



ELGIN AND LOSSIEMOUTH HARBOUR COMPANY

ANNUAL REPORT

2026



Elgin and Lossiemouth Harbour Company
Lossiemouth Marina
Shore Street
Lossiemouth
Moray
IV31 6PB



THE HISTORY OF LOSSIEMOUTH HARBOUR

In 1834, the original Harbour at the mouth of the River Lossie was unable to sustain access by larger sailing vessels due to shallowness and often dangerous entry. An alternative was required and The Stotfield and Lossiemouth Harbour Company was formed.

A new Harbour was built at Stotfield point by the Company in 1839.

It proved a great success and was able to accommodate larger sailing ships and more fishing boats. As trade increased it was enlarged and in 1857 a new West basin was opened and the small private Company was renamed Elgin and Lossiemouth Harbour Company, to reflect the business investors of Elgin.

The Harbour became the major sea port for the area with cargos of salt, coal, timber, oats, slates, and barley being imported with whisky, herring, timber, potatoes and stones being the main exports.

More fishing vessels were attracted to the port at this time and as sail gave way to steam and the railways, cargo trade reduced and fishing became the main industry.

Small sail fishing vessels became larger, mainly line fishing for white fish and drift nets for herring to be superseded by the steam drifter and then the motor seiner.

Lossiemouth fishermen have always been innovative. The first Zulu sailing vessel to be built was the 'Nonsuch', designed and built in Lossiemouth. Being very fast and manoeuvrable it was so successful that it was built in vast numbers.

The Danish seine net method of fishing was adapted and improved by Lossiemouth fishermen with the first custom-built seiner, the 'Marigold', being built in Lossiemouth in 1921.

Lossiemouth became a major white fishing port and had great success, at one time being the third largest white fish landing port in Scotland. However, as fishing grounds became less productive, vessels moving and fishing from other ports and the event of the UK joining the EEC in 1973 with the resulting decommissioning of vessels, the fishing industry declined rapidly thereafter.

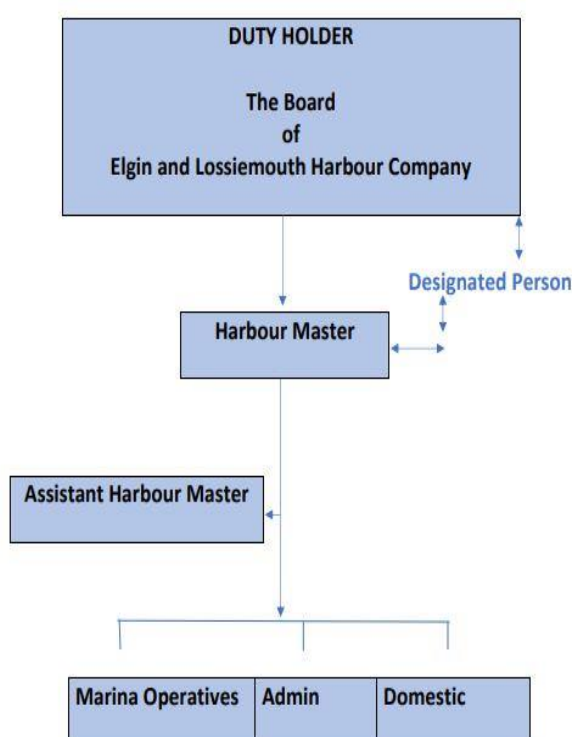
In 1990 the Directors of the Elgin & Lossiemouth Harbour Company realised that change was necessary for survival and it was decided to cater for the growing leisure sailing and boating industry and the first pontoons were soon introduced. This proved to be successful and Lossiemouth Marina came into being and now has 115 serviced berths and also caters for visitors from all parts.

Lossiemouth Harbour has had three distinct lives – a busy seaport, an important fishing port and now a modern marina.

Each life has been different but the Company aims to ensure the Harbour's ability to remain viable, to reinvest all profits into the Marina and to move forward with the times well into the future for Lossiemouth.

THE BOARD OF ELGIN AND LOSSIEMOUTH HARBOUR COMPANY

The Duty Holder for Elgin and Lossiemouth Harbour Company is the Board of Directors.



The Board of Elgin and Lossiemouth Harbour Company consists of twelve Directors, including the elected Chairman (Alistair Milne) and Vice Chairman.

