





It gives me great pleasure to introduce our 2019 Annual Report. It has been a challenging year but this has not compromised either the discharge of our statutory obligations or our stewardship of the harbour's natural environment.

Unforeseen disruption of aggregate imports in 2019 has had a serious impact on the Board's commercial income and reversed the steady growth achieved over the last 5 years, with deliveries down 40% to 355,000 tonnes. The causes of this disappointing outcome, namely the absence for over half the year of the vessel supplying Kendall's Wharf and the suspension of processing operations at Bedhampton Wharf, demonstrate the vulnerability of the Board to factors beyond its control and remind us that the viability of the authority cannot be taken for granted. The success of the harbour is firmly linked with the aggregates trade and it will be important that we continue to encourage and facilitate traffic to both of the harbour's wharves.

Recreational income also weakened this year, with tidal mooring occupancy continuing to decline and a reduction in the number of trailer-launched boats on the public slipways. There was a small decline in the number of Personal Watercraft permits issued but this did not materially affect activity on the water, where our team of patrol officers once again showed patience and good humour in keeping the harbour safe for all of our users during the very busy summer holidays. Speeding in the harbour continues to be the commonest regulatory issue, resulting in nineteen formal warnings and three prosecutions in 2019. One of these prosecutions has been successful and two will be heard in early 2020.

Proposals for the improvement of coastal defences at Langstone are the most recent in a comprehensive programme of coastal management around Langstone Harbour.

This work, which is being delivered by the Eastern Solent Coastal Partnership, reminds us that rising sea level is a serious threat to coastal infrastructure and parts of the local community and may already be having an impact on the harbour as a supporting habitat for wild birds and plant life. We continue to work with the RSPB to monitor bird populations and improve the success of breeding colonies in the harbour.

This year, our Annual Report contains information on age and gender diversity of the Board and its workforce. As a small, stable organisation the opportunity to change the workforce profiles is limited. However, we are committed to recruiting from as broad a talent pool as possible as opportunities to improve diversity arise.

One of the ways we are able to bring the Board and its work to the attention of the wider community is through our annual Open Forum event, hosted by the Langstone Harbour Advisory Committee. I am pleased to say that this year's event was very well attended, with members of the Board and Advisory Committee joined by a large public audience interested in hearing about the activities of the Board and other organisations closely connected with the harbour. The representation of stakeholders on our Advisory Committee is one of the most important aspects of our constitution and I am grateful to them for the advice and support they have provided in 2019.

COUNCILLOR JACKIE BRANSON
Chairman of the Langstone Harbour Board

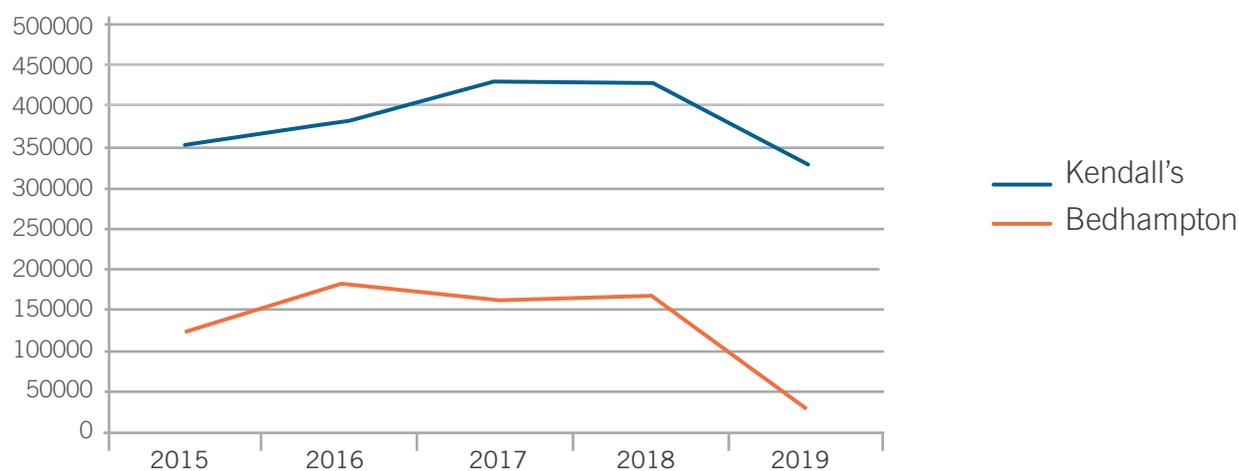
1. HARBOUR ACTIVITIES

Commercial

Aggregate imports in 2019 have decreased significantly, adversely impacting commercial and pilotage income. The total number of vessels fell 38% from 382 to 236, with throughput of dredged aggregates down 40% from 591,276 to 354,845 tonnes.

VESSEL VISITS (DREDGED AGGREGATES)	2016	2017	2018	2019
Vessels requiring pilotage service	146	73	103	69
Vessels operating under pilotage exemption	214	352	279	167
Total	360	425	382	236

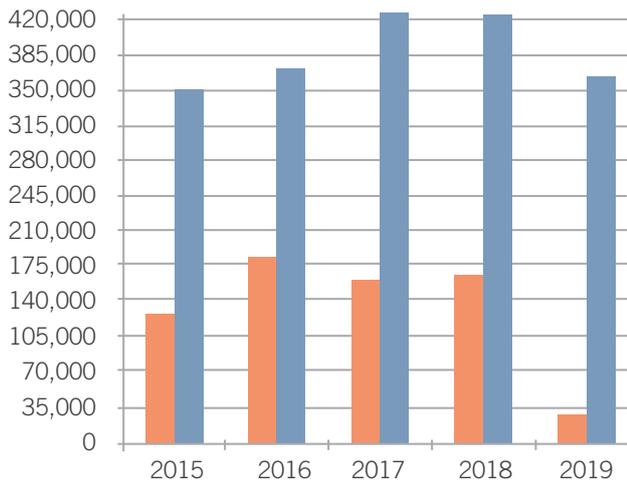
The causes of these disappointing results have been interruption of supply at Kendall's Wharf and lack of processing capability at Bedhampton Wharf.



Kendall's Wharf

Aggregate Industries, the owners of Kendall's Wharf, operate the vessel "Al Avocet", which is dedicated to supplying their facility with aggregates throughout the year. The vessel was taken out of service in December 2018 for a major refit and did not return to the Solent to resume supplies until the end of June 2018. Approximately 127,000 tonnes was supplied by chartered vessels during her absence. Having resumed supply at the end of June a failure of the vessel's dredge pump in September unfortunately interrupted supply for a further two and a half months. The inevitable result of this disruption has been a 23% reduction in the quantity of material imported through Kendall's Wharf in 2019, down to 325,000 tonnes.

