



MCIB

Marine Casualty Investigation Board
Bord Imscrúdú Taisní Muirí



INTERIM REPORT OF
AN INVESTIGATION INTO A
MARINE CASUALTY
INVOLVING
THE FISHING VESSEL
SAINTE CATHERINE LABOURE
IN OR AROUND
248 NAUTICAL MILES OFF
THE COAST OF MALIN HEAD,
CO. DONEGAL,
ON OR ABOUT
20 JUNE 2024

REPORT NO. MCIB/337/INTERIM
(No.2 OF 2025)

The Marine Casualty Investigation Board (MCIB) examines and investigates all types of marine casualties to, or on board, Irish registered vessels worldwide and other vessels in Irish territorial waters and inland waterways.

The MCIB objective in investigating a marine casualty is to determine its circumstances and its causes with a view to making recommendations for the avoidance of similar marine casualties in the future, thereby improving the safety of life at sea.

The MCIB is a non-prosecutorial body. We do not enforce laws or carry out prosecutions. It is not the purpose of an investigation carried out by the MCIB to apportion blame or fault.

The legislative framework for the operation of the MCIB, the reporting and investigating of marine casualties and the powers of MCIB investigators is set out in The Merchant Shipping (Investigation of Marine Casualties) Act, 2000.

This report is published under and in accordance with the Merchant Shipping (Investigation of Marine Casualties) Act 2000 as amended by the Merchant Shipping (Investigation of Marine Casualties) (Amendment) Act 2022 and/or under and in accordance with the European Communities (Merchant Shipping) (Investigation of Accidents) Regulations 2011. It is not published under the Merchant Shipping (Investigation of Marine Accidents) Act 2025, Parts 1 and 5 of which were commenced by the Merchant Shipping (Investigation of Marine Accidents) Act 2025 (Commencement) Order 2025 S.I.188 of 2025 from 1 June 2025.

In carrying out its functions the MCIB complies with the provisions of the International Maritime Organisation's Casualty Investigation Code and EU Directive 2009/18/EC governing the investigation of accidents in the maritime transport sector.

Section 34 of the Merchant Shipping (Investigation of Marine Casualties) Act, 2000, as amended by Section 12 of the 2022 Act, requires that where the Board is unable to publish a report within 12 months of the date of the casualty, it shall publish at least one interim report of the investigation during that period.

This is an interim report and no conclusions should be drawn from its contents.

Report MCIB/337/Interim published by the Marine Casualty Investigation Board.
4th December 2025.

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The Marine Casualty Investigation Board was established on the 25th March 2003 under the Merchant Shipping (Investigation of Marine Casualties) Act, 2000.

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1. SUMMARY

- 1.1 While fishing for haddock in the area of the Rockall Bank on the evening of the 20 June 2024, the Skipper of the fishing vessel (FV) Sainte Catherine Laboure was on watch in the wheelhouse with the remainder of the crew resting. At around 22.00 hours (hrs) the Skipper noted an engine room bilge alarm light flickering. He proceeded to the engine room and activated the primary bilge pump checking it was pumping over the side. As the water level was still rising a second bilge pump was started and the Skipper called the Mate. Both the Skipper and the Mate checked under the plates in the engine room but could not ascertain where the water was coming from. A portable submersible pump was then put in operation. As the water level continued to rise the remainder of the crew were woken and a Pan-Pan call was made. Two vessels responded to the Pan-Pan, a Scottish fishing vessel the FV Good Hope 1.5 hrs away and a Fishery Protection vessel the Jura 1.75 hrs away.
- 1.2 The Mate now ensured the crew were in suitable clothing and issued lifejackets to the crew. The Skipper maintained contact with the FV Good Hope and the Jura, and at 22.44 hrs activated the digital selective calling (DSC) and the Emergency Position Indicating Radio Beacon (EPIRB). Both liferafts were launched, and the crew abandoned the vessel at 23.15 hrs. The crew were recovered to the FV Good Hope circa 23.45 hrs. The Jura arrived on scene and stood by. Jura confirmed the FV Sainte Catherine Laboure sank at 01.00 hrs and remained on scene to collect any debris until the morning. FV Good Hope proceeded to Ullapool on Scottish west coast and landed survivors on the morning of 22 June 2024.

Note: Times are local time = UTC +1 (Co-ordinated Universal Time +1 hour).



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