

PART II

Case No.15 Killing of ninety eight (98) security forces personnel in Digampathaha, Sigiriya, on 16th October 2006.

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Introduction

The security forces maintain bases in the East of Sri Lanka for their routine operations.

Due to attacks on security forces personnel by the Liberation Tigers of Tamil Eelam (LTTE) the Navy based in Trincomalee made special arrangements to safeguard the lives of naval personnel traveling from Trincomalee to proceed to their homes on leave or return to Trincomalee to report for duty, after availing of leave.

These arrangements involved sending unarmed officers in buses in armed convoys from Trincomalee to one of 3 or 4 previously determined transit points mid way between Colombo and Trincomalee where they change over to proceed to their homes into buses bringing officers from other parts of the country while the officers who traveled in those buses proceed to Trincomalee in the armed convoy.

Case No 15 in the mandate relates to the suicide attack on one such convoy at the transit point in Digampathaha, Sigiriya, when the change over was in progress, resulting in the killing of ninety eight (98) naval personnel, on 16th October 2006.

1. Facts / circumstances of the incident

1.1 The Incident

On 16 October, 2006 a convoy of 23 buses packed with navy personnel proceeding on leave, left the Trincomalee naval base at about 09.00 a.m. and reached Digampathaha, a transit point around 1.15 p.m. Security was provided by the convoy security team under Lt. D. N. W. G. Opatha, who traveled in a Buffel Truck with a Chief Petty Officer and a Petty Officer. A team of naval motor cyclists traveled ahead of the convoy.

At the transit point, at Boraluwala, the navy personnel were handing over their weapons, helmets and body armour when a white Canter truck entered the premises where the buses were parked, at about 1.45 p.m. and activated a claymore bomb fixed to the truck, killing 104



1.3 Arrival of the Police

Inspector B.D.C.Kumarasinghe, OIC of the Sigiriya Police Station arrived at the scene shortly after the blast. On his arrival he saw a number of buses parked near Boraluwala area, and towards the middle of the line of buses about 200m away from the road, a chassis was burning and near the bus which was close to that burning chassis there were a large number of bodies of Navy Officers. Injured people were calling for help all over the area. He took charge of the situation and sent the injured to hospital.

The Assistant Superintendent of Police Dambulla, the Headquarters Inspector, the Senior Supdt. of Police, Matale and the Officer in Charge of Galewela Police also arrived at the scene.

1.4 Magisterial Inquiry

Inspector Kumarasinghe arranged to hold a magisterial inquiry into the deaths at the scene, Subsequently on being informed, the Kekirawa Magistrate was also present to assist the Dambulla Magistrate, who was already at the scene. A post mortem examination was held by the J.M.O. Dambulla on the direction of the Magistrate.

1.5 Background to the incident

The attack followed several incidents where the security forces had thwarted attempts by the LTTE to bring in arms shipments and the LTTE had suffered heavy defeats at the hands of the Navy in sea battles.

Some of these incidents which took place prior to this incident are as follows:

- destruction of a suspected LTTE arms trawler off Mannar;
- on the previous day 15 October 2006, the Navy destroyed a LTTE arms vessel off the seas of West Arippe;
- in the previous month the Navy and the Air Force in a joint operation destroyed and sank a large vessel carrying arms and ammunition;

- the Navy was successfully preventing LTTE sea movements, blocking arms shipments and gradually establishing its superiority over the LTTE in the seas.



The burnt truck used for the attack

2. Persons who have directly suffered death, injury or physical harm

S. J. N. Silva, a Commander in the Navy produced Digampathaha Bomb Blast and Board of Inquiry Files and the Report of the persons who died or were injured in the incident. According to document bearing Reference Number DNW/A/29 and dated 18th of August 2008, 101 persons died and 91 were injured.

2.1 Navy personnel who died

Please see Annexe I.

2.2 Navy personnel who were injured

Please see Annexe II



The scene after the blast

3. Circumstances leading to death or injury to naval personnel

3.1 Circumstances according to the media

Extract from the Nation newspaper of Sunday 22 October 2006

By Gihan Indraguptha and Dharisha Bastians in Dambulla

There is a little jungle enclave off the Dambulla-Habarana Road, in a tiny village known as Digampathaha. The enclave, bordered by jungle cover on one side and with a wide expanse of land which provides the ideal spot to park a vast number of buses – the kind that the navy uses to transport its troops from base when they are going home on leave. The enclave is separated by a small ditch, the spot at which the navy stations sentries whenever the buses are inside the lot. Well enclosed and barely visible to the road, the natural parking lot appears to be a fairly secure location.

Three times a week, the navy brings its sailors to and from base; some of them returning from home leave, and others on their way to see their families after a tour of duty. The buses plying from areas in the South and those bringing troops in the North, meet halfway at a point between Trincomalee and Dambulla, to hand over or pick up weapons and change from civvies to uniform or vice versa. It is a moment for sailors to take a brief respite at a tea boutique across the road and prepare for the rest of their travel.

'Last Monday, in the case of leading electrician Sudath Yasantha Atipolla, it was also a moment to catch up with three of his batch mates from the 74th naval intake. The four friends were chatting, when a white Mitshubishi Canter truck came speeding in to the compound where the buses transporting navy personnel were parked. "Look, where is that truck speeding to?" was all Atipolla had time to ask. Within seconds, the truck came to screeching halt at the centre of the lot, exploded immediately killing two of Atipolla's good friends with the other being critically wounded. Atipolla who is now warded at the Dambulla hospital undergoing treatment for shrapnel injuries, cannot come to terms with how he survived while the three others he was talking to were caught up in the massive explosion at Digampathaha.

Though still in shock from the sudden explosion, Atipolla was able to stop a private bus and get few of his colleagues to hospital. On the way to Dambulla, a few of his mates breathed their last. "He kept on saying 025..025 trying to remember his home number," recalls Atipolla of how one of the injured men died on the bus with his head on his palms. The sailor couldn't finish the number. After attempting several times to go beyond the third digit he gave up on life. Another sailor was calling out for his mother says Atipolla adding, "All I could do was to stroke his head." He too died before been taken to hospital. This was the tragic story at Digampathaha last Monday.

The tiny village, relatively unscathed by the North-East violence experienced a nightmare for a few hours, as some 24 buses blazed and naval personnel stopped private vehicles and civilian buses to transport their wounded as soon as possible. At 1.40 p.m. in what can only be called a perfectly timed and executed mission by an LTTE suicide cadre, inflicted the single most devastating blow to the military in recent memory. The carnage was such that according to eye witnesses, only a few body parts were left of many of the sailors. A massive quantity of explosives had been used along with either claymore bombs or similar bombs with hundreds of pellets. According to a bomb disposal expert at the site, most of the victims had died due to the heat of the explosion, while others would have had their internal organs destroyed due to the vacuum the large explosion created immediately afterwards. Many more had died due to the pellets and other shrapnel hitting them as well.

Several measures had been taken to enhance the security of this naval convoy which shuttles sailors back and forth on a daily basis. The convoy which brings sailors from Trincomalee, stops over at one of four locations in order to exchange sailors who are returning from leave. Digampathaha is considered the safest of the four transit locations and the decision as to where the convoy would stop is decided randomly, a few hours before the actual stopover. However on two consecutive days prior to the incident, the exchange of personnel had occurred at Digampathaha.

On Monday, October 16, a total of 342 sailors had arrived from Trincomalee in 18 buses at around 1.35 p.m. The number had been relatively large, since a Navy transport ship had brought in many sailors going on leave from the North. Two hours before, six buses with 89 sailors had arrived from Colombo, Kandy and few other places in the South. At the transit point, the sailors going on leave have to hand over their fire arms, helmet and body armour while the sailors going back to duty have to collect these items. This mini operation happens outside a bus which the sailors call "armour bus" where through one door the items are collected and through the other they are distributed. To hand over and pick up their weapons in this fashion, hundreds of sailors had queued up in front of the "armour bus."

The suicide bomber knew exactly where to explode his deadly cargo in order to inflict maximum damage. The truck which sped through the entrance of the compound, drove up near the amour bus and blew up. We were told by a sailor who travels with the convoy every day that usually, a truck would be placed at the narrow entrance to the compound but on the day of the incident, this particular truck had not been in place. Though there were two sentries at the entrance, they could do very little against the explosive laden truck speeding in at breakneck pace that Monday afternoon.

Though several security measures were in place to protect the convoy some serious questions have arisen after the incident which clearly indicated the LTTE was constantly observing the convoy to time their attack perfectly. The suicide bomber struck within five minutes of the buses arriving from Trincomalee which had come two hours late on that particular day. He knew that the truck blocking the entrance to the compound was not parked at its usual place allowing the attacker an easy ride. The attacker knew exactly where to drive the truck to cause maximum damage and knew the exact time to carry out the attack. This of course indicates that the suicide cadre was directed by someone who was keeping a close watch on the convoy. The navy had refurbished their buses to counter the claymore mine threat, with many of them been armour plated. Also only a limited number of sailors - 20 - were transported in each bus coming from Trincomalee. Although most of these measures had been successful in minimising casualties from claymore mine attacks, the Navy seemed to have underestimated their vulnerability at transit points. It is now known that an intelligence report issued on October 2, had indicated an imminent LTTE attack on a military convoy at such a transit point.

3.2 Investigations of the Commission to ascertain circumstances

The Investigations Unit of the Commission carried out a fresh investigation into the incident, based on a Plan of Investigation approved by the Commission. 23 statements were recorded .

The members of the Commission visited the scene of the incident on 30 April, 2007 and acquainted themselves with the layout of the area and the scene of the blast.

3.3 Public Inquiry to ascertain circumstances

The Public Inquiry into the incident commenced on 20 October 2008 and was concluded on 01 December 2008, after 08 sessions. 17.witnesses gave evidence. Of the witnesses 10. were naval officers, 04. were police officers and 03 were civilians.

