

An Interview
with
Frank Dougherty



by
Marc Hendrickson

JAN 09-05

FRANK DOUGHERTY: WALTHAM, MA.

AN INTERVIEW BY: MARC HENDRICKSON

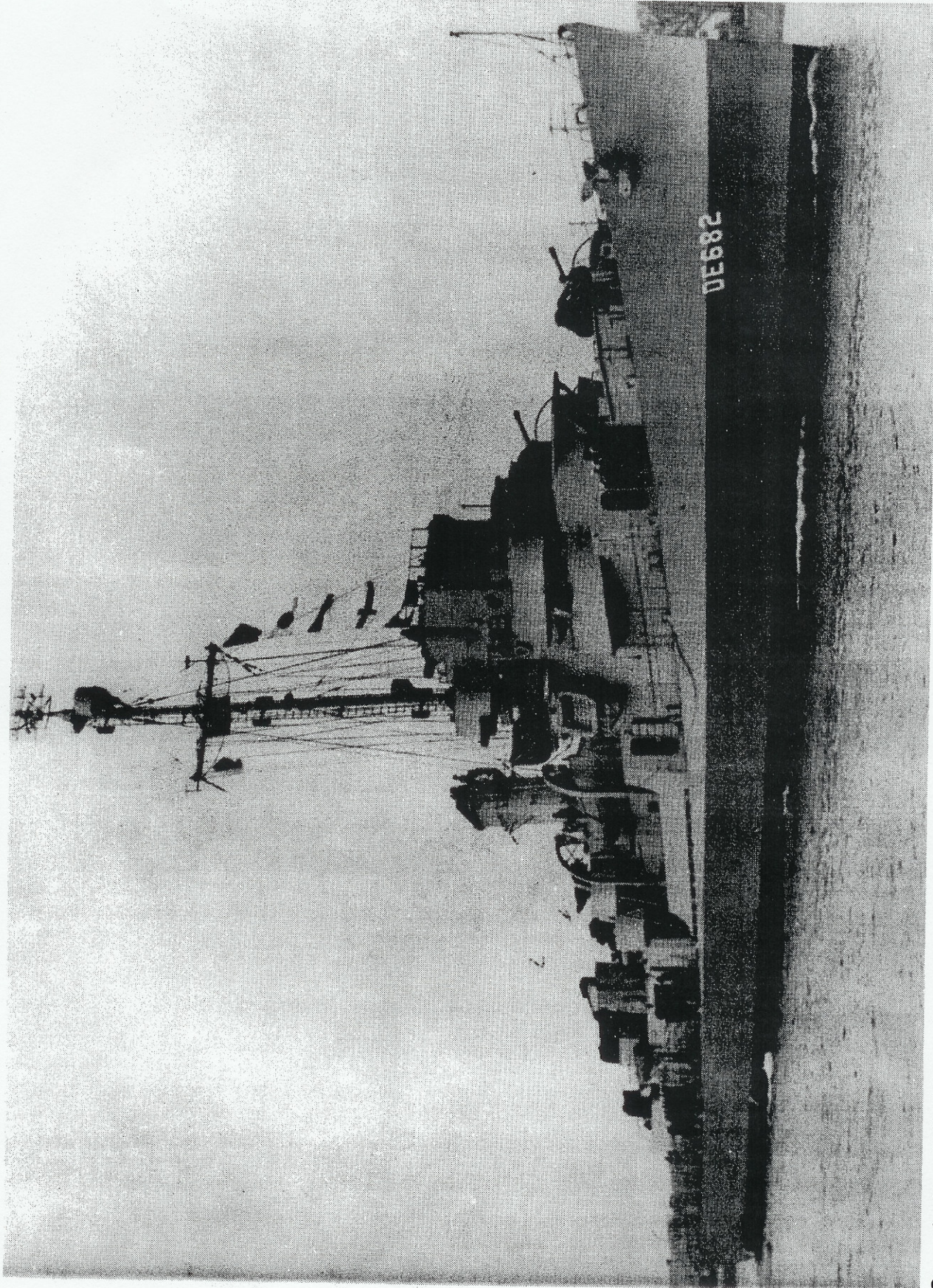
I was happy to oblige & more than willing to supply my collection of Historic WWII documents that I had a portion, for review in his History class assignment. All schools in the United States should partake in this sort of exercise. Our Country, "The Greatest in this World" and the envy of World is because of the high price paid and continued to be paid for freedom. It is not inherited.

A case in point is Marc's great uncle Master Sgt. Clarence "Nank" Hendrickson died while serving our Country during the 1906 coal war with Russia. The following page loaned by Marc's great aunt "Elizabeth" - Hendrickson, Discoll describes this activity. She also served in the U.S. Army Air Force in that period as a Lieutenant

Sincerely,

Frank Dougherty

U.S.S. Underhill DE 682



Commissioned 15-11-43

Lost in Action 24-7-45

TO HONOR THE MEN LISTED ON THIS PAGE IS
OUR PURPOSE FOR THESE YEARLY MEETINGS

Robert M. Newcomb LCMD (CO)

F.P. Carrington LT (JG)
 John T. Caskey LT (JG)
 Joseph Nolte Christie LT
 Dixon P. Connally LT (JG)
 John T. Dye LT
 Harold H. Hartwell, Jr ENS
 John P. Hayward LT
 Benjamin G. Hubbard, Jr LT (JG)
 George P. Scanlan ENS
 Stanley J. Abcunas S 1/C
 John R. Anderson Y 1/C
 Kenneth I. Austin S 2/C
 Michael Bandurich RM 3/C (T)
 Alvin E. Beard WT 1/C (T)
 Ralph E. Bledsoe S 1/C
 John Raymond Boyd RM 3/C
 Jack L. Brazeal F 1/C (EM)
 Ray G. Buchanan COX (T)
 Robert E. Burkett COX (T)
 Harold R. Cain S 1/C
 Michael D. Capperilli RDM 2/C
 Albert H. Carlson RM 3/C
 Lawrence L. Cashin CSK (AA)(T)
 George H. Compliment S 1/C
 Jay H. Conlin RDM 3/C
 Fred A. Cooper Jr MM 2/C
 Henry Cosker RDM 1/C (T)
 William C. Coyne RDM 2/C (T)
 William N. D'Amore QM 3/C (T)
 Donald L. Davis SC 1/C (T)
 Donald C. Deaton RDM 3/C
 Alphonse S. Dinardo CY (T)
 Carl W. Dittmar QM 2/C (T)
 James G. Doherty SM 1/C
 Farrell J. Dolan WT 2/C (T)
 Bert Donaldson S 1/C
 Charles H. Fabringer S 1/C

