



H-Gram 083: "Hit 'em Harder!" –Commander Samuel D. Dealey and USS *Harder* (SS-257)

31 May 2024

Memorial Day was a good time to remember the ultimate sacrifice made by Commander Samuel D. Dealey, USN, and all 78 other members of the crew of USS *Harder* (SS-257), lost in action off the coast of Luzon, Philippines, on 24 August 1944. Before her loss, *Harder* had already achieved legendary status in the U.S. Navy submarine force. During the war, Dealey and *Harder* were credited with sinking six Japanese destroyers, two frigates, and 20.5 freighters/tankers. Post-war analysis revised this to a confirmed four destroyers and two frigates, which is still the most warships sunk by a single submarine commander/submarine in U.S. Navy history, and quite likely the most of any submarine commander in any nation. Dealey was known for making particularly audacious attacks, but also for astute judgment in being cautious depending on the tactical situation. *Harder's* fifth war patrol was described as "epochal" by famed submariner and author Captain Ned Beach.

During its six war patrols, *Harder* would be awarded the Presidential Unit Citation. Dealey would be awarded a posthumous Medal of Honor, four Navy Crosses, an Army Distinguished Service Cross, a posthumous Silver Star, a posthumous Purple Heart, and multiple campaign medals. Like many combat awards written when enemy records were not available, Dealey's Medal of Honor citation is historically inaccurate, listing five destroyers sunk on his fifth war patrol



Commander Samuel D. Dealey shortly after being awarded his first Navy Cross by Vice Admiral Charles A. Lockwood, Jr., USN, Commander, Submarines, Pacific Fleet, in ceremonies at Pearl Harbor, Hawaii, 19 October 1943. The award was made for extraordinary heroism as commanding officer of USS *Harder* (SS-257) (80-G-81925).

rather than three. The valor above and beyond the call of duty of the entire crew is, however, highly accurate. Read more about Dealey, his crew, and *Harder* in attachment H-083-1.

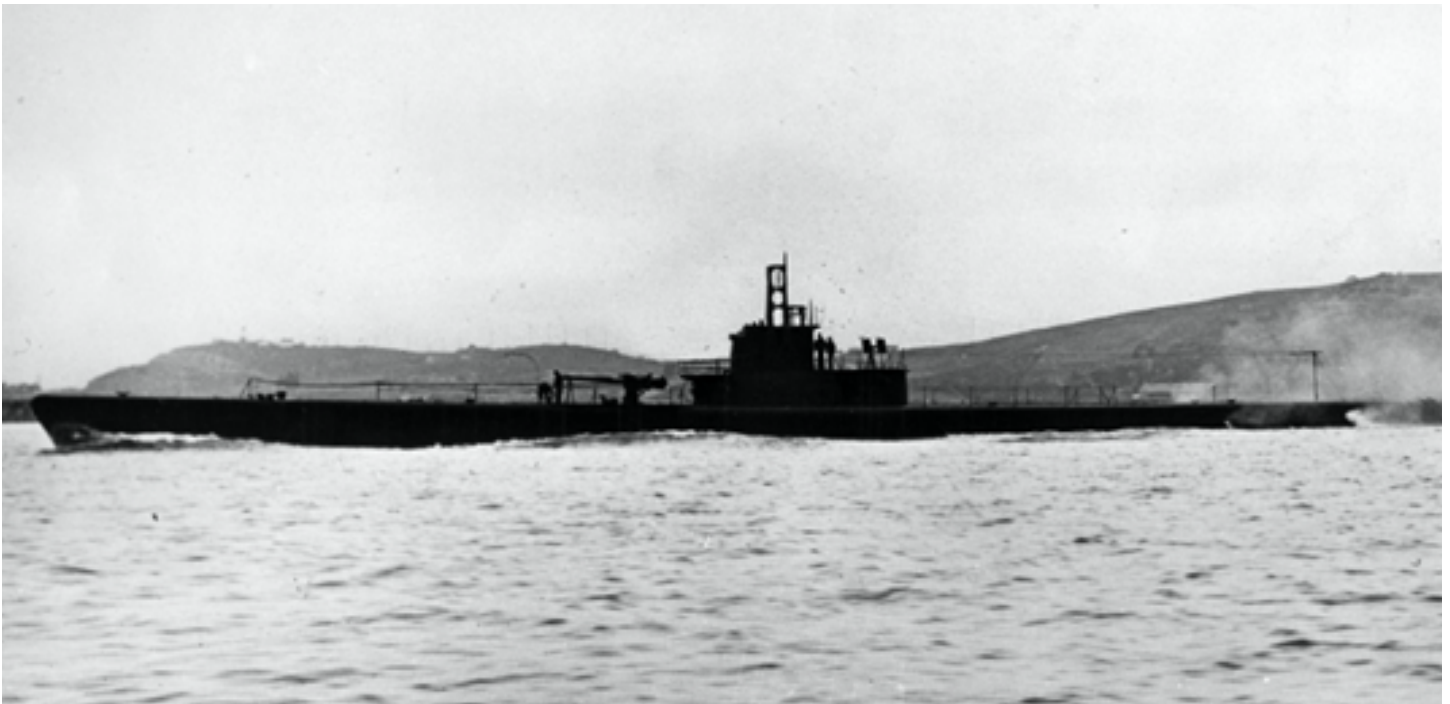
The Naval History and Heritage Command (NHHC) maintains collaborative relationships with several reputable ocean exploration organizations engaged in locating sunken ships. One of these is the Lost 52 Project led by Mr. Tim Taylor of Tiburon Subsea, which searches for the 52 U.S. submarines lost in World War II. To date, Lost 52 has located and documented the condition of six U.S. Navy submarines: USS *Grayback* (SS-208), USS *Stickleback* (SS-415, lost after World War II), USS *R-12* (SS-89), USS *S-26* (SS-131), USS *S-28* (SS-133), and USS *Grunion* (SS-216). Mr. Taylor was awarded a Navy Distinguished Public Service Medal in 2021 for his efforts in honoring lost U.S. Navy submarines and the more than 3,506 officers and enlisted crewmen lost with them.