Mr. D. H. Jayakody, Senior State Counsel, a member of the Panel of Counsel from the Official Bar and Mr. C. N. Ekanayake Attorney at Law from the Unofficial Bar assisted the Commission.

3.4 Summary of evidence

3.4.1 Security staff on the armed convoy

Seaman R A N J Rupasinghe

Rupasinghe was attached to the Tissa Navy Camp at the time in question and was a member of the armed convoy assigned the task of providing security and transport to personnel going on leave and bringing back those returning for duty. Rupasinghe travelled in the last truck at the rear end of the convoy, and was required to attend to any breakdowns or tyre punctures

According to him, personnel from the North and Eastern areas, first arrive at Tissa Naval base, Trincomalee and are taken in armed convoys to a transit point, which on this occasion was a place called Boraluwwala in Digampathaha between Dambulla and Habarana. There were 3 other such places usually used by the navy.

On the said day Captain Silva was the Commanding Officer at the Tissa Naval Base and it was he who gave instructions relating to the armed convoy. Captain Silva warned them of a likelihood of a suicide attack by three wheelers / motor bicycles and to be vigilant. On this day, the Officer Commanding the Armed Convoy was Lt. Opatha and Chief Petty Officer Dahanayake and Petty Officer Edirisinghe assisted him .

The convoy of 23 buses left Tissa Naval Base between 8.30 and 9.00 a.m. In each bus there was an armed officer, a squad sailor who travels at the front entrance of the bus to prevent outsiders from

getting into the bus and to provide security if there is a break down. On the said day there were 23 such officers providing security to each bus. They were contactable on the hand phones and the Officer commanding the convoy was contactable on both hand phone and hand set. In addition to the officer who provided security to the bus, four other officers were allowed to carry weapons. Buses proceed without stopping to Digampathaha

The Officer commanding the convoy, Lt. Opatha travelled in the middle section of the convoy.

An armoured personnel vehicle leaves before the convoy with security personnel and checks the road up to Boraluwala and it had communication equipment to communicate with the buses. Chief Petty Officer Dahanayake was in charge of this vehicle .

On the way, he did not observe or notice any suspicious looking vehicle that may have been a danger to the passing convoy The truck in which Rupasinghe traveled with 7 others reached Boraluwala at around 1.15 or 1.20 p.m By that time the buses and the cab in which Lt. Opatha travelled in, had already reached Boraluwala. After reaching Boraluwala, Chief Petty Officer Dahanayake instructed Rupasinghe to go to the road block which had only 2 personnel and was situated about 60 -70 metres ahead of the Boraluwala entrance towards Dambulla. His duty was to check small vehicles like three wheelers and motor bikes that passed the place. Personnel from Colombo and Kandy areas who were returning to assume duties were already at Boraluwala

At Boraluwala, the cab of the Officer commanding the convoy is normally parked at the entrance after the convoy reaches the Boraluwala compound and no other vehicles can enter the premises..

When questioned regarding the security arrangements for the officers who come to the Boraluwala compound, Rupasinghe stated that no such security is provided to them and that any person could come in before the arrival of the convoy . He further stated that there was no independent security guard room maintained by the navy.. Before the officers assemble there to proceed on duty or before the arrival of the

convoy, anyone could have entered the compound and even fix a landmine as there was no security provided to the compound. However he also said that the transfer does not take place at the same place every time. Though it was not used daily, the Boraluwala area was used on and off from the date the witness had joined the armed convoy security division. No gate, check point or iron road barrier was used to provide security to the said place except the cab that is parked at the entrance. The cab however is not parked blocking the entrance but by the side of the entrance as a practice as far as he is aware. There was also an armed squad officer attached to the cab who stands on sentry duty at the entrance. On the said day it was sailor Guruge who was on sentry duty.. The witness had seen the cab parked at the entrance when he came out of the entrance. Able Seaman Dissanayake was attached to the same road block along with him. He had checked several three wheelers and motorbikes. They did not have a method of recording any suspicious vehicles nor did they have a note book to take down numbers of vehicles that were ordered to stop. According to the nature of duties assigned to them they were not given such facilities because they are not expected to do the same duty everyday. A sentry was not posted for protection when officers gathered at the area near the boutique which was near the check point. There was one road block beyond the vehicle park towards Dambulla. There was another road block towards Habarana manned by 2 sailors. Seaman Seneviratne was one of them while the witness could not remember the name of the other. The road block towards Habarana was already there as a temporary one put up at that time when the vehicle carrying this witness reached Boraluwala.

Rupasinghe said that while he was checking a three wheeler he heard a sound from behind, something like "Halt, Halt" between 1.30 p.m. and 2.00 p.m. The sound came from Boraluwala compound area and he saw through the trees a white coloured vehicle going towards the compound. He could not say what type of a vehicle it was. When he saw the vehicle it was almost inside the compound. He thereafter heard a blast.

He had seen about 7 or 8 vehicles going past the checkpoint he was at, and this vehicle too had gone past him. As his orders were only to check small vehicles like three wheelers and motorcycles when this vehicle passed, he had just finished checking a three wheeler. The orders were not to neglect other vehicles. When the vehicle that looked like a truck entered the compound, the cab that is usually parked at the entrance was not there. It had gone towards Dambulla passing him, though he had not seen it.. If the cab had been parked there it would have been difficult for the lorry to enter the compound.

Rupasinghe stated that he went towards the compound after he heard the blast and saw a pile of bodies on the ground. Some were shouting for help. He stated that he was shaken when he reached the scene and nobody was around to help him. He shouted for help and with the help of those who came, they dispatched the injured people in their own damaged vehicles to the hospital. Chief Petty Officer Dahanayake was also injured and had fallen near the bus

He further stated that the other officers who were guarding the place were on the hillock as the jungle was beyond that and they expected threats from that side.

After dispatching the injured to hospital he saw Lt. Opatha. He came to know that Lt. Opatha had left the usual guard point. He stated that if the vehicle in which Lt. Opatha traveled had been parked in the usual manner blocking the entrance, the particular vehicle could not have gained easy access, at high speed.

Rupasinghe said that the blast took place about 90m away from the entrance to the Boraluwala compound.

Answering questions posed by the Hon. Commissioners Rupasinghe said that on the day of the incident they had no information that a suicide bomber was going to attack the convoy but about a month earlier it had been brought to their notice that there was a possibility .

Petty Officer H D N G Ananda Edirisinghe

Edirisinghe was on duty in the convoy pilot car with 4 others on the day. in question He was assigned this duty for the first time, . On the

way he had received a message indicating that the convoy would be open to an attack from a suicide bomber on a three wheeler or a motor bicycle and he was thus instructed to examine all such vehicles on the way. He stated that he did not get instructions to check motor cars or trucks.

Edirisinghe had carried out a number of route inspections on the instructions of Lt. Opatha, after leaving the Tissa camp around 8.50 – 9.00am . He reached Digampathaha around 11.55. He was informed that until he reaches the compound and inspects it , no navy vehicles would be driven into the premises. When he came to the compound 4 buses from Colombo had already gone into the premises. He was informed by the officers in charge of the buses that they entered after a field inspection was done. He engaged the 4 officers assigned to him on points towards Dambulla and Habarana, At around 12.35 – 12.40 the buses from Tissa Naval Base arrived at Boraluwala Chief Petty Officer Dahanayake and Lt. Opatha also arrived thereafter. He was asked by Lt. Opatha to team up with Petty Officer Priyadharshana, and prepare groups of 18 officers and load them into buses to be transported to Trincomalee. Lt. Opatha's vehicle was at the entrance and Chief Petty Officer Dahanayake had engaged Leading Patrolman Guruge to man the sentry point.

Edirisinghe stated that he lined up the officers and counted the first 18 officers and when he was counting the second 18 officers there was an explosion. It had taken place where the armoury bus was parked. All weapons of the soldiers are collected and placed in the armoury bus. He had fallen flat on the floor when the explosion took place and after a while when he turned around, there was smoke and shrapnel flying about. He had collected his weapon and tried to go to the place where the explosion took place. After about 2 to 3 minutes he had seen the carnage caused. He called for help. They stopped all vehicles on the road and dispatched the injured to the Dambulla hospital. He saw about 60 dead bodies at that point.

He said that he came to know later that Lt. Opatha was not at the scene. He had further learnt later that Officer Guruge who was on duty

at the entrance had also left with Lt. Opatha. As it was the first time he was on duty at the Boraluwala compound he was not aware as to whether an obstruction was placed at the entrance on other days though he specifically said that there was none on the said day. He said that Lt. Opatha's double cab was at the entrance at one point in time with its door opened, but he later came to know that Lt. Opatha had left with Guruge towards Dambulla. This witness further asserted that:

- if the cab was there obstructing the entrance a vehicle wouldn't have been able to pass and enter the premises or;
- if the Naval officer who was guarding that point – the sentry officer- was there, a vehicle would have had to run over him, to pass the point and that would have alarmed the others.

Edirisinghe further stated that he did not line up the officers to group them in batches of 18 at the most suitable place, as there was a large number of persons and as there was a suitable place in a corner. He had later come to know that the lining up was usually done at the place where the bus had exploded and that lives of these officers who were lining up were saved as it was not done at the usual place. Altogether about 80 lives were saved as they were covered by the buses that were parked when the lining up was done.

He further stated that to his knowledge there was only one road block close to Dambulla at Mirisgoniya junction and thereafter upto Habarana there were no other checkpoints. He believed that this was perpetrated by the LTTE terrorists. He had seen the chassis of the truck that carried the explosives after the incident and described it as a small vehicle similar to a truck or half lorry.

