## 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. retort furnace chimney Max. water level Topsoil on rubble drainage layer Typical flagstone lap detail (scale 1:5) pantiles on single thick handmade brick (as seen at damaged area) 3 centred arch mill gas works brick arched floor level total height of dam wall approx. 2.5m, max. depth of water approx. 2.1m, total max. volume of water in dam 2,940 cubic metres, Section x-x (scale 1:100) Typical dressed stone detail (scale 1:10) or 2.940 million litres. Sluice "A Masonry dam wall, probably of dressed ashlar as detail 3 centred brick arch photographic evidence may suggest concrete top section or render. 3 centred stone arches 100mm Approx. 1400mm 100mm 3 centred stone arch Typical section through brick arch (scale 1:20) bedrock -damaged flagstones cobbled surface Plan (scale 1:100) Probable iron grill or "hake" 3 centred stone arch. To catch floating debris. All arch stonework This tunnel still exists and is now crossed by the flight lines indicate the position of the present wall built by "robbed" in the past and only the arch of paved steps which links lower & upper Seatoun Robert Band (my father) & John Philp (my maternal "springer" stones remain at each end Place. When standing on the flagstone floor of the grandfather) circa 1955-1960. As only sluice gates "A" & Head race to waterwheel (1 in 400 fall) and "toothed" brickwork to brick arch sluice and shining a torch up the entire length of the "B" are indicated on the 1893 edition Ordnance Survey tunnel it was noted that a deliberate large radius curve map and can be seen in photographs from the 1930's I towards the dam was built into the structure (omitted suspect at location "C" there was a "step" up in the from the drg. to ease drafting). The remains of the brick sluiceway in order to prevent mud/debris from arched footbridge to the gasworks was seen in 1981 entering the wheel head race whilst emptying the dam and I suspect whilst not seen the very lowest section of as this could cause damage to the wheel. Annual the sluiceway due to its increased width was cut from cleaning of the dam was essential to remove the build reduce the capacity of the dam and limit its storage the natural sandstone bedrock. The double dashed up of silt/rotten leaves etc which would eventually volume in the Summer dry season. Lower tunnel exit detail (scale 1:20)