



ELGIN AND LOSSIEMOUTH HARBOUR COMPANY

METHOD STATEMENT

Proposed dredging at Lossiemouth Harbour 2023-2026

Lossiemouth Marina receives sediment from the Moray Firth and a continuous current passes Northward past the entrance to the Harbour. This is set up by the River Lossie which drains in to the sea, point three of a mile to the South of the Harbour entrance. Normally this current runs at less than a half a knot, however during flood conditions it can be stronger. During such conditions, which occur several times each year, a vast amount of silt is washed down the River Lossie - a small proportion of which enters the Harbour.

As a necessity and requirement for the safety of commercial, fishing and mid-deep drafted leisure vessels, dredging is required at the Harbour entrance, the main and linking basin channels and inbetween the finger pontoons.

The co-ordinates for the proposed areas to be dredged are detailed on the application and lie within the harbour undertaking.

The Harbour Company have been operating their own pump dredging system since 2018 to good result.

The pump dredging system operates on a floating platform which supports the suction pump.

The method of use is a submersible hydraulic pump and auxiliary driven by Hushpac power supplies, supported on the floatation system. The pump is then lowered onto the harbour bed and set in operation. As sediment is removed, the pump sinks further into the harbour bottom and draws the spoil in suspension with water as it falls inward within the hole. The spoil is pumped during this process to the authorised discharge areas.

This has proven to be an efficient and cost-effective method and the quantities removed are monitored and recorded as per Marine Scotland requirements on the days of operation.

The Licence application covers three years and it is anticipated that dredging, which will be very dependent on weather conditions, will broadly be undertaken as follows:



YEAR 1

Phase One: Harbour entrance and Main Channel

This area is of paramount importance and will be the focus for Phase One, when weather conditions allow. This area silted up considerably during the Covid-19 period and remains our main priority, to ensure safe entry during all states of the tide.

Phase Two: Visitor berthing area and West basin channel

Maintenance dredging of the visitor berth and the West basin channel will be the priority areas prior to each sailing season.

Phase Three: West and East Basin

To continue to dredge within the two basins and inbetween the fingers to provide more depth for the longer drafted vessels.

YEAR 2 and 3

The dredging operation will be on a cyclic process to continue maintenance dredging to allow safer and easier access for all harbour users.

As per our previous applications, it is not envisaged that large quantities will be removed at any one time nor foresee a detrimental impact on marine and bird life as the majority of the spoil will be disposed via the suspension method by natural dispersion of the tide and disposed within the harbour undertaking.

Elgin and Lossiemouth Harbour Company believe that this method is the best environmentally friendly option.

The required number of samples have been analysed (results submitted in accordance with Marine Scotland requirements) and show the materials dredged remain as silt, sand and a mixture of both.



Due care continues to be the priority to ensure no spillages of dredged sediment, fuel or hydraulic oils.

Navigational vigilance continues throughout all dredging operations and all operatives involved maintain communication with the Harbour Master, Assistant Harbour Master and all other vessels via VHF radio.

The correct signals remain in situ and the Notice to Mariners is released and on display throughout the dredging periods. Additional Notices are issued during dredging operations within the channels. Regular updates are provided regarding positioning of the dredging platform.