Chief Petty Officer P. T. N. S. Dahanayake

Dahanayake was the second in command of the security squad and was injured in the incident. He had undergone heart surgery.

He traveled in a truck providing protection to the convoy. When they reached Digampathaha Able Seaman Edirisinghe had already arrived there and provided security to the compound.. The 6 sailors who

traveled with him were deployed to secure the area. Lt. Opatha instructed him to deploy sailors to the 5 buses that came from Colombo, and to take the sailors out of the buses in an orderly fashion. He stated that all the sailors who were deployed to provide security were armed and wore bullet proof vests. Edirisinghe was asked to separate the persons who were going to Colombo and to Trincomalee. They were putting them to buses as groups. He was near the bus which came from Trincomalee and where the armour and helmets were to be handed over. He stated that he heard a loud noise then and he fell down unconscious. He regained consciousness after two days at the Polonnaruwa Hospital. Pellets had penetrated his chest area and he had to undergo surgery. Additionally he suffered leg injuries. He is still under treatment and performing light duties. He received compensation in a sum of Rs. 5000/-.

Dahanayake said that he has been to Boraluwala on 6 prior occasions and that on every such occasion the vehicle of the Officer commanding the convoy was parked at the entrance to the premises. On the day of the incident too the vehicle was parked there. At the time of the explosion he was about 50m away from the entrance and had no contact with Lt. Opatha. Later he came to know that the vehicle was not at the entrance at the time of the explosion. He was the second in command junior only to Lt. Opatha, but Lt. Opatha did not inform him that he was leaving or that he was removing sailor Guruge from where Dahanayake had deployed him. He further stated that it would have been difficult to enter the premises had the vehicle been parked there. If sailor Guruge had been at the position where he was deployed, he could have minimized the damage or prevented it.

Dahanayake said in the cab assigned to Lt. Opatha there is a jammer that could prevent an explosion and that was one reason why it was parked at the entrance. He confirmed that there were intelligence reports that the convoy would be attacked by motor bikes or three wheelers. As a result, they had used instant road blocks and checked the vehicles but he admitted that they had no occasion to check any truck on that day.

He was at the Navy hospital for about a month receiving treatment following the incident. He was not entitled to ask for a discharge from the navy. His drugs and treatment were provided by the Navy hospital and the money spent on buying medicine or special nutritional food outside is reimbursed by the Navy. He categorically stated that on the information he had relating to the explosion the attack was perpetrated by the LTTE.

Leading Seaman D.P.G.S.I.L.Guruge

Guruge was a member of security squad of the convoy and he traveled with Lt. Opatha and 7 others in a cab. His duty was to look after the security of the cab and the entire convoy. The cab left Trincomalee camp around 9.30 a.m, and a pilot truck checked either side of the road. A number of buses came in the convoy and the cab in which he traveled was the last vehicle in this convoy. Special equipment such as signal equipment, jammer, and other weapons were fixed to this cab. The witness was provided with a 16 mm weapon.

When the cab reached the Boraluwala Vehicle Park, he noticed that two officers were posted on either side of the entrance to the park. Chief Petty Officer Dahanayake stationed him for the protection of the vehicle, which was parked at the entrance to the park. According to him, he had insisted several times that the cab he travelled, be parked, blocking the entrance to the park. After about 30 minutes, the cab was driven away on the instructions of Lt. Opatha to Dambulla Town. But they were unable to reach Dambulla Town and near the road block, the vehicle was driven back to Boraluwala. When he came back to Boraluwala, he came to know that there was an explosion and noticed dead bodies near the armory bus and the injured persons were being dispatched to hospital. He said that if the vehicle which was blocking the entrance was there in that position and if he had been there armed with the special weapon, this severe damage could have been minimized or prevented.

Transport Assistant K.D.M.J.B.Illangasinghe

On the day in question, he was assigned to drive the cab used by Lt. Opatha who was in charge of the convoy. The cab was fitted with communication equipment and a claymore jammer. On that day he and other officers involved with the convoy were briefed by Lt. Opatha on how the convoy should be managed and the details of action to be taken in case of a terrorist attack. The cab was positioned in front of the last three buses of the convoy. The cab reached Boraluwala around 12.30 on that day, and was parked at the entrance to the vehicle park blocking the entrance.

He said after about half an hour Lt. Opatha informed him that they have to go to Dambulla Town to purchase some item and when witness reached the road block near Dambulla Town, Lt. Opatha received a telephone call and he ordered him to drive back to Boraluwala. He was informed that there was a bomb explosion there. On their return to Boraluwala he saw the carnage caused.

He said that if the cab which was parked blocking the entrance to Boraluwala had not been removed from there, the truck with bombs could not have gone through that entrance and this massive damage could have been prevented.

Lieutenant D.N.W.G.Opatha

Opatha said that he has now been removed from the Navy and at the time of his removal he held the position of a Lieutenant of the Navy. On 16th October 2006, he was assigned duties as the Convoy Commander to take a convoy of buses from Trincomalee. He furnished details about the formation of the convoy on the day in question. According to him, when the vehicle he travelled in, reached Boraluwala, his driver; parked it a little away from the entrance under a tamarind tree. He rejected the suggestion that the cab in which he travelled was usually parked blocking the entrance to the vehicle park. He said that he was instructed by his superior officer, the Commanding Officer of the Tissa Camp at Trincomalee, to buy a chain saw blade from Dambulla. He suggested that some of the statements he made originally to the navy

were on the basis of prompting he received from other officers. Opatha admitted that he appeared before a Board of Inquiry and later before a Court Martial and was found guilty of 1 out of 3 charges. Accordingly, he was dismissed from the Navy with effect from 8th of August 2007.

The Commission observed that Lt. Opatha 's demeanour was such that he showed obvious discomfort. He was evasive as most of the questions were not answered to the point and sometimes avoided.

3.4.2 Sailors going home on leave

Able Seaman A. C. Thillakaratne

Thilakarane was one of the sailors going home on leave. He participated in a class where instructions were given by Lt. Opatha and was provided with a T56 gun and 120 rounds of ammunition, a helmet and a bullet proof vest. The bus in which he traveled had left at 11.15 and reached Digampathaha at 1.00pm. At the time, the process of handing over the arms and weapons to the armoury bus by those who arrived earlier was taking place. After handing over his weapon and body armour, Thilakaratne too was proceeding towards the bus in which he was to travel, when a colleague suggested that they buy a cigarette, as there was time for the bus.

Thilakaratne was coming out to buy a cigarette when he saw some colleagues chatting and he too joined them when a vehicle driven at high speed advanced towards him and brushed past him knocking him down. There was a huge explosion behind him and he was helped by another officer to get up. He said the vehicle was a Canter type driven by a person of about 25 years who was wearing a cap on his head and a multi coloured T-Shirt. He stopped a three wheeler and sent one of the injured persons to hospital. . Lt. Opatha was not to be seen at the time of the explosion. On previous occasions he had seen a vehicle parked at the entrance to the premises. However, on this occasion he said the vehicle was not parked there and had it been there the truck would not have entered the premises. He too stated that if an officer was on guard duty at the entrance, the vehicle which caused the explosion could have been obstructed.

3.4.3 *Scientific evidence*

Senior Asst. Govt Analyst Ariyananda Welianga

Welianga visited the scene of the explosion and carried out investigations on the 17th October 2006 after which he submitted a report dated 3rd November 2006 to the Director of CID.

He was briefed by the CID on the details of the incident.

Welianga stated that according to his observations, 18 buses had been parked at this place and they had been damaged due to a blast that occurred among the buses. He determined on the basis of his observations that the explosion had taken place in a damaged truck found near the buses. He showed a photograph with the chassis number of the Isuzu truck. Welianga described the scene in some of the photographs he produced before the Commission.

He stated that when he inspected the buses he noticed that some seats had been removed and the portion just below the shutters was covered with a metal plate. He stated therefore the damage to the people inside the buses would have been minimized had the officers been inside them. He said he came to know and through his experience he knew that for the protection of the soldiers in the operational areas they have protective plates fitted on to buses for safety.

Welianga observed parts of an electrical circuit fixed to the dash board of the driver's cabin in the wreckage of the truck. This circuit was composed of two switches, two 9 volts batteries and an electronic switch. He had also observed that these two switches were fitted on either side of the steering wheel of the vehicle. He further said that the wires attached to this circuit had originated from the driver's cabin and taken along the chassis to the rear of the vehicle. His conclusion was that some explosive device fitted onto the rear of the trailer of this truck exploded. He was of the opinion that an explosive device containing high explosives containing a large number of metal balls placed inside the trailer part of the truck on both sides to cause multi-directional (opposite) shrapnel effect was triggered to cause the explosion. He

concluded that the explosion was probably caused by the driver himself on a suicidal mission. He stated that these explosives are called claymore bombs and are capable of causing multi-directional shrapnel damage.

He said that when a bomb exploded at the Maradana Railway Station he observed a similar type of bomb that was fitted on to a truck with multi-directional shrapnel effect to cause maximum damage. He said though he cannot give a direct answer as to whether the LTTE is specialized in these types of bombs, as expert knowledge is required to produce these bombs. He was not in a position to give the weight of the bomb but due to the damage caused to the chassis it would have been about 20 kilos of explosives. He further said that the bomb would have been placed vertically on the deck, at more than one place facing opposite directions. It had been operated with one switch. This type of bomb could be activated both by a suicide bomber or with a remote control. He described these bombs could have two impacts, that is, the shrapnel effect which is long range and the blast effect which is short range. He further said that this was an offensive weapon under the Offensive Weapons Act. Weliana said that this bomb is similar to the bombs believed to have been used by the LTTE on earlier occasions.

