

Schets van het terrein der manoeuvres.

Schaal 1:40.000.

- Harde wegen.
- Landwegen.

Fig. 1.

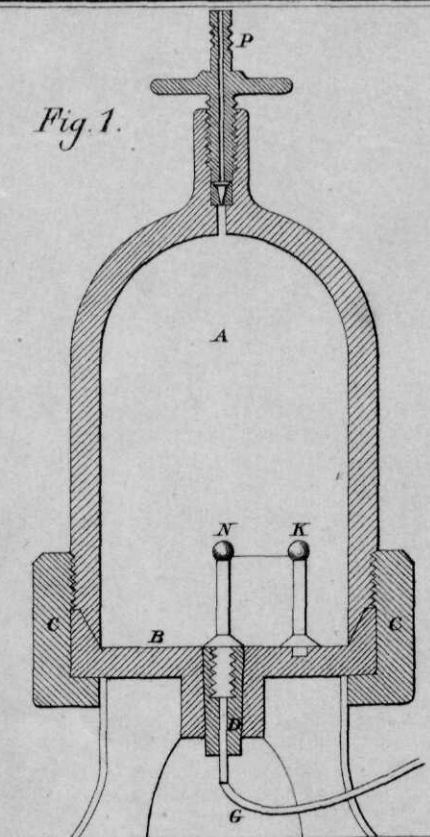


Fig. 2.

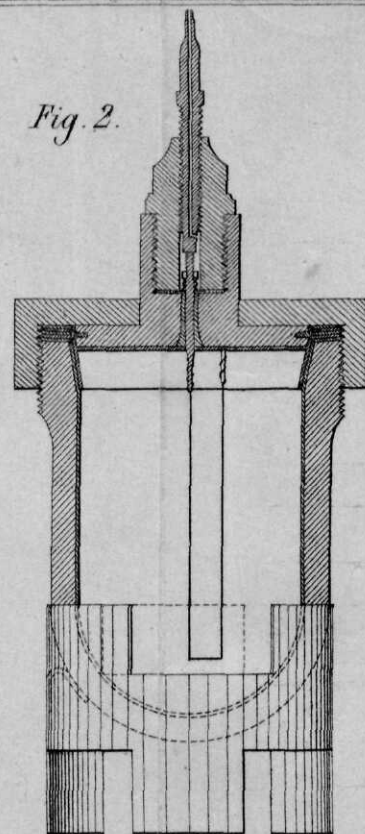


Fig. 3.

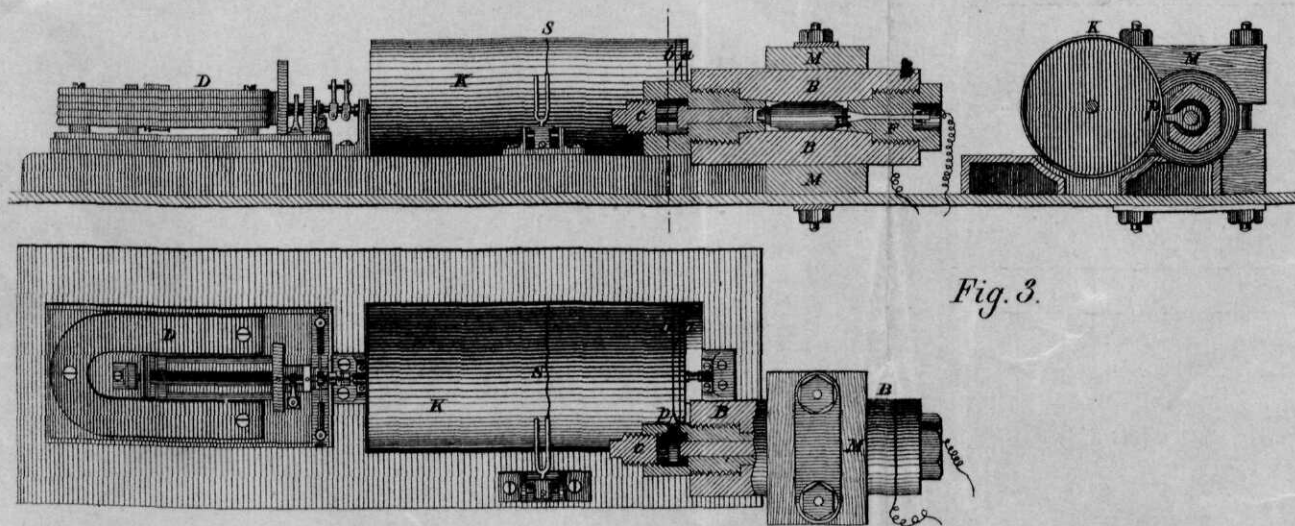


Fig. 4.

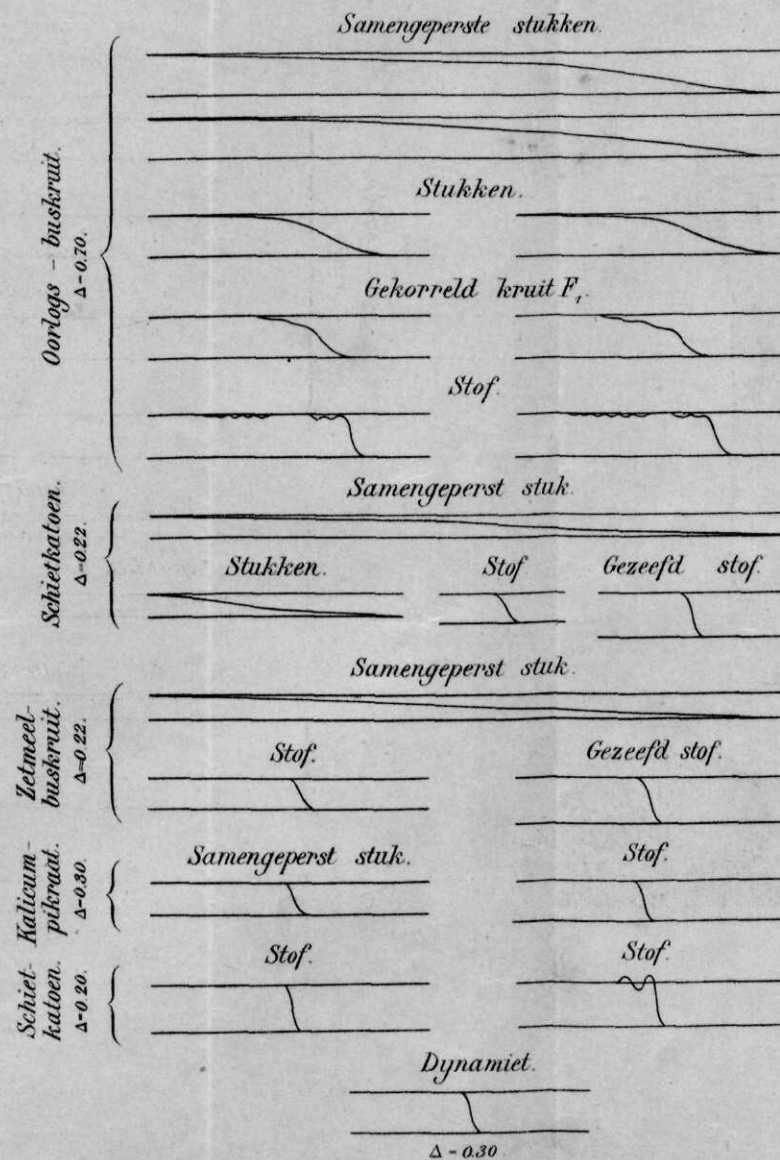


Fig.3.

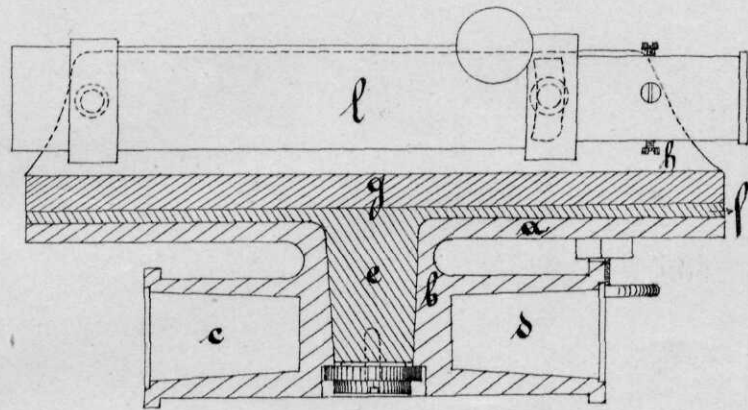


Fig.4.

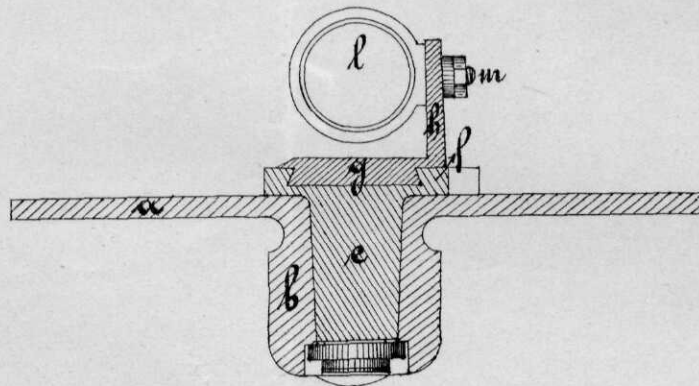


Fig.2.

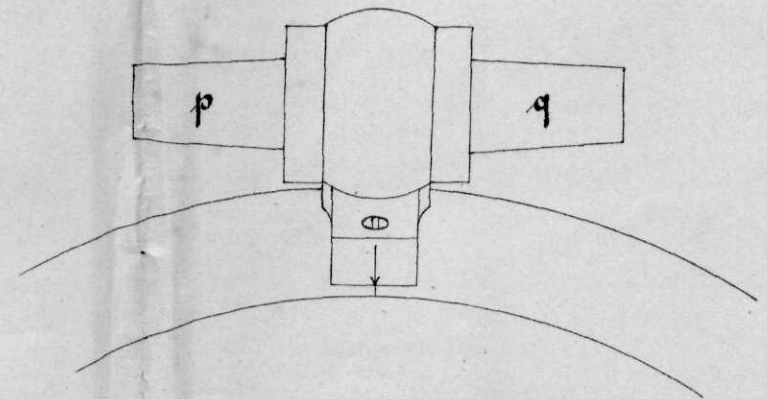


Fig.5.

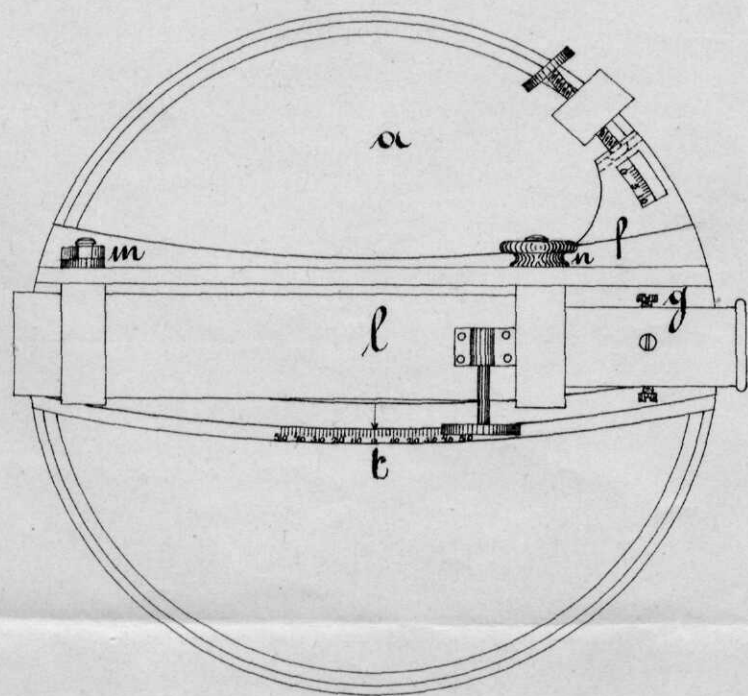


Fig.1.

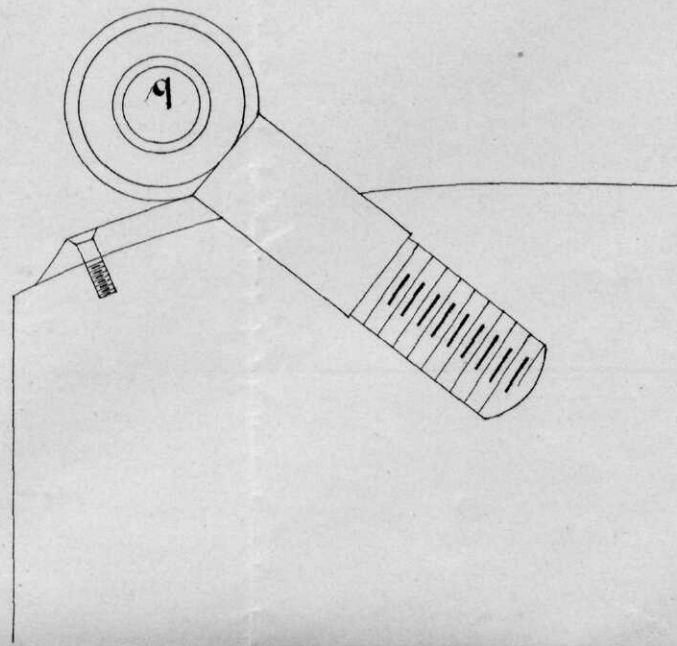


Fig.6.

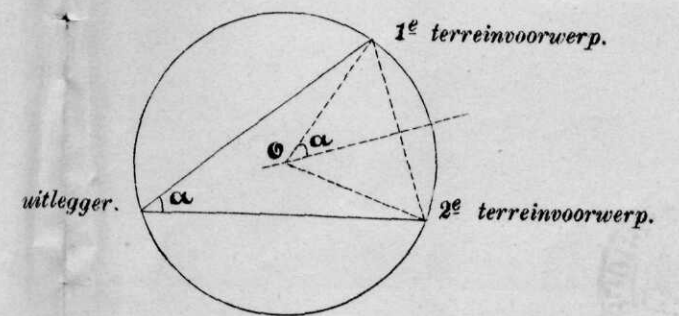


Fig. 1.

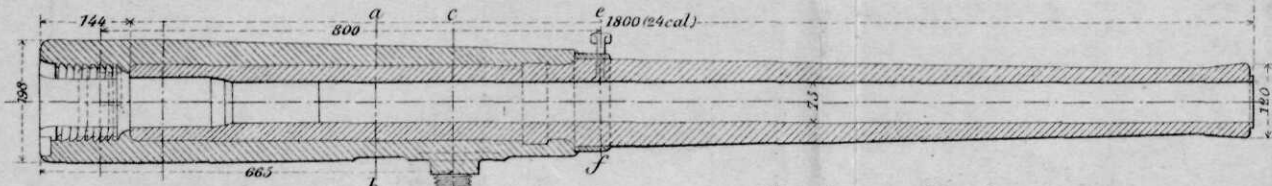


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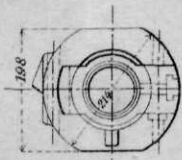


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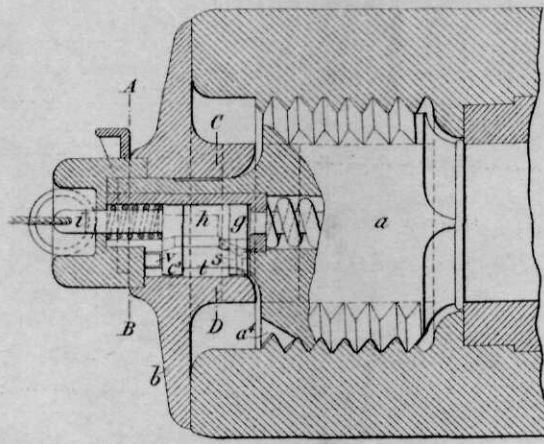


Fig. 8.