Last month, Lost 52 informed NHHC that they believed they had found *Harder* in more than 3,000 feet of water off Dasol Bay on the west coast of Luzon, Philippines. After reviewing the extensive video, photographs, and other data provided by Lost 52, NHHC's Underwater Archaeology Branch concurred with Lost 52's analysis that this was the wreck of the storied "Hit 'em *Harder*" and announced its confirmation on 23 May. The submarine is sitting upright in relatively intact condition except for damage from a depth charge just aft of the conning tower that was obviously mortal. As such, *Harder* is a hallowed war grave, deserving of as much respect as Arlington National Cemetery. The last resting place of her entire crew is protected by customary maritime law, which holds warships to be sovereign property in perpetuity, as well as the United Nations Law of the Sea Convention (with which the United States has not ratified, but abides) and the U.S. Sunken Military Craft Act (now under constitutional challenge by treasure hunters). This protection, however, is only as good as other entities choose to respect it, which is why *Harder's* exact coordinates will not be disclosed, given previous depredations in the South China and Java Seas.

During her war patrols, *Harder* sank some of the most modern and capable destroyers in the Imperial Japanese Navy, and survived numerous depth charge and aerial bomb attacks. But, in the end, *Harder* was lost to a relatively minor coastal defense escort ship

(*CD-22*), whose Japanese captain, however, knew his business and was just as courageous. Two of *Harder's* torpedoes passed down *CD-22's* port side and one down her starboard side—a few feet either way and *CD-22* would have gone the same way as the destroyers, but the ship's subsequent depth charge pattern proved lethal to the submarine. The moral of the story is that against a highly determined and capable adversary, the line between victory and defeat can be very narrow indeed. *Harder* was lost in the course of victory, and victory has a price, often steep, as does freedom.

As always, H-grams can be disseminated widely, and back issues may be found here [<https://www.history.navy.mil/about-us/leadership/director/directors-corner/h-grams.html>].



USS *Harder* (SS-257), c. 1944 (USN 47495).

H-083-1: "Hit 'em *Harder!*"

H-Gram 083, Attachment 1
Samuel J. Cox, Director NHHC
June 2024

Harder (SS-257) was a *Gato*-class fleet submarine laid down on 1 December 1941 at the Electric Boat Company in Groton, Connecticut. The submarine was launched on 19 August 1942 and commissioned on 2 December 1942 under the command of Commander Samuel D. Dealey (U.S. Naval Academy [USNA] '30).

Designed to operate with the U.S. Battle Fleet by scouting ahead, the *Gato*-class submarines were relatively fast on the surface (21 knots). This speed was adequate for the World War I-era battleships that comprised the Battle Fleet prior to Pearl Harbor, but was not sufficient to keep up with the new fast battleships and aircraft carriers that came on line after Pearl Harbor. As a result, U.S. submarines found their greatest success in World War II engaged in unrestricted submarine warfare against Japanese cargo ships and tankers, choking off the supply of raw materials for Japanese industry.