3.4.4 Ownership of the truck used by the suicide bomber

W A D Suneetha Dharmasinghe

Suneetha said that she was engaged in business with her husband and purchased a vehicle in 2002 from Mangala Harsha Dahanayake bearing No. 226-5525. His ownership was transferred to her later, after payments were made to the finance company. She could not maintain the vehicle and therefore sold it to Mr. Titus of Kadawatha for a sum of Rs. 800,000/- on 16th February 2006. She filled up the MT 6 form and signed it before giving the vehicle to the buyer but did not hand over the relevant forms to the RMV as she was not aware of the procedure. She had used the money she got from the sale to purchase another lorry. and later sold that too, and built her house. She said that she

did not get the transfer done as she did not know it was compulsory. She confirmed the chassis number and engine number of the vehicle, she owned.

P H Titus

Titus is engaged in the business of buying and selling vehicles and his organization is known as 'Chaturanga' at Mahara, Kadawatha. He said that he mostly sells lorries after purchasing them through brokers. According to him, a broker named Ravi from Slave Island helped him to purchase the vehicle bearing No. 226-5525 from Suneetha of Wellampitiya. He purchased the said vehicle on 16th February 2006 and he resold it through a broker called Manoharan who resided in Kurunegala and who was known to him since the day he commenced his business. The vehicle was sold to one Nadaraja Vasanthakumar of No. 620, Unit 6, Ramanathanpura, Vavuniya. He did not have any document pertaining to the sale of the lorry and could not remember if anyone signed as witnesses. He knew that the lorry was to be taken to Vavuniya and he duly filled up the MT6 form in respect of the sale of the lorry. He said that broker Manoharan is no more engaged in the business with him.

3.4.5 Canteen at Boraluwala

Pradeep Fernando

He worked at a canteen owned by one Mr. Liyanegge at Boraluwala, Digampathaha. This canteen was situated on the opposite side of Boraluwala Naval Vehicle Transit Park. On the day in question he was at the canteen. According to him, buses from Kandy came to the vehicle park around 10 a.m and buses from Trincomalee reached the park around 11 a.m.

Usually some Navy personnel came to his Canteen for short eats; drinks and cigarettes. Around 1.45 p.m, a white coloured Canter vehicle driven at high speed entered the vehicle park and there was a loud explosion. He said, that generally a vehicle belonging to the Navy is parked at the entrance to Boraluwala park as a security obstruction

once the buses carrying Naval officers were parked inside the park. On this day a cab was parked blocking this entrance and a little later it was taken away.

After the explosion, the injured came inside canteen and they were given water and other requirements available there and he saw the severely injured being taken in buses to hospital.

3.4.6 Ownership and movements of the truck

Inspector of Police M.R.P. Wadugoda

The CID investigations into the attack on Navy officers on 16 October 2006 was entrusted to IP Madugoda. He was assisted by 2 Sub Inspectors, 2 Sergeants and 1 Police Constable. Their main task was to find out who owned the vehicle that was used for the blast and those responsible for it. The vehicle number was found to be 226-5525. There was a suspicion that the dealer who sold this vehicle, had also sold vehicle No. 227-0727 to some persons in the uncleared area and the investigations were directed towards that end and that vehicle too was taken into custody. However, it was confirmed during investigations that the vehicle used for the blast was 226-5525. Therefore he had taken steps to release vehicle No. 227-0727 to the proper owner.

He said that the vehicle No. 226-5525 was registered under one Suneetha Dharmasinghe who had sold it to 'Chathurangani Car Sales' for a sum of Rs. 8 lakhs. The said car sale owner had sold it to a person living in Vavuniya by the name of Nadaraja Vasanthakumar of No. 620, Ramanathapuram, Vavuniya in 2006 for a sum of Rs. 10 lakhs. He gave the names of 4 brokers from Vavuniya and Kurunegala who had been involved in this sale and further stated that it was confirmed after questioning these brokers that the said Nadarajah Vasanthakumar had bought the said vehicle. Further investigations revealed that the said vehicle had been taken to the uncleared areas in July 2006 by one K. Sudarshan who had a false driving license. The said Nadarajah Vasanthakumar had driven the vehicle past the Irattaperiyakulam check point on 16th July 2006. There were further

entries that the vehicle had been driven from Vavuniya to Dambulla and back on 14th August 2006 and once again driven towards Dambulla on 1st October 2006. Again on 16th October 2006 the vehicle had passed the Irattaperiyakulam check point at 9.00 a.m. Nadaraja Vasanthakumar had driven the vehicle on that occasion too.

The witness stated that Vimalajothi Raja who had come to purchase the vehicle along with Vasanthakumar was arrested on 23rd October 2006 in Mannar. He was shown the picture of the dead body but was unable to identify it.. Vasanthakumar's picture was shown to the others who came with Vasanthakumar and they confirmed that it was him. It had not been possible to show it to Chinnamony, who was also present at the time the truck was purchased, as he was reported to be in the uncleared areas. An uncle of Vasanthakumar could not be traced to confirm the identification. He further said that there was information that Vasanthakumar had come from an uncleared area and therefore the blast was the work of the LTTE. Only Vimalajothi Raja is still detained in Boossa Camp and Sanjeewa and Manoharan who were brokers were released on the advise of the Attorney General.

3.5 Analysis of Evidence and Finding

According to the evidence, the canter truck used by the suicide bomber originally belonged to one Suneetha Dharmasinghe of Kadawatha. She had sold it to another person who in turn sold it to one Nadarajah Wasanthakumar of No. 620, Ramanathapuram, Vavuniya. The vehicle was plying between Vavuniya and Dambulla several times prior to this incident, and it had passed the Irattaperiyakulam check point on the day of the blast. The identity of the suicide bomber has not been established conclusively although the available particulars of the person were published through the media. In all probability, the bomber was Nadarajah Wasanthakumar, who finally purchased the truck.

It was the opinion of the Senior Assistant Government Analyst that the attack is similar to attacks believed to have been carried out by the LTTE. There is no other armed group that has the capability or the

motive to carry out such a brutal attack on unarmed sailors going on home leave. The blast was carried out by activating a claymore bomb, a trade mark of the LTTE.

The Navy had intelligence information that a suicide attack by the LTTE on the convoy is a possibility that they may use a three wheeler or a motor cycle. This was conveyed to the security personnel on the convoy.

From all the available evidence it is clear that this was another attack planned by the LTTE leadership and carried out by one of its suicide bombers with the assistance of other accomplices. Now with the defeat of the LTTE the CID may be in a better position to pursue the investigations and identify the accomplices/perpetrators.

3.6 Unresolved Issues

3.6.1 *Role of Lt. Opatha*

The single irresponsible and unpardonable act that paved the way for the LTTE to carry out this carnage was the removal of the cab which is normally parked in such a way that no other vehicle can gain entry into the park. Lt. Opatha removed it, apparently to go to Dambulla.

Lt. Opatha had already received a warning from Captain Silva at Trincomalee about the intelligence reports of a possible suicide attack on the convoy. In this context, what Lt. Opatha did was deliberate and irresponsible and caused untold carnage. It is no doubt an act of gross negligence which caused his dismissal from the Navy.

It appears that Lt. Opatha could have been an accomplice and removed the cab knowingly to facilitate the LTTE attack? It is also possible that Lt. Opatha was lured away from the scene, unknowingly, and fell prey to a trick played on him by an associate of the LTTE? It would be necessary to pursue this line of investigation until he is cleared of any such allegation.

The Commission suggests that further investigations be conducted to ascertain whether Lt. Opatha in any way collaborated in this attack.

In the light of evidence of all other witnesses Lt. Opatha's cab is usually parked blocking the entrance to the park, but Lt. Opatha's

testimony is to the contrary and he took up this position to account for his absence during the attack. His complaint that statements made by him during the investigations were made under duress and even testimony at the disciplinary inquiry was doctored, is not worthy of consideration.

3.6.2 Accomplices involved in packing the truck with explosives

The evidence disclosed that this truck passed the Irattaperiyakulam check point at about at 09.00a.m. on 16 October, 2006, the date of the attack.

The question before the Commission is whether the truck which passed the Irattaperiyakulam check point at 09.00 a.m. was fitted with explosives before it passed the check point, and whether there was negligence of the security staff .at the check point.

In the alternative, was there sufficient time to fit the explosive device onto the truck at a point past the Irattaperiyakulam check point and up to Dambulla ? If the explosives were fitted after passing the check point, it has to be checked whether there were any accomplices.

3.6.3 Accomplices who tipped off the bomber that the entrance was clear

It is clear that the suicide bomber knew that there was no obstruction to the entry of the truck at the entrance to the park and he drove in at full speed. It has to be ascertained whether someone signaled to the bomber that the path was clear and if so the identity of that person.

4. Persons responsible for the attack on the naval forces

The LTTE is undoubtedly responsible for this attack for the reasons already stated.

However, it remains to be determined whether the LTTE had any accomplices in the convoy or in the area, who assisted them to carry out the attack.

In the view of the Commission, it could have been prevented or the damage minimized, had the officers responsible for the security of the

convoy been vigilant in the light of the intelligence reports of a likely suicide attack on the convoy.

5. Nature, propriety and efficacy of investigations conducted.

5.1 Nature of investigations conducted

Inspector of Police - B D C Kumarasinghe

On 16 October 2006 he was the OIC of the Sigiriya Police Station. As he was leaving for a discussion with SSP Matale at 13.55 in a private vehicle with a police officer to assist him, he heard a loud explosion and received a telephone message from a Sub Inspector attached to the police station that there had been an explosion at Digampatana targeting Navy buses.

At the scene he found a Janashakthi Insurance Certificate bearing No. 226/5525 pertaining to the vehicle that caused the explosion. It had been burnt partly but could be read. The name on the insurance certificate was W A D S Dharmasignhe of 16/2, Perera Mawatha, Meetotamulla, Wellampitiya. He gave a telephone message to the Sigiriya police station and asked them to find out from the Commissioner of Motor Traffic whether this was correct. Later, on this information, the Wellampitiya police apprehended the owner of the vehicle and handed her over to the CID.