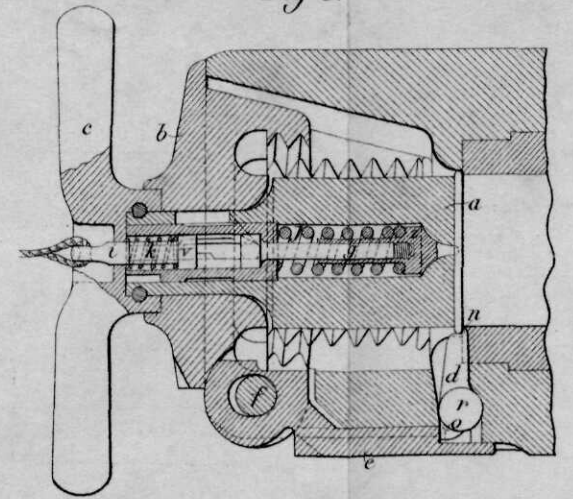


Fig. 3.

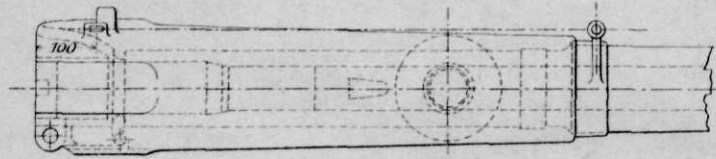


Fig. 4.

Doorsnede a b.

Fig. 5.

Doorsnede c d.

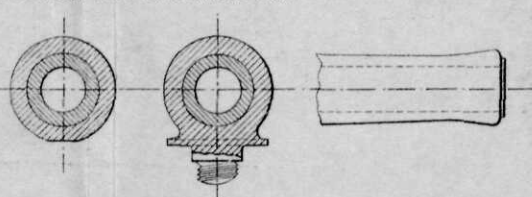


Fig. 6.

Doorsnede e f.

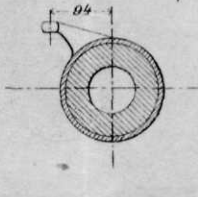


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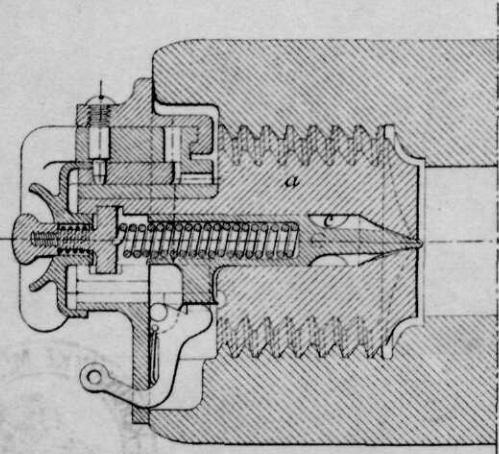


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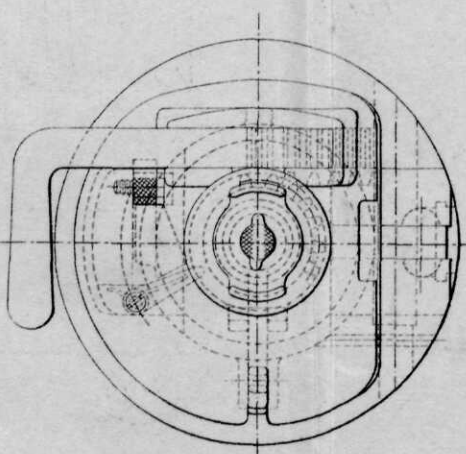


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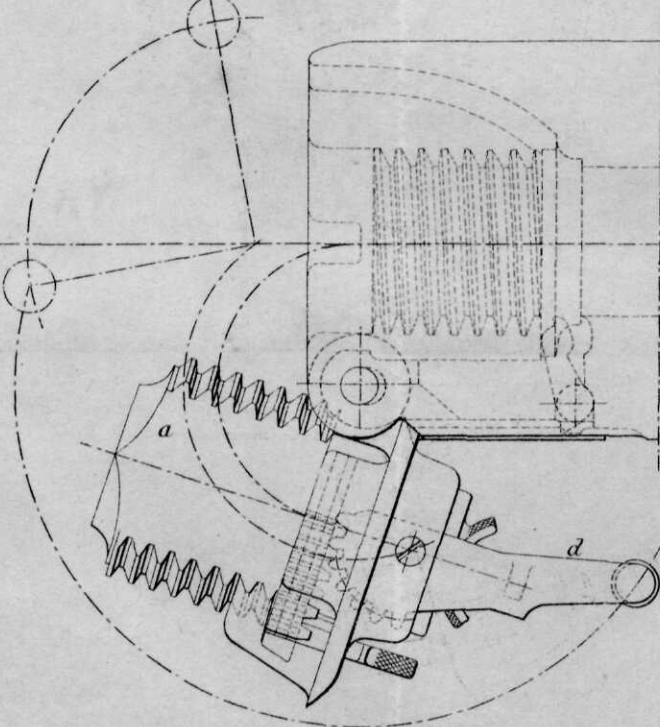


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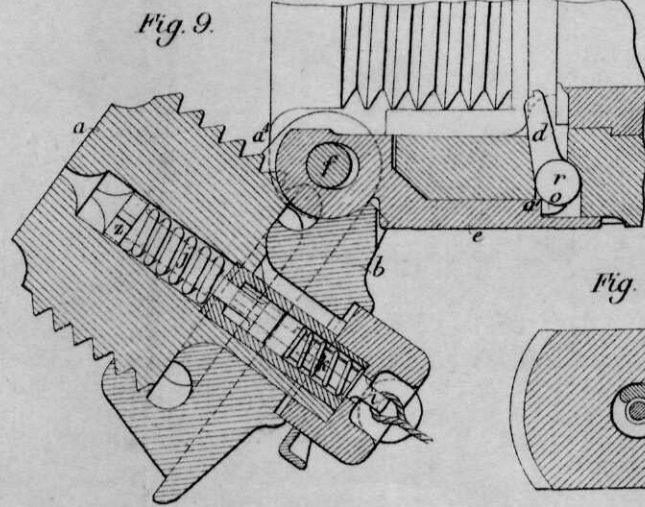


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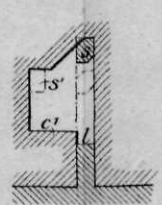


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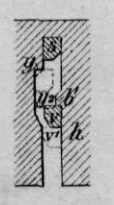


Fig. 11.
Doorsnede C D.

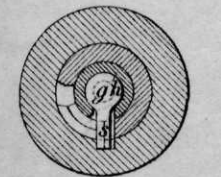


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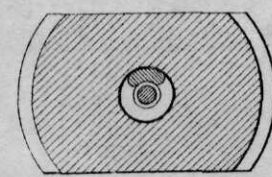


Fig. 12.
Doorsnede A B.

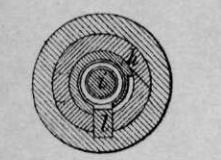


Fig. 16.

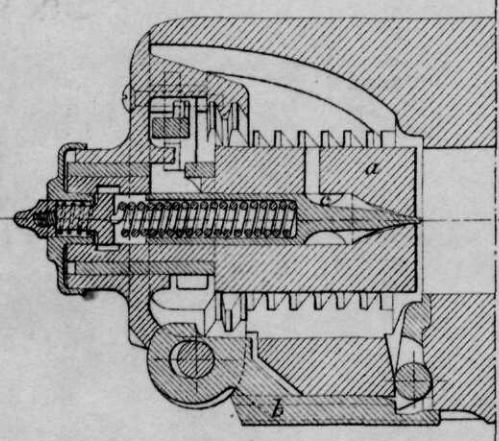


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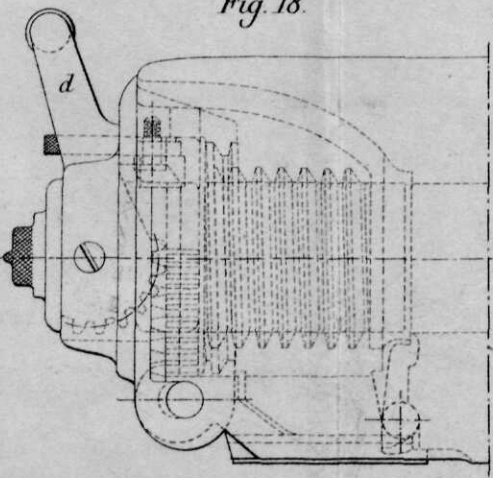


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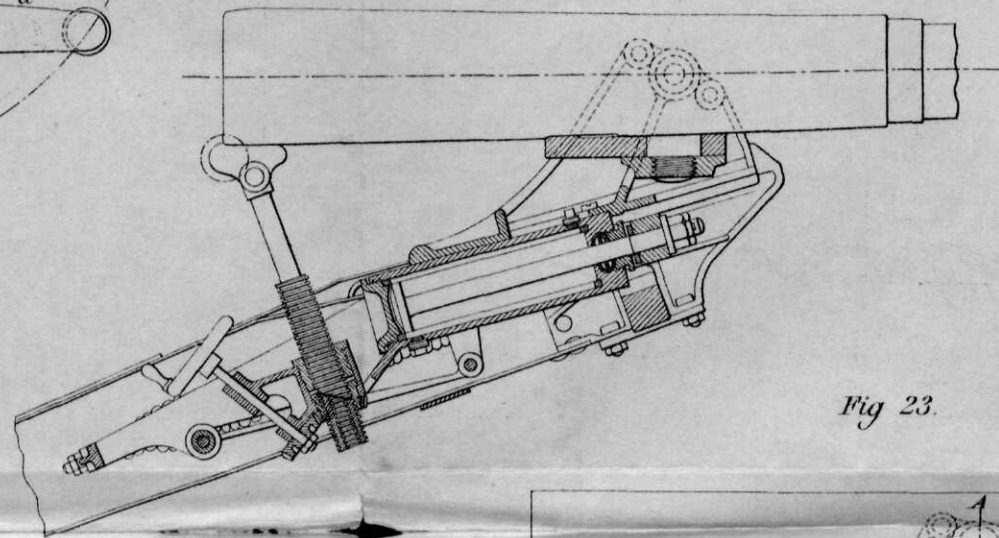


Fig. 23.

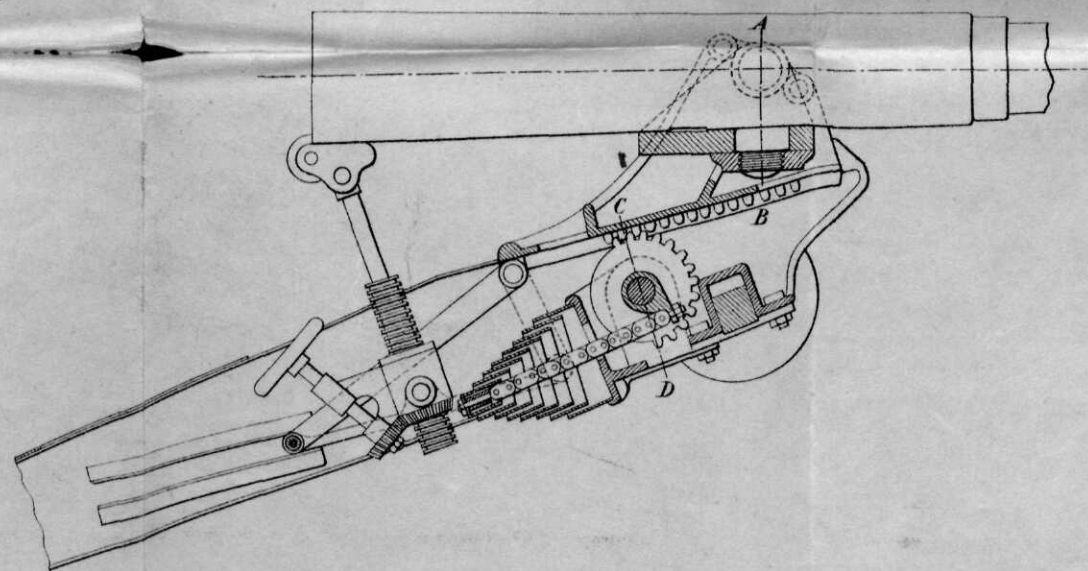


Fig. 20.

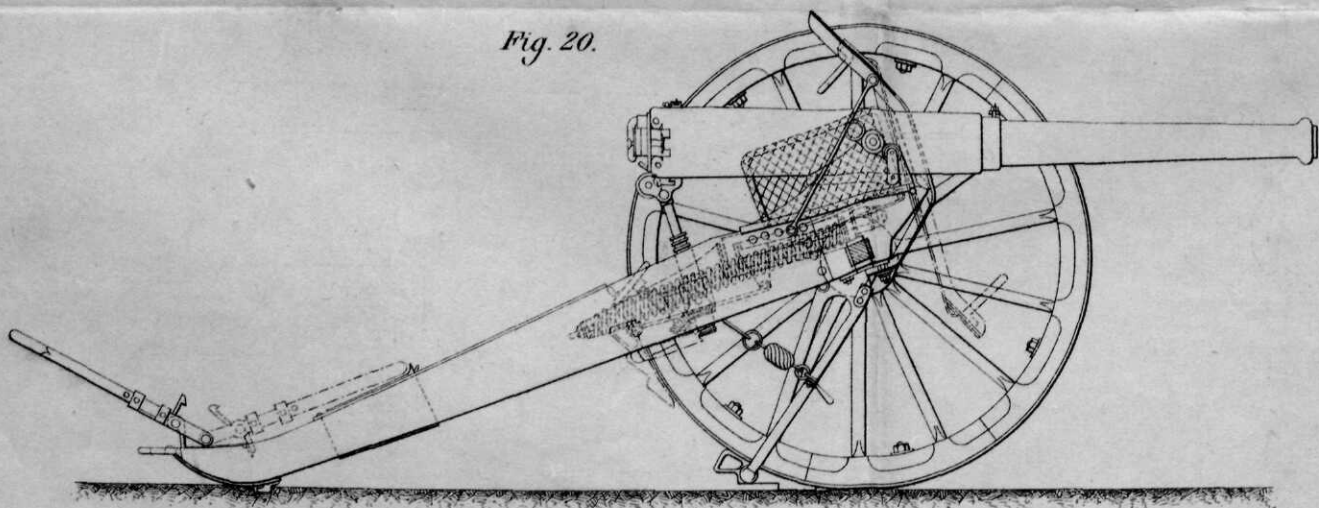


Fig. 21.
Doorsnede A B C D.

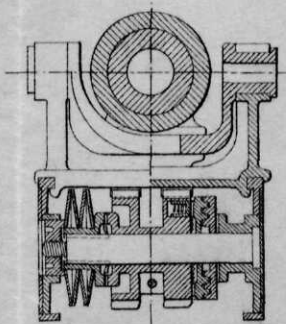


Fig.3.