	2015	2016	2017	2018	2019
Kendall's	351,235	378,820	429,338	425,247	325,231
Bedhampton	121,143	179,445	161,152	166,029	29,614



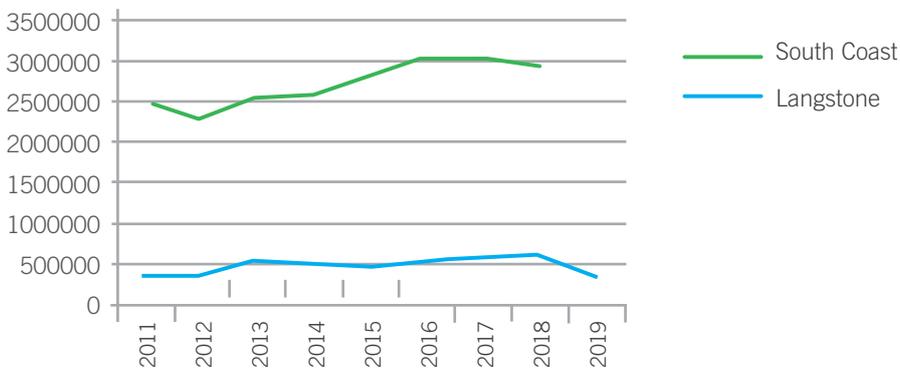
■ Bedhampton
■ Kendall's

Bedhampton Wharf

Supplies were maintained by the vessel "Arco Dee" until March 2019 when the processing plant was shut down for maintenance. We understand that repairs were subsequently discovered not to be viable and we were advised by Tarmac Ltd in June that the plant would be demolished later in the year. There have been no further cargoes through Bedhampton in 2019.

"Arco Dee" delivered 29,614 tonnes of material to Bedhampton in 2019, down 82% from 166,029 tonnes in 2018.

Regionally, South Coast landings of marine aggregates in 2018 fell 3.5% to 2.92Mt.



As can be seen below, the disruption to trade in 2019 has had a serious adverse impact on income from commercial dues. The indefinite suspension of operations at Bedhampton Wharf will reduce total aggregate imports through the harbour by about 150,000 tonnes annually for the foreseeable future. However, this reduction may be largely offset by increased supply to Kendall's Wharf, which was operating below capacity prior to and during the drydocking of "Al Avocet" between December 2018 and June 2019.

	2018	2019	%
Cargo Landed (mt)	591,276	354,845	-40.0
Harbour Dues	£191,806	£122,045	-36.4
Cargo Dues	£130,193	£ 80,795	-37.9



Pilotage

The Board provided an uninterrupted pilotage service in 2019. Our regular vessels “Al Avocet” (Kendall’s) and “Arco Dee” (Bedhampton), which have been absent for most of the year for reasons described above, would normally operate under Pilotage Exemption therefore the impact of their absence on pilotage income is small.

	2017	2018	2019
Pilotage	£63,231	£94,265	£65,138
Self-Pilotage (PEC)	£2,668	£2,187	£1,336

236 vessels subject to compulsory pilotage visited the harbour in 2019, of which 167 operated under exemption. 161 of the 212 vessels to Kendall’s Wharf operated under exemption and 6 of the 24 vessels to Bedhampton Wharf operated under exemption. The Board issued 3 new Pilotage Exemption Certificates and renewed 3 Certificates in 2019. At the end of the year there were 6 PECs in force.

ALL VESSEL VISITS	2016	2017	2018	2019
Vessels requiring pilotage service	146	73	103	69
Vessels operating under pilotage exemption	214	352	279	167
Vessels not subject to compulsory pilotage	70	55	51	33
TOTAL	430	480	433	269

Moorings and Recreation

Total mooring occupancy fell 3.4% to 507. This trend is entirely attributable to the declining popularity of tidal moorings, which resulted in a reduction of 18 compared to 2018. Occupancy of Deep Water Moorings was stable. Overall, mooring income decreased 3.2% to £94,581 and income from recreational harbour dues fell 4.9% to £54,128.

With the exception of water ski income, slipway activity also weakened across all categories. Income from all slipway activities fell 4.7%.

SLIPWAY INCOME (£)	2017	2018	2019
General	7,963	7,970	6,917
Water Ski	2,002	1,956	2,165
Personal Watercraft (PWC)	23,557	24,365	23,594
TOTAL ALL SLIPWAY ACTIVITIES	33,522	34,291	32,676

The table below shows the decline in launching activity during 2019, with annual payments down 6.7% and daily payments down 23.5%. Although there was undoubtedly some adverse weather effect on slipway activity there has been a noticeable decline in the number of trailer-launched boats in the past year.

SLIPWAY LAUNCHING (£)	2017	2018	2019
Annual Harbour Dues (All Vessels)	1135	1118	1043
Daily Harbour Dues (All Vessels)	412	412	315
Jetski Permits	224	233	224

Water Ski Raft

We assisted the Langstone Harbour Water Ski Association to remove their raft from the harbour for refurbishment early in the year. The raft was dismantled at the Broadmarsh slipway and the mooring components in Langstone Channel have been marked with temporary buoys pending the re-installation of the raft. LHWSA have sourced a replacement raft which is expected to be installed in 2020.

Enforcement

One prosecution was undertaken at the Portsmouth Magistrates Court concerning a PWC speeding in the harbour. The rider was found guilty and fined £650 with £650 costs at a case heard in December. Two further speeding cases from the 2019 season have been submitted to the court but not yet heard. 25 formal warnings were issued in 2019, most of these concerned speeding.

OFFENCES IN 2019	FORMAL WARNING	PROSECUTION
Boat Speeding (Byelaw 6)	5	0
PWC Speeding (Byelaw 6)	14	3
PWC Permit Infringements (Byelaw 53)	4	0
Water Skiing without Licence (Byelaw 51)	2	0

Anti-Social Behaviour

The Easter weekend saw the return of anti-social behaviour involving youths jumping from the Eastney pontoon footbridge. Police were called to the scene in April when 30-40 youths were climbing over the footbridge, throwing stones at the Hayling Ferry and shouting abuse at the harbour patrol team. However, the intervention of police patrols has not been effective in deterring this undesirable activity and we are considering other measures, including CCTV and additional signage, to improve the situation. After further recurrences of dangerous and anti-social behaviour by youths at the Eastney pontoon, during which one of our patrol officers was struck by a stone, we met with the Police in July and attempted to give them a better understanding of the problems faced by our patrol staff. The Police do not believe they are the solution to the problems we face and have drafted an 'Activity Plan' to address the problem.

Oil Spill Pollution Exercise

The Board is required to hold an Incident Management Exercise every three years to test the resilience of its oil spill contingency plan. Exercise 'Dunlin' was held on 13 August with representatives from our Tier 2 contractors, Adler & Alan, and the MCA present. The scenario simulated a response to a fuel leak from a vessel at Bedhampton Wharf and tested the capabilities of both the Board and its contractors in managing the major pollution impacts arising within the harbour and to seaward.

2. INFRASTRUCTURE & VESSELS

Coastal Infrastructure

- The Environment Agency has advised the Board that the managed realignment scheme at Southmoor will not now be undertaken. There is currently a partial breach of the seawall at Southmoor which is eroding the adjacent public footpath but there are no plans to undertake works to the sea defences.
- The Board has supported the application by Eastern Solent Coastal Partnership concerning Phase 4b of the Portsea Island Flood and Coastal Erosion Management Scheme between Milton Common and Kendall's Wharf. The proposal is to encase and heighten the existing wall, raise and improve the path behind the wall to improve access and allow users to still see the harbour. There will be landscaping and interpretation behind the wall to improve the public realm. Additionally ESCP propose ecological enhancements to the wall including textured surfaces which will allow easier colonisation by marine flora and fauna; artificial rock pools, and the creation of a bird roosting island.