Thomas F. Ferguson S 1/C
 William J. Ferrell GM 3/C (T)
 Arthur L. Fisher S 1/C
 Nicholas Fondacara S 1/C
 Lewis J. Frantz S 1/C
 Albert T. Friel QM 3/C (T)
 Baxter G. Garrett S 1/C
 Howard George CQM (PA)
 Frank F. Grandinetti BM 1/C
 Cecil Greene S 1/C
 Roscol E. Hand ECM 3/C (T)
 Ollile J. Harper ST 3/C (T)
 Donald A. Heist S 1/C
 Cecil R. Heming SOM 3/C (T)
 Edward H. Higgins RDM 3/C
 Richard E. Hogus, Jr. EM 1/C
 Leonard F. Howard EM 1/C
 John M. Howell SM 3/C
 John W. Jackson STM 2/C
 James W. Jiggetts STM 1/C
 Richard Johnson S 1/C
 Walter J. Joseph S 1/C
 Vincent S. Joss SM 2/C
 Richard D. Keller SSML (T)
 Richard Keneipp, Jr COX (T)
 Willie P. Knight S 1/C
 Maurice J. Labbe S 2/C
 Robert Lacey Y 1/C
 Henry A. Lord MM 1/C
 Edison C. MacMurray SOM 2/C
 Donald M. Marks F 1/C
 Dudley E. Marquis SF 1/C
 Henry J. Masalski EM 3/C (T)
 David Paul McBride RM 2/C
 Gordon G. McCarty SOM 2/C (T)
 William G. McIlvrade SOM 2/C
 Therman Miller STM 1/C

Stanley E. Moon SOM 1/C (T)
 Richard A. Morrison RT 1/C (T)
 John S. Murray RM 3/C (T)
 Lawrence C.R. Nadelhoffer EM 1/C (T)
 Fred W. Nicklaus CPHM (T)
 Norman N. Niederstadt S 2/C
 Signard E. Odden CRM (T)
 Joseph E. Ott COX
 Kenneth C. Page S 2/C
 William M. Patrick S 1/C
 Herbert W. Patton S 1/C
 Alfred A. Pihlaksar QM 3/C (T)
 Roger A. Plante RM 3/C (T)
 Edward W. Ponas S 1/C
 Francis X. Quinn S 1/C
 Edward J. Radka SM 3/C (T)
 Howard L. Roberts SSMR 3/C (T)
 Leroy Rozier S 1/C
 Talmage Sanders CK 2/C
 Albert J. Schiavone RM 2/C
 Harold M. Scott EM 3/C
 Joseph Shastak BM 1/C (T)
 Robert L. Shaw WT 2/C (T)
 Edwin Smith S 1/C
 James E. Smith MM 3/C
 Adam J. Sobiech S 1/C
 Michael Sudick, Jr. FC 1/C (T)
 Stanley J. Szymanski WT 3/C (T)
 George F. Toomey RM 3/C (T)
 Adam Urish B 3/C
 Ernest E. Vance BKR 3/C (T)
 Biagio A. Varroso S 1/C
 John L. Vitullo SC 1/C
 Edmund L. Wegman S 1/C
 John E. Wagner EM 3/C (T)
 Herbert G. Williams STM 1/C
 Vincent J. Willis RDM 3/C (T)
 John Zak S 1/C

KILLED IN ACTION JULY 24, 1945 USS UNDERHILL DE 682

What is your name and your rank in the Navy?

Frank Dougherty. Fireman First Class. Which was down in the machine room.

The "Black Gang," that's what they called us. Because of the oil and residue, you become black and dirty down there, away from the light.

Where was your home town?

When I got in the navy Berlin, New Jersey

What was your view on the war before you went into the navy?

I was like any of you young guys, not much older than you. I was just out of high school, 20 years old, and then the draft came along, which was necessary. The regular service people can handle it, but when it gets world-wide they need some help. They did a good job of it with everybody cooperating. My view at that age, as a kid I didn't know there was any war going on till you woke up on December 7, and heard Pearl Harbor was bombed¹, which was never heard of before. You would only know if you were a real history buff, you would never know where that was. Then your thoughts would be it was your duty to do what you have to do.

You know our whole navy was blown apart there. When the time came, you were given a choice depending on physical condition. You couldn't get into the navy if you were color blind or had defects like heart murmurs and such. As a sideline you might get in the army.

¹*Pearl Harbor started being bombed on 8am on December 7, 1941. In several minutes several battleships were already sunk. At the end a total loss of 2400 soldiers.*

What did your parents think of you joining the navy?

My mother and father weren't happy at all. There were 5 boys and 4 of us in the navy and 1 in the army. That wouldn't make a mother very happy.

When did you enlist?

July 24, 1943. And we were sunk on July 24, 1945, two years later at 3:15. ³Then I spent a year afterwards in naval hospitals. First in the Philippines in the jungle which was where a PBY took me from the China Sea or back then the Philippine Sea. They took me there to get me well enough to travel back to the states. It took maybe two weeks. We left the Philippines to Guam on a DC-4 hospital planes₁ staked up 4 people high. Eventually, I ended up in Mare Island San Francisco₂. It took them maybe 2 months to get me well enough to get me back to my home town. If you're wounded they like to get you back close to where you grew up. We went by train overnight; it was a great experience to travel across America. People would be waiting for us at each stop with food and beverages. We had maybe two major stops like that going across the States. It was a great experience.

₁ A DC-4 plane started production in 1941. It was a four engine airliner designed for carrying heavy loads and lots of passengers.

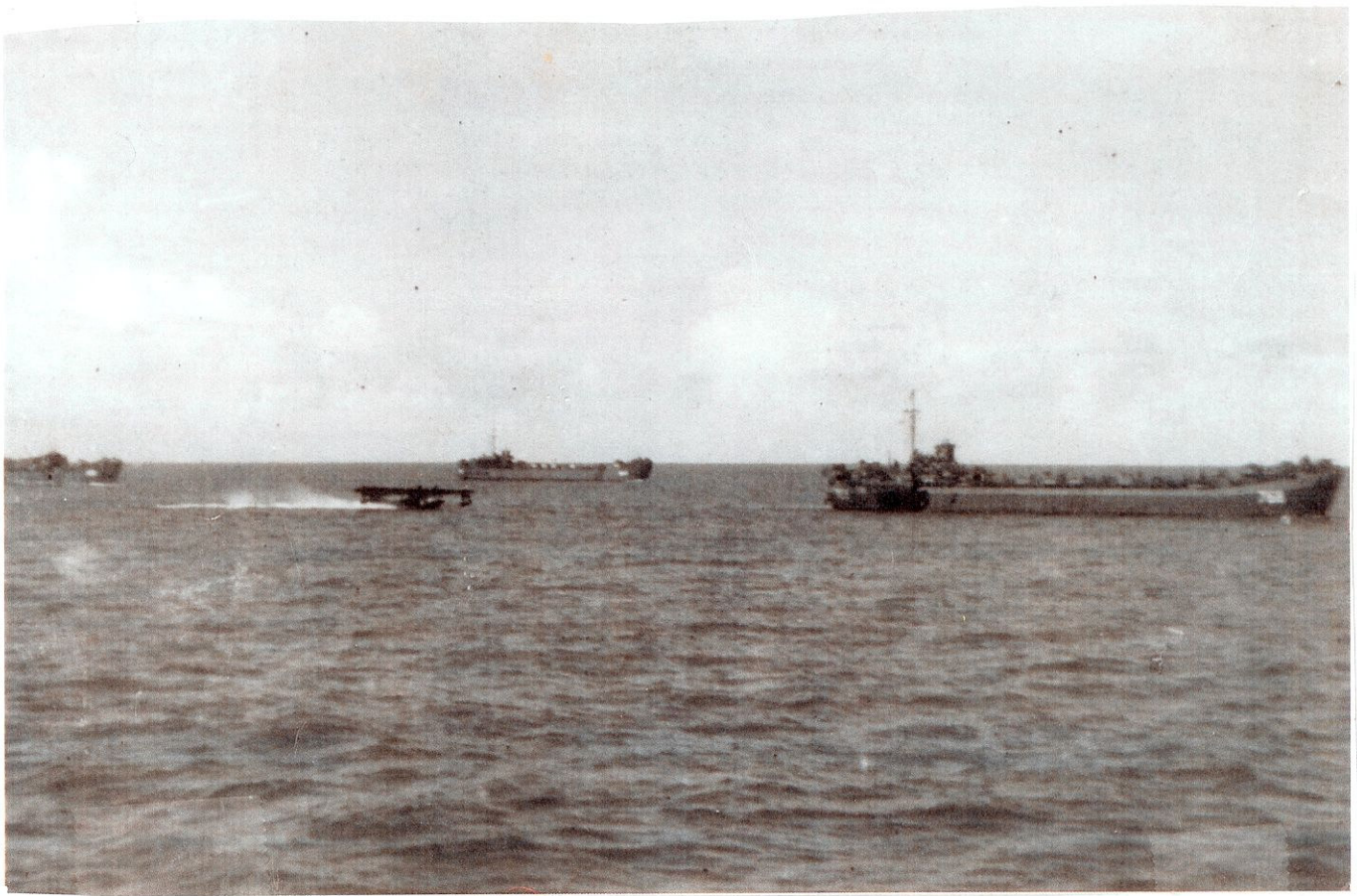
₂ Mare Island Naval Base is the oldest naval base on the west coast. It was founded in 1853 and closed down in April 1996. During World War Two it built 391 ships and repaired 1,227.

