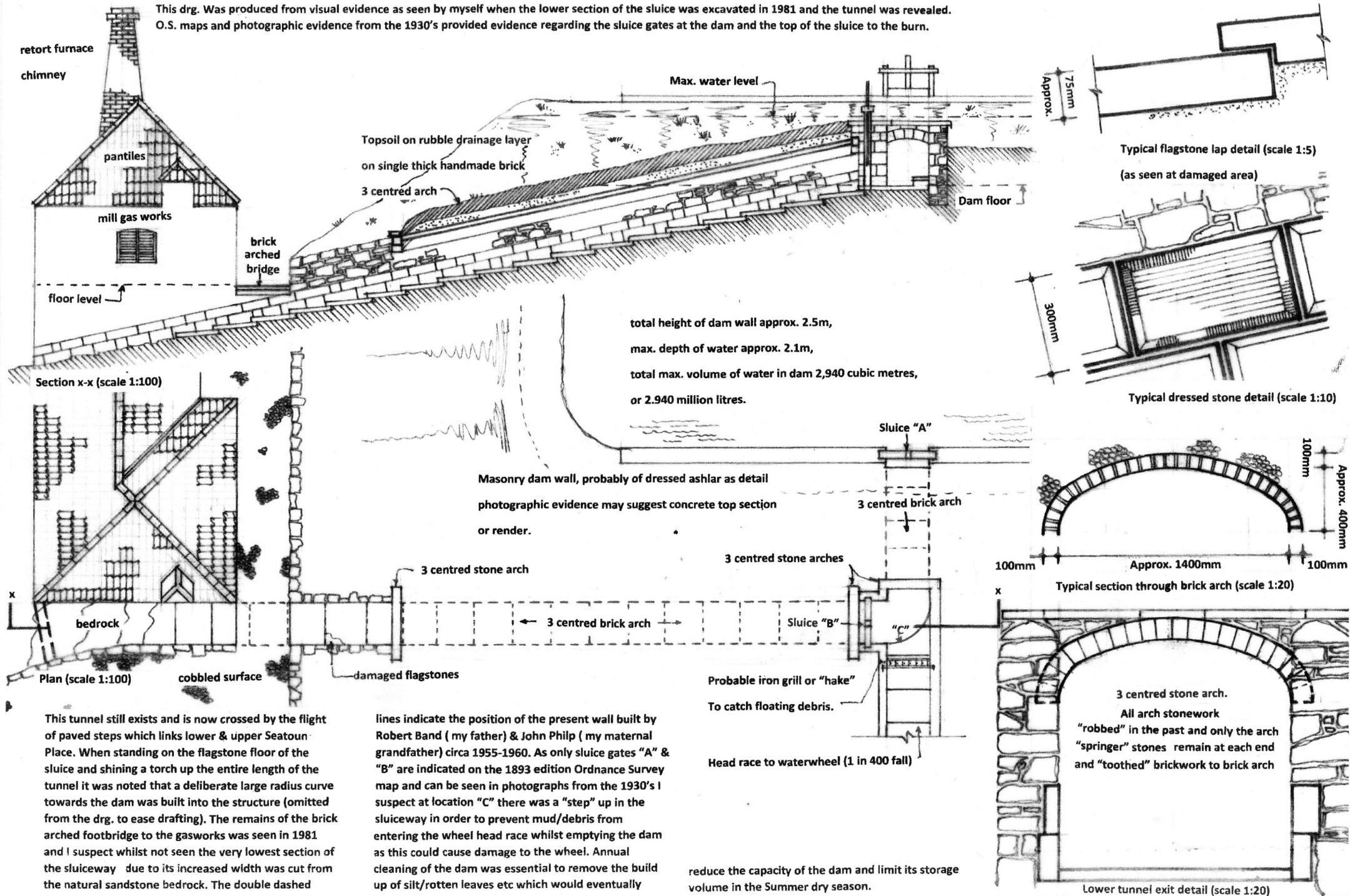


Largo Mill. Dam emptying sluice plan, section & details (scales as shown), Sept. 2018. John Band

This drg. Was produced from visual evidence as seen by myself when the lower section of the sluice was excavated in 1981 and the tunnel was revealed. O.S. maps and photographic evidence from the 1930's provided evidence regarding the sluice gates at the dam and the top of the sluice to the burn.



This tunnel still exists and is now crossed by the flight of paved steps which links lower & upper Seatoun Place. When standing on the flagstone floor of the sluice and shining a torch up the entire length of the tunnel it was noted that a deliberate large radius curve towards the dam was built into the structure (omitted from the drg. to ease drafting). The remains of the brick arched footbridge to the gasworks was seen in 1981 and I suspect whilst not seen the very lowest section of the sluiceway due to its increased width was cut from the natural sandstone bedrock. The double dashed

lines indicate the position of the present wall built by Robert Band (my father) & John Philp (my maternal grandfather) circa 1955-1960. As only sluice gates "A" & "B" are indicated on the 1893 edition Ordnance Survey map and can be seen in photographs from the 1930's I suspect at location "C" there was a "step" up in the sluiceway in order to prevent mud/debris from entering the wheel head race whilst emptying the dam as this could cause damage to the wheel. Annual cleaning of the dam was essential to remove the build up of silt/rotten leaves etc which would eventually

reduce the capacity of the dam and limit its storage volume in the Summer dry season.