Aquind Interconnector

Proposals originally submitted by AQUIND Limited in 2018 to establish a new underground and subsea electric power transmission link to connect the UK and French electric power grids have progressed during 2019. The Preliminary Environmental Information Report was issued by Aquind Ltd in February. The project concerns the construction and operation of an electricity interconnector between France and UK, including a new marine and onshore High Voltage Direct Current (HVDC) power cable transmission link between Normandy in France and a converter station in Lovedean, Hants. The project will not intrude within LHB's jurisdiction as harbour authority (below Mean High Water) but does entail works close to the harbour. The Board has commented on working practices to minimise disturbance, the impact of works on SPA supporting habitat and the potential impact of works on seagrass beds in the harbour.

Additionally, we have met with project representatives to examine a number of methods and options being proposed for the landfall works at the Harbour entrance. The landfall phase of the works could last up to 12 months and it will be important to ensure that the vessels and equipment on site do not compromise the safety of traffic entering and leaving Langstone Harbour or transiting the Eastern Solent across the Langstone Fairway.

Application for a Development Consent Order was made at the end of 2019 and it was anticipated that operations would not begin before 2022.

Vessels

During the course of mooring maintenance with the vessel "Delilah" the performance of the deck winch deteriorated significantly and the transmission was subsequently found to be worn beyond its safe working life. Mooring work was suspended during April and May while the winch was overhauled, repaired and re-fitted.

The two RIBs continue to provide reliable service for our patrol team. A timber outbuilding has been erected in the Harbour Board compound to supplement the existing under-cover boat storage facilities for the two patrol vessels.

Pontoons

A programme of maintenance work has been identified for the Hayling linkspan and the entire Eastney pontoon infrastructure.



3. NAVIGATION & MARINE SAFETY



There were no reportable incidents in Langstone Harbour in 2019. Small craft incident data, including comparative data from previous years, is shown in section 6.

- The Solent Navigation and Pilotage Coordination Committee (SNPCC), comprising the pilotage authorities of Portsmouth Dockyard Port, Southampton, Portsmouth International Port, Langstone and Cowes, met in June 2019. The SNPCC Operations Group (SOG), which considers detailed issues of navigational safety and analyses accident investigations, met in November.

The pilotage authorities have discussed a wide range of issues over the past year, including the provision of VTS, the introduction of large aircraft carriers into the Dockyard Port of Portsmouth and the status of existing emergency arrangements in the Solent (SOLFIRE). Incidents involving weighted heaving lines and defective pilot ladders have also been closely monitored and new protocols have been established for reporting and dealing with these types of incident.

It has been proposed that a review of risk assessments concerning pilot transfer stations in the Solent is conducted early in 2020 to ensure that the boarding point locations are appropriately positioned to meet the changing traffic patterns entering from the east.

- Bathymetric surveys of Langstone Channel, Broom Channel and Sinah Lake were completed in September. No significant anomalies were present in the navigation channels. These surveys have been published on the Board's website.
- The Designated Person (ABPmer) attended the Harbour for a day on 26th August (Bank Holiday Monday) to observe the Board's procedures for patrols, enforcement and regulation of recreational activity in the harbour. Subsequently, the Board's Marine Safety Management System (MSMS) was selectively reviewed and audited by ABPmer on 21 October 2019. The Board was found to be compliant with the Port Marine Safety Code.
- The Board issued 29 Local Notices to Mariners in 2019, including 8 re-issued Notices. At the end of the year there were 19 Local Notices in force for Langstone Harbour.

The Board's Marine Safety Management System was selectively reviewed and audited by ABPmer on 21 October 2019.

4. ENVIRONMENT

Sea Wall at Southmoor

Following the Environment Agency's decision not to undertake a managed realignment scheme at Southmoor as proposed during 2018, the Langstone Residents Association presented a proposal to repair the increasingly damaged sea wall in order to preserve the circular walk at the site. The Association wish to manually plug the holes which have appeared in the deteriorating wall with hessian bags filled with gravel to maintain the accessibility of the sea wall for walkers until funding materialises for a more permanent solution.

The Association continue to pursue their desire to undertake temporary repair works to the damaged sea wall and have contacted the Environment Agency to request that as their proposals are of small scale, the work is consented without the usual licensing requirements from the Marine Management Organisation and Natural England. Meanwhile, winter storms continue to degrade the failing wall.

Fisheries Management Update

The Southern Inshore Fisheries and Conservation Authority (sIFCA) completed the public consultation for the Solent Dredge Permit Byelaw during early 2019. The Secretary of State had not confirmed the byelaw by the end of 2019 in part as a result of the national political turmoil which occurred during 2019. The byelaw, once confirmed, will prohibit the use of dredge equipment by vessels within the Solent unless authorised by a permit. This will support the development of sustainable bivalve fisheries in the Solent.

The sIFCA also began conducting a review of net fishing management for estuary, harbour and pier areas within the district during 2019. Consideration is being given into how these activities can be better managed to improve the support of fragile habitats, vulnerable species and nursery areas. Improved management is also being considered for fishermen to promote positive economic and social benefits for coastal communities.

Oysters

Motor Fishing Vessel "Angelle Marie" was chartered by the Southern IFCA during July to assist with their annual monitoring of the native oyster *Ostrea edulis* population in the Solent. Oysters have suffered significant declines over recent years, and monitoring the current population status produces evidence which can be used by the Southern IFCA Committee when determining whether stock levels are sufficient to allow the fishery to be opened during the forthcoming oyster season. Very low numbers of sizeable oysters were caught in Langstone Harbour, although some very small juveniles were encountered indicating that some successful reproduction and recruitment within the remaining population occurred last season.

As survey work illustrated that oyster beds Solent wide are "severely depleted", the sIFCA Committee resolved to close all oyster beds throughout the Solent to fishing during the 2019-2020 season utilising the "Temporary closure of shellfish beds" byelaw. A small number of vessels have been observed fishing for clams in the north of the harbour since the beginning of the dredge open season which runs from 1 November to 28 February.

Improved management is also being considered for fishermen to promote positive economic and social benefits for coastal communities.



Solent Oyster Project Larvae Collection

The Blue Marine Foundation's Solent Oyster Restoration Project has to date relayed 40,000 native oysters *Ostrea edulis* into the Solent's waters. The project aims to restore oyster beds in the Solent – once Europe's largest self-sustaining native oyster fishery. The project has recorded that brood stock oysters placed in cages around the Solent have spawned, and subsequent computer modelling work indicates that larvae are likely to travel in a easterly direction, with oyster larvae potentially travelling from as far as Beaulieu before settling in Langstone Harbour. To ground truth the model Blue Marine will be installing an oyster spat collector in Langstone harbour during 2020 to monitor larval settlement rates in the next phase of this ground breaking project.

