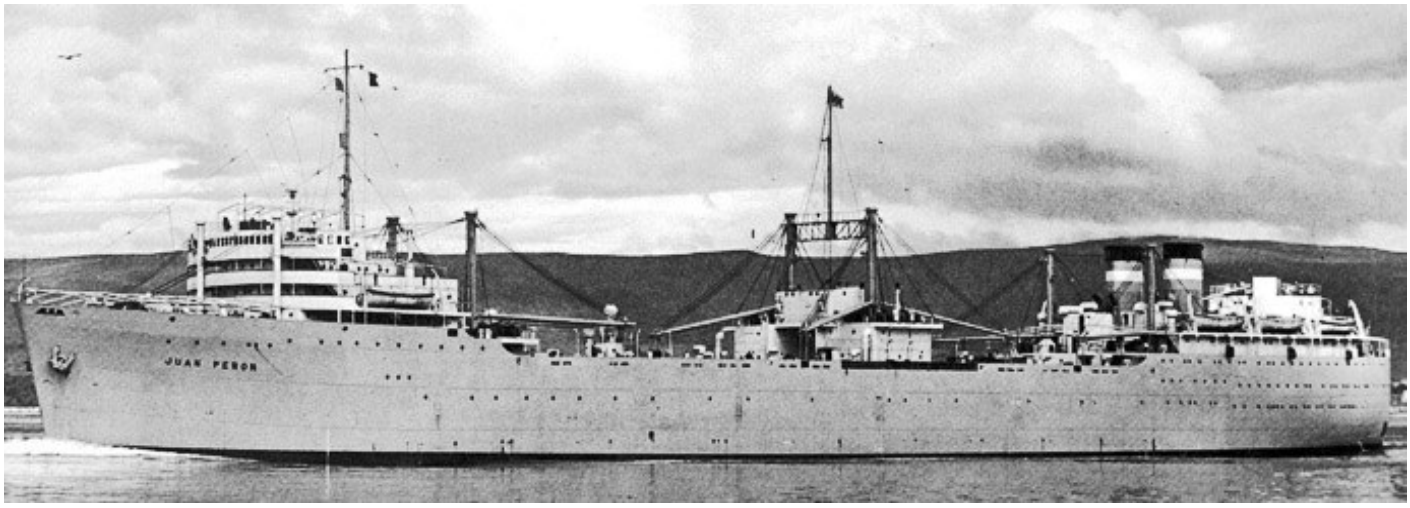
Juan Peron

IMO/off nr	5082601
Call Signal	LPKN
Flag	ARG
Ship type	Motorskip, hvalkokeri motor ship, whale factory ship.
Year Built	1951/10
Shipyard	Harland & Wolff Ltd, Belfast, Nord Irland.
Sno	1384
Cargo Handling	16 Kværner kjeler 4 trykk koker. Kjøtt, mel og lever olje anlegg. De Laval hvalolje separatorer.
Tonnage	26.660 tdw, 24.570 brt, 16.146 nrt.
Size	L: 664,0'-B: 80,3'-D: 59,9'.
Propulsion	2 dieselmotorer, Burmeister & Wain. Hver 4-takt/enkltv., 6-sylinder, syl. dim.: 740 x 1.500 mm. Samlet 3.500 BHK. Koblet til hver sin propellaksel. Bygget av Harland & Wolff Ltd, Belfast, Nord-Irland.
Boiler	6 dobbelendete dampkjeler (double ended boilers). Arbeidstrykk 200 psi.
Power	11,0 knop.
Class	Lloyd's +100A1 +LMC +Lloyd's RMC.
Vessel:	BAS903195101
Manager	Compañia Argentina de Pesca S. A., Buenos Aires, Argentina.
Owner	Compañia Argentina de Pesca S. A., Buenos Aires, Argentina.
Port	Buenos Aires
Year (y)	1951