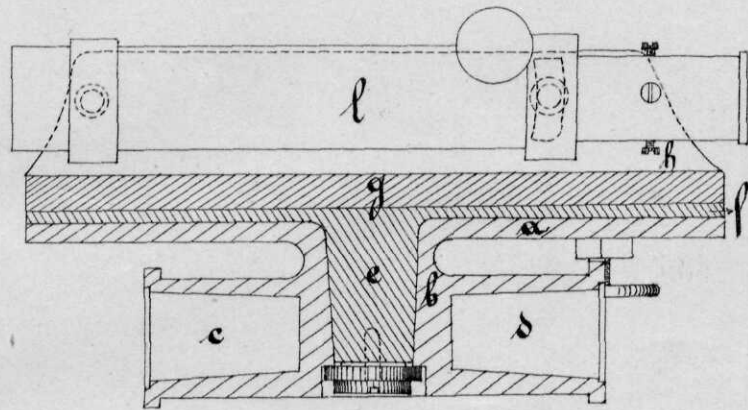


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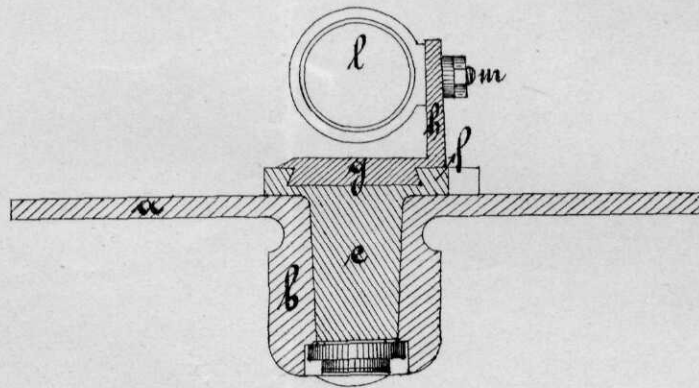


Fig.2.

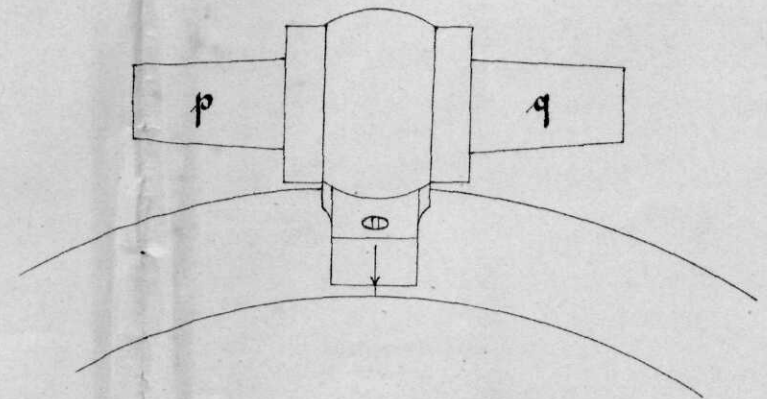


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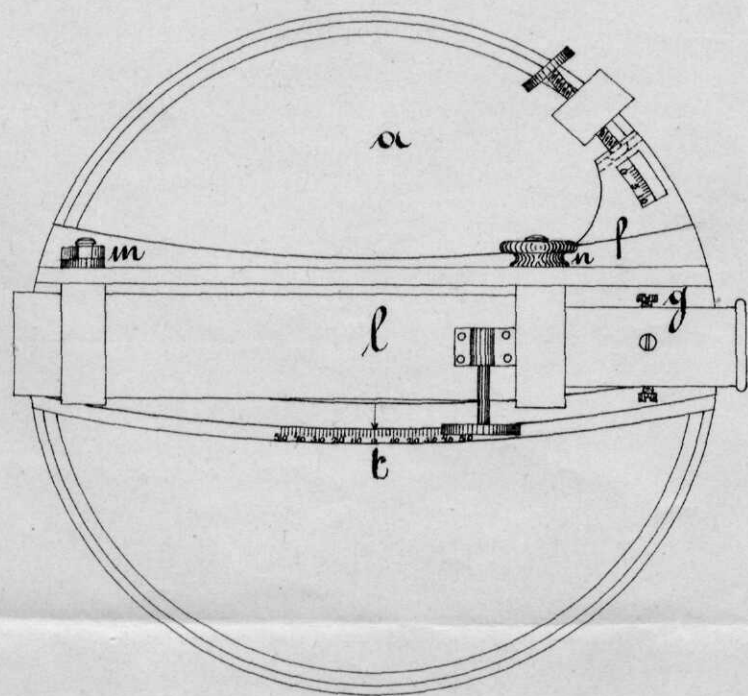


Fig.1.

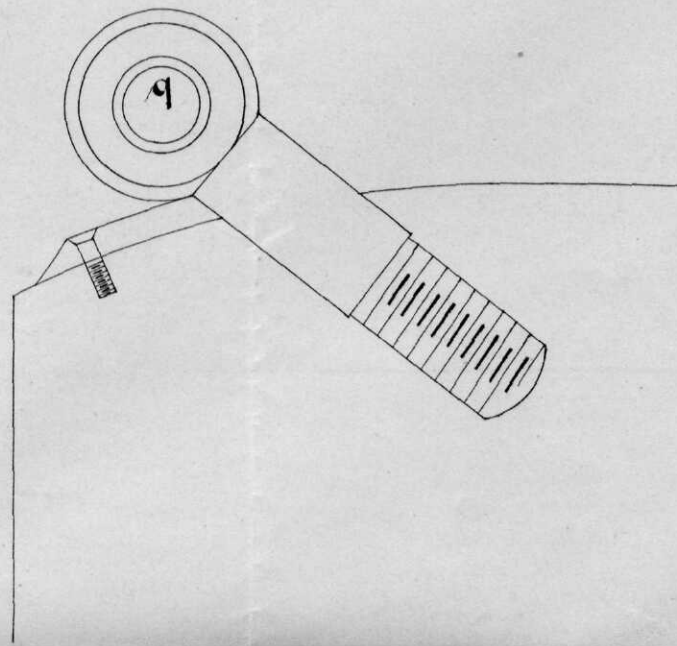


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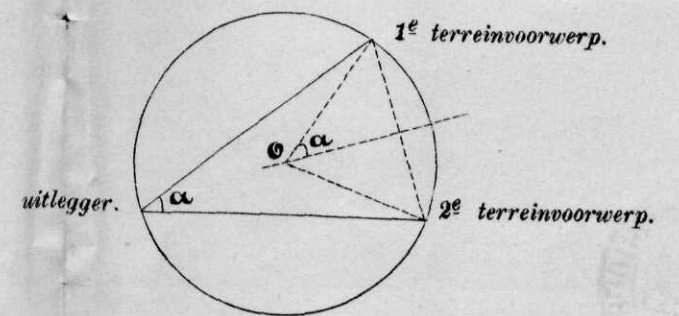


Fig. 1.

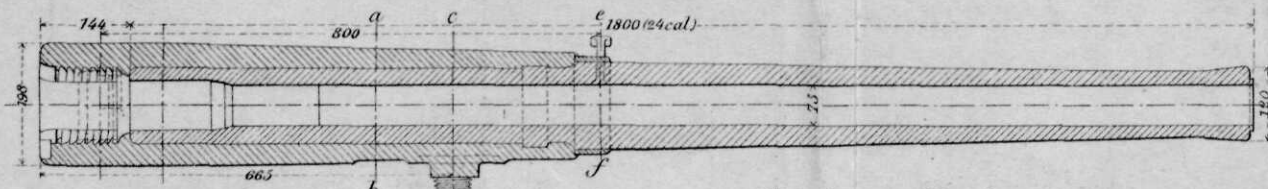


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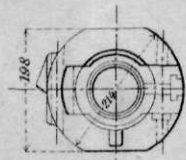


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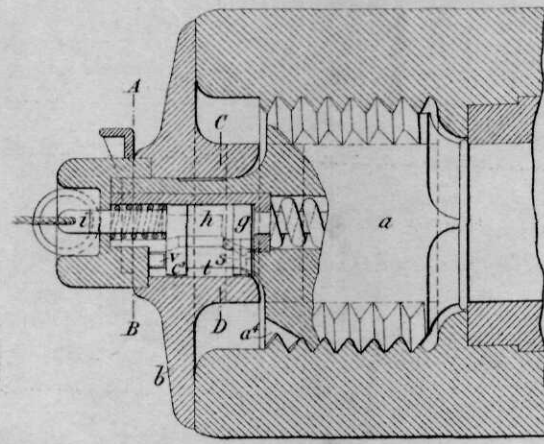


Fig. 8.

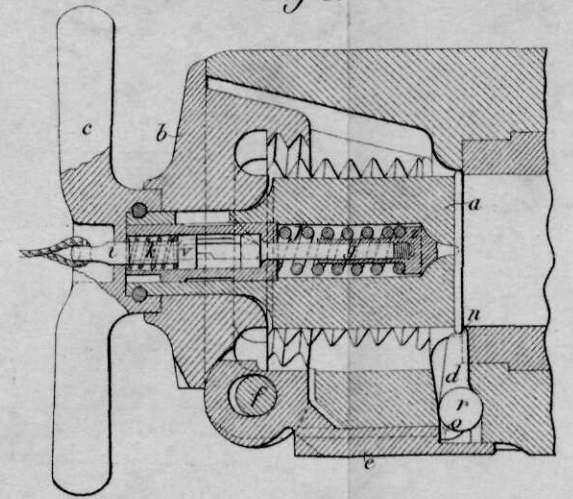


Fig. 3.

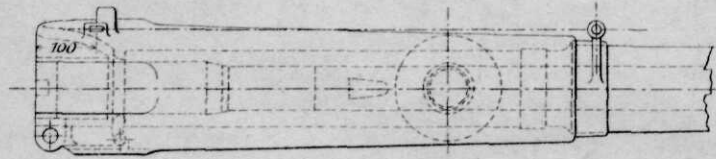


Fig. 4.

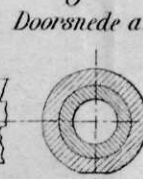
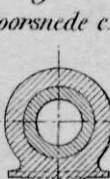
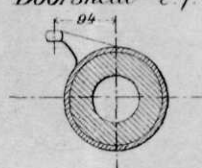


Fig. 5.



Doorsnede a b. Doorsnede c d.

Fig. 6.



Doorsnede e f.

Fig. 15.

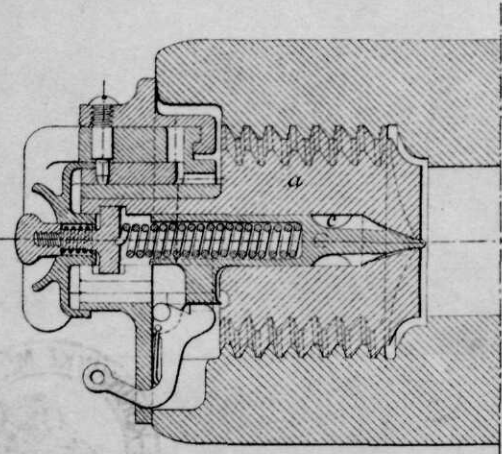


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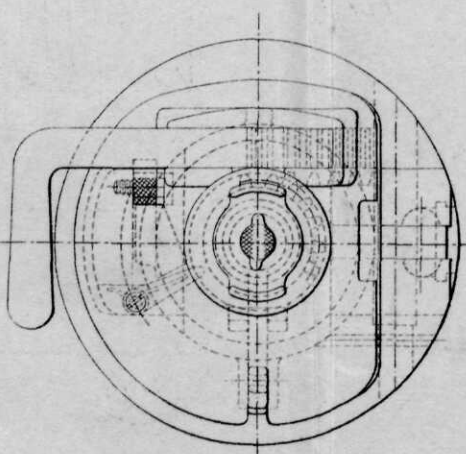


Fig. 19.

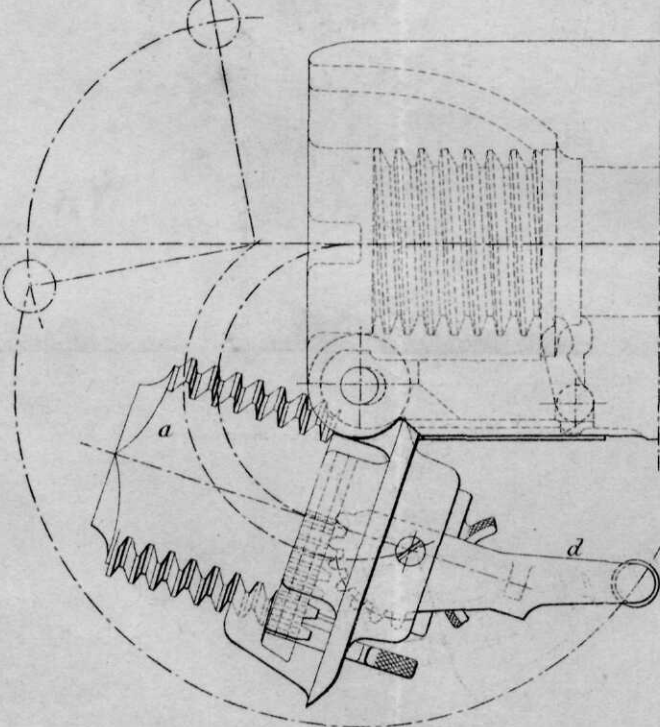


Fig. 9.

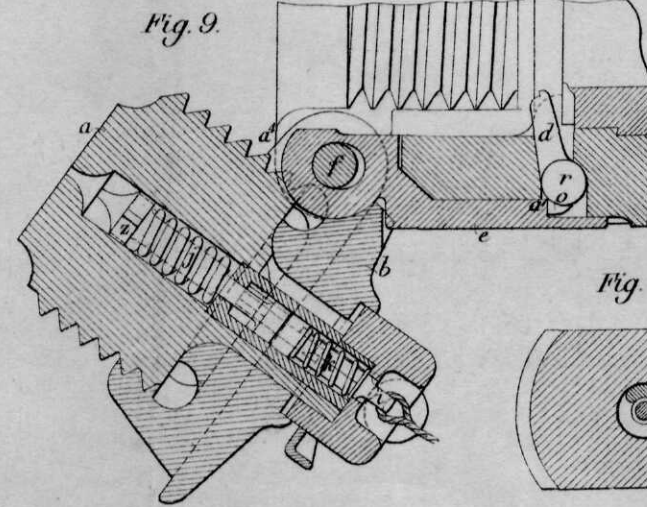


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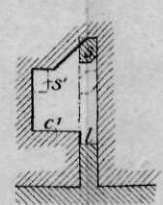


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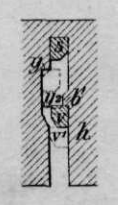


Fig. 11. Doorsnede C D.

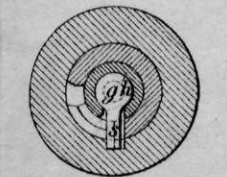


Fig. 16.

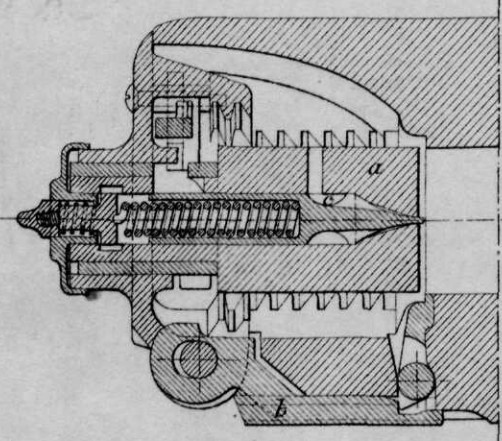


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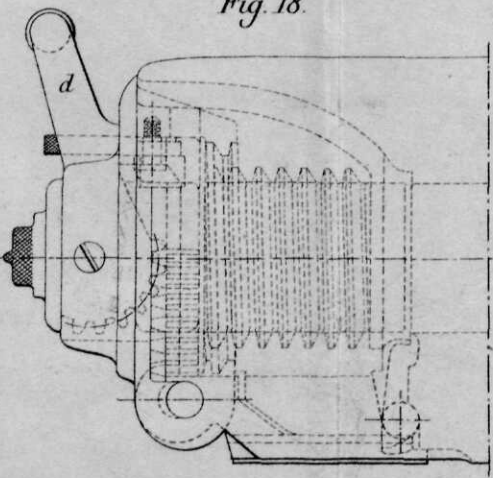


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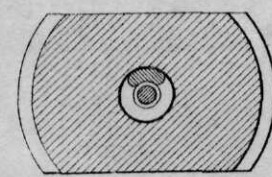


Fig. 12. Doorsnede A B.

