



UNITED NATIONS
SECURITY
COUNCIL



Distr.
GENERAL

S/7433
27 July 1966

ORIGINAL: ENGLISH

REPORT BY THE SECRETARY-GENERAL, AS REQUESTED BY THE SECURITY COUNCIL,
WITH REGARD TO ITEM (b) OF THE AGENDA ADOPTED BY THE COUNCIL ON
25 JULY 1966

1. The following factual report, submitted at the request of the Security Council at its 1288th meeting on 25 July 1966, is based exclusively upon information supplied by Lt. General Odd Bull, the Chief of Staff of the United Nations Truce Supervision Organization, and relates to the letter of 22 July 1966 from the Permanent Representative of Israel addressed to the President of the Security Council (S/7423). The information provided by the Chief of Staff is based upon the investigations of the incidents in question by the UNTSO Observers. The letter of the representative of Israel under item (b) of the agenda mentions no specific incidents or time period. There is, of course, a history of many incidents on both sides of the line over many years. Bearing in mind the obvious need for expediting the preparation and circulation of the two reports and in the absence of guidance otherwise from the Council, this report covers only the incidents which were the subject of the most recent complaints submitted by Israel, that is those on 13-14 July, which relate, at least in the time of their occurrence, to the incidents cited in item (a) of the agenda.

Mine incident in Almagor area on 13 July 1966

2. On 13 July 1966, at 1345 GMT, the following Israel verbal complaint No. 4613 was received by the Israel-Syrian Mixed Armistice Commission (ISMAC): "On 13 July 1966 at approximately 1510 LT (1310 GMT) a vehicle struck a mine previously planted by Syrians on a track in constant use in Almagor area. Investigation requested."
3. The investigation, in which UNMOs were accompanied by Israel delegates, commenced at 1530 GMT on 13 July 1966 and was concluded at 1325 GMT on 15 July 1966. The incident occurred on a hill in Israel on the north shore of Lake Tiberias, approximately 500 metres from the lake shore and 1,100 metres west of the mouth of the Jordan River.
4. Israel witnesses stated that three casualties resulted from the incident: two deaths and one person severely wounded.

5. An Israel police tracker stated that he followed incoming and outgoing footprints of two persons from the scene of the incident to the west bank of the Jordan River mouth. He estimated the tracks to be about one day old.
6. An Israel expert on ammunition and explosives stated that two mines (British-type mines, anti-tank MK.II, laid one on top of the other) were used.
7. The investigating UNMOs saw at the scene of the incident an overturned, partially destroyed, burning military vehicle and a crater 50 to 75 cm deep and 1.5 metres wide caused by an explosive charge. The investigating UNMOs saw a trail of marks, and well-defined matching footprints leading to and from the scene of the incident and the western bank of the Jordan River mouth. The portion of the trail from approximate MR 2069-2560 to the western bank of the Jordan River (approximate MR 20760-25574) was found by the trackers in the presence of the investigating UNMOs; the remainder was found by the trackers before the UNMOs' arrival. At Israel hospitals, the UNMOs saw the body of a dead man with severe burns and traumatic injuries and an injured person; they received medical certificates for the three casualties reported by the witnesses (two dead, one injured).

Mine explosion in the vicinity of Kibbutz Mahanayim on 13 July 1966

8. On 13 July 1966, at 1930 GMT, the following Israel verbal complaint No. 4614 was received by ISMAC: "On 13 July 1966 at approximately 1850 LT (1650 GMT) a tractor struck a mine which was previously planted by the Syrians, at approximate MR 2041-2671. The tractor driver was injured."
9. The investigation, in which UNMOs were accompanied by Israel delegates, commenced at 1950 GMT on 13 July 1966 and was adjourned at 2017 GMT. It was reopened on 14 July 1966 at 0602 GMT and adjourned at 1100 GMT. The investigation was again reopened at 0656 GMT on 15 July 1966 to permit interrogation of witnesses not previously available and was concluded at 1500 GMT. The incident occurred on a dirt road south-west of Lake Hula, approximately 2,700 metres due west of the ADL which defines the western limit of the central demilitarized zone.
10. An Israel police tracker stated (on 15 July) that late on 13 July 1966 he found tracks in a field in the immediate vicinity of the incident and that early in the morning of 14 July he followed these tracks to a point close to

Wadi She'Ayoun (approximate MR 2065-2667). He said that later on 14 July, accompanied by the investigating UNMOs and another tracker, he again followed the tracks from the scene of the incident to the edge of Wadi She'Ayoun. He stated that from this point the tracks, followed for the first time and in the company of the UNMOs, led east to the Jordan River. The witness saw the tracks leading to the water's edge and could distinguish them on the other side of the river where bushes were crushed. The trackers stated that the footprints, incoming and outgoing, were made by three separate sets of rubber-soled shoes.

