

## U.S.S. GAZELLE SHIP'S HISTORY

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NOTE: This history was prepared by Ensign Paul A. Flowers, USNR, the ship's  
First Lieutenant, and Lieutenant Frank Bowen Evans, USNR, Commanding Officer.  
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In the summer of 1943, emerging from the defensive phase in the war with Japan into a full offensive, the United States Navy was busily perfecting its plans for moving into the Gilberts and the Marshalls. As the Navy contemplated extending the range and power of its operations in the Pacific, one problem foreseen was the imminent shortage of floating oil storage at advance bases and staging areas. The total capacity of the Navy's fleet oilers and of the large tankers of the merchant marine was urgently needed for long hauls. Such ships could ill be spared for storage and routine fueling operations at the Pacific outposts. To fill this latter need, the Navy evolved something new in maritime annals. In the fall of 1943, at New Orleans and at Wilmington, keels were laid for a number of ships of a type theretofore untried: Liberty Ships designed to carry liquid cargoes of fuel oil and gasoline.

The U.S.S. GAZELLE was one of the ships so constructed. Built by the California Shipbuilding Corporation at Wilmington, California, she was launched on November 9, 1943 as the S.S. CYRUS K. HOLLIDAY. Like her sister ships, she had cargo oil tanks in the spaces where a Liberty Ship would normally carry dry cargo. To handle the liquid cargo she had pump rooms installed fore and aft. She was equipped with two five-ton booms forward and two aft. As a camouflage measure it was desired to preserve the appearance of a normal Liberty Ship, and for this reason additional dummy booms and dummy winches were installed.

Speed and endurance trials were conducted on November 28 and 29, and on November 29, 1943 the U.S.S. GAZELLE (IX-116), the former S.S. CYRUS K. HOLLIDAY, was placed in commission as a vessel of the United States Navy to serve as an auxiliary oiler.

Lieutenant Joseph P. MARSHALL, D-M, USNR, (91268) assumed command of the new vessel. Lieutenant John B. Koeller, D-V(G), USNR, (103434) assumed the duties of Executive Officer and Navigator. Lieutenant (jg) Charles S. Goodman, D-V(S), USNR, (142252) reported aboard and was assigned as Communication Officer, and Stores Officer. Ensign Myrell I. Lacey, USN, (198018) reported aboard and was assigned as Engineer Officer. Forty-four enlisted men reported aboard for duty on the date of commissioning. On December 1, Ensign Frank Bowen Evans, D-V(G), USNR, (184435) reported aboard and was assigned as Gunnery Officer and First Lieutenant. On December 6 Ensign Harvey H. HEFNER, D-V(G), USNR, (225090) reported aboard and was assigned as a watch and division officer. Before the GAZELLE left the United States, 19 additional enlisted men reported aboard for duty, making a total ship's company of six officers and 63 men. The complement was later (July 31, 1944) increased to eight officers and 95 men.

On December 17 the Gazelle proceeded to Terminal, California to have a 5"/38 gun mounted on the after gun platform, returning to Outer San Pedro Harbor the same day. Firing practices were conducted and compasses calibrated of the California coast on January 3-6, 1944. On January 7 the ship ran the measured mile and speed tables were formulated. Cargo fuel oil was loaded from the Shell Oil Dock at Wilmington on January 8, and the ship sailed for Pearl Harbor, T. H. on January 9.

Upon arrival at Pearl Harbor on January 19, the GAZELLE was assigned to participate in the forthcoming invasion of the Marshall Islands with Vice Admiral (now Admiral) Raymond A. Spruance's gigantic task force. She left Pearl Harbor on January 22 as a unit of the Southern Attack Group, under Rear Admiral (now Vice Admiral) R. K. Turner. The destination was Kwajalein.

On February 2, 1944, the same day that American doughboys hit the beaches, the Gazelle steamed into Kwajalein Lagoon and began fueling operations. While the troops ashore were completing their capture of the lagoon's southern islands (Kwajalein Island, the most heavily fortified, was secured on February 5), the GAZELLE was fueling numerous units of the combatant fleet, including the battleships NEW MEXICO, MISSISSIPPI, and Idaho, the cruisers MINNEAPOLIS, SAN FRANCISCO, and NEW ORLEANS, and the carriers MANILA BAY, CORAL SEA, and CORREGIDOR.