Apart from the bodies of the Naval Officers there was another body, possibly the suicide bomber as the Navy confirmed that it was not the body of a Naval officer. According to his investigations it was revealed that only one person travelled in the said truck.

The CID had later discovered the numbers of the chassis and the engine. He had later learnt that 98 died and 102 were injured at the said attack while no civilians were killed.

CID officers had arrived at about 12 midnight to take over the investigations and the burnt truck had been taken to the Dambulla police station by them. He handed over the partly burnt insurance certificate and other documents to the Scene of Crime Officers. The

body of the alleged suicide bomber was handed over to the Kurunegala Mortuary and was put in deep freezer at the Kurunegala hospital. Though there was no information to identify the person, it appeared to be the body of a LTTE terrorist.

The government analyst too visited the scene. The witness further stated that he grouped items into 3 categories, firstly, body armour, helmets and weapons, secondly, vehicles and thirdly baggage and other personal belongings of the dead and injured and handed over them to Lt. Wijewardena as productions.

He was aware that several places were used by the Navy for change over purposes and said that the Navy had not requested for police protection from either Sigiriya, Dambulla or Habarana police stations. There was no permanent place for the change over with 24 hour protection.

When questioned about intelligence reports on attacks Kumarasinghe said that there were several attacks aimed at these buses and thus there was intelligence information to that effect. According to him, since Boraluwala had only one entrance, if sufficient security was there to guard the entrance it would have been possible to prevent the damage.

He did not know why the double cab that usually is parked blocking the entrance had left the place on that day. Some suspects taken into custody in relation to this attack were handed over to the CID who carried out the investigations.

Chief Inspector of Police M.M.L. Siriwardena

CI Siriwardena who is also an Attorney at Law investigated into the suicide attack on the Navy Officers. He commenced the investigation on 16 October 2006 with a team of officers deployed from several police stations and the scene of crime officers.

When he arrived at the scene parts of the body of the suicide bomber, the truck, and damaged buses were there. He had made a sketch of the location which was produced before the Commission.. The sketch shows the location of the buses, the lorry was placed and where the

body of the suicide bomber was. By that time the insurance certificate, license issued by the Western Provincial Council and vehicle number plate were among the productions. They had been handed over to the CID officer Mr. Wadugoda. The Government Analyst and other officers also were also involved in the investigations. The chassis No. MCR 58E/7263 and engine No. 4DB/1/418795 were noted.

IP Siriwardena said that they were not able to find out the point in time at which the explosives were introduced to the vehicle. The suicide bomber was found to be 5 ft 7 ½ inches tall, lean and dark in complexion. He was wearing a pair of long trousers, grey underwear and a green t-shirt. The public did not identify him though pictures were released to the public. The two officers Tillakarante and Sepala who were on sentry duties at the entrance to Boraluwala identified the body of the person who drove the canter truck. So far they have not been able to identify a relative of the person for purpose of DNA testing. He said that the person who carried out the attack could be Nadarajah Vasanthakumar. but this is not. certain.

CI Siriwardena said that since the entrance to Boraluwala is narrow a vehicle parked across it could prevent entry that the vehicle that is usually used for this purpose had been removed by Lt. Opatha for some private purpose. He had traveled about 3 km when the explosion took place and had not made security arrangements before leaving. It has not been revealed as to where he was traveling though he had gone towards Dambulla. Lt. Opatha had stated that he went to bring a hacksaw blade but it could not have been so urgent at that time.

He also said that all suspects were taken into custody on 21 October 2006 and nobody was taken into custody subsequently.

Sub Inspector I.H.J. Nishantha

S.I.Nishantha was part of the investigation team. He inspected the area, Boraluwala where a mound had been cut down and excavated over an area of about 3 acres. The surface was irregular with pot holes and small earth mounds. The place is located along the Dambulla Trincomalee road about 50m to the interior. 18 buses were parked

haphazardly throughout that area. The earth where the explosion took place was burnt and there were small particles of iron and wood strewn around the place. About 20 ft in front of it a part of a chassis that was destroyed could be seen. The tree tops were burnt and the barks were damaged up to a distance of about 60 ft.

He photographed the place and the dead body of the suicide bomber. He pointed out to a sketch drawn by him and showed the entrance to Boraluwala and further stated that it was 20 ft wide.. SI Nishantha produced a sketch he prepared and pointed out the locations of the buses, truck and other relevant information.

He added that no vehicle could enter from the other areas other than the entrance as the earth had been removed and there were elevated areas.

5.2 Propriety and Efficacy of investigations carried out

The crime scene investigation and preliminary work has been carried out by the Sigiriya Police and subsequent investigations were handled by the CID.

Prompt action had been taken to trace the ownership of the vehicle and its movements and to arrest some of the suspects within a few days of the incident. The identity of the bomber has also been established, but it has not been possible to obtain confirmation of the identity from any of the relatives, who were then in the uncleared area.

Although the Commission is satisfied with the police investigations, two unresolved questions remain:

1. whether there was an accomplice who tipped off the bomber that the cab had been removed from the entrance to the park?
2. when the explosives were fitted to the lorry?

6. Measures to be taken against those responsible

The LTTE has been held responsible for this attack, but since the names of immediate perpetrators have not been identified, no further measures can be taken in this regard, at this point of time.

7. Measures of reparation to victims

Lt. W.P.K.Ranasinghe explained the basis on which compensation was paid to the next of kin of the Navy Officers who died and to those who were injured in this incident. He produced the Circulars relating to Payment of Compensation.

Circular No. D/178/Pen dated 4th December 1985.

Wife of the deceased is paid - Rs. 75,000/-

In addition to that the, Children are paid - Rs. 18,750/-

(Per person for four children if they are less than 18 years of age)

Four children are paid - Rs. 75,000/-

(At the rate of 18,750 per child)

(If there are five children Rs. 75,000/-is divided into five and they are paid accordingly)

If the parents of the Navy Officer are living and their monthly income is less than Rs. 2000/- per month, out of the 75,000/- to be paid to the wife, 50,000/- is divided between the two parents, 25,000 each.

He further said, addition to this, monthly salaries and allowances of the dead navy personnel are paid to their dependants.

Circular D.P.A/14/4B/2 dated 7th February 1986

Compensation is paid based on injuries they received.

Severe injury - paid a maximum of - Rs. 100,000/-

Moderate injury - paid a maximum of - Rs. 60,000/-

Other injuries - Rs. 3,000/-

He said that, in addition to this, if a person is found unfit and he is medically condemned, according to the percentage of disability, he is paid compensation initially, and he is paid wages and allowances from the day he is removed from the Navy.

8. Measures to prevent occurrence of such incidents

It is unlikely that a similar situation on such a large scale will arise in view of the total defeat of the LTTE. at this point of time.

9. Any other recommendations arising out of findings.

9.1 Adequacy of security for the convoy en route to Dambulla

The convoy was placed in charge of a Navy Lieutenant who traveled in a cab with a team of officers around the middle of the convoy.

An armoured personnel vehicle proceeding ahead of the convoy was responsible for the protection of the convoy movement . A team of motor cycle riders carried out road inspections and cleared the way for the convoy.

A truck with a team of naval officers traveled at the rear end of the convoy and its role in addition to providing security was to attend to breakdowns and tyre punctures, if any.

Each bus was provided with an armed squad sailor and 4 officers who traveled in the bus carried arms as a security precaution.

The fact that the convoys reached the transit area on this day and on previous occasions without mishap indicates that the security arrangements were adequate for the journey to Dambulla.

9.2 Adequacy of security at the Transit Vehicle Park, Boraluwela

The evidence disclosed that the following arrangements were in place:

- the cab used by the Officer commanding the convoy , was usually parked at the entrance to the park to prevent entry of any vehicles;
- the said cab is provided with communication equipment and an explosives jammer;
- one of the sailors who traveled in the cab was placed on sentry duty near the truck;
- sentries were placed along the Habarana - Dambulla Rd. on either side of the entrance to the park, to check vehicles traveling in the

direction of Dambulla and vehicles traveling in the direction of Habarana.

- sentries were placed on the hillock.

The vehicle park was secure in most respects and the only vulnerable spot was the entrance. The steps outlined above were designed to reinforce security at the entrance.

But, at the time of the incident, the cab was not in place, neither Lt. Opatha nor the cab driver nor the sentry near the cab was in place, and the sentries along the Dambulla – Habarana Rd. towards Dambulla failed to check the truck that must have been coming at high speed .

In the circumstances, had the security arrangements at the park been tighter, and the usual arrangements been in place, the attack could have been avoided or the damage minimized.

9.3 Disciplinary Action

The naval authorities should initiate disciplinary action against the following naval personnel as well as any others in the security convoy and decide whether their explanations are acceptable or not:

- For leaving the entrance to the park in a state of insecurity by deserting their usual point of duty to proceed out of the park with Lt. Opatha.

K.D.M.J.B. Illangasinghe ED 38501 – driver of the cab

D.P.G.S.I.L.Guruge XP 19392 – sentry near the cab

- For failure to check the truck which was traveling at high speed past him or alert those at the park by firing a shot in the air.

R. A. N. J. Rupasinghe XP 26217 – who was on duty at the check point towards Danbulla.

9.4 Criminal Proceedings

The Attorney General may initiate criminal proceedings against Lt. Opatha on completion of further investigations.

10. Acknowledgements

The Commission wishes to convey its appreciation of the services rendered to the Commission by the Panels of Counsel from the Official and Unofficial Bar, the Head and staff of the Investigation Unit, the Head and staff of the Victim and Witness Assistance and Protection Unit, including the Advisors, the Secretary to the Commission and his staff, and the translators and interpreters.