Harder displaced 1,549 tons surfaced and 2,462 tons submerged and was 311 feet in length. *Harder's* diesel engines could propel it at 21 knots on the surface, while its electric motors were capable of 9 knots submerged. The submarine had a cruising range of 11,000 nautical miles on the surface for up to a 75-day patrol. Submerged endurance was 48 hours at 2 knots. *Harder's* originally designed complement was 6 officers and 54 enlisted, but under wartime conditions it would have up to 80 on board. *Harder* had six 21-inch torpedo tubes forward and four aft, with a total of 24 torpedoes. Deck guns on *Gato*-class submarines would vary during the war; *Harder* originally had a 3-inch, 50-caliber deck gun that would be augmented with 40-millimeter Bofors guns and 20-millimeter Oerlikon guns.

Samuel David Dealey was born in Dallas, Texas, in 1906 and graduated from the U.S. Naval Academy in

1930. According to the *Lucky Bag* (the Naval Academy yearbook) the greater the stress, the more he smiled. He initially served aboard battleship *Nevada* (BB-36) and then for a short time on the destroyer *Rathburne* (DD-113) before reporting to Submarine School in New London, Connecticut, in the summer of 1934. He subsequently served aboard the submarines *S-34* (SS-139), *S-24* (SS-129), *Nautilus* (SS-168), and *Bass* (SS-164). In May 1937, he was assigned as aide to the executive officer of Naval Air Station Pensacola, Florida.

In the summer of 1939, Dealey was assigned as executive officer of the battleship *Wyoming* (BB-32), which was serving as a gunnery training ship, and then as executive officer of the destroyer *Reuben James* (DD-254) until April of 1941. (*Reuben James* would be sunk by *U-552* on 31 October 1941 during the undeclared war in the Atlantic between the U.S. Navy and German submarines prior to Pearl Harbor [see H-Gram 001].

Lieutenant Dealey reported to Experimental Submarine Division 1 as prospective commanding officer of *S-20* (SS-125) before relieving Lieutenant John P. Cromwell (future posthumous Medal of Honor recipient for his actions aboard *Sculpin* [SS-191] in 1943). Operating out of New London, *S-20* tested new equipment and tactics. Dealey was temporarily promoted to lieutenant commander in June 1942 and assigned as precommissioning commanding officer of *Harder*, then under construction. He was temporarily promoted to commander in December 1942 and assumed command of *Harder* upon commissioning on 2 December 1942.

Upon completion of shakedown training off New London, *Harder* commenced a transit to Pearl Harbor via the Panama Canal. While transiting on the surface through the Caribbean on 2 May 1943, *Harder* was accidentally attacked by a U.S. Navy PBV Catalina flying boat. After the PBV machine-gunned *Harder's* starboard side, *Harder* crash-dived and maneuvered radically, causing two bombs dropped by the PBV to miss.

First War Patrol

Harder departed Pearl Harbor on 7 June 1943 en route to operations along the east coast of Honshu, Japan, sometimes as close as six nautical miles off the coast. During this patrol, *Harder* would suffer from significant engine problems as well as the unreliable torpedoes that plagued the U.S. submarine force in 1942–43. On 22 June 1943, *Harder* attempted its first attack on a Japanese convoy, firing four torpedoes at a Japanese tanker. The first torpedo prematurely exploded only 15 seconds into its run, giving away *Harder's* position to the Japanese escort, although one of the other torpedoes did damage the tanker. In diving to avoid the anticipated counterattack, *Harder* hit the bottom hard, severely damaging its JK-QC sonar and jamming itself in the mud as 12 depth charges detonated overhead. It took several attempts and almost four hours to break free of the bottom.

On the morning of 23 June, three Japanese escort ships attempted to trap *Harder*, but the submarine was able to escape. *Harder* then stalked the auxiliary seaplane transport *Sagara Maru*, which sighted *Harder's* periscope and opened fire. *Harder* fired four torpedoes, one of which hit. Given the close proximity to Japanese airfields, Dealey chose not to pursue *Sagara Maru*. The Japanese destroyer *Sawakaze* took *Sagara Maru* in tow and beached the transport to prevent sinking. (On 4 July 1943, *Pompano* [SS-181] hit the beached *Sagara Maru* with two torpedoes, causing the Japanese to give up trying to salvage the vessel.)

