



AN EVENING OF SHIP VIDEOS IN NEW YORK AND SOUTHAMPTON

Tee Adams

Friday, November 18, 2011 - 6:00 PM

At the Community Church Assembly Room, 40 East 35th Street, Manhattan, NY

Our presenter, Tee Adams, has had a camera in his hands since he was four years old and continued his passion for photography through school and college, spending many hours in their respective dark rooms. Starting in 2007, he began taking a video camera along and as the gear's size came down, he went to a pro HD camera and now owns three. His day job focuses on school and college marketing, shooting images for folders and video productions for institutions across the country, and then making those images into the final product.

His interest in ships came about when the family took him out of school (4th grade) to sail aboard the QUEEN ELIZABETH 2's third eastbound on June 5, 1969. When it came to the bridge tour, Tee was one of the few passengers able to steer the vessel (with close officer supervision, he would like to add). Tonight he will first show a compilation video of QM2 sailing in and then out of Manhattan. While shot over the last several years, at different locations, he feels this provides a good view of the transit to the traditional Manhattan piers and what a job it is to get her docked, compared to the ease of backing her out. The inward shots were taken from the ship and a hill in Weehawken, New Jersey, and the outward from the ship, Stevens Institute in Hoboken and from Staten Island as the ship passes under the Verrazano-Narrows Bridge.

In the second part of the viewing, we will see Cunard, P&O and other cruise ships taken at Southampton while docked, from the Hythe Ferry and locations ashore along Southampton Water and possibly even an upper floor of Jury's Inn.

Our speaker comes to us from Devon, PA along Philadelphia's Main Line, and is a member of the group and longtime ship shooter along the Hudson.



AIDALUNA passing the Statue of Liberty.

(Tee Adams)

NEXT MEETINGS: Friday, December 9 – Holiday Party; Friday, January 27; Friday, February 24; Friday, March 30; Friday, April 27; Friday, May 18; Friday, June 29 (all programs TBD).

ADDRESS: PO Box 384, New York, NY 10185-0384 **E-MAIL:** wsspony@gmail.com **WEBSITE:** www.worldshipny.com

THE PORTHOLE, published by the Port of New York Branch, World Ship Society, welcomes original material for publication. Address to the editor, Bob Allen, at oceanvoyag@aol.com or via the PONY mailing address.

ARRIVALS AND DEPARTURES

SHIP	FROM	TO	VOYAGE	PASSENGER(S)
BRAEMAR	Montego Bay	Bridgetown	Caribbean Cruise	Tony Cooke
ARCADIA	Maderia	Bridgetown	Transatlantic	Tony Cooke
ADONIA	Civitavecchia	Southampton	Mediterranean Cruise	Tony Cooke
QUEEN ELIZABETH	Southampton	Southampton	Around Great Britain Cruise	Tony Cooke
QUEEN MARY 2	Southampton	Southampton	Around Great Britain Cruise	Tony Cooke
BALMORAL	Venice	Southampton	Mediterranean Cruise	Tony Cooke
AMERICAN GLORY	Portland, ME	Providence, RI	New England Coastal	Marge Dovman
SILHOUETTE	Bayonne, NJ	Bayonne, NJ	"Nowhere"	Ted Scull
SILHOUETTE	Bayonne, NJ	Bayonne, NJ	"Nowhere"	Robert Hoffman
EQUINOX	Ft. Lauderdale	Ft. Lauderdale	Eastern Caribbean Cruise	Robert Hoffman
NIEUW AMSTERDAM	Venice	Ft. Lauderdale	Transatlantic	Ron Brodie and John Kennedy
POESIA	New York	Quebec	Canada Fall Foliage	Carloh Krancke
CARNIVAL GLORY	New York	New York	New England / Canada	Charles & Catherine Crawford
EURODAM	Dover	New York	Transatlantic	Judy, Jerry and Stuart Gewirtzman
JAYAVARAM	Saigon, Vietnam	Siem Reap, Cambodia	Mekong Delta	Helen Rosenbaum

MEMBER PHOTO OF THE MONTH



Bill Donall photographed the QUEEN ELIZABETH's early morning arrival at her Manhattan pier.

