

FIELD PRACTICE FOR TRIANGULATION  
BOOKING & REDUCTION

At SKP 105

SKP 101 =  $25^{\circ} 22' 59''$   
Datum '83 =  $07^{\circ} 12''$   
SKP 102 =  $145^{\circ} 28' 03''$   
NYS =  $242^{\circ} 38' 41''$

At NYS 18

KISM 26 =  $112^{\circ} 11' 06''$   
NYS 26 =  $176^{\circ} 19' 08''$   
Dam =  $138^{\circ} 33' 04''$   
Kawra =  $22^{\circ} 43' 39''$

At Dam

NYS 26 =  $82^{\circ} 41' 58''$   
SKP 107 =  $131^{\circ} 53' 48''$   
SKP 102 =  $208^{\circ} 55' 40''$   
SKP 105 =  $263^{\circ} 07' 18''$   
NYS 18 =  $318^{\circ} 32' 57''$

At SKP 102

SKP 105 =  $325^{\circ} 23' 23''$   
Dam =  $28^{\circ} 53' 52''$   
SKP 107 =  $67^{\circ} 39' 53''$   
NYS 26 =  $86^{\circ} 42' 39''$

At SKP 107

KISM 13 =  $23^{\circ} 26' 01''$   
Kibera =  $67^{\circ} 56' 19''$   
Dam =  $311^{\circ} 53' 53''$   
SKP 102 =  $247^{\circ} 39' 45''$

At NYS 26

NYS 18 =  $356^{\circ} 19' 01''$   
SKP 107 =  $303^{\circ} 26' 09''$   
SKP 102 =  $260^{\circ} 42' 33''$   
SKP 105 =  $62^{\circ} 38' 31''$

Datum bearing

SKP 105 - SKP 101 =  $25^{\circ} 22' 47''$   
SKP 105 - SKP 102 =  $145^{\circ} 22' 52''$   
SKP 102 - SKP 107 =  $67^{\circ} 39' 41''$   
NYS 18 - KISM 26 =  $112^{\circ} 10' 37''$   
NYS 18 - Kawra =  $23^{\circ} 43' 24''$   
SKP 107 - KISM 13 =  $23^{\circ} 26' 11''$   
SKP 107 - Kibera =  $67^{\circ} 56' 29''$

write in this margin

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STATION	Observed	Correction	F.B	B.B	Provisional bearing
<b>@ SKP 105</b>					
SKP 101	25° 22' 59"	-12			25° 22' 47" (1)
DAM	83° 07' 12"	(-11.5)	83° 07' 00" (3)	83° 07' 05" (22)	83° 07' 03" (3)
SKP 102	145° 23' 03"	-11			145° 22' 52" (4)
NYS 26	242° 38' 41"	(-11.5)	242° 38' 29" (1)	242° 38' 22" (23)	242° 38' 26" (5)
<b>@ SKP 102</b>					
SKP 105	325° 23' 23"	-31"			325° 22' 52" (2)
DAM	28° 55' 52"	(-21.5)	28° 55' 30" (6)	28° 55' 27" (24)	28° 55' 29" (3)
SKP 107	67° 39' 53"	-12"			67° 39' 41" (4)
NYS 26	86° 42' 39"	(-21.5)	86° 42' 17" (1)	86° 42' 24" (25)	86° 42' 21" (5)
<b>@ NYS 18</b>					
KISM 26	112° 11' 06"	-29			112° 10' 37" (1)
NYS 26	176° 19' 08"	(-22)	176° 18' 46" (7)	176° 18' 52" (26)	176° 18' 49" (3)
DAM	138° 33' 04"	(-22)	138° 32' 42" (1)	138° 32' 44" (27)	138° 32' 43" (3)
KARURA	22° 43' 39"	-15			22° 43' 24" (1)
<b>@ SKP 107</b>					
KISM 13	23° 26' 01"	+10			23° 26' 11" (1)
KIBERA	67° 56' 19"	+10			67° 56' 29" (1)
DAM	311° 53' 33"	(+5.3)	311° 53' 38" (12)	311° 53' 35" (28)	311° 53' 37" (34)
SKP 102	247° 39' 45"	-4			247° 39' 41" (1)
<b>@ DAM</b>					
NYS 26	82° 41' 58"	(-13.25)	82° 41' 45" (14)	82° 41' 45" (29)	82° 41' 45" (35)
SKP 107	131° 53' 48"	-10	131° 53' 35" (16)	131° 53' 38" (13)	131° 53' 37" (1)
SKP 102	208° 55' 40"	-10	208° 55' 27" (17)	208° 55' 30" (7)	208° 55' 29" (3)

@ Dam use the B.B - Observed = correction

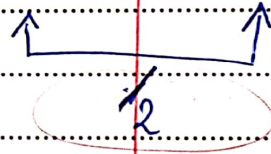
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-10 + -10 - 18 - 15

$\frac{-53}{4}$

13.25

Stations	Observed	Corrections	F. B	B. B	Provided beam
SKP 105	263° 07' 18"	-18	263° 07' 05" <sup>(18)</sup>	263° 07' 00" <sup>(14)</sup>	263° 07' 00"
NYS 18	318° 32' 57"	-15	318° 32' 44" <sup>(19)</sup>	318° 32' 42" <sup>(17)</sup>	318° 32' 42"
<i>@ NYS 26</i>					
NYS 18	356° 19' 01"	-15	356° 18' 52" <sup>(20)</sup>	356° 18' 46" <sup>(10)</sup>	356° 18' 46"
SKP 107	303° 28' 09"	<u>-9.25</u>	303° 26' 00"	one way	303° 26' 00"
DAM	262° 41' 49"	-4	262° 41' 45" <sup>(21)</sup>	262° 41' 45" <sup>(13)</sup>	262° 41' 45"
SKP 102	266° 42' 33"	-16	266° 42' 24" <sup>(22)</sup>	266° 42' 17" <sup>(8)</sup>	266° 42' 17"
SKP 105	62° 38' 31"	-2	62° 38' 22" <sup>(20)</sup>	62° 38' 20" <sup>(9)</sup>	62° 38' 20"



check

B.B + F.B =