The Directors are non-paid volunteers whose objective is to ensure continued viability of Lossiemouth Harbour for the town of Lossiemouth.

The role of Designated Person was accepted by Robert Sinclair of Robert Sinclair Marine Consultants Ltd in 2022. The Terms of Appointment were approved by the Board and Minuted accordingly.

We believe that the Company's performance meets its statutory obligations under the Ports and Marine Facilities Safety Code and associated Acts.

This Annual Report should be read in conjunction with the Safety Management System and Marine Safety Plan.



Emerging trends identified during health checks:

During annual health checks, no changes to the ongoing working of the Marina were identified.

Safety measures:

Regular inspections continue to be made to the structures and piers, including the annual survey by an engineer on the rampways, pontoons and fingers and associated fixtures and fittings.

Three new pontoon sections were installed on the north side of the west basin, to replace the original, historic smaller sections following storm damage and corrosion. The Company will aim to continue the rolling programme to replace the old structures in this basin.

Following the annual survey of the structures in the west basin, it was decided to close one of the rampways in the west basin as a precaution. A replacement bridge is expected to be installed before February 2027.

A new crane platform was constructed and installed at the west basin and the viewpoint railings at the north pier were also replaced.

The dredging platform was removed from the water for refurbishment and for new non-slip, protective flooring to be installed, to good effect. The pumps were also removed for servicing at this time. This platform will continue to dredge the west basin, customer berths and the visitor pontoon area over the winter and early spring period until the bathing season in May 2027.

Permission was sought from Marine Directorate to vary the current dredging licence to combine the current dredging method with a pier-based crane method to target areas within the east and west basin channels. Application was successful and this method has proved to be effective. More attention to the east basin is required and this will be addressed using the crane method during spring 2027.

Health and Safety training, continued professional training, boat handling and plant equipment training/refresher training was completed by the marina team to ensure currency and compliance with regulations.



Pier-based crane



New crane platform



New pontoon sections

Berthing, facilities and use of the Marina:

The Marina is fully booked for 2026 to 2027 and continues to hold a healthy waiting list for berths. The indoor storage facility was booked up throughout the winter to early Summer 2026 and bookings are filling up for winter 2026 onwards.

We welcomed and accommodated over 150 visiting vessels and new customers for the summer and winter seasons from both the UK and abroad. The marina and Lossiemouth received excellent feedback and reviews from the visitors, with many returning on their way back to home ports and some requesting to remain in Lossiemouth for the winter period.

We offer our facilities to the Sea Cadets, Lossiemouth Community Rowing Club (including the fun days, gala and school pupil events), army divers, the Fire and Rescue Service and Outfit Moray, providing a free and safe environment for all of their training purposes.

North 58 Sea Adventures continues to operate wildlife tours from Lossiemouth, offering two-hour trips on the Moray Firth coastline for safe encounters with marine life from spring through to end autumn and the Gaelforce Regatta was again held at Lossiemouth Marina which was a very successful event for all participants.