11. An Israel police Sergeant-Major stated that the mine which exploded under the tractor was small as was the one which exploded at Almagor (approximate MR 2066-2752) earlier in the day.

12. Another Israel witness stated that he lived 300 metres from the scene of the incident and that, when he heard and saw an explosion at approximately 1700 GMT, he went to the place of the incident where he found the damaged tractor and a boy lying on the road.

13. The investigating UNMOs found a crater 43 x 52 x 82 cm on a dirt road at approximate MR 2041-2671. They also found a badly damaged Diesel tractor 15 metres south of the crater and sections of the tractor scattered up to a distance of approximately 125 metres. The UNMOs also found bloodstains on the ground and several metal fragments in the crater. They also saw a trail of marks, signs and occasional well-defined footprints leading to and from a point (approximate MR 2065-2667) on the northern bank of Wadi She'Ayoun to the western bank of the Jordan River (approximate MR 20892-26716). The UNMOs were shown several well-defined footprints, marks and signs from the scene of the incident to the northern bank of Wadi She'Ayoun. Some of these footprints were identical to those which were shown to the UNMOs near the scene of the incident. The UNMOs saw at Safad Hospital a patient in serious condition with multiple wounds and lacerations caused by splinters, and received medical certificates regarding this casualty.

Explosive charges in Kefar Yuval on 14 July 1966

14. On 14 July 1966, at 0706 GMT, the following Israel verbal complaint No. 4615 was received by ISMAC and, on the same day, an identical Israel verbal complaint No. I-12/66 was received by ILMAC: "On 14 July 1966, at approx. 0450 LT (0250 GMT), an explosive charge which was previously set by persons coming from

Syria exploded under a dwelling house in Kefar Yuval settlement (approximate MR 2063-2951); another unexploded charge was found on the spot. The perpetrators of this act of sabotage returned to Lebanon. Investigation requested."

15. The investigation of complaint No. 4615 was commenced by ISMAC at 0950 GMT on 14 July 1966 and concluded at 1452 GMT on 17 July 1966; the investigation was adjourned at 1308 GMT on 14 July and was reopened on 17 July at 0740 GMT for interrogation of witnesses not previously available. The investigation of complaint No. I-12/66 was commenced by ILMAC at 1400 GMT on 14 July 1966 and concluded at 1650 GMT on the same day. The ISMAC investigation was conducted by UNMOs accompanied by Israel delegates; in the ILMAC investigation the UNMOs were joined by Israel and Lebanese delegates. The incident occurred in northern Israel approximately 300 metres south of the Israel-Lebanese ADL and 2,600 metres west-north-west of the junction of the Lebanese-Syrian border with the Israel ADL.

16. An Israel expert on explosives stated that, on his arrival at the scene of the incident, he neutralized a charge that had not exploded (consisting of a plastic jerrycan filled with approximately 7 kg of TNT, four sticks of gelignite - each stick containing 200 grammes of gelignite, water-proof paper imprinted "Explosive Nidin 50 Made in Hungary", and a detonator-mechanical "pencil"-type of British pattern with delayed action fuse), and that damage to a building had been caused by a similar type of explosive charge.

17. An Israel police tracker stated that in the early hours of 14 July he followed outgoing footprints of three persons from a point 40 to 50 metres east of the damaged building to and across the Lebanese border, where he lost the tracks 100 metres inside Lebanon, and incoming footprints (from approximately the same location where outgoing footprints were located) to the west bank of the Hasbani River at approximate MR 2086-2941). The witness stated that he followed the last portion of the route to the Hasbani River for the first time after the investigating UNMOs arrived.

18. The investigating UNMOs saw, at the scene of the incident (approximate MR 20634-29506), a concrete two-roomed building badly damaged and a number of shattered windows in two nearby chicken houses. The UNMOs were shown a deactivated charge, description of which is given in paragraph 16 above.

19. The investigating UNMOs of ISMAC were shown, between the scene of the incident (approximate MR 20634-29506) and a point (approximate MR 2087-2941) on the west bank of the Hasbani River, footprints occasionally clearly defined, lines of trampled vegetation in areas of long grass, foot scrapes, a hole in the thick bushes at the edge of the Hasbani River, a line of large stones in the Hasbani River above water level, which provides a foot crossing over the river, and a footpath up the east bank of the river.

20. The investigating UNMOs of ILMAC saw outgoing tracks of shoes, which were not always clear, from the scene of the incident to the Lebanese border where, though it was impossible to find footprints, several paths were observed caused by the passage of persons or cattle (the UNMOs noted that an Israel tracker had followed these tracks prior to pointing them out to the UNMOs).
