

# 2023/24

## Annual Report

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LANGSTONE



HARBOUR BOARD

*Cover artwork by Sarah Butterfield – Friends of Langstone Harbour*

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## Welcome

*Thank you for taking the time to look at our annual report, whether you read it cover-to-cover or just a small part, your time is much appreciated. We aim to provide you with a summary of the last full season in the harbour (April 23 - March 24) and to present our annual accounts. It is also a great opportunity to take stock of the last few years, while looking ahead to the approaching summer and beyond.*

*A huge amount has been achieved in and around the harbour over the last few seasons: the installation of the replacement pontoon access gangway at Hayling, renewed focus on the removal of over 70 wrecked and abandoned vessels from the harbour, the return to service and certification of our workboat Delilah, and the allocation of funding to renew the Hayling slipway are all massive steps forward. This year there was also the successful application to the DEFRA Seafood Infrastructure Fund for improvements to mooring tackle, refurbishment of the Eastney landing pontoon, and the replacement of our forklift and boat trolley with a telehandler and new hydraulic boat trailer. All these things have fundamentally improved the services and facilities we can offer to harbour users.*

*It is important that we don't stop here though! We continue to engage with local councils on a way forward for the harbour that could make us less reliant on public support. Funding will always be a challenge, but without a clear plan we won't be able to make the changes necessary to be more self-sufficient. Langstone now has an opportunity to invest in renewing our infrastructure so that the harbour can continue to improve the services offered to existing harbour users, as well as encouraging greater sustainable use of the harbour by small commercial vessels. I firmly believe that Langstone as a local hub for small commercial operations such as fisheries, crew transfer, aquaculture and renewables is the only way we will be able to move towards a more sustainable and greener business model.*

*As always, I hope you find this report interesting, whether you are generally curious about Langstone or are searching for answers on a specific subject, please do contact the Harbour Office if you have any further questions.*



Billy Johnson  
Harbour Master, Langstone

## Harbour Activity

A snapshot of our busy year.

### **March 2023**

- *Environment Officer and Deputy HM deliver lecture and harbour tour to UoP Coastal Management students*

### **April 2023**

- *Pre-season patrol training for Patrol Crews*
- *Board Members and Advisory Committee tour of Budds Farm*

### **May 2023**

- *Seal survey programme commences*
- *Board Member induction day*

### **June 2023**

- *Small Fish Surveys*
- *Water Sampling programme begins*

### **July 2023**

- *HM and Environment Officer attend Clean Harbours Partnership 'Project Spotlight' event*

### **August 2023**

- *Eastney wreck and abandoned vessel clearance with Portsmouth City Council*
- *Delivery of 7 commercial grade mooring sinkers*
- *Fisher Associates service review publication*

### **September 2023**

- *SEMS Management Group*
- *Small Fish Surveys*

### **October 2023**

- *Mooring maintenance work with Delilah*

- *Solent Forum*
- *Port Marine Safety Code Audit*
- *Delivery of JCB 540-140 Telehandler*

### **November 2023**

- *Board duty holder training*
- *Further wreck clearance at Eastney*
- *SEMS Natural Environment Group*
- *BPA Environment and Sustainability Group*
- *Environment Officer and Deputy HM attend Southwest Aquaculture Network*
- *Deputy HM takes part in Panel discussion on End-of-Life Vessels at UKHMA Autumn Conference*
- *Farlington Marshes Management Committee*
- *Env. Officer attends Aquaculture course at SAMS*

### **December 2023**

- *Annual staff reviews*
- *'Delilah' certificated 'Fit for Purpose' for commercial work in the Solent and up to 12 pax within Harbour*
- *Mooring maintenance work with Delilah*

### **January 2024**

- *Annual Oil Spill Response Plan Return*
- *Coastal Futures conference*

### **February 2024**

- *Delilah out of water maintenance period*
- *RSPB shingle recharge of Long Island*

### **March 2024**

- *Eastney pontoon upgrades*
- *Project Portunus launch*

## **Governance and Regulatory**

As a Trust Port, but one administered through a joint Board of local councils, we are to some extent a hybrid of governance models. The Harbour Board consists of fifteen non-executive Board Members, with six Councillors selected by Havant Borough and Portsmouth City Councils, one Councillor selected from Hampshire County Council, and two elected representatives of our Advisory Committee.

The Board is responsible to its stakeholders including members of the advisory Committee, local communities, commercial port users, local government, leisure port users, MPs and elected representatives, local businesses, and central government for setting the strategic direction for the harbour.

At the Board's Annual General Meeting in June 2023, a number of changes to the Board were made following local elections. Cllrs Mason and Barrett from Portsmouth City Council vacated their positions for Cllrs Kadir, Candlish and Vallely, with Cllr Gerada becoming a nominated deputy. Cllrs Crellin, Tindall, and Satchwell vacated their positions to be replaced by Cllrs Stone, Coates, and Gray, with Alex Rennie becoming a nominated deputy from Havant Borough Council. Cllr Coates was later replaced by Cllr Harris.

All Board members must act in the best interests of the Statutory Harbour Authority (SHA) and with due regard to the statutory duties of the Board. The Board's Register of Interests holds no declarations of interest or related party transactions for Board members or officers in the year 2023/24.

The Chair and Vice Chair have been responsible for setting agenda items and allowing adequate time to address strategic issues faced by the Harbour. Strategic agenda items this year have included:

<b>April 2023</b>	IT and Coms Software Upgrade Approval, Review of the Effectiveness of Internal Controls, Board Member Induction Process Approval, Water Quality Update and Investment Briefing from Southern Water
<b>June 2023</b>	AGM Appointments to Sub-committees, Adoption of Standing Orders, Annual Governance Review Approval, Approval of 2022/3 accounts, IT, H&S and Events Policy Updates
<b>September 2023</b>	Outcome of the 21-22 Internal Audit, Business Plan Development
<b>December 2023</b>	Review of PMSC Compliance Audit, Review and Approval of Budget for 23/24 and Approval of Statutory Charges for Following Year, Outcome of the 21-22 External Audit, Agreement to Participate in Three Harbours Partnership.
<b>February 2024 (Joint Working Party)</b>	Review of Business Risk Register, Review of Standing Orders, Review of Financial Regulations
<b>March 2024</b>	Review of Insurance Arrangements, Review of the Effectiveness of Internal Controls

For further information see: [langstoneharbour.org.uk/harbour-board](http://langstoneharbour.org.uk/harbour-board)