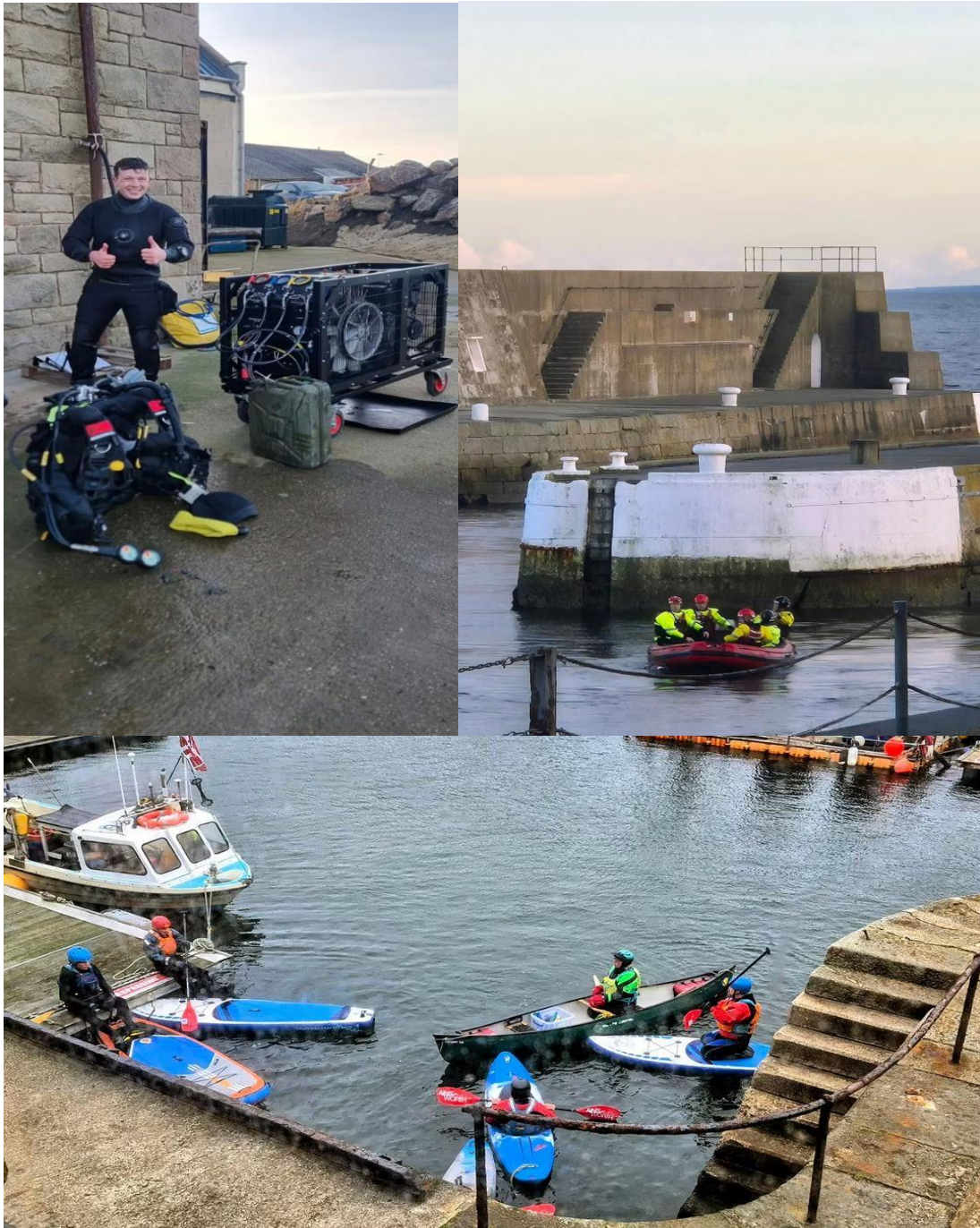
Visiting vessels, North 58 Sea Adventures and our permanent customers, east basin