The GAZELLE left Kwajalein on February 15 in an expeditionary task group under Rear Admiral H. W. HILL for the invasion of Eniwetok, entering Eniwetok Lagoon directly behind the minesweepers on 'D'-Day, February 18. During the prolonged bombardments and landing operations incident to the capture of the islands surrounding the lagoon she was again at work, fueling a number of destroyer divisions.

The crew was at battle stations for many hours during both the Kwajalein and Eniwetok invasions. However, the ship was not subjected to enemy attack.

The GAZELLE sailed from Eniwetok on February 26, arriving at Kwajalein on February 28 and engaging in routine fueling operations there until April 1, when she departed for Pearl Harbor.

On April 15 the Commanding Officer, Lieutenant Joseph P. Marshall, was detached and ordered to the U. S. Naval Hospital, Pearl Harbor. Lieutenant Wyman W. Hodgkins, D-M, USNR, (92179) was ordered as the New Commanding Officer and assumed his duties on April 18.

The GAZELLE sailed from Pearl Harbor on April 19, arriving at Majuro Atoll, Marshall Islands on April 27. From that date until October 4, the ship was used for routine fueling operations and shuttle runs between various points in the Marshall Islands, carrying deck loads of drummed lubricating oil and gasoline in addition to tank cargo of black fuel oil. Shuttle runs were conducted between Majuro, Roi, Kwajalein, and Eniwetok.

On May 17 the Commanding Officer, Lieutenant Wyman W. Hodgkins, was detached and the Executive Officer, Lieutenant John B. Koeller, was ordered as the new Commanding Officer.

From September 2 until September 22 the Commanding Officer of the GAZELLE served as the Kwajalein Representative of Commander Service Squadron TEN and as Senior Officer Present (Administrative). In this dual capacity he administered local logistic services and exercised operational control over a number of small craft and barges at Kwajalein. On September 22, the ship departed for Eniwetok, arriving there on September 24 to conduct routine fueling operations.

On October 4 the GAZELLE sailed from Eniwetok in a slow convoy, towing the YOG-28 and the YW-81. She arrived at Ulithi, Caroline Islands, on 15 October. Japanese submarines penetrated the harbor net and patrol defenses at Ulithi on November 20 and succeeded in torpedoing and sinking the U.S.S. MISSISSINewa (AO 59), which was anchored approximately 2,000 yards from the GAZELLE. Destroyers and destroyer escorts of the Third Fleet conducted intense depth charge attacks for several hours, accomplishing the destruction of several Japanese midget submarines. No further damage was suffered by American shipping.

The GAZELLE engaged in routine fueling operations while at Ulithi and left there on January 10, 1945 for Kossol Passage, Palau, in the Western Carolines.

On January 12, the day of the GAZELLE's arrival at Kossol Passage, that anchorage was subjected to an attack by enemy submarines. One such submarine was sunk directly at the net opening only a few minutes before the GAZELLE entered the channel. With the entire anchorage at General Quarters, destroyer escorts and motor torpedo boats conducted an extensive depth charge defense.



During her stay in Kossol Passage, the GAZELLE engaged in routine fueling operations. On February 25 she departed for San Pedro Bay, Leyte, Philippine Islands, arriving there on February 28.

In the single month of March, 1945 the GAZELLE fueled 78 ships (primarily attack transports, attack stores ships, and destroyers) at Leyte, being reloaded four times during the month by merchant tankers or fleet oilers. During April she fueled 22 combatant ships of the British and Australian fleets in addition to numerous United States vessels.

On June 11 various staff officers and enlisted personnel of Service Squadron TEN were ordered aboard the GAZELLE, and from that date until September 10 the ship served as headquarters for Service Squadron TEN Fuel Section, Leyte; during this period the fuel section administered certain logistic services (black oil, diesel oil, gasoline, kerosene, lubricating oils and potable water) for the thousands of ships being staged through Leyte. The GAZELLE was at Leyte on August 14, 1945 when the news of Japan's capitulation was announced.

The GAZELLE sailed from Leyte on September 13 for Okinawa in the Ryukyu Islands. A typhoon crossing the convoy pass made it necessary to reverse course for 21 hours, but with the storm danger past, base course was resumed and the convoy arrived at Okinawa on September 20. The GAZELLE sailed from Okinawa on September 24 for Jinsen Kc, Korea, arriving there on September 28 to become a unit of the Korean Service Group (Task Group 70.2.2) under the SEVENTH Fleet. On October 1, the Korean Service Group Fuel Section commenced operations in the GAZELLE, administering logistic support to Army and Navy forces engaged in the occupation and evacuation of Japanese troops and Allied prisoners.

