

## Hans Knot International Radio Report September 2010

Hi there, all your radio friends all around the world. It's time again to see what came in to my mailbox and memories. Thank you all for sending out those interesting topics and questions. And please keep them coming. During the past months the Emperor ruled a bit on the lower steps and I think he was somehow shamed of himself. But this time he hits back in a hard way. Directly after the reports were send out a one-liner came in from Rosko: 'Attempting to be the first! EMP, more later.'

Later, that same evening, he came back with: 'Hi Hans, sorry I missed out the last times, but I was away in the mountains. I decided to take some time off. There is nothing like sitting on top of a mountain in the middle of nowhere and listen to the border bashers coming in on the a.m. Band from 1000 of miles away. In our business we find more jobs that fall though than happen! So it was good I did not brag on any new ones, when the deals are paid I will brag! You could plug 1395 a.m. in your part of the world. Keep up the good work and I hope your Radio Day is a huge success. EMP comes out of your country for their nightly output of Wolfman jack's old shows and my nightly contribution at 11p.m. We have a blast on 1395 AM! P.s. Here is picture way back when follicles appeared in abundance!



Rosko during early Radio 1 Days  
Photo: Rosko Archive

After receiving the photo I could not resist to send the next text to the Los Angeles area: 'From the days we still had long hair. It must be a great feeling to be mentioned by me and always also by readers after all those years. You should your hair get growing again!'

Rosko came back with: 'See, I still love you! Now, about that plug! And don't say I asked you to do it, you make me sound like a plugger. It should sound like it came from your heart! I twigged your style! Well I am mentioned world wide and elsewhere but you are the only offshore special report! It's so dear to my heart. It is a nice way to let all my living peers know I am still raising my mast and pointing a gun!'

Almost every newspaper in the Netherlands published the next press message: Tineke de Nooij, one of the first female presenters on Radio Veronica in its offshore radio era, will be back on the radio from Monday 6 September after a decade of radio silence. The TinekeShow on Radio 5 Nostalgia will be broadcast by Omroep MAX, the public broadcaster for 50-plussers, every Monday till Friday from 16.00 up till 18.00 hours UTC. The programme can be heard on AM 747 kHz. Tineke, now 69 years old, says "Two generations have grown up with me, and I see no reason to stop. TinekeShow is completely my own show, energetic and cheerful." She will have several items or 'clubs' on regular moments in her program, including the Pirate Club, in which she will discuss together with Ad Bouman (also former Veronica) the good old days of offshore radio.

Get your video recorder or DVD recorder ready if you're in the Europe area for here is big news: 'Hello Hans. This is to let you know that in the final programme of the BBC 2 series COAST (next Wednesday 1 Sept at 21 hours CET), former Radio Caroline deejay Tom Anderson returns to the wreck of the Mi Amigo. The programme is repeated the following evening 2 Sept at 22 hours CET on BBC HD. Best wishes Mike Guy'.

Thanks Mike most appreciated!

Next a short one from Clive in London: 'I just wanted to say that Geg Hopkin's piece in the August review was simply wonderful and I hugely enjoyed reading it. I guess that we are contemporaries and were circling in different orbits all those years. Probably when Geg was in Bahrein I was in

horrible Saudi Arabia. Clive Warner.' Thank you Clive, who also walked around the world doing radio and once gave me a fascinating view from the roof terrace, during dark hours, when I was visiting him at the Capital Radio building at Leicester Square in the City of London. Good memories too! Later in the report more about Geg's story in last issue.

We started some months ago with a new list called 'offshore radio people fully licensed'. The meaning of it is to get as much as possible names from people who have worked in offshore radio and have an official Amateur License to transmit. Well also in this report some reflection on it. First we hear from Thousand Oaks in California USA. Ed Simeone was crewmember on the Peace Ship in 1973 and he has call sign K6EGS - General Class.'



Father Charlie MacTaque and Ed Simeone on deck MV Peace  
Photo: Archive Simeone

Next one comes from England: 'Hans, thanks for the reports each month they are all so interesting. You mentioned radio amateur call signs, well I have held the call G3PEM since 1961, I only activate a couple of times a year now. Best Regards Carl Thomson.' Thanks Carl and for those who don't remember his name: He was chief technician for Radio Caroline and was on both the MV Fredericia and the MV Mi Amigo in the sixties of last century. He gave scans of his photographs to us, way back in 2007, and you can find those at: <http://www.offshore-radio.de/HansKnot/carlthompson/index.html>



Here's what Martin van der Ven has to say about the forthcoming Radio Day in Amsterdam: 'As you can imagine, our planning for this year's Radio Day are progressing. At the moment, the "Radio 390 Reunion" panel is looking as follows:

Graham Gill  
Jack McLaughlin  
Brian Cullingford  
Roger Scott (Arnold Layne)  
Mark Hammerton (Mark Sloane)  
John Stewart (John Aston)  
Ben E. Nurdin (son of the late Sheldon Jay)  
moderator: Trevor Adams

And more colleagues might join the crew: John Ross-Barnard, Woolf Byrne, Christopher (Alan) Clarke, Lee Gilbert (Robert Walton) and Robin Adcroft (Project Redsand) have been showing an interest in attending.

