

DATE: 11/22/43

Dear Trax:

SINKING JAPANESE I-35

We received your last report and it occurred to me that there is a little I can add to the Tarawa story. I believe I can put this in the perspective of Captain Brown since he won't be at the next reunion.

Anyway, the Frazier was in the inner screen around the transport area, on call for fire support. I believe this was the afternoon watch although it could have been the 1600 to 2000. I was the officer of the deck and had notified Captain Brown that the Meade, who was in the outer screen, had reported a submarine contact over the TBS. Captain Brown and I were on the starboard side of the bridge and had glasses on the Meade when she made her first drop. The Captain looked at me and half smiled and said the Mead thought she (submarine) was shallow. The reason he said this was that the charges had blown quite a lot of water into the air. We both sort of grinned and were watching the scene with only a mild interest until the TBS cut in and called our name. I believe the Frazier's code name was "Blackjack" and the instructions were for us to proceed out to the Meade's location "and back up Minot" which I remember as the Meade's code name.

At this juncture I brought the ship to the course necessary and went to flank speed. During much of this time Captain Brown was very quiet - he just stood there looking towards the Meade some five or more miles away. When we were about half way to the Meade the captain said that we should go to depth charge quarters. I'm sure he was thinking of how tired everyone was and he had no idea what our participation would be. He said to me, "you go in and run everything in the charthouse, I'll take the conn and as soon as Lewis gets here we'll be all set". As you perhaps remember Lewis was the soundman that Captain Brown had great confidence in.

Anyway, we were at depth charge quarters before we got close to the Meade. The Meade had just finished her second run and again had set the charges fairly shallow. The Meade told us where the submarine was and she was perfect in her location. Captain Brown asked permission

of the Meade to make a run. The Meade said yes and opened out to stay clear. Captain Brown ordered the depth charges set at maximum depth. (I believe this was 650 or 675 feet). We made the run and from everything we could see it was very successful.

The Meade then came in for her turn and asked what depth we were using. Captain Brown told them and they commented on this being quite a bit deeper than they had used on previous runs.

The Meade proceeded with its run and, just after she dropped, the submarine surfaced in her wake. The Meade continued to steam away and it was obvious that she had not sighted the submarine. Captain Brown brought the Frazier around quickly and we went to general quarters immediately. It didn't take long to be fully manned because almost everyone in the ships company was anticipating this and were close to their battle stations.

As we closed in, broad on the beam of the submarine, we fired some 5 inch and other condition watch guns. Soon the forward 20's were going and they swept all of the submarine personnel from the deck.

We maintained fifteen knots until shortly before ramming the submarine. At that point Captain Brown ordered "all back full". We cut into the submarine and backed clear before she started to settle. I was on the port side of the bridge watching all the happenings when the Frazier hit the submarine.

While my depth charge station was the charthouse, my battle station was with Foreward Damage Control. By the time all of the activity had died down and I got below, I found that the foreward damage control party had shored up all of the peak tanks and the bulkheads necessary to do the job.

I also prepared the DRT reports on this happening for the people at Cinc Pac. It's my memory that Captain Brown took over the top Anti-Submarine job at Cinc Pac after he left the ship.

I don't know how much anyone knows of this but since only Captain Brown and myself and the signalman and quartermaster of the watch were there I thought it might help someone understand the happening a little better.

My memory isn't perfect after forty years but I believe everything I mentioned to be true.

One final word. The Elliott Brown's of this world took a vast number of young men and taught them how to live on the ships of our Navy. Probably most of them, like Captain Brown, had courage beyond compare and a determination that recognized no barriers. Whether off Kiska or New Zealand or Tarawa, they were people to be respected and admired. Their ships would always give a good account of themselves.

Ray W. Senogles
Formerly, Assistant-Comm. Officer, Assistant
First Lieutenant, First Lieutenant, Senior
Watch Officer, Navigator.

U of Wisconsin Class of 1942
USNR 1942-1946

Written ~ 7/83

U.S.S. FRAZIER DD 607 (Lt. Cdr. E.M. Brown)
U.S.S. MEADE DD 602 (Lt. Cdr. J. Mumholland)

U.S.S. FRAZIER WAS A BRISTOL-CLASS DESTROYER,
1650 TONS Displacement. (MAIN Battery 4-5in. 38"

I-35 WAS A BIG JAP I-BOAT used for Transport,
~3000 TONS Displacement.