₃ Every event after this out of context. The rest of the response is what happened after Frank was taken off the Underhill.



(OCT 2001) PBY REUNION OTTAWA- CAN.

FRANK DOUGHERTY & ED GRAHAM,
"C" PILOT OF SIMILAR PBY RESCUE PLANE
THAT PICKED FRANK UP JULY 26-45
BETWEEN FORMOSA AND LUZON-
-P.I., IN SO. CHINA SEA.



July 26, 1945

PBY5A Take-off

Evacuating seriously injured sailor, Frank Dougherty from naval combat area southeast of Formosa after his ship USS. Underhill DE 682 was sunk by a Japanese suicide "Kaiten" torpedo.

Where was your boot camp? What was it like?

Bainbridge, Maryland. I don't think its still there. I mean when you had the draft come you had to have a lot of places to train people. So they made a bunch of short-term camps. You just got booted into camp. You didn't know what you were supposed to do. But it was very physical. You go from school kid to soldier, sailor, marine, or whatever. It's not a love-in it's strictly down to business.

Were you at the christening ceremony of the USS Underhill?

Instead of going to the christening we were with the Boston fire department learning how to put a fire out on a ship. We then went on a shakedown¹, which is basically a testing run where you take a lot of the shipyard workers along in case something goes wrong. If something goes wrong you go and fix it. If anything goes wrong you go back to shipyard and they fix it.

¹Naval terminology definition of a shakedown= Cruise of newly-commissioned ship to test machinery and equipment and train crew as a working unit.

What were your first thoughts when you saw the Underhill?

Well again right out of school: it was exciting. I mean it wasn't a giant of a ship, but it was surrounded by some cruiser. It was kind of exciting. I figured join the navy and see the world.

What was it like in "Torpedo Alley"?

Continuous training, we were a submarine hunter. Gunnery practice, navy planes would tow sleeves behind them and we would shoot at it. Sometimes you would hear from the pilots say, "The sleeve not my airplane." And if you shot a sleeve down you had to go retrieve it. You could see the sleeve was surrounded by giant sharks. Strictly a training, to see who was going to get sea sick.

How many depth charges did you drop in the Caribbean?

A destroyer and destroyer escort could probably count the whales that come up. The whales give you the same readout as a submarine would. It was off and on. It was a lot of convoy duty. If you were going along and you hear a contact you go and drop the depth charges. It may be a poor whale coming belly up somewhere.

In the English Channel you hit a supposed submarine. What was it like?

I knew at the time we had damaged the sonar soundhead that was underneath the ship. Which is about the size of wing tank on a small airplane. That was gone, so we had hit something. Prior to going to the English Channel we had to go to the Azores¹, which was a neutral country. And they wouldn't let us come in there; they said that we couldn't come in there for four hours because they were refueling a German sub. They didn't want us right there to sink that sub, they weren't going to set that German sub up.

¹ *The Azores remained neutral territory until 1943. Then Britain and the US got to use certain parts for bases.*

What was the Mediterranean like?

Fortunately we didn't have any planes attacking us. We went to Bizerte, Africa₁. The Germans had just abandoned it and they had left ships in the harbor, to sink us, a pilot came aboard, which is a native who leads you through some rough spots. I just remember that pilot steering us towards land and our captain sort of questioned it, so the pilot handed it over. A few minutes later our propellers were blown off, we walked right into a ship. Which put us down for near a month; back to Algiers to a navy dock. And by the way this was probably the only ship in the navy that was painted in five different continents. So any place our skipper could get us a bottle of water he put us to work painting the bottom of the ship.

₁ Bizerte was the final battle in Tunisia. On May 7 the American Infantry rolled into Bizerte. Six days later all of Africa fell to the allies.

What were your first thoughts when you heard you were going to the Pacific theatre?

It came kind of sudden. To go there we went through the Panama Canal₁, which was an experience. And then we went out straight from there. My thoughts were that we were never going to come back from there because of the immensity of the Pacific. It just keeps on going. After doing the Atlantic which was a puddle compared to the Pacific. You're young and you see the states going away behind you it doesn't make you happy.

₁ The US used the Canal a lot during World War Two to send much needed ships over to help the Pacific fleet.

What was searching for the downed PBY like after everyone else had given up?

Well, we were on our way to New Guinea; the regular search party had given up. But they knew we were going through the area, so they asked us to search that for a while. I'm going to remember that day forever. It was pouring rain with pretty rough seas. We searched for maybe four hours, zigzagging through the area. Then we were leaving the search, and the sun was out bright then, and one of the lookouts shouted, 'DEBRIS!' When the skipper got notified, we did a big U-turn. And here are three guys in life preservers up to their chin in water. They were lucky they were tied together. They would have probably survived for 2-3 more hours. Those kind of life jackets only last 72 hours and they were out there for 3 days. There was probably a crew of ten, and a couple got killed in the crash. And some others drifted away during the night, since they weren't tied on. I've since have met this group for the past couple years.

What did you do on your downtime in the harbors?