These are the planned "RNI is 40!" panels:

English:  
Robb Eden  
David Rogers  
Graham Gill  
Arnold Layne (Roger Scott)  
Peter Chicago  
Bob Noakes  
moderator: Robbie Owen

Dutch:

Jan Harteveld

Hans ten Hooge

Marc van Amstel

Peter Jager

Leo van der Goot

Pieter Damave

Peter Ford

moderator: Nico Steenbergen

And with Andy Archer, Robin Banks, Roger 'Twiggy' Day, A.J. Beirens, Edwin Bollier, Victor Pelli and several others we have more interesting names on our ("seriously hoping to be there") guest list...

The Mi Amigo panel is as follows:

Bert Bennett

Will van der Steen

Ferry Eden

Hugo Meulenhof

Marc Jacobs will be the moderator in Dutch

Last but not least, Tom Edwards (Radio City, Radio Caroline) will be interviewed by Alan Milewczyk.

As the Radio Day on Saturday 13th November is a mere 10 weeks before us, we do recommend booking your flights or ferry boats and especially your hotel room as soon as possible.

If booking at "our" Hotel Casa 400 [+31 (0)20 665 11 71] we have made a pre-order for Radio Day guests. Ask specifically for the reduced "Radio Day" price which is € 100,- for a single room and € 115,- for a double room per night (incl. breakfast but excl. 5 % urban tax). Be aware that this offer is only valid until 11th October.

Alternative hotels to stay overnight might be found at

<http://www.tripadvisor.co.uk/>

More Radio Day news on our website at

<http://www.radioday.nl>

Best wishes, Martin

Next another regular subject in the report: 'My personal radio'.

'Dear Hans. I still have my Grundig Yacht Boy radio, which I bought in 1970 to listen to RNI on shortwave. As you can see I still have the original box and instructions. It cost £50.00 + £9.00 for the transformer (it ate batteries). At the time my wage was about £25 a week so it was a very high cost. I loved RNI that much. (I do not know what it could be worth today.) Keep up your excellent work and let us know about any new stations as in you last reports. All the very best from John Richardson. Selby.



Well I must say amazing that even the box has been saved after 40 odd years. Well done John and I hope the radio still works. And if you've a story about your personal radio, please send it, including a photograph to [HKnot@home.nl](mailto:HKnot@home.nl)

Next a nickname from former Invicta Radio deejay Eddy Arnold who was mentioned: 'E.J. Your Deejay'

Next an e mail from Phil Champion who is a radio lover since decades: 'Hi Hans, Regarding the mentioning in last issue of Frank Wappat. As well as being a freelancer on BBC Radio Newcastle he also ran a church hall (he was the 'Minister') where he had a Saturday night dance and a Sunday evening

church service through the 1970s and probably into the 1980s. My parents went along for some years; I went a few times. I asked him about Radio 390. He said that he did several shows for them while he was living in London. These were his "Thirties Club" type shows (mainly 1930s music) as he later did on Radio Newcastle. I got the impression these were 15 minute shows but could be wrong. Phil Champion, Durham, England.'

Well thanks a lot for this additional information Phil, most appreciated.

## "Way Back Home, The Graham Gill Story"

### WAY BACK HOME, THE GRAHAM GILL STORY

"Way Back Home, the Graham Gill Story" is now obtainable from the Foundation of Mediacommunication.

Europe including postage and packing: € 19,95

Outside Europe: € 23,95

You can pay by using paypal:

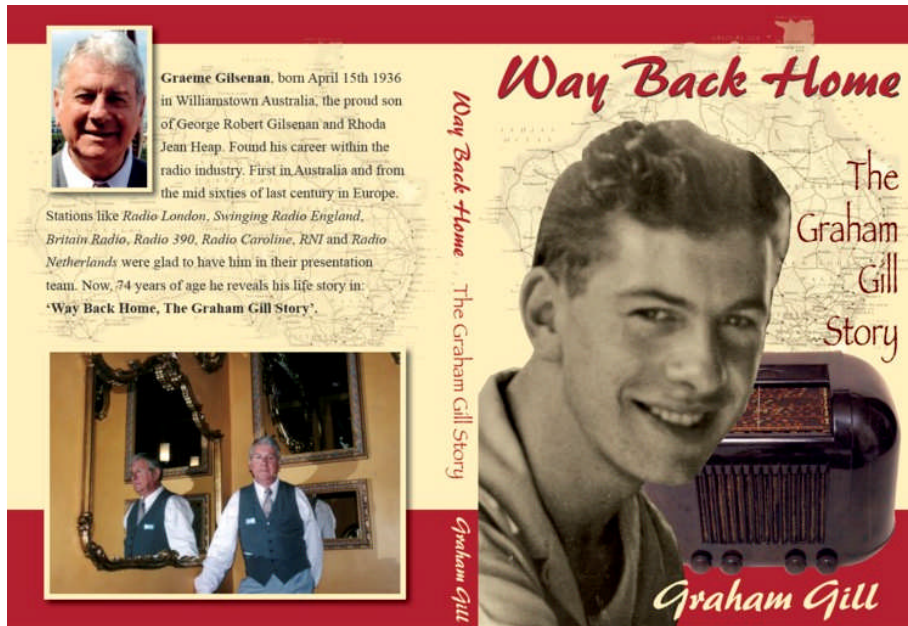
[rob@mediacommunicatie.nl](mailto:rob@mediacommunicatie.nl)