YOUR DAILY PROGRAMME

SEAPORT MUSEUM NEW YORK, www.seany.org Contact via email reservations@seany.org or call 212-748-8786. Museum Harbor Tours: Schooner PIONEER Sail, Tugboat DECKER Mini-Cruises and Lunch Tours. Contact Seaport Museum New York for details on tour and event times, pricing and reservations.

VANCOUVER WSS & VANCOUVER MARITIME MUSEUM www.worldshipsocietyvan.ca for information or if you visit, contact Glenn Smith: 604-684-1240, email glenn.smith@worldshipsocietyvan.ca. **DECEMBER MEETING** will be held on **Wednesday December 14, 2011**: Members' night. Meetings are held at the Vancouver Maritime Museum at 1905 Ogden Avenue (Kitsilano Point).

NEW SOUTH WALES WSS: DECEMBER MEETING will be held on **Thursday December 15, 2011**. The program will be a Member's Slide Night and Christmas Party. Meetings are held at the Uniting Church Complex in Lord Street, Roseville at 8:00 PM. Contact the branch at PO Box 495, Grosvenor Place 2000, Sydney, New South Wales, Australia.

NEW YORK WATER TAXI, www.nywatertaxi.com or 866-989-2542 departing from both South Street Seaport Pier 17 and Pier 84 at West 44th Street. Contact via website or telephone for departure times and prices.

CIRCLE LINE DOWNTOWN, www.circlelinedowntown.com or 866-989-2542 offers harbor cruises on the ZEPHYR, departing from the South Street Seaport. Contact via website or telephone for departure times and prices.

NEW YORK WATERWAY, www.nywaterway.com or 800-533-3779 Contact via website or telephone for departure times and prices.

AN IMPORTANT AUCTION

On Thursday December 1 at 3:00 PM, the Swann Auction Galleries, located at 104 East 25th Street, New York, NY 10010, will hold an auction of Ocean Liner Memorabilia. Much of the memorabilia will be from famous disaster ships such as LUSITANIA, TITANIC and NORMANDIE. The preview exhibition will run Monday November 28 through Wednesday November 30. For preview hours and additional information, contact Swann Galleries at www.swanngalleries.com or 212-254-4710.

TIME TO RENEW!

The WSS PONY renewal notice is enclosed with this issue of The Porthole. Please complete and return it with your 2012 dues as soon as possible.

World Ship Society Transatlantic Crossing on m.s. ROTTERDAM

by Rob O'Brien

This past July, approximately 20 World Ship Society members of the NY branch took to the North Atlantic for a historic westbound crossing onboard Holland America Line's M.S. ROTTERDAM VI. Of course, this is the sixth ROTTERDAM to bear the name, having been inaugurated in 1997 to replace the beloved ROTTERDAM V of 1959. More specifically, this nearly 60,000-ton cruise ship was designed to modernize the fleet and thereby create a new flagship for the growing cruise market of the late 1990s. Despite being of middle age and with bigger, even newer ships in the line, she is still considered the flagship of the Seattle-based Holland America Line. On this particular crossing ROTTERDAM VI was in dual-mode celebration as the ship would retrace the course and itinerary that the former NIEUW AMSTERDAM took back in 1971. This year would mark the 40th Anniversary since the Holland America Line ended transatlantic service. By nearly the same token the cruise line was also recognizing the 140 anniversary of their existence in passenger ship operation.

Joining us on this festive crossing were the ever-pleasant author Bill Miller and the talented maritime artist Stephen Card. Together with seven days at sea and a stopover in Southampton, this would prove to be a momentous occasion.

Before trekking westbound, members had the option to stay onboard the ROTTERDAM V in the city of Rotterdam. Surely, this was a not-to-be-missed opportunity, as she happens to be among the very few vintage liners now enjoying retirement - in the port of Rotterdam - all in her original configuration of grey hull no less.

