

HANS KNOT INTERNATIONAL RADIO REPORT JULY 2010

Welcome everybody to the Hans Knot International Radio Report for the month of July. Like every issue we have all kind of memories from the past, mainly brought in by you the reader. Someone was very late responding this time and the monthly reader know what I mean. The Emperor Rosko was in deep sleep when the report arrived at his computer in his studio in California. I heard that he does not come out of his studio except for watching his tomatoes grow. Whatever, we have another winner this time, who reflected first on last issue of the report. A lady, who came with the question: 'How did you know Rosko slept in his studio in order to be first to reply?' It was signed by Cherry. Well she's the personal manager from the Emperor Rosko.

I was very surprised that she was the first and directly sent her an e mail: 'Hi Cherry, well his answers were written like it came from a dream place. Anyway it's a nice game Rosko and I'm playing now for some years. Of course the whole world turned as I wrote to him in the sixties and now he writes to me every time. Well he's no winner, you're the one this month. Do you think he will like this with his ego?'



CHERRY IN 2010

Last time we started with a new list, which has as subject 'former offshore people who have also an official license as Radio Amateur'. We asked the

readers to mention if they've also one. The first one reflecting to this subject was Paul Alexander Rusling:

'Hi Hans, I am also a licensed radio amateur, and I waited to be next in line for the call sign G4LBC, many, many years ago. I kept on paying every year and do still use the amateur bands, but not so often as I would like to. Phil Perkins of Radio City fame is also licensed - G3OUV is his call sign.'

Thanks Paul, must appreciated! Paul worked as a technician and presenter on Radio Caroline in the seventies and has worked for a load of other radio stations as technician and consultant. If you know another person from Offshore Days who is also a licensed Radio Amateur then please let me know at HKnot@home.nl

Another mail from England comes from Colin Dale: 'Hi Hans, I'm surprised to see you made no mention of the British General Election. 27 Candidates stood for the Monster Loony Party, including myself. The Monster Raving Party was started by David Sutch many years ago. I polled 856 votes standing against the speaker of the House of Commons, John Bercow. The leader of the party, Alan Hope, stood against David Cameron, our new Prime Minister. I thank God 'Brown the Clown' and his Labour Party have been kicked out. It was the party who stopped Pirate Radio in 1967. Harold Wilson and Tony Benn, two twonks... My vote 865 was the highest vote ever recorded by the Monster Raving Loony Party. It's just all good publicity for my radio station, Radio Sutch.'

Well Colin thanks for this update. By the way we did pay a bit attention to the elections due to the monthly comments from Ian Godfrey and also some months ago by mentioning you going to be a candidate. Congratulations with the highest points ever. It does remind me that I was visiting for my work, at the University, the town of Cambridge in the late eighties. In the late afternoon we also visited a pub, I think it was in Gwyder Street. There was all kind of promotion material on the walls for the Monster Raving Loony Party. The pub owner was very surprised that a Dutchman knew so much about a small radio station like Radio Sutch!

Well Colin thanks also for another photo of a radio t shirt. It can be found on the site of the radio station: www.colindaleradiosutch.com

Next one comes from Germany: 'Hallo Hans, This may become an interesting station - pirate from Ireland <http://www.atlanticradio.ie/>
At the moment they broadcast only with 4 Watts. Look at their face-book entry (antenna picture) and gallery of their website. From mid June on they want to broadcast with 1 KW in AM-stereo using a bandwidth of 15 kHz on 1251 kHz AM. They told me that there are no interferences from neighbouring stations so they can use this bandwidth. I've no idea how a regular AM receiver can receive AM stereo. Their Face-book site gives as location Barncastle on the west coast of Ireland. I wonder if it will reach Holland or the Continent. Cheers, Alec van Landsberg-Velen.

Thanks Alec and hope someone will receive Atlantic Radio and mention it to HKnot@home.nl

It was Freek Lemain who send me a news paper cut from March 6th 1968 from a local Amsterdam newspaper regarding the arrival of the MV Mi Amigo in the harbour of Amsterdam. Remarkable is that in this newspaper far much more was told than in any article in the papers in those days about the Caroline ships. Most of them showed a photograph of the towing mentioning that due to the fact bills were not paid the directors of the Wijsmuller Company had decided to tow the ships into harbour. After more than 42 years here are the fact written down by a 'special reporter' in: 'Het Vrije Volk' (The Free People).



**CREW IN MESSROOM MI AMIGO
PHOTO VRIJE VOLK**

At the Java harbour Quay the radio pirate ship Mi Amigo is moored. From this ship Radio Caroline South was on air until the night from Saturday on Sunday. As normal at 2 o'clock the transmitter went off the air before coming on air at 5 o'clock. However at 4.45 the towing vessel Titan from Wijsmuller Company came alongside the radio ship. The captain handed over a letter, from the company 'Offshore en Tender Suppletie Maatschappij', to his colleague on the Mi Amigo. The tenders from this Wijsmuller Company normally tendered the Mi Amigo once a week from either Flushing or IJmuiden harbour. In the letter was mentioned that the insurance company had decided that any delay of maintenance on both ship was forbidden. Last maintenance on the Caroline North ship was 18 month ago, when people from the insurance company did research on the vessel, when it was anchored off the coast near Isle of Man. The Mi Amigo got a insurance letter when the ship was in Zaandam harbour for maintenance, two years ago. It's therefore that both ships were towed away early Sunday morning. Listeners tried to tune into the station, however without success. It's not known when both ships will be out again and on the air. It depends on the costs of maintenance, as was mentioned by Mister P. Eissenloeffel. He's responsible - in name of the company - for contracting the runners for the radio ships. All crewmembers are Dutch people, six on the Mi Amigo and eight on the MV Fredericia. English people are not allowed to do this work.'

Well Freek thank you for sharing this with us. All memories you want to share please send to HKnot@home.nl

Nickname time again and this time we go up in the far north seeing the MV Comet from Radio Scotland. In one of the programs I listened to lately a nickname occurred for director Tommy Shields, who had his regular program 'Fire Side' on '242'. He had as nickname 'the man in the hot seat'.

Martin has more news on our Radio Day:

This year's Radio Day in Amsterdam on Saturday 13th November will have many treats for offshore radio enthusiasts. Think of the Radio 390 reunion, the Tom Edwards interview and the Radio Mi Amigo round table. One of our highlights will be an "RNI is 40" reunion. We can now reveal that we are expecting the following guests: Jan Hartevelde, Hans ten Hooge (Hogendorrn), Robb Eden, Peter Ford, Graham Gill, Arnold Layne (Roger Scott), Peter Chicago, Peter Jager, Nico Steenbergen, Leo van der Goot and

Bob Noakes. And with Andy Archer, Robin Banks, A.J. Beirens, Edwin Bollier, Victor Pelli and several others we have more interesting names on our ("hope to be there") guest list... So watch out for more exiting news during the next few months and visit our Radio Day website on a regular basis:

<http://www.radioday.nl>



10th RADIO DAY ERKRATH

On Saturday 11th September 2010, our German friends organise the annual meeting for radio makers and listeners for the 10th time in the rooms of the observatory Sternwarte Neanderhöhe , Sternwartenweg , D-40699 Erkrath. The event is scheduled from 14.00 to 20.00 hours EST, entrance is from 12.00 o'clock EST. They expect the following contributions: Patrick Lynen, Media Consultant, Author "Das wundervolle Radiobuch", hr, RTL, SWF3, N-Joy, RTI, BNL and many more. Jens Hofstad, Radio Joystick, 25 years , the party! Also Michael Böckmann, with REAL FM, the video. Also spotlight on Radio Marabu on the isle Teneriffe. Jan Sundermann will give a DRM demonstration. Finally Freddy Schorsch will give a visual walk around on the MV Ross Revenge.

How to come to the location: From Düsseldorf railway station one can get there by train S 8, direction Wuppertal/Hagen. You leave at stop Hochdahl-Millrath and walk the road in direction of the train to small way, on the right hand named Hausmannsweg. After a few hundred meters you see the observatory. By car you leave Autobahn A 46 at exit Haan West to Erkrath.

In the town the way is marked 'Observatorium'. Preliminary registration or requests please to: Jan Sundermann, Millrather Weg 74, 40699 Erkrath, Germany. e-mail: radiotag@fastmail.fm

Internet tip from a reader in Belgium who listened a lot in the eighties to the Irish Pirates. Here a site filled with nostalgic information:
<http://www.irishpirates.com/>

From Germany the next internet tip: 'Maybe you're interested:
<http://centova2.cpcustomer.com/start/atlantic/>
<http://174.37.194.139:8172/listen.pls> a reminiscence to Atlantic 252 LW
It seems that internet radio is getting more and more important. To me radio belongs on the airwaves but obviously I'm a hopeless romantic. No more dx-ing a pity. A. v. Landsberg-Velen

Hi! This website was mentioned in the latest Radio Hauraki Insider.
<http://www.thepirateyears.co.nz/history.html>
Till I hear from you. Regards, David Miller from Dunedin in New Zealand.

Thanks guys for the internet tips. Before we go over to the next bunch of e-mails and letters let's go to a couple of interviews I did in the past with crewmembers of the Caroline ships in the sixties.

THE RUNNERS FROM THE NETHERLANDS

Through the past five decades a lot has been written about the deejays on the offshore radio stations, lesser about the technical side of the organisations and almost nothing about the crewmembers on the radio ships, which were anchored in international waters of Western Europe. We often heard that the crewmembers lived their own live on the radio ships but was that true? In the early nineties I was in contact with a few of the many runners, hired from Wijsmuller Company in Baarn, Holland. This interview was earlier published in Freewave Media Magazine as well in Offshore Echos. The three persons interviewed were: Teun Pronk (TP) and the captain's Abraham Hengeveld (AH) and Wietse Plantinga (WP).

HK: On which radio ships did you work and during what period?

TP: I worked on three different radioships in the mid-sixties. Firstly the Caroline ship, the bigger one, better known as the MV Fredericia. I was there from the very start when the ship entered Greenore harbour. The ship came from Kolding in Denmark, where it was used as a ferry between Sweden and Denmark.

HK: What were the first activities done on the ship?

TP: We were informed that the ship would enter the harbour, and that it would be rebuilt for its new purpose. The first thing we did was paint out with black paint the name of the ship and so 'Kolding' was removed. It was then that one of the letters from the ship's name 'Fredericia' was dropped. Of course when you were standing next to the aftside of the ship you could still read the name.