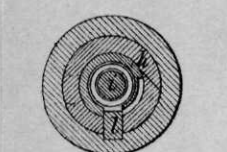


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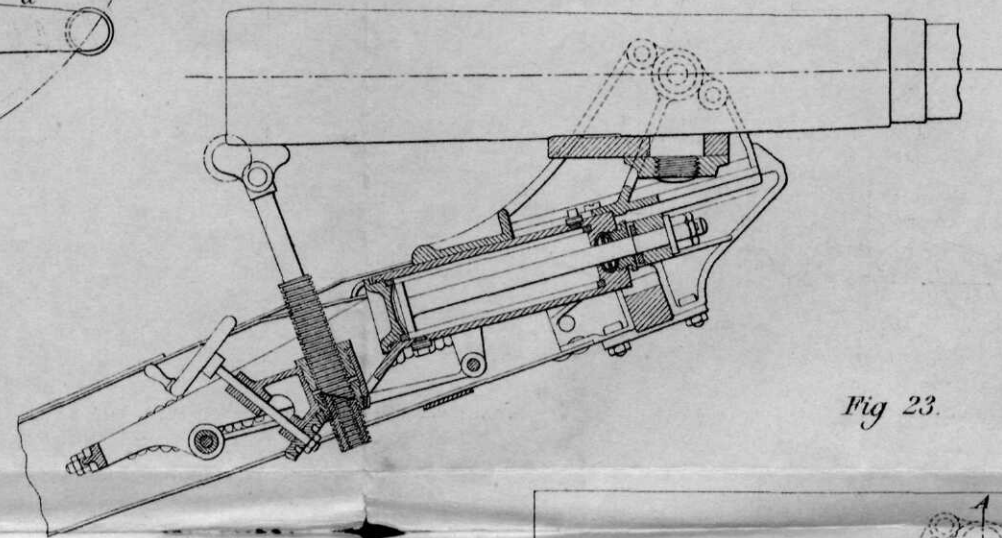


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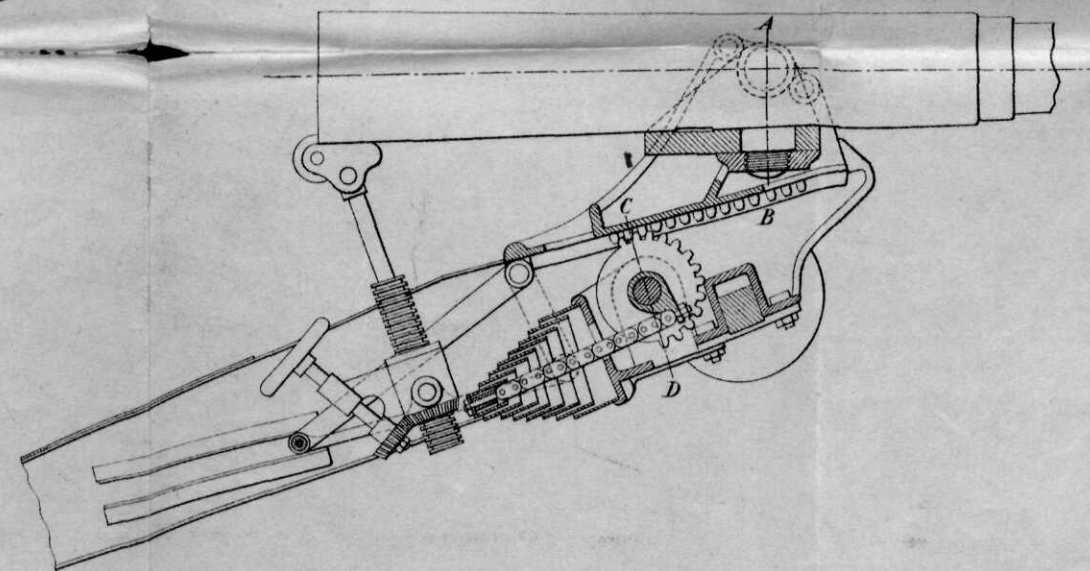


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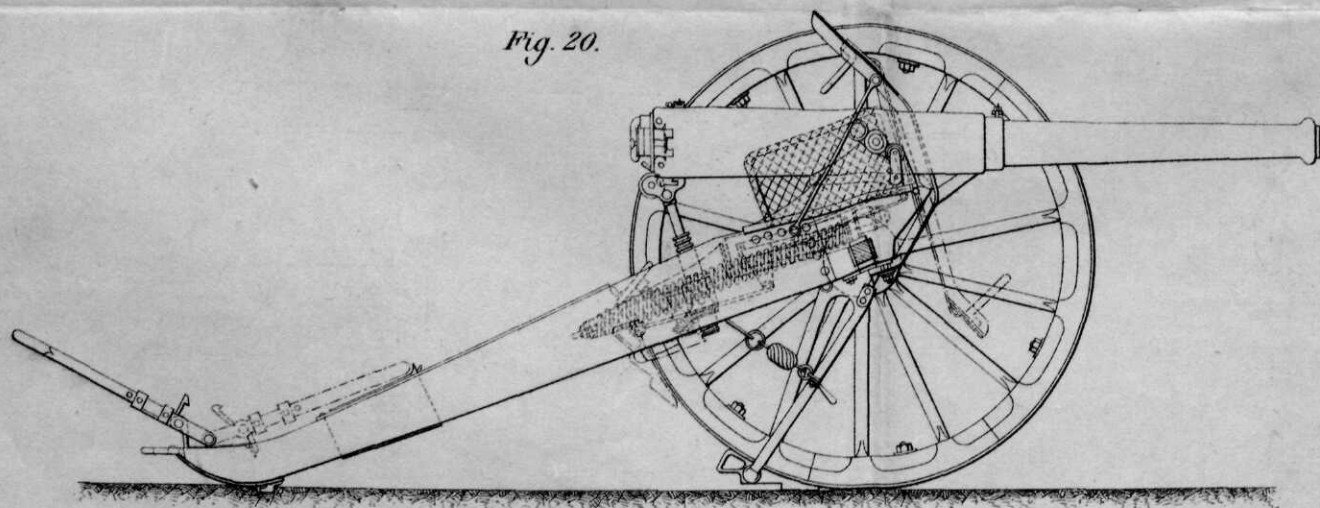
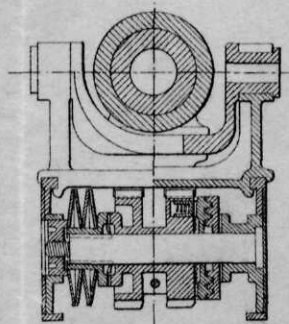
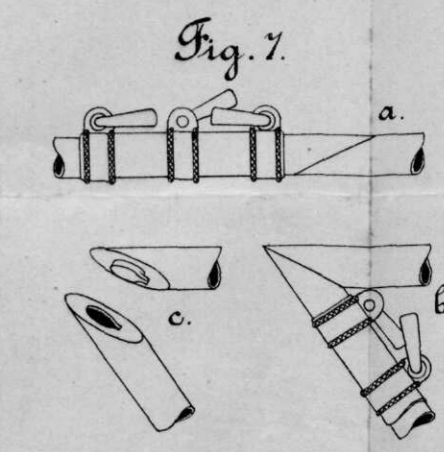
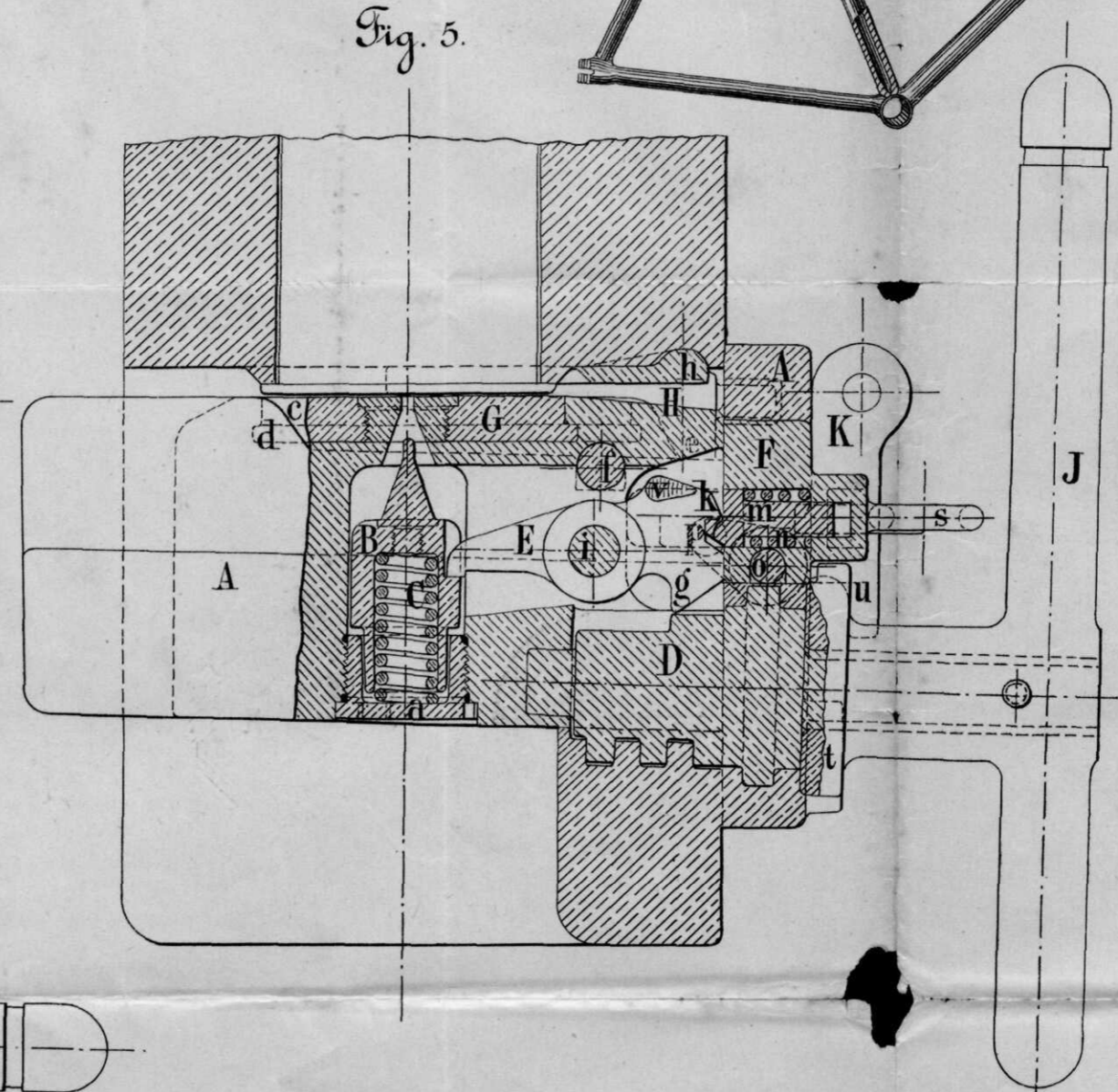
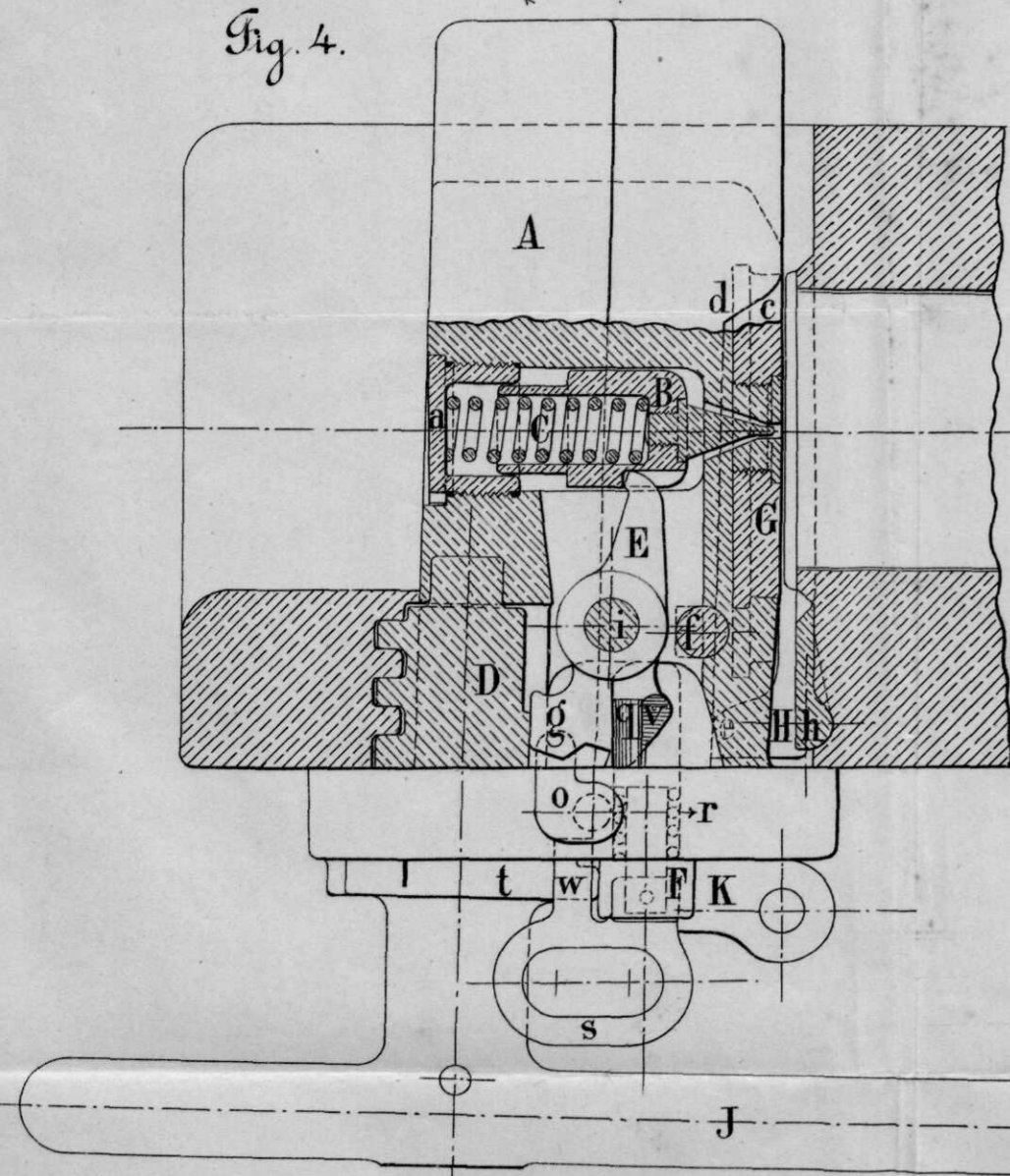
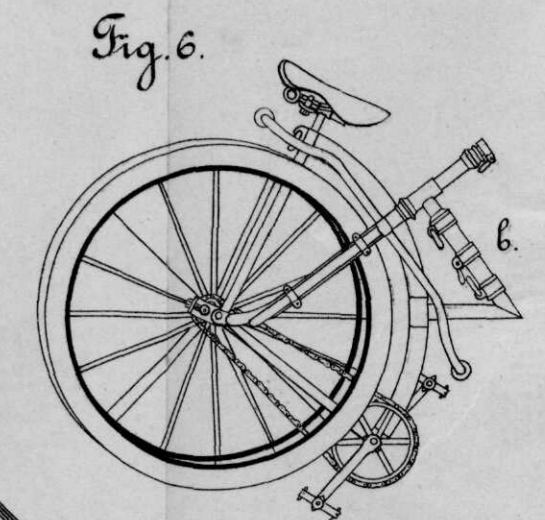
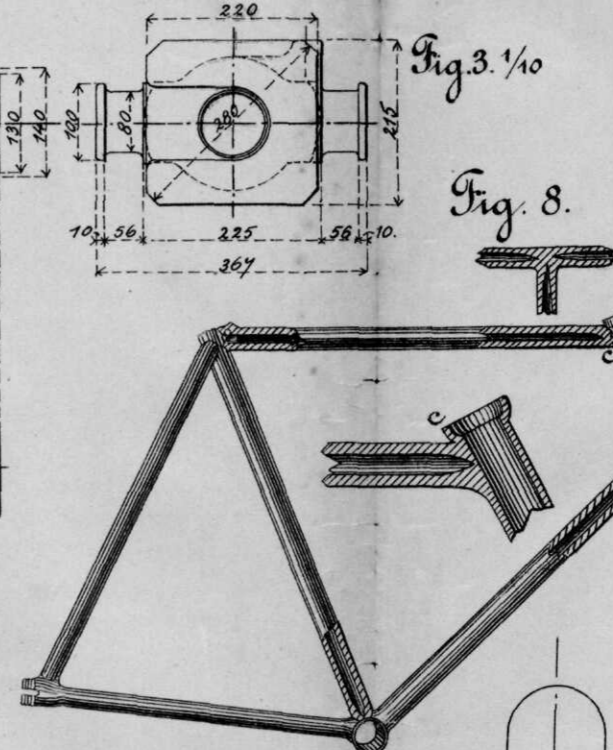
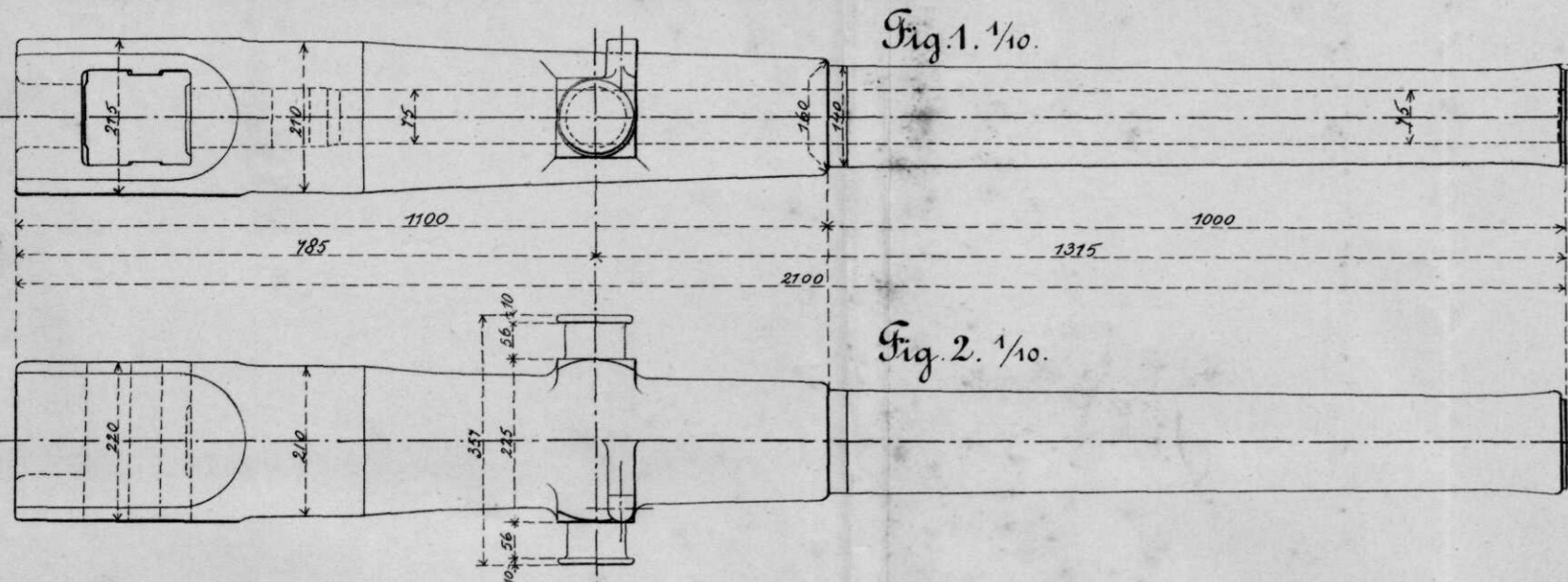


