

EXHIBIT No. 3061

(15)



INTERNATIONAL MILITARY TRIBUNAL FOR THE FAR EAST

THE UNITED STATES OF AMERICA, et al

-vs-

ARAKI, Sadao, et al

Sworn Deposition

Deponent ; -- OHASHI, Tatsuo

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.

Q.- Your place of residence, name and date of birth please.

A.- 57, 4-Chome Den en chofu, Oota Ward, Tokyo City.

Tatsuo Oohashi

Date of birth: 31st August 1891 (24 Meiji)

Q.- What was your rank at the time of the Surrender?

A.- Rear-Admiral in the Reserves.

Q.- Please give a short history of your service in the Navy.

A.- I served as submarine captain, commander of a submarine squadron, As a staff member of the submarine section of the KURE arsenal, 1st and 2nd Section Chief of the KURE Military Supplies Section, Captain of the submarine tender Noshima. In August 1941 (Showa 16) I was appointed



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Commander of the 14th Gunboat Squadron and in April 1942 (Showa 17) was relegated to the reserves. On the very same day of my relegation however, I was recalled into service. During the Pacific War I held the following posts.

From May 1942 (Showa 17) till September 1943 (Showa 18)

Captain of the Rio de Janeiro Maru.

From September 1943 (Showa 18) till December 1943

(Showa 18)

Commander of the Rio de Janeiro Maru. (The same boat having been converted into a transport.)

From March 1944 (Showa 19) till January 1945 (Showa 20)

Transport Commander of 1st Escort Fleet.

From January 1945 (Showa 20) till the Surrender.

Naval Attache at Moji.

Q.- What type of ship was the Rio de Janeiro Maru?

A.- She was a diesel-engined passenger-transport ship displacing 10,000 tons and capable of a maximum 16 knots, owned by the Osaka Shosen (O.S.K.) which had assigned her to its South American Service. The Navy had conscripted this ship and had converted her into an auxiliary submarine tender.

Q.- What was the outward aspect of the ship?

A.- She was a two-masted, single-funneled ship of the passenger type.



The upper parts of the masts and of the funnel were painted green, the rest of the ship being painted grey.

Q.- Why were such colors adopted?

A.- Its was to avoid long-range detection by enemy submarines.

Q.- Please give an account of the activities of the Rio de Janeiro Maru after you assumed her command.

A.- In April 1942 she sailed to Kwajelin there to stand by for the Midway operation, but in June of the same year she returned to Sasebo. After leaving Sasebo for Penang in July of the same year, she was attacked by an enemy submarine en route off the coast of French Indo-China and damaged. She entered Singapore harbor for repairs. On completion of repairs in December 1942 she sailed for Surabaya.

From January till October 1943 she was occasionally engaged in transport duty, using Surabaya as base for her activities.

Q.- Why was she used for transport duty?

A.- As Surabaya was a submarine base, unless submarines required use of advanced bases, there was no need for tenders. On the other hand there was a shortage of ships.

Q.- What did she transport?

A.- Personnel and military supplies.

Q.- Would weapons and ammunition be included in the above?



A.- Of course they would be included.

Q.- In what areas did she operate?

A.- In Java, Borneo, Celebes, New Guinea, Anbon, the Philippines, the Small Sunda Archipelago. Timor etc.

Q.- Did you ever transport patients?

A.- No, never.

Q.- When did you touch Anbon?

A.- The 1st time was in the middle of January 1943. If I remember rightly, we touched at that port about twice between that time and March of the same year.

Q.- What was the object in stopping at Anbon?

A.- It was for purposes of local transportation of personnel and military supplies.

Q.- For approximately how many days did you anchor at Anbon when you stopped there?

A.- Always for a day or two.

Q.- Were POW's used by the local troops in the loading and unloading of freight?

A.- I do not remember.

Q.- Did you ever take patients aboard at Anbon?

A.- Never.

Q.- What approximately was the crew of the Rio de Janeiro Maru?

A.- Approximately 300.



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Q.- Was the crew armed?

A.- The necessary personnel were armed.

Q.- Under what command was the Rio de Janeiro Maru subordinate?

A.- In April 1942 she was under the direct command of the Combined Fleet, and belonged to the 5th Submarine Squadron. But from June 1942 onwards she was attached to the Submarine Unit of the South Western Fleet.

Q.- What happened to the Rio de Janeiro Maru after September 1943?

A.- As in September 1943 she was turned over to the auxiliary transport category, she was sent back to the Japanese mainland for refitting.

After that for a time she was in the HARIMA Dockyards being refitted. I hear that she was sunk in Truk in February 1944 after completion of the refitting. I left her in December of the same year.

Q.- Did the Rio de Janeiro Maru ever assume the Red Cross insignia during the time you were aboard her?

A.- No, she never did.

When I read in the papers that an Australian POW or it may have been a POW of another nation, stood as a witness in the International Tribunal to testify that the Rio de Janeiro Maru had used the Red Cross sign at Anbon, I



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could not help but wonder how such a mistake had been possible.

Q.- Was there a naval hospital ship by the name of Rio de Janeiro Maru?

A.- I never heard mention of such a ship.

On this 10 day of July, 1947

at Tokyo

DEPONENT /S/ Ohashi Tatsuo (seal)

I, SOMIYA, Shinji, 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: /S/ SOMIYA, Shinji (seal)

OATH

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

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