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824.

INTERNATIONAL PROSECUTION SECTION

Doc. No. *2072*

Date *18 June 46*

ANALYSIS OF DOCUMENTARY EVIDENCE

DESCRIPTION OF ATTACHED DOCUMENT

Title and Nature: *Report on Results of Investigation of Shipwreck of Tanker "MARIUPOL" in Japanese Territorial Waters.*

Date: *19 Feb 46* Original  Copy  Language: *Russ. Eng.*

Has it been translated? Yes  No   
Has it been photostated? Yes  No

LOCATION OF ORIGINAL (also WITNESS if applicable)

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SOURCE OF ORIGINAL: *Russian Division (Lt. Col. TARANENKO)*

PERSONS IMPLICATED:

CRIMES TO WHICH DOCUMENT APPLICABLE: *Japanese. Relations with U.S.S.R.*

SUMMARY OF RELEVANT POINTS (with page references):

*Report reveals that Japanese authorities acted in such a manner as to prevent possibility of rendering help to shipwrecked "MARIUPOL" as long as possible, and further, even robbed it of possibility to use its own machinery to save ship. In addition, Japanese authorities showed hostile attitude toward tanker's crew.*

Analyst: *2d Lt. Blumbagen*

*WAW*

Doc. No.

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Ex 824  
REPORT ON THE RESULTS OF INVESTIGATION  
OF THE SHIPWRECK OF THE TANKER "MARIUPOL"

February 19, 1946

The Union of Soviet  
Socialist Republics  
Prosecution Department.

The USSR Sea and River Fleet  
Chief Military Prosecutor  
Moscow

To Comrade Golunsky, Prosecutor for Soviet Union at the Inter-  
national Military Tribunal in Tokyo.

## Report

on the results of the investigation into the shipwreck of the tanker  
"Mariupol".

By the inquiry into the shipwreck of the tanker "Mariupol" con-  
ducted by the prosecution department of the Pacific basin, the following  
facts were established:

The tanker "Mariupol" was sailing in November 1943 from the United  
States of America to the Soviet Union with a cargo of 8001 tons of  
Iso-octane. While passing through the First Kurilsky strait on November  
14, 1943 at 18.04 hours in the territorial waters of Japan near the  
cape Kotanari-Saki at the point-Latitude  $50^{\circ} 48$  m. north, long-  
titude  $156^{\circ} 31$  m. east the tanker ran onto rocks.

The tanker "Mariupol" remained at the place of the shipwreck till  
January 23, 1944, and help being not rendered, the ship and 9700 tons  
of cargo were lost.

The commanding authorities of the Far Eastern Sea-Fleet having  
received the report from the shipwrecked tanker immediately sent the  
tankers "Tuapse", "ERIVAN" and other vessels, which were not far from  
the First Kurilsky strait, to the area of the shipwreck. The tanker  
"Tuapse" of great cargo capacity arrived at the area of the shipwreck  
2 hours after the incident had taken place and had actual possibility  
to render help to the tanker "Mariupol" by completely unloading it and  
towing it from the rocks.

To approach the tanker "Mariupol" the Soviet ships had to get  
permission from the Japanese government. This permission was given  
when 35 days had passed since the shipwreck, and the wrecked ship was  
already in a hopeless condition, as its hull was damaged by the winter  
storms. The greater part of the cargo was lost due to the same reason.

By the end of December it had become evident, that the tanker  
"Tuapse" could not render effective help to the tanker "Mariupol".  
It was decided to send the shallow-sitting tanker "Nenets" and  
trawler "Paltus", but these ships approached the place of the ship-  
wreck only on January 10, 1944 because of the hindrances on the part  
of the Japanese authorities.