Visiting vessels



Gaelforce Regatta

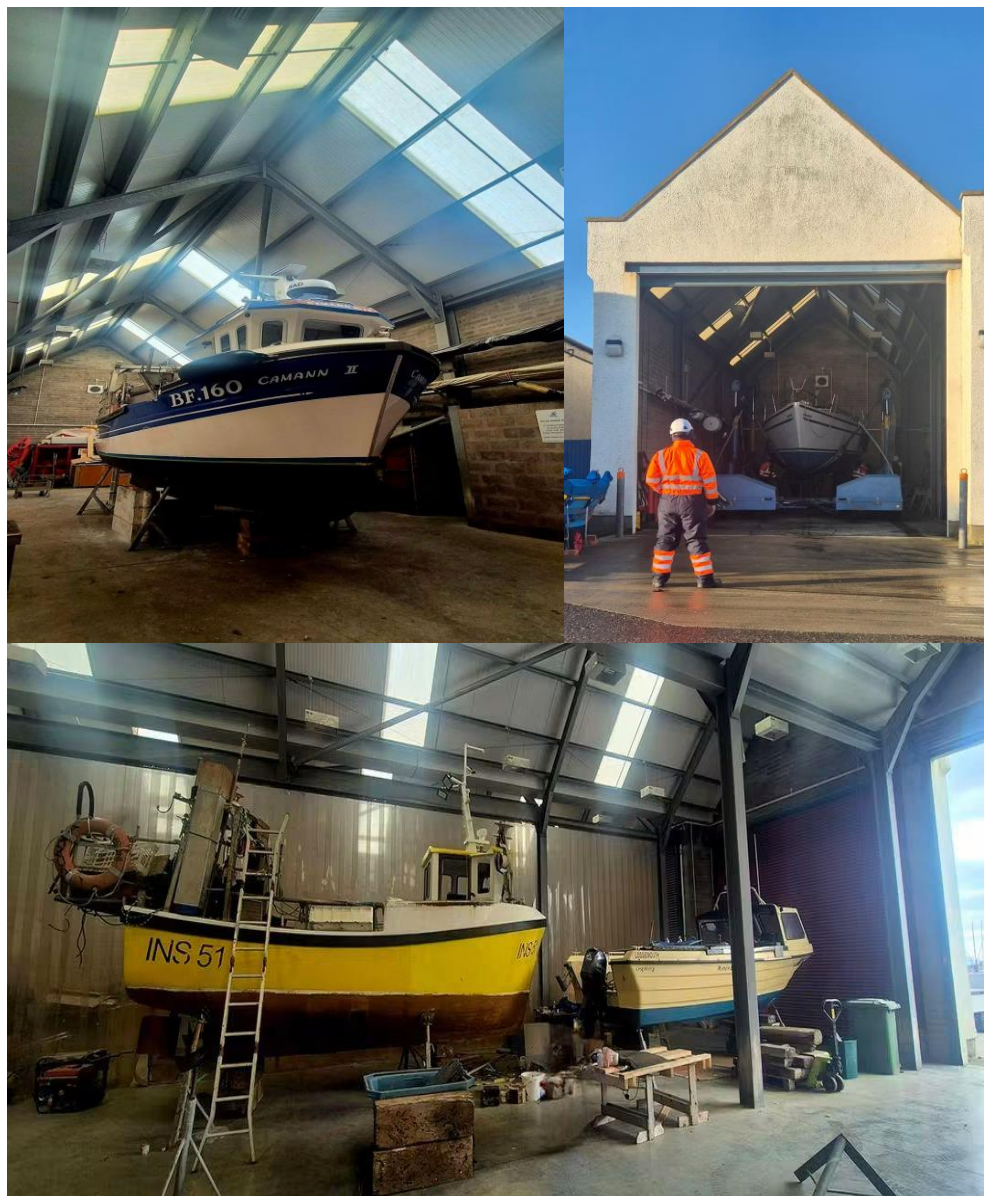


Army divers, Fire and Rescue Service and Outfit Moray

The Lossiemouth Cruising Club held their first Boat Jumble at the start of the summer and we hope to accommodate this again, following the positive feedback.



The first LCC Boat Jumble, May 2026



Indoor storage facility



Boat lift using our sublift plant equipment



Storage ashore facility in both the east and west basins



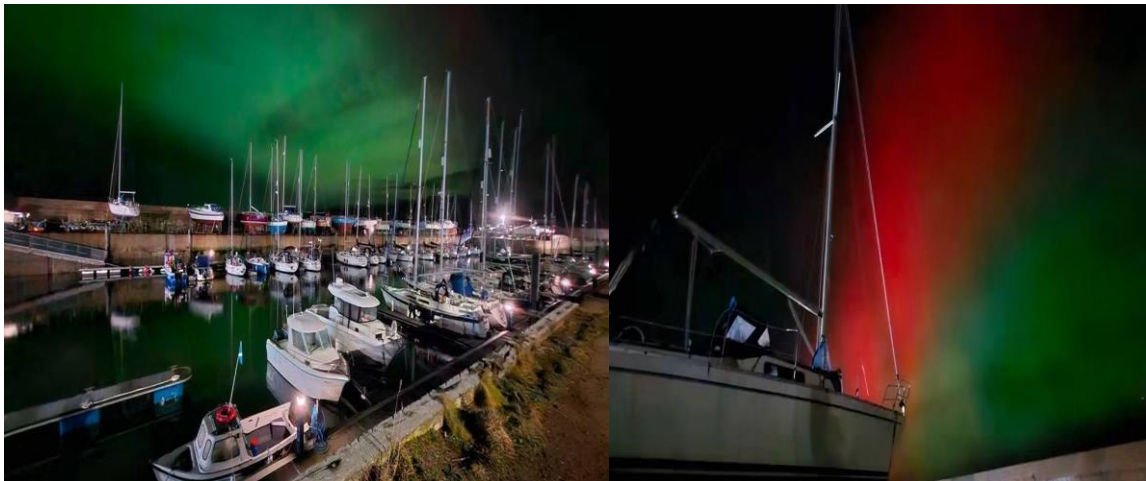
Burghead Diving Club rhib



West basin

Unexpected appearances during 2026

The Northern Lights made a spectacular appearance at the Marina on a few occasions during 2026 and we thank those who kindly shared their images with us.