The navy would operate out of big harbors. Half the navy was there. It wasn't unlikely that you could meet your own brother. In fact, one time I met a cousin I hadn't seen for a long time. You visit other ships, and then we would have some beer parties. They would take you ashore with baseballs, bats and a little beer. We had good lot of fun in the day. I met someone from my own town one time. We were traveling back to the ship and I was looking very hungry at a guy carving out a coconut. He turned around and I said, 'gee your Jack Riley,' he said yeah, and it turns out we were from the same town. So it wasn't all fighting we had some fun.

What were the storms like on a ship as small as the Underhill?

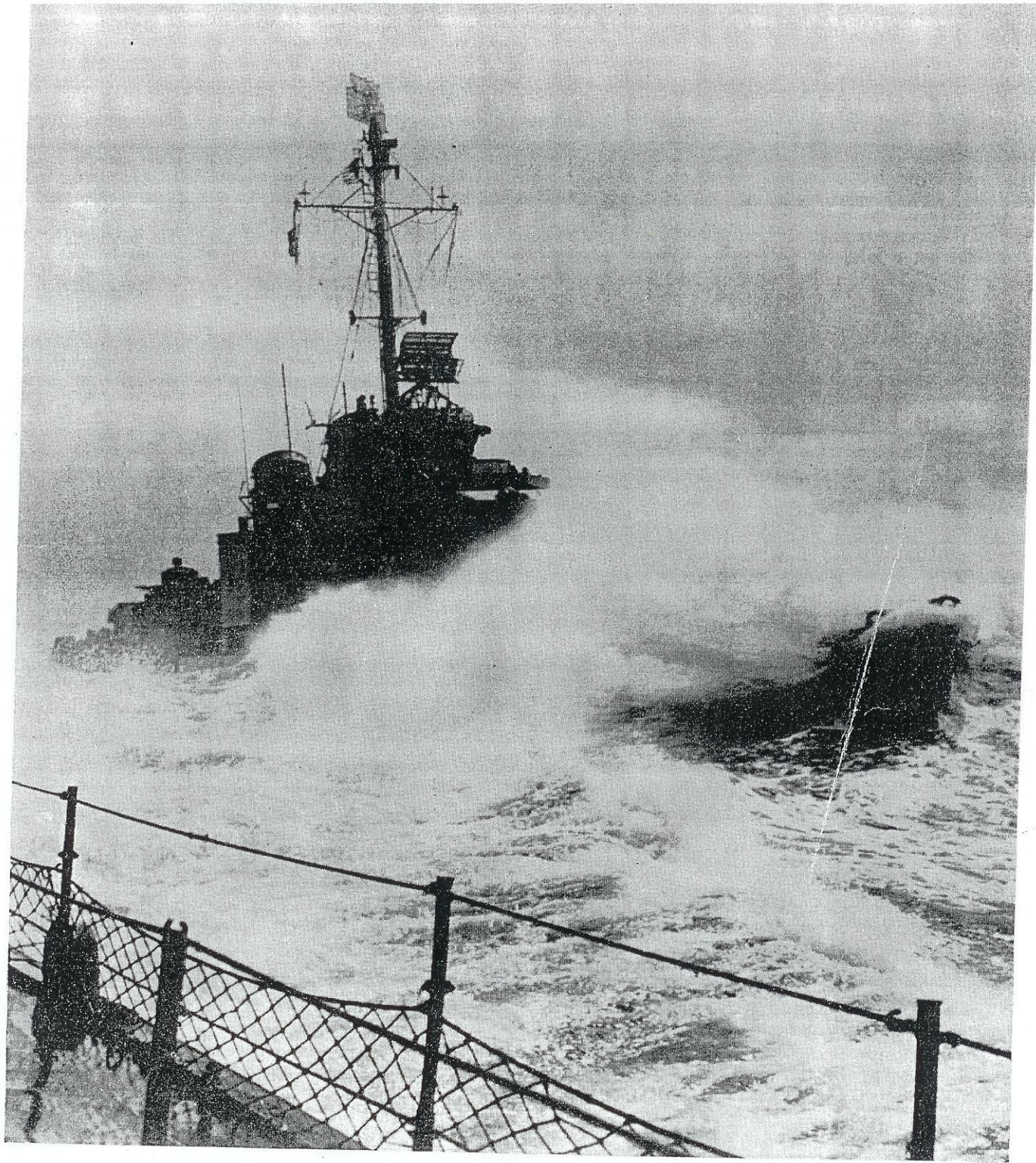
Yeah as a young guy it was a lot of fun, you bounce up and down like a cork. We used to have a pendulum, anything over 45 degrees you were going over. We had sometimes when we were getting to that mark, in the Atlantic. All the while during the storm we would be watching the pendulum hit the 45 and then go back. It was a lot of fun as a young guy.

Did you think anything would happen to your ship on your last convoy?

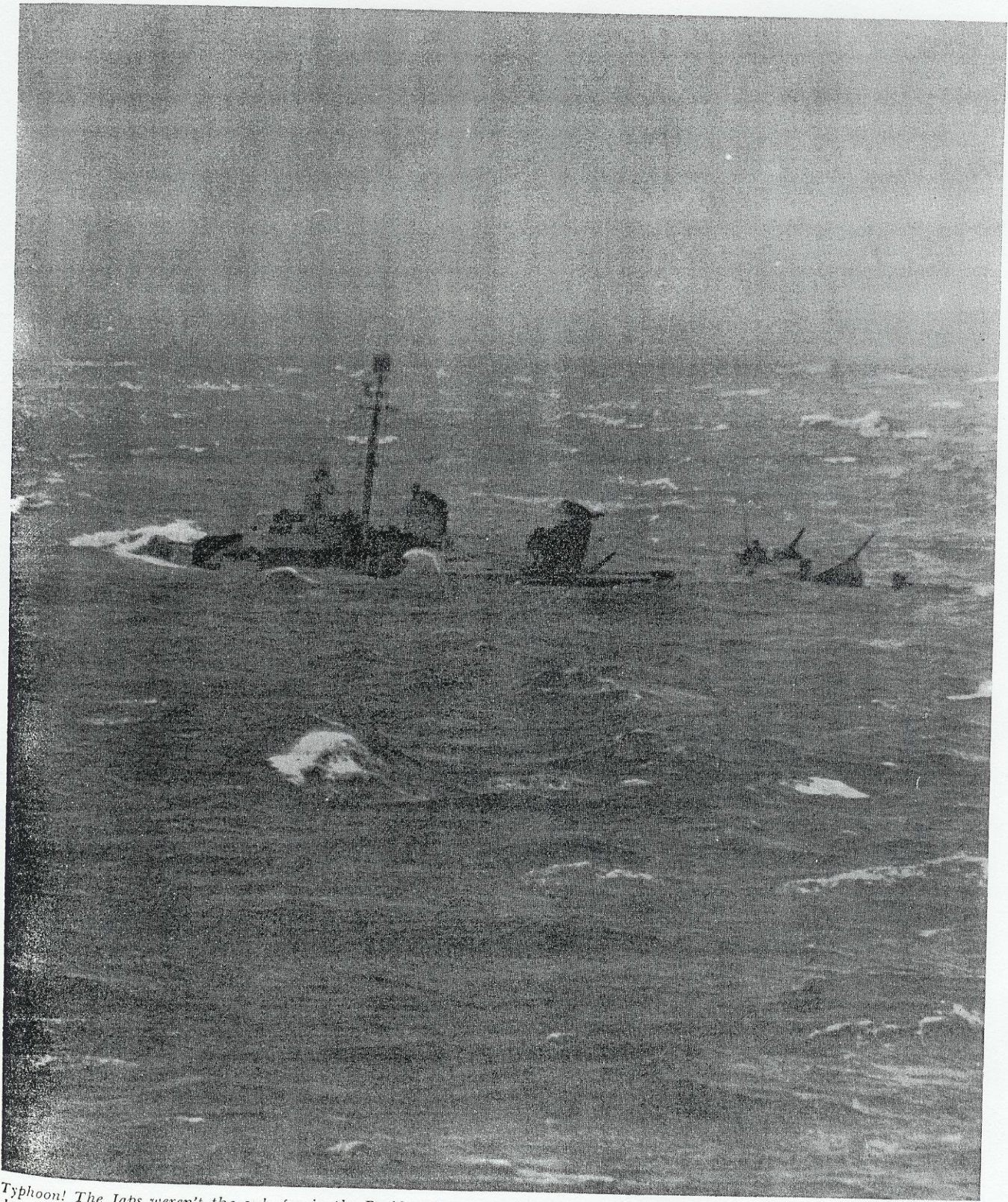
We were heading home soon. We knew the war was almost over. We might have been a little relaxed because it was close to the end. If the alarm sounds you automatically get your life jacket and go report to your station. Which mine was on the forward half of the ship. We got into this activity we just thought it was just midget submarines and a couple big ones. The person who was in charge of us said, 'Lets go up one by one and see what's going on.' One of my closest friends who I joined the navy with, just went up and came down. He said 'hurry up I can see one of them.' Soon as I took a step to go where he was, we were hit¹ and I woke up three hours later. Being the only one from the front, I still believe the one we rammed was the big submarine², because we raised up and then smashed down again and you were on your knees. I knew we were rammed. Then I woke up three hours later on a stretcher wondering where I was.

