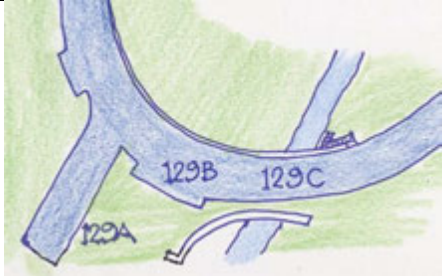


BRECON AND MONMOUTHSHIRE CANAL MONUMENTS RECORD CARD

Monument
Number:
MB129C
Llanfoist Fawr
GOVILON

Monument Name:	Aqueduct over the Llanwenarth brook
Map Reference:	326353 213677
Official Status:	Listed Building Grade II (Reference: 33/C/38(6)) World Heritage Site
Description:	
	The important engineering challenge of keeping to the contour and crossing the Llanwenarth brook are dealt with in the same fashion as the Clydach. This was also the ideal place for a dry dock, with a flat place alongside a stream. Stevens found windlasses which have disappeared.

List Description from Historic Wales website:

Carries the canal around the steep hillside and cover the stream down from Cwm Llanwenarth. Immediately south-west of and high above Govilon. To south if aqueduct over road from Govilon to Twyn Allws.

History: The Brecknock and Abergavenny Canal was promoted in 1792 to connect the upper Usk valley to the Monmouthshire Canal at Pontymoile and from there to the sea at Newport. Construction began in 1797, with Thomas Dadford as engineer, and the first section, from Gitwern to Llangynidr was completed in that year with the stretch as far as Brecon following in 1800. Work then stopped for a time with the result that the section to the Blaenavon Road east of Govilon was not completed until 1805, now with Thomas Cartwright as engineer. Further funds had to be raised and the last section from west of Llanfoist to Pontymoile was completed between 1809 and 1812, with William Crosley as engineer. Linked to tramroads, the canal was an important artery for trade in iron, lime and coal. In 1865 the Monmouthshire and the Brecknock and Abergavenny Canal Companies merged becoming the Monmouthshire and Brecon Canal Company. Later still the canal was bought out by the Great Western Railway and gradually the canal was run down until it was finally abandoned in 1962. Restoration work was begun in 1964 and is still ongoing.

Description: This aqueduct lies within the section completed in 1805 under Thomas Cartwright. The line of this canal closely follows the contours with the result that instead of locks there are embanked aqueducts on sharp bends. In several places these streams

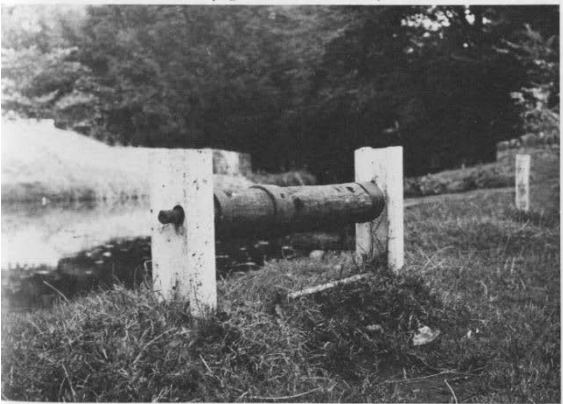
serve as feeders for the canal with half their water being diverted into the canal and the remainder passing under the aqueduct. High, roughly courses, masonry revetment on downhill side forms an embanked aqueduct to carry the canal around the corner and over the stream which passed under a segmental arch with voussoirs. Flat parapet with pilaster end strips. To west the parapets continue into a rubble wall bordering the tow path around the bend and include an unexplained pair of tall stone gate-piers. Listed as a scarce and well-preserved engineering feature on an important stretch of this canal.

Images:



Plate 25 The dry dock at Govilon with the river aqueduct in the background. There are stop plank grooves in the left foreground and a drain paddle for the dock in the right foreground. The water drains through a culvert to the river near the aqueduct. Note the windlass to the left of the paddle for lifting a drain plug from the bed of the canal.

Plate 26 Drain plug windlass near Govilon dry dock.



Images from R A Stevens' book



Condition:
Good.

References:

Nicholson's guides to the Waterways, vol 3, South-west, p49-55, (n.d.).
R A Stevens, Brecknock & Abergavenny and Monmouthshire Canals (Towpath Guide No 2), (Cambridge, 1974), p50.

Notes: