

4. What did the Civilians propose?
5. What compromises were made?
6. When did the Vice Ministers have such conferences?
7. Were the Ministers consulted?
8. Who took the matter to the Cabinet?

I have asked a number of Admirals, the Vice Minister, and you, and I still don't know who set this ratio. Somebody in the Navy does know and I want to talk to him.

QUESTION: What is the Supreme War Cabinet?

ANSWER : It is a council which decides between the Cabinet and Armed Forces.

QUESTION: Was the council an advisory one or did it make actual decisions?

ANSWER : Its duty is to compromise between the Cabinet and GHO of the Army and Navy. It was to compromise their difficulties but it could not make decisions.

QUESTION: Is the allocation of oil a matter for the Cabinet or the Ministry?

ANSWER : When a compromise was reached, the Prime Minister was responsible for the decision. Army and Navy requirements exceed the actual amount available. And the Civil is obliged to be satisfied with scanty amount. They all compromise then.

The usual procedure is this. If the Army and Navy Ministers cannot agree, one of them must resign the ministry. It is not favorable that they resign their membership, so they compromise. After they have compromised, then the proposal is submitted. In the Council they do not quarrel.

The Council was not of much use. The Army and Navy could fight with each other. Before the Council they compromised which they could have done anyway. It was used, however.

QUESTION: Did it ever happen that the Army and Navy could not get together on oil?

ANSWER : There was no such case. Before the compromise long, fierce sessions of argument took place.

QUESTION: Who felt they got the best deal?

ANSWER : The Army and Navy had an equal number of aircraft. The oil should have been divided equally. However, the Navy thought they had more available aircraft, so they thought they should have a larger quantity of oil. From higher standpoints it was decided the Navy should have less.

QUESTION: Who decided this?

ANSWER : The Navy Minister made this decision but first conferred with Chief of General Staff.

QUESTION: Who won if both disagreed, the Chief of Staff or Naval Minister?

ANSWER : I am not sure. The Navy Minister has charge of personnel, so if they do not decide, the Navy Minister can make the Chief of General Staff resign.

QUESTION: If the Army and Navy Ministers disagree, where do they go?

ANSWER : Civil head explains why he needs so much oil. Army and Navy heads give him as much as possible because they know the civilians have much to do with the war effort. Army and Navy have much needs also. They explain how much they need from operational standpoint. Then the Ministers try to make as little as possible the civilian use. Usually they make compromise. If one was not reached, then the matter was submitted to the highest authority.

QUESTION: Who decides between the Army and Navy Ministers, and the Munitions Minister, the highest authority?

ANSWER : If we have no oil, and cannot reach compromise, then the Cabinet has to resign en bloc.

QUESTION: This actually never happened, did it?

ANSWER : There was no such case regarding the oil. We always reached a compromise.

QUESTION: The Army and the Navy actually held the whip, didn't they?

ANSWER : They had no decision.

QUESTION: Who could make the Army and Navy give up oil if they didn't want to?

ANSWER : No one makes the Army and Navy give up oil. The Army and Navy themselves make a compromise and give up their share.

QUESTION: Do you know whether any officer ever went to the Munitions Minister and asked him for more oil?

ANSWER : The Minister of Munitions has no oil stocks, so the Navy officer only asks that they reduce the requirements and thereby increase the Navy release.

QUESTION: Was a request ever made outside of the regular meetings?

ANSWER : They had quarterly meetings to discuss oil for the new quarter. I think perhaps there was no such case outside of these quarterly meetings.

QUESTION: You can now continue your discussion about oil shipments from the south seas where we left off some time ago.

ANSWER : Since the end of October, 1944 it became very difficult to transport the oil, so we were obliged to carry the oil with smaller craft with more speed. And our convoy consisted of smaller craft with greater speed. We had no such tankers, so we had many losses in ships. In spite of such great losses, we had to get the oil and

continued shipping. During last year only about 50% of the ships which left the south seas reached Japan.

This year we could hardly bring the oil in. Since April 1945 we had no oil from the south. This is one of the greatest factors which determined the end of the war.

QUESTION: Were sinkings due mostly to aircraft or submarines?

ANSWER : At first the submarine was the chief factor but later the aircraft became the greatest menace. This year most of the attacks were made by planes.