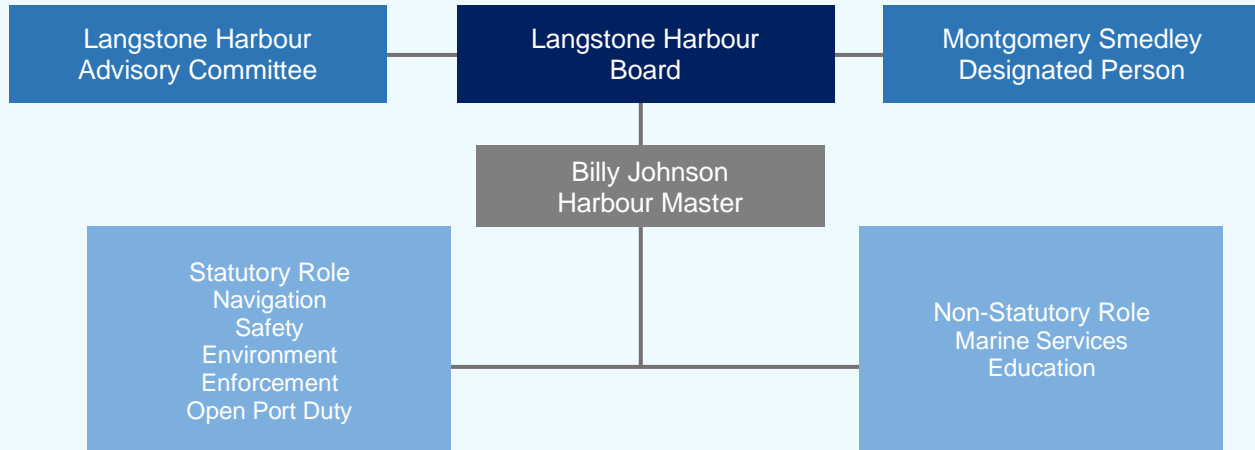
### Board member attendance 2023/24

Name	Nominated by	16-Jun (AGM)	08-Sep	25-Sep	08-Dec	08-Mar	Training
Cllr Graham Heaney	Portsmouth City Council	✓	✓	✓	✓	✓	✓
Cllr Lewis Gosling	Portsmouth City Council	✓	✓	✓	X	X	✓
Cllr Peter Candlish	Portsmouth City Council	✓	✓	✓	✓	X	✓
Cllr Gerald Vernon-Jackson	Portsmouth City Council	X	X	X	X	X	X

Cllr Mary Vallely	Portsmouth City Council	✓	✓	X	✓	X	✓
Cllr Abdul Kadir	Portsmouth City Council	✓	✓	✓	✓	✓	✗
Cllr Darren Sanders	Portsmouth City Council	X	✓	X	✓	X	✓
Cllr Brenda Linger	Havant Borough Council	✓	✓	✓	✓	✓	✓
Cllr Elizabeth Lloyd	Havant Borough Council	X	X	X	✓	X	✓
Cllr Julie Richardson	Havant Borough Council	✓	✓	✓	✓	✓	✓
Cllr Richard Stone	Havant Borough Council	✓	✓	✓	✓	✓	✓
Cllr Mark Coates	Havant Borough Council	X	✓	✓	✗	✗	✗
Cllr Paul Gray	Havant Borough Council	✓	X	✓	X	X	✓
Cllr Gillian Harris	Havant Borough Council	✗	✗	✗	✗	✓	✗
Cllr Alex Rennie	Havant Borough Council	✓	✓	✓	X	X	X
Cllr Lance Quantrill	Hampshire County Council	✓	✓	✓	✓	✓	✓
Cllr Jackie Branson	Hampshire County Council	X	✓	X	X	X	✗
Mr Paul Tansom	LHB Advisory Committee	✓	✓	✓	X	✓	✓
Mr Mark Pullen	LHB Advisory Committee	✓	✓	✓	✓	✓	✓

Key			
✓	<i>In Attendance</i>	✓	<i>Duty Holder Training COMPLETED</i>
X	<i>Absence/Apologies</i>	✗	<i>Duty Holder Training NOT COMPLETED</i>
✓!	<i>In Attendance (no voting rights)</i>	✗	<i>Not Board Member at Time of Meeting</i>

## Langstone Harbour Board structure



### Langstone Harbour Advisory Committee

The Langstone Harbour Advisory Committee is a statutory stakeholder group and is a critical part of the management of the harbour. Members are drawn widely from stakeholder organisations within the harbour to represent both marine and environmental interests. The Committee meets one week prior to each Board meeting to consider the full Board agenda and is represented on the Board itself by the Chair and Vice Chair of the Committee.

This group is fundamental in providing two-way communication between harbour users and the Board. The meetings enable members to comment on proposed changes in the operation of the harbour, to suggest ideas for improvements, or raise issues of concern. Our Advisory Committee is an integral part of the way we run Langstone Harbour, and its current members are listed below:



Organisations Constituted in the 1985 and 1999 Orders		
Melvyn Gofton	-	Portsmouth & Langstone Sailing Association (Eastney Cruising Association)
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)
Vacant	-	Royal Yachting Association (RYA)
Connor Reid Marina Rees	-	Natural England (NE)
Joe Rackstraw Tim Ferrero	-	Hampshire & IoW Wildlife Trust (HIWWT)
Phil Grant	-	Langstone & District Wildfowlers and Conservation Association (LADWACA)
Bob Comlay	-	Solent Protection Society (SPS)
Vacant	-	Southern Inshore Fisheries & Conservation Authority (SIFCA)
Richard Hockey	-	The Langstone Harbour Fishermen's Association (LHFA)
Wez Smith Fay Pisani Adam Taylor	-	Royal Society for the Protection of Birds (RSPB)
Vacant	-	Environment Agency (EA)
Nominated Bodies from the 1985 Order		
Simon Baldry	-	British Water Ski Federation (BWSF)
Mark Stephenson	-	Aggregate Industries Ltd (AI)
Peter Gray	-	Friends of Langstone Harbour (FoLH)
Jim Hobson	-	Hampshire Countryside Service (HCS)
Mark Pullen (Vice Chair)	-	Hayling Health Society (HHS)

Non-statutory Attendees		
Joe Chamberlain	-	Portsmouth & District Canoe Club
Colin Hill	-	Hayling Ferry
Daniel Wallbridge	-	Historic England
Josh Atherton	-	Andrew Simpson Watersports Centre
Rena Perri	-	Southern Water
Robert Bailey	-	Clean Harbours Partnership

The Committee is also attended by the Harbour Master, Environment Officer as well as the Chair and Vice-Chair of the Board. The Board has a duty to consult the Advisory Committee on all issues affecting the “preservation protection, regulation, management, maintenance and improvement of the harbour and the navigation thereof”. This includes, rates and charges, any proposed dredge activity, moorings, aids to navigation, and byelaws. Minutes of Advisory Committee discussions are included in Board papers, and this ensures that the views of harbour users are heard before decisions affecting the harbour are made.

## Personnel

LHB employs five full time and six part time permanent staff, who are supported by seasonal staff during the summer months. Fundamental to the running of the harbour is our responsibility to use suitably qualified and adequately trained staff. Investment in training, both internal and external, allows our staff to undertake more than one role making our small team resilient and flexible.

Harbour Master, Billy Johnson, is responsible for ensuring that the Board meet the statutory duties associated with a Trust Port and Statutory Harbour Authority, including safety and navigation. Deputy Harbour Master, Rob Dunford, is responsible for the day-to-day operational management of LHB's marine services and moorings, and for the harbour patrol officers. Office Manager, Tom Hands, is responsible for managing the Harbour Office and administration team. Environment Officer, Meg Roberts, is responsible for the environmental management and conservation of Langstone Harbour, and ensuring Waste Management Plans and Oil Spill Contingency Plans are maintained and exercised. Treasurer, Chris Braby, is responsible for the accounting and financial management of LHB.

Langstone Harbour relies on the skill and dedication of its team and a range of training has taken place, as we continue to invest in our staff:

Commercial endorsement of marine qualifications	2 members of staff have now completed this process allowing them to skipper our boats during commercial contract work.
Advanced Powerboat Certificate	Completed by 1 member of staff to increase our marine capacity.
Medical Care Onboard	Completed by our DHM to maintain Master qualification (CPD).
VHF Short Range Certificate	Completed by 4 members of staff for use of VHF radio sets in the office and boats.
AEC Approved Engine Course	Completed by 2 members of staff to allow a greater capacity and resilience in in-house maintenance activity.
Telehandler operator training course	Completed by DHM and AHMs to facilitate safe use of our new plant.
Restorative Aquaculture, Scottish Association Marine Science (SAMS)	Academic course attended by our Environment Officer to increase understanding in this area.