History in Norwegian

1947 Kontrahert 22/11. 1950 Bygget som JUAN PERON av Harland & Wolff Ltd, Belfast, Nord-Irland for Compañia Argentina de Pesca S. A., Buenos Aires, Argentina. Sjøsatt 04/04. 1951 Ferdigstilt 15/10. Under byggingen brakk en gangvei 31/01 under vekta av arbeiderne som skulle i land da skiftet var slutt. 18 mann omkom og 39 ble skadd. Byggekostnad GBP 2.800.000. Ble aldri bruk som hvalkokeri grunnet den norske loven som forbød nordmenn å arbeide på utenlands registrerte kokerier. Hun ble isteden satt inn i tankfart. Ødela ei kai ved Port Arthur, Texas, USA i november mens hun lastet på jomfrututuren. Dette førte til vesentlige forsikrings krav. Ankom Buenos Aires, Argentina 06/12 her ble hun beslaglagt med en gang av den Argentinske regjering for å ha brutt valuta loven ved finansieringen av skipet. Lagt opp. 1952 Midlertidig overført i mai til Flota Mercante del Estado, Buenos Aires, Argentina. Fremdeles lagt opp. Solgt 07/11 til den Argentinske Regjering for 70.000.000 pesos. Den virkelige summen betalt til Compañia Argentina de Pesca S. A., Buenos Aires ble beregnet til 17.000.000 pesos etter fradrag. 1953 Yacimientos Petroliferos Fiscales, Buenos Aires, Argentina ble managers 15/05. 1955 Omdøpt til CRUZ DEL SUR etter fallet av Perons regjering. Compañia Argentina de Pesca S. A., Buenos Aires forsøkte å få kontroll over skipet igjen på basis at det tvungne salget i 1952 var ulovlig, men nytteløst. Skipet lagt opp. 1958 Den Argentinske Regjering tilbydde skipet for salg 14/08 til et internasjonalt tilbud. 1960 Et andre internasjonalt tilbud ble lag ut, men det var ingen som bød da budrunden ble åpnet 28/04. 1963 Et tredje internasjonalt tilbud ble lag ut, men hun forble opplagt ved Buenos Aires, Argentina. 1965 Et fjerde internasjonalt tilbud ble lag ut 20/04. Sytten bud kom inn, men ble ikke akseptert. Lagt opp ved Rosario, Argentina. Forsøkt solgt på auksjon 16/11 for 280.000.000 pesos, men ingen interesse. 1966 Et sjette forsøk ble gjort i september med å få solgt skipet på ‘no reserve, no conditions’ basis. Men ingen interesse. 1967 Lagt opp ved Zarate, Argentina i januar. Solgt på auksjon 10/05 for USD 810.000 to The Southern Cross Operating Co. Ltd (Fluor Corporation, Los Angeles, Ca, USA - Middle East Fluor S. A., Panama), Monrovia, Liberia. Tauet til Campana, Argentina hvor det ubrukte hvalfangst utstyret ble tatt ut ved verftet Talleres Matalurgicos Anglo-Argentinos S. A.. 1969 Ankom 03/11 til Yokohama, Japan for ombygging til boreskip. Skroget ble kutta både horisontalt og langsetter i forpart og akterpart. FORPARTEN: 1972 Forparten ombygget ved Mitsubishi Heavy Industries, Yokohama, Japan til et ikke selvgående boreskip for Southern Cross Co. Ltd, Monrovia, Liberia. Omdøpt til WESTERN OFFSHORE VII. 1988 Solgt til Universal Logistics Ltd (UNILOG), USA. Ombygget ved Hitachi Zosen, Singapore til en lager og bolig lekter. 1989 Omdøpt til 1SMAYA. Registrert i Belize. 2002 Drevet av Fluor Drilling Services Inc., Los AngelesCalifornia, USA under Belize flagg. 2008 Solgt i desember to PT Jawa Tirtamarin, Jakarta, Indonesia. 2012 Fremdel i drift. Videre skjebne ukjent. AKTER DELEN: 1975 Akter parten ble satt sammen med midt- og forparten av ESSO NEW YORK av Taiwan Shipbuilding Corporation, Keelung, Taiwan til et boreskip egne maskiner (11 knop) for Fluor Drilling Services, Houston, Texas, USA. Omdøpt til WESTERN OFFSHORE VIII. 1984 Solgt til Western Offshore Drilling and Exploration Co. (Fluor Drilling Services Inc., Houston), Panama. 1984 Solgt 06/09 til Frigg Shipping Ltd, Nassau, Bahamas (J. Lauritzen A/S), København, Danmark. Omdøpt til DAN DUCHESS. 1991 Solgt 22/03 til Kommandittselskapet Deepsea Drillships (Odfjell Drillships A/S, Bergen), Nassau. Omdøpt til DEEPSEA DUCHESS. 1997 Solgt 16/01 til Falcon Drilling Co. (R. and B. Falcon Corporation, Houston), Singapore. Omdøpt til FALCON DUCHESS. 2000 Solgt 27/11 til Frontier Drilling ASA, Bergen. Omdøpt til FRONTIER DUCHESS. Registrert i Nassau. 2010 Drevet fra juni av Noble Drilling (Noble Corporation, Baar, Sveits) mens Frontier Drilling ASA, Bergen fremdeles er eiere. Omdøpt til NOBLE DUCHESS 01/12. Registrert i Monrovia, Liberia. 2014 Solgt 01/08 til Paragon Offshore (Dynamic Drilling Holdco Pte. Ltd, Houston), Monrovia. Omdøpt til PARAGON MDS1. 2017 Solgt til Sustainable Line General, Dubai, United Arab Emirater. Omdøpt til NOBLE DUCHESS. Registrert i Lome, Togo for hogging. Rapportert hogget 18/09.