QUESTION: What were the stocks on hand after April when the imports stopped?

ANSWER : I do not know the exact number. Since January of 1945 we tried to substitute pine root oil for gasoline. I am sure that the Navy had only 100,000 kl in April.

QUESTION: Aviation gasoline or crude oil?

ANSWER : That included everything, both south seas and home production.

QUESTION: Where can we get stock figures from January, 1945 to the present?

ANSWER : I do not believe the figures can be obtained for I think these records were burned.

QUESTION: In whose department does this fall?

ANSWER : Bureau of Naval Stores.

QUESTION: I would like to find out who made the original estimate that Japan needed 300,000 kl of oil per month to carry on the war?

ANSWER : Vice Admiral MOSEINA, Chief of Bureau of Naval Preparations.

QUESTION: Do you know what the Army needed in addition?

ANSWER : I do not know. This figure is the amount imported from the south seas. I was mistaken.

QUESTION: When were stocks begun to be made?

ANSWER : Since the beginning of this year (1945) the combined fleet set aside a part of the allocation of oil for its operation in repelling the landing of forces in Japan.

QUESTION: Do you know what part was set aside?

ANSWER : At first the combined fleet set aside 30 - 40,000 kl but the stock became less and less. Before the end of the war 20,000 kl was set aside.

QUESTION: Is this per month or the total?

ANSWER : Total.

QUESTION: How do you get 20,000 kl?

ANSWER : 10,000 kl of the total was used for training purposes.

QUESTION: Then the Navy had 20,000 kl of oil for the invasion?

ANSWER : Yes. They also had 10,000 kl of alcohol.

QUESTION: Was the Army program similar?

ANSWER : I think the Army had a little more than the Navy.

QUESTION: Was this the total amount available to the Navy. How about getting additional stocks from Manchuria or Korea?

ANSWER : They had homeland supplies only, none from the outside.

QUESTION: Why couldn't outside supplies be obtained?

ANSWER : We tried to bring 3,000 kl from Formosa but didn't succeed. We brought a very little from the Bonin Is.

QUESTION: What about the sources from the north?

ANSWER : The Army had control of this.

QUESTION: How long was this 20,000 kl expected to last?

ANSWER : All available naval aircraft in Japan could fly three times.

QUESTION: How many planes were committed by the Navy to this?

ANSWER : Approximately 5,000.

QUESTION: Who controlled production of gas in the homeland?

ANSWER : Civilians.

QUESTION: None of that was available for the invasion?

ANSWER : Not enough oil was available on the civilian side and what there was, was used for essential work.

QUESTION: Not even for the invasion?

ANSWER : None even then. We didn't dream of that and had no idea of taking it.

QUESTION: This 20,000 kl is what?

ANSWER : Aviation gasoline.

QUESTION: Was part of the Army-Navy Committee's job the allocation of shipping, that is allocation of tankers, etc.

ANSWER : Yes.

QUESTION: How did the Japanese Government divide the available tankers at the beginning of the war.

ANSWER : These were the figures:

Navy	-	300,000 tons
Army		10,000 tons
Civilian		180,000 tons

The Navy figure involves that of the tankers attached to the Fleet.

QUESTION: Then the Army would have only one or two tankers?

ANSWER : The allocation of tankers has no relation to the allocation of oil.

QUESTION: Did this shipping continue this way on the same basis or was it changed during the war?

ANSWER : The Army continued to have the same tonnage. When the civilian vessels carried oil for the Army, they were under Army control and administration. This was directed by the Army.

QUESTION: Did the Navy control any civilian shipping?

ANSWER : No, the Navy had only its own.

QUESTION: How were the new ships that were built allocated?

ANSWER : When a tanker was newly built, the Navy requested that it be allocated to the Navy first to replace sunken tankers. Then it was allocated to the civilian use.

QUESTION: Who had charge of this allocation?

ANSWER : It was decided by the same method as the oil.

QUESTION: Who administered it?

ANSWER : The Chief of the Bureau of Naval Preparations.

QUESTION: Who directed the routing and control of the ships?

ANSWER : The same as the oil. No individual directed it.

QUESTION: Did the committee set the policy?

ANSWER : Yes, the committee set up a policy.

QUESTION: Who administered it?