Enforcement Undertaking

In response to a failure at a Southern Water pumping station and consequent pollution event in Langstone Harbour the Environment Agency suggested and "enforcement undertaking", where Southern Water pay for projects or works which will remediate the damage caused by the pollution event. Following receipt of a number of project proposals to the harbour office a project closely matching the requirements of the enforcement undertaking was chosen. The project selected and being sent forward to the Environment Agency for decision has been provided by the Blue Marine Foundation (BLUE).

In summary, BLUE intend to initiate the restoration of native oysters within Langstone harbour and quantify the biodiversity and water quality benefits they bring over a three-year period. Over the three years BLUE will restore a minimum of 250,000 oysters. A single adult oyster can filter up to 200 litres of water a day. Langstone will form part of BLUE's wider project to restore five million oysters to the Solent. Through the return of healthy oyster populations, the project will benefit local people, the environment and nature.

Southern Water - Water Quality meeting

At a meeting held during October representatives from Havant Borough Council, Portsmouth City Council, the Environment Agency and Southern Water committed to explore the possibility of running a regime of water quality testing within Langstone Harbour, following pressure from community group "Hayling Sewage Watch". It was agreed testing would be a valuable exercise as it would either show that water quality was good and therefore reassure harbour users or demonstrate that water quality was not as good as expected and prompt further investigations.

In Chichester Harbour, water quality is independently tested by Chichester Harbour Conservancy and analysed by Chichester District Council. The results of these tests, which show that water quality is broadly "excellent" under the Environment Agency's bathing water criteria, are published on the two organisations' websites, allowing confident promotion of the harbour as a recreation destination. A significant financial cost is associated with water quality testing and funding for this work is currently not available.

Southern Water "Beachbuoy" Service

A new reporting system called "Beachbuoy" is a voluntary service that Southern Water is choosing to provide in recognition of the amenity value of Langstone and Chichester harbours as recreational waters. It aims to provide harbour users with up-to-date information about releases so they can make an informed decision about whether or not to go into the water. The system allows people to sign up for real-time notifications via e-mail from the Southern Water website. To date, Beachbuoy has proved unsatisfactory to harbour users and so the Langstone Harbour Board continues to post traditional sewage discharge notifications on its website.





Co-ordinated Seal Monitoring

Co-ordinated monitoring of the number and species of seals using haul out sites in Langstone and Chichester Harbours continued during 2019, building a picture of the colony of seals now residing in Solent waters. Currently the monitoring scheme is a partnership between the Langstone Harbour Board and Chichester Harbour Conservancy, but during 2019 representatives from the National Trust based on the Isle of Wight joined the monitoring work, increasing our knowledge of utilisation of potential haul out sites on the island.

Combined peak seal counts



Oil Spill Preparedness Audit

During May an officer from the Maritime and Coastguard Agency (MCA) attended the harbour office to inspect our oil spill preparedness plan, Tier 1 oil spill equipment, training and exercise records. A gap in our exercise programme resulting from staff absence during 2018 was noted but the MCA were satisfied that this would be rectified by the Tier 2 incident management exercise held during August 2019. All other aspects of our oil spill preparedness were in line with MCA recommendations. The next audit will be conducted in 5 years' time.

Solent European Marine Site (SEMS) Annual Activity Reporting

The SEMS Relevant Authorities (RA), which include the Langstone Harbour Board, individually monitor their respective areas of responsibility and report on the activities that take place by completing an online survey every spring. This survey gathers details about changes in activities within the SEMS and asks RA's to report on any impacts these activities may be having upon the site. The survey responses form the basis of the SEMS Annual Management Report, which is discussed by the SEMS management group in late summer. A decrease in commercial fishing activity following the introduction of the Solent Dredge Fishing Byelaw in Langstone Harbour was reported this year. In addition high levels of bait digging which occur in the north of the harbour close to Southmoor were reported as having the potential to damage features of the site.

BLUE intend to initiate the restoration of native oysters within Langstone harbour and quantify the biodiversity and water quality benefits they bring over a three-year period.



Seabird Breeding data 2019

Species	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Black Headed Gulls	5023	4581	3643	3612	4532	3844 (785)	3472 (910)	4897 (1059)	5581 (1492)	3984 (1898)
Mediterranean Gulls	400	498	58	179	103	386 (398)	883 (697)	835 (442)	1737 (623)	128 (176)
Common Terns	161	181	92	85	117	118 (2)	104 (4)	154 (52)	149 (79)	110 (82)
Little Terns	61	57	40	26	32	36 (3)	11 (0)	36 (27)	57 (1)	49 (1)
Sandwich Terns	205	161	45	6	66	93 (70)	122 (49)	73 (44)	113 (42)	59 (20)

Number of active nests recorded in Langstone Harbour 2010 – 2019. Number of successfully fledged youngsters shown in brackets after nest numbers for 2010 -2019

2019 saw a mixed picture within Langstone Harbour's seabird breeding colony. Mediterranean gull numbers were down by over 1600 pairs of birds. Reports from Belgium however indicate that a colony there had an increase of almost the same number of birds compared with last year suggesting colony members had this year decided to reproduce on the continent.

Sandwich Tern numbers were also lower than the 2018 season. However the colony in Pagham was equivalently bigger during 2019 indicating that these birds had selected a different part of the Solent coastline this year.

Little tern parents were seen in good numbers but failed to fledge all but one chick as a result of predation, initially by a fox which got through the electric fence erected to protect the colony, as well as subsequent heavy predation by black headed gulls.

Rafts continue to be extremely successfully used as a breeding site by common terns, improving the breeding success rate of this species dramatically since their initial installation in 2017. Following this success other local organisations have installed rafts of their own: Chichester Harbour Conservancy (23 common terns fledged) and The Hampshire and Isle of Wight Wildlife Trust (3 pairs, 6 fledged) rafts further boosted common tern breeding productivity locally.

During 2019 the RSPB trialled the use of drone technology to monitor the seabird breeding colonies in Langstone Harbour. Limited disturbance to the colony was recorded at certain altitudes but this was eliminated by altering the height or direction of the drone. Analysis of footage collected by the drone of the colony revealed 64% more juvenile black headed gulls visible when compared with an equivalent conventional boat based survey. Currently analysis of drone footage is time consuming, but the methodology shows great promise for more accurate and less disturbing colony monitoring in the future.

Rafts continue to be extremely successfully used as a breeding site by common terns, improving the breeding success rate.

5. STAKEHOLDERS AND COMMUNITY

Advisory Committee

The Langstone Harbour Advisory Committee is a statutory stakeholder group constituted under the 1962 Order (as amended). As can be seen from the table below, members are drawn widely from the harbour community to represent both marine and environmental aspects of the harbour. The Advisory Committee meets one week prior to each Board meeting to consider the full Board agenda and is represented on the Board by the Chair and Vice Chair of the Committee.

In 2019 the Advisory Committee met 5 times. Planning proposals concerned with the Aquind Interconnector and new planning restrictions introduced to mitigate nitrate levels in the Solent have been of considerable interest. The Committee has also taken a keen interest in the review of the Hayling Ferry licence and charges, requiring that further information about the life-expectancy and cost of maintaining the pontoon infrastructure is brought forward so that the level of future subsidy provided by harbour stakeholders can be better understood.