History

1947 Contracted 22/11. 1950 Built as Flk. JUAN PERON by Harland & Wolff Ltd., Belfast, Northern Ireland for Compañia Argentina de Pesca Sociedad Anónima, Buenos Aires, Argentina. Launched 04/04. 1951 Completed 15/10. A gangway connecting the ship to the shore collapsed 31/01 under the weight of a large number of workers leaving the ship at the end of a day's shift, throwing them into the water and on to a fender. Eighteen men were killed and a further 39 injured. Building cost GBP 2.800.000. Never employed as a factory ship as failed to secure an expedition crew because of the Norwegian 'whaling law" which prevented their nationals working on 'foreign' factory ships. Traded as a tanker. Damaged a berth at Port Arthur, Texas, USA in November while loading oil on her maiden voyage, leading to substantial insurance claims. Arrived at Buenos Aires, Argentina 06/12 and immediately seized by the Argentine Government on account of a violation of currency laws to finance the building of the vessel. Laid up. 1952 Temporarily transferred in May to Flota Mercante del Estado, Buenos Aires, remaining laid up. Sold 07/11 to the Argentine Government for 70.000.000 pesos. The actual amount paid to the Compañia Argentina de Pesca Sociedad Anónima, Buenos Aires, Argentina was estimated at 17.000.000 pesos after deductions. 1953 Yacimientos Petroliferos Fiscales, Buenos Aires, Argentina became managers 15/05. 1955 Renamed CRUZ DEL SUR after the fall of the Peron Government. Compañia Argentina de Pesca Sociedad Anónima, Buenos Aires, Argentina tried to regain control of the vessel on the basis that its forced sale in 1952 was illegal, but failed. Vessel laid up. 1958 Argentine Government offered the ship for sale 14/08 by international tender. 1960 A second international tender was offered. There were no buyers when the bids were opened 28/04. 1963 A third international tender also failed. Remained laid up at Buenos Aires, Argentina. 1965 A fourth international tender was offered 20/04. Seventeen bids were reported to havt been submitted but not accepted. Laid up at Rosario, Argentina. Offered at auction 26/11 with a reported reserve of 280,000,000 pesos. There were no interested parties. 1966 A sixth attempt was made in September to dispose of the vessel on a 'no reserve, no conditions' basis. There were no bids received. 1967 Laid up at Zarate, Argentina in January. Sold by auction 10/05 for USD 810.000 to The Southern Cross Operating Co., Ltd. (Fluor Corporation, Los Angeles - Middle East Fluor S. A., Panama), Monrovia, Liberia Towed to Campana, Argentina, where her unused whale processing plant was removed by the yard of Talleres Matalurgicos Anglo-Argentinos Sociedad Anónima. 1969 Arrived Yokohama, Japan 03/11 for conversion into two drilling units. The hull was cut both horizontally and longitudinally into forward and aft sections. 1970 The forward section was converted by Mitsubishi Heavy Industries, Yokohama, Japan to a non-propelled drilling barge for Southern Cross Co., Ltd., Monrovia, Liberia, renamed WESTERN OFFSHORE VII. 1988 Sold to Universal Logistics Ltd. (UNILOG), USA. Converted to a warehouse and accommodation barge by Hitachi Zosen, Singapore. 1989 Renamed 1SMAYA, same owner, registered in Belize. 2002 Operated by Fluor Drilling Services Inc., California, USA under the Belize flag. 2008 Sold in December to PT Jawa Tirtamarin, Jakarta, Indonesia. 2012 Still in service. Further fate unknown. THE AFT SECTION: 1975 The aft section was appended to the mid-body and fore-body of the ESSO NEW YORK by Taiwan Shipbuilding Corporation, Keelung, Taiwan, to a self-propelled drilling ship for Fluor Drilling Services, Houston, Texas, USA, renamed WESTERN OFFSHORE VIII. 1984 Sold to Western Offshore Drilling and Exploration Co. (Fluor Drilling Services Inc. Houston), Panama. 1984 Sold 06/09 to Frigg Shipping Ltd., Nassau, Bahamas (J. Lauritzen A/S), Copenhagen, Denmark, renamed DAN DUCHESS. 1991 Sold 22/03 to Kommanditselskapet Deepsea Drillships (Odfjell Drillships A/S, Bergen), Nassau, Bahamas, renamed DEEPSEA DUCHESS. 1997 Sold 16/01 to Falcon Drilling Co., Singapore (R. and B. Falcon Corporation, Houston), Singapore, renamed FALCON DUCHESS. 2000 Sold 27/11 to Frontier Drilling ASA, Bergen, renamed FRONTIER DUCHESS, registered in Nassau, Bahamas. 2010 Operated from June by Noble Drilling (Noble Corporation, Baar, Switzerland) with Frontier Drilling ASA, Bergen remaining owners, renamed NOBLE DUCHESS, 01/12, registered in Monrovia, Liberia. 2014 Sold 01/08 to Paragon Offshore (Dynamic Drilling Holdco Pte., Ltd., Houston, Texas, USA), Monrovia, Liberia, renamed PARAGON MDS1. 2017 Sold to Sustainable Line General, Dubai, United Arab Emirat, renamed NOBLE DUCHESS, registered in Lome, Togo for demolition. Reportet broken up 18/09.