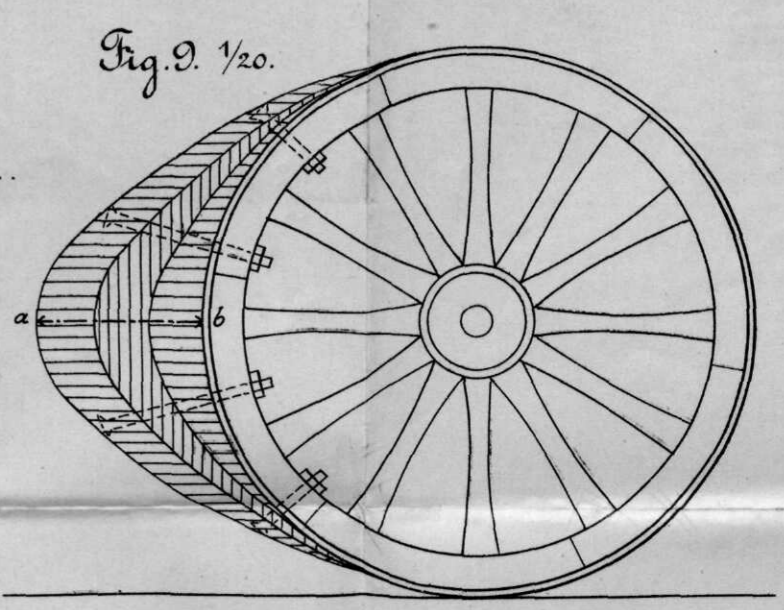
Fig. 21. Doorsnede A B C D.



Opvouwbaar rijwiel (Gérard).



a. Buis, zooals deze zich vertoont bij het uitgeslagen rijwiel.
 b. Buis, in bajonetvorm, zooals deze zich vertoont bij het opgevouwen rijwiel. (Fig. 6 en 7.)
 c. Bevestiging der beide deelen van de buis.



SCHNEIDER EN C.^o LE CREUSOT.
SLUITMECHANISME MET ENKELVOUDIGE BEWEGING VOOR SNELVUURGESCHUT.
SYSTEEM SCHNEIDER, MODEL 1895.

FIG. 1.

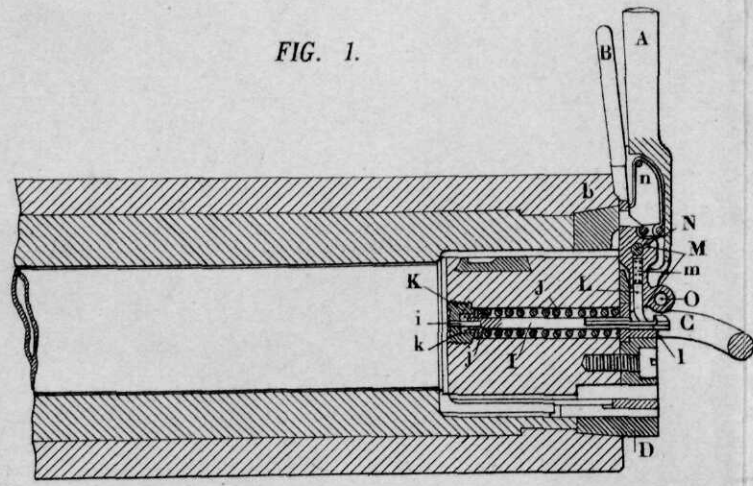


FIG. 2.

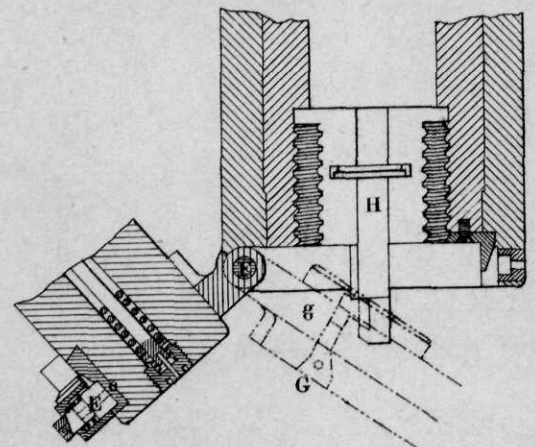


FIG. 4.

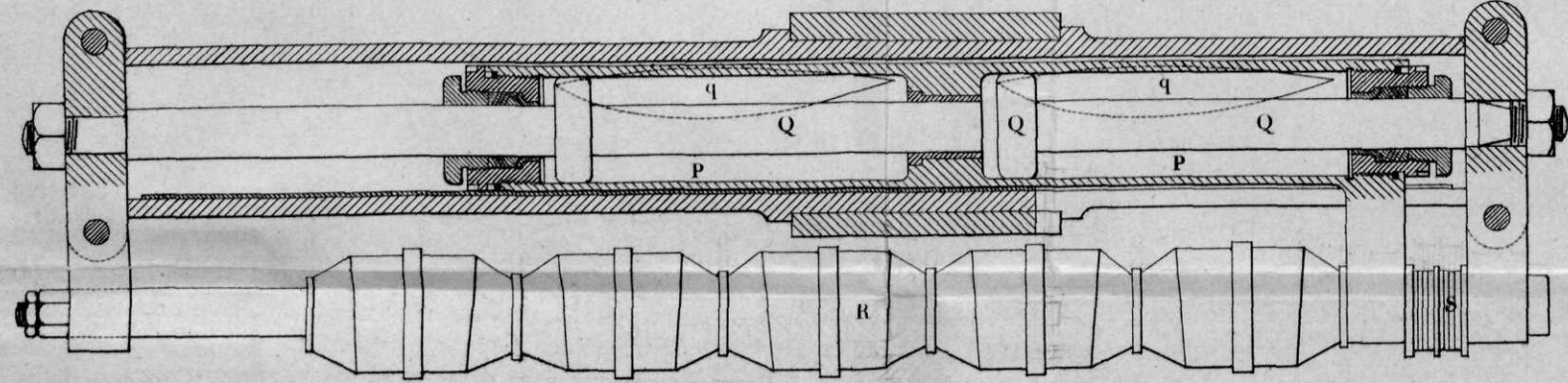


FIG. 3.

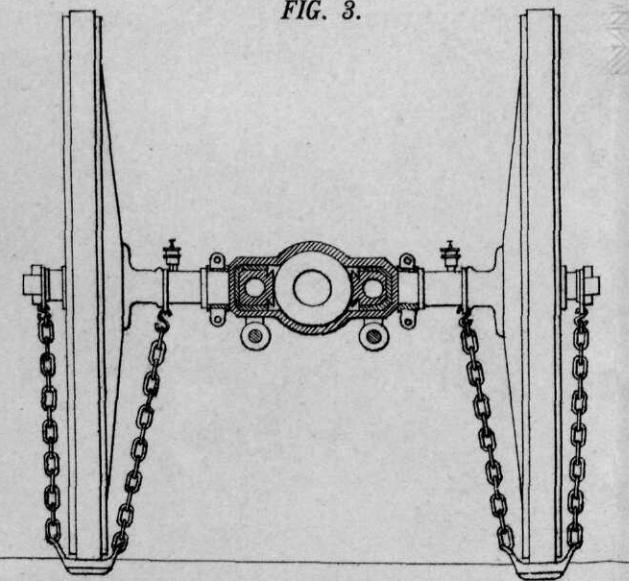


FIG. 5.

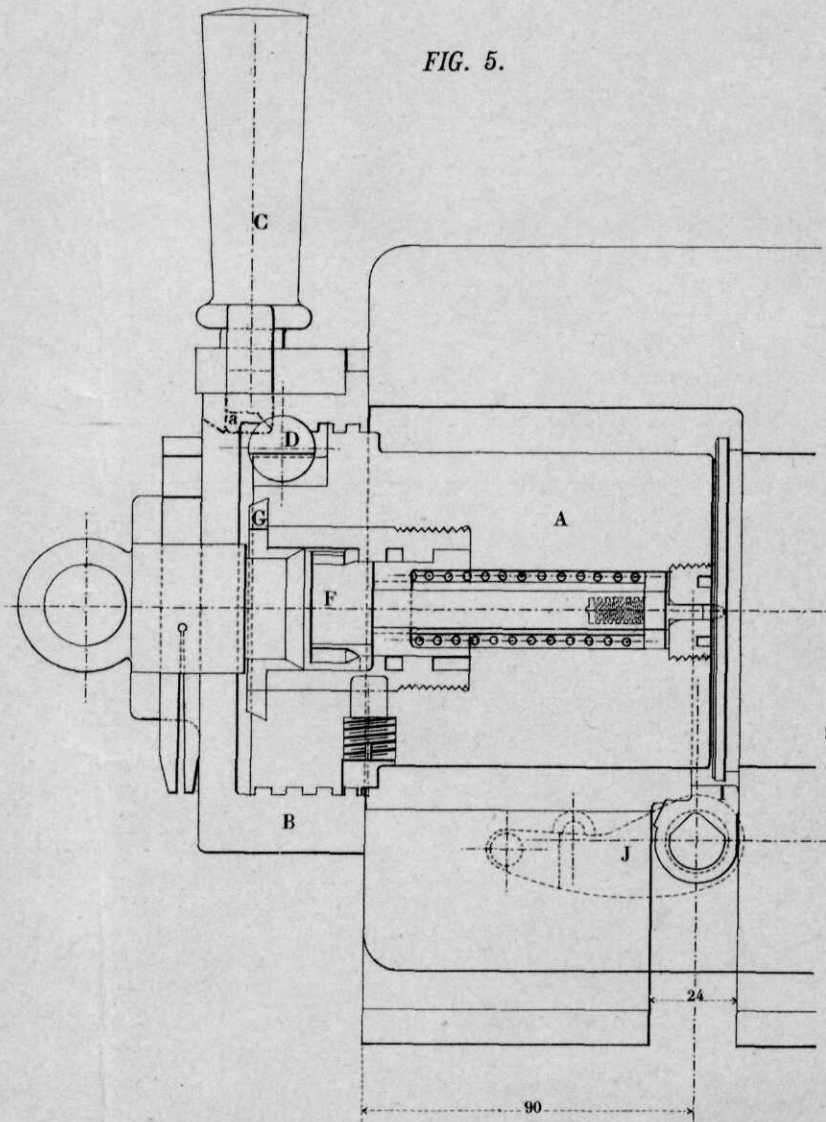


FIG. 6.