Water quality in Langstone Harbour continued to be the Committee's primary concern. Despite the introduction of the online Beachbuoy stormwater release notification system by Southern Water, the Board continues to post discharge notifications on the LHB website. The Committee has expressed concern about the extent of discharges into the harbour and urged the local authority and the Environment Agency to press for improvements to Budds Farm Wastewater Treatment Works.

Constituted in 1999 order

Vacant	Royal Yachting Association (RYA)
Paul Tansom (Chair)	Portsmouth & Langstone Sailing Association (Tudor SC)
Brian Davies	Portsmouth & Langstone Sailing Association (Locks SC)
David West	Portsmouth & Langstone Sailing Association (Langstone SC)
Melvyn Gofton	Portsmouth & Langstone Sailing Association (Eastney Cruising Association)
Richard Morgan	Natural England (NE)
Chris Lycett	Hampshire & Isle of Wight Wildlife Trust (HIWWT)
Phil Grant	Langstone & District Wildfowling and Conservation Association (LADWACA)
Bob Comlay	Solent Protection Society (SPS)
Patrick Cooper	Southern Inshore Fisheries & Conservation Authority (sIFCA)
John Holloway	The Langstone Harbour Fishermen's Association (LHFA)
Wez Smith	Royal Society for the Protection of Birds (RSPB)
Chris Mussellwhite	Environment Agency (EA)

Nominated bodies

Simon Baldry	British Water Ski Federation (BWSF)
Mark Stephenson	Marine Aggregates (Aggregate Industries Ltd)
John Goodspeed	Friends of Langstone Harbour (FoLH)
Jim Hobson	Hampshire Countryside Service (HCS)

Observers

Joe Chamberlain	Portsmouth & District Canoe Club
Colin Hill	Hayling Ferry
Ruth Pelling	Historic England
Mark Pullen (Vice Chair)	Hayling Health Society (HHS)
Nathan Staley	Andrew Simpson Watersports Centre
Sam Underwood	Southern Water



The Harbour and the Community

- On the Board's behalf the Environment Officer and Harbour Master have promoted the harbour through talks and presentations in the local community and participation in a programme of guest lectures for Undergraduates and Masters students at the University of Portsmouth.
- The Langstone Harbour Open Forum was hosted by the Advisory Committee at Tudor Sailing Club on 24th October. The event attracted a capacity audience that heard interesting and thought-provoking presentations from the Eastern Solent Coastal Partnership, UK Border Force and Final Straw Solent. The popularity of this event is a welcome indicator of stakeholder and community engagement with the Langstone Harbour Board.



Photo by Paul Costen

6. ACCIDENTS & INCIDENTS

Commercial Vessels

There were 538 commercial vessel movements in 2019, 334 of which were under pilotage exemption. There were no reportable incidents involving commercial vessels in 2019.

ALL VESSEL MOVEMENTS 2019	
Vessels under 48m LOA	66
Vessels requiring pilotage service	138
Vessels operating under pilotage exemption	334
TOTAL	538

Small Craft Incident Data

2019 saw a slight decrease in the total number of small craft incidents for the year. As in the previous three years the highest incident rates (per year) were in the categories 'vessel adrift' and 'mechanical failure'.

Type of Incident	Jan	Feb	Mar	Apr	May	Jun	July	Aug	Sept	Oct	Nov	Dec	Total 2019	Total 2018	Total 2017	Total 2016
Capsize (with Personnel)													0	4	3	3
Collision						1	2		1				4	3	5	1
Fire													0	0	0	0
Fatality													0	1	0	0
Fouling					1								1	3	0	2
Grounding				2			1	2					5	1	6	5
Man Over Board													0	1	0	0
Mechanical Failure				1	4	5	3	4	1				18	13	14	23
Moored Vessel sunk/sinking	1	1			1		2				2		7	9	6	8
Vacant Mooring Adrift		1				1			1				3	1	2	0
Mooring Dragged				2									2	3	2	5
Near Miss							1	1					2	2	0	0
Obstruction to Navigation					1								1	0	0	2
Other Impact													0	1	0	0
Other			1		1	2	2	2	1		1	1	11	4	3	8
Pollution					1								1	1	0	0
Sinking Vessel (crew on board)													0	1	1	0
Stranding													0	0	2	2
Stranded Vehicle					1					1			2	0	0	0
Submerged Vehicle													0	1	0	2
Swimmers in Difficulty						1							1	0	1	1
Tender Adrift								1	5			1	7	10	1	9
Trips and Falls													0	0	1	1
Vandalism & Interference			2		1	2	2	1	3			1	12	8	8	7
Vessel Adrift		2	2	5		1	2		1	3	1	1	18	29	10	33
TOTAL	1	4	5	10	11	13	15	11	13	4	4	4	95	96	65	112



The table below shows the top six incident categories ranked by frequency, with shaded areas roughly indicating the seasonality of each category. Each incident is unique but we are able to make general comments on each category as follows:

Rank	Type of Incident	Jan	Feb	Mar	Apr	May	Jun	July	Aug	Sep	Oct	Nov	Dec	Total 2019	Total 2018	Total 2017	Total 2016
1	Vessel Adrift		2	2	5		1	2		1	3	1	1	18	29	10	33
2	Mechanical Failure				1	4	5	3	4	1				18	13	14	23
3	Vandalism & Interference			2		1	2	2	1	3			1	12	8	8	7
4	Other			1		1	2	2	2	1		1	1	11	4	3	8
5	Moored Vessel sunk/sinking	1	1			1		2				2		7	9	6	8
6	Tender Adrift								1	5			1	7	10	1	9

1. 'Vessel Adrift'

Most of the incidents in this category concern small boats coming adrift from their moorings as a result of defective or neglected mooring lines, which are less likely to be regularly attended to outside of the summer season when they may be in greater use.

2. 'Mechanical Failure'

The summer season is marked by a very significant increase in trailer-launched vessels, including PWCs, many of which do not appear to have undergone any pre-season checks prior to launching.

3. 'Vandalism & Interference'

Many of these incidents are minor intrusions on moored vessels. However, the presence of patrol officers on the water during the summer months encourages greater reporting in this category. A number of these incidents in 2019 related to interference with beached vessels awaiting disposal by the Board.

4. 'Other'

This category includes a wide range of miscellaneous incidents not covered elsewhere. Some of these, such as recovering property from the shoreline and attending to injured wild birds, do not involve third parties.

5. 'Moored Vessel Sunk/Sinking'

The frequency of this category has not changed in recent years. Most of these incidents concern neglected boats on tidal moorings.

6. 'Tender Adrift'

One of the main reasons for tenders adrift in the harbour is the impact of high equinoctial tides on tenders not secured at the shoreline. Such tides normally mobilise a number of tenders on a single tide.

7. STAFF & TRAINING

There have been no permanent staff changes in 2019. Between Easter and the end of October 6 seasonal patrol officers were recruited to ensure that the harbour was effectively monitored. Additionally, we have continued to employ a seasonal administration officer with office-based responsibilities during weekends and public holidays.

Board Member Training

The Harbour Manager and three members of the Board attended a Trust Port Board Member Governance Workshop at the British Ports Association in March. The one-day workshop included a policy briefing from DfT, extensive discussion about the organisation, effectiveness and performance of Boards and an overview of the key provisions of the Port Marine Safety Code. The workshop was attended by board members from a wide range of trust ports.

