



DEPARTMENT OF THE NAVY  
USS HONOLULU (SSN-718)  
FLEET POST OFFICE  
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From: Commanding Officer, USS HONOLULU (SSN 718)  
To: Director of Naval History (Op-09BH), Washington Navy Yard,  
Wash, D.C. 20374

Subj: USS HONOLULU COMMAND HISTORY

Ref: (a) OPNAVINST 5750.12C

Encl: (1) Basic Historical Narrative  
(2) Ship's Pictures  
(3) Welcome Aboard Pamphlet  
(4) Midshipmen Welcome Aboard Pamphlets  
(5) Ship's Decal

1. In response to reference (a), enclosure (1) is submitted.  
Enclosures (2) through (5) are included as supporting documentation.

T. J. FLANAGAN

Copy to:  
CINCLANTFLT PAO (w/encls (1) thru (4))  
COMSUBPAC PAO (w/encls (1) thru (4))

## BASIC HISTORICAL NARRATIVE

The USS HONOLULU (SSN 718) began with the keel laying of the UNNAMED HULL 718 at Newport News Shipbuilding and Drydock Company on 10 November 1981. The ship's sponsor was Joan B. Clark. Two years later on 24 May 1983 Captain Robert M. Mitchell reported aboard as the Ship's Prospective Commanding Officer. It was not until August 1983 that the ship was named HONOLULU. She was launched on 24 September 1983.

HONOLULU's first watches were set on 25 January 1984 to support the transfer of operational control of engineering systems. During this year an increasing portion of the ship was turned over to the crew as each system was tested and verified operational.

The pace of construction continued to quicken during 1985. On 29 January 1985 the ship was placed "in service". On 3 February 1985 the reactor went critical for the first time and by 26 March 1985 all propulsion plant systems were under control of ship's force.

Starting on 10 April HONOLULU conducted fast cruise Alpha and Bravo Sea Trials. Admiral Kinnaird R. McKee, Director, Naval Nuclear Propulsion Program was onboard to observe Alpha Trials. No major discrepancies were noted and the ship returned to port on 23 April 1985. Charlie Sea Trials were completed on 23 May 1985. Significant problems were noted during Charlie Trials with the Torpedo Handling System that were not resolved until August 1985. The ship was delivered to the Navy on 14 June 1985.

USS HONOLULU (SSN 718) was commissioned on 6 July 1985 at Destroyer and Submarine Piers #23, Norfolk Naval Base, Virginia. The Honorable Judge William C. Clark, Former Secretary of the Interior was the principal speaker.

On 19 July 1985, Commander Thomas J. Flanagan relieved Captain Robert M. Mitchell as Commanding Officer, USS HONOLULU. Immediately after the change of command the ship returned to Newport News Shipbuilding for extended repairs on the Torpedo Handling System.

HONOLULU got underway on 26 August 1985 for her first extended at-sea period. The ship transited to Roosevelt Roads, Puerto Rico for Weapons System Accuracy Trials (WSAT). After a week at Roosevelt Roads, HONOLULU made a short trip to St. Croix, U.S. Virgin Islands to complete WSAT. Next the ship transited to the Tongue of the Ocean in the Andros Islands for acoustic trials and Phase III Sonar Certification, returning to Norfolk on 28 September 1985.

In early October, HONOLULU began a busy in port upkeep period that included a Harpoon Weapons Certification and an Operational Reactor Safeguards Examination (ORSE) workup. The ORSE was conducted on 22-23 October with an overall grade of Average

assigned. Tomahawk Missile Certification followed in early November with an overall grade of Excellent assigned.

HONOLULU got underway on 11 November for MK-48 Torpedo Certification. In transit, HONOLULU conducted emergency recovery trials to test the ship's specifically configured split stern planes design. After a brief port stop for weapons loading in Port Canaveral, Florida, torpedo firings on the Weapons Range at the Tongue of the Ocean were conducted. An overall grade of Excellent was assigned for this certification with the ship going "four for five".

After a well deserved Christmas holiday standown the ship participated in an Atlantic Fleet Submarine Exercise (LANTSUBASWEX 3-86) and a major fleet exercise (FLEETEX 1-86) during the first two months of 1986. On 10 March 1986, HONOLULU entered Post Shakedown Availability (PSA) at Newport News Shipbuilding and Drydock Company. After five months in PSA, HONOLULU completed PSA one day ahead of schedule and began preparations for an interfleet transfer. HONOLULU departed Norfolk on 25 August 1986 for Pearl Harbor, Hawaii, but before departing the Atlantic the ship took one more liberty call in Ft. Lauderdale, Florida. After a transit through the Panama Canal on 6 September 1986, HONOLULU headed south to the Equator for a Shellback Ceremony. One hundred and eleven Pollywogs were "initiated" into the Order of the Deep by King Neptune. After a grand celebration and a lot of cleaning the ship proceeded to San Diego for 3 days of well deserved liberty.

Departing San Diego the ship proceeded to Pearl Harbor and the welcome that awaited her. Arriving off Diamond Head on the morning of 21 September 1986, the HONOLULU toured the Waikiki waterfront less than one mile from the shore escorted by many small pleasure crafts. Upon entering Pearl Harbor the ship paused for a salute at the Arizona War Memorial, before receiving a warm "Welcome Home" ceremony at the Hotel Pier that included Hula dancers, an escort of outrigger canoes, and a speech by the City of Honolulu Mayor, Frank Fasi.

During the next three months HONOLULU completed a Nuclear Weapons Acceptance Inspection (Nwai); achieving seven grades of Outstanding and four grades of Excellent of the twelve graded areas. Supply Management Inspection (SMI) achieving a grade of Excellent overall, with second highest grade of all SUBPAC SSNs and the ship's second Operational Reactor Safeguards Examination (ORSE) scoring an Above Average overall. Beginning in 1987, the ship participated in a major fleet exercise, Prospective Commanding Officers Operations and conducted a highly successful Tactical Readiness Evaluation with an Above Average overall grade. HONOLULU then entered Pre-Overseas Movement (POM) upkeep in mid March in preparation for the ship's first major deployment scheduled for summer of 1987.

STATISTICAL DATA

	<u>1986 Totals</u>	<u>After Commissioning</u>
Days inport:	282	522
Days at Sea	78	175
Miles Steamed	26,195 NM	42,894 NM