The Japanese authorities acted in such manner, as to prevent  
the possibility of rendering help to the damaged ship as long as  
possible, so that the Soviet government would abandon the thought  
of rescuing the ship, and would leave the tanker and the cargo in  
the Japanese territorial waters. After the shipwreck of the tanker



"Mariupol" on November 14, 1943, the Japanese military authorities headed by the head of the rescuing party Namiki Hideo visited the tanker on the following day, i. e. on November 15 at 8-9 hours. They carefully looked through the ship, searched the crew and put seals on binoculars and the radiocabin. The Japanese officers leaving the ship left on the tanker a guard detachment under a junior officer. Besides, Captain Alekseev was forbidden to start the machine and that prevented him from the possibility to get off the shoal by his own efforts. This clearly shows that the Japanese rescue detachment not only had no wish to render help to the shipwrecked tanker but even robbed it of the possibility to use its own machine to save the ship.

During their first visit to the tanker "Mariupol" on November 15, 1943 the Japanese proposed to Captain Alekseev to draw up an act to the effect that it was absolutely impossible to take the tanker off the shoal and to save it. They proposed to take off the crew and leave the tanker. They persistently and several times made similar proposals to the Captain of the tanker "Thapsa" Scherbachev, while negotiating with him. They told him that the tanker was in a hopeless condition and offered to render help to Captain Alekseev on condition the tanker "Mariupol" would be towed to a Japanese port.

In their advising letters to Captain Alekseev dated November 21 and December 2, 1943 officers Watanabe, Yasunao and Namiki, Hideo said that in case the crew would not be taken off the tanker "Mariupol" in the manner proposed by them, they would not be responsible for its safety.

It is clear that the Japanese authorities showed hostile attitude towards the tanker's crew. On November 21-22, 1943, all store of drinking water on the tanker was finished.

Captain Alekseev made a request to the Japanese asking them to bring water for the crew. On November 23 a Japanese Kawasaki-boat brought 6 barrels of fresh water to the tanker. This water had a flavour of kerosine and could not be used for drinking.

On December 28, 1943 the administrative office of the sea fleet in Vladivostok received a report that the Japanese government permitted a group of our specialists to visit the tanker "Mariupol" for the first time to examine its condition. Nevertheless Namiki, Hideo, Commander of the so-called rescue detachment, seeing that even after the storms the condition of the tanker "Mariupol" still gave hope, began to interrupt the examination of the wrecked ship. Captain Scherbachev on November 29, 1943 at 10 hours was permitted to visit Captain Alekseev under the guard and escort of the Japanese officers. The examination of the ship was forbidden, and the meeting with Captain Alekseev was under such conditions that it was impossible to get the full information of the tanker and condition necessary to render help.

The above mentioned facts are absolutely true, and therefore it is possible to say that the Japanese authorities were against rendering help to the tanker "Mariupol" to save the cargo and the ship. Pursuing their own interests the Japanese openly wanted the tanker to perish, and by their actions prevented the saving of the ship until it was in absolutely hopeless condition. It was quite possible to take the tanker "Mariupol" off the shoal and to save its cargo, under the condition of the Japanese favorable attitude and if the Japanese would not have prevented our ships to approach the wrecked tanker for so long a time.



Chief Military Prosecutor  
for the Sea and River Fleet of the USSR  
Major-General of the judicial corps

The copy correct

(Schitovich)

(Taranenko)

CERTIFICATE OF TRANSLATION OF THE ABOVE DOCUMENT:

I, V. T. Tarkhov, hereby certify that I am thoroughly conversant with the Russian and English languages; and the above is a correct and true translation of the indicated Document.