Staff Training

In addition to mandatory refresher training for staff with oil spill management, first aid and mobile plant responsibilities the Deputy and Assistant Harbour Masters successfully completed a Marine Accident Investigation course in October. Induction and refresher training was provided for new and returning members of the seasonal patrol team.

Sickness Absence

Average sickness absence in 2019 was 11.4 days per person. However, 83% of sickness absence related to two members of staff being treated for serious medical conditions.



8. CONSULTATION & DEVELOPMENT

The Harbour Board is a statutory consultee in respect of certain developments under the Town and Country Planning (General Development Procedure) Order 1995. The Planning Committee considered 38 applications in 2019. 14 applications were made through Portsmouth City Council and 24 applications through Havant Borough Council. The Board objected to 7 proposals primarily concerned with development of areas of land adjacent to the harbour for housing, parking facilities for motorhomes and a serviced campsite. The Langstone Harbour Management plan recommends that “the open area around the harbour is part of the harbour’s landscape and nature conservation value and should be retained and managed for these purposes in association with the harbour itself”.

Planning Authority	Feb	April	June	Sept	Dec
Portsmouth City Council	0	1	3	4	6
Havant Borough Council	0	5	3	7	9

The Board responded to a number of other consultations from government agencies throughout the year, including:

- (i) A consultation by HMRC on the ‘Implementation of the Court of Justice of the European Union (CJEU) judgment on diesel fuel used in private pleasure craft’. This foreshadows government legislation to remove the right of private pleasure craft to use red diesel for propulsion.
- (ii) A Call for Evidence by the Department for Transport concerning Air Pollutant Emissions from Domestic Vessels and Inland Waterways. This exercise has been undertaken to inform the Government’s Maritime 2050 strategy.





This section describes some of the Board's activity during the year and explains the proportional compliance with the Department for Transport's governance guidelines.

As laid down in the Board's governing Act¹ there were five Board meetings in 2019. Board meetings are open to the public and a record of Board meetings is available on the Board's website and at the Harbour Office for public inspection. Board members (see Section 11) including stakeholder representatives appointed from the Langstone Harbour Advisory Committee, do not receive remuneration.

Audit and Control

The annual internal audit was undertaken in between 7th & 10th May 2019 to evaluate the effectiveness of controls in place regarding the following:

Compliance with Financial Regulations	Budget Monitoring
Income	Expenditure
VAT	Petty Cash
Reconciliations	Payroll
Assets, including Debtors	Liabilities, including Creditors
IT Security	Contracts
Insurance	Significant risk exposures
Collation of Accounts	BACS Process
Treasury Management	Accounting Arrangements & System

The audit team found the Board's controls to be effective, noting one exception concerning GDPR training which was not considered to be material. The auditor also commented on the need to undertake succession planning to ensure that key positions are covered and business continuity maintained. The Board reviewed the effectiveness of the internal audit arrangements in 2019 and was satisfied with the internal controls. The external audit was completed in September with no issues raised.

Policy Review

Other work undertaken by the Board included a review of the Business Risk Register and review of the Board's Standing Orders. The Expenditure Authority Levels have been altered to improve the accountability of the Board and Officers for unforeseen expenditure. New provisions for contingency funding for larger projects have been agreed.

Strategic Review

Until 2014 the Board operated with an annual budget deficit which was met by a precept on the two constituent local councils. The deficit was eliminated in 2015 but the provisions of the Act² enabling the Board to call upon the constituent councils have been retained. The Board is not currently in a position to change these provisions.

Target Level of Return

In the context of the very limited scope of the Board's commercial activities and the limited market place the Board has not previously set an overall target level of return. However, a target level of return will be considered for inclusion in the next review of the Business Plan.

² Pier & Harbour (Langstone Harbour) Confirmation Act, 1962

Commercial Accountability

Investment is limited to replacement of the Board's fixed assets and infrastructure. The Board maintains a General Reserve fund and an Asset Replacement reserve, with cash deposits invested through a Public Sector Deposit Fund and a deposit with the Hampshire Trust Bank. A minimum reserve has been agreed by the Board. The Langstone Harbour Business Plan was reviewed by the Board in June 2017. Contracts are market tested and reviewed as appropriate and our statutory (stakeholder) Advisory Committee is consulted on all such matters that are considered by the Board.

The Board does not provide any in-house services that are not consulted on through the Advisory Committee and we therefore do not believe that an annual efficiency statement is appropriate to the Board's operation.

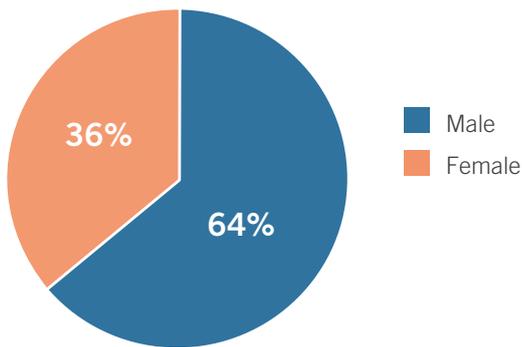
Stakeholder Benefit

At a meeting in June the Board agreed to extend the Hayling Ferry licence at the current discounted rate for a further two years. The significant local community and environmental benefits which the presence of a sustainable ferry service yields were taken into account in allowing the current charging structure to continue.

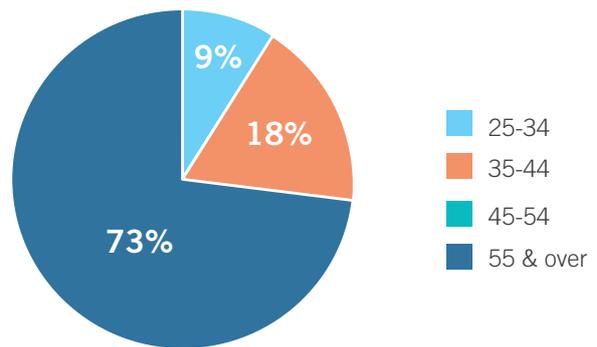
Diversity

Profiles of workforce age and gender diversity are shown below.

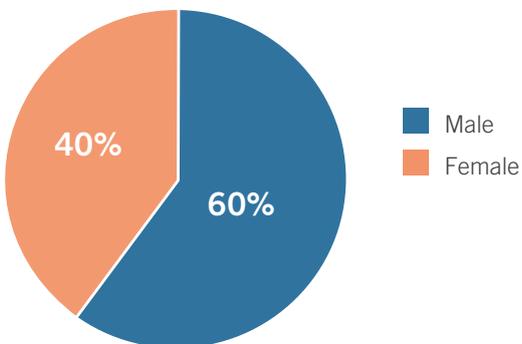
Workforce Gender Profile



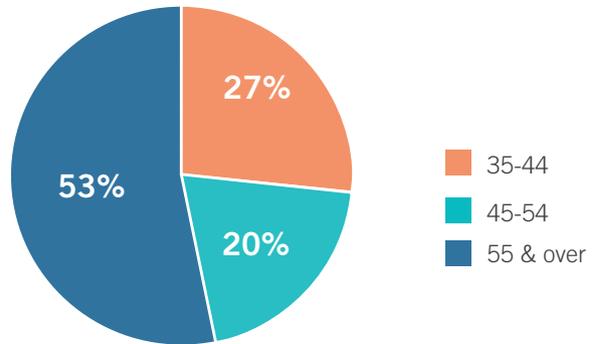
Workforce Age Profile



Board Gender Profile



Board Age Profile





Annual Reporting Requirements

The Board's Management Plan, Business Plan and Annual Report are publicly available and posted on our website. The Business Plan covers the period to 2021. A local Harbour Guide is also published annually and widely distributed as a free publication containing information about harbour regulation, safety and local tides.

