(1)- Mark Longitude scale according to present latitude.
(2)- Mark assumed position (AP) (made up of assumed latitude & assumed longitude
(3)- Draw on Azimuth (Zn) (direction of Sun indicted with arrows)
(4)- Mark intercept - reference to the AP - either towards the sun from AP or away.
(Example below is 'towards').
(5)- Extend the intercept perpendicular to the azimuth (Zn) forming a 'line of position'
(which if extended would form a position circle). You are *definitely* somewhere on this
line.
(6)- Mark on original DR (Lat. and Long) and transfer onto LOP to DR1

(7)- Draw on RUN from line of position (preferably from your 'probable' position.
(8)- Transfer the 'line of position' (becomes 'transferred position line'). Marked
with two arrow heads.
(9)- Point 9 becomes DR2. Used for a 2nd Sun Sight if a Mer Pass. wasn't
possible.
(10)- Draw on Meridian Passage
(11)- Now, we are *definitely* on the transferred line of position and *definitely* on
the Mer Pass. Therefore the only place we can be is at their intersection - our Fix
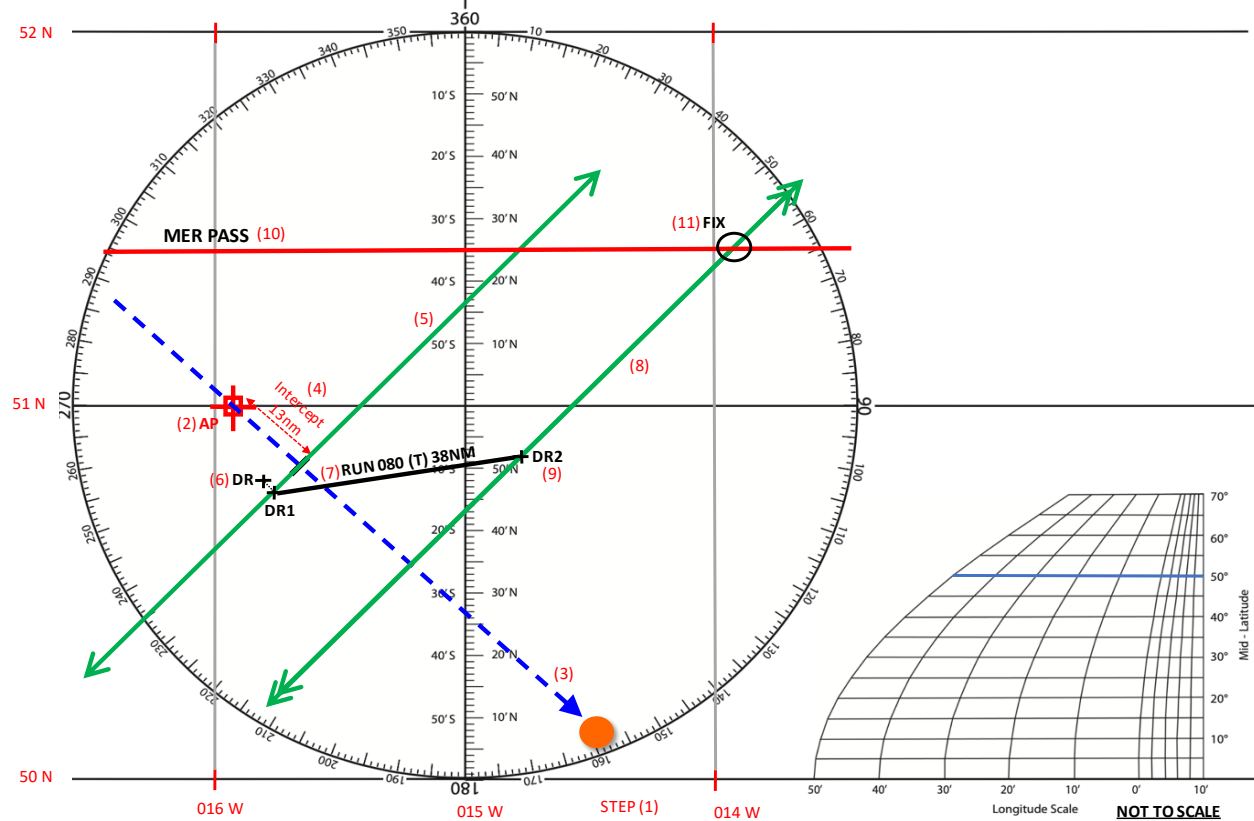
NOTE1 – If a Meridian Passage sight is taken first followed by an afternoon sun sight then it is the Mer pass that
gets transferred instead of the morning sight.

NOTE2 – Sometimes a Mer Pass is not possible (for example when cloud is experienced around midday). In this
instance two sun sights become necessary. The 2nd of the two sun sights is plotted in the same way as the first.
When plotting, go through the same steps (2 to 5). REMEMBER though to use a new DR. This is obtained by
plotting the 1st sun sight and the run that has been undertaken since this 1st sight.