Signature: (Signed) V. Tarkhov



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No. 1

RETURN TO ROOM 361

ソヴェエト社会主義

一九四六年二月十九日

共和国聯邦検事局

部番第 No. 1

ソヴェエト社会主義

共和国聯邦海河川艦隊

主席軍事檢察官

モスクワ

東京国際軍事裁判所ソヴェエト  
聯邦側檢察官

同志ゴルンスキー殿

油槽船「マリウポリ」号遭難調査結果ニ

関スル調書

太平洋海域軍事検事局ニヨリ行ハレタ油槽船「マリ  
ウポリ」号破損、調査ハ次ノ如ク確定シタ。

油槽船「マリウポリ」号ハ一九四三年十一月ニ「アメリカ  
合衆国」ヨリ「ソヴェエト」聯邦ヘ重量八九〇一噸、  
「イゾオクタン」ヲ積載シテ航行シタ。一九四三年十一月



十四日予一十島海峡通過ニ当リ同油槽船ハ十八時  
四分日本領海ノ小泊崎コトマリサキ附近北緯五〇度八分東經  
一五六度三一分ノ地点ニ於テ坐礁シタ。

油槽船「マリウポリ」号ハ一九四四年一月二十三日運遭難  
現場ニ在リ救助ガ与ヘラザル結果船自体及ビ九七〇  
噸ノ貨物ハ沈没シタ。

極東海上船舶局指揮部ハ火言ニ耐ヘテキタ油槽船  
ヨリ通報ヲ受ケタル後直チニボークリリスキー海峡近  
在ノ油槽船「トウアプセ」号「エリワ」号其他ノ船ヲ破  
損海域ニ派遣シタ。積載量大ナル油槽船「トウアプセ」

号ハ予件發生後二時間経過シテ遭難海域ニ到着シ  
貨物全部ノ收容及ビ浅瀬ヨリノ破損船ノ曳行方法ニ  
ヨリ油槽船「マリウポリ」号ヲ救助スル實際ノ可能性ヲ  
持ツテキタ。油槽船「マリウポリ」号ヘ「ソグイエー」ト船ノ  
接近ニハ日本政府ノ許可ヲ要シタ。

斯ル許可ガ油槽船「トウアプセ」号ニ与ヘラレタノハ遭難  
ノ日ヨリ三五晝夜ヲ経過シタ。長期暴風雨ノ為船体ノ  
破壊ノ結果遭難船ガ既ニ絶望状態ニ成ツタ時デアラタ。



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コレカ原因ニヨリ貨物、大部分ハ喪失シテ。

一月末ニハ油槽船「トウアプセ」号ハ油槽船「マリウポリ」号ニ有効ト援助ヲ与ヘン状態デナイコトが明ラカニナ  
ツテ。援助ニ吃水、浅イ油槽船「ネネ」号及ビ掃海  
船「バルトウス」号ヲ派遣スルコトニ決シテ。然レ日本官  
憲側、妨害ノ結果コレ等ノ船ハ一九四四年一月  
一日ニ漸ク破損地点ニ到着シテ。

破損船ニ対スル取扱ニ関スル日本官憲、以テコレ  
以上援助ヲナス可能性ヲ与ヘ得ズ且ソウイエ一上政  
府カユレ、救護ヲ拒絶シ油槽船及貨物ヲ日本海域  
ニ放棄ヲナス様ナ状態ニ遺サイターデアル。

一九四三年十一月十四日油槽船「マリウポリ」号破損救護生

後救援隊長並木秀夫ヲ隊長トスル日本軍カ

翌日十一月十五日八時一十九時ノ間ニ来訪シテ。船内

乗組員ヲ嚴ニ検査シ望遠鏡及無線機ヲ封

印シテ。日本將校退出後油槽船ニハ若イ將校ヲ隊

長トシテ警告備ガナサレタ。ソノ外ニアレクセエフ船長ハ

機械、仕事ヲナスコトヲ禁ルセラレタ。コレハ自カテ船ヲ岬

No. 3



NO. 2012.  
カラ離ス可能性ヲ奪ツテ。コレニヨリ日本救援隊ハ單ニ  
火言ニ耐ヘテ油槽船ニ援助ヲ拒絶シ或ハ之ヲホサナカ  
ツタノミナラス救援ノ為ニソノ機材ヲ利用スル可能性