A new 'Safety Plan for Marine Operations' was approved by the Board in April and this is available on the Board's website, supplemented by the following revised policies:

- Port Marine Safety Code – General Policy
- Navigational Safety Policy
- Pilotage Policy
- Environmental Protection Policy
- Enforcement & Prosecution Policy
- Training Policy

Compliance (PMSC)³

External audits have been conducted on the Board's Safety Management System and Register of Navigation aids. The Designated Person (ABPmer) attended the Harbour for a day on 26th August (Bank Holiday Monday) to observe the Board's procedures for patrols, enforcement and regulation of recreational activity in the harbour. Subsequently, the Board's Safety Management System was selectively reviewed and audited on 21 October 2019. The results of the MSMS audit were formally presented to the Board at the December meeting where the Designated Person affirmed that the Board was compliant with the Port Marine Safety Code and responded to questions from Board members about the audit and other aspects of the Code.

The Board indicated compliance with the requirements of the Port Marine Safety Code to the Maritime & Coastguard Agency in December 2017.

British Ports Association

For information about Government Policy, industry initiatives, regulatory matters and best practice the Board relies largely on its industry body, the British Ports Association. The Board is represented on the BPA Council and is an active member of the Association through its participation in the Regional Ports Working Group and other representative roles. The Chairman and Harbour Manager attended the 2019 BPA Conference in Belfast.

³ Port Marine Safety Code (Nov 2016)

10. THE BOARD

The Board comprises 15 members appointed in accordance with the 1962 Act, as amended. The Board's Register of Interests holds no declarations of interest or related party transactions for Board members or officers in the year 2019. At the Board's Annual General Meeting on 21 June 2019 Cllrs R Brent, T Coles, I Lyon and D Sanders, representing Portsmouth City Council, were replaced by Cllrs H Mason, R New and G Heaney; Cllrs R Cresswell and C Satchwell, representing Havant Borough Council, were replaced by Cllrs M Inkster and J Thain-Smith.

At the Annual General Meeting the Harbour Manager gave a presentation to the Board on the 'Functions & Governance of the Langstone Harbour Board', including the requirements of 'Ports Good Governance Guidance', published by the Department for Transport in March 2018. Members' attention was drawn to the guidance for both trust and municipal ports and both new and existing members were encouraged to acquaint themselves with the responsibilities outlined in the current guidance document.

Portsmouth City Council

Cllr Lee Mason (Vice Chairman)

Cllr Graham Heaney
Cllr Hugh Mason
Cllr Robert New
Cllr Jeanette Smith
Cllr Matt Winnington

Havant Borough Council

Cllr Jackie Branson (Chairman)

Cllr Mark Inkster
Cllr Julie Thain-Smith
Cllr Rosie Raines
Cllr Isobel Scott
Cllr Joanne Thomas

Hampshire County Council

Cllr Lance Quantrill

Advisory Committee

Mr Paul Tansom
Mr Mark Pullen

Standing Deputies

Cllr Matthew Atkins, PCC
Cllr Pamela Crellin, HBC
Cllr Michael Wilson, HBC

Officers of the Board

Capt. Nigel Jardine MNM MNI	Harbour Master/Manager
S P Kerr, BA, LL.M	Clerk to the Board
C C Braby ACMA, CGMA	Treasurer to the Board
Bryan Curtis MCIWEM C.WEM	Engineer to the Board



In the attendance table below, attendance in parentheses indicates that a deputy attended on behalf of the named member of the Board. Members' names in parentheses indicate members who resigned or were replaced at the Annual General Meeting in June. Committee membership is indicated as follows:

- F = Finance Sub Committee
- P = Planning Sub Committee
- J = Joint Working Party
- S = Staffing Sub Committee

	Committee	Feb	April	June	Sept	Dec
J Branson	J,F,P,S	✓	✓	✓	✓	✓
(R Brent)		✗	✗	-	-	-
(T Coles)		✗	✗	-	-	-
(R Cresswell)		✓	(✓)	-	-	-
G Heaney	-	✗	-	✓	✓	✓
M Inkster	J	-	-	✓	(✓)	✓
(I Lyon)		✗	-	-	-	-
H Mason		-	-	✗	✗	✓
L Mason	J,F,P,S	✓	✗	✓	✓	✓
R New		-	-	✗	✓	✗
M Pullen	J,F,S	✓	✗	✓	✓	✓
L Quantrill		✓	✓	✓	✓	✓
R Raines		✗	✓	(✓)	✓	✗
(D Sanders)		✗	-	-	-	-
(C Satchwell)		✓	✓	-	-	-
I Scott		✓	✗	(✓)	✓	✓
J Smith	J	✓	✗	✓	✗	✓
P Tansom	J,F,P,S	✓	✓	✓	✓	✓
J Thain- Smith		-	-	✗	✗	✓
J Thomas	J	✗	✓	✓	✓	✗
M Winnington	J	✓	✓	✓	✓	✓

11. FINANCE

Foreword to the 2018/19 Accounts

The final result for the financial year was a surplus of £55,579 to be compared with a 2017/18 deficit of £255,654. When comparing the outcome of this year with 2017/18, capital expenditure figures significantly. Last year saw the replacement of the Hayling Pontoon and a significant refurbishment of the Board's Mooring Lighter "Delilah". This year a new outside shelter to house one of the Board's Patrol RIBs incurred a cost of £3,942.

At operational level, (defined as the income and expense from the day to day operations of the Harbour), there was a significant fall in the surplus compared with last year.

	2018/19	2017/18
	£000	£000
Operating Income	738,547	680,435
Operating Expenditure	(682,700)	(592,424)
Operational Surplus	55,847	88,011
<u>Other Income</u>		
Disposal of Assets	0	7,458
Insurance Claim ("Delilah")	0	32,884
Income from Investments	3,674	3,412
<u>Other Expenditure</u>		
Storm damage repairs to "Delilah"	0	(46,534)
Capital Expenditure	(3,942)	(340,885)
Total surplus/(deficit)	55,579	(255,654)

Operational income saw a rise over last year of £59,000 the majority of which related to commercial shipping activity and fuel sales.

Operational expense rose by £91,000. Major repairs to the Harbour Office Roof and increased costs of operating the pilotage service and fuel purchases, (both in line with increased income), all contributed to this change.

Financial Performance

The table below shows the financial performance of the Board in the 5 years to 2018/19.

