



*Welcome*

*Aboard!*



## PLUNGER'S Heritage

*USS PLUNGER (SSN-595) is the third ship of the Navy named in commemoration of the first submarine authorized for the United States Navy.*

*The first submarine torpedo boat to be authorized by the United States Congress was provided in the Act of 3 March 1893. This was the original PLUNGER which was contracted with the Holland Torpedo Boat Company on 13 March 1895. Although this boat was completed, it was never accepted by the Navy and the contract was canceled in April 1900, the amount previously appropriated toward her construction being credited on a new contract of 19 November 1900. This new contract was for a new PLUNGER (SS-2), payment being made out of the appropriation of 1893 in the amount of \$200,000.*

*The second submarine of the United States Navy, PLUNGER (SS-2) was commissioned at the Holland Company dock, New Suffolk, Long Island, New York, on 19 September 1903, Lieutenant Charles P. Nelson, USN, in command.*

*The USS PLUNGER (SS-2) had a length overall of 63 feet, 10 inches; extreme beam, 11 feet, 11 inches; normal displacement, 107 tons; mean draft, 10 feet, 7 inches; submerged displacement, 123 tons; designed complement, one officer and six men; designed depth of 150 feet. She was armed with one 18-inch torpedo tube and designed to carry five torpedoes.*

*Theodore ROOSEVELT was the first President of the United States to dive in a submarine; and in March 1905, it was PLUNGER who had the honor of satisfying his determination to see this comparatively new naval weapon of defense at work. When informed how deep the PLUNGER would go, President ROOSEVELT ordered, "Take her to the bottom." While resting on the bottom, the President asked the captain, "What would be done in a similar situation if the boat lost all power?" The captain responded by pulling the main power switch and the crew started manning the hand pumps, pumping water out of the ballast tanks. When PLUNGER surfaced, a practice torpedo run was made with the President conning the boat. The President showed his enthusiasm for the job with occasional shouts of "Bully!"*

*The President was apparently impressed with his voyage, for as he emerged from PLUNGER he remarked, "Never in my life have I had such a diverting day, nor can I recall having so much enjoyment in so few hours as today." Following this experience President ROOSEVELT, by Executive Order, directed that each man receive \$1.00 extra pay per dive. This was the beginning of hazardous duty pay for submariners.*

*In 1909 the SS-2, then under the command of Ensign Chester W. NIMITZ, was placed in reserve and in 1913 was deleted from the Navy List of Ships.*

*The second PLUNGER (SS-179) was built by the Portsmouth Navy Yard, New Hampshire. Her keel was laid 17 July 1935 and she was launched 8 July 1936. In November 1936 she was placed in commission, Lieutenant George L. RUSSELL, U.S. Navy, in command.*

*After operations on the East Coast, PLUNGER reported to Submarine Squadron Six in San Diego. She was enroute from the Mare Island Shipyard to Pearl Harbor on 7 December 1941 when she was fired upon by a Japanese plane.*

*PLUNGER was among the first three submarines to go out on War Patrol from Pearl Harbor, and subsequently made a total of 12 war patrols in the Pacific. PLUNGER sustained frequent bomb and depth charge attacks during these patrols, but always managed to evade her pursuers. PLUNGER left a record of over 102,000 total tonnage of ships sunk and 46,000 tonnage damaged. For her heroic efforts she was awarded the Navy Unit Commendation and thirteen battle stars. Following her last war patrol in 1944 under the command of Lieutenant Commander E.J. FAHY, U.S. Navy, PLUNGER returned for a much needed overhaul. After a period of operations as a training boat, PLUNGER was decommissioned in 1945. She was stricken from the Naval Register of Ships in 1956.*

# PLUNGER'S History

USS PLUNGER (SSN-595) was launched on 9 December 1961, at Mare Island Naval Shipyard, the 500th Ship to be launched from that shipyard. She was commissioned on 21 November 1962 as a unit of the Submarine Force, U.S. Pacific Fleet.

After an initial shakedown cruise, USS PLUNGER (SSN-595) arrived in Pearl Harbor in June 1963 and was designated as Flagship, Submarine Force, U. S. Pacific Fleet. During the period from July 1963 to August 1965 PLUNGER was involved in the evaluation of the nation's most advanced class of nuclear submarine and its weapon system. PLUNGER conducted extensive operational tests of the newest anti-submarine weapon, the SUBROC missile. In August 1965, PLUNGER was awarded the COMSUBPAC Award for Excellence in Fire Control for service in evaluating the SUBROC Weapons System.