スラ奪ツタノデアル。

Doc.  
日本人ハ一九四三年一月十五日油槽船「マリウポリ」号ノ最  
初ノ来訪ニ於テ油槽船ヲ岬カラ離脱シコレヲ救フ不可  
能ナリ為ヲナス様アレクセイフ船長ニ申渡シテ乗組員  
ヲ下船セシメ油槽船ヲ放棄スル様提議シテ斯ル提  
議ヲ彼等ハ一ニナラズ強硬ニアレクセイフ船長ノミナラス  
油槽船「トアアセ」号ノ星ルバツエフ船長ニモ提議シテ。  
彼等トノ交渉ノ際船ハ絶望状態ニアルコトヲ告ケ  
アレクセイフ船長ニ対スル援助ヲホス様提議シテ併シ  
コノ條件ニ油槽船「マリウポリ」号ヲ日本ノ港ニ曳行  
スルコトデアッタ。アレクセイ船長宛書翰(勧告)ニ一九  
四三年一月二日又一月二日日本將校浜辺安正  
並木秀夫ハ若シ彼等カ提議シテ方法ニヨリ乗組  
員ヲ油槽船「マリウポリ」号ヨリ下船サセザレバコレガ安  
全ハ彼等自身カ負ハナケレバナラヌ旨表明シテ。



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油槽船乗組員ニ対スル日本官憲ノ悪意的行為ノ事實ハ注意が拂ハレル。一九四三年一月二日ニ三日ハ油槽船ノ手持チ眞水ヲ得ル様致シ出タ。十一月二十三日日本人川崎カ舷側ニ眞水ニ樽ヲ届ケタ。コレハ燈油ガ混入サレテアリ食用ニ使用不適デアツタ。一九四三年十一月二十日ウラジオストック船舶管理局ハ日本政府ガ初ナテ油槽船「マリウポリ」号ヘ状況視察、為ニ我カ専門家團ノ訪問ノ許可ヲ決定シタ旨、通告ヲ受ケタ。併シ救援隊、並木秀夫ト稱スル指揮官ハ暴風雨ヲ受ケタ後、油槽船「マリウポリ」号ノ状態ガ未ク望ミアルヲ見テ破損船ノ視察ヲ妨害シ始メタ。一九四三年十一月二十九日シエルバチエフ船長ハ日本將校同行ノ下ニ護衛ヲ受ケアレクセエフ船長ヲ訪問スベク決メタ。而シテ船ノ視察ハ妨害セラレアレクセエフ船長トノ會見ハ援助ヲホス為ニ油槽船ノ状況ニ関スル完全ナ資料ヲ受ケトルコトガ出来ヌ様ニサレタ。上述ノ事實ハ完全ニ確證的デアリソレ故ニ日本官憲ハ貨物及船ヲ救フ為ニ油槽船「マリウポリ」号ニ援助

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ヲ示スニ及対デアツタト云へル。

日本人、自己ノ利害ニ於テ明ラカニ船ノ喪失ヲ希  
望シ又自己ノ行為ニヨリ船カ絶望状態ヲ示スニ到ル  
迄船ノ救援ヲ妨害シタ。

油槽船マリウポリ号ノ岬ヨリノ離脱及貨物ノ救出  
ハ若シ日本人カコレニ対シ好意的ニ扱ヒ破損油槽船へ  
吾々ノ船舶ノ接觸ニ対シシ程長期ニ妨害ガ為サレナ  
カッタナラバ完全ニ可能デアツタ。

ソヴェエト社会主義共産共和国聯邦海河川  
艦隊主席軍事檢察官

法務少將

署名  
(アシケトグイチ)



2072

書類 丙二〇七二号

證

余中山登ハ余ガ日本語及ビ露西語ニ精通セル者ナルコト並ニ露西語及ビ日本語ヲ  
对照ノ上右ハ本書類ヲ眞実ニ且ニ確ニ翻譯セルモノナルヲ確證セルコトヲココニ證ス

署名

中山登 (中山)

昭和二十一年八月十五日

No. 7