

**COMPANY:**

Military Sealift Command,  
USA

**YARD INFORMATION:**

A.G. Weser  
Bremen (Germany)

**DEMOLITION:**



Aker Philadelphia Shipyard 14/9/2011 © S. Wiedner

**BASIC DATA:**

Launched: May 1, 1973  
 Delivered to Sea-Land Services, Inc., Port Elizabeth, N.J.:  
 September 1, 1973  
 Purchased by the Navy: November 16, 1981  
 Conversion started: July 28, 1984  
 Delivered: March 31, 1986  
 Builder: A.G. Weser, Bremen, West Germany  
 Conversion yard: Avondale Shipyards, New Orleans, LA  
 Propulsion system: two Foster-Wheeler boilers, 875 psi  
 (61.6kg/cm<sup>2</sup>); 9500F (5100C) and two GE MST-19 steam  
 turbines; 120,000 hp (89.5 MW)  
 Propellers: two  
 Length: 946.2 feet (288.4 meters)  
 Beam: 105.6 feet (32.2 meters)  
 Draft: 36.4 feet (11.1 meters)

Displacement: approx. 55,355 tons full load  
 Speed: 33 knots  
 Aircraft: helicopter landing area only  
 Armament: none  
 Capacity: more than 700 Army vehicles (including tanks,  
 trucks, and helicopters)  
 Crew: 43 civilians, 12 military technicians (fully operational);  
 18 civilians (reduced operating status)  
 Homeport: Philadelphia, PA  
 (<http://navysite.de/akr/akr290.htm>)

**OWNER & FLAG HISTORY:**

**EX-NAMES:**

SEA-LAND MARKET	1973-81	Sea-Land Services, Inc., USA
POLLUX	1981-	Military Sealift Command, USA

#### **GENERAL VESSEL INFORMATION:**

The **POLLUX is the fourth ALGOL - class fast sealift ship** and the fourth ship in the Navy to bear the name. Ships in that class are the world's fastest cargo ships. Originally **built in the West Germany in 1973 as SEA-LAND MARKET** for Sea-Land Services, Inc., Port Elizabeth, N.J., the **ship was purchased by the Navy in 1981 and converted**. The cargo hold was redesigned into a series of decks connected by ramps so that vehicles can now be driven in and out of storage areas for rapid loading and unloading. Four cranes were installed - twin cranes amidships capable of lifting 35 long tons and twin cranes aft capable of lifting 50 long tons. POLLUX, the last ship in her class to finish conversion, was delivered to the Military Sealift Command in 1986.

Since then, the POLLUX was involved in several operations including Desert Shield/Desert Storm (1990/91), Restore Hope (1992) and Operation Enduring Freedom (2001 - ). On October 1, 2007, the POLLUX was transferred to the MARAD. On October 1, 2008, the ship was transferred to the Ready Reserve Force and lost her USNS designation. (<http://navysite.de/akr/akr290.htm>)

USNS Pollux (T-AK-290), later T-AKR-290, the fourth United States Navy ship of the name, is an Algol-class vehicle cargo ship that is currently maintained by the United States Maritime Administration as part of the Ready Reserve Force (RRF) as SS Pollux (T-AKR-290).

The ship was built as the high-speed commercial cargo ship SS Sea-Land Market by A.G. Weser in Bremen, West Germany, for Sea-Land Service, Inc. [1] Launched on 1 May 1973, she was delivered to Sea-Land on 1 September 1973. [2] Due to her high operating cost, she proved uneconomical for commercial use. Sea-Land sold her to the United States Navy on 16 November 1981. [3] The U.S. Navy classified the ship as a cargo ship (AK), assigned her to the Military Sealift Command for non-commissioned service, and renamed her USNS Pollux (T-AK-290). In September 1992, the Navy reclassified her as roll-on/roll-off vehicle cargo ship and redesignated her as T-AKR-290.

Pollux's conversion into a vehicle cargo ship began on 28 July 1984 at Avondale Shipyards in New Orleans, Louisiana. Her cargo hold was redesigned into a series of decks connected by ramps so vehicles can be driven into and out of the cargo hold for fast loading and unloading. She was also fitted with two sets of two cranes, one set located at amidships capable of lifting 35 tons (31,752 kg), and another set located aft capable of lifting 50 tons (45,360 kg). [1] When her conversion was complete, Avondale delivered her to the Military Sealift Command on 31 March 1986. [4]

When not active, Pollux was kept in a reduced operating status due to her high operating cost. If needed, she could be activated and ready to move in 96 hours. [5]

Pollux took part in the Persian Gulf War in 1990-1991. Along with the other seven Algol class vehicle cargo ships, she transported 14 percent of all cargo transported between the United States and Saudi Arabia during and after the war. [6]

On 1 October 2007, Pollux was transferred to the United States Maritime Administration. On 1 October 2008, she was transferred to the Ready Reserve Force, losing her "USNS" designation, and laid up at Philadelphia, Pennsylvania. [6][7] She can be reactivated in five days when needed. [2] If activated again, Pollux will report to the Military Sealift Command. [3]

([http://en.wikipedia.org/wiki/USNS\\_Pollux\\_\(T-AKR-290\)](http://en.wikipedia.org/wiki/USNS_Pollux_(T-AKR-290)))

Last update: 28/12/2013