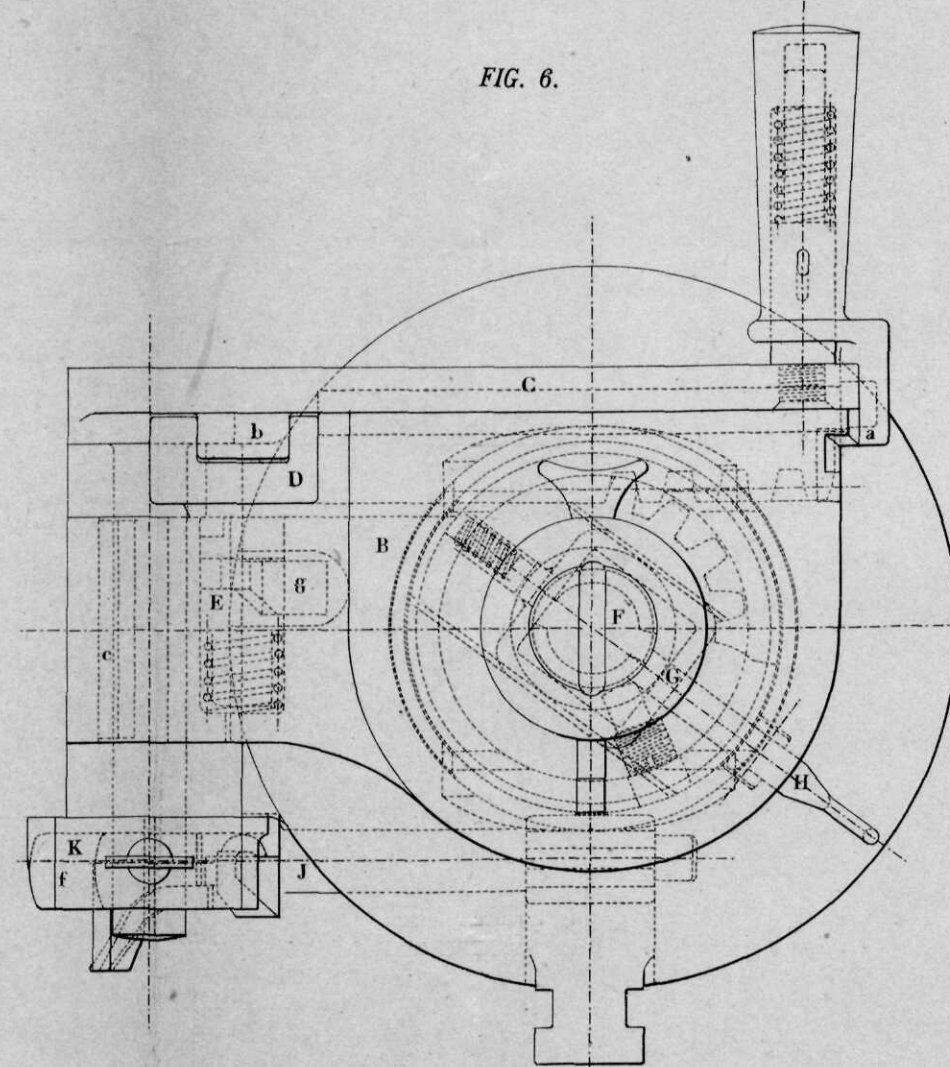


FIG. 7.

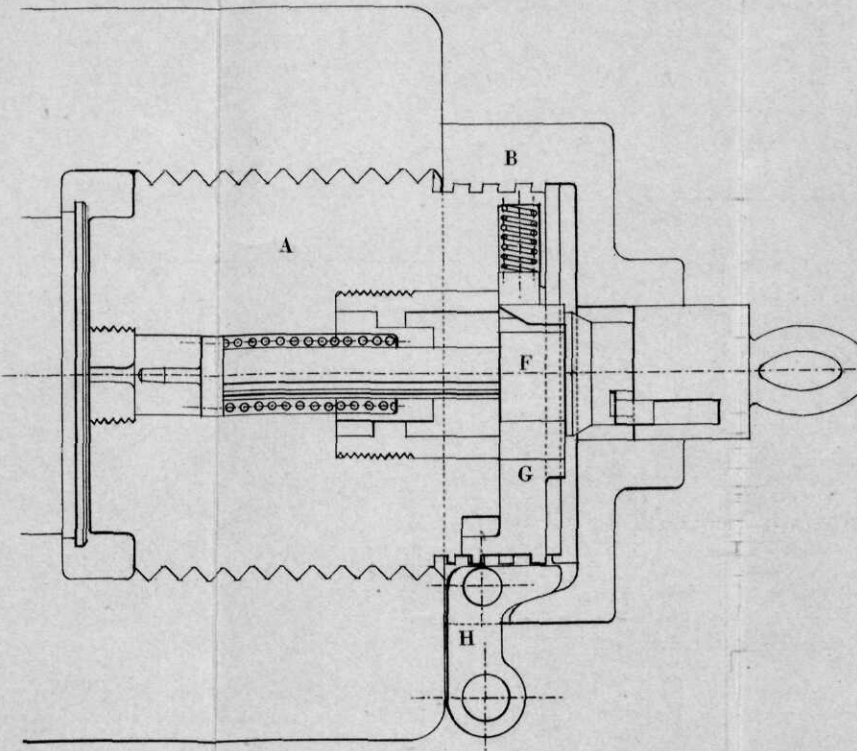


FIG. 8.

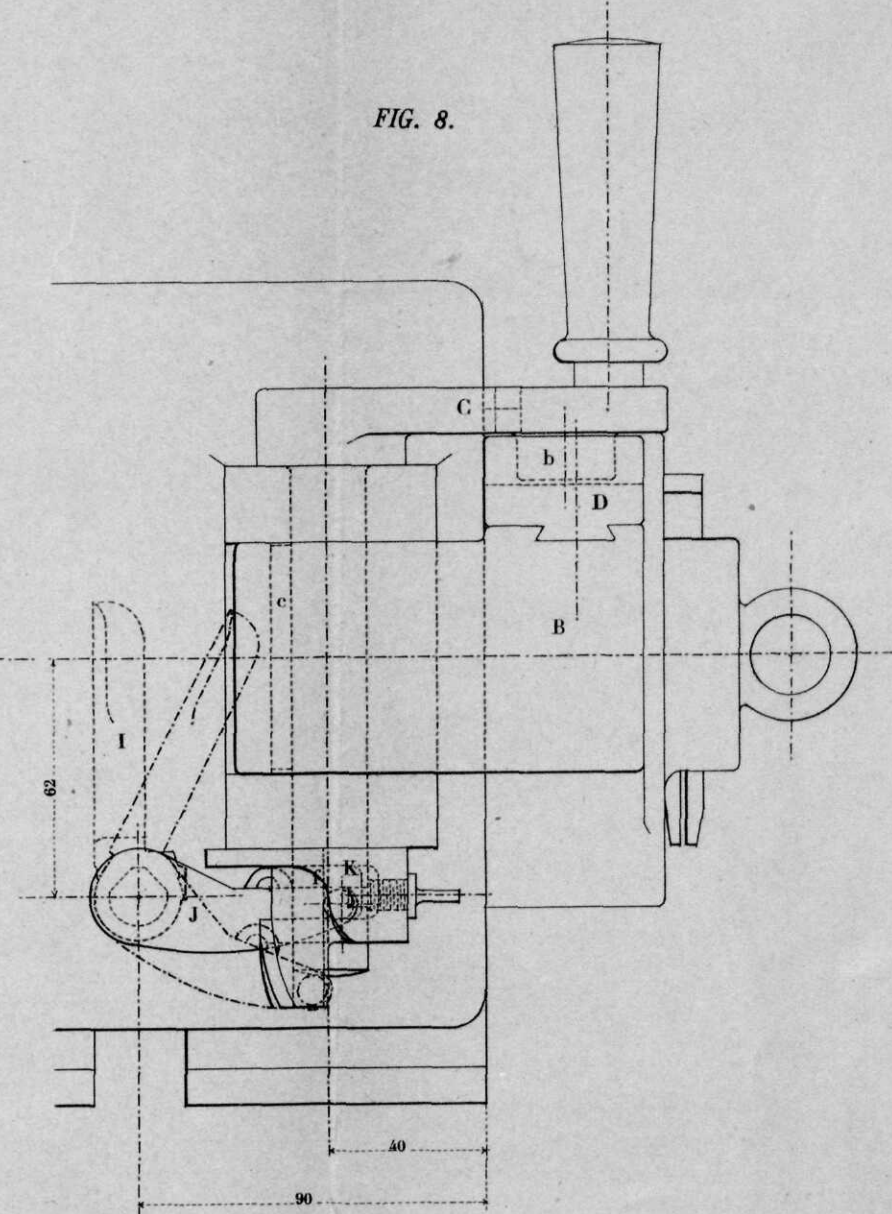


FIG. 9.

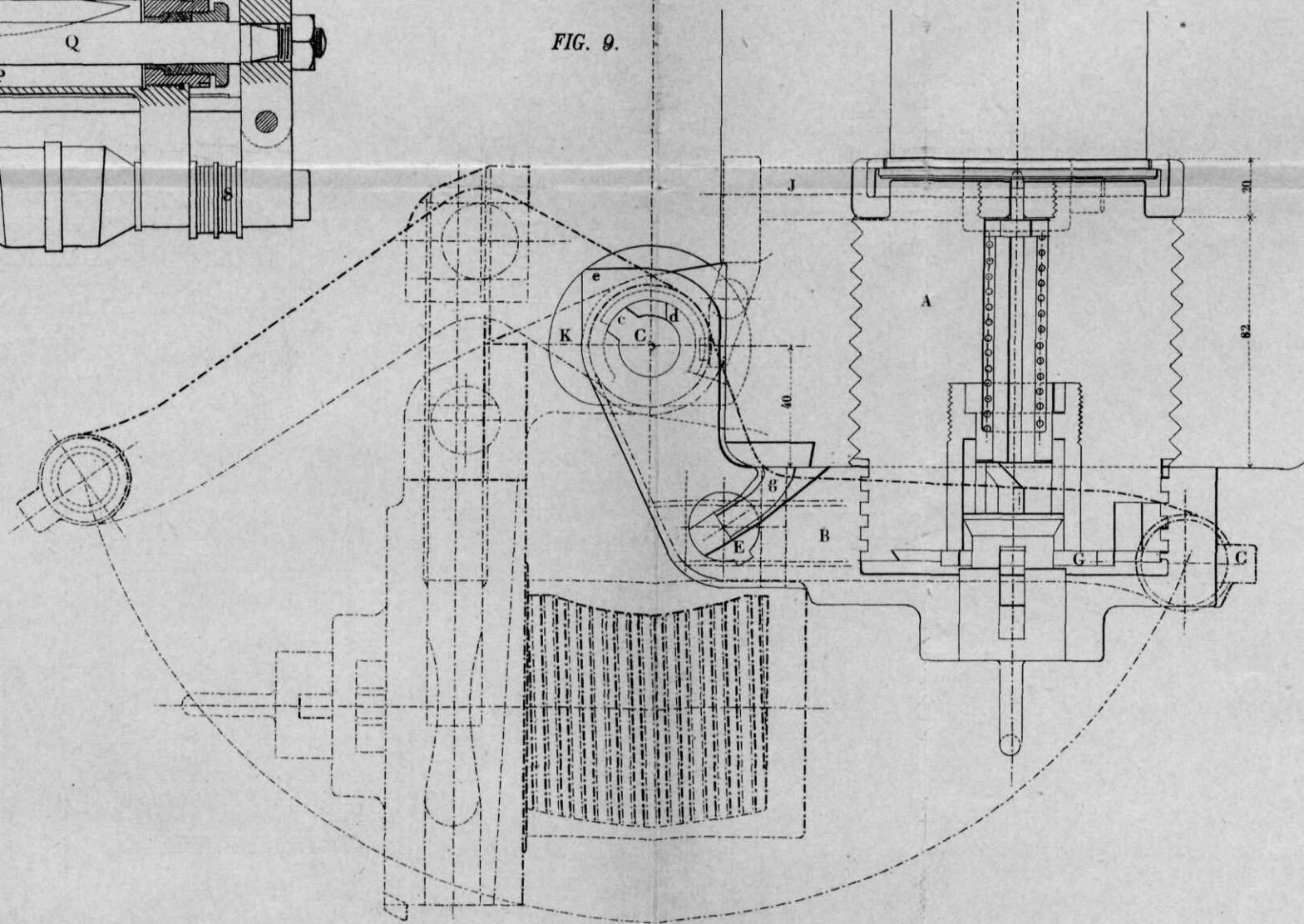
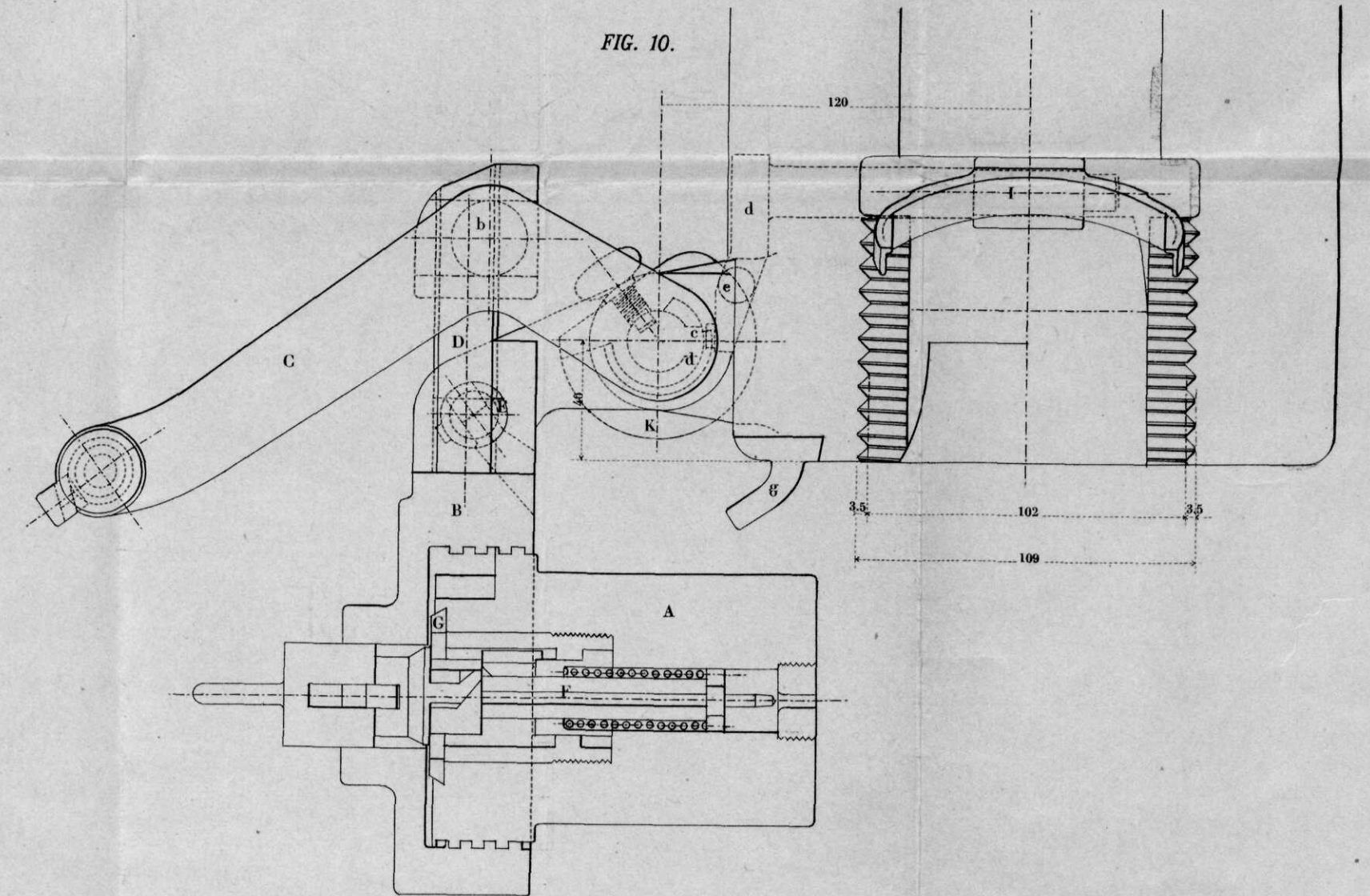
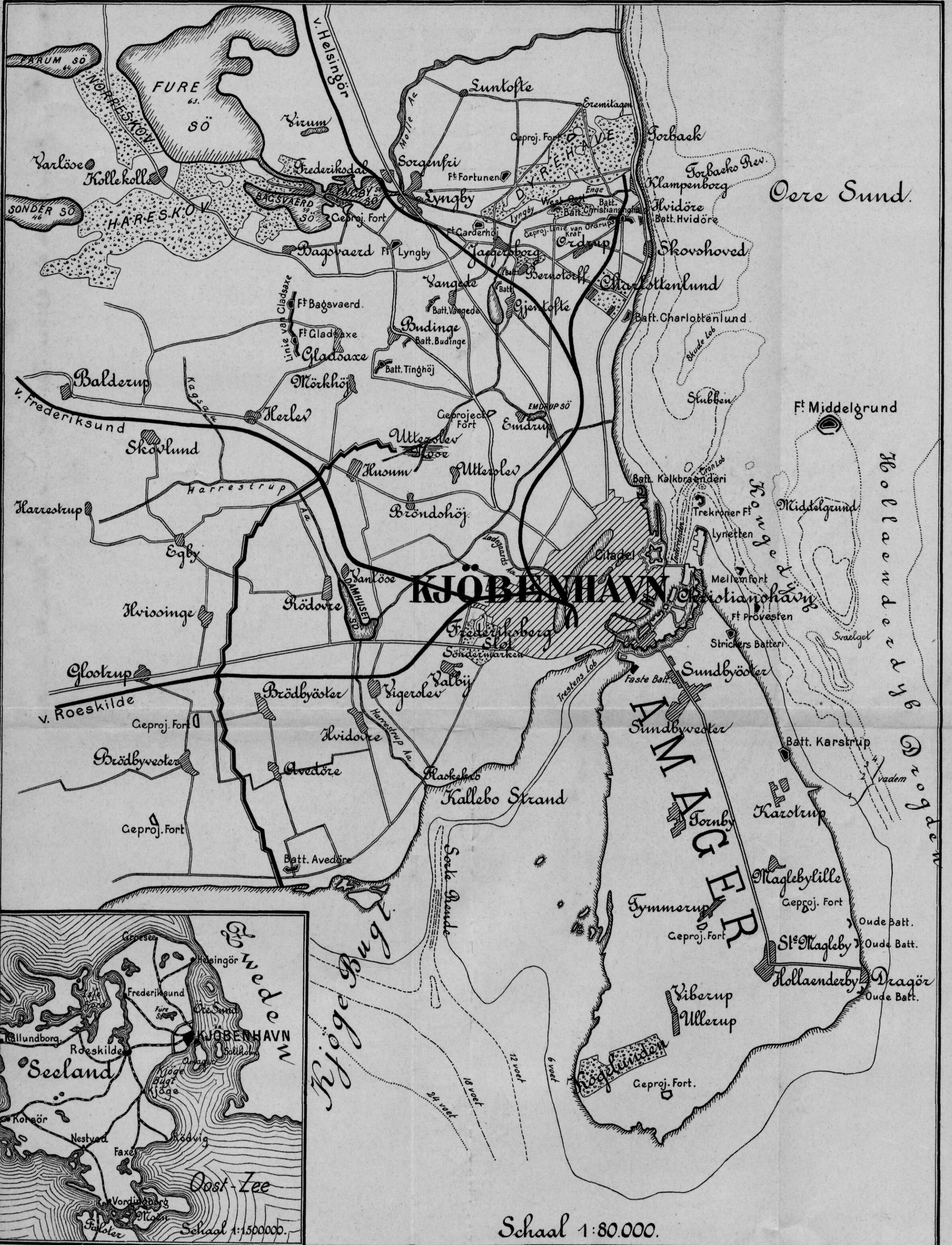