## **Harbour Safety**

### **Port Marine Safety Code**

The Port Marine Safety Code (PMSC) is a nationally agreed standard against which the Department for Transport recommends that port safety management measures are measured. The PMSC appoints a Designated Person to provide assurance directly to the Board that the marine safety management system is effective, achieved through an annual audit and report. Mr Montgomery Smedley of ABPmer is LHB's Designated Person. In November 2023, the annual audit was undertaken and found the Harbour to be fully compliant with the Code. A number of best practice areas were highlighted, including the provision of information to stakeholders, engagement, and enforcement. This is pleasing to note, not least as the previous audit had identified a number of non-compliances, which the Board and its Officers have worked hard to resolve.

### **Aids to Navigation**

LHB are a Local Lighthouse Authority (LLA) and report to Trinity House as the General Lighthouse Authority for England and Wales. Trinity House audited our management of AtoN in June 2023, and the annual inspection was carried out in November 2023. Management of 134 separate AtoN was found to be satisfactory, and availability statistics continue to improve. From April 2023 to March 2024, there were six recorded AtoN failures within the district, and three casualties were assets maintained by the Harbour Authority. One buoy came adrift (Sinah starboard channel marker), one buoy was dragged out of out of position (Kendall's), and both rectified within the IALA availability timescale, the third was a light presumed stolen which was replaced. Remaining three casualties were piles on the approaches to Bedhampton, originally installed and maintained by Tarmac Ltd. We are working with Tarmac and Trinity House to safely remove these as AtoN as they are no longer required for commercial shipping operations.

## Emergency planning, exercises and training

Under the Merchant Shipping (Oil Pollution Preparedness, Response and Co-operations Convention) Regulations 1998, LHB is required to test and exercise the effectiveness of its Oil Spill Contingency Plan. Two mobilisation exercises are required annually, in addition to a tabletop exercise and two notification exercises to test 'call out' arrangements. Every three years, an Incident Management Exercise is required to test mobilisation of LHB's contracted oil spill responder, relevant agencies, and key stakeholders. The last IME was undertaken in September 2022 and is due in 2025.

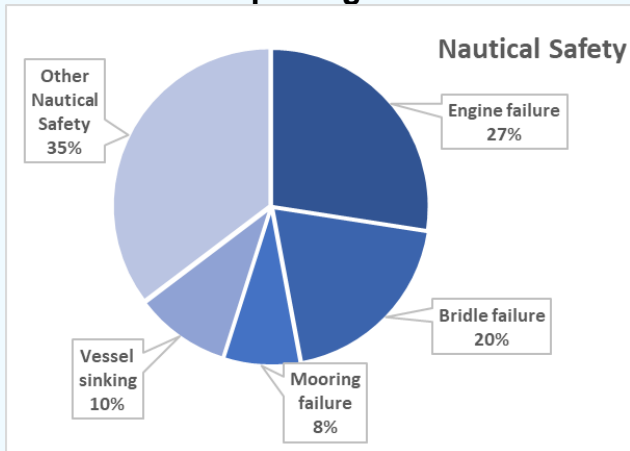
## Safety patrol and enforcement

For six months of the year, April-October, the Harbour has a dedicated patrol team on the water at weekends and bank holidays and will often be the first on scene to a variety of incidents on the water in and around the harbour. Having the team afloat during the busiest summer period reduces the burden on Search and Rescue organisations locally and can prevent a minor incident escalating into something more serious. Harbour Patrol Officers are proactive in our primary approach of educating harbour users and periodically attend enforcement seminars run by the Hampshire Marine Police Unit.

This team will also carry out enforcement activity, which can be advising people of the rules and regulations within the harbour, can be escalated to a verbal or written warning, or even prosecution. The harbour pursued two successful prosecutions in 2023/24, both heard at Portsmouth Magistrates.



## Incidents and reporting



Where incidents are reported, details are recorded and, where appropriate, investigation is launched. For safety related incidents, the main purpose of investigation is to identify causes and make an assessment as to whether changes are required to risk assessments and mitigation. Most incidents in Langstone involve small craft and follow a pattern, with mooring and bridle failures occurring over the winter, and engine failures and public safety issues taking place over the summer. A total of 57 incidents were reported during the period, with 89% classed as 'nautical safety' (an increase from 77% the previous year) and 11% classed as 'public safety' (a decrease from 19% the previous year). This year, there were no reported environment or crisis management incidents.

Our patrol teams continue to do an amazing job on the water. We estimate that our crews saved seven lives on the water over the course of the year. The majority involved kayakers and paddleboarders who had got into difficulty, and one was a child who had become stranded on the West Winner on a rising tide and who was quickly re-united with parents on Hayling Beach. The quick actions of our crews regularly prevent incidents from escalating into more dangerous situations. Our team are also the local eyes and ears for HM Coast Guard and will respond to tasking requests, especially on busier days when local RNLI are busy elsewhere.

There has been one Marine Accident Investigation Branch (MAIB) reportable incident during the period, when the AI AVOCET took the ground during her berthing approach. The ship was able to run lines and successfully berth without further incident, but this illustrates the difficulty of the berthing manoeuvre at the commercial wharf and the consequences of any errors. There were no Health and Safety (HSE) reportable incidents during the period.

### **'Vessels Adrift – Mooring or Bridle Failure'**

Most incidents in this category involve small vessels coming adrift from their moorings due to defective or neglected bridles. This is especially common following heavy weather and late spring storms when vessels are returning to the water.

### **'Engine Failure'**

The summer season is marked by a significant increase in trailer-launched vessels, including PWCs. Pre-season checks are an important part of getting back out on the water. This year we have partnered with other Solent harbours and have been sharing Cowes Harbour Commissioners' Propulsion Failure safety campaign.

### **'Moored Vessel Sunk/Sinking'**

Most of these incidents concern neglected boats on tidal moorings.



Credit: Kevin @ My Portsmouth by Drone



## **Harbour Infrastructure and Development**

The Harbour has a responsibility to maintain pontoons, dolphin piles, and connecting linkspans at Hayling and Eastney, the slipway on Hayling Island, and our quayside at the Harbour Office. These structures on both the east and west sides of the harbour entrance are an essential part of our commitment to keeping an open port. They provide safe and easy access for vessels up to 24m to berth, land or embark stores, cargo or passengers. They are also the only facility for the landing of fish and shellfish within the harbour.

### **Pontoons**

These provide working space for the Hayling Ferry service, and a local casualty landing site for HMCG and RNLI so not only are they a critical secondary transport link on and off Hayling Island, they are a vital piece of community, and public safety infrastructure.

This year saw extensive work carried out on both pontoons. In May 2023 a work package in excess of £15K was carried out by P&D Marine on the Hayling pontoon which saw floats damaged by the force of the tide replaced using a crane barge on hire from Baker Trayte Marine. Repairs to the decking, fendering, handrailing, dolphins and lighting on the Eastney pontoon also took place in March 2024 following a successful grant funding application to the UK Seafood Infrastructure Fund (UKSIF - see further below).

### **Hayling slipway**

Our next project will be the planned replacement of the Hayling slipway. This is scheduled for late summer/early autumn 2024 and will provide a much-improved surface for the launch and recovery of small vessels and the safe use of our new slipway trailer purchased partly through grant funding from the UKSIF.

### **Hayling dolphin piles**

Looking further ahead, we will continue to work with Councils on plans for the longer-term replacement of the pontoon and linkspan at Eastney and monitoring the state of the dolphin piles on both sides of the harbour. Of particular concern are the dolphin piles at Hayling which are effectively at or beyond their reasonably expected lifespan.



## Marine Services and Business Development

### Moorings

The preference for walk ashore berths continues to rise, leading to a steady decline in the occupancy of water moorings. Despite this trend, the gross income from moorings has reached £100,000, marking an increase of £8,000 from the previous year. This growth is primarily attributed to a surge in private commercial mooring revenues. As a strategy, the Board has been overseeing a controlled reduction in tidal mooring occupancy within its jurisdiction. This initiative aims to minimise the risk of boats on neglected tidal moorings succumbing to adverse weather conditions - a situation that typically imposes recovery and disposal costs upon the Board.

### Recreational sailing

Revenue from Harbour Dues has seen an uplift of £8,000 over the last year. This increment aligns with the September Consumer Price Index (CPI) adjustments and is further bolstered by the Harbour office's enhanced due collection processes. Improved collaboration with yacht clubs, which now collect Harbour Dues on behalf of the harbour, ensures comprehensive dues payment by their members. Conversely, slipway launching fees have decreased by £3,000. This reduction is largely due to the revised charging structure for Jet Skis, which now encompasses a single permit fee covering both harbour and slipway usage. Additionally, there has been a marginal decline in Personal Watercraft (PWC or Jet Ski) activity in the harbour, a contrast to the peak usage during the Covid-19 summers when coastal visits surged.

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Annual Harbour Dues (All Vessels)	1201	1193	1172	1122	1088	1081	1059	1057	1135	1118	1043	1085	1091	934	755
Daily Harbour Dues (All Vessels)	717	603	577	492	580	485	454	387	412	412	315	401	316	223	291
Jetski Permits (Annual)	226	228	203	184	173	195	152	169	224	233	224	402	314	118	112
Compound Plaques (Boat)	607	611	630	560	622	568	570	632	630	607	547	519	519	658	784
Waterski License	49	44	36	30	25	25	23	18	16	18	16	10	17	16	9
Moorings Occupied	550	560	552	532	552	520	521	526	515	525	507	466	481	477	466
Fishing Boats	23	21	19	19	27	23	20	34	18	8	4	4	3	16	16
Paddlesports													418	426	591

*In addition to Southsea Marina and the Eastney Cruising Association, there are 5 sailing clubs 4 fishing clubs, 2 rowing clubs and 2 sailing schools operating in the harbour with around 1000 leisure vessels using the harbour each year.*

## Commercial shipping and marine aggregates

Langstone Harbour hosts a single wharf used for the landing of sea dredged aggregate destined for the construction industry. Kendall's Wharf, on the northeast side of the Portsea Island, is owned by Aggregate Industries UK Ltd who operate the dredger, the MV Al AVOCET.

Each year the vessel supplies around 360,000 tonnes of sand and gravel from licensed areas around 10nm south of Hayling Island to the processing plant there. It also runs to Shoreham where the company has another facility for landing this type of cargo. The continued operation of this dredger and the processing plant is vital to the continued funding of Langstone Harbour.

### Kendall's Wharf

Imports in 2023/24 remained at similar levels to those recorded over the last 4 years with weather and vessel availability again having some impacts. A total of 362,709 tonnes of aggregate were landed in the harbour. While visits were down from 223 to 215 year-on-year, overall cargo was down only by about 1 load, suggesting average cargo volumes have increased slightly.

*Langstone Harbour continues to handle the third largest volume of aggregates in the South Coast area (Shoreham to Poole) behind Shoreham and Southampton<sup>1</sup>.*




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<sup>1</sup> Marine Aggregates Annual Review 2023, published by The Crown Estate. <https://www.thecrownestate.co.uk/media/4505/marine-aggregates-annual-review-2023.pdf>



## Marine pilotage service

The Board is the pilotage authority for Langstone Harbour and must provide pilots for vessels using the harbour if required. Generally, vessels run in and out of Langstone under a Pilotage Exemption Certificate (or PEC) issued by the Harbour Master. A visiting vessel or new Master will require a Pilot until sufficient local experience has been gained.

The LHB has two in-house Pilots (the Harbour Master and Deputy Harbour Master) and one experienced outsourced Pilot to provide cover. LHB Pilots were required 57 times during the course of the year. To maintain competency and share best practice, our Pilots will also join the AI AVOCET for periodic continuation training.

Langstone is a shallow natural harbour and larger vessels will normally arrive and depart around high water. Under-keel clearances (the amount of water underneath the ship) can be as little as 30cm on approach to the berth. This year we updated and improved the ports passage planning document allowing vessels to make maximum use of available water on any tide. It is hoped that this will improve safety margins and allow increased cargo volumes at the same time.

*Pilotage is compulsory for vessels of 48 metres or more in overall length and vessels of 20 metres or more in overall length carrying more than 12 passengers. The charges levied go towards the hire of pilot launches, and the costs of training, employing, and equipping our Pilots.*

## Hayling passenger ferry

Baker Trayte Marine operates the scheduled foot passenger service running between the Hayling Island pontoon and the Eastney pontoon for Portsmouth and Southsea. This much-loved service has been running since before 1850 and is regularly used by Hayling Island residents and visitors to the area saving time and money when compared to the bus route between Hayling Island and Portsmouth.

During 23/24 a total of 46,282 trips were made across the entrance to the harbour. This was down 1,654 trips on the previous year but slightly above the average for the last 5 years (in years not impacted by pandemic restrictions).

The Harbour makes a per-passenger charge which goes towards the general running of the harbour including the maintenance on pontoons. Expense on maintenance of pontoons in 2023/24 was £93,956 (which included £53,448 contributed by the UK Seafood Fund to support the continued availability of the Eastney pontoon for the landing of fish and shellfish by local boats).

The Board has worked closely with Baker Trayte Marine this year to ensure a sustainable charging regime is in place to ensure the continued viability of the ferry service, and continued contribution to the running of the harbour.



*It is estimated that the ferry saves around 357,000 car miles between Hayling and Portsmouth each year<sup>2</sup>.*

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<sup>2</sup> Using DfT statistics ([NTSQ99011](#)) on passenger group size from 2002 onwards (2 persons average) and an equivalent distance by road of 14.9 miles.

## Solent-wide co-operation

The harbour doesn't operate in isolation and an important part of the way we work is to engage with other stakeholders including harbour authorities, councils, and the emergency services within the wider Solent network.

Langstone Harbour is represented on the **Solent Navigation and Pilotage Coordination Committee** comprising the pilotage authorities of Portsmouth Dockyard Port, Southampton, Portsmouth International Port, Langstone and Cowes. This group allows statutory harbour authorities to liaise on marine activities across the district and provide local updates on activity taking place in each harbour.

Our staff attend the **Portsmouth Water Safety Forum** chaired by Portsmouth City Council along with representatives from Portsmouth City and Gosport Borough Councils, Hampshire Police, the King's Harbour Master (KHM), the RNLI, Portsmouth Coastguard Rescue Team, Portsmouth, and Southsea Volunteer Lifeguards and National Coastwatch Gosport. This group allows organisations with a public safety remit to meet before during and after each summer season to address leisure marine and public safety issues locally and to co-ordinate our approaches. Key issues for Langstone include anti-social behaviour on the water (including speeding and irresponsible use of PWCs) and the dangerous use of the Eastney pontoon by groups of young people in the summer.