Or Bank IBAN NL85INGB0004065700 / BIC

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For people in the Netherlands: bankaccount

4065700



Graham Gill has certainly been an offshore radio icon for several decades, and every visitor of the annual Radio Days in Amsterdam is looking forward to hear him singing his evergreen "Way Back Home". Being a bit too young I unfortunately missed his programmes on Radio London, Swinging Radio England, Britain Radio and Radio 390 off the British coast during the 1960s. But as a 17-year-old teenager I first heard Graham on RNI on his regular late night programmes and his Sunday evening's RNI Request Show during the early summer of 1973. His distinctive voice fascinated and meant a sort of RNI landmark to me. I was a bit astonished when he left RNI in June 1974 to rejoin Radio Caroline which played quite different, more adult orientated rock music. But Graham certainly didn't disappoint his listeners as he had no problems to adept with the hippy culture onboard the MV Mi Amigo which he left only 11 weeks later, when the Dutch marine offences bill came into force.

It took me another 22 years to get to know Graham personally. I first met him during the 1996 Radio Day in Haarlem. But in 2002, I came to know him even better. We met in Harlingen at the opening of Sietse Brouwer's Dutch Radio Caroline and we jointly attended the fabulous offshore radio reunion in London in August of the same year. Some weeks later, I was entitled to have an interview with Graham at the German Radio Day in Erkrath where he described his fascinating radio career in great detail. In the meantime, we



had become friends and built confidence. In the years to come, Graham took an active part in the Erkrath Radio Day on a regular basis and he didn't miss an Amsterdam Radio Day anymore. So what can I say about his long awaited book? You might think of me as a bit prejudiced. Nevertheless let me suggest that you will be pleasantly surprised when reading Graham's memoirs. It's the story of his life with most of all his intriguing radio career which began in his native country Australia where he received an full-scale training as a radio broadcaster. Graham had been lucky to gain important experience during his 14 years in Australian radio when he came to the UK in 1966. You may look forward to take part in many details of these years which formed the character of the young Australian who later had no problems to become acquainted with all these strange new radio stations broadcasting from ships and military forts in the North Sea. Graham particularises many interesting anecdotes concerning countless personalities he dealt with during all those years in on- and offshore radio. At first appearance, it might be a bit unexpected that he paints a rosy picture of the conditions on Red Sands Fort (home of Radio 390). But this very happy period of his life had to do with the strong feeling of a happy family that the great team of announcers was producing. 7 years later, history repeated itself under totally different conditions on the MV Mi Amigo where the "Caroline family" received him with open arms. On every occasion you share Graham's desire for gaining new experiences and getting to know interesting and warm-hearted people. And he did succeed ever so often! I am sure you will be excellently entertained by this capturing biography.

Dr. Martin van der Ven

Some speculations on internet and an answer from Caroline's Peter Moore are here:

<http://members7.boardhost.com/PirateRadio/msg/1282633665.html>

Next another call sign: 'Hi Hans - To help keep Andre's list up to date, my call is G4EFE. I was out on the Voice of Peace December 1980 to June '81 (Breakfast/Twilight/Classical Program). I took some VHF ham radio gear with me and assumed the call HP1VOP/MM (Maritime Mobile). I worked a few Israeli stations on 2 metres FM. Even had to use my walkie talkie to summon help on once when we lost all power during a winter storm. I still occasionally have dreams about my time out on the ship. Both involve panic to varying degrees: Dream 1 is that we've capsized, water is cascading in and

we're all going die. In dream 2 I'm in the on-air studio, the current record is fading out but I haven't chosen (let alone, cued up) the next disc! I'm equally relieved to wake up from either! Martin Peters.' Thanks a lot Martin and nice to mention the dreams too. If anyone else is not ashamed about telling their offshore related dreams just send them to [HKnot@home.nl](mailto:HKnot@home.nl)

Someone wrote me that Phil Perkins on Radio Invicta also had an amateur license but does not know the call signs.

May I pay attention to the next link which is a very interesting one but still under construction

<http://www.fm88-108.nl/radio/?eu-nederland-wwr&search=fading+fm&frq=15.0#2>

We go to Southern Germany: 'Hallo Hans - this is the newest from Atlantic 125. This is the contents of an e mail I got from them: 'We have made the final touches to our AM Stereo Transmitter, but we need to carry out some work on our inverted L antenna which we hope to do this week depending on weather. The AM transmitter will be running at about 250w, not fully sure if you will get it there but I have heard of another pirate station here getting into Europe with lower power so I really do hope you will receive it via skywave! Depending on the tuner you have you might have a very good chance! we are also installing a new SW transmitter which should get into Europe we will have that up and running by mid August.'

Thanks to Alexander Landsberg for sending this information and let's hope some of you will receive this station on AM.

