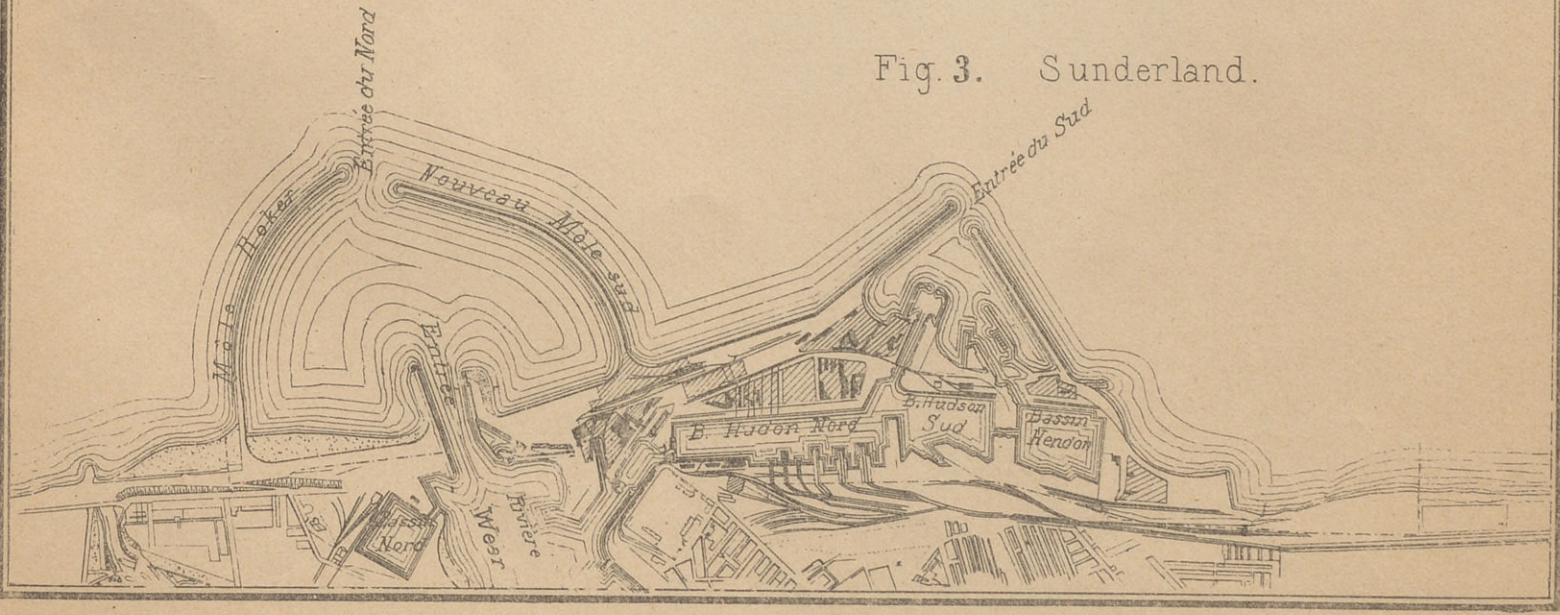


Fig. 3. Sunderland.