Langstone Harbour are also partners in other multi-agency initiatives locally. Hampshire Marine Police launched **Operation Wavebreaker** in 2020 to tackle dangerous use of vessels and other anti-social behaviour in the Solent, while **Operation Nautical** is the dedicated policing response to the increased footfall on and around Southsea seafront during the summer. Partners including Motiv8, Active Communities Network, Portsmouth City Council wardens, local harbours, MoD Police, Hampshire Fire & Rescue Service, street pastors, local councillors, businesses as well as local residents in the city work together to address issues on and off the water - especially where there is the potential for higher rates of anti-social behaviour as the weather gets warmer. The community approach to coastal public safety, including inshore leisure marine, is the most effective way of educating, changing behaviour and sharing resource when responding to these types of incidents and accidents.

## **Conservancy**

A periodic depth survey of the Broom Channel was carried out in September 2023 and showed little change to charted depths in the area. Accurate understanding of the depths in the Broom Channel is critical to the continued safe operation of the AI AVOCET with planned under-keel clearances as little as 50cm on passage and 30cm on final approach to the berth.

All survey information gathered on behalf of the harbour is shared with the UK Hydrographic Office (UKHO) and we encourage any other operators carrying out survey work locally to do the same.

Further survey work was carried out around the harbour office in February 2024 with a view to establishing seabed levels around harbour infrastructure and contribute towards design solutions for replacement options.

## **Dredging**

Unusually for Harbour Authorities, Langstone Harbour Board does not have the right to carry out maintenance dredge activity. Limited dredging takes place within the harbour as both the Main Channel and the Broom Channel are generally considered to be self-scouring. Licenced berth maintenance dredging is licenced at Kendall's Wharf to maintain the berth for the AI AVOCET, but none was required this year.

## Wrecks and abandoned vessels

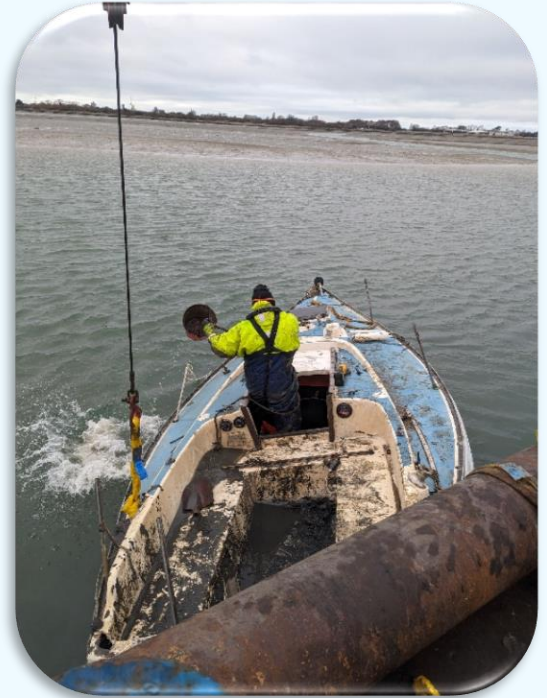
We have continued our focus on the disposal of End-of-Life (EoL) vessels from the harbour throughout the year. The financial and environmental impact of wrecked and abandoned boats is being highlighted by ports all over the UK, and I am very proud of the determination and skill our team have shown carrying out this difficult and sometimes unpleasant task.

Rob Dunford, our Deputy Harbour Master has been leading for us on this and his hands-on approach has proved to be extremely successful, even being invited to take part in a panel discussion at the UK Harbour Master's Association Autumn Conference in 2023, and now regularly being consulted on EoL vessels by other organisations.

During 2023/24, in 3 separate rounds of removal, we have disposed of 12 larger vessels (mainly from the Eastney area) and 7 small dinghies from the LHB yard. This has removed approximately 24 tons of fibreglass, 1 tonne of metal and 1 ton of wood from the Langstone Harbour protected site at a cost of £10,604.

Of particular note was the recovery of the 'North Star', a sunken yacht from the D-Area moorings, where, by using our workboat Delilah we were able to make considerable cost savings. Our team have also been engaged by Portsmouth City Council to assist with the removal of similar vessels in other harbour authority jurisdictions, so are now generating income for the harbour.

As of April 2024, there remain 9 wrecked/abandoned vessels in the Harbour, of which LHB anticipates dealing with 7, whilst Portsmouth City Council are likely to be responsible for the remaining 2.



## UK seafood infrastructure fund bid

In June 2023 Langstone Harbour Board were informed that the Bid into the Department for Environment, Food and Rural Affairs (Defra) UK Seafood Fund - Round 2 had been successful. This meant a £315,000 capital investment (75% Defra, 25% LHB) into supporting commercial fishing activities in Langstone Harbour. The aim has been to support existing Langstone fishers and encourage new entrants by supplying safe moorings, safe landing and safe maintenance facilities.

To date the fund has:

- Supplied gear for seven commercial grade moorings
- Purchased a JCB 540-140 Telehandler
- Completed a 5-year life extension on the Eastney Pontoon
- Purchased a slipway trailer and associated stands to provide a lift-out facility for vessels up to 15m in length and 47t weight

Langstone Harbour Board believe more can be done to support commercial fishers and have staked a further £40k+ in match-funding for a Defra UK Seafood Fund - Round 3 project valued at £200k+, the outcome of the bid is expected in June 2024.





## Environment

### Fisheries management

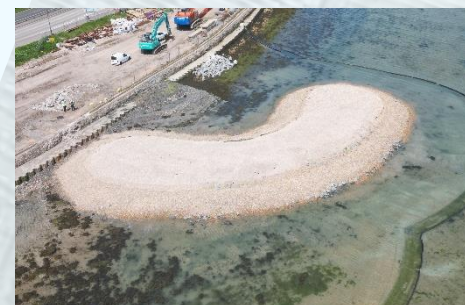
The Southern Inshore Fisheries and Conservation Authority (sIFCA) are responsible for the management of sea fisheries resources in the district. Since their establishment in 2011, IFCA's have been responsible for transforming the way in which fishing activity is undertaken in Marine Protected Areas. The Net Fishing Byelaw was introduced in 2023, and identifies 'net permit', 'net restriction' and 'net prohibition' areas across the district. In Langstone, the byelaw stipulates a prohibition in the main channels and north of the Stoke channel marker. Everywhere else is subject to ring nets only, as a year-round restriction.

*Langstone Harbour is a designated Bass Nursery under the Bass Order 1999. As such fishing for Bass (or any other fish using Sandeels as bait) from ANY boat in any part of the harbour is prohibited from 30 April – 1 November).*

### North Portsea coastal defence scheme



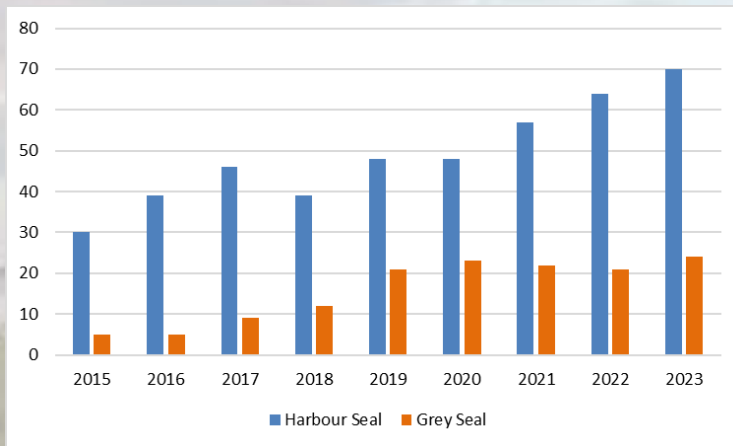
To compensate for the loss of intertidal habitat from the new sea wall, Coastal Partners created a new island for roosting birds in Langstone Harbour. The Cockleshell Heroes, a group of Portsmouth based Royal Marines, are the inspiration behind the winning name for an island specifically constructed for overwintering birds. The Cockleshell Heroes trained for months around Southsea and Langstone Harbour before setting off in December 1942 in kayaks, to raid on enemy ships in occupied France.