Harder would subsequently conduct seven attacks on three convoys but again suffer a premature torpedo detonation while other torpedoes ran erratic or missed. On 25 June, *Harder* attacked a three-ship convoy and possibly scored one hit out of seven torpedoes fired. On 29 June, *Harder* damaged a cargo ship and an oiler before incurring a near miss from a bomb from a Japanese aircraft.

Harder ended its first patrol at Midway on 7 July with one engine out of commission. During the war, *Harder* would get credit for sinking three ships totaling about

15,400 tons on its first war patrol, but postwar analysis revised this to only one ship of 7,189 tons. The patrol was rated as successful, and Dealey would be awarded the first of his four Navy Crosses.

Second War Patrol

Harder departed Pearl Harbor on 24 August 1943 to again operate off the coast of Honshu and once again suffered significant engine trouble. On 9 September, *Harder* attacked the cargo ship *Koyo Maru*. Only one of three torpedoes hit, and it was a dud, but it caused enough flooding that *Koyo Maru* later sank under tow. On 11 September, *Harder* sank the cargo ship *Yoko Maru* and then withstood an inaccurate depth-charge attack by the convoy escort.

On 13 September, *Harder* attempted a submerged attack on two cargo ships, firing two torpedoes just as a Japanese plane dropped a bomb that was a near miss. *Harder* was then subjected to a sustained attack by 59 depth charges and aerial bombs that lasted almost 48 hours, nearly exhausting *Harder's* batteries. On 19 September, *Harder* sank the cargo ship *Kachisan Maru* and then withstood a determined depth-charge attack, several of which detonated quite close.

On 22 September, *Harder* attacked a tanker at close range, but all three torpedoes passed under the tanker without exploding. Japanese aircraft responded almost immediately, with one bomb close enough to cause significant damage. On 23 September, *Harder* sank the freighter *Kowa Maru* and the tanker *Daishin Maru*, but dud torpedoes spoiled further attacks on a five-ship convoy on 28 September. On 29 September, *Harder* shot up two armed trawlers with surface gunfire, but both made an escape. *Harder* returned to Midway on 4 October. Postwar analysis credited *Harder* with five ships sunk totaling 15,252 tons. Dealey was awarded a second Navy Cross.

Third War Patrol

Harder commenced its third war patrol on 30 October 1943 as part of a three-submarine wolfpack with *Snook* (SS-279) and *Pargo* (SS-264). The mission was

to conduct operations around the Marianas Islands to forestall Japanese attempts to reinforce Tarawa prior to landings scheduled there for late November 1943. Early wolfpack operations suffered from communications challenges, and the three subs quickly became separated. On 12 November, *Harder* claimed to have sunk an unidentified cargo ship and an armed trawler.

On 19 November, *Harder* attacked a three-ship convoy, sinking the passenger cargo ship *Hokko Maru* and then five minutes later hitting the cargo ship *Udo Maru*, which subsequently sank despite Japanese efforts to tow it. Later in the day, *Harder* fired four torpedoes at the lone survivor of the convoy, the ore carrier *Nikko Maru*, but all four torpedoes ran under the ship without exploding. An hour later, *Harder* attacked *Nikko Maru* again, hitting it with two torpedoes, but the ship refused to sink, and the crew refused to give up. All told, *Harder* fired 11 torpedoes at *Nikko Maru* for just two hits. Four torpedoes ran circular and others were erratic. *Nikko Maru* finally succumbed to worsening sea conditions.

With all torpedoes expended, *Harder* returned to Pearl Harbor on 30 November and then to Mare Island to have its troublesome engines replaced. Dealey was awarded another Navy Cross, and postwar analysis credited *Harder* with three ships sunk totaling 15,250 tons.

Fourth War Patrol

Harder returned to Pearl Harbor from Mare Island on 27 February 1944. The submarine departed on 16 March in company with *Seahorse* (SS-304) to provide lifeguard service for carrier strikes on Woleai in the Western Caroline Islands. While conducting reconnaissance of Woleai, *Harder* was damaged by a bomb but continued on patrol.