The Commission also conveys its thanks to the Presidential Secretariat and the Director General and staff of the BMICH for providing the necessary facilities for the smooth performance of the work of the Commission.

The Commission wishes to thank the International Independent Group of Eminent Persons and their Assistants for the cooperation and assistance extended by them to the Commission and for their valuable contribution.

Considerable coverage and publicity was given to the proceedings of the Commission by the print and electronic media and the Commission wishes to convey its appreciation to all media personalities who were involved in this exercise.

The Commission wishes to express its appreciation to His Excellency the President, Mahinda Rajapakse for the confidence placed in the members of the Commission.

ANNEXE I

Persons who died

No.	Rank	Name	Next of kin	Address
1	Lt.Cmr.	D.D.N.M. Premaratne	Father & Mother	199/1, Wanduragala , K'gala 037-2226048
2	Lt.	W.M.N.C.Wijesundara	Mother	59, Karagahawatte, Mahaulpotha Bandarawela
3	Fl. CPO	J.A.A. Jayakody	Wife & daughter	Galwewa, Katupotha, Wariyapola 077-5469505
4	PO	K.K.C. Jayanath	Wife & 2 sons	322, Perakumdeniya, Ibulgoda 011-5631882, 071-15631880
5	PO	W.P.M.W.Rohana	Wife & 2 daughters	Saranjothi Mw. Modara Patuwatha, Dodanduwa. 077-6638647
6	PO	W.M.C.B. Wasundara	Wife & daughter	56/2, Medagedera, Malgammanna, Pilimatalawe. 060-2828441
7	PO	S.C.Kalamulla	Wife, son & daughter	350, Yovun Pedesa, Hokndara South, Hoknadara
8	L.Rate	A. P. C. N. Kumarasiri	Wife & daughter	Diganwala, Wallarawa, Bingiriya, Kurunegala . 032-2246037
9	A. Rate	S.M.S. Samarakoon	Wife & daughter	Wendesiwatte, Dematagolla, Wellawa 037-5677355
10	A Rate	P.S.Kumara	Wife & daughter	Walimuwapothana, Horowpathana 0776734446; 0779047973
11	A Rate	T. Punyasiri	Wife & daughter	209/10, Kanampitiya Rd. Bangaliyadda, Galle 072-3209724
12	L. Rate	A.D.A.S. Edirisinghe	Wife	123, Hunuketaela, Metihakka, Matale 060-2683260
13	L Rate	K.M.N. Ananda	Wife	22, Rajaya Niwasa, Bokundara, Piliyandala 045-4903552, 077-9640708
14	L Rate	R.R.M.W. Ratnayake	Wife	15/20, Ehalepola, Kumarawatte, Kandy 0814925212
15	L. Rate	A.M.H.Abeysinghe	Father & Mother	40, Unagolla, Heelogama , Nikaweratiya
16	PO	H.D.R.Udayajeewa	Wife	3, Suhadagama, Ratmale, Horowpathana 077-6162545

17	A Rate	R.M.Jayasinghe	Wife	17, Walikatuwa, Obbegoda, Moneragala 077-9708760
18	L Rate	V.M.S.W. Wijesundara	Wife & 2 daughters	Sohankalma, Mahakubukkadawala, Anamaduwa 077-9734685
19	PO	H.W.C.M.K. Jayasiri	Father & Mother	221A, Welipollevuwa, Batapola 077-9015936; 077-9994235
20	A Rate	A.P.N.Wasantha	Wife & daughter	Wagawatte, Poruwadanda, Horana 077-9506214
21	L. Rate	P.G.D.Priyakelum	Wife & 2 daughters	Kelum Sewana, Pragathi Mw. Yatiyana, Matara . 072-4636704
22	A Rate	H.P.A.Kumarasinghe	Wife	Supun Niwasa, Nirawala, Vithranadeniya 0414904213
23	A Rate	I.B.P.R. Bandara	Wife	Barigoda, Nakkawatte
24	L. Rate	A.M.K.Dissanayake	Wife & son	Bulugahalanda Rd. Ralapanawa, Nochchiyagama 077-9333607
25	A Rate	J.J.A.S.Dayapathirana	Wife & 2 sons	Abalhanna, Rathkarawwa, via Haputale 060-2572998
26	A Rate	D.W.C.Jayalath	Wife	Bambagala, Gangaaddara, Kaduruduwa 077-5170807
27	A Rate	T.M.C.S. Abeyratne	Wife & son	Yaya 17, Pahalamaragahawewa, A'pura. 060-2257753
28	A Rate	N.G.N.Jayatillake	Father	11, Galamuna, Menikhinna 081-237655
29	L Rate	K. R. Kumara	Wife & daughter	4, Fairfield, Imbulgasdeniya, Kegalle 077-6561766
30	L Rate	H.M.P.S.Bandara	Wife	294, Udowitawaligalla, Gampola 0712610236, 0779757044
31	A Rate	A.R.J. Bandara	Father & Mother	F8, Dilani Niwasa,Baddewela Rambukkana 035-4903670
32	L Rate	R.U.S.Samantha	Wife	Rajangana, Yaya 15 Pahalamara- gahawewa 027-5677176, 060-2253014
33	A Rate	R.A.A.R. Ranatunge	Wife & daughter	127, Paluwatte, Kandangamuwa, Lolu- wagoda. 060-2831659, 033-4921421
34	A Rate	G.G.W. Kumara	Father & Mother	121/1, Rambukwela, Kandy 077-3677990
35	A Rate	H. Shantha	Wife	109/A, Kothena, Morapitiya 060- 2348694

36	A Rate	V.M.S.G.Upatissa	Mother	Apa Niwasa, Morabadda, Harasbadda, Talgaswewa, Walapane 052-4920814
37	A Rate	G.T. Seneviratne	Father	12, Saranakara Rd. Aluvihare, Matara
38	A Rate	W.G.D.Rajeewa	Father & Mother	171/1, Mallikawatte, Morathuduwwatte, Gonapinuwela 060-2917027
39	A Rate	R.M.G.A. Bandara	Father	1/3, Walalewala, Hanthotamunna, Matale
40	L Rate	R. M. P. Kumara	Wife & son	34, 9 Niwasa, Ehiweliveda, Moneragala 055-5684386, 060-2556272
41	L Rate	R.M.L.Ratnayake	Father & Mother	578/B Keppetiya, Galewela
42	A Rate	H.A.L.Kumara	Father & Mother	Pathirana Stores, Malimbada, Palatuwa, Matara. 071-4929743
43	Ord.	K.M.N.K. Fernando	Wife	268/D, Danwatte, Talpe 077-9847834
44	A Rate	S.A.C.S. Kumara	Father & Mother	43, Ranawiru Mw. Nadungamuwa Rd. Galoluwa, Gampaha. 060-2338583
45	A Rate	M.V.Subasinghe	Father & Mother	Dihigahwala, Kobovoka, Govinna
46	L Rate	N.P.L.N.Kumara	Father & Mother	60, Serankada, Padiyathalawa
47	Art. IV	D.G.D.U.Jayaratne	Wife	Malpethi, Halwahala, Kahapanwala 081-5674713
48	A Rate	Y.D.K. Marasinghe	Mother	Grama 3A/26, Muwangalla, Higurana, Amparai 063-5670401
49	A Rate	J.M.L.Nuwan	Mother	Udeni, Mirihallwatte, Puswela Rd. Kegalle. 077-4221927
50	A Rate	B.R.S.Batagalla	Father & Mother	49A, Bogahakumbura, Jambugahapitiya 081-5685870; 077-6097073
51	A Rate	J.H.R.S. Danawarden	Father	Godigamuwa, Morontota 035-2278782
52	A Rate	G.R.D.S.K. Wijesooriy	Father & Mother	D88 Kansalagamuwa, Rambukkana 035-4901466, 077-7543668
53	A Rate	K.G.P.Suranga	Wife	61/116, Sandun Uyana, Gemunu Mw. Hanthana Rd. Kandy
54	A Rate	W.A.I.Prasanna	Mother	142, Lakmali Pedesa, Kalapitiya, Pasyala 060-2835876

55	A Rate	K.W.A.K.A. Hasantha	Father & Mother	Pagirihera, Bahithagama West, Dikwella 041-2256369
56	L. Rate	D.M.A.K.Gunatilleke	Father & Mother	Pallewatte, Kattakaduwa, Gokarella 072-4567543
57	L Rate	M.W.Maduranga	Wife	194/3, Polgahawelena, Debarawewa, Tissa. 047-4902265, 077-5347012
58	A Rate	E.M.S.K. Sampath	Father & Mother	Suranga, Kohobakadawala, Konwewa, Maho. 037-5677613
59	A Rate	S.K.S.D.Malwatte	Father & Mother	49/3, Kajuwatte, Kalapugama, Moronthu- duwa. 077-6090176, 077-9658068
60	A Rate	H.C.I.Mendis	Father & Mother	463/B/1 Podiveekumbura, Ragama 011-5630568
61	A Rate	P.G.S.Kumara	Father & Mother	Dikwennagama, Galkiriyagama 066-4901652
62	A Rate	D. A. A. Wijesinghe	Father	Aluthyaya, Mailaththawa, Sigiriya 071-6038825
63	A Rate	S.S.Hettiarachchi	Father & Mother	52, Adikariwilagama, Kirimatimulla, Thelijjawila. 078-8515437
64	A Rate	K.M.L.Jayathilake	Father & Mother	Wilagoda Rd. Halaba, Agalawatte 034-4901185
65	A Rate	L.L.P.Liyanage	Father & Mother	338, Sinharagama, Nochchiyagama, Anuradhapura. 060-2257375
66	Ord.	G.D.N.Ishara	Father & Mother	314, Miyanakatimulla, Yatiyana, Agalawatte. 077-9103031
67	A Rate	G.M.N.A.Kumara	Brother	79/1, Dodangolla, Galkatiwala, Kalaganwatte. 077-6750783
68	A Rate	R.H.M.N.Rajakaruna	Father & Mother	Adigama, Mauswewa, Anamaduwa 032-5685184
69	Ord	D.S.Karunadasa	Wife	35, Pursankulama, Saliyapura, A'pura. 025-4908798
70	A Rate	K.T.Nissanka	Father	167, Kivula, Hungama via Tangalle 047-2227138
71	A Rate	M. R. R. Chandimal	Father	46/63 D5 Viharagala Sooriyawewa
72	A Rate	G. S. Umina	Father & Mother	Thalangamuwa, Diddeniya, Melsiripura 077-6420680
73	A Rate	R.A.P.N.Chandana	Father & Mother	Dangasmulla, Magama, Tissa