¹The Underhill was hit by a Kaiten which is a suicide submarine, manned by either 1 or 2 crewmembers. It is about 35 feet long and has the equivalent of two torpedoes worth of dynamite. When the Underhill was hit and was blown in half. 112 crewmembers were lost with only one survivor in the front half of the ship, Frank Dougherty. During the rescue operations PC 804 was the first to the ship, but then they got a sub contact. The skipper of the 804 asked the highest ranking officer on the Underhill what he should do. Before the officer could respond the surviving men yelled, "Go get that son-of-a-bitch." The Underhill was the last small fighting ship lost in World War Two.

²There have been several accounts where it was written that the Underhill rammed a Kaiten and not an I-52 class submarine.



UNCONQUERABLE
THE HEAVY SEA - IN A STORM

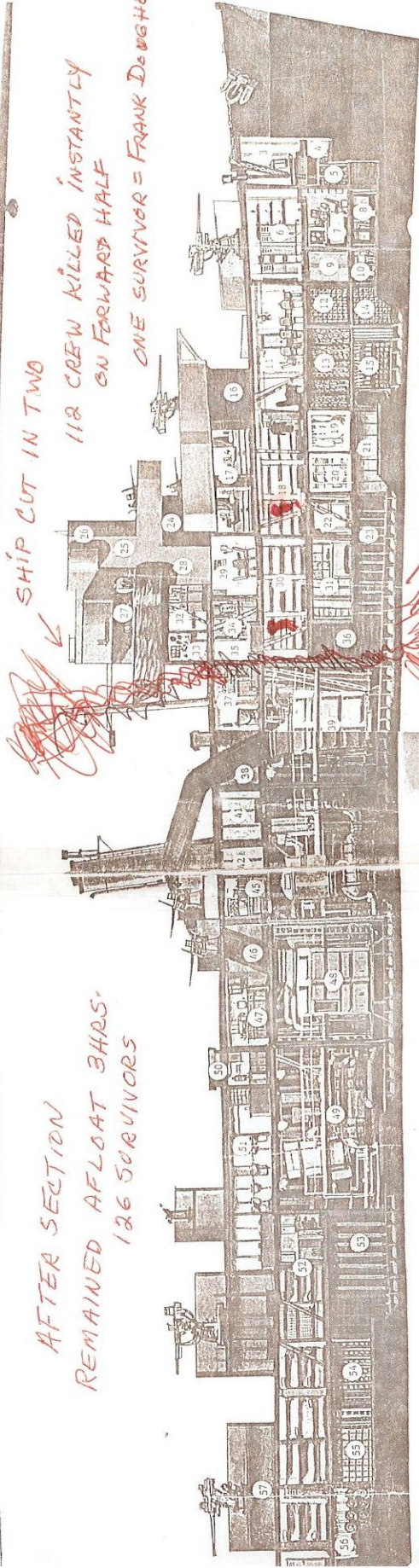


Typhoon! The Japs weren't the only foe in the Pacific. These destroyers survived, but the Fleet suffered severe casualties more than once when struck by monstrous storms. On December 17,

1944, off the Philippines, twenty-eight ships were damaged and three destroyers, Spence, Monaghan, and Hull, foundered. There was a total of fewer than 100 survivors from the three ships.

AFTER SECTION
REMAINED AFLOAT 3HRS.
126 SURVIVORS

SHIP CUT IN TWO
112 CREW KILLED INSTANTLY
ON FORWARD HALF
ONE SURVIVOR = FRANK DOUGHERTY



MANNED
KAITEN TOPEDO



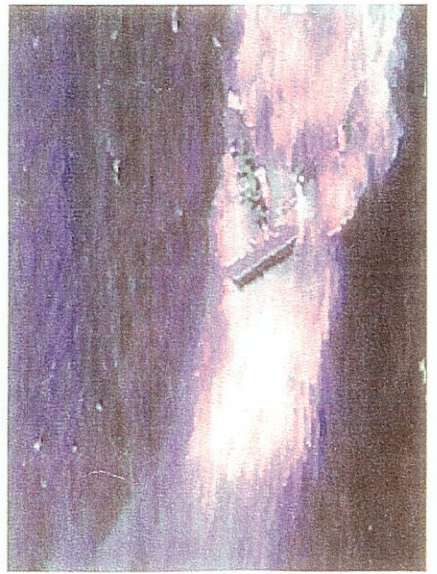
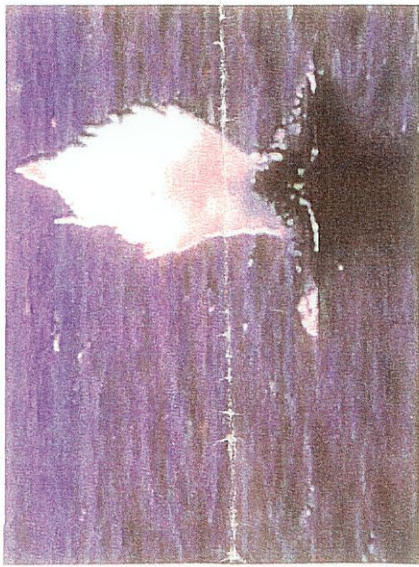
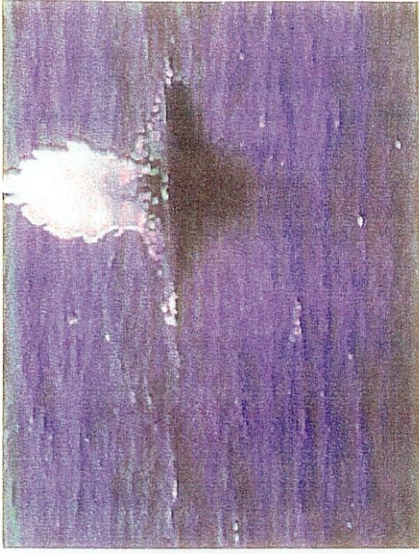
General arrangements