	14/15	15/16	16/17	17/18	18/19
	£000	£000	£000	£000	£000
Gross surplus/(deficit) including precept interest and grants	108	(5)	31	(256)	56
Operating Income	632	564	706	680	739
Operating Costs	621	589	638	592	683
Net Operating Income (i.e. excluding precept, grants and interest and capital)	11	(25)	68	88	56
Capital Investment	0	7	43	341	4
Commercial Harbour and Cargo Dues	290	246	299	325	314
Pilotage	72	61	114	58	110
Pilotage costs	55	50	93	48	85
Net Pilotage income	17	11	21	10	25
Total Commercial Shipping	307	257	320	335	339
Commercial shipping % of Turnover	49%	46%	45%	49%	46%
Reserves	563	559	590	334	390
Fixed Assets Values	642	632	665	904	908

INCOME AND EXPENDITURE ACCOUNT FOR THE YEAR ENDED 31ST MARCH 2018

INCOME	2018/19 (£)	2017/18 (£)
Commercial Harbour and Cargo Dues	314,296	325,071
Harbour Dues – Leisure	70,052	69,377
Slipway Launching	10,600	10,524
Pontoon Fees	33,675	33,028
Mooring Rents and Licences	111,920	104,394
Ferry Passenger Dues	14,405	18,097
Boatshed and Boatyard Fees	14,989	15,671
Services Rendered	3,742	2,010
Sale of Fuel	48,645	39,095
Pilotage Charges	110,028	58,139
Interest Income	3,674	3,412
Insurance Claim	0	32,884
Disposal of Assets	0	7,458
Other Income	6,195	5,029
Local Authorities Precepts	0	0
	742,221	724,189
EXPENDITURE		
Employees	352,848	337,427
Repairs and Maintenance	50,538	31,129
Elect, Water & Cleaning	5,333	4,956
Rent and Rates	40,745	37,018
Boats and Vehicles	18,018	7,059
Boats - storm damage	0	46,534
Equipment, Furniture etc	2,369	3,833
IT	12,447	11,316
General Office Expenses	10,693	11,454
Travel and Subsistence	6,986	5,252
Insurance	27,186	25,894
Miscellaneous Expenses	7,512	6,632
Internal Audit Fees	5,000	5,000
External Audit Fees	1,300	2,000
Purchase of Fuel for Resale	39,914	31,995
Pilot and Pilot Boat Hire	84,525	48,437
Legal Expenses	2,560	11,187
Environmental	11,059	8,463
Charge to Provision for Bad Debts	706	493
Support Service Charges	2,961	2,879
Capital Purchases	3,942	340,885
	686,642	979,843
INCOME LESS EXPENDITURE	55,579	(255,654)

BALANCE SHEET AS AT 31ST MARCH 2019

	Notes	2019	2018
Current Assets and Liabilities:			
Stocks	2	3,762	6,672
Debtors	3	64,683	97,668
Cash	4	409,404	262,662
Short Term Investment	4	85,000	85,000
Current Assets		562,849	452,002
Current Liabilities			
Creditors	5	(173,234)	(117,959)
Net Current Assets		389,615	334,043
Long Term Liabilities			
		0	0
		389,615	334,043
FINANCED BY			
General Reserves	6	200,000	200,000
Earmarked Reserves	6	189,615	134,043
Total Reserves		389,615	334,043





Notes to the accounts

1.1 Fixed Assets

Movements in fixed assets during the year were as follows:

	Land & Buildings £	Vehicles Plant & Equipment £	Plant & Equipment Boats £	Infrastructure £	Total £
Gross Book Value as at 01/04/18	229,625	99,619	269,867	305,111	904,222
Additions current year	0	3,942	0	0	3,942
Disposals current year	0	0	0	0	0
Gross Book Value at 31st March	229,625	103,561	269,867	305,111	908,164

1.2. Asset Valuations

Fixed Assets have been valued as follows:

All valuations of Land and Buildings were carried out by RICS qualified staff from Portsmouth City Council's Property Service in accordance with the practice statements and guidance notes contained in the Royal Institute of Chartered Surveyors manual of appraisal and valuation (1995) as revised. The boats were valued by Associated Maritime Consultants, (AMC), Surveyors, Consulting Marine Engineers and Valuers in 2015.

	Land & Buildings £	Vehicles Plant & Equipment £	Plant & Equipment Boats £	Infrastructure £	£
Valued at Historic Cost	0	103,561	183,367	305,111	592,039
Valued at Current value in:	229,625	0	86,500	0	316,125
Total	229,625	103,561	269,867	305,111	908,164

2. Stocks

Stocks comprise gas oil and oils for resale and are valued at the average price paid for the deliveries remaining in stock, and is not materially different from the lower of cost or net realisable value.

3. Debtors

	2018/19 £	2017/18 £
Debtors Control Account (less reserve)	3,588	32,188
VAT	0	8,397
Unbilled Receivables	36,160	29,155
Payments in Advance	24,935	27,928
TOTAL	64,683	97,668

4. Cash and Short Term Investments

Balances as at the 31st of March 2019 were as follows:

	2018/19 £	2017/18 £
CCLA overnight deposits	226,347	125,073
National Westminster Bank Plc	182,457	136,839
Hampshire Trust Bank	85,000	85,000
Cash in Hand	600	750
TOTAL	494,404	347,662

5. Creditors

	2018/19 £	2017/18 £
Sundry Creditors	36,879	52,066
Key Deposits	1,000	945
Income Received in Advance	106,118	56,522
Accrued Expenditure	13,354	7,304
Warner Mooring Fees	469	1,030
Fuel Duty	151	99
VAT	15,263	0
TOTAL	173,234	117,966

6. Movement on Reserves

	2018/19	2017/18
GENERAL RESERVE	£	£
Opening Balance at 1st April	200,000	200,000
Add surplus/(deficit) for the Year	55,579	(255,654)
Transfer to Earmarked Reserves	(55,579)	0
Transfer from Earmarked Reserves	0	255,654
Balance at 31 March	200,000	200,000

EARMARKED RESERVES

Asset Replacement Reserve

The Board are committed to maintain a reserve to finance the replacement of certain assets. This applies particularly to some of the Board's vessels and the pontoon landing stage at Eastney all of which are now ageing.

	2018/19	2017/18
	£	£
Opening Balance at 1st April	134,036	389,690
		(255,654)
Transfer to General Reserve		
Transfer from Docking Arm Reserve	55,579	0
Closing Balance at 31st March	189,615	134,036

7. Pension Costs

In 2018/19 the Harbour Board paid employer's contributions of £41,061 (£38,875 in 2017/18), representing 15.1% of employees pensionable pay this includes a capital contribution of £12,200, (£11,200 in 2017/18) into the Hampshire County Council's Pension Fund. The Employers contribution rate is determined by the Funds Actuary Aon Hewitt, based on three-yearly valuations. The last review being 31 March 2016. Under pensions regulations contribution rates are set to meet 100% of the overall liabilities of the fund. The contributions for 2017/18 to 2020/21 are set at 14.1% rising to 17.1% by 2020/21 with an additional capital contribution of £11,200 rising to £13,900 pa by 2020/21.

Further information on the Hampshire County Council Pension Fund can be found by contacting the County Council at:
The Castle, Winchester, Hants SO23 8UB





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