ANSWER : When the tankers were newly built, they were civilian tankers. Then the Navy proposed to commandeer them. The Navy Minister first had to consult with the Army Minister and the Minister of Munitions.

QUESTION: Who actually routed the ships?

ANSWER : So long as newly built tankers remained civilian, it came under the Minister of Transportation. If they were for the Navy, it was under the Minister of the Navy. When the Army took over, it came under the War Minister.

QUESTION: It would be possible then for the Army to make more trips and get more oil if there was no central control?

ANSWER : The allocation of shipping had nothing to do with the allocation of oil. The oil brought from the south was pooled and then it was divided.

QUESTION: The allocation was made by ships and not by one gas pool. Who sent these ships and did the bookkeeping?

ANSWER : For the Army the War Minister orders it, for the Navy the Navy Minister, and for civilians the Minister of Transportation.

QUESTION: Do all civilian tankers carry oil for civilian factories?

ANSWER : Not always.

QUESTION: Did the Navy refine oil for civilian use?

ANSWER : Sometimes it was done.

QUESTION: Who controlled this?

ANSWER : During production the Navy takes charge of it but when finished the oil allotted to civilian use was given to the civilians.

QUESTION: Who allotted it and how much was being produced by the Navy?

ANSWER : When the crude oil was brought to this place it was registered as State property and so all knew how much could be produced.

QUESTION: Where was it registered as such?

ANSWER : When brought in all interested bureaus were notified. Because we had less oil than our requirements every concerned bureau knew how much was imported.

QUESTION: I don't believe that.

ANSWER : At first the oil imported by the tankers was allotted before reaching Japan but on the way to Japan some were sunk. If all arrived, the oil allotted to the Navy was brought to Navy refineries. But on the way some were sunk so the oil refined at Naval refineries had to be given to civilian or army.

QUESTION: Who determined that?

ANSWER : It was decided after officials from the various ministries met and consulted with one another.

QUESTION: What ministries?

ANSWER : Navy, War, Transportation, and Munitions.

QUESTION: Which officials of these ministries?

ANSWER : In the Navy Department the Bureau of Stores, in the Army the Bureau of Maintenance, in the Ministry of Transportation the Shipping Bureau, and in the Ministry of Munitions the Fuel Bureau.

QUESTION: Who was chairman of this meeting?

ANSWER : There was no chairman.

QUESTION: Who called the meeting?

ANSWER: No one called the meeting but they just naturally met together.

QUESTION: I don't understand that.

ANSWER : The problem was determined every quarter of the year by the Oil Committee. For example:

Ship "A" starts from Singapore 10 April and arrives in Tokuyama 1 May. The oil should be given to the Navy.

Then the committee orders Ship "B" to leave Palembang and arrive at Yokohama to be given to the Army.

Ship "C" is dispatched similarly.

The proportions are determined before they actually arrive in Japan. On the way some were sunk by submarine or air attack and some did not arrive owing to engine trouble. The expected amount of oil could not arrive in Japan. So the actual amount of oil imported to Japan was redivided between the Army, Navy, and civilians according to the same ratio before the ships started from the south. The original determination was made in the committee.

QUESTION: The reallocation was also made by the same committee?

ANSWER : The committee did not determine the ratio but the committee and the General Mobilization Bureau determined the ratio and the committee determined the allotment of shipping.

QUESTION: Didn't the Army and Navy have people who were more concerned with this schedule than others? Who went to the committee meetings prepared to make the schedule of shipping?

ANSWER : The committee with the Vice Ministers as chairman decided because the process of council is different between yours and ours.

QUESTION: Did you ever go to any of these committee meetings?

ANSWER : Yes.

QUESTION: Did you attend meetings where they discussed shipping schedules?

ANSWER : Yes, I attended such meetings.

QUESTION: What did you have to say about them when you were there?

ANSWER : I have forgotten what I said then.

QUESTION: Who prepared the material for the committee then?

ANSWER : The senior member of each section prepares the material for each committee.

QUESTION: Who was the most responsible senior member for shipping?

ANSWER : The senior member of Chief of Transportation and
Chief of Third Department of the General Staff.

QUESTION: Do you know who these men were in 1944?

ANSWER : I will check with the Navy Department and report
the names of these men.