- | | | | | | |
|----|--------------------------------------|----|--------------|----|---------------------------------------|
| 15 | Small arms and other ordnance stores | 31 | Provisions | 54 | Food locker |
| 16 | Gun crew shelter | 32 | Transmitters | 55 | 70-50 magazine |
| 17 | Passage | 33 | Room | 56 | Black boxes and depth charge magazine |
| 18 | Gun crew quarters | 34 | Room | 57 | Mess hall |
| 19 | Meat locker | 35 | Room | 58 | Director's office |
| 20 | Fresh food storage | 36 | Room | 59 | Compass room |
| 21 | SD stores | 37 | Room | 60 | Director's office |
| 22 | Ice machine room | 38 | Room | | |
| | | 39 | Room | | |
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| | | 56 | Room | | |
| | | 57 | Room | | |

USS UNDERHILL

DE682

July 24, 1945



SIMULATION OF ACTUAL ATTACK PER EYE WITNESSES & SURVIVORS

Describe the day your ship was blown up. Was it a casual day for you?

It was a normal day, 4 hours on 8 hours off. It was a normal procedure. In fact we were airing our bedding. We were kind of goofing off; it was near the end of the war. And then this happened on a nice calm sunny day.

What were the Navy hospitals like?

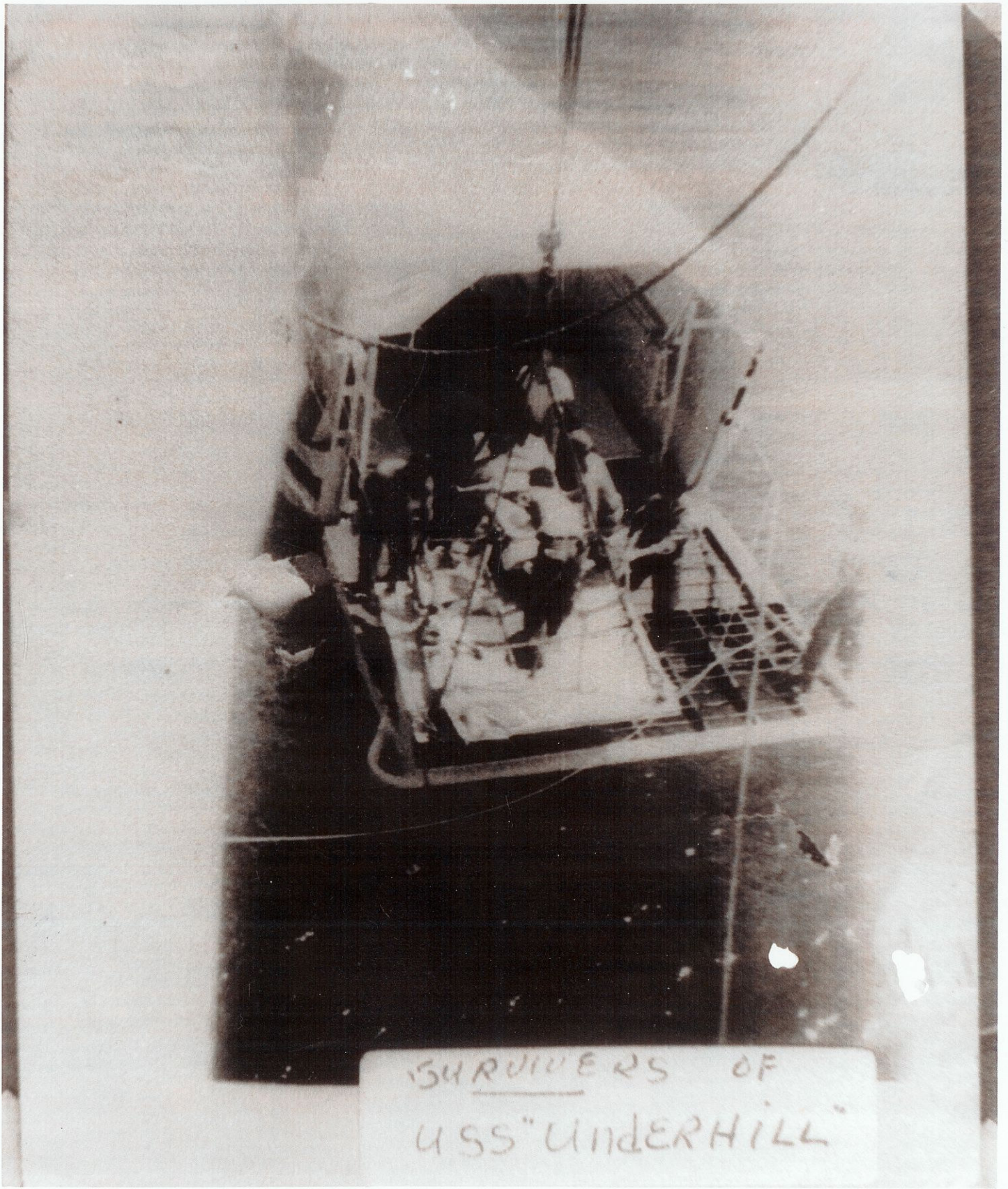
They were great. I would have still been there, if they hadn't kicked me out. Like in Philadelphia, we were having a ball, we were like celebrities. We would go out in the city at nighttime. And then 3 in the morning was breakfast. Those navy nurses sure took a lot from us. And then a year later those nurses laid the law down. They said, 'We aren't going to be here the rest of our lives waiting on you guys.' Eventually we had to leave anyway. And that's the last group I haven't found, I'm still searching for on the internet for them.

Do you feel proud that your ship never lost another ship it was escorting?