On 1 April, *Harder* commenced a daring rescue attempt of downed pilot Lieutenant (j.g.) John R. Galvin from an unnamed island west of Woleai. Galvin belonged to Fighter Squadron 8 (VF-8) off *Bunker Hill* (CV-17). Despite Japanese sniper fire and pounding surf, Dealey nosed *Harder* right up against

the reef, touching bottom, while launching a rubber raft tethered to the submarine. Lieutenant Samuel M. Logan (USNA '42, graduated early in 1941 as first in his class), Motor Machinist's Mate First Class Francis X. Ryan, and Ship's Cook First Class J. W. Thomason volunteered to wade into the water, pushing and towing the raft toward the downed aviator. An aircraft dropped another raft, which Galvin climbed into. He tried unsuccessfully to paddle against the tide.

After 30 minutes, the rescue party reached Galvin just as a float plane landed and inadvertently cut the tether line. Gunner's Mate First Class Freeman Paquet then swam another line to the rescue party, who were then all hauled back to *Harder* with the pilot. All four members of the rescue party were subsequently awarded the Navy Cross.

On 13 April, a Japanese aircraft sighted *Harder* 200 nautical miles south of Guam, reporting the position to the destroyer *Ikazuchi*, which then commenced to hunt for *Harder*. As *Ikazuchi* closed in for the attack, rather than diving, Dealey waited as the range closed to 900 yards before firing torpedoes, hitting with two of them. As *Ikazuchi* sank, its depth charges exploded, leaving no survivors. (Earlier in the war, in the aftermath of the Battle of the Java Sea, *Ikazuchi* had rescued more than 400 survivors of the British cruiser *HMS Exeter* and destroyer *HMS Encounter*.) Dealey's report of the sinking would become famous: "Expend-ed four torpedoes and one Jap destroyer."

On 17 April, *Harder* sank the freighter *Matsue Maru*. On 20 April, *Harder* shelled the airfield on Woleai before finishing its patrol at Fremantle, Australia, on 3 May 1944. Dealey was awarded a fourth Navy Cross. After the war, *Harder* was credited with sinking two ships totaling 9,011 tons on this patrol.

Fifth War Patrol

Prior to April 1944, U.S. submarines would normally try to avoid Japanese destroyers as they presented a serious threat to the submarine. However, thanks to Ultra code-breaking intelligence it became apparent that Japan was suffering an acute shortage of destroy-

ers, having lost many in the battles around the Solomon Islands, and was having an increasingly difficult time providing escorts for convoys and screens for fleet operations. Beginning in April 1944, sinking destroyers became a higher priority than sinking cargo ships or even tankers. With this strategy in mind, Dealey lobbied for and was given a patrol area outside the major Japanese fleet anchorage at Tawi Tawi off the northeast coast of Borneo. (The reason for the Japanese using this anchorage was that it was close to the source of fuel oil, which had become increasingly scarce in the Japanese home islands thanks to submarines sinking so many tankers. Tarakan crude from Borneo could be burned in ships without need of refining, although it was especially volatile.)

Harder departed Fremantle on 26 May, initially in company with *Redfin* (SS-272) for patrol in the Celebes Sea. *Harder* took station near Tawi Tawi near the Sibutu Passage between the northeastern tip of Borneo and Mindanao, Philippines. On the night of 6 June, *Harder* sighted a convoy of three tankers escorted by two destroyers in the Sibutu Passage. While getting into firing position on the surface, *Harder* was illuminated by the moon. The destroyer *Minazuki* turned to attack *Harder*. Dealey fired three torpedoes from his stern tubes at the onrushing destroyer, hitting with two. *Minazuki* went down in five minutes with its own depth charges detonating and killing all but 45 of its crew, including the commanding officer. As the second destroyer closed in, *Harder* fired all six bow tubes, all of which missed. *Harder* was then held down by a depth-charge attack that allowed the tankers to escape.

On the morning of 7 June, *Harder* was spotted by a Japanese aircraft, which directed the destroyer *Hayanami* in for an attack. As the destroyer closed in, *Harder* made a hard turn undetected by the destroyer and fired three torpedoes, two of which struck amidships. *Hayanami* suffered a devastating magazine explosion and sank in under one minute, sustaining 208 losses among the crew and only 45 survivors. *Harder* then endured another depth-charge attack.

On the evening of 7 June, *Harder* approached the Japanese-held Borneo coastline and launched two folding canoes, which picked up six Australian special operations soldiers of the Special Reconnaissance Department Z Unit and brought them aboard. (Two Australians were already on board to assist this operation.)