FIG. 10.





- ⊙ Koepel voor twee kanonnen 15 c.M. L.
- ◐ Pantserstand voor één kanon 15 c.M. K.
- Hefkoepel voor één kanon 12 c.M. snelv.
- ⊙ id. id. 7.5 c.M. id.
- ⊕ id. id. 5.3 c.M. id.
- id. voor één mitrailleur.
- Observatiekoepel.

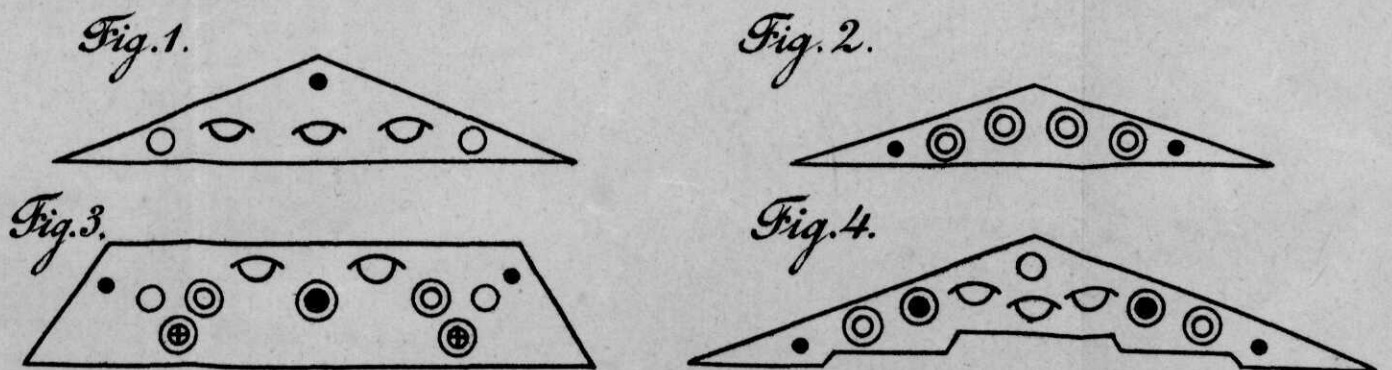


Fig. 1.

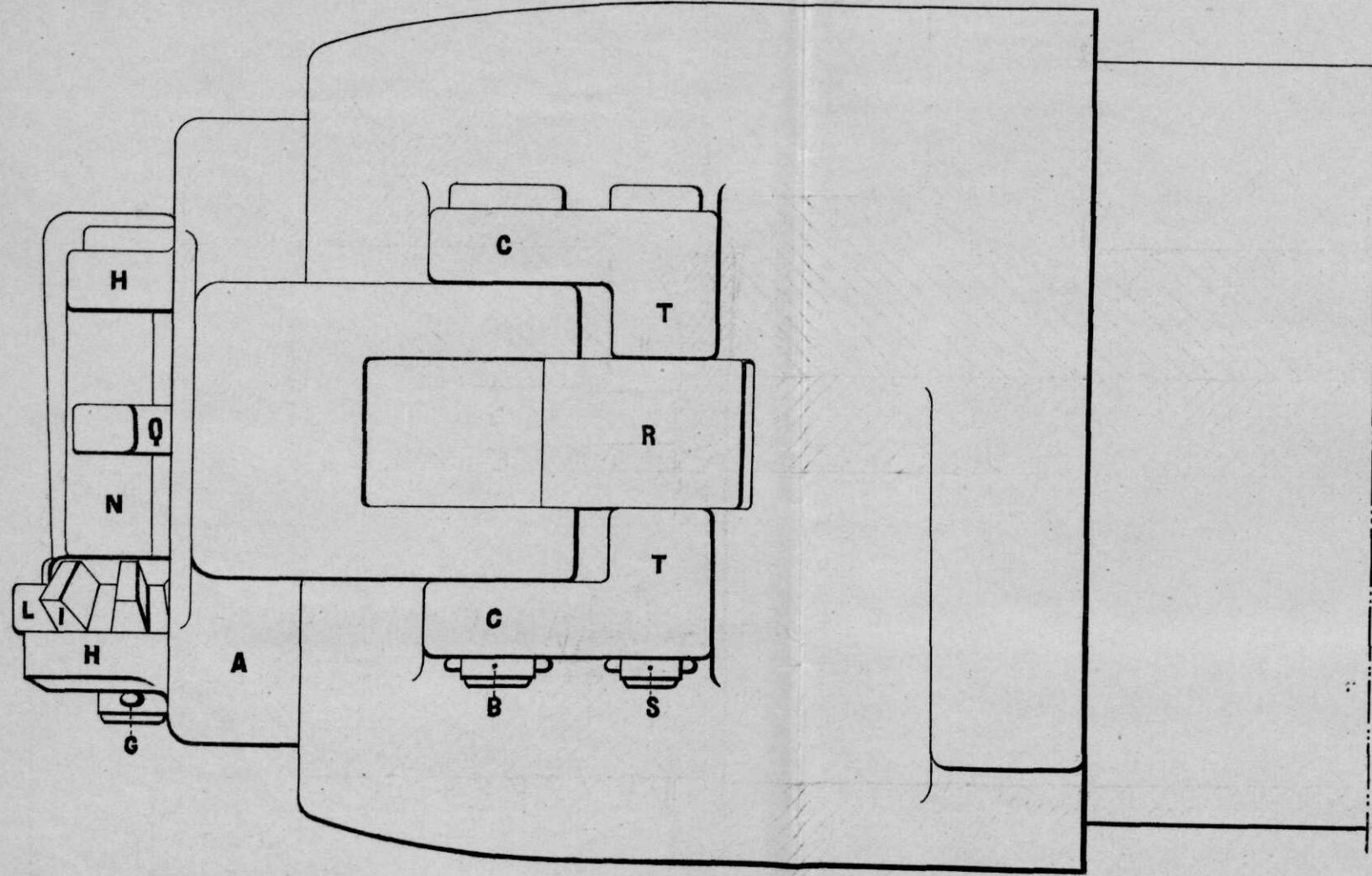


Fig. 2.

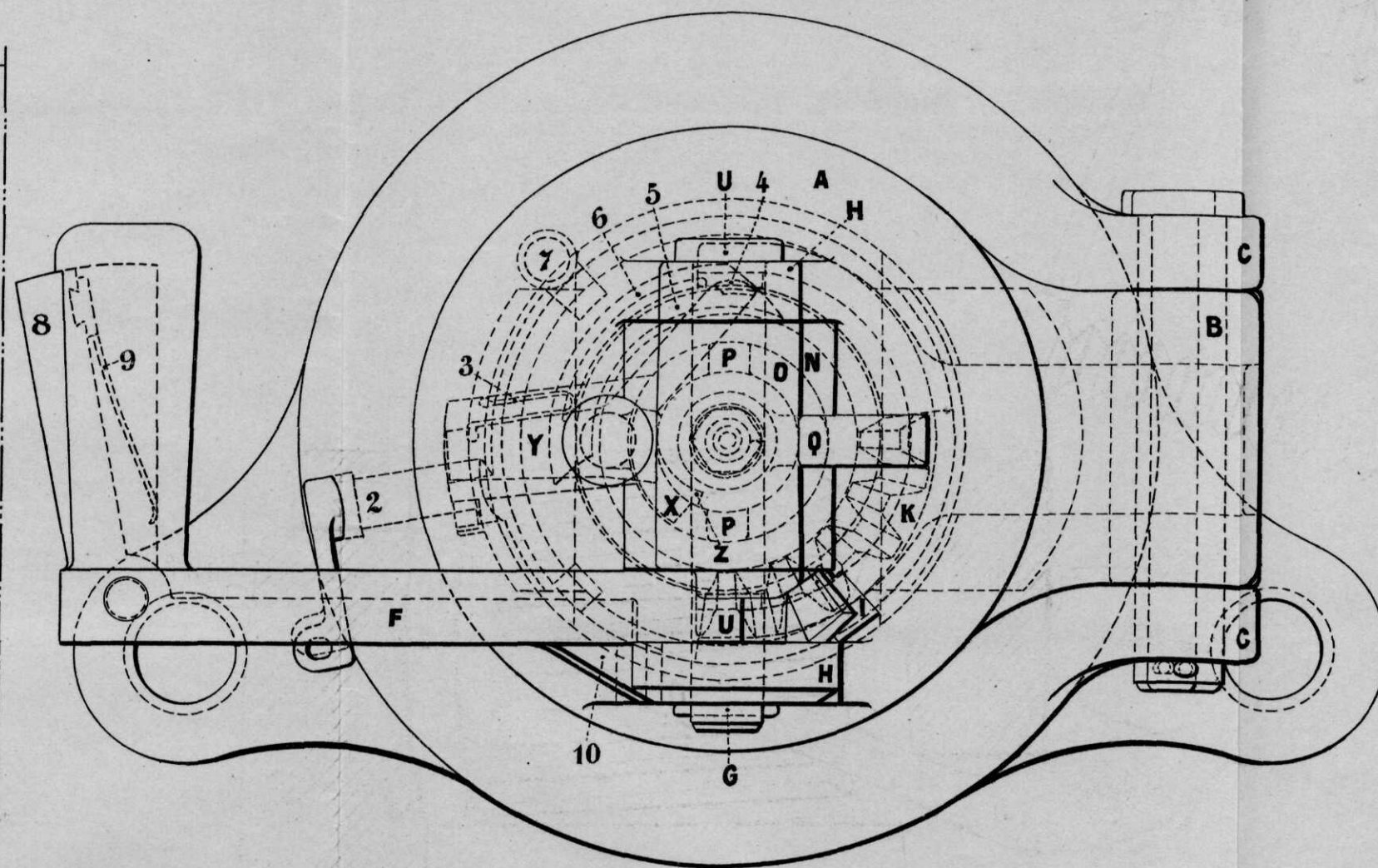


Fig. 3.

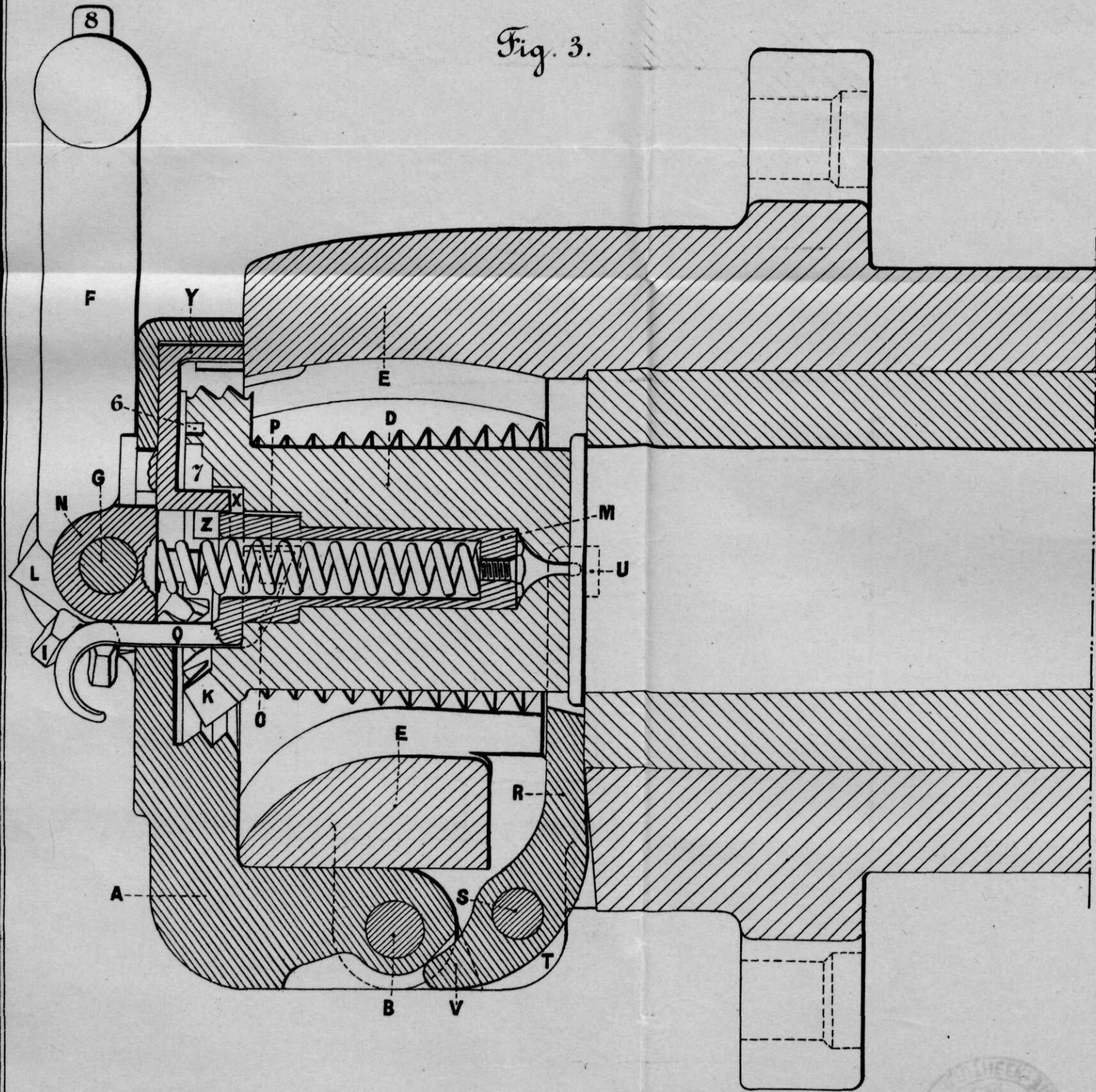


Fig. 4.