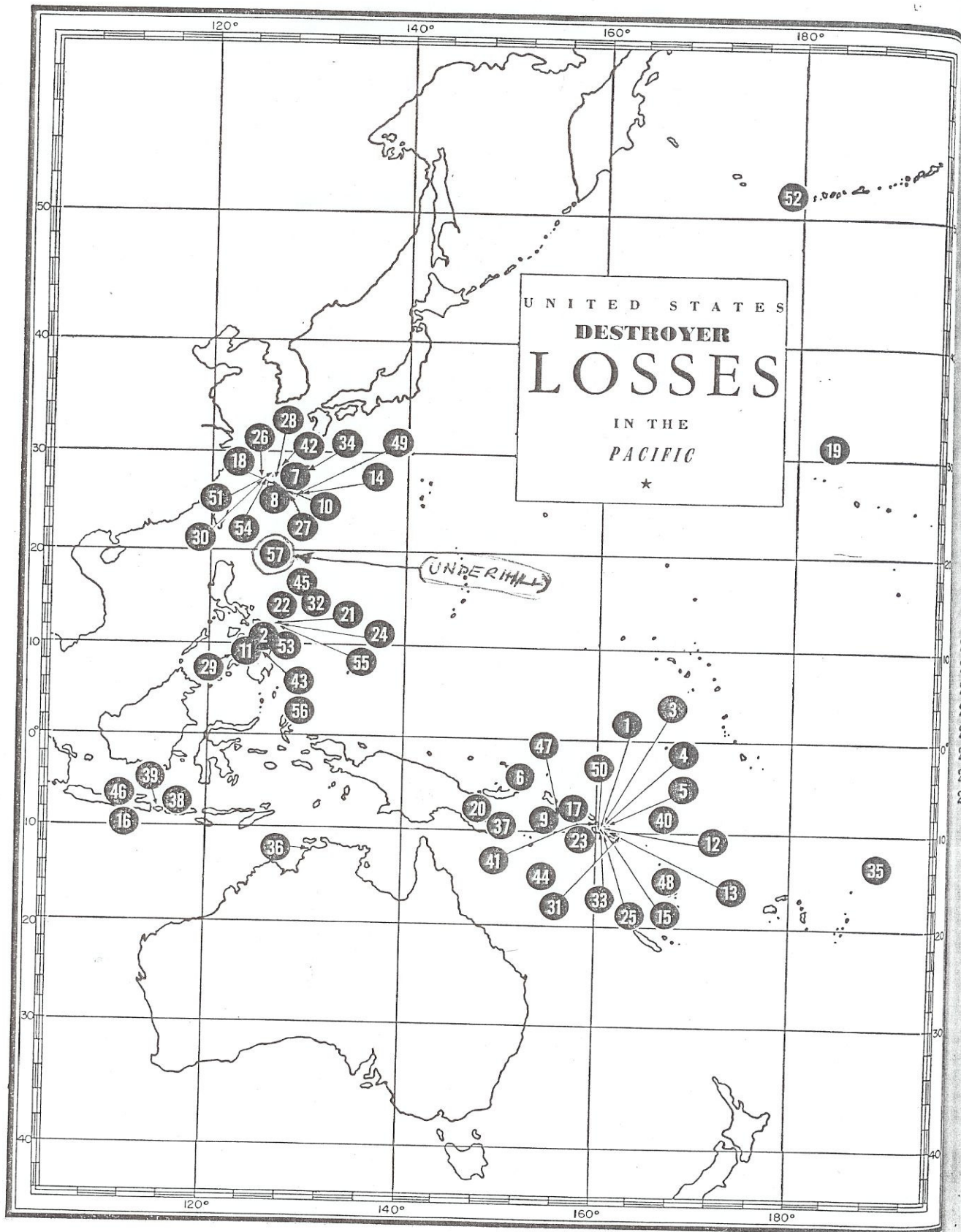
I don't give it any thought, some ships got hit.

What are your final impressions on the war?

Served its purpose. It's easy to downplay this country. Some people were fortunate enough just to get to this country. And they aren't doing anything to create this atmosphere which I don't agree with. We are 3,000 miles away at war against tyranny, and as long as we keep doing that we will always stay the greatest country in the world.



SURVIVERS OF
USS "UNDERHILL"



U. S. DESTROYER

L O S S E S I N T H E P A C I F I C

★

NO.	NAME	CAUSE	DATE	NO.	NAME	CAUSE	DATE
1.	AARON WARD	Air Attack	7 Apr. '43	28.	LUCE	Air Attack	4 May '45
2.	ABNER READ	Air Attack	1 Nov. '44	29.	MAHAN	Air Attack	7 Dec. '44
3.	BARTON	Surface Action	13 Nov. '42	30.	MANNERT L. ABELE	Air Attack	12 Apr. '45
4.	BENHAM	Surface Action	15 Nov. '42	31.	MEREDITH I.	Air Attack	15 Oct. '42
5.	BLUE	Surface Action	22 Aug. '42	32.	MONAGHAN	Typhoon	18 Dec. '44
6.	BROWNSON	Air Attack	26 Dec. '43	33.	MONSSEN	Surface Action	13 Nov. '42
7.	BUSH	Air Attack	6 Apr. '45	34.	MORRISON	Air Attack	4 May '45
8.	CALLAGHAN	Air Attack	29 July '45	35.	O'BRIEN	Submarine	19 Oct. '42
9.	CHEVALIER	Surface Action	7 Oct. '43	36.	PEARY	Air Attack	19 Feb. '42
10.	COLHOUN	Air Attack	6 Apr. '45	37.	PERKINS	Collision	29 Nov. '43
11.	COOPER	Submarine	3 Dec. '44	38.	PILLSBURY	Surface Action	1 Mar. '42
12.	CUSHING	Surface Action	13 Nov. '42	39.	POPE	Surface Action	1 Mar. '42
13.	DEHAVEN	Air Attack	1 Feb. '43	40.	PORTER	Submarine	26 Oct. '42
14.	DREXLER	Air Attack	28 May '45	41.	PRESTON	Surface Action	15 Nov. '42
15.	DUNCAN	Surface Action	12 Oct. '42	42.	PRINGLE	Air Attack	16 Apr. '45
16.	EDSALL	Surface Action	1 Mar. '42	43.	REID	Air Attack	11 Dec. '44
17.	GWIN	Surface Action	13 July '43	44.	SIMS	Air Attack	7 May '42
18.	HALLIGAN	Mine	26 Mar. '45	45.	SPENCE	Typhoon	18 Dec. '44
19.	HAMMANN	Submarine	6 June '42	46.	STEWART	Captured in Drydock	2 Mar. '42
20.	HENLEY	Submarine	3 Oct. '43	47.	STRONG	Submarine	5 July '43
21.	HOEL	Surface Action	25 Oct. '44	48.	TUCKER	Mine	4 Aug. '42
22.	HULL	Typhoon	18 Dec. '44	49.	TWIGGS	Air Attack	16 June '45
23.	JARVIS	Air Attack	9 Aug. '42	50.	WALKE	Surface Action	15 Nov. '42
24.	JOHNSTON	Surface Action	25 Oct. '44	51.	W. D. PORTER	Air Attack	10 June '45
25.	LAFFEY	Surface Action	13 Nov. '42	52.	WORDEN	Grounding	12 Jan. '43
26.	LITTLE	Air Attack	3 May '45				
27.	LONGSHAW	Shore Batteries	18 May '45				

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U. S. DESTROYER-ESCORT

L O S S E S I N T H E P A C I F I C

NO.	NAME	CAUSE	DATE
53.	EVERSOLE	Submarine	29 Oct. '44
54.	OBERRENDER	Air Attack	9 May '45
55.	SAMUEL B. ROBERTS	Surface Action	25 Oct. '44
56.	SHELTON	Submarine	3 Oct. '44
57.	UNDERHILL	Submarine	24 July '45

★

USS UNDERHILL (DE-682) Arlington Memorial Dedication

Presentation of the Colors (Please rise)

Pledge of Allegiance All

I pledge allegiance to the flag of United States of America and to the Republic for which it stands one nation, under God, indivisible, with liberty and justice for all

The National Anthem All

Oh, say, can you see, by the dawn's early light,
What so proudly we hail'd at the twilight's last gleaming?
Whose broad stripes and bright stars, thro' the perilous fight,
O'er the ramparts we watch'd, were so gallantly streaming?
And the rockets' red glare, the bombs bursting in air,
Gave proof thro' the night that our flag was still there.
O say, does that star-spangled banner yet wave
O'er the land of the free and the home of the brave?

