

Translated by J. Kondo  
Checked by N. O. TSUKI

Residence in Shizuoka Prefecture

Birth : 4 March 1905

Name : GOTO, Yuzuru

1924 Feb 11 Graduated from the Regular and Higher Courses of the Public-Works Department of the Waseda Engineering School of ~~attached to~~ the Waseda University

1924 Jun 19 Appointed a <sup>assistant</sup> ~~sub-~~engineer and awarded a monthly salary of ¥43.60 (Yokosuka Naval Construction Department)  
~~Base.)~~

1933 Aug 10 Appointed a <sup>naval</sup> assistant-engineer and awarded 8th Class Salary (Navy Ministry); Assigned to the

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Yokosuka Naval Construction Department

(Navy Ministry)

1934 Sep 30 Awarded a monthly salary of ¥60.00

(Yokosuka Naval ~~Base~~ <sup>Station</sup>)

1935 Sep 30 Awarded 7th Class Salary (Yokosuka

Naval ~~Base~~ <sup>Station</sup>)

1936 Sep 30 Awarded a monthly salary of ¥70.00

(Yokosuka Naval ~~Base~~ <sup>Station</sup>)

1938 Mar 31 Awarded 6th Class Salary (Yokosuka

Naval ~~Base~~ <sup>Station</sup>)

1940 Sep 30 Awarded 5th Class Salary (Yokosuka

Naval ~~Base~~ <sup>Station</sup>)

1942 Mar 31 Awarded 4th Class Salary (Navy

Ministry)

1943 Sep 30 Awarded 3rd Class Salary (Navy  
Ministry)

1943 Aug 16 Decorated with the 7th Class Order of  
the Sacred Treasure (Bureau of Decorations)

1944 Aug 15 Awarded 2nd Class Salary (Yokosuka  
Naval Station District)

1945 Apr 28 Appointed a naval engineer; Granted  
7th Rank of Higher <sup>Civil Service</sup> ~~Officials~~ (Cabinet)

1945 Jun 15 Conferred 7th Court Rank, Junior Grade

1945 Oct 13 Relieved from duty at his own request

1946 Feb 23 Appointed a transportation engineer;  
Granted 7th Rank of Higher <sup>Civil Service</sup> ~~Officials~~  
(Cabinet)

4 Sept. 47

GOTŌ, Yuzuru

Residence: Shizuoka Prefecture

Birth: 4 March 1905

Name: GOTŌ, Yuzuru

- 1924 Feb. 11      Graduated from the Regular and Higher Courses of the Public-Works Department of the Waseda Engineers' School of the Waseda University.
- 1924 June 19     Appointed an assistant engineer and awarded a monthly salary of ¥ 43.60 (Yokosuka Naval Construction Department)
- 1933 Aug. 10     Appointed a Naval Assistant-engineer and awarded 8th Class Salary (Navy Ministry); Assigned to the Yokosuka Naval Construction Department (Navy Ministry)
- 1934 Sept. 30    Awarded a monthly salary of ¥ 60.00 (Yokosuka Naval Station)
- 1935 Sept. 30    Awarded 7th Class Salary (Yokosuka Naval Station)
- 1936 Sept. 30    Awarded a monthly salary of ¥ 70.00 (Yokosuka Naval Station)
- 1938 Mar. 31     Awarded 6th Class Salary (Yokosuka Naval Station)
- 1940 Sept. 30    Awarded 5th Class Salary (Yokosuka Naval Station)
- 1942 Mar. 31     Awarded 4th Class Salary (Navy Ministry)
- 1943 Sept. 30    Awarded 3rd Class Salary (Navy Ministry)
- 1943 Aug. 16     Decorated with the 7th Order of Merit with the Order of of the Sacred Treasure (Bureau of Decorations)
- 1944 Aug. 15     Awarded 2nd Class Salary (Yokosuka Naval Station)
- 1945 Apr. 28     Appointed a Naval engineer granted 7th Rank of Higher Civil Service (Cabinet)
- 1945 June 15     Conferred 7th Court Rank, Junior Grade.

1945 Oct 13      Relieved from duty at his own request.

1946 Feb. 23      Appointed a transportation engineer; Granted 7th Rank  
                         of Higher Civil Service (Cabinet).

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DIRECT EXAMINATION OF GOTO, Yuzuru  
by MR. ROBERTS

26,516 The witness stated he lived in Yokosuka. He identified Exhibit No. 2996 as his affidavit \* and verified it.

26,517 The affidavit stated \* that the witness, a naval engineer, was in Palau from October 1937 to April 1938, and at Saipan from October 1939 to March 1941. The witness was engaged in construction of an aerodrome at Peliliu, called "the farm" at the time. It could not be used as an aerodrome since nothing was done but ground levelling. The work was done by the South Seas Board with Navy assistance.

26,518 The Navy intended to use it as a field for forced landing at maneuver time. In Palau there was already a seaplane ramp, but this was only used as an air route of the Nippon Navigation Company and not for military purposes. In Saipan, the witness supervised the work on oil tank construction. There were five oil tanks, three with a capacity of about 10,000 tons while the other two had a capacity of about 1,000. None were completed when he left for Japan in March 1941. \* There was an aerodrome and seaplane ramp in Saipan, but the aerodrome was not sufficiently surfaced, had no hangar, repair works or radio station. It was not completed for an aerodrome. The ramp was used only by the private company. There were no military installations while he was in Palau and Saipan. The aerodromes and oil tanks were the only things that could be the subject of controversy.

26,519 Some natives were used as laborers and construction workers but they were not compelled by corporal discipline or treated cruelly. Reasonable wages were paid. There were no gun installations or air raid shelters or camouflaged hangars as testified to by Manuel Blanco. Benavente is wrong when he says \* that large were under construction in Saipan Harbor in 1935. The construction of large tanks was begun in 1939 and not completed by March of 1941. Sablan states that the Japanese brought 10-inch guns to Saipan around 1937 and set them up in 1939 or 1940. He must be referring to the fact that guns for maneuvers were landed temporarily. There was no enforced labor of natives begun in 1939. Two yen a day was not small pay at that time. There were no gun emplacements late in 1940 as Angailen states because there were none when the witness left Saipan in March 1941. There were no military barracks or naval men as testified to by Blanco. \* There were not 600 underground oil tanks in 1937 as testified to by Guerrero. The construction of oil tanks in Saipan was begun after the witness' arrival in 1939.

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in 1939. There were no gun emplacements in 1939. Fangelinan, when he states there were two hangars for big and small airplanes, one big aircraft shelter with all kinds of munitions, two or three repair shops and eight or ten big barracks in 1940, must be referring to facts after the outbreak of war. In 1940, there were only two small hangars containing one seaplane and two or three small buildings.

There was no big barracks and no military or naval troops and no repair work or no trenches.

There was no cross-examination.

inter, for Interrogation  
1946

8/15/47

DEF. DOC. #1692

Translated by  
Defense Language Branch

INTERNATIONAL MILITARY TRIBUNAL FOR THE FAR EAST

THE UNITED STATES OF AMERICA, et al

-vs-

ARAKI, Sadao, et al

Sworn Deposition (Translation)

Deponent: GOTO, Yuzuru

In accordance with the procedure in my country having first sworn an oath as on attached sheet I hereby depose as follows:-

1. My name is GOTO, Yuzuru. I live in YOKOSUKA city. I was formerly a naval engineer. I was at PALLO Islands from October, 1937 to April, 1938 and at SAIPAN from October, 1939 to March, 1941.

2. In PALLO Islands I was engaged in the construction of the aerodrome at FELILIU.





It was called "the farm" at that time. It was actually impossible to use it as an aerodrome, since nothing was done but ground-levelling by clearing the jungle and laying down coral. The construction of this aerodrome was undertaken by the South Seas Board, but the Navy gave assistance to that work. I was informed that the Navy's intention was to use it as a field for forced landings in time of manoeuvres.

In PALAO Islands there was already a seaplane ramp with some attached establishments, but it was merely utilized for the air-route of the NIPPON Air Navigation Company, a private company, and was not for military purposes.

3. In SAIPAN, mainly I supervised the work of oil-tank construction. The oil-tanks were five in all, three of them having a capacity of about 10,000 tons while the other two had a capacity of about 1,000 tons. None of them was however completed by the time I left there for Japan in March, 1941.

There were an aerodrome and a sea-plane ramp in SAIPAN, but the aerodrome was not sufficiently surfaced, had no hangar <sup>no repair</sup> works and no radio station. It was not completed to be utilized as an aerodrome. The sea-plane ramp was used only by the NIPPON Air Navigation Company as in PALAO.

During my stay in PALAO and SAIPAN there were no military installations. The aerodromes and oil-tanks above referred to were the only things I saw that could in any way be the subject of controversy in this regard.

*Interrogation copy 2 to low copy*  
*Interrogation*

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Some natives were used as labourers in the construction of aerodromes or oil-tanks, but they were not compelled by corporal discipline, nor were they treated cruelly. Reasonable wages were paid to them.

*Wheas*  
4. MANUEL BLANCO, in his Deposition (I.P.S. #6022, Court Exhibit #883), says that anti-aircraft guns and coast guns were installed at ASLETO (T.N. Phonetic) in 1940. However there were no gun installations at that time. He also states that there were air-raid shelter trenches and camouflaged hangars in 1938. There were nothing like these at that time.

5. In the Deposition of IGNACIO BENAVENTE (I.P.S. #6019, Court Exhibit #885) it is stated that he heard that a dump of ammunition and large tanks were under construction near the S.IPAN Harbour in 1935. This is a mistake. The construction of large tanks was commenced after I arrived at S.IPAN in 1939 and not completed when I left in March of 1941 as I stated before.

6. According to the Deposition of ELIAS P. SABLON (I.P.S. #6020, Court Exhibit #886) the Japanese brought guns of about 10 inch caliber to S.IPAN around 1937, and set them up in 1939 and 1940. However, there was no such fact. It must be that he referred to the fact that guns for manoeuvres were landed temporarily.

In the same Deposition, he states that enforced labour of natives began in 1939. It is true that natives were engaged in the construction work, but they were never used severely. Two Yen a day was no small pay at that time.

7. ANTONIO ANGALLEN, in his Deposition (I.P.S. #6025, Court Exhibit #888), states that Japanese gun-emplacements were laid in 1940.

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But there was no such fact as this by the time I left SAIPAN in March, 1941.

8. CONCEPCION BLANCO, in his Deposition (I.P.S. #6021, Court Exhibit #890), states that five barracks having a capacity of about 3,000 military and naval men were constructed in 1938. However there were only two or three barracks having a capacity of about 100 persons, and there were no military or naval men.

9. VINCENTI DE LEON GUERRERO, in his Deposition (I.P.S. #6017, Court Exhibit #891), states that in SAIPAN there were six underground oil-tanks in 1937. However, the construction of oil-tanks in SAIPAN was for the first time undertaken after I arrived there in 1939. He states also that gun-emplacements were laid in 1939. This is not true.

10. JOSE S. PANGELINAN, in his Deposition (I.P.S. #6018, Court Exhibit #893), states that in SAIPAN there were 2 hangars containing big and small air-planes, 1 big concrete shelter containing all kinds of explosives, bullets and bombs, 2 or 3 aircraft repair-shops, and 8 or 10 big barracks in 1940. He must refer to facts after the outbreak of the War. In 1940, there were no such constructions except two small hangars containing one seaplane and two or three small buildings.

There was no big barracks, furthermore there was not a military or naval troop. There were no repair works and no shelter trenches.

On this 17th day of May, 1947,

Deponent /s/ GOTO, Yuzuru

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I hereby certify that the above was signed and sealed in the presence of this Witness.

On the same date,  
at the same place.

Witness: /S/ ONO, Shinichiro (seal)

Oath

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

/S/ GOTO, Yuzuru (seal)