By 8 June, numerous destroyers had sortied from Tawi Tawi, hunting for *Harder*. Dealey was not foolhardy at all, and in several encounters he chose to disengage rather than attack if he didn't like the set up. However, on the evening of 8 June, *Harder* encountered several destroyers searching in line abreast. Dealey chose a position where he had a chance of hitting two overlapping targets with one spread of torpedoes. The first torpedo missed ahead of the nearest destroyer, but the second and third hit the destroyer *Tanikaze*, resulting in a massive boiler explosion, causing it to sink almost immediately. Of *Tanikaze's* crew, 126 were rescued and 114 were killed, including the commanding officer, who died of wounds after rescue.

Dealey observed what he described as a blinding flash from a torpedo hit on the far destroyer. He claimed and was given credit during the war for sinking this unnamed destroyer, which does not correlate to any Japanese losses. (Of note, on 5 June 1942, the day after the main Battle of Midway, *Tanikaze* was sent back to see if the carrier *Hiryu* was still afloat [it wasn't]. As a result, *Tanikaze* was subject to an attack by 61 U.S. dive bombers, managing to avoid every bomb while shooting down one Dauntless dive bomber and losing only six crew members to splinters. *Tanikaze* was then bombed by several B-17 bombers and avoided all the bombs; one of the B-17s accidentally jettisoned its extra fuel tanks and was lost, while a second B-17 just disappeared on the way back to Midway.)

On 10 June, *Harder* sighted a Japanese force of three battleships, four cruisers, and a destroyer screen. Once again, alert Japanese aircraft spotted *Harder* and vectored in a Japanese destroyer. Dealey fired a down-the-throat shot at the oncoming destroyer and believed he hit with two torpedoes, as *Harder* then passed 80 feet under the sinking destroyer. Dealey

was given credit during the war for sinking this unnamed destroyer; however, it does not correlate to any Japanese losses. It's possible this destroyer was heavily damaged (but I can't find which one it might have been).

On 11 June, *Harder* closed in to observe the Tawi Tawi anchorage, spotting several cruisers and destroyers but noting no battleships. He then proceeded to safer waters and provided a vital reconnaissance report to Admiral Raymond Spruance in the run-up to the Battle of the Philippine Sea. *Harder's* depredations around Tawi Tawi so rattled the Japanese that Admiral Jisaburō Ozawa was convinced there were numerous submarines around the anchorage, resulting in a premature departure of forces, which upset the timing for the oncoming battle (see H-gram 032).

Harder arrived at Darwin, Australia, on 21 June and loaded additional torpedoes and quickly got underway with Rear Admiral Ralph W. Christie embarked. Christie was the Commander, Submarines, Southwest Pacific. *Harder* was directed to intercept a Japanese ship carrying nickel ore as well as a damaged cruiser returning from the Battle of the Philippine Sea, but was unsuccessful in both, primarily due to alert Japanese aircraft. *Harder* returned again to Darwin on 3 July, and this foray into the Flores Sea was counted as part of the fifth war patrol. Upon arrival, General Douglas MacArthur presented Dealey on the spot with an Army Distinguished Service Cross (equivalent to a Navy Cross).

Sixth War Patrol

After five arduous war patrols, the executive officer of *Harder* was concerned that Dealey was showing signs of excessive fatigue. Other officers made the same observation. Rear Admiral Christie met with Dealey and advised that he relinquish command, but with a rotation of about a third of *Harder's* crew coming up, Dealey believed he had a responsibility to ensure the new crew members were properly broken in. Christie acquiesced to Dealey's desire and agreed to let Dealey take one more patrol.

Harder departed Fremantle on 5 August 1944 with Dealey in tactical command of the three-submarine wolfpack, which also included *Haddo* (SS-255, commanded by Lieutenant Commander Chester Nimitz Jr.) and *Hake* (SS-256). The mission was to patrol off the west coast of the Philippines. Receiving intelligence derived from Ultra code breaking, Dealey was informed that a Japanese convoy was due to depart from Mindoro. Lying in wait, Dealey's wolfpack was joined by *Guitarro* (SS-363), *Raton* (SS-270), and *Ray* (SS-271). The convoy sortied in the early morning of 21 August. In the feeding frenzy that followed, four ships of the convoy were sunk with no damage to any of the submarines, despite determined Japanese depth-charge attacks. *Haddo* sank two ships, while *Guitarro* and *Ray* each sank one—however, *Ray's* attack caused the convoy to steer away from *Harder*.