Coastal Partners have also installed a number of bee posts along a stretch of land behind the new sea wall and established a wildflower meadow to provide terrestrial biodiversity improvements.

## Solent seal colony

Since 2015, Langstone Harbour Board has been coordinating seal surveys with Chichester Conservancy in the aim of developing understanding of colony numbers and behaviours. Langstone provides one of the main haul-out sites for the Solent population of harbour seals, and a number of grey seals occasionally visit Langstone also. Minimising disturbance to haul-out and breeding areas is crucial for the conservation of seals in the Solent, as distress can adversely affect their health by causing them to use energy unnecessarily or abandon a haul-out site. Harbour seals were severely impacted by phocine distemper virus in 1988 and 2002, which resulted in 50% reduction in some colony numbers. Over the last eight years, colony numbers have steadily been on the rise, with a combined record peak count in 2023 of 70 harbour seals and 19 grey seals. Only one harbour seal pup was recorded in 2023 in Langstone Harbour.



## Water quality



Langstone Harbour Board understands that water quality is a key issue for our leisure users, local shellfisheries, and the environment. We take water quality extremely seriously and recognise that our harbour users want peace of mind and assurance that contact with the water will not cause them or wildlife any harm. We will continue to work with regulators and Southern Water to improve water quality and inform harbour users on this important issue. Our policy of engagement with harbour users, regulators, and operators prioritizes ensuring suitable progress is made at all levels.

Clean Harbours Partnership held an event for 'Project Spotlight' in July, to pull the project together and inform the community on its findings. Hundreds of samples taken off the Hampshire and West Sussex coast found more than 50 compounds, including pharmaceuticals, recreational drugs, and banned pesticides. Chemical pollution, which usually goes unnoticed over the more visible sewage pollution, is an ever-pressing threat to the marine environment and species. Portsmouth University research evidenced that miniscule quantities of antidepressants can affect the reproductive systems of molluscs and crustaceans<sup>3</sup>. Clean Harbours Partnership continue their research into water quality, now with a focus on microplastics.

A collaboration between Langstone Harbour Board, Havant Borough Council, and Portsmouth City Council saw the instigation of a 20-week water quality monitoring programme, with a focus on bacterial contamination. [As Langstone is not designated as a Bathing Water, it isn't currently monitored by the Environment Agency.](#) As Langstone is not designated as a Bathing Water, it isn't currently monitored by the Environment Agency for bacterial loading. Results highlighted that the northern reaches of Langstone Channel were subject to high bacterial loads, due to its proximity to

<sup>3</sup> Fong, P.P. and Ford, A.T. (2014) 'The biological effects of antidepressants on the molluscs and crustaceans: A Review', *Aquatic Toxicology*, 151, pp. 4–13. doi:10.1016/j.aquatox.2013.12.003.

the main wastewater outfall from Budds Farm. The remainder of Langstone Harbour frequently met the Bathing Water Standards, to which they were tested, but experienced bacterial loading after heavy rainfall and stormwater discharges.

## Small fish survey

The annual small fish survey restarted in 2023, after five years, with assistance from a large group of stakeholders. A total of 1995 fish, across 22 different species were caught across June and September. Analysis suggests, although overall numbers are down from 2017, bass had a successful spawning year – more than double that recorded in 2016. June catch numbers for Sandeel, Herring, and Gobies are of particular interest to partners as these species represent an important food source for the seabird colony which utilise Langstone Harbour. Thousands of birds build nests on shingle ridges and islands in the harbour and use the wider marine environment to forage for their chicks.

Though not fishy, a short snouted seahorse was spotted at the Eastney Point September survey! As no member of the survey team held an MMO Seahorse Licence, it was quickly returned to the water.

Discussions with the Solent Seascape Project has led to the survey exploring the potential of two new sites in Langstone to include a seagrass habitat and a saltmarsh habitat. The inclusion of these sites is of interest to SSP, who are restoring these delicate habitats in The Solent.



## Seabird colony

Year	Black Gulls	Headed Gulls	Mediterranean Gulls	Common Terns	Little Terns	Sandwich Terns	Oystercatcher	Ringed Plover
2007	4351		94	101	77	78	-	-
2008	4846		86	119	40	130	-	-
2009	5298		137	124	45	153	-	-
2010	5023		400	161	61	205	-	-
2011	4581		498	181	57	161	-	-
2012	3643		58	92	40	45	-	-
2013	3612		179	85	28	6	-	-
2014	4532		103	117	32	66	-	-
2015	3844 (785)		386 (398)	118 (2)	36 (2)	93 (70)	-	-
2016	3472 (910)		883 (697)	104 (4)	11 (0)	122 (49)	-	-
2017	4897 (1059)		835 (442)	154 (52)	36 (27)	73 (44)	-	-
2018	5581 (1492)		1737 (623)	149 (79)	57 (1)	113 (42)	-	-
2019	3984 (1898)		128 (176)	110 (82)	49 (1)	59 (20)	-	-
2020	4040 (372)		1579 (271)	71 (56)	22 (0)	113 (21)	-	-
2021	3517 (1232)		1249 (601)	67 (60)	3 (0)	5 (4)	-	-
2022	3482 (1892)		673 (429)	76 (73)	6 (0)	9 (6)	18 (8)	12 (10)
2023	4096 (2017)		2184 (1252)	93 (5)	13 (2)	217 (125)	14 (9)	9 (10)

Table 1: Number of active nests recorded in Langstone Harbour 2007-2023. Number of successfully fledged youngsters shown in brackets after nest numbers for 2015-2023.



## Delilah – mooring tender

Maintenance work on the Delilah has continued and thanks to the efforts our marine team achieved her Fit for Purpose Certification in November 2023. This is a huge achievement and means we can now carry out commercial works in and around the Solent to generate revenue for the harbour. Income from marine services has increased from 3K in 2021/22, £9K in 2022/23, to £23.7K in 2023/24. This is only made possible through the skill and dedication shown by our team, and the considerable hard work they have put in on the water.

Delilah also acted as an outside broadcast venue for the BBC weather team in September 2023, when the Harbour was featured on BBC Breakfast and the red sofa team visited Portsmouth University, Institute of Marine Sciences.



*All moorings are replaced on a 3-year rolling cycle due to wear on mooring tackle caused by salt water and the effect of tide and wave action. Carrying out this work in-house saves around £25K each year and allows our marine staff to maintain their core competence.*

## Patrol RIBs

Having reliable, shore-based vessels allow the marine staff to undertake the multitude of tasks around the harbour. Both our ribs achieved local certification to the Inland and Small Passenger Boat Code in 2023/24 meaning they can be used for commercial operations around the Solent. We have already been able to gain some work with harbour staff working alongside contractors for Southern Water involved in the installation and trials for a real-time water quality monitoring system off Hayling Island.

The boats are recovered after each launch and washed down to prolong their life span. Rib 1 was purchased new in 2016, and Rib 2 was purchased in 2008. It is likely that Rib 2 will need to be replaced within the next few years and we are considering all options ahead of this.

## Maintenance and asset replacement

We have continued our efforts to manage costs and improve availability of assets by shifting towards in-house maintenance in favour of third-party services where possible. We have invested in training our staff by putting 2 AHMs through their Approved Engine Course 1.

Each of our patrol RIBs require a minor service every 100 hours, with a major service every 300 hours. Typically, each RIB covers between 350-450 hours each year. In-house engineering also extends to our other equipment, portable generators, welding plant, and our 4x4 truck.

