

**Naval Vessel Historical Evaluation**  
FINAL DETERMINATION



This evaluation is unclassified

Name	Hull Number
SIOUX	T-ATF 171
Vessel Class	Previous Vessel Designation (if any)
ATF 166	N/A
Vessel Location	Current Status
NAVSEA Inactive Ship On Site Maintenance Office, Pearl Harbor, HI	Stricken, Final Disposition Pending

Initial Evaluation Date	Initial Finding
21 March 2023	Ineligible
Final Evaluation Date	Eligibility for Listing to the National Register of Historic Places
5 Jan 2024	Ineligible

**Vessel Snapshot**

<b>Lineage</b>	<p>Named after the Dakota Indians of North America, which occupy North and South Dakota.</p> <p>USS Sioux (YT-19), an iron-hulled tugboat built as P. H. Wise at Philadelphia in 1892</p> <p>USS Sioux (ID-1766), a cargo ship built in 1916 by the American Shipbuilding Co., Cleveland, Ohio</p>
----------------	--

	<p>USS Sioux (AT-75), a Navajo-class fleet tug in service from World War II through the Vietnam War</p> <p>USNS Sioux (T-ATF-171), a Powhatan-class fleet ocean tug placed in service in 1981 is the sixth POWHATAN-class ocean tug.</p>
<b>Displacement</b>	1387 ft.
<b>Length</b>	226 ft.
<b>Beam</b>	42 ft.
<b>Draft</b>	15 ft.
<b>Speed</b>	14.5 knots
<b>Propulsion</b>	2 x General Motors EMD 20-645F7B diesel engines, two shafts with hydraulic adjustable pitch props; Brunvoil bow thruster, 224 kW (300 hp)
<b>Armament</b>	None
<b>Laid Down</b>	22 March 1979
<b>Launched</b>	15 November 1980
<b>Built By</b>	Marinette Marine Corporation, Marinette, Wisconsin
<b>Sponsor</b>	None
<b>Delivered</b>	1 May 1981
<b>Commissioned</b>	None
<b>Inactivated</b>	30 September 2021

<b>Decommissioned</b>	
<b>Stricken</b>	30 September 2021

### Vessel History

<b>Deployment Summary</b>	<p>21 May 1984: Yokosuka Naval Base, Japan.</p> <p>13 July 1987: Sioux accompanied hospital ship USNS Mercy on a 4-and-a-half month training and humanitarian mission to provide health care services to underserved communities in the west Pacific. The ships made seven port calls in the Philippines as well as stops in Papua New Guinea and Fiji.</p> <p>May 1988: The ship was back in the Philippines in 1988. She exercised towing with USS Reeves in Subic Bay, Philippines in May. Sioux also delivered relief supplies to coastal villages that had been cut-off from aid by road and bridge failures in the wake of a series of typhoons.</p> <p>May 2004: Sioux towed ex-Decatur (DDG 31) from Port Hueneme, California to Pearl Harbor. The old destroyer was later sunk during a live fire exercise.</p> <p>2008: RIMPAC</p> <p>2010: RIMPAC</p> <p>10 July 2018: Sioux towed ex-Racine (LST 1191) out of Pearl Harbor to deep waters where the ship was sunk in a live-fire exercise. A week later she towed ex-McClusky from Pearl Harbor to an exercise area 55 miles north of Kauai, where this ship was also sunk.</p> <p>2020: Sioux towed ex-Durham (LKA 114) from Pearl Harbor to an offshore exercise area where she was sunk during a live-fire exercise.</p>
<b>Awards</b>	<p>Canadian Forces Unit Commendation in June 2015 Navy Meritorious Unit Commendation - Navy Battle "E" Ribbon (1) - National Defense Service Medal</p>
<b>Noteworthy Events</b>	<p>In November 1994, Sioux was dispatched to recover the wreck of an F-14 Tomcat which crashed while attempting to land on USS Abraham Lincoln about 50 miles from the coast of southern California.</p>