After the attack on the convoy, *Harder* and *Haddo* moved north toward Manila Bay, intercepting three 900-ton escort ships that had survived the attack on the convoy. (The Japanese term is *kaibōkan* meaning “escort ship”—these were somewhat smaller than a U.S. Navy destroyer escort but similarly armed, and in some accounts are referred to as “frigates.”) In a coordinated attack, *Harder* torpedoed *Matsuwa* and *Hiburi* while *Haddo* torpedoed *Sado*. However, all three ships remained afloat. At daybreak, *Harder* finished off *Matsuwa* (134 killed) while *Haddo* finished off *Sado* (73 killed). *Haddo* missed a shot to finish off *Hiburi*, so *Harder* then sank it (154 killed).

Harder and *Haddo* then moved farther north, near Dasol Bay on the west coast of Luzon, to rendezvous with *Hake*. On the morning of 23 August, *Haddo* expended its last torpedo on the elderly destroyer *Asakaze*, which was under tow by the tanker *Niyo Maru*. The Japanese tried to save *Asakaze*, but it subsequently sank. However, Dealey did not know this and believed *Asakaze* may have been towed into Dasol Bay. *Haddo* was detached. In the meantime, the Japanese dispatched the escort ship *CD-22* and the patrol ship *PB-102* from Cavite in response to a call for help from *Niyo Maru*, which had taken refuge in Dasol Bay.

At 0630 on 24 August, *Harder* and *Hake* were positioned outside Dasol Bay. The skipper of *Hake*, Lieutenant Commander Frank Haylor, sighted a three-stack ship and a smaller one exiting Dasol Bay and misidentified them as the old Thai destroyer *Phra Ruang* (Thailand was allied with Japan at the time) and a minesweeper. The minesweeper was *CD-22* and the Thai destroyer was *PB-102*, which was actually the ex-Clemson-class destroyer *Stewart* (DD-224). *Stewart* had been significantly damaged in a battle with Japanese destroyers near Bali in February 1942. While in the floating dry dock at Surabaya, Java, *Stewart* fell off the blocks. When *Stewart* could not be righted, demolition charges were detonated and then the ship was hit by a Japanese bomb before the dry dock itself was scuttled. The Japanese subsequently raised the dry dock and repaired and modified *Stewart* (four stacks to three), putting it in service as *PB-102*, which resulted in multiple sightings late in the war of what appeared to be an old U.S. destroyer operating far behind Japanese lines.

As *CD-22* and *PB-102* came out of Dasol Bay, they sighted a periscope and turned to attack. *Hake* then commenced an approach on *PB-102*. Upon sighting two periscopes, *PB-102* turned back and escorted *Niyo Maru* into Dasol Bay. *CD-22* kept on an attack profile. The skipper of *Hake* didn't like the setup and turned away, at this point sighting the periscope of *Harder* between *Hake* and *CD-22*. In American accounts, this was the last seen of *Harder*. *Hake* reported hearing 15 depth charges in quick succession shortly thereafter. *Hake* returned to the area later in the afternoon but only found some marker buoys and no sign of *Harder*.

According to Japanese records, as *CD-22* made its attack run, two torpedoes passed down its port side and one down its starboard side, indicating *Harder* had fired a down-the-throat shot at the oncoming escort ship, but missed. *CD-22* then commenced a series of depth-charge runs with its Type 94 depth-charge throwers (it had 12, with 120 depth charges) with each charge set deeper than the last. The fifth salvo sank *Harder*, bringing a large amount of oil, pieces of cork, and wood to the surface.

Harder was presumed lost on 2 January 1945 and stricken from the Naval Register on 20 January 1945. All 79 men aboard *Harder* were lost. *Harder* was awarded a Presidential Unit Citation for its first five war patrols and six battle stars for its six war patrols. In postwar analysis, *Harder* was credited with sinking 16 ships totaling 54,002 tons (this does not include the warships).

Commander Samuel D. Dealey was awarded a posthumous Medal of Honor for the 5th war patrol and a posthumous Silver Star for the sixth war patrol. Lieutenant Samuel L. Logan, who had fleeted up to be executive officer on the 6th war patrol, was awarded a posthumous Silver Star (he had previously been awarded a Navy Cross for the rescue of the Navy pilot at Woleai).

Rear Admiral Christie nominated Dealey for the Medal of Honor as soon *Harder* did not return. Admiral Thomas Kinkaid, the commander of U.S. Seventh Fleet under General MacArthur, disapproved Dealey for the Medal of Honor on grounds that the Army Distinguished Service Cross awarded by MacArthur after the fifth war patrol was sufficient. There was already significant personal animosity between Christie and Kinkaid, and many in the submarine community blamed Christie for allowing Dealey to go on the last patrol. In December 1944, Kinkaid relieved Christie, who then returned to Washington, DC. Christie was subsequently able to go around Kinkaid and gain MacArthur's backing for the Medal of Honor, which was presented to Dealey's widow, Edwina, on 29 August 1945.