LETTER MISSING

HK: What do you remember from the period the ship was rebuilt in Greenore?

TP: Honestly not too much. Don't forget it all happened way back in 1964. I've worked 40 years as a runner on several ships and a lot has happened during those years. I was on the payroll at Wijismuller, as most of the crewmembers on the Fredericia were. If you're a runner you have to bring a ship from one point to another, after arriving at the harbour you get a

telegram or phone call which tells you which ship you've to go next. Most crew members on the offshore ships in the Sixties worked as runners and were there for shorter periods.

HK: There have often been stories written, about problems between the Atlanta radio staff and those from the Caroline ship, when both ships were in Greenore, with equipment stolen from the competitor's vessels. What happened exactly?

TP: Nonsense, nothing at all. We as crewmembers didn't notice anything. There were a few Swedish technicians on the ships to look after the transmitters and studios. The radio people, who presented the programmes, were not there at all and only arrived at the last moment before leaving Greenore. They were flown into Ireland and brought to the ship. Directly afterwards, the Fredericia sailed into international waters, broadcasting as she went. From the very first day at sea test transmissions were made by Simon Dee.

HK: That's very interesting, for up till now it has always been thought that Good Friday 1964 was the very first day of test programmes.



FIRST TENDER

TP: Probably no one heard the first programmes, as no attention had been made by the newspapers. Simon Dee, who came from Canada, was the very first radio man I saw on the ship and also Chris Moore, who joined us at the

same time. Captain Bakker from Holland was responsible for the ship and had orders to anchor the vessel off the Harwich coast. Later he was replaced by Captain MacKay, who came from Scotland. Baker was also paid by Wijsmuller Company and MacKay directly by the Irish owner O'Rahilly.

HK: How was life on the radioship and what was the reaction when the station switched on for the very first time. I think this must have been a terrific moment.

TP: The atmosphere was very good. The test transmission announcement was linked by non stop music tapes, which were brought aboard from London, where they were recorded. As I said already, Simon Dee was on the ship, but to me he was not a likable person. I don't recall anything at the moment about Chris Moore, the second announcer on the ship in those days.

HK: Where there any problems during the trip from Greenore to Harwich?



OFFSHORE 1

TP: None at all, only when we arrived at the anchorage off Harwich. The captain had to go ashore for instructions, telling him where to go next, as I said; he was then replaced by the Scotsman. But when we arrived we were of course illegally transmitting radio programmes and we couldn't go into national waters with the Fredericia to take the captain. So during the night we took the wooden rowing boat and with the help of a little motor attached to it, we took Captain Bakker to the beach on Clacton-on-Sea. From there he had to work out for himself how to get this next destination.

HK: What happened afterwards?

TP: I went for a short holiday and not too long after than in June 1964 returned to the Fredericia. A few days afterwards the Irish owner came aboard with an Australian to tell the crew that Radio Caroline had merged and that we would be responsible for taking the big ship around the coast to a position off the Isle of Man. During this journey Captain Abraham Hengeveld was responsible. I remember that the station was on the air during this beautiful trip and that the Captain made regular appearances in the programmes, telling the listeners about the journey.

Talking about Captain Hengeveld, I spoke to him too:

HK: I heard your name mentioned during the trip to the Isle of Man as well as that you were heard several times on the air on Caroline North. This all in a period of a few weeks time and then we never heard from you again on that station.

AH: I was captain on that ship for about six weeks. This started after it was decided that the Fredericia should be repositioned from the East to the West for it was better for the Caroline organisation to transmit from both sides of Great Britain. The crewmen from those days were partly paid by Wijsmuller and partly direct by the Caroline boss. The fact that the crewmembers were paid by two different organisations brought problems. My task was to smooth away the disagreements and I had to work to a point where the crew members would only consist of people working for Wijsmuller, so 100% Dutch. Also the Captain's papers and administration was not done in the proper way by my predecessor.



OFFSHORE 2

HK: The station stayed on the air during the trip from the East to the West coast.

AH: After talks with the owners it was decided that during the trip to the west coast we should sail close as possible along the coastline and that the station should stay on the air until the ship was anchored on her new position off the Isle of Man. Normally the station was off the air during a part of the evening and the night. From Harwich we went across the Thames Estuary and the straits of Dover and after we had sailed along the south coast we steamed right up to the Irish Sea. We had chosen the longest trip so we could be near as possible to the shoreline. From the shore the people could see the ship passing them and of course our 61 meters high mast was a real fascination for them. When car owners on the shore were watching us and heard our special announcements we asked them to flash with their lights, which happened very often. It was clear to us that we had got a brand new audience.

HK: So you can say that this was the very first flashing programme in the history on Offshore Radio?

AH: Of course, at a later stage, deejay Johnnie Walker regularly did the flashing during his programmes. Many years later I heard it also on the Dutch service on RNI. I remember it as a very fine experience. Even the people at the lighthouses were switching with their lights, while we were passing them.