Next one: 'Hi Hans, I hope you are well. I'm not sure if you would be able to help me. I work for a radio production company called IMG. We will be offering a free of charge English Premier League football preview programme to Radio stations globally that would be interested in free content. Could you post something to your contacts list let them know this please and if then if any are on your mailing list and are interested they can contact me. Completely understand if this is not appropriate. With all good wishes Steve Tebb.'

Of course I can do so and anyone at a radio station interested in this offer can contact Steve at:

[Steve.Tebb@imgworld.com](mailto:Steve.Tebb@imgworld.com)

It seems to be we have to bring sad news in each issue of the report. This time it comes from former Radio 270 deejay Mike Hayes: 'Dear Hans, I just got the sad news that former 270 deejay Dennis the Menace passed away in Australia. The link is to a site for people who wish to leave condolences for the family. Greetings, Mike Hayes.'

[http://www.onlinetributes.com.au/Dennis\\_Straney](http://www.onlinetributes.com.au/Dennis_Straney)

But also Paul Rusling reflected: 'Hi Hans I just heard that Dennis Straney, better known as 'Dennis the Menace, The Ace from outer Space', has died in Australia, aged 71. He was one of the first DJs on Radio 270 in 1966 and one of my DJ Heroes. He was a very funny man on the air. He was part of the original line-up of DJs on 270 with 'Neddy' Noel Miller and Pete 'Boots' Bowman. How appropriate that he should bow out on Yorkshire Day! (August 1st).'

See also Mary Payne's tribute:

<http://www.radiolondon.co.uk/kneesflashes/happenings/julyaugsept10/julyaugsept01.html>

Mary also mentioned a mistake in one of the article in our on line Journal for media and social culture: 'Regarding the picture of the band wearing the tee-shirts on this page.

<http://www.icce.rug.nl/~soundscapes/DATABASES/RP2/London03.shtml>

It's not the Roaring Sixties. Our friend Per Alarud in Sweden sent a newspaper clipping that identified them as Swedish group the Mascots.

<http://www.radiolondon.co.uk/rl/scrap60/minipage/minmem6.html>

I hope this is useful, Mary.'

Very useful Mary, thanks to you and Per. Strange that this photo has been used everywhere in magazines through the years and decades and after more than 45 years someone gets it right!

We come back to the subject 'Geg' again with an e mail from Asia: 'Hello, Thanks again for another wonderful issue of your news letter, always a few hours of enjoyable reading, and a trip down memory lane every time. Unfortunately we have never met but nice to keep in touch via your news letter. Perhaps you may remember me for those photographs I published of

Radio Caroline. These pictures are still available.

<http://www.hs0zee.com/HS0ZEE/Caroline%20South/Caroline.htm>

First, you asked for names of those engineers aboard who were licensed amateurs, Well my call sign is G3VFU it was on account of being a radio amateur that I got the job of radio tech aboard Radio Caroline, following an interview at Chesterfield gardens in London. My current call is HSOZEE having retired to Chiang Mai Thailand. I have a home page

<http://www.hs0zee.com/> for those that are interested

Secondly, I was most interested to read about Geg Hopkins in you last news letter, it was not until he mentioned being in Bahrain that I put a face to the name. I well remember Geg along with many other Bahrain Radio presenters and DJ's. Geg always had a very lively personality, always smartly dressed, helpful, and coined the phrase "She who must be obeyed" when referring to his wife on the radio. All for now. Sheridan Street.'



Sheridon on deck Fredericia

Collection Sheridan Street

Thanks Sheridan for the nice words and resending your story. Surely a part of the readers have read it on Martin's page but I will have a reprint in the report. And thanks for your call sign. Regarding Geg's story: the world is

very small, I see that many times getting mails from all over the globe. Keep enjoying the report, greetings and take care Hans

### Memories of Radio Caroline by Sheridan Street.

At the age of 23 I was gainfully employed as a development engineer with a company called Shorrocks Development in my home town of Blackburn Lancashire. I had obtained my radio amateur license a few years' earlier call sign G3VFU, along with my city and guilds telecommunication certificate. At work it was all the rage to listen to Radio Caroline North, and wondered if they required an electronic engineer, so wrote to the address that was frequently given out over the radio, as Chesterfield Gardens. I recall writing the letter one night and without any application form, or reference, posted it off. Not being very important forgot about it for several weeks. Then one day I received an invitation for an interview in London at Chesterfield Gardens. My grand parents lived at Plumstead the other side of the river Thames, so was fairly familiar with London having driven down the A1 and then Edgware road many times, where Caroline house was located off Hyde Park corner. For the interview, I bought a new suit from Burtons the tailors in Blackburn, and drove down to London within a few days of receiving the letter.

At Caroline house the office seemed a very lively place, the receptionist showed me into a room and was joined by a person who showed me a circuit diagram of a transmitter from a service manual, and asked me to identify and explain certain selected pages. It was a circuit diagram of an AM transmitter. This was not too difficult, as I had recently built a similar transmitter myself, being a licensed radio amateur. The interviewer immediately offered me the position as radio engineer, I was asked to sign my expense voucher, and was given £70 pound in cash. I did not request or expect to receive anything and would have done it for nothing. I was told to report to Radio Caroline North as soon as possible. I returned home to Blackburn and the next day an air tickets arrived for a flight from Blackpool airport to the Isle of Man. I had a dilemma, as I did not want to quit my current job, in case I did not like Radio Caroline, so I took sick leave. Arriving at Douglas airport I was met by the agent and with some other people taken across the Island from Douglas to Ramsey Bay by car.