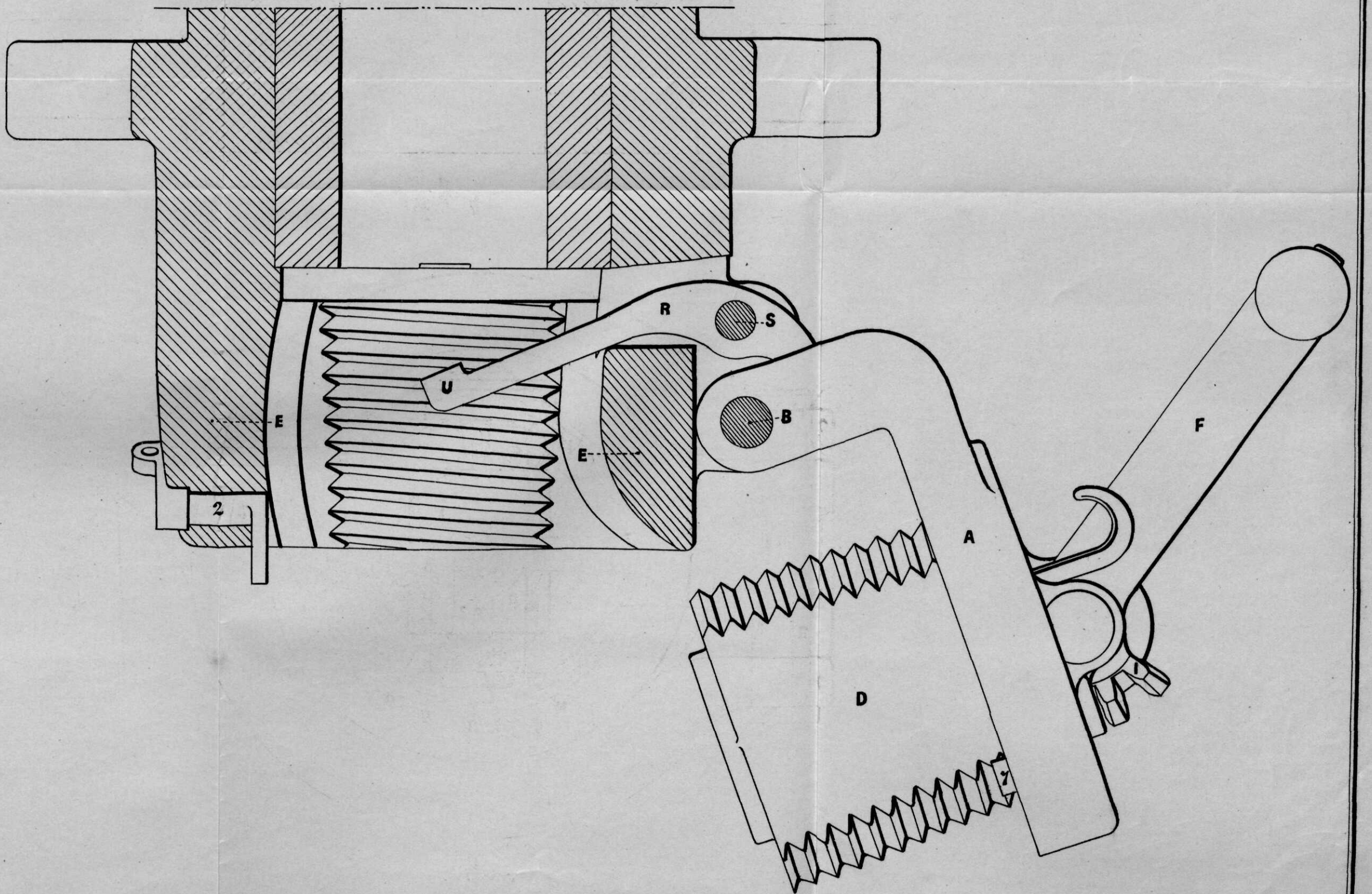


Fig. 1.

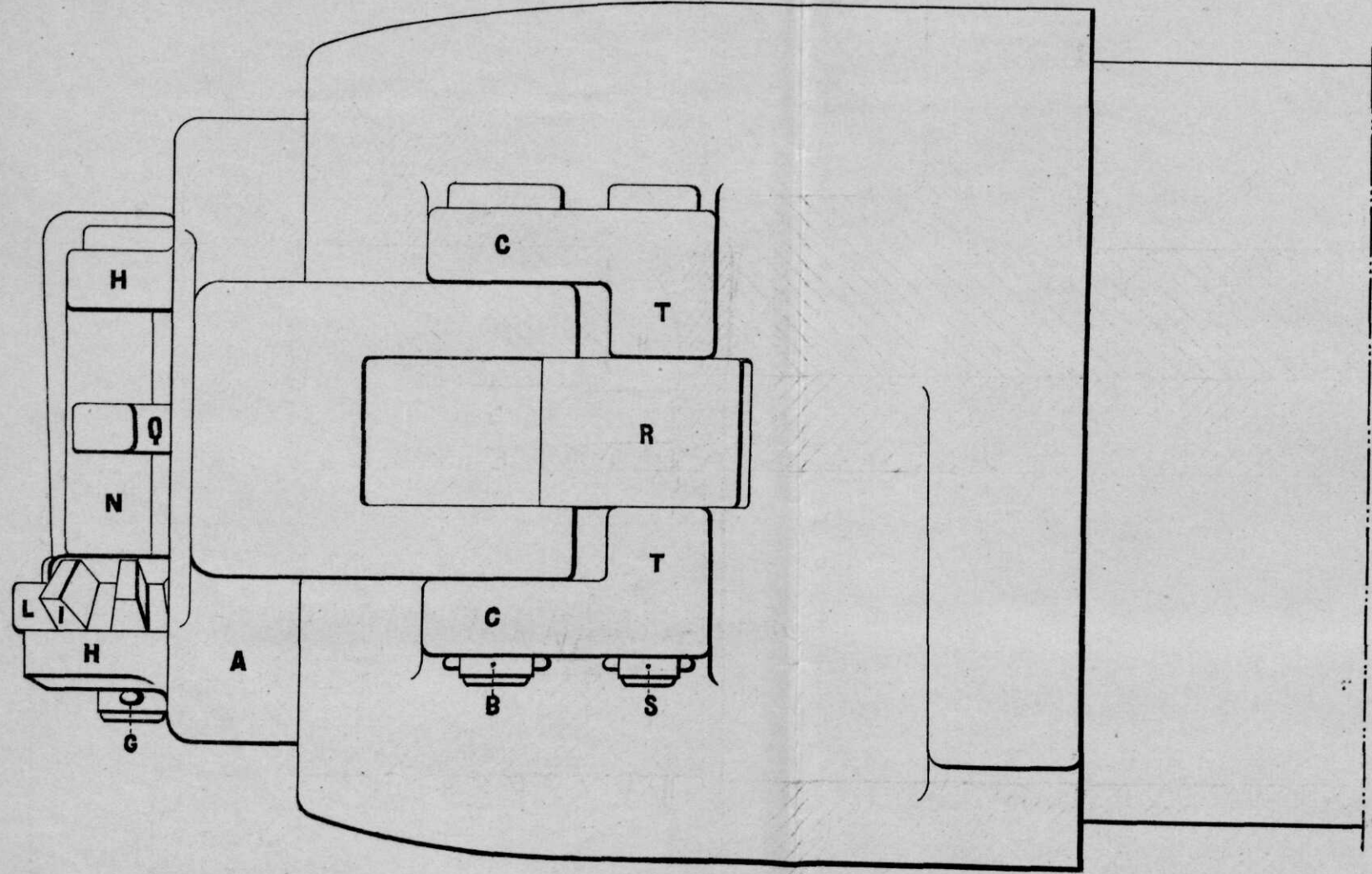


Fig. 2.

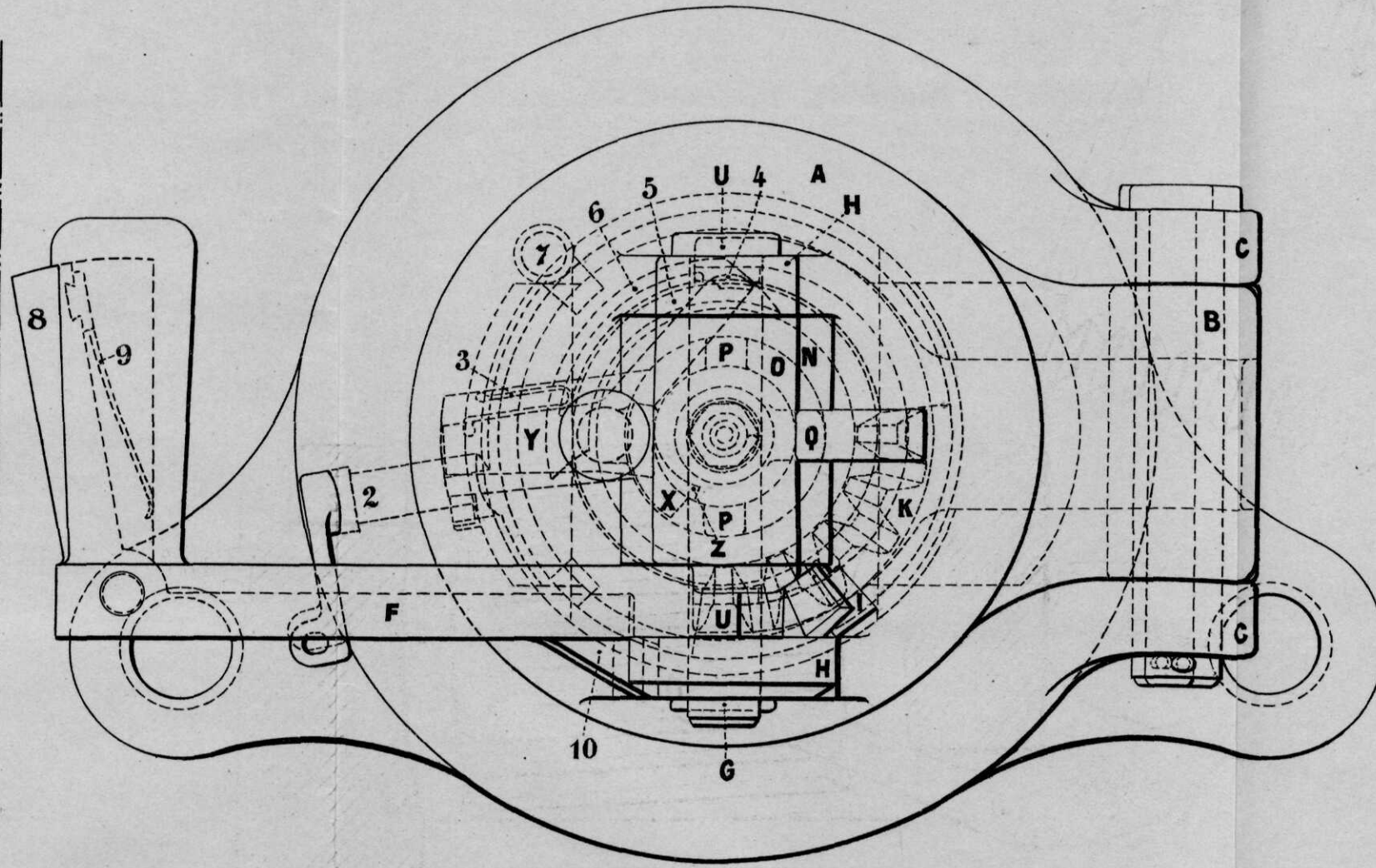


Fig. 3.

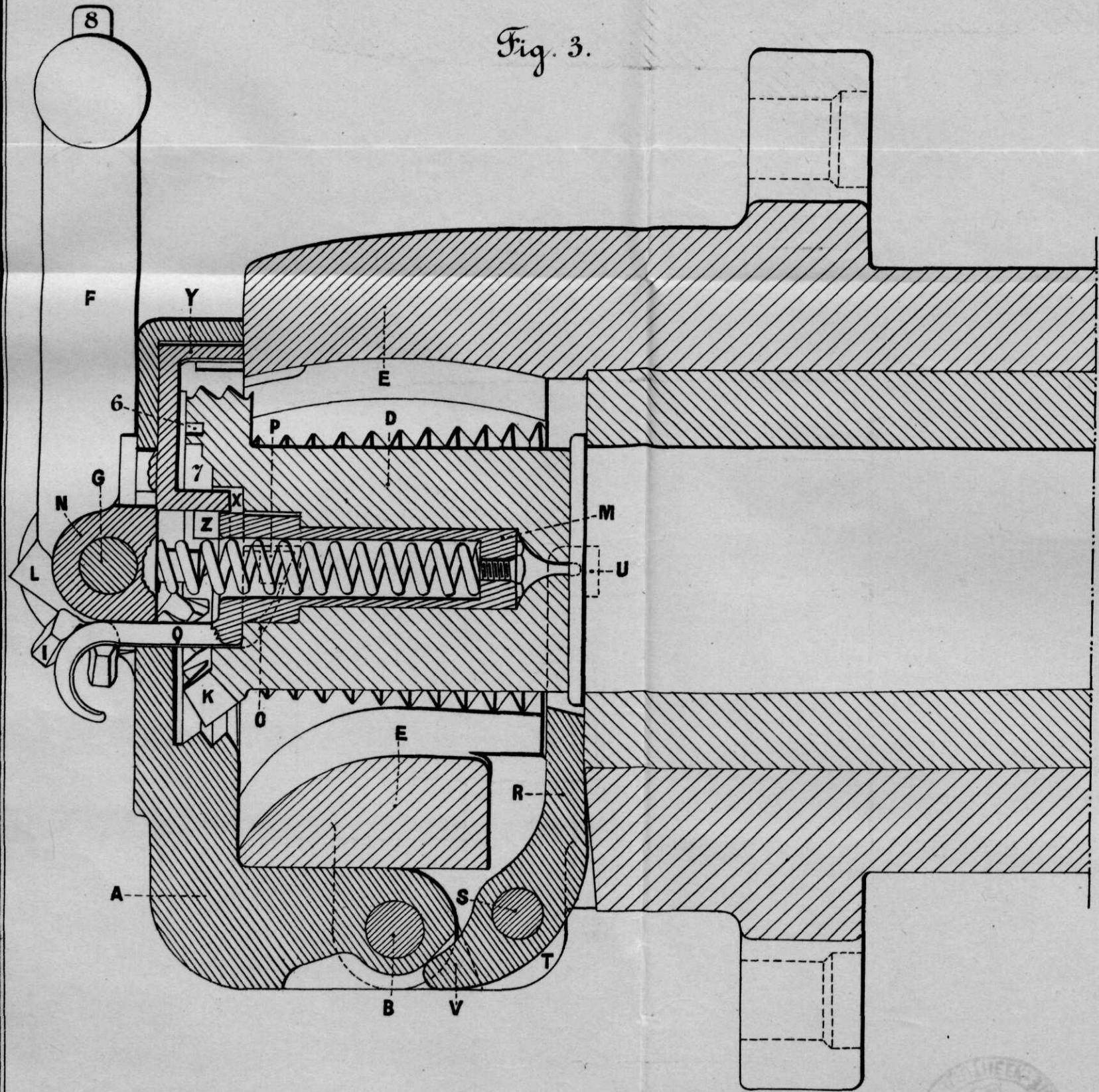


Fig. 4.