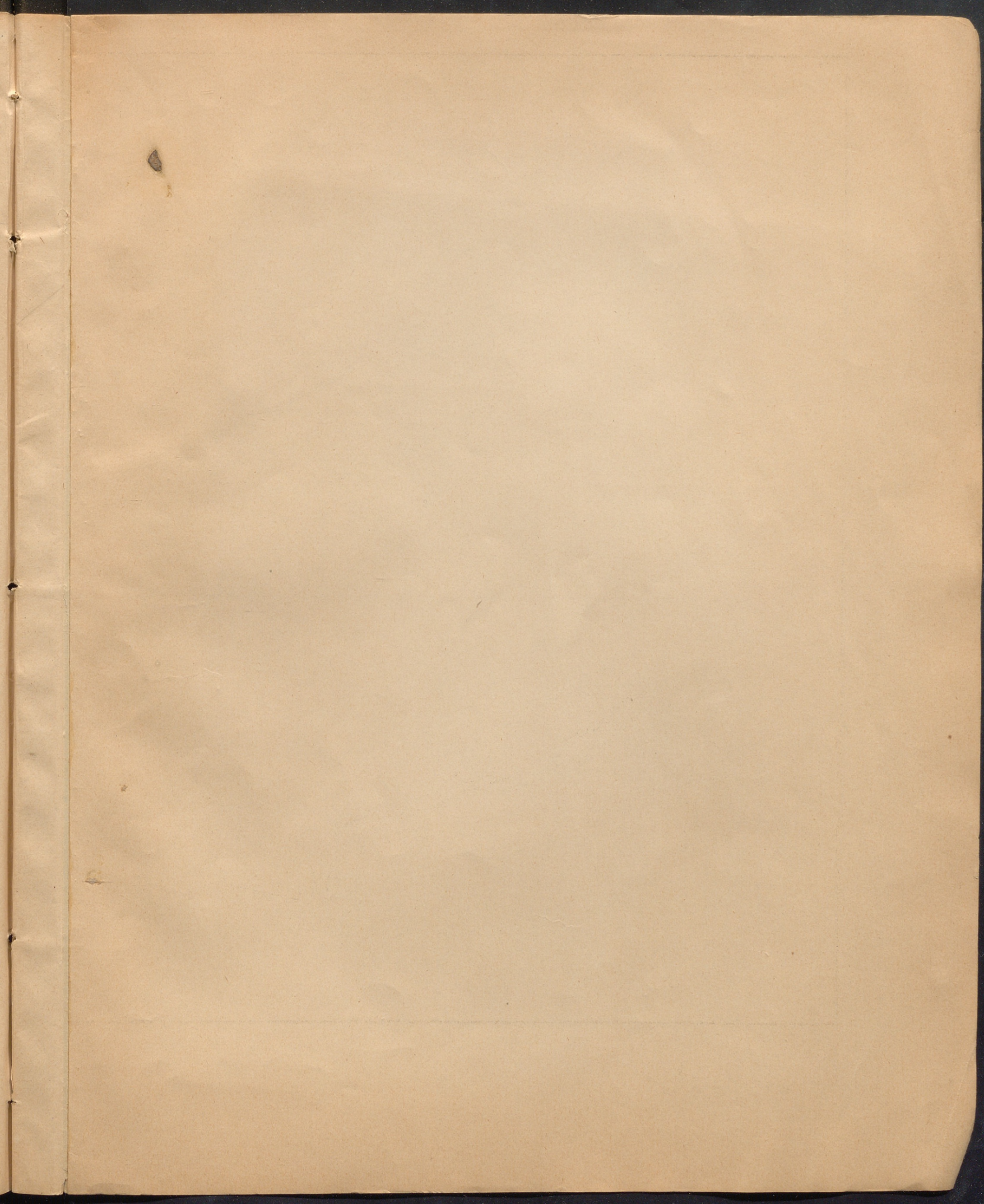


Fig. 1. Rotterdam.

