

Ex. 2422

Def. Doc. No. 926

International Military Tribunal for the Far East

The United States of America, et al )

- - versus - - )

ARAKI, Sadao, et al )

A F F I D A V I T

I, TANGE, Junji, born November 22, 1885, and residing at 2372 Midorigaoka, Meguro-ku, Tokyo, having sworn as shown in the attached written oath, depose and state as follows:

I retired from the Navy in November 1936 with the title of Rear-Admiral, and have been engaged in business since then till the termination of the war.

I was appointed captain of the cruiser HIRATO (approximately 5,000 tons) in December 1930. The cruiser HIRATO was attached to the First Overseas Service Squadron at that time and was engaged in the guarding of the Yangtze River waters. Since the outbreak of the Manchurian Incident in September 1931 the anti-Japanese movement became acute in the districts along the Yangtze River, including Shanghai, Nanking and Hankow.

On January 27, 1932, the cruiser HIRATO, which had been anchored at Shanghai, weighed anchor and reached Nanking on the 28th. At the time of departure Rear-Admiral SHIOZAWA, Koichi, commander of the Squadron, instructed me as follows:

"Both the Japanese Government and Navy are taking the policy of localizing the Manchurian Incident. Attend to the protection of the residents in Nanking with the utmost care and prudence so that no trouble may be caused."

With the news of the outbreak of the Shanghai Incident on January 29, 1932, the Japanese consul, the resident military and naval officers, and all the other Japanese residents took refuge in the Japanese steamship "UN-YO-MARU" as an emergency measure. The luggage of the residents was carried

Def. Doc. No. 926 (cont'd)

to a wharf of the NISSHIN Steamship Co., where it was guarded by a section of the landing forces dispatched from the cruiser "TENRYU". On the Yangtze River off Nanking: there were at that time six Japanese naval vessels including the cruisers "HIRATO", "TENRYU" and "TSUSHIMA" and three destroyers together with one British warship, one American destroyer and about ten Chinese warships.

In the early morning of January 29th Commander SHIOZAWA sent a message, through myself, to Admiral CHEN Shao-Kuan, the Chief of the Chinese Navy Department, in which he stated, "Although an untoward incident has broken out in Shanghai, Japan does not regard China as an enemy, but is merely hostile towards the 19th Route Army which has assumed a defiant attitude towards Japan. I hope the intimate friendship between China and Japan may be continued as before." To this Admiral CHEN Shao-Kuan replied that he agreed with Commander SHIOZAWA and that he would see to it that when passing by a Japanese warship the Chinese vessels would avoid any action which might cause a misunderstanding. In the morning of February 1st, Captain KAO Hsien-chia, Captain of the Chinese warship "HAIYUNG" paid us a visit and said it was regrettable that the 19th Route Army was fighting the Japanese in Shanghai, and it was the desire of the Chinese Navy to remain on friendly terms with the Japanese. In the afternoon I went to return his call. And otherwise everything went on as usual.

At about eleven o'clock in the night of February 1st, there was firing from the SHIHTZESHAN Battery in the line of forts near Nanking. Shots were heard from the wharf of the NISSHIN Steamship Company. Just then I perceived our comrade vessels "TENRYU" and "TSUSHIMA" returning the fire, and then we received a request for assistance from the section guarding the wharf. The above-mentioned shots from the wharf were heard almost simultaneously with the bombardment from SHIHTZESHAN Battery and it was the sound of rifle fire and grenades coming from a point on the Chinese side near the wharf. One of our third grade seamen was killed and another wounded as a result of the firing.

Def. Doc. No. 926 (cont'd)

To cope with this situation, I, being the commander-in-chief, ordered the steamship "UN-YO-MARU" (anchored alongside the wharf of the NISSHIN Steamship Company) to weigh anchor, as I was worried about the possible danger to the residents. I also commanded the section guarding the wharf to return to the comrade vessel "TENRYU". Since no more attacks from the battery followed, I ordered our warships to "hold fire" and then to "cease firing". We informed the British and American warships, which were anchored at the place, of the situation.