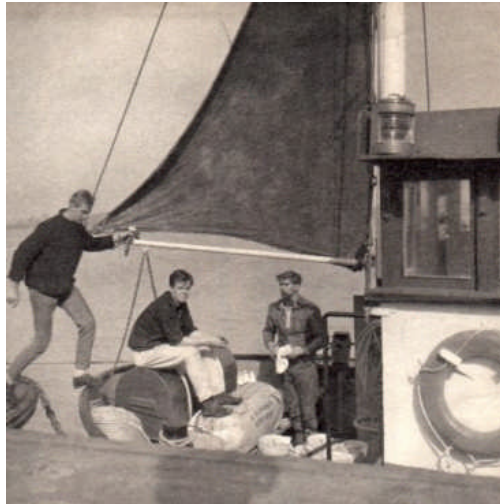
TENDER ALONGSIDE

HK: One of the crewmembers told me that he didn't recall any unhappiness aboard the ship.

AH: I was a freelance captain which is so to say that I was hired from the Wijsmuller Company to several ship owners and that I always had the command on a ship which had to be brought from one point to another. The task I had on the Fredericia was to talk with all the crew members and for those who were hired by the Caroline organisation to persuade them to go to work for Wijsmuller too. I have worked on many ships of several sizes and didn't fear the task at the Fredericia at all. Also I got the order to bring a more normal life on the ship.

HK: Was there munity?

AH: You can't talk about munity, but the crew was very dissatisfied and I thought they were right in being so. They were on the ship for more than two months and when I came aboard it appeared to me that nothing was organised for amusing them during the many hours they were off duty. When they'd finally all signed a contract with Wijsmuller they got off the ship after a six week period. Also money was available for me to buy all kinds of games, money for subscriptions on newspapers and magazines etc. Of course a crew on a radio ship has far more free time than on a normal ship.



ON THE WAY TO THE RADIOSHIPS

HK: Who was responsible for the Fredericia before it was brought to the West?

AH: It was a Scotsman named Mac Kay, who was hired by the Irish owners. Like every captain he was responsible for administration and to write his logbook daily on all the activities on the ship. He however did it on his own way which wasn't really the correct way; no one else could understand anything in the log. It was a load of rubbish. There was also no list of payments to the crew and the provisions list was not complete.

Let's go back for a moment to my talks with runner Teun Pronk.

HK: Do you remember anything about the trip to the West?

TP: I remember that Tom Lodge arrived on the ship along with a few others. Part of the shows during the sailing to the West was presented by our captain. After we arrived at our new anchor position we were first tendered with little yachts. The first thing which was brought aboard were some sacks of potatoes, I still have the photographs. After a few days a little coaster from Douglas, which was hired by the Wijsmuller Company, started tendering the ship with fresh water, food, oil and other things men need on a ship.



TENDER ALONGSIDE MI AMIGO

HK: Did the Offshore I and 2 show up in the Irish Sea?

TP: Of course they went there, but at a later stage. Once I made a trip to the Fredericia with the Offshore I. We left from IJmuiden in the Netherlands with captain Bunninga in charge. He had previously worked for the Shell company and was at first Captain on the Offshore I before going on the Fredericia and then on the Radio London ship, the MV Galaxy. He was a man of the world, a very nice guy. Well we left from IJmuiden with Bunninga, Willem Spaan and some other guys. It's like yesterday that I remember this trip. The pilot boat entered IJmuiden harbour due to very bad weather and we left the harbour at the same moment. The trip to the Isle of Man took much longer than normal. We left around twelve in the afternoon and the next day we sheltered off the south coast off England. We anchored in a little bay to get some rest and to see some people. After we had a proper meal we left again for our destination and only at the third day arrived at the new anchorage near the Isle of Man. The Offshore I was completely filled with provisions and as it was a former fishing vessel it had a very big hold.

Let's go back to Captain Abraham Hengeveld:

HK: Captain Hengeveld, how was the arrival on the Isle of Man?

AH: After we dropped anchor, the senior deejay asked me to make another speech on the radio and I said something like: "This is Captain Hengeveld from the Fredericia, the Caroline ship. Good afternoon to you all." After that I told to the listeners that we didn't come to bring them unrest but to entertain them with relaxing musical radio programmes. From the reactions,

we received from the coastal areas, we knew immediately that people were glad that we were there. The very first day, two men in a rowing boat came to see us and brought bunches of heather on board, which was a nice and friendly idea. The fishermen came regularly alongside to bring us fish and ask us to play requests.



CAPTAIN BUNNINGA

HK: Overall, how were those first six weeks on a radioship?

AH: I've sailed almost all the seas of the world as a freelance Captain and before that I was a pilot on a ship as well as a harbour master in Indonesia. But as I recall the trip with the Fredericia was one of the finest experiences during my career.

HK: One of the Captains on the Offshore I and II during the sixties was Captain Wietse Plantinga. I asked him how the tendering to the radioships was organised.

WP: It was done from several harbours; mostly we used Harwich and IJmuiden as our bases. Officially we had papers that stated we were going to Panamanian territory, as the radioships were mostly registered under that country's flag. At a later stage Honduras came in too as the Olga Patricia was registered there. Mostly the tender crew consisted of five men. I was responsible for the little ship, the Offshore 2, which became the Eurotrip during the Seventies. Ted Ouwerkerk, Peter Hamers en Jos Gommers were three of the crewmen who regularly went to sea with me.