Canal de Rotterdam à la mer

1/125 000

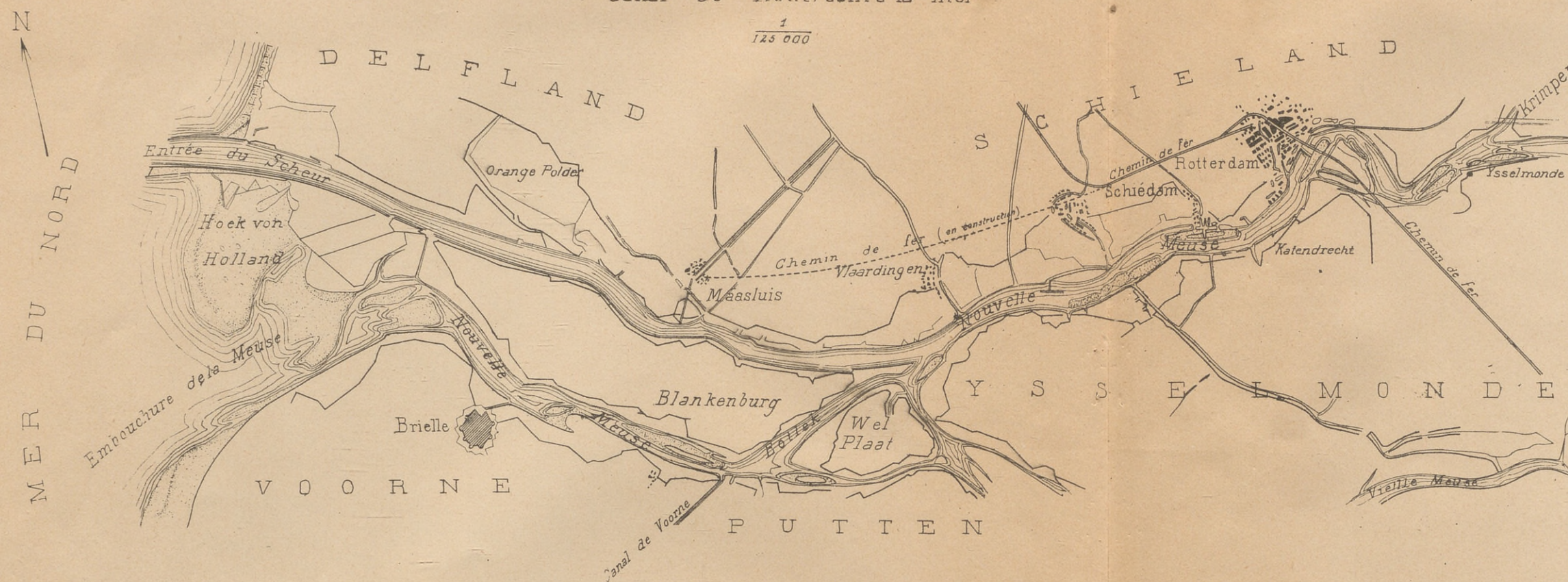


Fig. 2.

Manchester.