Offshore I arriving

### Collection Sheridan Street

The journey was full of anxiety as to what had I let myself in for. The weather was grey, overcast, cold, and wet. We arrived at the Caroline office in Ramsey on the quay side and shown to the office above a shop that overlooked the harbour. The tender that day was late arriving due to weather condition. The agent took my personal details including where to send my salary too. Payment was always sent on time, direct to my bank account in Blackburn, right up until the day I left. About four other persons who I did not know boarded the tender for Caroline. Although this was my first time I had ever been on a tender heading offshore I felt no sense of excitement. I suppose the apprehension overrode excitement at that time. Some dozen tender trips latter, I never failed to be filled with excitement and proud to be going aboard Radio Caroline.

Boarding Radio Caroline north for the first time was a little cloudy memory wise, as everyone I meet was new to me. Technically my job was meter reading the dials on the transmitter, and repairing necessary studio equipment, there were two tall grey transmitters side by side and was told not to switch both transmitters on together, as there was a combiner problem, one or the other was Ok, but not both. The combiners seemed to be hastily installed between the transmitters and forward looking porthole, just lying on the floor, I was told that the half inch copper coils often melted. With 5 Kilowatts of power from each transmitters going into each end, and an antenna tap in the middle, never really appealed to me to switch both transmitters on at the same time.



Roger Day

### Collection Sheridan Street

Written transcript taken from an interview with Don Allan by a Dutch radio station states that the transmitter combiner difficulties were solved. However this proved not to be the case, in my time. During one trip I had to provide a written report about maintenance to a person that came aboard for a short period, I assume that this was the chief technical engineer or his representative. On my second trip to Radio Caroline North in Ramsey Bay I resigned from my permanent job at Shorrocks. On my third trip, I was instructed to report to Radio Caroline South. This gave me a transportation problem, as driving between Blackburn and Felixstowe on the east coast took over 5 hours. By train unthinkable. The main problem was garaging my car in Felixstowe and recall that I just left it in the roadside a couple of times before eventually finding a rented garage. The car I used is shown in my photo album. The journey to work eventually became one of the exciting parts of life aboard Caroline south. The tender usually left Felixstowe around six to eight o'clock in the morning so I left Blackburn around midnight. Driving down the then main A1 then across country in the early morning hours was an exhilarating experience I would have to slow down to avoid birds feeding on grit off the road, along the country lanes at sunrise

I don't recall at Felixstowe docks their being an agents office, but have a vague recollection of some sort of porta cabin, but may be wrong about that. Crew changes were always a good time to catch up with events, both on Caroline, and also what the DJ's had been doing in their week off in London, most were booked up for some show or other. Communication between ship and agent for necessary ship supplies was via ham radio. The agent was a licensed amateur but never used his call sign for some reason! Again most of my time on board was watch keeping, and recording meter reading on the transmitter. During my time aboard the Mi Amigo during the 60's I was not aware of the past history of the ship, and events that had happened to the ship, or the events that took place after I had left. Nobody on board talked about past events, and being young and new on boards never thought to enquire.

It transpired that at the time that I was aboard ship was shortly after Radio Caroline had gone aground off Frinton. The ship eventually returned to the same anchorage after a repair spell. Reports mention that the new transmitter and antenna had been installed but during my time on board it did not have any major failures or antenna problems. On various web sites I have seen pictures of "post cards" showing Radio Caroline with either a wire antenna or the mast located slightly forward of amidships in some pictures even shows a funnel. The Mi Amigo's that I was on had the mast placed on the forward upper deck near the anchor chain locker, not near mid ship as claimed to be the Mi Amigo in many pictures and definitely no funnel. I recall joining Radio Caroline South early in 1967 and left the week that it was outlawed, and I caught the last tender off before the dead line, never to return. We left on board Johnnie Walker, Robbie Dale and an engineer I think called Trevor Grantham.





Trevor Grantham - Radio engineer, Mike Ahern, Steve Young, Johnnie Walker (Seated)

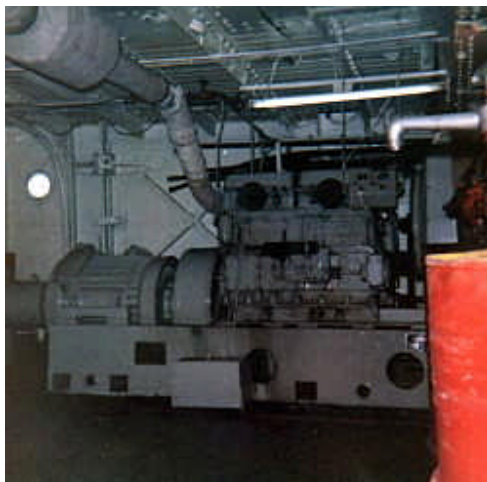
Photo: Collection Sharidon Street

The odd thing was that I immediately started work for a communications manufacture in London called Redifon, in Broomhill road, Wandsworth. Several weeks latter I was down in the test department when in came Trevor Grantham who had just started working there, we became mates but he had no desire to travel aboard like me, as an overseas commissioning engineer. I did hear a few months latter from Redifon personnel department that my friend had left the company. Records indicate that an engineer called Trevor Grantham returned to the ship and remained there until the ship was cut loose from anchorage and towed back to Holland. Is this one and the same person?