From IJmuiden we took provisions, fuel and water and from Harwich mail, programme tapes and technical equipment when it was needed. Our shipping agent in Harwich phoned the deejays and technical staff telling when we would arrive at the old Parkstone Quay in Harwich, so they could be there in time to be taken to the radio ships. We tendered several of the ships off the British coast. At a later stage, after the MOA came in, we also used Dutch and Irish harbours for tendering the Caroline ships.



OFFSHORE 1 ALONGSIDE MI AMIGO

HK: How did you get your job at the Offshore Suppletie Maatschappij, which was a part of the Wijsmuller Company in Baarn?

WP: I'd been on the Atlantic-shipping route for many years as a deckmate first and through the years I worked my way up through all the jobs until I became Captain. As more and more jobs were dropped due to the fact that more and more companies used air transport, I thought I'd look for some more restful work and get a job at Wijsmuller.

HK: One thing which interests me is how the deejays acted on the tenders?

WP: The atmosphere was always very good but on the Offshore 2, as this ship was a little one, they very often became seasick, especially when they had been on the Offshore I a few times. This was much bigger and had a large cabin. On the Offshore 2 there was much less space so they had to

stand or sit on deck. Such a trip from Harwich usually lasted around two hours and during bad weather this brought a lot of green faces.



TENDER ARRIVED

HK: Back to Teun Pronk. How were the contacts with the people on the Isle of Man?

TP: 100% very good. After we had been on the ship for a six week period, we first went down to Ramsey to stay at a hotel during the night. Under the hotel was a very nice pub where we were invited every time by our listeners. They knew exactly when we would come in. On the station a lot of commercials were played in favour of the Isle of Man. Talking about commercials I can say that I was the very first voice to be heard in a commercial on Radio Caroline. One day Simon Dee asked me if I could read live on air a message for an Egg Company. I didn't have problems with it and asked a favour to Simon to play a record for my wife in exchange. This was repeated several times during the following weeks. It was a so called one-liner commercial which went something like: "Go to work on an egg, go to work on a lion egg."

HK: Much has been said about the registration of the radio ships. Let's hear your side of the story concerning the Fredericia.



ALMOST THERE

TP: During the trip to Greenore the ship was still registered in Denmark. Immediately after arriving at the harbour, this registration was dropped in favour of another country. We were not told where, every time we asked this to the Captain we didn't get an answer. I never saw an official flag during my stay on the ship. It was rumoured that the ship was registered in Panama.

HK: After you had been on the ship for a third period you left for another radioship.

TP: I went for one period to the *Mi Amigo* off the Harwich coast, where there was very fine enthusiastic crew and staff. I remember more of the radio staff. Tony Blackburn was working there. I knew him very well and he was a very nice chap, who was always joking with the crew. A few years ago I suddenly saw him back on Sky Television; he was older but still had the same character, what a difference from Simon Dee.

HK: After the time on the *Mi Amigo* you also went to the *MV Galaxy* from Radio London.

TP: Yes, that was a former American minesweeper, which had served in the American Navy. I was only there for three days and after that I never saw the ship back again and I must truthfully say that I never listened to Radio London at all.

HK: How were the wages in those days?

TP: No problem at all. We were paid every Friday on the radio ship and on the day we left for a shore break. At all time we were paid regularly and everything was arranged properly.

HK: Are there any special events from those days that you recall?

TP: The one thing I recall is that during the trip to Greenore and at a later stage at the West Coast a film crew was aboard the ship shooting a documentary on the station. It was shown on British Television although I've never seen it. (Since then Teun has seen the film from my video archive). I've still got some photos of the film crew. They did some interviews on the deck as well in the large messroom, which had lovely pin-up posters on the walls.



FILM CREW

HK: Where there a lot of visitors who came to the ship?

TP: The fishermen came on the ship on a regular basis and during the weekends listeners came out in little boats to bring nice gifts and ask for request and dedications. A lot of artists were taken to the ship for promotional purposes. I remember people like Sandie Shaw, Sarah Vaughn,

Freddie and the Dreamers and more, who all came out to the Fredericia. All fine memories and I regret that I was there just for three periods.

Photos with this article:

Robbie Dale

Martin Kayne

David Kendrid

Hans Knot Archive

Teun Pronk

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Time for the monthly letter from Ian Godfrey: ' Hi Hans, many thanks for the June Report. I had almost finished this email early this morning but suddenly I managed to flick the control key and deleted everything. I tried about half-a-dozen times over the next few hours and rang a particular Helpline but unfortunately retrieval was impossible! I'm sure I heard the RNI broadcast, you uploaded, first time round, as I distinctly remember Carl Mitchell apologising, on behalf of the station, for any interference caused on 186m.