1/20.000

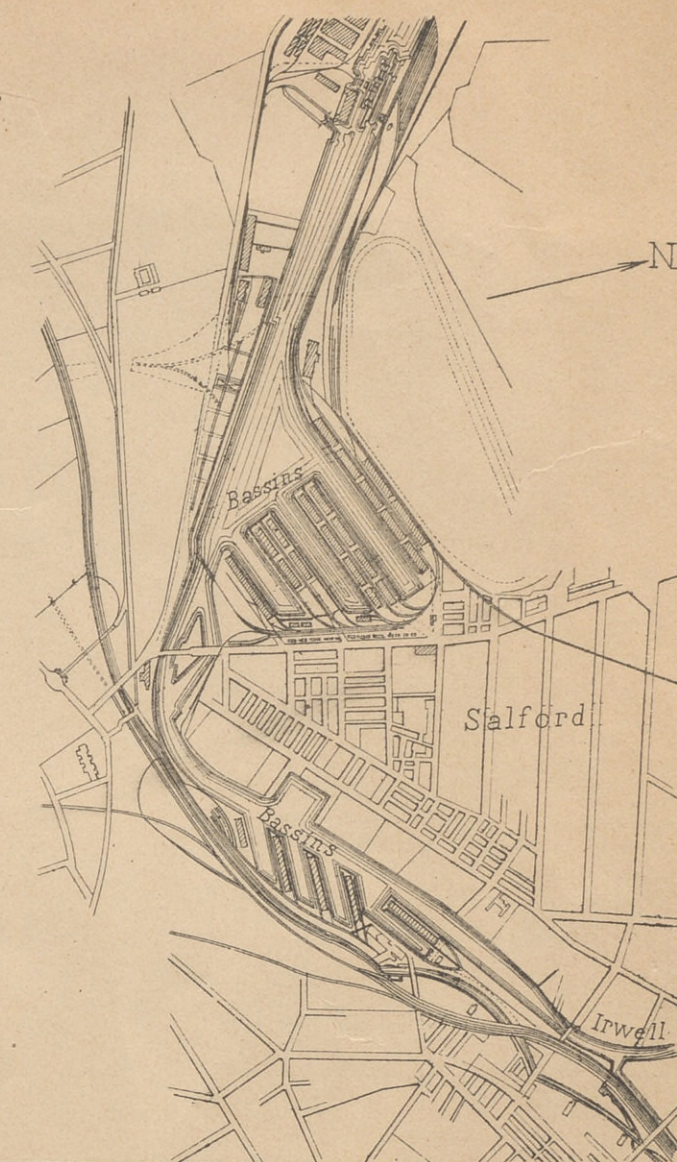


Fig. 3. Embouchure du Weser.

1/300 000

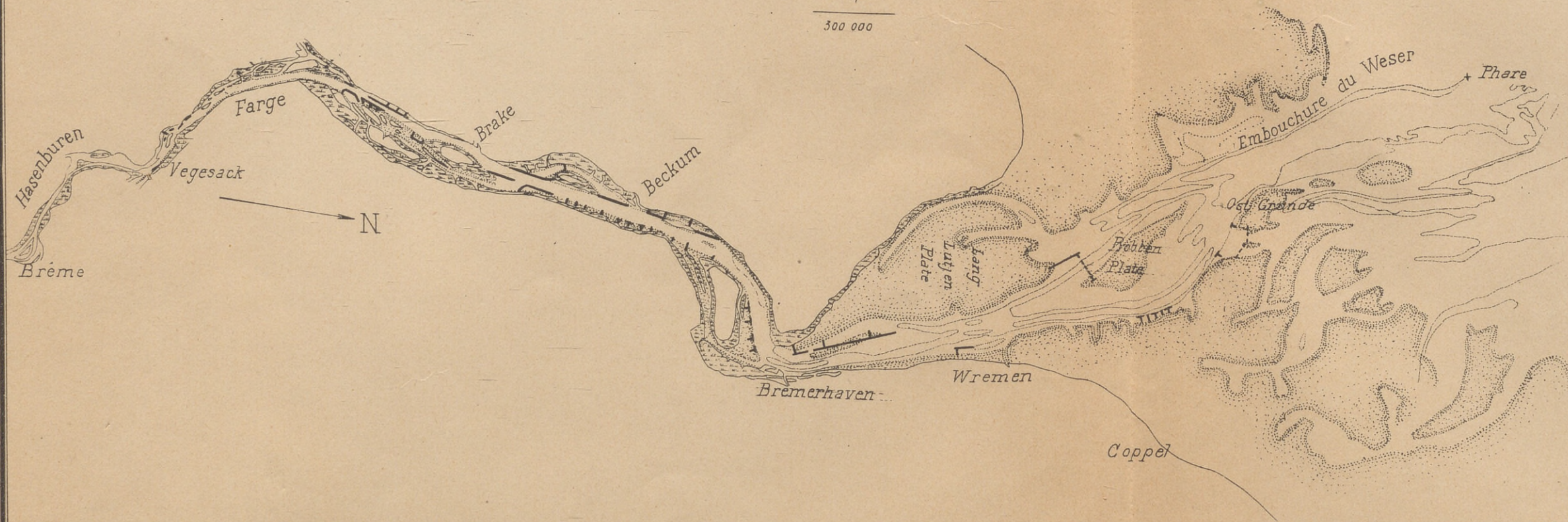


Fig. 4. Seine.