On November 1, 1945, Lieutenant Frank Bowen Evans, (D), USNR, (184435) relieved Lt. Cmdr. John B. Koeller as Commanding Officer.

After two and a half months in Korea, the GAZELLE received orders to proceed to Balboa, Canal Zone for temporary duty with the Atlantic Fleet, and began the nine thousand mile voyage from Jinsen on December 15, 1945. A heavy storm was encountered in the East China Sea on the third day at sea, but the weather cleared as the ship passed the southern tip of Kyushu, Japan. Christmas and New Year's Days were celebrated at sea with appropriate festivities. The ship arrived at the Panama Canal on January 23, 1946.

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ANNOUNCEMENTS TO BE PUBLISHED AT QUARTERS, FRIDAY 28 SEPTEMBER 1945.

1. ALNAV 257 is quoted herewith for the information and compliance of all hands: "In accomplishing the demobilization program, commanding officers are enjoined to impress all personnel being demobilized that each discharge or release carries with it certain responsibilities toward maintaining security information. Personnel who have had access to any codes and ciphers, intelligence material, or classified equipment must realize that the status, technique, and procedures of such remain highly secretive in peacetime, and that the disclosure of such information makes the individual subject to trial under the provisions of the Espionage Act of 1917".

2. ALNAV 251 is of interest to all men anticipating discharge. It is quoted as follows: "Items of wearing apparel are extremely difficult to procure in the civilian market. It is urged that all hands being discharged purchase prior to being discharged considerable quantity of underwear, work clothing, handkerchiefs, shoes, and other similiar items of clothing which are obtainable in small stores and which may be worn as civilian clothing. District commandants are requested to provide facilities to enable purchase of such small stores.

3. ALPOA 665 requires that all discharges or other transients take mattresses and mattress cover with them to Personnel Separation Centers, due to the acute shortage of bedding and berthing facilities at these centers.

4. The SOPA instructions for Jinsen, Korea provide that pending further instructions, no liberty or recreation ashore will be granted to any Naval personnel in this port. In view of the high incidence of many diseases, the strictest health precautions must be maintained. Ships anchored within 1000 yards of the beach where mosquitoes prevail will issue atabrine tablets daily, one per man, for the prevention of malaria. Harbor water is not to be used for any purpose on the ship or on the deck; the same restrictions apply as in Leyte Gulf. SOPA instructions provide that all boat trips to the beach be specifically ordered by the Commanding Officer of the ship, or by higher authority. A pass, describing official duties to be performed, must be issued to all personnel who will go ashore on business. Officers or men going ashore will, until further instructions, be armed, have steel helmets, and carry canteens. Shore water is not to be used. Only very essential boat traffic will be permitted after dark. SOPA must be notified in advance of all night boat trips.

5. The rain gear and cold weather gear issued to Navy personnel are government property. This clothing is not to be mutilated or defaced in any way. The only markings which may be placed on this clothing is the man's name, and, if he desires, his service number. No nicknames, pictures, or other markings are permitted. Men who violate this regulation are to be placed upon report.

6. Ship's Service will be open tonight for the last time until after inventory.

7. No smoking at any time, by any man, is allowed in the holds.

*F. B. Evans*  
F. B. EVANS,  
Executive Officer.

U.S.S. GAZELLE IX-116

INCHON, KOREA

THANKSGIVING DAY -- 1945

MENU

Mock Oyster Stew

Saltine Crackers

Stuffed

Olives  
Green

Ripe

Cranberry Sauce

Roast Tom Turkey  
Raisin Dressing  
Baked Virginia Ham

Giblet Gravy

Candied Yams

Snowflake Potatoes

Buttered Peas

Whole Kernal Corn

Parker House Rolls  
Butter

Fruit Cake  
Sunshine Cake

Pumpkin Pie  
Mince Meat Pie

Coffee

Tea

Hard Candy

Cigarettes

In addition, refreshments will be served immediately following the movies.

Approved:

*F. B. Evans*

F. B. EVANS, Lt., USNR  
Commanding Officer

Submitted:

*J. N. Gaines*

J. N. GAINES, Ens., USNR,  
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