Also being interested in vintage buses the image of the one used for the Caroline/RNI 1970 Election campaign also got the adrenaline flowing! At various times over the past 20 years I've tried to get more information about the vehicle, such as former owner and registration number; the photographs I've seen have either been broadside or the registration number has been obscured. It seems pretty clear that this was the only bus used but I'd be interested in information on any others used. A lot of coverage was given to the subject of 'other interests,' particularly transport, about 18 months ago and I feel there's a fair chance that someone may be able to shed some light.' So who knows more about the buss used by Caroline in 1970 please inform me at HKnot@home.nl

Ian went on with: 'Thanks also to Alan from Manchester in last report for the information about MMR and Radio Popular. I found Popular several months ago when scanning through the radio listing. My impression was that the name was neither very imaginative or indicated any offshore connection so I decided to give it a miss but noting that there is a daily archive hour I

felt I had to give it a try and, apart from a couple of tapes of pretty dubious quality, I have been very impressed with what I've heard so far and have heard a couple of the other shows. When looking through their website I was interested to read that the station had quite a colourful past and was quite prolific in the '80s! After a false start, when all I could find were two other stations called More Music Radio, both of them playing two or three records followed by an announcement, one in French and the other in English, and being convinced that either was remotely what I was looking for I felt I'd run out of options, until I found Alan's website and clicked on the 'MMR' link and emailed the station, who replied, with the URL, within 24 hours (on a Sunday which I was quite impressed with.) Yesterday's archive segment began with an hour of Joost ten Draaijer from about April 1968, followed by a complete Mike Ahern show from 14th April, 1967 which, apart from several records I'd never heard, gave the previous day's local election results a lot of coverage, particularly as the Conservatives made some spectacular gains throughout the country, including a complete drubbing of Labour in the GLC and a 22% swing in Islington, so significantly better than seven weeks ago.

When looking through the 'Internet' feature in the last issue of 'Radio Review' I made note of a station called Baars Classic Rock, a venture by Kees Baars, ex-Arrow. It seems fairly likely that their playlist could be similar to Arrow's was before the changes of November, 2007, when, apart from staggering their programmes to comply with the simulcasting regulation (more information on this would be welcome as I've forgotten the details,) it seemed pretty clear that, although a station essentially aimed at Holland, they'd decided to drastically limit the amount of music from bands such as Super Sister, Kayak and Earth & Fire! I'm definitely on the same wavelength as Alan regarding Veronica 192.

Possibly the most significant event for me this month was on 17th, when I found a voicemail message from a friend in north London, saying that he'd discovered Arrow back on 828 which, until reading a fairly comprehensive account on Radio Nederland's 'media pages,' sounded like a leftover from April Fools Day! I still couldn't fully understand why 828 was part of the 'relaunch,' as I can't see any commercial advantage of putting rock music on 828, especially with it is diabolical reception after dark. A couple of days later I seemed to have found an answer, on reading another article about

828 increasing their license application possibilities, which seems to make sense but still sounds a bit curious. Very Best Wishes, Ian Godfrey.'

Well thanks Ian interesting as always and hopefully someone has the answers for you.

Let's have a dive in the Graham Gill archive with another letter from a reader from his days at Radio Caroline.

71, St. Bernard's Road,
Bart Row,
London E.6.
26th April, 76.

Dear Graham,

I seem crazy, writing to a complete stranger, but I know that you guys really enjoy getting mail, and probably you don't get as much as you would wish to, and it must be fair food for your ego. You know that someone is listening to you. And why not? I say.

Actually there is a reason. I am infatuated by 'Radio Twee Twee Nul' and surely listen to other stations unless for a specific reason, (i.e. news items, etc.) and then I can understand enough Dutch to decipher the date, time, news items and record titles, so I guess I really have no excuse to tune off. The pirates have a warm place in my heart, as indirectly I was involved with them (some later). I think Dutch is a perfect language for this junkyard. Tony Merrick and Freddy Burke (correct spelling I hope I think are good.

The reason for writing in plain and simple:- A girl friend and I were listening to you a few weeks ago, quite late, we were in bed. It was real recent, all of a sudden comes this quote, "IT'S A JOKE OF POLICE!!" ummmm, from you, it put me completely off of my throne. You were referring to a letter that some guy had written to you, enquiring about a Michael Christian, and that he was informed that if he listened to R.N.I. he should hear him. (This guy whose letter you were reading wrote something about quote, "My father got me a job on a German ferry boat as a D.J."- Remember the letter?)
Yes, ABOLISH CRIP/ Mike Christian is no longer with R.N.I. and never really was, but was most certainly a D.J. on Caroline's boat in the old days and more recent also. Although way back when 'Mabo II' was trying hard to get back on the air, (during our elections of 69 I guess). It switched names from MOPHUS to CAROLINE, when it was being leased by the labour government. I was part of the campaign for free radio on the Caroline bus with Brian O'Mahly (spelling probably inaccurate) here in Hayes near London W.I., and had the station working with us. The M. Aisler (Caroline now) was layed up I believe (no one would insure it) anyway Mike Christian's real name is Lindsay Bell, now promotion manager of purple records, you may know him. However R.N.I. because R.N.I. established, Zurich controlled etc. The same crowd now with Caroline still sort of hung around as a bunch I guess, and sometimes Mike Lindsay (as he called himself later) does a show now and again for them. I could be talking a load of crap myself, as I've been away from the scene a while, and I could be a little mixed up, and if I'm incorrect I sincerely apologise. But Lindsay used to be my manager until a year ago. I am a D.J. also (or was and will be again I hope - explained later) so I know him like I know my sister. He is capable of Bull shit, but I still like him a lot. He never made it as a big time D.J., not all did. But we used to work together or circulate around London and the south coast, until he formed his own company, I then worked for him.

