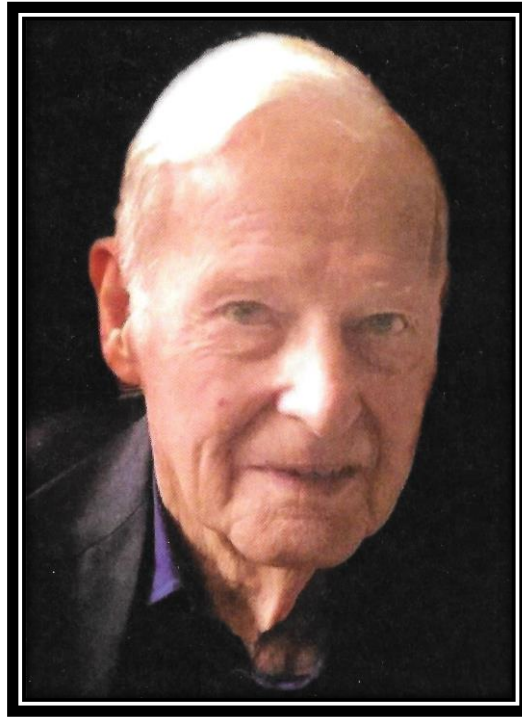


Captain John Buchanan Hammond
25th November 1929 – 6th August 2022

Member of the League

Roll No.155



John went to sea in July 1947, serving his cadetship with Paddy Hendersen's (Hendersen Line – British & Burmese S.N.Co Ltd), fleet trading from Glasgow/Liverpool to Red Sea ports and Rangoon and what was then Burma. Their ships were also chartered for voyages to West Africa and on occasions to Australasia.

He later served with Port Line trading to Australia and New Zealand and where he would meet his future wife. John was 3rd Mate on board **MV Port Macquarie** on the morning of 26th January 1953 under pilotage when she ran high and dry at the entrance to the River Mersey Liverpool but safely re-floated on the afternoon tide.

John moved to Australia in 1957 joining AUSN, and Chief Officer AUSN's **S.S. Caloundra** when it was transferred to BHP. He remained Chief Officer for the delivery voyage with the intention of leaving on completion, but then decided to stay with the new owners BHP, a a good career move. The **S.S. Caloundra**

was consequently renamed **S.S. Iron Warrior**. John sailed on a number of bulk carriers including **Iron Dampier**, **Iron Clipper**, **Iron Spencer (2)** and **Iron Endeavour**, which he stood by and sailed as Chief Officer as new build at Sunderland England in 1969.

John was promoted Master on 21st April 1969 of the 1944 Whyalla built **Iron Duke**. Later commands included the **Iron Banbury**, which he commanded on a voyage to Iran. His favourite was the geared bulk carrier **Iron Prince**, which stood by the building of in Japan in 1980.

He was chosen as one of the two initial Masters of **Iron Pacific**, and together with the delivery and alternate Master Captain Derek Bolas, attended with Harbour Pilots from Port Kembla & Newcastle, simulator trials at the Marin facility near Arnhem The Netherlands.

John undertook the first voyage from Australia, and also berthed the **Iron Pacific** at the Overseas Terminal at Circular Quay, as part of a BHP PR effort resulting in huge crowds turning up to look over the vessel.

John also relieved Captain Bolas when the **Iron Pacific** was caught in dry dock in Subic Bay, Philippines when Mount Pinatubo erupted, covering the vessel in ash. The vessel returned to Australia and became the largest vessel to transit the inner route of the Barrier Reef in June 1991. John remained with the Iron Pacific until retirement on 25th November 1991 following 45 years at sea and 30.5 with BHP. John was a member of the MSG/AMOU from 1957 to 2012, he was also a member and committee member of Master Mariners of Australia.

Beloved husband of Joan and much loved father of Jillian, Paul & Allison. Proud grandfather & great grandfather of 14.

Information supplied by Iain Steverson from Captain Paine & Interview John gave Iron Ships March 1992 on his retirement.