PLUNGER departed Pearl Harbor in September 1965 for the Western Pacific where she remained until the spring of 1966. PLUNGER was awarded the Navy Unit Commendation for exceptionally meritorious service during the winter of 1966. Following a six month period of restricted availability, PLUNGER commenced a series of exercises in the Hawaiian Operating Area. The ship then entered Puget Sound Naval Shipyard for an overhaul which was completed in 1968. PLUNGER again returned to Pearl Harbor for six months training before departing for the Western Pacific. PLUNGER returned from this deployment to Pearl Harbor in April 1969. In early August, the ship again deployed to the Western Pacific, returning in October 1969. In November 1969, PLUNGER became the first Pacific Fleet submarine to be awarded the Arleigh Burke Trophy as the ship exhibiting the greatest improvement in Battle Efficiency during 1968-1969. Following fleet exercises, shipyard availability, and type training, PLUNGER again deployed in August to the Western Pacific. PLUNGER was awarded a second Navy Unit Commendation for services during this deployment.

In early 1971, PLUNGER again participated in a major fleet exercise in the Southern California Operating Areas.

Regular overhaul, which commenced in October 1971 and was completed in October 1973, gave PLUNGER new life and increased capabilities. The overhaul included reactor refueling, certification for operation to increased depths, and installation of improved sonar and fire control systems, again permitting PLUNGER to employ the latest and most sophisticated ASW weapons.

PLUNGER changed homeports from Vallejo to San Diego, California in August 1973 and became a unit of Submarine Squadron THREE. From January to August 1974, PLUNGER conducted refresher and advanced training in Southern California waters and conducted torpedo certification exercises in the Bangor, Washington and Nanoose, Canada areas. In September, PLUNGER deployed to the Western Pacific. While deployed, she spent some 45 days in the Indian Ocean while participating in the CENTO exercise MIDLINK 1974. PLUNGER was the first nuclear powered submarine to visit Karachi, Pakistan.

PLUNGER returned to San Diego in April 1975 and took part in numerous exercises developed to test all phases of submarine operational capability. Upon completion of overhaul in 1973, PLUNGER became the first Pacific Fleet submarine to be placed in the extended operating cycle. In support of this, she entered Mare Island Naval Shipyard in September 1975 for her first Selected Restricted Availability. Following this availability, the ship returned to San Diego in November 1975.

PLUNGER transited to Bangor, Washington in January 1976 to conduct weapons trails and returned to San Diego to participate in the major fleet exercise, VALIANT HERITAGE (FLEETEX 1-76). In July, PLUNGER again deployed to the Western Pacific conducting two extended independent operations. PLUNGER conducted torpedo certification exercises in the Nanoose, Canada area in August 1977 and underwent her second Selected Restricted Availability in the fall of 1977.

PLUNGER has been awarded the Battle Efficiency "E" in Submarine Division SEVENTY-ONE for fiscal years 1970 and 1971 and the "E" for excellence in torpedo and fire control performance for fiscal years 1969, 1970, and 1971. PLUNGER later received the Engineering "E" for excellence in fiscal year 1974, the "A" for excellence in ASW Operations in 1975 and 1977, and the Battle Efficiency "E" in 1976, all as a unit of Submarine Squadron THREE.

PLUNGER went thru an extensive overhaul in 1980 thru 1982. During this overhaul, in Puget Sound Naval Shipyard, Washington; PLUNGER's sonar and fire control systems were updated, giving her further capabilities for PLUNGER to perform her missions. Upon completion of overhaul, PLUNGER resumed her duties in San Diego operating out of Submarine Squadron THREE.

## Commander Mark C. Haley

Commander Mark Christopher Haley, USN, a native of Westfield, New Jersey, graduated from the Lawrenceville School in 1963 and the United States Naval Academy in 1967.

Following nuclear power training and submarine school, Commander Haley was assigned junior officer tours aboard USS JAMES MONROE (SSBN 622) (Blue) and USS DRUM (SSN 677). Between these tours, Commander Haley attended the Naval Post Graduate School, Monterey, California and received a Masters Degree in Oceanography in December 1972.

In March 1974, he was transferred to USS SCAMP (SSN 588) as Operations Officer and Navigator. In August 1977, Commander Haley became the Executive Officer of the USS THOMAS JEFFERSON (SSBN 618) (Blue). In November 1979, Commander Haley was relieved as Executive Officer to report as Commanding Officer, USS PLUNGER (SSN 595). Personal awards include the Meritorious Service Medal and Navy Achievement Medal.

Commander Haley is married to the former Margit Moller Pedersen of Copenhagen, Denmark. They have three children: Adrian, Katy, and Shannon.