The circumstances surrounding how she managed to avoid the cutting torch are beyond the scope of this article. Nevertheless, there is no question that she looks every bit worthy of the nearly 350 million Euros spent to modernize and make her the hotel, museum and restaurant that is she today. The author preferred to stay two nights onboard to soak in the majesty of the preservation work, opting for the highest level of accommodation: an 'Executive Original Suite' on Sun Deck. It is a former officer accommodation that overlooked the bow, and is now a large amidships cabin complete with sitting room/couch, bedroom, bathroom and large closet space. While nearly all of the bulkheads onboard the ship have been replaced, original pieces of furniture like the dressers in the majority of the cabins, have been refinished in Italy and sent back to Rotterdam.

An early July 3rd morning arrival of the ROTTERDAM VI and the M.S. RYNDAM in the port, complete with fireboat salutes, kicked off the mood and celebration of the day. While access is still rather limited in the former 'Grand Dame of the Seas,' the folks of Cruise Hotel and the Steamship Rotterdam Foundation were most gracious, helpful and friendly. We proceeded on private tours of most every public room, including the normally off-limit places like the former La Fontaine and Odyssey Dining Rooms. There was time for a group photo on the bow, as well as a stop by the majestic Ritz Carlton. The cordial Klaas Krijnen, who has been instrumental in helping to preserve the ship for future generations, took the lead in our tour, ending with a very informative slide presentation in the former Sky Room on Bridge Deck.

By about noon it was time to bid farewell to the static ROTTERDAM, a preserved liner with a bright future, with limited public access aside. And much like her American/British counterpart in Long Beach, California, her horizon never changes. While she remains a prisoner to the port, this is outweighed by the fact that she is still with us, a testament perhaps to former ocean liners no longer with us. Our departure from the port was met with abundant sunshine and as we cast off lines at around 9 pm. The ship was serenaded by not just a Frank Sinatra sound-alike on the pier, but also hundreds of well-wishers at the Wilhelmina pier. The old terminal, former head offices of the Holland America Line (now a hotel), glistened in the sun. The 1901-built structure looked rather out of place in the myriad of man-made cliffs of glass and steel, much like Pier 57 does these days on the west side of the New York harbor.

If we thought that the hundreds at the pier were all we would expect to see along the way, we were happily mistaken. It seemed the whole city came to cheer us on all along the shoreline as we headed out to open sea. Along that same route a continuing, almost deafening blasts of the ship horns marked the crowds and sightseeing craft that we passed. It's probably her horns' best workout since her maiden voyage. The most memorable moment for the author was the whistle exchanges with ROTTERDAM V, dramatized moments later by a release hundreds of balloons off the fantail. As the hour before midnight approached, the sun began to dip below the horizon, and the last of the fireboat salutes was seen. The evening came to a climax and ultimate end with a fireworks display off the starboard side. By this time, new friendships had formed,

and old ones were renewed as the regiment of dinner arrangements commenced. The 1st day at sea was a slow trek to England, with the celebration of the Fourth of July in full swing. The ship was fully booked, 1,389 passengers among the crew and not surprising was the amount of Dutch onboard believed to number around 700 of them, and almost 500 Americans.

The heart of just about any cruise ship is the atrium and the three-deck atrium onboard ROTTERDAM VI is tastefully done. The 17th Century Flemish clock dominates the area, and its'14 faces give time from around the world, topped by a statue of Hercules. The interior spaces onboard most Holland America Line's ships are traditional, somewhat bold and usually appeal to the target client of the cruise line. For the ROTTERDAM VI in particular, when the sun goes down, the mood of the ship became further highlighted as the subdued lighting seems to enhance the artwork and colors that are dotted along the public rooms, and stairwells. At the pinnacle of the cruise liner is the observation lounge on Sky Deck, aptly named the Crow's Nest. The starboard side of this inviting space has been reserved for a special exhibition created specifically for the occasion. This includes several pieces of china, silver, a few models and various printed matter are nicely labeled spanning the 140 year history of service on the North Atlantic.

Main dining onboard takes place in La Fontaine dining room, appropriately named from the 1959 predecessor. In fact, a large model of that ship greets you as you enter the forward entrance on Deck 4, the Lower Promenade of the two-deck La Fontaine Restaurant, further honoring the namesake of the ship that now follows in her wake. The room further impresses with a descending staircase, and exterior views of the open sea.