Towards the end of last year, he was going to put me on Caroline but the ship had the technical problems. I wanted something to fall back on, so I went back to college. Also D.J'ing in disco poses its problems, like violence etc. I'm fairly well built and tall but I could not be bothered to get too involved as I guess it deflected me to a certain extent. I'm now qualified in Marine Radio Electronics. I finish college in about 4 weeks time. (I was part qualified already as I only had to do 1 year out of a 2-1/2 year full time college course) Anyway, at the time the Dutch government outlawed Pirate Radio, and I thought this will make it much harder for the boys now. Although Caroline unfortunately is very unregulated, not at all professional, so I am glad I chose to return to college. But now I will try again, somewhere, although its one of the hardest things in the world to break into radio (in fact I've travelled the world) these are D.J. and I'm only 23, and I've been to many a radio stations to have a go. I also used to do a bit of forensic thing in the service - even ZUM Sydney -

Part of the found letter

The letter was written 36 odd years ago by a guy with the name 'Geg Hopkins' and as this seemed to me to be a not too much used name I thought to Google the name on internet and see if there could be find a connection with the word 'radio'. Believe it or not, the first hit was the one I needed. I wrote to the guy: 'Are you the same person who was connected to Michael Lindsay in the seventies and wrote a long letter to RNI and Graham Gill about your infatuation by Radio Twee Twee Nul? Please make contact with me. I'm working on a series about Graham Gill, who will have his book out later this year. In the meantime I'm diving into his personal letters archive and found one from you too.'

Within hours the answer was given: 'Come on Hans. You gotta be kidding me?????? What a dedicated man you must be. Yes! I am the same person..

And Yes, I did write a letter many years ago to Graham Gill. Good stead bloke from what I know. Could I write then? How embarrassing it must be. I did many things then, I always got so close, (not because I am crap, it was all to do with bad fate). It has been the story of my life. I tried so hard in those days to get on the pirates. I loved them. I mean I really loved them. How the hell did you find me? I was a baby then and I often tell the story of Mike Lindsey. Where is he now? Good looking boy and educated. Mike called Ronan for me and other guys. He was trying to get me a seat on Radio Caroline. I managed to get sponsored by the London Rubber Company. (No money, but a promise anyway) they make Durex. I was almost to go out to the boat but the government stopped all that. Funny you should contact me because I am in touch with Mark Dezzani (Radio Caroline) and we are planning something. Geg Hopkins, ADmaze Media Bahrain.'

Of course I did thank him for the quick reply and the same weekend more e mails came from the Middle East. Some of the things he wrote after reading his own letter were: 'I am so intrigued now. Also I think of Michael Lindsay sometimes, but it was a very long time ago. Yes I would like to catch up if I can. I think he was last known to be with 'Purple Records' and I had hair down to my arse. But I cannot remember anything about this letter. Just you triggered something in my head when you mentioned it. I of course Googled you too and I came up with a picture and an article with you and Graham in it. But a letter nearly 40 years ago, wow! That is a story. I cannot imagine someone keeping something like that. I have my old programme scripts and some old letters of 30 years from listeners too, so we must all be mad. What is Mr. Gill doing now? I am soon to be 60 years old, so he must be up there in the mid 70's? I heard he is retired years ago. But an old radio man can never do that. I was friendly with Alan Freeman too back when, he never gave up until he gave up. You know this is truly something so strange. I don't think I ever met Graham, I might have, we obviously know similar people. Tommy Vance was my hang out buddy for many years, God knows who I met with him. Funny thing is, I actually thought about Graham Gill just a few days ago and I even mentioned him to my investor who doesn't remember that far back. I think I was sort of joking and singing Graham's old song he used to sing, referring to these radio stations we are looking at buying. I am still trying to stay in Radio. I am trying to buy into some English stations now. I have/had an investor with half a million Euros and it if goes, I will be heavy on line again. Keep in touch and let me know. All the very best, Geg'.

Indeed another amazing 'lost and found' on the internet. Through the years several people asked for a 'search' and mostly found the person where they asked for, or got information on the person. For the first time I went on search for a person myself. And I came back with this reaction from the Middle East. Well Geg welcome to our readership and hope you get in contact with more of your old radio friends.

Next we go to Alan in Manchester: 'Hi Hans. As promised to readers in the June report, I've finally started upgrading the Offshore Radio section of my website, the first major overhaul since the feature was introduced in late 2007 in the wake of the commemorations of the 40th anniversary of the Marine Offences Act. I'm trying to help newcomers - if you've been on various mailing lists over the years, then you've gathered a list of sites that are useful. But newcomers often don't know where to look. It's very much a 'work in progress', but starting at www.soulman1949.com/offshoreradio.html, we have the first section that I've uploaded, 'Offshore programmes and recordings'. As we know on this list, the spirit of offshore radio is alive and well and there are a number of stations broadcasting recordings of archive offshore programmes. Even more are actually recreating the Veronica Top 40 charts and the RNI Top 50 from yesteryear, plus some of the 'old' sea-salts are still broadcasting, so I've attached transmission days and times. Finally there is a list of a few sites where readers can access recordings online. Over the coming weeks, I'll be uploading my 'Guide to Offshore Radio Sites on the Net' and an 'Offshore Charts' section - including the majority of the 1970 RNI Charts - plus finally digging through my photo archive for pictures taken at the various offshore events I've attended in recent years. A much longer term project is digitising the 12 scrapbooks I have of offshore cuttings and notes covering, primarily the period from 1964-1970! Heaven knows when that will start and how long it will take!