74	A Rate	K.A.S.Gunawardena	Father & Mother	24, Nelliagama, Iplaogama 025-5674616
75	A Rate	L.A.B.D.H.Munasinghe	Father & Mother	3A, Third Lane, Amparai 063-2223918
76	A Rate	K.A.L.K.Jayawardena	Father & Mother	603/1, Martin Wick Mw, Mailgashndiya, A'pura. 025-4580585
77	Ord.	D.C. Samaraweera	Father & Mother	23, Athkam Nivasa, NT, Embilipitiya 0777-567235, 047-4920600
78	Ord.	R.P.R.M.Jayasena	Father	Rajangana Yaya 12 Gemunupura
79	Ord.	J.A.C. Udayanga	Wife	10B, 177 Dabethalawa, Namal Uyana, Amparai 063-5675061
80	Ord.	D. S. S. de Silva	Father & Mother	377A, Mithdaramulla, Ahungalla 0915680033, 0776838852
81	Ord.	H. A. R. Wijewardena	Father	Kaluwannawa Nagollagama
82	A Rate	D.P.N.Madushan	Father	P17, Seenimodera, RV HC, Walawatte, Moraket-, Nakulugamuwa, 078-8241052
83	A Rate	M.G.R.D.Herath	Father & Mother	412/7/26 Laksiripura, Galadimulwewa 025-4907089
84	Ord.	J.T.Jayathilake	Father & Mother	Karadagaswewa, Mihapothna, Kahatagasdigiliya 025-4900853
85	Ord.	H.M.R. Deshapriya	Father & Mother	Nandana, Illadugoda, Aththudawa, Palatuwa, Matara. 071-4307849
86	Ord.	N.W.A.Dinesh	Father & Mother	16 Kanuwa, Perawanguwa, Hanguranketa 060-2818072
87	A Rate	L.S.C.M.Silva	Father & Mother	Ishangani, Kuruduwatte, Ambagaha Jtn. DhargTown. 034-2274854, 060-2307503
88	A Rate	I.V.Wickramanayake	Father	360, Abbowa, Alawwa 037-2279392
89	Ord.	M.A.A.N. Dissanayake	Father & Mother	Welipaththa, Dodangoda, Kalutara 034-4931597, 060-2307503
90	PO	K.G.R.Mangala	Wife & 2 daughters	Priyangana, Sravastipura, A'pura 025-4912589
91	A Rate	R.S.C.Ratnayake	Wife	12 milepost, Yakawewa, Medawachchiya 025-5686876
92	A Rate	A.A.Pathmasiri	Father & Mother	113B, 2 nd milepost, Panamure Rd. Embilipitiya. 072-3427095

93	L. Rate	G.J.U.Kumara	Father & Mother	13/98, Buruthakandagama, Gangeyaya, Embilipitiya.
94	L. Rate	A.G.R.M.S.Ratnayake	Wife	Polgaswatte, Salagama, Matale
95	L. Rate	S.W.N.K.Ilukpitiya	Father & Mother	C145/2, Pilawai, Maharangalla, Undugoda, Kegalle
96	A Rate	P.G.Dissanayake	Father & Mother	Pilikatuwewatte, 5 milepost, Pitakubura, Bibile.055-5682285, 071-6155646
97	A Rate	A. A. U. S. Kumara	Father & Mother	313, Rajangana , Vam Ivura Yaya2, Saliya Asokapura. 037-5684778
98	A Rate	U.P.L. Weerasinghe	Father & Mother	Panditha, Rabawa, Muriyakdawala, Galenbindunwewa 025-5681385
99	A Rate	W.W.A. A.S. Darshana	Mother	104, Gammuna 7, Weheragala, Tambuttegama 025-2276494
100	Ord.	M.L.K.C.P.Madawala	Father & Mother	Nilamba, Hatharabage, Balangoda 045-4902388
101	Ord.	J. A. P. Samaraweera	Father & Mother	Mayakadawara, Magulagama 077-99516624

Source: Letter dated 10 Nov. 2008 from Navy Commander

ANNEXE II

Persons who were injured

No.	Rank	Name	Status Now	Address/T.No.
1	Lt.	I.L.Kumarasinghe	Nipuna	Waruna, Araputugala, Kamburupitya 0602406898
2	Lt.	D.F.A.Thomaratne	Gotaimbara	37, Hettimulla Kegalle 0714224552
3	SLT	M.U.S.Silva	Elara	Udana, Mihindu Mw. Madampe Ambalangoda 0716257895
4.	CPO	C.J.R.M. Jayasiri	Discharged	2/214, Urapona, Hunumulla, Divulapitya 060-2314219
5	CPO	G. Dassanayake	Elara	Dassanayake Niwasa, Panadugama, Akuressa
6	CPO	M.K.B.P.Kumarasingh	Mahasen	535, Narawana, Padeniya, Wariyapola 072-284391
7	LME	A.K.Nimal	Parakrama	118, Rahula Rd. Matara
8	PO	D.W.K.Priyadharshana	Ruhuna	Adi Paha Ela, Ruhunupitiyagama, Ambalatota 0714240875
9	PO	M. A. Samansiri	Trinco ND	Koratuwagedera, Baragammulla, Kamburupitiya
10	PO	G.S.R. Silva	Shiksa	Orugala, Rajangane Wamlvura, Yaya 1, Saliya, Asokapura
11	PO	N.L.S.S.Nenatunge	Discharged	173, Wepolakadapola Div. Udugampola 077727976
12	LMED	H.V.S.Kumara	Panduka	26/67 Dadayamthalawa, Amparai 0412253549
13	LSA	E.A.Samarasinghe	Mahasen	26/31, Kumudugama, Dadigama, Dadayamthalawa Amparai 0777113194
14	LMED	W.C.S.K. Rupasinghe	Parakrama	Walauwatte, Udupola, Deraniyagala 0724938941
15	LME	S.Y.Itipola	Trinco L820	11/1A, Etipola Walauwe , Matale 0777468014
16	APM	C.D.Silva	Kelani	Panaketiya, Madola Opanayake 0726124884
17	APM	M.M.A.Bandara	Thakshila	23A, Kotigala, Hanguranketha 0725357721
18	LPM	W.P.Dinesh	Panduka	Mudalikutiwatte, Karamba, Palaviya 0716632332

19	LPM	A.A.P.Chandana	Parakrama	129/D, Bogagama, Veynagoda 0679327558
20	LS	T.G.Jayasinghe	Vijaya	Thelhawadigama, Madawela, Uduwela Welimada 0602532054
21	APM	R.A.U.I.Ranaweera	Shiksa	Diulwewa, Korawewa, Polpithigama 0722517898
22	AB	I.M.Udagedera	Rangalla	Upali Stores, Mewala, Garupahawa 0715398801
23	AB	B. Sanjeewa	Parakrama	Kurubathkulama, Kadigama, Nikaweratiya 0715158799
24	AB	U.K.A.S.Jayadeva	Gajaba	910, Old Nagara Sabha Nivasa NT Polonnaruwa
25	APM	M.G.J.Priyantha	UKKS	Hindapathalalanda, Amparai 0635673325
26	APM	T.M.Premalal	Gajaba	Talagahakotuwa, Galagama, Nakulugamuwa, Tangalle
27	Med.A	D.I.Niroshan	Parakrama	Gahalawatte, Bogoda Ratgama
28	APM	S.P.K.Jayaweera	Parakrama	Udakadewela, Bandara Koswatte 0724365576
29	LEM	J.Sisira	Rangalla	151/1, Indiketiya, Tarawa, Hambantota 0475680824
30	ME	M.W.K.B.Marasinghe	Parakrama	103/1, Karalakadura, Wandawala Hanguranketha
31	LME	P.L.J.C.J.Perera	Rangalla	Hapalegedera, Dekinda, Nawalapitiya 0777174329
32	ME	D.C.Nishantha	TrinncoND	51, Walauwatte, Polghawela 0372237543
33	AB	S.H.N.Premakumara	Tissa	175, Divulkumbura Rd Polgahawela
34	AB	A.A.R.C.Kumara	Parakrama	Usaviya Rd. Muruthalawa, Mawanella 0713100225
35	AB	R.G.T.G.Karunaratne	Parakrama	54/94, Madudamana, Aththanakadawela 0722580765
36	ME	G.Godigamuwa	Thakshila	174/13/33 Marapitiya, Kandewatte Kandy
37	AB	A.M.P.M. Bandara	Pandukaba	Malawanagama, Thalawa, A'pura 0602257271, 0775878446

