

On the following question find out the included angle and correct bearing of line.

Line

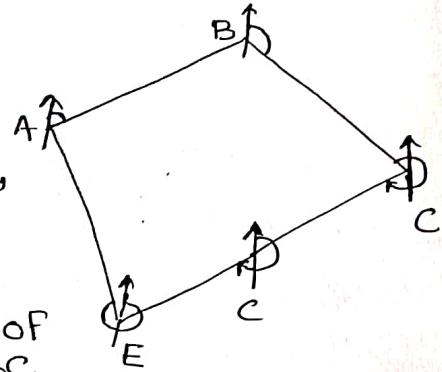
| Line | <u>FB</u> | <u>BB</u> |
|------|------------------|------------------|
| AB | $68^{\circ}15'$ | $248^{\circ}15'$ |
| BC | $148^{\circ}15'$ | $326^{\circ}15'$ |
| CD | $224^{\circ}30'$ | $46^{\circ}00'$ |
| DE | $217^{\circ}15'$ | $38^{\circ}15'$ |
| EA | $327^{\circ}45'$ | $147^{\circ}45'$ |

05.05.20

Ans :-

(a) Calculation of included angles

$$\begin{aligned}\text{Included angle } \angle A &= \text{BB of EA} - \text{FB of AB} \\ &= 147^{\circ}45' - 68^{\circ}15' \\ &= 79^{\circ}30'\end{aligned}$$



$$\begin{aligned}\text{Included angle } \angle B &= \text{BB of AB} - \text{FB of BC} \\ &= 248^{\circ}15' - 148^{\circ}45' \\ &= 99^{\circ}30'\end{aligned}$$

$$\begin{aligned}\text{Included angle } \angle C &= \text{BB of BC} - \text{FB of CD} \\ &= 326^{\circ}15' - 224^{\circ}30' \\ &= 101^{\circ}45'\end{aligned}$$

$$\begin{aligned}\text{Included angle } \angle D &= \text{BB of CD} - \text{FB of DE} \\ &= 46^{\circ}00' - 217^{\circ}15' \\ &= -171^{\circ}15' + 360^{\circ} \\ &= 188^{\circ}45'\end{aligned}$$

$$\begin{aligned}\text{Included angle } \angle E &= \text{BB of DE} - \text{FB of EA} \\ &= 38^{\circ}15' - 327^{\circ}45' \\ &= -289^{\circ}30' + 360^{\circ} \\ &= 70^{\circ}30'\end{aligned}$$

$$\text{check, } (2N-4) \times 90^{\circ} = (2 \times 5 - 4) \times 90^{\circ} = 540^{\circ} 00' \\ \angle A + \angle B + \angle C + \angle D + \angle E = 540^{\circ} 00'$$

(b) Calculation of corrected bearing

We observed that Line AB is free from local attraction.
So, station A, B is free from local attraction.

(i) FB of BC should be correct.

$$\text{Actual BB of BC should be,} \\ 148^{\circ}15' + 180^{\circ} = 328^{\circ}45'$$

But the observed bearing is $326^{\circ}15'$.

$$\text{Correction} = 328^{\circ}45' - 326^{\circ}15' = +2^{\circ}30'$$

(ii) Correct FB of CD = $224^{\circ}30' + 2^{\circ}30'$
 $= 227^{\circ}0'$

The actual BB of CD should be,

$$227^{\circ}0' - 180^{\circ} = 47^{\circ}$$

But the observing bearing of CD = $46^{\circ}0'$
So, a correction = $47^{\circ} - 46^{\circ} = +1^{\circ}$

(iii) Correct FB of DE = $217^{\circ}15' + 1^{\circ} = 218^{\circ}15'$

$$\text{The actual BB of DE} = 218^{\circ}15' - 180^{\circ} = 38^{\circ}15'$$

which is equal to the observed BB of DE. So, station E is also free from local attraction.

(iv) Since stations A and E are both free from local attraction
the FB and BB of EA are correct.

| <u>Line</u> | <u>Corrected FB</u> | <u>Corrected BB</u> |
|-------------|---------------------|---------------------|
| AB | $68^{\circ}15'$ | $248^{\circ}15'$ |
| BC | $148^{\circ}45'$ | $328^{\circ}45'$ |
| CD | $227^{\circ}00'$ | $47^{\circ}00'$ |
| DE | $218^{\circ}15'$ | $38^{\circ}15'$ |
| EA | $327^{\circ}45'$ | $147^{\circ}45'$ |

Local Attraction

- A magnetic needle indicates the north direction when properly suspended. But if the needle comes in contact with the magnetic substance such as iron or ice. It is found to deflect from its true direction and does not show the actual north. Thus disturbing influence at the magnetic substance is called local attraction.
- By measuring the FB and BB helps to detect local attraction by the relation of, $BB \pm FB = 180^\circ$
- '+' sign chosen when $FB < 180^\circ$.
- '-' sign chosen when $BB - FB > 180^\circ$.

Problem:-

Following are the observed bearing of the lines of a traverse ABCDEA with a compass in a place where local attraction is suspended. Find which station is free from local attraction.

| <u>Line</u> | <u>AFB</u> | <u>BB</u> |
|-------------|------------|-----------|
| AB | 191°45' | 13°0' |
| BC | 39°30' | 222°30' |
| CD | 22°15' | 200°30' |
| DE | 242°45' | 62°45' |
| EA | 330°15' | 147°45' |

- By the relation, $FB - BB = 180^\circ$

For line AB, $191^\circ 45' - 13^\circ = 178^\circ 45'$

We observed that line EA is free from local attraction.

(i) FB of EA = $330^\circ 15'$ (correct)

BB of EA = $147^\circ 15'$ (observed)

Actual BB of EA = $330^\circ 15' - 180^\circ = 150^\circ 15'$

Correction = $150^\circ 15' - 147^\circ 15' = 2^\circ 30'$

(ii) Correct FB AB = $191^\circ 45' + 2^\circ 30' = 194^\circ 15'$

Actual BB AB should be,

$$194^\circ 15' - 180^\circ = 14^\circ 15'$$

Correction = $14^\circ 15' - 13^\circ = +1^\circ 15'$

$$(iii) \text{ Correct FB of BC} = 39^\circ 30' + 1^\circ 15' = 40^\circ 45'$$

$$\text{Actual BB of BC} = 40^\circ 45' + 180^\circ = 220^\circ 45'$$

$$\text{Correction} = 220^\circ 45' - 222^\circ 30' = -1^\circ 45'$$

$$(iv) \text{ Correct FB of CD} = 22^\circ 15' - 1^\circ 45'$$

$$= 20^\circ 30'$$

$$\text{Actual BB of CD} = 20^\circ 30' + 180^\circ = 200^\circ 30'$$

$$\text{Correction} = \cancel{200^\circ 30'}$$

| <u>Line</u> | <u>Corrected FB</u> | <u>Corrected BB</u> |
|-------------|---------------------|---------------------|
| AB | 194° 15' | 14° 15' |
| BC | 40° 45' | 220° 45' |
| CD | 20° 30' | 200° 30' |
| DE | 222° 45' | 62° 45' |
| EA | 330° 15' | 150° 15' |