As I mentioned earlier, it's very much a 'work in progress' and the site will be continually updated as new/revised information comes to light. With that in mind, I'd welcome any contributions/suggestions/amendments - if other readers have any websites they'd like to share details of, then please contact me. All the best from Manchester, Alan Milewczyk aka The Pole with Soul.

Soul pix on the net at <http://www.soulman1949.com>
Soulman1949's Blog at <http://soulman1949.blogspot.com/>

Another internet flash is that the German programs from nowadays internet station RNI are retransmitted each Sunday from 12.00 to 20.00 hours CET. on www.kultradio.eu

As usual it's T shirt time again and this time we go to the Caroline Road Shows. No, not the English one but the Dutch ones, which were organised in 1979/1980. Remember the endless long commercials, as they had so many different shows each weekend. Well on the photo you see on the left Peter de Vries and on the microphone it's Wilfred de Jong. And yes, both will see this photo as they're reader of the Hans Knot International Radio Report.



CAROLINE T SHIRT 1979

Next a press report from the RAN (AT), which is located in my hometown Groningen. Originally the report was released in Dutch but an English version was released by Media Network (thanks guys!)

'The Radiocommunications Agency Netherlands (AT) is stepping up action to prevent illegal radio broadcasts. The agency will not only close down stations that are on the air without permit, but will also target aerial towers "obviously intended for illegal broadcasts". As a first step, AT inspectors will pay warning visits to land and home owners on whose premises suspicious constructions are spotted. "If these are used illegally, they will be fined 2,500 euros plus a conditional fine of 2,250." The total fine that illegal

broadcasters risk "can total up to 33,750 euros", is according to AT spokesman Gernant Deekens.

The new approach will first be used in the relatively rural northeastern province of Drenthe. Pirate stations are often run from hideouts in sheds and barns, playing popular music to a local audience for a couple of hours a day. It is often felt that "official" radiostations are catering insufficiently for regional tastes, prompting enterprising individuals to set up their own transmissions on AM or FM. The quality of the transmitters is often such that the broadcasts are causing interference on other channels, often without the pirates even being aware of it. "Pirate radios are causing a lot of trouble in the north and east of the Netherlands," according to AT Chief Inspector Peter Spijkerman. "Their illegal broadcasts are interfering with legal radio stations here and in neighbouring Germany. Air traffic communication, too, is disrupted by illegal transmissions. This can lead to dangerous situations. We primarily want to take preventive action, but if people break the law, we'll give the pirates tit for tat," Mr Spijkerman warned. Next to the fact each report has a t shirt we also shine our lights on artists who were on a photograph in the past with one of the former offshore deejays. This time we bring sad news, as the one who is on the photograph, died recently. In the middle is singer Chrispian St Peters, who died early June. For more go to www.radiolondon.co.uk



Mike Hayes (ex Radio 270) on the right

Collection: Mike Hayes

Talking about the Radio London pages, we got an e mail from Mary Payne: 'Radio London needs some assistance from the Anorak Detective Squad. We are seeking information about a Big L car badge and are trying to identify a mystery DJ. From our Home Page, please click on 'What's Happening' to read the complete stories and find out if you can help. In case you haven't caught up with the latest installment of our exclusive Ben Toney memoirs, we have now reached Part 11 and the Brighton Song Festival.

Mary Payne, Radio London Webmaster

www.radiolondon.co.uk

Then time for an original letter, which I found in my postbox. It is written by Leen van Oeveren from Alphen aan de Rijn in the Netherlands. He tells me that he has a portable Bush Radio Type TR 132, which only works when using batteries. He bought it on a second hand market in 1987 for the price of 40 guilders and is proud that the AM scale has Radio Caroline on 'on 199'.



The radio has three wave bands, Long Wave 1100 up till 1800 meters, the AM from 200 to 500 meters and the third one is also for reception of AM signals, that's from 185 up till 210 meters. Also Leen added a beautiful photo which he took way back in 1971 in the harbour of Scheveningen. He added at the end of his letter that after all this years he still is a offshore fanatic. Well Leen, thanks for sharing it with us. If you have also a special radio,

please send me a photograph together with your memories to
HKnot@home.nl



Next e mail comes from Keith Perron in Asia: 'Hi Everyone, just to let you know I have set up a survey for PCJ Radio. If you would like to take part and have a chance to win a WIFI Radio. All you need to do is go to www.pcjmedia.com and you will see a link on the home page to click on and take part. Happy Regards, Keith'.

Edward Waterson sent in the next e mail: It takes a real anorak to notice but in yesterday's Times Magazine (June 26th) there's a series of photos of Jimi Hendrix, taken in Ringo Starr's basement flat at 34 Montague Square, London in 1967. If you look very carefully at the top photo, you'll see what happened to the Caroline Bell Award, presented to The Beatles by Simon Dee on 6 April 1965. It ended up on Ringo's bookshelf. What a sad life we lead. Edward Waterson.'

Thanks Edward, well seeing it on that shelf I must say it got a correct place as Ringo could see it daily and we after decades again!

Well friends it's summer in the Netherlands and I hope that counts for your country too. That means I will be a bit lesser behind the computer and we will breathe some more fresh air than normal. Have fun in summer and the report will be back in September. All the best, from Hans Knot.