The Northern Lights shining bright over Lossiemouth Marina

The annual report for 2026 would not be complete without a mention of our main surprise and most famous visitor of the year – Magnus!

One spring morning, Magnus the walrus swam into the west basin and climbed up onto one of our fingers. The area was cordoned off and the British Divers Marine Life Rescue team was contacted and they set off for Lossiemouth.

The team confirmed that Magnus was in good health and had been previously spotted in Orkney. He was a young male and it is not uncommon for them to go on an adventure although they had not expected to see him on the north-east coast at Lossiemouth.

Magnus attracted hundreds of visitors to Lossiemouth Marina during his short visit and we thank all who respected the cordons and guidance in place to try and keep a peaceful as possible environment for him during his stay.

After 24 hours, Magnus slid back into the water after his much-deserved rest and continued to explore other harbours and marinas along the coastline, including Macduff, Findochty and Hopeman.

Not long after, Magnus was spotted in Norway and was still reported to be in good health.

This was indeed a fantastic experience for all to witness.



Magnus arriving at Lossiemouth



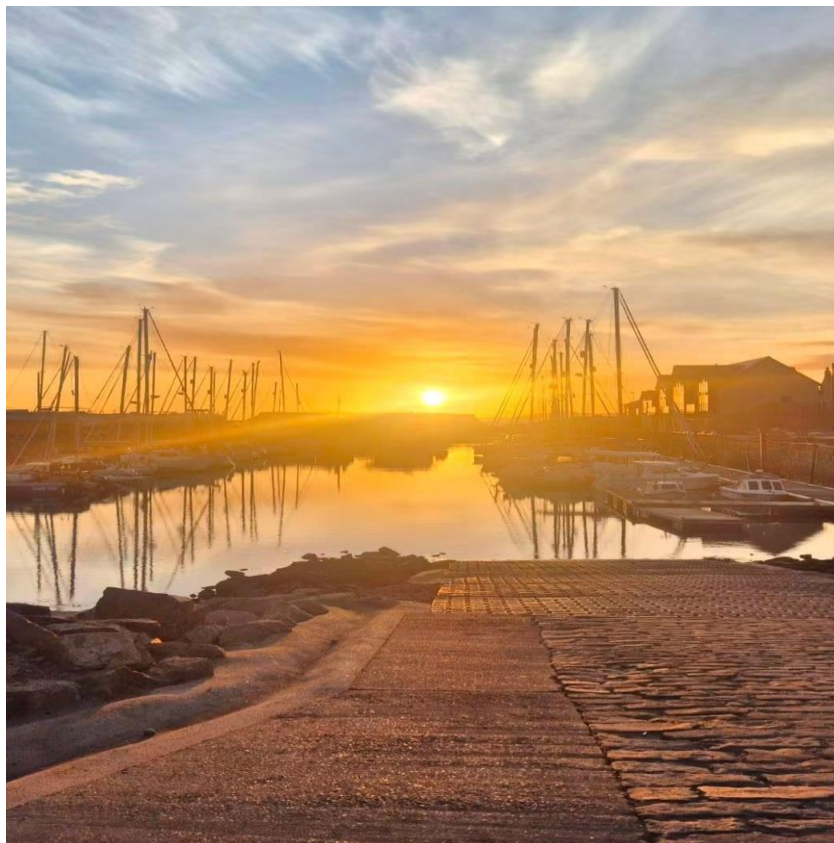
Feeling very comfortable

Summary

This has been a busy year for the marina and as we approach 2027, the Company will continue to strive to meet the requirements of the Ports and Marine Facilities Safety Code and will continue to work for the harbour's future viability for Lossiemouth and its community.



The old harbour – east basin



Sunrise from the slipway, west basin