Our intermediate stop was Southampton, and of course it was not as clear and sunny one would like, but the encounter with P&O's 69,000-ton ORIANA was certainly a welcome surprise as she entered the port ahead of us. I was invited by the enthusiastic ocean liner historian Dr. Nelson Arnstein and a few other shipmates to hop on a fast Red Funnel ferry to the Isle of Wight. We would meet up with UK-based ocean liner dealer Jonathan Quayle, who was kind enough to give a very interesting tour of a few hotels in the area. What makes these hotels very special places is what they house: original wood paneling from the venerable 1914-built RMS AQUITANIA. The war hero served in both World Wars and delivered her last passenger load in 1949; in February of the next year 2,875 fittings of the ship were auctioned off while she was docked in Southampton. The Parkbury Hotel in Sandown was the first stop, housing some of these very fittings. The first floor harbors wood paneling galore from the ship, but where exactly remains unknown. Some of it was said to come from near the Long Gallery (or Peacock Gallery) on A deck. Our next stop was the Grand Hotel, an art deco establishment that overlooks Sandown Bay, featuring wood paneling and pillars from the Jacobean Grill on D deck. It all had been preserved rather nicely these past 60 years since removed from the ship back in 1950. After basking in the glory that was the AQUITANIA- the last of the four stackers- we were treated to equally thrilling pieces of history. Jonathan has in his home a wonderful collection, including a large painting that came from the RMS OLYMPIC (sister ship of the ill-fated TITANIC) and one of the stair landings in between Saloon and Upper Decks. His back yard was a perfect setting for a deck bench that also came from the OLYMPIC of 1911. I, Dr. Arnstein and friends were also privileged to see several original photos of public spaces onboard RMS QUEEN MARY as well as a steward bell from the RMS MAURETANIA of 1907. With a memorable visit complete, it was back on the fast Red Funnel ferry to the ship, but not before I made a quick stop to the Southampton Maritime Museum. I then rejoined the ROTTERDAM VI, which cast her lines within the hour. ORIANA had already left her berth at the Ocean Terminal, and we were on our way to the North Atlantic by 6pm.

Wednesday July 6th was met with rough seas, (Beaufort Scale) Force 10 in fact, even touching Force 11 for less than a half hour. Motion sickness pills and motion sickness bags were seen about deck while some of us braved the motion of the 780 foot cruise liner as she rolled and pitched in the open seas. Captain Krombeen publicly addressed the passengers on several occasions updating the conditions and when we might clear our bouncy ride.

Bill Miller began a series of presentations for the duration of the voyage, commencing with the *Great Atlantic Liners* and ending with, very appropriately, the *Gateway To The World, The Port New York* the day before we arrived at our final destination. Bill always puts on a good show, and during the voyage this proved no exception. All of his hour long talks took place in the Showroom At Sea on Promenade Deck (with the balcony on Upper Promenade), and always to a packed, sometimes standing room audience. The seas did eventually calm down for the remainder of the voyage, and life's little enjoyments, particularly Bill Miller's talks continued to be very popular onboard. In fact on Day 5, July 7th, we were treated to the presentation about the history of Holland America Line.

Day 6 was a double header as Bill did the *Getting There Was Half the Fun* slide presentation in the morning, and Stephen Card presented his paintings in slide form in the afternoon. Mixed in those slides was some interesting history about Stephen's career as a Captain. I found the "Around the Ship Trivia" most interesting as it was essentially a scavenger hunt to locate and identify certain artwork and such all around the ship. Day 7 was chock full of good times, highlights including a wonderful slide show about the NORMANDIE by Bill Miller, which seemed to raise a serious amount of interest among the audience from those that had never heard of the ship. Later that day, Bill held a special screening of his popular "Mr. Ocean Liner" film in the Wajang Theater on Deck 4 near the Pinnacle Grill. The next day, Bill hosted a screening of a rare color video of NORMANDIE, to feed the interest that he had sparked with his presentation the day before. As Days 9 and 10 wore on and the clocks were being further aligned with New York time, the voyage was obviously coming to an end and some passengers were eager to see New York, possibly for the first time. Perhaps some were reliving a similar voyage on another ship – maybe on the NIEUW AMSTERDAM 40 years ago - when they witnessed the skyline that never fails to overwhelm on seeing for the first, second, or twentieth time.