We observed the situation until morning with every precaution. However, the skirmish seemed to have come to an end, as there was no further bombardment from the fort. We had merely shelled several times in response. The distance between the SHIHTZESHAN Battery and Japanese warships was two thousand meters. We lodged a protest with the Chinese authorities through our consul and requested them to make reparation for the death of the sailor and for the luggage carried off the wharf.

Tange, Kunji (Signed) (Seal)

This 28th day of March 1947.

I hereby certify that the above affiant swore and stated, and signed and sealed in my presence.

Witness: Soniya, Shinji

This 28th day of March 1947.

of Doc No. 926

On this 18th day of March, 1947.

At Tokyo.

DEPONENT TANGE, Kunji (seal)

I, TANGE, Kunji, hereby certify that the above statement was sworn by the Deponent, who affixed his signature and seal thereto in the presence of this witness.

On the same date

At Tokyo.

Witness: (signed) SOMIYA, Shinji (seal)

4

Def Doc No. 926

OATH

In accordance with my conscience I swear to tell the whole truth  
withholding nothing and adding nothing.

(signed) TANGE, Kunji (seal)

Def Doc No. 926

I M T F E

The United States of America, et al

vs

ARAKI, Sadao, et al

SWORN DEPOSITION

Deponent : TANGE, Kunji

Address: No. 2372, Midorigaoka, Meguro-ku, Tokyo.

Date of birth: November 22, 1885.

Having first duly sworn an oath as on attached sheet and in accordance with the procedure followed in my country I hereby depose as follows.

Translation Certificate

I, Charles D. Sheldon, Chief of the Defense Language Branch, hereby certify that the foregoing translation described in the above certificate is, to the best of my knowledge and belief, a correct translation and is as near as possible to the meaning of the original document.

/S/ Charles D. Sheldon

Tokyo, Japan  
Date 2 April 1947

6

極東國際軍事裁判所

亞米利加合衆國其他

對

荒木貞夫 其他

宣審供述書

供述者

東京都目黒區綠ヶ丘二三七二番地

丹下 薰 二

明治十八年十一月廿二日生

自分儀我國ニ行ハルル方式ニ從ヒ先ツ別紙ノ通り宣審ヲ爲シタル上次ノ如ク供述研シマス

亞東國際軍事裁判所

亞米利加合衆國其他

對

荒木貞夫 其他

宣誓 供述 書

住所 東京都目黒區綠ヶ丘二三七二番地

丹 下 薫 二

自分機別紙宣誓書ノ通り宣誓ヲ爲シタル上次ノ如ク供述致シマス  
 私ハ一九三六年十一月海軍ヲ退役（當時海軍少將）爾來終戦マデ實業ニ  
 従事シテ居リマシタ  
 一九三〇年私ハ巡洋艦平戸（約五千噸）ノ艦長ニ任命サレマシタ、巡洋  
 艦平戸ハ當時第一遣外艦隊ニ屬シ揚子江方面ノ警備ニ當ツテ居リマシタ  
 一九三一年九月滿洲事變發生以來上海、南京、漢口等揚子江沿岸地域一  
 帶ニ亘ツテ排日ガ尖銳化シマシタ。  
 一九三二年一月二十七日上海ニ在リタル巡洋艦平戸ハ拔錨シテ二十八日



南京ニ到着シマシタ。出發ニ際シ司令官鹽澤少將ハ私ニ「日本政府トシテ亦海軍トシテモ滿洲事變不擴大ノ方針デアルカラ專斷ヲ讓サヌ様慎重注意シテ居留民保護ニ當ル様ニ」訓示サレマシタ。