We are extremely fortunate to have this level of in-house skill and expertise within our team, and the harbour is undoubtedly saving money by carrying out basic maintenance using our own staff.



## **Communications and Stakeholder Relations**

We aim to communicate effectively with our customers, stakeholders, and the local community. This communication is done in various ways including the Advisory Committee, Local Notices to Mariners, our website, social media, and an annual report.

Our website continues to provide a wealth of information for our harbour users, with 55,051 page views over the course of the year (Apr 2023-Mar 24). We generally see 80-120 users per day in the summer months, with a peak daily use of 874 in September 2024 - the day BBC Breakfast came to visit. Local Notices to Mariners containing important safety updates are published on our website and emailed to any vessel owner on our database, and individual subscribers. Each local notice will reach just over 1,000 individual addresses.

We also have a social media presence and a news page on our website that we share information about activity and events in Langstone Harbour on. Although our following may be small, we reach a different demographic through our social media – those who may not have boats but are interested in the Harbour for other reasons, for example, its wildlife value. Our Instagram page has over 350 followers, Twitter has over 900, and our Facebook page has over 170 followers, with some posts reaching over 10,000 people! We are keen to increase these numbers and are always looking at new ways of engaging with the public via these platforms.

During 2023 we also commenced issuing Press Releases to the Hayling Herald - a free, monthly, publication delivered to every household on Hayling Island - resulting in favourable articles being printed.



## Publications

A local Harbour Guide is re-published annually and widely distributed as a free publication containing information about harbour regulation, safety, and local tides. A copy of this publication goes to each boat owner paying Harbour Dues.

Further specific guidance and education to user-groups is also made available in the form of various Codes of Conduct and management policies, and in the Playsafe pamphlet series which are designed to encourage safe practice on the water.

Recreational user safety	Waterski safety
Events planning	Towage guidelines
Wildlife watching	PWC use
LHB compound use	Seal watching

Playsafe! – Small Craft	Playsafe! – Kayaks and Canoes
Playsafe! – Keeping a Boat in the Harbour	Playsafe! – Waterskiing in the Harbour

## Public meeting

The Board has committed to hosting an Open Forum meeting at least once a year. The last event was held at the Eastney Cruising Association in October 2023 and was particularly well-attended. The Open Forum is a great opportunity to gauge views around the harbour and to provide updates to all harbour users on our plans for the future. Look out for further details in due course!



## Environmental partnerships

Environmental partnerships remain a key focus for Langstone and are the way we discharge our statutory responsibilities towards the environment generally as well as the designated features of the harbour. Partnerships such as the **Solent Forum**, **Solent Marine Site (SEMS)**, **Bird Aware Solent**, **South Coast Marine Conservation Group**, and **Three Harbours Partnership (3HP)** initiative mean that Langstone’s voice continues to be heard locally and that we remain a core part of the collaborative approach to environmental management in the harbour and around the wider Solent.

## Accountability – business risk, audit and control

The Board has an obligation to consider risk management and internal control systems for the harbour. Each year the Board satisfies itself on the effectiveness of internal audit arrangements and the effectiveness of internal controls completing the Annual Governance Accountability Return (AGAR) and submitting to external audit.

The Board reviewed the effectiveness of the internal control and audit at its March 2024 meeting and was satisfied with the arrangements in place. The annual internal audit was undertaken in May 2024 by the Southern Internal Audit Partnership (SIAP), hosted by Hampshire County Council. The review sought to assess the effectiveness of controls in place focusing on those designed to mitigate risk in achieving the key objectives. The audit team concluded that a “sound system of governance, risk management and control exist”.

Key business risks were presented to the Board at its June 2023 meeting. It is acknowledged that Langstone is naturally vulnerable to a variety of factors many beyond our direct control. These include: the effects of storm damage during winter months; reliance on a single trade for the bulk of income, the challenge maintaining the broad range of capabilities required with such a small staff; the commitment to provide a continuous pilotage service; and our governance arrangements. Action taken to mitigate these risks includes continued work on IT systems, staff retention, the maintenance of the Delilah, and the longer-term requirement for a Harbour Revision order (HRO).

The Board does not recruit its commissioners but relies on nominations from local councils and the Advisory Committee. All Board members have been encouraged to attend training sessions for Duty Holders arranged by the British Ports Association. High levels of turnover at Board level will continue to be a challenge for us, but by continuing to develop closer working relationships with Portsmouth City and Havant Borough Councils, we can promote a wider understanding of the harbour and its functions.

*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 it has not been possible to sustain this position. The provisions of the harbour's establishing Act of Parliament enabling the Board to call upon the constituent councils have been retained.*

## **Remuneration**

Board members, including stakeholder representatives appointed from the Langstone Harbour Advisory Committee, do not receive remuneration. The Board's current policy is to review staff pay scales with reference to the annual BPA salary benchmarking exercise figures and to offer part-time administrative and patrol staff pay in line with the National Living Wage Foundation hourly rate.

## **Stakeholder benefit**

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

The Board maintains open pontoon landing facilities at Eastney and Hayling as well as managing the public slipway at Hayling Island. These facilities are open to all upon payment of rates and can be considered a key part of the harbour's offering locally. These assets can be used by vessels up to 24m in length whether for leisure, commercial, passenger, or fishing activity. The pontoons in particular form a vital piece of community infrastructure providing for the scheduled commercial foot passenger ferry service between Eastney (Portsmouth) and Hayling Island. They are a vital secondary transport link on and off Hayling Island and offer the emergency services a casualty landing option for HMCG and the RNLI. In addition to these wider benefits, a fuelling system is offered at the Hayling pontoon.

The Board also maintains a Waste Management Plan covering other Clubs and berth operators within the harbour as well as public access to waste disposal and recycling facilities at the Harbour Office yard.

Patrol activity within the harbour between Easter and October can also be seen as a stakeholder benefit with patrol staff contributing to the safety of the public and property by responding to a host of minor incidents such as boats adrift from moorings or persons in the water and which, if left unattended, would inevitably cause wider or more significant problems.

## **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.

## **Annual reporting requirements**

The Board publishes its annual accounts each year on our website along with the Annual Governance and Accountability Return setting out the responsibility for preparing the annual report and accounts, and, stating that they consider the annual report and accounts, taken as a whole, to be fair, balanced, and understandable and providing the information necessary for stakeholders to assess the port's position and performance, business model and strategy.

The Board's Management Plan, Business Plan and Annual Report are also publicly available and published on our website.

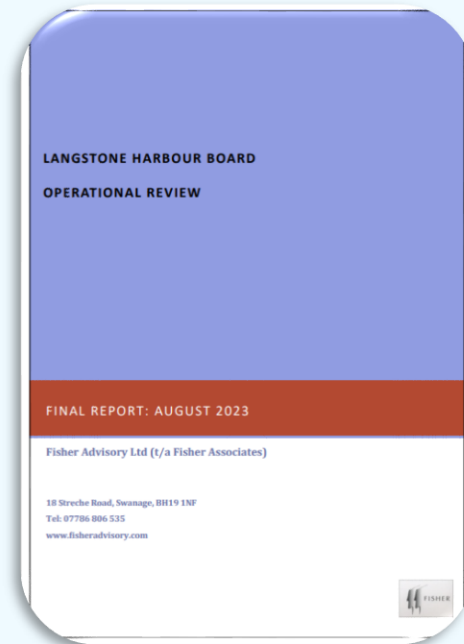
## Commercial accountability

The statutory and governance arrangements for Langstone are designed to share responsibilities for running the harbour rather than develop commercial opportunity. Notwithstanding this, the harbour has a duty to maximise income where possible, to manage costs where incurred and to minimise waste always.

