

# Superferry 14 fire was sabotage

**The fire that killed 116 people on board the Philippines ferry Superferry 14 in February was sabotage, caused by a terrorist bomb, a new report claimed last month.**

According to *Safety at Sea International's* sister publication *Fairplay*, police from the country's Criminal Investigation and Detection Group have filed charges of multiple murder against six men accused of being members of the terrorist

group Abu Sayyaf. Two of them – Habil Dellosa and Alhamser Manatad Limbong – were in custody at the time of *Fairplay's* report in late October, while the other two were still at large.

The charges followed an investigation by the Special Board of Marine Inquiry (SBMI). The SBMI appears to have discounted an earlier report by the country's Maritime Industry

**The fire that sank Superferry 14 in February was caused by a terrorist bomb, said Fairplay last month**



Ferry 14 fire 'was sabotage'

But the latest report points to deformations in the metal above the fire source as evidence that an explosion had ripped open the deck and other metal plates. And three threats had been made to *Superferry 14's* operator, Aboitiz Transport Systems, the last of which was in October 2003 and warned of an attack by the Abu Sayyaf group if the company did not pay it \$1M.

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## UK minister calls for GPS alternative

**CONCERNS about what the UK's Minister for Shipping David Jamieson last month called the "vulnerability" of satellite navigation systems mean that a terrestrial alternative is needed, he said.**

Speaking at the launch of a document setting out the UK's and Ireland's strategy for nav aids to 2020, he said that "it would be very unwise for a country like Britain to be wholly dependent on a service operated outside Europe."

So he announced that the UK government will work closely with the two countries' lighthouse authorities to adopt LORAN-C as a back-up. Jeremy de Halpert, executive chairman of the UK's main lighthouse authority, Trinity House, said that "the over-reliance on satel-

lite navigation systems is a concern and we must continue to ensure that aids to navigation are in place should this system fail or fall victim to attack."

Asked whether carrying LORAN-C equipment on board ship should be made mandatory, James Taylor, chief executive of the Northern Lighthouse Board, said that the lighthouse authorities will "lobby hard" through the IMO to make it mandatory.

Speaking from the floor, Bill Sandford, vice president of the Royal Institute of Navigation, predicted that receivers will become available that will handle GPS and Galileo satellite signals along with LORAN-C to provide position information. "You won't know which you are using," he said.