The destroyer escort *Dealey* (DE-1006), commissioned in 1953, was named in honor of Samuel Dealey. *Dealey* served until 1972, when it was transferred to the navy of Uruguay and ultimately scrapped in 1991.

The Medal of Honor citation for Commander Samuel Dealey reads as follows:

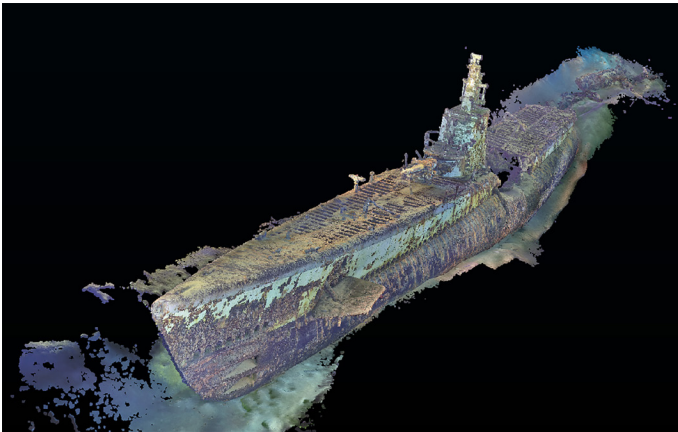
The President of the United States, in the name of Congress, takes pride in presenting the Medal of Honor (Posthumously) to Commander Samuel

David Dealey, United States Navy, for conspicuous gallantry and intrepidity at the risk of his life above and beyond the call of duty as Commanding Officer of the U.S.S. Harder during her Fifth War Patrol in Japanese-controlled waters. Floodlighted by a bright moon and disclosed to an enemy destroyer escort which bore down with intent to attack, Commander Dealey quickly dived to periscope depth and waited for the pursuer to close range, then opened fire, sending the target and all aboard down in flames with his third torpedo. Plunging deep to avoid fierce depth charges, he again surfaced and, within nine minutes after sighting another destroyer, had sent the enemy down tail first with a hit directly amidships. Evading detection, he penetrated the confined waters off Tawi Tawi with the Japanese fleet base six miles away and scored death blows on two patrolling destroyers in quick succession. With his ship heeled over by concussion from the first exploding target and the second vessel nose-diving in a blinding detonation, he cleared the area at high speed. Sighted by a large hostile fleet on the following day, he swung his bow toward the lead destroyer for another "down the throat" shot, fired three bow tubes and promptly crash-dived to be terrifically rocked seconds later by the exploding ship as the Harder passed underneath. This remarkable record of five vital Japanese destroyers sunk in five short-range torpedo attacks attests the valiant fighting spirit of Commander Dealey and his indomitable command.

During the war, Commander Dealey was given credit for sinking six Japanese destroyers (one on the fourth patrol and five on the fifth) plus two frigates for a total of eight surface combatants. The actual total was four destroyers (one on the fourth patrol and three on the fifth) for a total six surface combatants. This is still the most warships sunk by a U.S. submarine commander in history. It may be the most of any submarine commander in any nation, as the closest I can find was *U-9* under Otto Weddigen in World War I, which sank three armored cruisers and one protected cruiser in August and September 1914 (before the Royal Navy got wise to not stop to rescue survivors when the submarine was still in the area).

So from a historical accuracy standpoint, like many other combat awards, Dealey's Medal of Honor citation has some fiction. However, the valor above and beyond the call of duty is completely accurate.

Sources include: Naval History and Heritage Command *Dictionary of American Fighting Ships* (DANFS) for U.S. ships; combinedfleet.com for Japanese ships. Additional sources include the Naval Submarine League (navalsubleague.org) entry on Dealey; USNA Virtual Memorial Hall (usnamemorialhall.org); and On Eternal Patrol (oneternalpatrol.com). Also, *Submarine!* by Captain Edward L. Beach, USN, Signet Books: 1960, 88–104.



Photogrammetry model of the wreck of *Harder* off Luzon, Philippines, May 2024. Note depth-charge damage just aft of the conning tower's port side (240523-N-UH123-004).