The Langstone Harbour Business Plan was published in June 2017 and is now overdue review. An update was outlined to the Board in February 2023, but a full review is awaiting the conclusions of the Officer Working Group brought together by Havant Borough Council and Portsmouth City Council to analyse the findings of a report into the Harbour commissioned by the Councils in January 2023, carried out by Fisher Associates, and which was published in August 2023.

Board 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.

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.



## Financial Management

### **2023/24 accounts**

The outcome for the year is a loss of £29,773. After the budget was compiled and approved, the Board successfully obtained a grant from the UK Seafood Scheme, covering 75% of the cost of items included in the bid. When the Board approved the application for the bid, it agreed to ring fence £20,000 from existing reserves to top up the required 25% match funding, the rest being covered by the 23/24 budget in one form or another. The grant has enabled significant investment in plant, the purchase of admiralty standard sinkers and supporting equipment, and the refurbishment of the Eastney Pontoon. The result is that after discounting the ring fenced £20,000, in real terms we have overrun budget by £10,000.

### **Seafood Infrastructure Fund (SIF) grant**

The total grant income to date amounts to £231,000 and the total project spend is £311,000. Of the shortfall, (£80,000), £55,000 was already budgeted to be spent in this financial year, £20,000 was earmarked from brought forward reserves and the remaining £5,000 is scheduled for 24/25. This grant has enabled the Harbour to offer significantly enhanced landing and repair and maintenance facilities to commercial fishers.

INCOME AND EXPENDITURE ACCOUNT for the YEAR ended 31st MARCH 2024		
	2023/24	2022/23
	£	£
<b>INCOME</b>		
Commercial Harbour and Cargo Dues	244,638	224,678
Pilotage Charges	47,902	7,455
Harbour Dues- Leisure	80,328	71,919
Slipway Launching	3,293	3,957
Pontoon Fees	38,451	35,967
Mooring Rents and Licences	122,057	113,339
Ferry Passenger Dues	20,802	23,968
Sale of Fuel	25,463	31,844
Boatshed and Boatyard Fees	22,729	17,540
Services Rendered	23,711	9,172
Grant Income	230,713	0
Other Income	13,555	6,627
Interest Income	4,877	537
Loans	0	115,000
Local Authorities Precept	150,000	
	<b>1,028,519</b>	<b>662,003</b>
<b>EXPENDITURE</b>		
Employees	406,603	380,773
Training	7,721	10,810
Repairs and Maintenance	157,951	51,799
Elect, Water & Cleaning	6,297	5,176
Rent and Rates	34,355	35,596
Boats and Vehicles	23,305	17,980
Equipment, Furniture etc	8,502	3,711
IT	29,808	15,660
General Office Expenses	6,460	8,258
Travel and Subsistence	4,377	1,800
Insurance	49,712	44,124
Pilot and Pilot Boat Hire	24,572	3,273
Internal Audit Fees	4,000	4,000
External Audit Fees	1,680	1,300
Legal and Professional Fees	21,564	14,813
Purchase of Fuel for Resale	22,722	26,862
Support Service Charges	1,468	1,225
Rechargeable costs	540	1,690
Bank and credit card charges	6,172	5,278
Miscellaneous Expenses	3,433	2,612
Environmental Costs	19,422	29,779
Loan Repayments	9,819	0
Capital Purchases	207,809	109,943
	<b>1,058,292</b>	<b>776,461</b>
INCOME LESS EXPENDITURE	<b>(29,773)</b>	<b>(114,458)</b>


Looking forward to the coming year, concern surrounds the remaining useful life of the Dolphin Piles supporting both the Hayling and Eastney Pontoons and the costs of surveys to establish their condition. It would seem that previous engineering advice significantly underestimated the costs of carrying out dive surveys, although escalating costs clearly have played a part.

The cost of the dive survey to establish the condition and remaining useful life of the Eastney Pontoon Dolphin Piles is £25,000 whilst the indicative costs for Hayling Pontoon including dive survey, repair to a crack in one of the Dolphin Piles, (first highlighted in 2003), and the purchase and fixing of anodes is £62,000.

Provisions for diving, (only £10,000), was made in the 23/24 Accounts and the 24/25 budget set aside a further £10,000 to cover maintenance costs. Even with the use of the remaining reserves brought forward into this year, the harbour is left with a significant funding shortfall.

## Balance sheet and publication of accounts

The Balance Sheet as of 31st March can be seen. A full set of audited accounts including explanatory notes can be found on the Langstone Harbour website and are available to view at the Harbour Office.



**Christopher Braby, Treasurer to the Board**

BALANCE SHEET AS AT 31st MARCH 2024			
	Notes	2024	2023
		£	£
<b>Current Assets and Liabilities:</b>			
Stocks	2	2,214	7,406
Debtors	3	141,203	88,178
Cash	4	187,141	90,581
Short Term Investment	4	0	0
<b>Current Assets</b>		<b>330,558</b>	<b>186,165</b>
<b>Current Liabilities</b>			
Creditors	6	(309,091)	(134,925)
<b>Net Current Assets</b>		<b>21,467</b>	<b>51,240</b>
<b>Long Term Liabilities</b>		<b>0</b>	<b>0</b>
		<b>21,467</b>	<b>51,240</b>
<b>FINANCED BY</b>			
General Reserves	7	21,467	31,240
Earmarked Reserves	7	0	20,000
<b>Total Reserves</b>		<b>21,467</b>	<b>51,240</b>
C Braby ACMA. CGMA Treasurer to the Board		Chairman of the Board	

## Explanatory notes:

**Stocks (2)** - 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.

### Debtors (3) -

	2023/24	2022/23
	£	£
Debtors Control Account (less reserve)	4,000	5,773
VAT	6,903	1,112
HMRC Fuel Duty	0	582
Unbilled Receivables	90,458	46,610
Payments in Advance	39,843	34,101
	<u>141,203</u>	<u>88,178</u>

### Creditors (6) –

	2023/24	2022/23
	£	£
Sundry Creditors	125,076	57,404
Key Deposits	2,035	1,710
Income Received in Advance	145,694	43,887
Accrued expenditure	32,553	30,948
Warner mooring Fees	0	1,159
VAT	0	117
Nat West Credit Card	3,733	0
	<u>309,091</u>	<u>134,925</u>

### Cash and short-term investments (4) –

Balances as at the 31st of March 2024 were as follows:

	2023/24	2022/23
	£	£
National Westminster Bank Plc	161,176	78,333
CCLA overnight deposits	11,332	3,675
On line payments awaiting bank clearance	13,366	7,889
Cash in Hand	1,267	684
	<u>187,141</u>	<u>90,581</u>

### Movement of Reserves (7) –

	2023/24	2022/23
	£	£
<b>GENERAL RESERVE</b>		
Opening Balance at 1st April	31,240	165,698
Add surplus/(Loss) for the Year	(29,773)	(114,458)
Transfer from Earmarked Reserves	20,000	0
Transfer to Earmarked Reserves	0	(20,000)
	<u>21,467</u>	<u>31,240</u>
<b>EARMARKED RESERVES</b>		
This sum is set aside in order to provide match funding should the Board's bid to benefit from the Seafood Infrastructure grant prove successful.		
	£	£
Opening Balance at 1st April	20,000	0
Transfer to General Reserve	(20,000)	0
Transfer from General Reserve	0	20,000
Closing Balance at 31st March	<u>0</u>	<u>20,000</u>



Cover artwork by Sarah Butterfield – Friends of Langstone Harbour

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