Whilst on duty on Radio Caroline south I recall only several events when we had to open the transmitter doors, the time we did, was in search of a water temperature trip, cured by clearing a couple of very heavy duty air duct fans. Inside the cabinet where many small solenoid operated circuit breakers and to observe the sequence of events in order to trace some faults, it was necessary to override the door interlocks, and be inside the transmitter whilst it was on, not a pleasant feeling. There was a small workshop around back, where if not busy, I managed to answer as many fan mail letters as I could. Usually enclosing a signed photograph. This can be seen on my home web page. At other times I repaired several Apex tape-to-tape machines that would snap a one-inch wide tape if the braking mechanism got out of

sync, both left and right spool had very heavy duty direct drive motors. Setting the brakes was a mechanical job; they either broke the tape or failed to stop in which case you had miles of tape all over the place.

I repaired both the main and standby reverberation units located in the front panel of the consul in the main studio facing the entrance to the stairwell leading down to the transmitter room. Several DJ's liked to use this reverberation effect whilst talking on air. One day whilst working on the consul I inadvertently kick the reverb machine. I think Robbie Dale's was air that day. It would be nice if he could remember this event, some 40 years later. Instructions were received from London (several months before shut down) to install a combiner unit that required a frame welding above the transmitter. A set of loading coils was manufactures on board and partially set in alabaster cement, to hold the turns apart. One engineer welded the frame without a welding shield or goggles; the job got done but blinded him for several days. Also the same engineer for some reason hot swapped the audio compression unit, located at the bottom of the stairwell immediately on the left. The DJ on duty was totally unaware of this event. I could be wrong but Patrick Starling carried out both events I think, but not sure. The combiner unit was never tested before I left.



Main generator Mi Amigo 1967

Collection: Sheridan Street

Recently my wife Carol has scanned all the photographs taken whilst on both Radio Caroline north and south, and if you have not already visited my home web page, please does so. Perhaps you can identify some names for me. Several photographs in my album shows one of the crewmembers, that I have called Big John, not knowing his real name. He was a very friendly person who performed ships maintenance, including painting it. He rescued me when I floated away from the ship whilst swimming. That day the sea was very calm and looked as though the tide had turned, best for swimming, but I began to loose ground swimming back to the ship when Big John threw me a life ring, and hauled be back in. It has been mention in articles that it was a friendly atmosphere on board the south ship and I can confirm that. Everyone had a job to do but beside this there was always an air of excitement conjured up, I suppose from what we were doing as a pirate station. There were regular gathering usually in the library were we would listen to newly released records. Singing to "All you need is love" by the Beatles produced one of the largest sing along that end up on air in the main studio. A box of beer and two cartons of cigarettes were provided as standard issue when boarding, extras could be bought from the captain if required. It was said that the ship could never sink as all the empty cans were thrown overboard from about amidships.

Life was good on board and I would not have mist it for world. Sadly I left when it became illegal to be on board, but this turned out to be the right decision, perhaps I would not be retired in Thailand like I am now, and proud to be writing these very pleasant and enjoyable memories for you.

### Sheridon Keith Street

Of course I did send those e mails regarding 'Geg' to mr. Hopkins himself and he came back with:

Ah! A blast from the past again. As a qualified Radio Officer, If I remember correctly, I once mentioned it on air or was clowning around with some Morse code or something and I got a call and I was approached to perhaps join the Amateur radio club in Bahrain. It actually surprised me that there was one, seeing as all the restriction in the land. Sheridon is a name that actually rings a bell, but I wouldn't quote me on that. Sheridon has half of it right. 'Well dressed' -perhaps at times ; 'Helpful' - well I like

to think I am pretty down to earth and socially receptive to any kind of assistance if possible. 'She who must be obeyed' - ah! Now that is a phrase possibly coined by writer Henry Haggard but used extensively in the TV series 'Rumpold of the Bailey' by barrister Horace Rumpold (Leo McKern). And then further this expression appeared in the comedy 'The Minder' along with 'Er in doors'.

An old mate and still working on his own radio station in Spain (Choice FM) Roy Silverthorne used this expression with great propensity on his breakfast programme for several years. (Mid to late 80s on) Before Roy arrived, I might have played with the expression somewhat, but it would have been obvious as to its source. Much of what I did many, many years ago is still being emulated today, since the standard of the local Bahraini presenters is dire and their perception of the art is 'whatever went before' all the way down to repetitive jingles I made for the station which they still endlessly use to this day, despite them being 25 years old or so.

Anyway, many Non Brits confuse us, despite the fact that we are as different as chalk and cheese and indeed sound very different, but with many of the audience not mother tongue English, they cannot distinguish accents. That will not be the case with Sheridan, as by the sound of it, he was listening more to me in those years as Roy was not there, but perhaps appeared just as Sheridan was departing. Also, if one is a casual listener and the often changed schedules, plus the years gone by, Sheridan is on the right track. (Actually, stupid upstart advertising agency jerks might tell you otherwise when writing radio scripts that involves regional accents. Waste of space outside of your homeland and they need to be taken out and duly shot).