一九三二年一月廿九日上海事件勃發ノ報ニ接スルヤ領事、駐在武官及ヒ其ノ他ノ全居留民、緊急ノ處置トシテ日本汽船「雲陽丸」ニ避難シ、居住民ノ荷物、日清汽船會社ノ「ハルク」ニ持込ミ巡洋艦「天龍」ヨリ陸戰隊一個小隊ヲ出シテ警戒シテ居リマシタ。南京ノ江上ニハ日本ハ巡洋艦平戸ノ外巡洋艦「天龍」一對島一及ヒ驅逐艦三隻計六隻、英國ハ軍艦一隻、米國ハ驅逐艦一隻、中國ノ軍艦ハ約十隻居リマシタ。

一月二十九日早朝、鹽澤司令官ハ私ヲ通シテ中國海軍部長陳紹寬提督ニ對シ「メッセ」ヲ送ツテ「今回海上ニテ措テズ不詳事ヲ惹起シタガ日本ハ中國ヲ敵シセズ、當時上海デ日本軍ニ挑戦セル十九路軍ニ對スルモノデアアルカラ中、日兩軍ハ從來ノ親交狀況ヲ繼續シタシト誓ヒ、之ニ對シ陳紹寬提督ハ同意ヲ表シテ、日本ノ軍艦ノ附近ヲ通ルトキハ誤解ヲ避クル様行動ヲトルト答ヘ來リ、二月一日午前ニハ中國軍艦「海容」

艦長高憲甲大佐ガ訪問セラレテ、  
「十九路軍ガ上海ニテ日本ト戦ヒツツ  
アルコトハ遺憾ナルガ、中國海軍トシテハ友交關係ヲ繼續センコトヲ望  
ム」ト述べニレ、  
午後ニハ私ガ答訪ニ行キ平常ト何等變ラナイ狀況デア  
リマシタ。

二月一日ノ夜十一時頃南京附近ノ要塞線獅々山砲臺カラ發砲シ來リ。日清汽船會社ノ「ハルク」ヨリ銃聲ガ聞エ、同時ニ僚艦「天龍」、「對馬」カラ應射スルヲ見、繼イテ「ハルク」ノ警戒隊カラ援助ヲ要請シテ來マシタ。 「ハルク」ニ於ケル前述ノ射撃ハ獅々山砲臺カラノ砲臺ト殆ンド同時デ「ハルク」附近ノ中區側ノ地點ヨリ來ル銃聲ト手榴彈ノ音デアリマシタ此ノ射撃ノ爲メ我方デハ三等水兵一名死亡、一名負傷シマシタ。

此ノ狀況ニ對處シ、首席指揮官タル私ハ居留民ヲ收容セル汽船「雲陽丸」(當時日清汽船會社ノ「ハルク」ニ掛付ケ)ノ危険ヲ慮ツテ直ニ碇錨ヲ命ジ、又一「ハルク」ニ在ツタ警戒隊ヲ僚艦「天龍」ニ收容スルコトヲ命ジマシタガ、獅々山砲臺カラハ續イテ打ツテ來マノデ我方ノ軍艦ニ「打ち方待テ」ヲ命ジ、次テ「打ち方止メ」ヲ命ジ、且ツ在泊ノ英、米軍艦ニハ狀況ヲ通知セシマシタ。

朝マデ狀況ヲ注視シテ待機シマシタガ、陸上ヨリノ砲聲モナイノデ衝突ハソレテ終了シマシタ。

結局我方ハ發射ヲ應射シタルニ止マリマシタ。獅々山ト日本軍艦トノ距離

ハ約二千米デシタ。我方カラ領事ヲ通ジ中國政府ニ抗議スルト共ニ兵ノ死亡及ビ「ハルク」ノ荷物ノ奪取ニ對スル損害賠償ヲ要求シマシタ。

昭和二十二年（一九四七年）三月二十八日

於東京

供述者 丹下 薫 二

石ハ營立營人ノ而前ニテ宣誓シ且ツ署名捺印シタルコトヲ證明シマス

同日

於東京

立付人 辯護士

宗 宮 信 次

宣  
誓  
書

良心ニ従ヒ眞守ヲ述ベ何事ヲモ黙秘セズ又何事ヲモ附加セザルコトヲ  
誓フ

(署名)  
捺印

丹  
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森  
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41