Invocation CDR Gerald J. Blackburn, Chaplain Corps, US Navy

Memorial of Lost Crewmen (Roll Call)

Survivors' Reflections Ithiel "Air Raid" Worden

Unveiling of the Memorial Andrew Ponas & Richard McIlvrive

Tree Dedication Survivors & Family of Deceased

Wreath Presentation Frank Dougherty

TAPS (Please Rise)

Benediction Chaplain Blackburn

Retiring of the Colors



Underhill reversed course, reloaded K-guns and passed through debris. Sonar picked up another contact. The depth charges had brought to the surface a kaiten on the port side and one on the starboard side (these kaitens were about 35 feet long and carried the equivalent explosive charge of two torpedoes). The kaiten at starboard was too close in range for the main battery or the 20 mm or 40 mm to bear on target.

The captain ordered all hands to "stand by for a ram". (Kaitens are capable of speeds to 45 knots). After ordering flank speed, and a course change to come to a collision course, the Underhill rammed the port side kaiten. After a few seconds, there were two explosions -- one directly under the bridge and magazine area, the second one forward of the bridge area and more to starboard -- which ripped the Underhill apart.

The entire forward part of the ship was blown off forward of the stack. The stern section aft of the stack remained afloat. The bow, sticking straight up, was floating off to starboard.

There was no panic among surviving crew members. Those who could helped 3rd class pharmacist mate Joe Manory with the wounded -- splints for broken bones, morphine for mortally wounded, cleaning fuel oil from flesh wounds.

A fire in the crew's mess was extinguished by the damage control crew and remaining serviceable guns were manned by walking wounded in case Japanese subs would surface to try to finish the job. Lookouts were posted at the 1.1 AA gun and director. Searches were conducted for trapped crew members. Life rafts were jettisoned to use as lifeboats to pick up men blown over the side. This was

accomplished by Machinist Mate 1/c Norman McCarty.

A total of 112 crew member of the Underhill perished in the blast, while 122 survived. Ten of the fourteen officers were lost, including the captain, Lt. Commander Robert N. Newcomb. Every man was awarded the Purple Heart and Captain Newcomb also received the Silver Star.

Rescue Operations by the PC's and LST

About an hour later PC's 803 and 804 had returned to rescue survivors. Hampered because of still being under attack by the midget subs, the transfer of many seriously wounded men to the PC's was difficult, but was carried out in a most efficient manner.

The PC 804 had been the first to reach the combat site to assist with rescue operations -- hove-to about 300 yards off the starboard quarter of the Underhill. The 804 captain, using the "Bull Horn", asked the senior surviving officer, Lt. Elwood Rich, "I have a sub contact. Do you want me to come alongside to take your people off, or do you want me to go after the contact?"

Before Lt. Rich could answer, one hundred plus crew members yelled as one voice, yelled "Go get that son-of-a-bitch". Such was the fighting spirit of the crew of the 682.

With the survivors aboard the 803 and 804, a head count was taken. EM 1/c Rodger Crum and EM 2/c Paul Adams returned to the Underhill to assist CBM Stanley Dace in conducting a final search for any survivor unable to free himself.

U. S. S. UNDERHILL
DE (682)

THANKSGIVING DAY DINNER

November 25, 1943



Rice Turkey Soup with Crackers
Roast Tom Turkey and Southern Baked Ham
Giblet Gravy Raisin Sauce
Cranberry Sauce Candied Sweet Potatoes
Mashed Potatoes Buttered Peas
Sage Dressing Ripe Olives
Celery Hearts
Lettuce and Tomato Salad with Russian Dressing
Parker House Rolls Apple Pie
Sweet Mixed Pickles Ice Cream
Assorted Nuts Fruit Cocktail
Assorted Hard Candy Bread, Butter and Coffee
Chilled Sweet Cider
Cigars Cigarettes

CLINTON D. WORDELL, C. C. S.



U. S. FLEET HOSPITAL #114
Navy #3149
% Fleet Post Office
San Francisco, California

3 August 1945

From: The Medical Officer in Command
To: DOUGHERTY, Frank Ambrose, 812 66 68,
Flc, USNR.
Subject: Purple Heart - Award of.
Authority: Commander in Chief, U. S. Pacific Fleet
letter 25L-45 dated 1 June 1945.

1. In the name of the President of the United States and by direction of the Secretary of the Navy the Purple Heart is awarded by the Medical Officer in Command of U. S. Fleet Hospital No. 114 to:



FRANK AMBROSE DOUGHERTY
FIREMAN FIRST CLASS
UNITED STATES NAVAL RESERVE

For wounds received in action against an enemy of the United States off the Formosa coast on 24 July 1945.

CC: SecNav
BuPers

[Signature]
Captain, (MC), USN

My medal was presented to me personally + privately by "Vice Admiral Ross T. McIntyre" USN Surgeon General of the United States and personal doctor of President Roosevelt. The president died in April



THE SECRETARY OF THE NAVY

WASHINGTON, D.C. 20350-1000

The Secretary of the Navy takes pleasure in presenting the
NAVY UNIT COMMENDATION to

USS UNDERHILL (DE 682)

for service as set forth in the following

CITATION:

For exceptionally meritorious service as Lead Ship in a convoy from Okinawa to the Philippines on 24 July 1945. As the senior ship assigned to escort seven Tank Landing Ships and a Merchant Vessel carrying the battle-weary soldiers of the 96th Division, UNDERHILL performed her duties in an outstanding and heroic manner. Detecting an unidentified object in the waters ahead of the convoy, she redirected the convoy to avoid the peril. As she proceeded to attempt to sink the object without success, her sonar detected further contacts and together with assigned submarine chasers began prosecuting several contacts. Successfully identifying and depth-charging the first of the kaitens, Japanese midget suicide submarines, she proceeded to ram the next two in order to protect the convoy. The subsequent ramming caused two violent explosions that severed the vessel in half, sinking her and killing 112 of her men. With the enemy threat eliminated, the convoy continued safely on to the Philippines as planned. By their truly distinctive performance, self-sacrifice, and loyal devotion to duty, the officers and enlisted personnel of the USS UNDERHILL (DE 682) reflected great credit upon themselves and upheld the highest traditions of the United States Naval Service.

Richard Danzig
Secretary of the Navy