As a foot note: Because of this constant confusion; during the first Gulf War (90-91) when the airwaves were very liberated and we could literally do and say anything we wanted as all authority was now in the hands of the RAF and the Royalty in the area nowhere to be found, I would often err to slightly risqué or perhaps a little satire and once I'd finished the skit I would often say: "You are listening to Roy Silverthorne" for which he would receive any back lash. The down side to that was that I received an award for my war time broadcasts. There were many aspects and reasons for that. One being I created an open line question/answer debate and giving my boss

a heart attack in the studio, I was the one who put CNN on the air against the authorities rule, since Qatar, Dubai (UAE) and all around typically tried to silence news of Saddam's invasion. Once it was on air (near immediately) Dubai and the rest allowed news of it 3 - 7 days later in some cases. No other radio or TV in the area carried news. (There were not many stations anyway) Even CNN (Charles Jakobs) relied on Radio Bahrain and my programmes for incoming missile warnings etc. So... where is this going?? Well, the British Embassy received great accolades referring to us at the radio and there was strong mention of recommendation for some further recognition such as an MBE or OBE or whatever it was. The thing is, it was Roy Silverthorne's name that was put forward, yet he was rarely on the air during the conflict and only joined me from time to time on my programmes..

Finally. I looked at Sheridan's site. I must say that is excellent. My old mate Tommy Vance... oh boy! The pictures of Bahrain are gold ... It doesn't look anything like that nowadays. Cheers Geg.'

Well Geg a big thank you too bringing so many memories and tell us more from the inside stories of the radio in your part of the world.

And yes the call signs keep on coming, this time from Martin Kayne: 'Hi Hans, many thanks for the latest newsletter. On your question about former offshore broadcasters now having amateur radio licences. I took the UK Novice amateur radio exam back in July 1998 and now hold an Intermediate Licence (2E1GTI) I never did get around to taking the full amateur radio license though. Very best wishes,  
Andy Cadier.

In Eire there is a beautiful radio museum run by a very enthusiastic man. A very impressive report can be watched at:

<http://www.spiegel.de/reise/europa/0,1518,710256,00.html>

News from Harwich learns me that the LV18 will probably get soon a place at the quayside.

Personal announcer

# Major quayside project at port is under way

**HARWICH: £220,000 for ships' moorings**

By James Hare

WORK is under way on a quayside project which could help boost tourism and regeneration in an historic Essex town.

Piling work for a £220,000 project to develop new moorings at Harwich Quayside started this week.

Six 22 metre-long piles will be installed in Harwich Harbour between Harbenny Pier and Quay Wall to berth a vessel.

The mooring posts will be used to site vessels - which are seen as maritime tourist attractions - on a permanent basis.

The scheme received planning permission earlier this year and Tendring District Council (TDC) hopes it will help regeneration efforts.

Consultation was carried out, and of those who made representations some 87 were in favour with just one objection.

Sarah Candy, cabinet member for community partnerships and renewal at TDC, said the project was on schedule.

"This work is being carried out following on from the successful planning application and I am pleased that we are progressing well with the initiative," she said.

“The moorings should provide a tourism boost”

Sarah Candy

"Residents may be subjected to some noise and disruption for a short period but it is expected that the piling will be finished in about five days."

"We would ask them to bear with us over that short period as the moorings should provide a vital boost for tourism in Harwich."

Dredging work began last month and was finished in around a week.

The money for the initiative has come from the Haven Gateway Partnership Growth Point fund for the regeneration of Harwich Quayside.

The whole project should be completed by the end of the month.

Mrs Candy added the moorings will be home to a vessel - such as the LV18 lightship - with the aim to regenerate the quayside of Harwich.

The project is the work of TDC, the Haven Gateway Partnership and Essex County Council through the Coastal Renaissance Partnership Board (CRPB).

Peter Martin, leader of Essex County Council, said people locally should also benefit from the work being carried out.

He said: "I am really very pleased to see the projects discussed and agreed by the CRPB coming to fruition."

"Each improvement made will help to regenerate coastal areas such as Harwich and make an important contribution to the local economy."

James.hare@eadt.co.uk



BOOST: Piling work begins for new moorings in Harwich Photo: CONTRIBUTED

Next we go to Germany with a letter from Gerd Klawitter who wrote: 'As ever I have read your monthly with great interest. It was very sad to read that Dave Christian died recently. I did visit Luxembourg way back in 1970 and met him there. I'm very surprised that he changed so much through the years. I enclose two photo's which I made when doing the trip in July 1970. In the background is David 'Kid' Jensen. Between the photo you published last month and this one is a space of 34 years.'

Mike Lindsay, also showed in last issue, was either recognised by me. I met him on board the MEBO II in 1970. On the photo, I've taken, you also see Carl Mitchell. Your photo shown in last issue of Mike Lindsay was from 2005 and so a difference from 35 years.

