

VERY SERIOUS MARINE CASUALTY

JANUARY 2026

This investigation is being carried out by the UK Marine Accident Investigation Branch (MAIB) on behalf of the Bermuda Administration. Extract from Bermuda Merchant Shipping (Accident Reporting and Investigation) Regulations 2021 – Regulation 5:

“The sole objective of a safety investigation into an accident under these Regulations shall be the prevention of future accidents through the ascertainment of its causes and circumstances. It shall not be the purpose of such an investigation, to determine liability nor, except so far as is necessary to achieve its objective, to apportion blame.”

#### NOTE

This report is not written with litigation in mind and, pursuant to Regulation 14(13), shall be inadmissible in any judicial proceedings whose purpose, or one of whose purposes is to attribute or apportion liability or blame.

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## Interim report on the investigation of a fatal accident on the Bermuda registered passenger vessel *Arvia* while on passage from Southampton, England to Santa Cruz, Tenerife, Canary Islands on 26 October 2025

*The information contained in this interim report is based on the various aspects of the investigation completed to date. Readers are cautioned that there is the possibility new evidence may become available that might alter the circumstances as depicted in this report.*

### FACTUAL INFORMATION

At approximately 0552<sup>1</sup> on 26 October 2025, an electrical technician on board the passenger vessel *Arvia* was fatally injured inside a passenger lift shaft.

The lift was being tested from inside the lift car by the electrical technician and the staff electro-technical officer (SETO) following repairs that had been completed during the night. The lift was stopped on deck 11 and the electrical technician proceeded to deck 12, intending to open the lift shaft doors and inspect the top of the lift car. The electrical technician attempted to open the lift shaft doors on deck 12 but was unsuccessful as the door release key did not operate. The electrical technician then proceeded to one deck above and opened the lift shaft doors on deck 14<sup>2</sup>.

As the SETO left the lift car, intending to join the electrical technician on deck 14, the lift car and lift shaft doors on deck 11 automatically closed. At about the same time the electrical technician entered the lift shaft from deck 14 and the lift shaft doors closed behind him. The lift then automatically reactivated and moved up, crushing the electrical technician between the lift car and the side of the lift shaft.

At 0602, a medical emergency was declared. At 0607, the electrical technician was declared deceased by the vessel's doctor. *Arvia* was diverted to A Coruña, Spain, where the electrical technician's body was recovered from the lift shaft and taken ashore by the local emergency services. The electrical technician's cause of death is as yet unknown, pending a postmortem report.



*Arvia*

<sup>1</sup> All times are universal time coordinated unless otherwise stated.

<sup>2</sup> There is no deck 13 on board *Arvia*.

## INITIAL FINDINGS

- The lift was not electrically isolated at the time of the accident.
- The release mechanism for the lift shaft doors on deck 12 had a defect, which prevented the electrical technician's key from operating the door release and accessing the top of the lift car.
- All interlocks that had prevented the lift from operating were re-enabled when the lift car and lift shaft doors on deck 11 and the lift shaft door on deck 14 closed.
- A stored lift call signal requesting the lift to come to one of the upper decks caused the lift to move up when the interlocks were re-enabled.

## INVESTIGATION

This investigation is being undertaken by the UK Marine Accident Investigation Branch (MAIB) on behalf of the Bermuda Shipping and Maritime Authority in accordance with the Memorandum of Understanding between the MAIB and the Red Ensign Group Category 1 registries of Isle of Man, Cayman Islands, Bermuda and Gibraltar.

The investigation is considering various aspects of the accident to determine the causes and circumstances of the electrical technician's death. These include the manufacturer's safety guidelines, the documented safe system of work, the supervision and oversight of safety and the actions of the crew involved.

## ONGOING ACTION

The investigation into this accident is ongoing. Once the investigation is completed, a draft of the report will be prepared and distributed to stakeholders for a 30-day consultation period.

## VESSEL PARTICULARS

<b>Vessel's name</b>	<i>Arvia</i>
<b>Flag</b>	Bermuda
<b>Classification society</b>	Lloyd's Register
<b>IMO number</b>	9849693
<b>Type</b>	Passenger ship
<b>Registered owner</b>	Carnival Holdings (Bermuda) II Limited
<b>Manager(s)</b>	Carnival UK
<b>Year of build</b>	2022
<b>Construction</b>	Steel
<b>Length overall</b>	344.5m
<b>Registered length</b>	320.1m
<b>Gross tonnage</b>	185,581
<b>Minimum safe manning</b>	49
<b>Authorised cargo</b>	6,600 passengers

## VOYAGE PARTICULARS

<b>Port of departure</b>	Southampton, England
<b>Port of arrival</b>	Santa Cruz, Tenerife, Canary Islands (intended, diverted to A Coruña, Spain)
<b>Type of voyage</b>	Cruise
<b>Cargo information</b>	5,299 passengers
<b>Manning</b>	1,681 crew

## MARINE CASUALTY INFORMATION

<b>Date and time</b>	26 October 2025 at 0552
<b>Type of marine casualty or incident</b>	Very Serious Marine Casualty
<b>Location of incident</b>	75nm north-west of Cape Finisterre, Spain
<b>Place on board</b>	Passenger lift 14 in the lift shaft between decks 12 and 14
<b>Injuries/fatalities</b>	1 fatality
<b>Damage/environmental impact</b>	Minor damage to passenger lift 14
<b>Ship operation</b>	On passage
<b>Voyage segment</b>	Mid-water
<b>External &amp; internal environment</b>	Northerly winds, force 5; slight to moderate seas with short low swell; dry; good visibility
<b>Persons on board</b>	6,980