At 5 am, dozens of people walked out on deck to experience that very New York arrival which was welcomed with some high clouds and a pleasant sunrise. We passed a Maersk container ship after sailing under the span of the Verrazano-Narrows

Bridge. Before making the turn to starboard and the approach towards the Statue of Liberty, the-1965 built JOHN F KENNEDY Staten Island Ferry crossed our bow and passed to the port side. Further enhancing our experience that morning was Bill Miller narrating from the bridge, pointing out important features / landmarks of the Harbor, and of course that skyline, with the Empire State Building standing tall and proud as New York City's highest point above the bustling metropolis.

The ship docked without incident of course, and after fond farewells the cruise blues set in as the historic voyage came to close and the routine of land-based life resumed.

It's known by many that the historic Holland America Line proudly proclaims their "Tradition of Excellence." With historic voyages like this now under her belt, ROTTERDAM VI is bound to become a legend like her great predecessor, whose name is shared by port they call home, Rotterdam.



ROTTERDAM V at Rotterdam.

(Rob O'Brien)



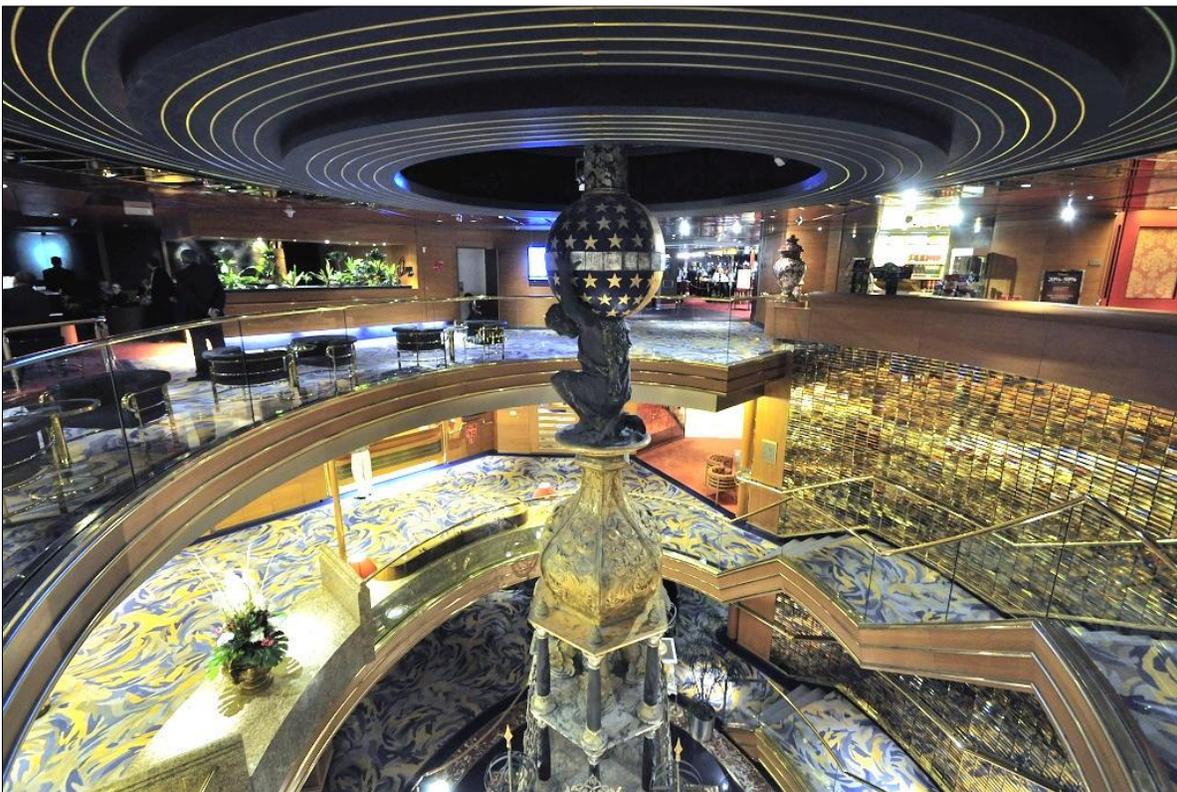
ROTTERDAM VI and RYNDAM at Rotterdam.

