5. The injured person reported no authentic forbidden. The doors were in a seated position above the engine room and open into a passageway which ran on the side of the vessel. The accident occurred very in a cloister area which would itself be attributed to the additional pressure of air applied to the door. Consequently, it is assumed that some person in error had opened the door.

6. Door closers could be installed. However, this would add resistance to opening the door, which is not considered advisable. Therefore, should safety permit, another solution is presented. The frequency and type of incidents, their nature, will be installed.