	<p>On 26 January 2007 there was a fatal crash of a MH-60S <i>Knighthawk</i>. Navy salvage teams, including Sioux and the Remotely Operated Vehicle Deep Drone 8000 recovered the remains of the helicopter's crew and remained on station to recover the helicopter's wreckage in order to assist in the investigation of the crash on 16 February.</p> <p>From 25 April through 30 May 2008 Sioux towed the decommissioned nuclear submarine Hyman G. Rickover (SSN-709) from the Panama Canal to Bremerton, Washington. Sioux and Hyman G. Rickover did stop in San Diego from 13-23 May.</p> <p>On 12 November 2009 people from Explosive Ordnance Disposal Group 1, Mobile Diving and Salvage Unit 1, and Naval Sea Systems Command embarked on Sioux conduct deep salvage removal operations utilizing the Deep Drone remotely operated vehicle to recover flight data recorders and document the crash site of a U.S. Coast Guard C-130 <i>Hercules</i> and a U.S. Marine Corps AH-1 <i>Super Cobra</i> collision.</p> <p>In 2014, Sioux came to the aid of the damaged Royal Canadian vessel HMCS PROTECTOR which had caught fire off Hawaii. After receiving aid from USS Michael Murphy and USS Chosin, Sioux arrived to take the vessel under tow. The tug brought the damaged ship into Pearl Harbor safely. For that mission, Sioux was awarded a Canadian Forces Unit Commendation in June 2015</p>
<b>DANFS* Entry</b>	

\**Dictionary of American Naval Fighting Ships*

### Criteria Evaluation<sup>1</sup>

<b>i. Was the vessel awarded an individual Presidential Unit Citation? (A Presidential Unit Citation is awarded to military units that have performed an extremely meritorious or heroic act, usually in the face of an armed enemy.)</b>	No
<b>ii. Did an individual act of heroism take place aboard the vessel such that an individual was subsequently awarded</b>	No

<sup>1</sup> Evaluation conducted using triggers established for naval vessels in *Program Comment for the Department of Navy for the Disposition of Historic Vessels*, issued by the Advisory Council for Historic Preservation on 15 March 2010.

<b>the Medal of Honor or the Navy Cross? (The Medal of Honor is awarded for valor in action against an enemy force. The Navy Cross is awarded for extraordinary heroism in action not justifying an award of the Medal of Honor.)</b>	
<b>iii. Was a President of the United States was assigned to the vessel during his or her naval service?</b>	No
<b>iv. Was the vessel the first to incorporate engineering, weapons systems, or other upgrades that represent a revolutionary change in naval design or warfighting capabilities?</b>	No
<b>v. Did some other historic or socially significant event occur on board the vessel?</b>	No
<b>Historic Evaluation Conclusion</b>	
<b>Assessment of integrity of (as appropriate) design, materials, workmanship, feeling and/or association (only for vessels determined to be eligible)</b>	No

<b>Sources</b>	<a href="https://www.navysite.de/atf/atf171.htm">https://www.navysite.de/atf/atf171.htm</a>
	<a href="http://www.navsource.org/archives/09/39/39171.htm">http://www.navsource.org/archives/09/39/39171.htm</a>
	<a href="https://www.nvr.navy.mil/SHIPDETAILS/SHIPSDETAIL_ATF_171_3212.HTML">https://www.nvr.navy.mil/SHIPDETAILS/SHIPSDETAIL_ATF_171_3212.HTML</a>
	<a href="https://www.tugboatinformation.com/tug.cfm?id=12498">https://www.tugboatinformation.com/tug.cfm?id=12498</a>
	<a href="https://www.history.navy.mil/content/history/nhhc/research/histories/ship-histories/danfs/s/sioux-iv--t-atf-172-.html">https://www.history.navy.mil/content/history/nhhc/research/histories/ship-histories/danfs/s/sioux-iv--t-atf-172-.html</a>

---

### Historic Preservation Stakeholder Comment

Historic preservation stakeholder comments received are considered when preparing final determinations. The initial determination for this vessel was made available for comment by historic preservation stakeholders for 60 days. During that time, the Navy received written zero (0) comments.

<b>Comments Received</b>	<b>Comment Disposition</b>