(Rob O'Brien)



Wood paneling from the Jacobean Grill Room on AQUITANIA (1914) now graces the Grand Hotel on the Isle of Wight near Southampton, England.

(Rob O'Brien)



The atrium on ROTTERDAM VI stands in sharp contrast to the interiors on the ROTTERDAM V or AQUITANIA. (Rob O'Brien)

SHIP NEWS

SHIP NEWS will return in the December or January issue.

SHIP'S LOG

Our meeting season opened on September 30th with that most timely (although unnautical) reminder - Ted Scull advised that he had been photographed for television as he got his flu shot. That settled, he introduced the evening's speaker, Dan McSweeney, the executive director, co-founder and board member of the SS UNITED STATES Conservancy. A notice of the meeting on the conservancy's web site brought a large number of conservancy members, bringing the count of attendees to 101.

The story of the UNITED STATES, her place in the country's merchant marine and the world of luxury liners, her unfortunate too-long layup and the various attempts to re-activate her - is well known to us all. In a PowerPoint presentation, Mr. McSweeney took us through it to show what the vessel once was and what he and the conservancy hope to make of her in the near future. He began with the pivotal role of William Francis Gibbs, the naval architect who designed her, pursuing his dream of constructing a 1000-foot-long ship to uphold the United States' pre-eminence at sea. He considers the UNITED STATES an amazing example of American shipping, and finds something "beautiful and iconic" about her. He gave the background of the conservancy and its aim, which is "to preserve the past in a forward-looking way." To that end, the education/museum and business functions have been separated, coordinated by Mr. McSweeney. Showing illustrations of the ship in her current condition, he declared, "We have to fix it." The exterior needs massive sandblasting and painting, and an interior is needed, to the tune of \$1 million. Our speaker broke this sum down into the various expenses, and answered some obvious questions. Where will the ship go? Philadelphia has been ruled out, in favor of New York (first choice) or Miami (runner-up). The project is estimated to cost between \$300 and \$500 million, and hopefully will be completed within three years.

The conservancy hopes to function as part of a public/private partnership, with diversified ideas to attract a varied audience. Mr. McSweeney outlined some of the ideas - historical, educational and commercial. He would like to add to the three chapters now existing, and he would like our help - with donations, memberships and letters to editors and legislators.

Ending this segment of the program, the speaker took questions and comments, most of which were helpful suggestions. And before continuing he made memorial mention of two active conservancy members who had recently left these earthly shores.

Part Two was a film, "SS UNITED STATES: Save Our Ship," with commentary by Walter Cronkite, Susan Gibbs, conservancy official Mark Perry and others. We saw life aboard in the vessel's heyday, some of her prominent passengers, the appearance of the ship then and now, the conservancy's July 2010 National Flagship Celebration, and several shots of her illuminated stacks.

Among the guests were a British couple, who had built their visit to New York around the ship and the meeting. The man, clad in a UNITED STATES T-shirt, became interested in the ship in 1960, when he was given a construction kit of her as a Christmas gift. The next day the pair were off to Philadelphia to see her in person.

The program ended with a trivia mini-quiz about the ship, which received instant answers from our knowledgeable audience.

Thanks to David Hume and Tom Rinaldi, who rescued the electronic equipment from a glitch attack.

To make a donation, you may either send a check to the SS UNITED STATES Conservancy, PO BOX 32115, Washington, DC 20007, or donate securely at ssusc.org. For donor levels or other information, call 888-488-7787. Mr. McSweeney welcomes your calls with ideas and comments; you may reach him at 202-486-1522.