38	CA	D.H.S.Deheragoda	Tissa	75B, Niuwathapara, Arukgoda, Alubowila. 0372233465
39	SA	D.N.K.Koongahage	Gemunu	Pasloluwa Cross Rd, Kurunda, Labuduwa 0773294482
40	AB	W.K.S. Saluka	Nipuna	Suduwelipatha, Thirapatha North Opatha 0716909927
41	EM	H.M.B.Rajakaruna	Udara	26 Janapadaya, Maligawila Para, Okkampitiya 0776563491
42	OD	R.M.S. Ruwan	Nipuna	8, Handapanagala, Weherayaya 0715893870
43	ME	R.G.U.Senaratne	TrincoND	Ambalagala, Akkara 80, Teldeniya 0778543190
44	CA	S.W.R.P.K.Wick'singh	Pandukab	40, Medigahawewa, Mokewa
45	ME	W.M.C.Katugaha	Ranadeera	4/68, Abeyapura, Mahakaduwwa, Mahiyangana
46	EM	P.H.C.M.Kumara	?	273/9A, Himbutana Place Himbutana ?
47	ME	W.A.K.W. Arachchi	Rangalla	32/1, Gonagolla, Amparai
48	AB	P.S.D.C.Karunaratne	TrincoND	Galahitiyawa, Kuliyapitiya
49	AB	P. Rajapakse	A545	12, Kolabedahena, Alapalawala, Matara 0779414895
50	ME	R.P.W.Wikremarachchi	R451	Wetakadeniya, Gampola 0812353712
51	OD	W.M.I.Perera	Parakrama	100, Meegamwatte, Wattagama 0815670043
52	EM	P.S.Premasiri	Rangalla	2 nd Lane, Tambakaduwa, Parangiyawadiya 0255682860
53	ME	H.M.S.Jayalath	TrincoND	Kanattegama, Daullegoda, Nikaweratiya 0776401563
54	OD	P.M.I.K.kandekumbura	Disabled Discharged	212, Niyangoda, Kumburegama, Kandy 0816519318
55	AB	D.M.G.Indunil	?	Ihalapanwila, Bandarawela 0775386039
56	MA	C.M.P.V.W.Chandras- ekara	Rangalla	143/A, Kimbuwalgama, Pilimalawe 0372279447
57	ME	S.W.H.M.D. Wanninayake	Parakrama	Kekunawa, Maho. 0774955864

58	AB	P.W.G.N.S. Sadaruwan	Dakshina	9, Madugastenne, Menikhinna 0776681821
59	MedA	P.N.I.Gamlath	Parakrama	151/1, Udugama, Bope Padukka
60	REC	H.M.P.Herath	?	Narammala, Padeniya 0776646669
61	CA	K.W.G.R.Pushpakum- ara	Nandimithra	Dahanagahamulla, Hemmathagama
62	ME	E.M.D.Kumara	Rangalla	248/2, Palalaginnegala, Polgolla 0775423134
63	ME	D.M.P.K.Dissanayake	Dakshina	81, Genambilla, Wattagama 0711646118
64	OD	A. Ariyaratana	Abeetha	Uyanyoma, Kithula
65	ME	T.M.C.S.Kumara	TrincoNMA	Puliyankulama, Ciwalakulama A'pura
66	ME	W.M.C.M.Wijesekera	Parakrama	283, Bogodawatte, Boralanda 0575680555
67	MedA	S.M.A.B.P. Sakalasooriya	Tissa	101/1, Welipita, Ihalagama, Ginigawwa, Galagedera 0725364720
68	WTR	H.M.O.P.N. Bandara	Parakrama	P153/C, Aradegedera, Dehigama, Muruthalawa.0817914485
69	ME	J.H.P.L.D.R. Liyanage	Discharged	Via B.S.Dias, Bodimaluwa, Parakaduwa
70	ME	J.M.W.Jayawardena	Trinco ND	Diganegama, Elepaththuwa, Anuradhapura
71	ME	R.N.Dissanayake	Pandukab	2, Jathika Niwasa, Baragama, Makadura, Matara 07713871623
72	ME	A. Gunasekera	TrincoND	66/1, Wellwalla, Pujapitiya 0787440517
73	ME	N.H.R.N. de Silva	UKKS	93A, Ambaliyadda, Rupaha, Walapane 0779220063
74	OPM	E.A.Amaradasa	Pandukab	177, Mahadiulwewa, Dewanapiyawara, Morawewa, Pankulame
75	OD	J.A.B.C.T.Sampath	TrincoSBS	Hemali Janapadaya, Dunkannawa, Nattandiya 0716622231
76	OPM	T.W.S.J.L.Kumara	Parakrama	Weheragoda, Unuwathurabubula, Mahaoya 0715525170
77	ME	J. Madhushanka	TrincoND	Diyanthawewa, Parangiyawadiya, Horowpathana

78	REC	D.L.Dharmasena	Disabled Discharged	Warakawehera, Samagipura, Moragiya, Kurunegala
79	MCPO	E.A.L. Edirisooriya	Parakrama	409E, Jayaratne Mw. Ganemulla 0332260634
80	MCPO	W.M.S.Wanigasooriya	Pandukab	54/2, Kithulwatte Lane, Borella 0779033701
81	FCPO	P.L.Siripala	Nipuna	131, Bathadobagahawatte, Giniwalgaha 0912239355
82	LS	H.M.L.P. Karunaratne	Disabled Discharged	Mahauswallawa, Upuldeniya Rd. Kahatagsdeniya 077 9630208
83	AB	Y.R.R.Attanayake	?	Kandgedera, Eheliyagoda
84	AB	D.M.P.M. Dissanayake	Shilpa	Udapansalawatte, Karawanella, Mauss- agolla, Passara 0724138953
85	REM	K.J.Ranasinghe	Parakrama	136/19/B MC Rd. Matale 0714928816
86	AB	N.W.P.P.N.Niyangoda	Discharged 5y compl.	15, Wipriyawa Janapadaya Rambukwella
87	AB	K.G.S.Kumara	Thakshila	Siyamabalawa, Hemmatagama 0354902103
88	WAB	W.A.N.Kumari	Parakrama	261, Mawela, Hingula
89	OD	M.P.C.P.Wijeratne	Parakrama	234/L, Harathotawalla Pilimalawe
90	OD	L.G.H.K.Perera	Disabled Discharged	337/2, Werahera, Boralessa 0779530913
91	TA	A. M. S. Abeykoon	Natural death 05.04.08	NOK-Wife P.A.Chitra Damayanthi 28, Kepungoda, Pamunugama Negombo

Source: Source: Letter dated 10 Nov. 2008 from Navy Commander

Index of Witnesses and Productions

IN CHRONOLOGICAL ORDER

Case No.15 Killing of ninety eight (98) security forces personnel in Digampathaha, Sigiriya, on 16th October 2006.

Date	Witness	Exhibit No.	Document
20.10.08	W1 – R. A. N. J. Rupasinghe	-	-
10.11.08	W1 – R. A. N. J. Rupasinghe W2 – H.D.N.G.A. Edirisinghe	Inq/DIG/W1/E1 Inq/Dig/W1/E2 Inq/Dig/W1/E3 Inq/Dig/W1/E3A Inq/Dig/W1/E4 Inq/Dig/W2/E5 Inq/Dig/W2/E5A	Rough sketch of the Navy File of 277 photos Statement to IU on 03.09.08 Translation in English Report to navy Statement to IU on 02.09.08 English translation
13.11.08	W3 – B. D. C. Kumarasinghe	Inq/Dig/W3/E6 Inq/Dig/W3/E7 Inq/Dig/W3/E7A	Sketch prepared by witness Statement made to IU Translation in English
17.11.08	W4 – M. R. P. Wadugoda	Inq/Dig/W4/E8 Inq/Dig/W4/E8A	Statement to IU English translation
	W5 – M. M. L. Siriwardena	Inq/Dig/W5/E9 Inq/Dig/W5/E10 Inq/Dig/W5/E10A	Sketch prepared by witness Statement to IU Translation in English
18.11.08	W6 – I.H.J.Nishantha	Inq/Dig/W6/E11 Inq/Dig/W6/E11A Inq/Dig/W6/E12	CD containing photos CD containing still photos Statement to IU on 07.11.08
	W7 – T.M.P.S.Dahanayake	Inq/Dig/W7/E13	Statement to IU on 02.09.08
	W8 – A.C.Tillekeratne	Inq/Dig/W8/E14	Statement to IU on 05.09.08
24.11.08	W9 – A. Weliana	Inq/Dig/W9/E15-36 Inq/Dig/W9/E37 Inq/Dig/W9/E37A	Photos taken by witness Report to CID Translation in English
	W10 – Ms. S. Dharmasinghe	Inq/Dig/W10/E38 Inq/Dig/W10/E39 Inq/Dig/W10/E39A	Extract from RMV Statement to IU on 19.11.08 Translation in English
	W11 – P. H. Titus	Inq/Dig/W11/E40 Inq/Dig/W11/E40A	Statement to IU on 17.11.08 Translation in English
25.11.08	W12 – M. M. A. P. Fernando	Inq/Dig/W12/E41 Inq/Dig/W12/E41A	Statement to IU on 15.10.08 Translation in English
	W13 – D.P.G.S.I.L. Guruge	Inq/Dig/W13/E42	Statement to IU on 21.11.08
01.12.08	W14 – K.D.M.J.B. Illangasinghe	Inq/Dig/W14/E43 Inq/Dig/W14/E43A	Statement to IU on 26.11.08 Translation in English
	W15 – W.P.K.Ranasinghe	Inq/Dig/W15/E44 Inq/Dig/W15/E45 Inq/Dig/W15/E46	Circular 4 Dec.85 - MOD Circular 21 July 82 Letter 7 Feb. 86
	W16 – S.J.N.Silva	Inq/Dig/W16/E47	Document giving no. of deaths
	W17 – D.N.W.G.Opatha	Inq/Dig/W17/E48	Statement to IU