Marje Dovman

SHIP OF THE MONTH



r.m.s. AQUITANIA

(Bob Allen collection)

The AQUITANIA was commissioned by the Cunard Line in 1910, three years after the introduction of their Blue Riband-winning LUSITANIA and MAURETANIA. She was conceived as the third ship of the series, designed to achieve a weekly express service between Liverpool (later Southampton), and New York. While the earlier pair were sister ships, with revolutionary turbine machinery capable of maintaining 25-knots, AQUITANIA was of a very different design. MAURETANIA was the largest ship in the world at her debut in 1907; AQUITANIA was 50 percent larger in gross tonnage, and 15 percent longer. AQUITANIA, while fast enough to maintain the three-ship weekly service, had a service speed two knots slower than the earlier ships. Her public lounges and dining areas were larger and more lavish as well, so that AQUITANIA had more in common with rival ships developed during the 1910's by the White Star Line (OLYMPIC, TITANIC and BRITANNIC) and the HAPAG Lloyd Line (IMPERATOR, VATERLAND and BISMARCK). Like the competition, she had spectacularly crafted period-style public lounges for First Class: a Georgian Main Lounge, a Carolean Smoking Room, an Adams Drawing Room, a Louis XVI Dining Room and a Jacobean Grill Room; it took little time for AQUITANIA to be nicknamed "The Ship Beautiful." True innovation appeared on her First Class Promenade Deck; the inboard portion was raised for better sea views, but more importantly to provide space for small windows at the step risers to light and ventilate interior staterooms. Her maiden voyage took place only 9 weeks before the onset of World War I, after which she was requisitioned by the British Admiralty for troop and hospital ship services. After the war, she received a thorough overhaul including conversion from coal to oil fuel, and returned to service in August 1920 as a virtually new ship. AQUITANIA would spend the 1920's and 1930's as part of the three-ship service that she was designed for; however LUSITANIA, lost during the war, was replaced by the repaired IMPERATOR, rebuilt as the BERENGARIA. During this period, AQUITANIA was an extremely popular transatlantic liner, and expanded her role to include part-time cruise ship when Atlantic traffic dipped during the Great Depression. To keep her competitive, Cunard invested in major renovations in 1926 and 1933. In the late 1930's AQUITANIA was retained in the combined Cunard-White Star fleet after the retirement of MAURETANIA and MAJESTIC, and served with the new QUEEN MARY and BERENGARIA after 1936. When the latter ship was retired in 1938, AQUITANIA continued opposite QUEEN MARY, but was due for replacement by the QUEEN ELIZABETH in 1940. The advent of World War II quickly changed those plans, however, as AQUITANIA entered war service again, becoming the only major liner to see service through both world wars. After cessation of hostilities, she carried war brides for two years followed by an austerity service between Southampton and Halifax for two more. By 1949, she was worn out and was not re-certified for further service. When sold for scrap in 1950, she was the last of the four-stackers and a relic of the era of great pre-World War I Edwardian liners. She had achieved an unmatched career combining heroism in two wars and unsurpassed beauty during the intervening decades.

Owner:	Cunard Steam-Ship Co, Liverpool, England	Dimensions:	901' X 97'
Builder:	John Brown & Co, Clydebank, Scotland	Gross Tonnage:	45,647
Route:	Liverpool (later Southampton) - New York	Maiden Voyage:	May 30, 1914
Service speed:	23 knots	Last Voyage:	November, 1949
Passengers:	618 First, 614 Second, 1,998 Third (1914) 610 First, 950 Second, 640 Tourist (1926)	Demise:	Scrapped at Faslane, Scotland, 1950

OFFICERS

Chairman: Carol Miles
 Vice Chairman: Marjorie Dowman
 Membership Sec'y: Tom Rinaldi
 Branch Sec'y: Roxanne Almond*
 Treasurer: Alan Borthwick

EXECUTIVE BOARD

Bob Allen
 Richard Faber
 Doug Friedlander*
 Stuart Gewirtzman
 David Hume*
 Paul Immerman
 George McDermott*
 J. Fred Rodriguez*
 Ted Scull*
 Dan Vaccaro

COMMITTEE HEADS

Program: Ted Scull*
 Finance: Alan Borthwick
 House: J. Fred Rodriguez*
 Membership: Tom Rinaldi
 Newsletter: Bob Allen
 Nomination/Recruit: George McDermott*
 Special Events: Dan Vaccaro

* = past chairman