I was 18 in those days, student and was on holiday. The third photo shows me onboard the MEBO II. On the day we made the trip we went with the MEBO I from Scheveningen. As far as I know the radioship just arrived back from the British coast and was not on the air. From her then new position we could see the Veronica vessel clearly. Gerd Klawitter.'

Well Gerd very kind of you to share this memory with us. Nice photographs and later this year around 30 other photos, taken by him, will be published on [www.offshore-radio.de](http://www.offshore-radio.de)



The next question is an interesting one if you look at the contents and the company, from which it's coming. 'Could I please through your excellent report ask if anyone has a copy of 'World Radio Club' recorded around the

1970's probably 1976 onwards? I cannot find any copy of the programme in the BBC archives (unbelievably) and particularly want the start of the programme with the theme music. If anyone also knows the title or has a copy of the theme music I would be very grateful. All the very best  
Tony Street [tony.street@bbc.co.uk](mailto:tony.street@bbc.co.uk)

Well, Tony I hope someone will reflect on your question and has recorded the program so you can add also a dub into the BBC Archive!

For the third time in this issue we go back to the subject 'Geg Hopkins' and his story in last issue: 'Hi Hans, thank you for another super radio report. In your August Report I read the piece sent in from Geg Hopkins, who's account of Radio Bahrain instantly sent me back to my days working in that part of the world. I was brought up on a diet of offshore radio in the early 1970's and can remember my parents radio gram still had the marks on its radio dial where my elder sister marked off RNI's changing frequencies. She stuck a couple of arrow shaped pieces of duct tape the glue never truly was cleaned off its plastic dial. Throughout my teenage years I stayed loyal to the new Radio Caroline and its sister Monique. My musical tastes have been irrevocably altered by the music of the Ross Revenge and also the Communicator.

In 1990 I was offered a job working for a Swiss irrigation company in The United Arab Emirates. At 22 years old I had a company car, a flat and about ten times more responsibility that was probably good for me. Our companies base was the remains of the ex British military base in Sharjah. This consisted of some old aircraft hangars and barracks next to a Bo-Gest style fort which the British had left to the ruler of Sharjah in 1972 upon UAE independence.

The British had left the locals with a huge airfield which had become slowly swallowed into the burgeoning city of Sharjah. On the side of the airfield stood the towers of an immense medium wave and short wave transmitter station that in colonial days relayed the BBC and forces radio to India and Iran, just across the Gulf. When the locals took charge of this the station began to transmit in Arabic only and mainly broadcast local music and religious content. Before the British left the station often broadcast to the armed forces in the region, often using Army or RAF personnel to make programmes and be the DJ's. My office was the one time studio of this



military station and I have in the years since seen pictures of this being used by RAF personnel in which the studio hung with anti Vietnam war posters.

One of the problems with this powerful transmitter was the impossibility of shielding the effects of a 100kw transmitter from telephones and anything electronic. Early computers were effected by the signal, as were mobile phones. Our telex machine was kept at an employee's house a few miles away, until the company got fed up and moved the offices to nearby Dubai to escape the interference. New callers to my office usually had to be told that the singing they could hear on the phone was from the short wave interference. Having always been glued to the radio I was at a loss to hear any programming I liked. Dubai boasted an English FM radio station, but this was so wooden as to be painful. It was possible to hear De-lites 'Groove is in your Heart' three times per hour as well as Don Mc Leane as similar amount. My work meant I was behind the wheel of my Toyota pick up truck a great deal. Unfortunately though it had a terrific cassette player, the radio only had an AM waveband. There were no English speaking stations on AM that could be heard clearly. One afternoon driving towards the tip of the country at Ras Al Khaimah, away from the interference of the cities, I stumbled upon Radio Bahrain. As Geg Hopkins had said in his letter, Radio Bahrain in those days had a great deal of autonomy and actually sounded not unlike an offshore pirate.



LOGO RADIO BAHRAIN

Geg Hopkins letter reminded me that at that time, shortly before the first Gulf War (the Kuwait one), living in the Gulf states was quite an uncomfortable existence. There were few Europeans where I lived and worked, but to listen to ordinary Englishmen talking plainly and openly, playing music that was great and often quite old was like a life ring to my sanity. Thank you Geg and the guys at Radio Bahrain for supplying lost souls such as me with a clear and tangible link to humour and home. I would listen to the station all the time when driving about, even through the buzzing that came from 400kv cables that were buried beneath the city streets and made AM a real pain.

During the hostilities the United Arab Emirates was far enough away not to be the front line. American planes and ships filled the area, but news of the outside world beyond Abu Dhabi or Muscat was hard to find. The local TV stations would show scopes on CNN or BBC reports, but could be days old. Radio Bahrain kept me informed of what was happening, as Bahrain was closer to the action and reasonably free to say what was happening.

I stayed in the Gulf a further two years before boredom and loneliness took its toll and I returned to the UK. Thank you, Geg for being able to keep some of us sane during a very difficult period two decades ago. Paul Billingham Ipswich, England.'

Thanks a lot Paul and together with Geg, Sheridan and the other reflections on last months issue we all know a lot more about Radio in Bahrain, the listeners and life in that part of Arabia. Of course I sent the e mail from Paul to Geg and he reflected with: 'Wow Hans, that was heart warming. Pass my regards to this gentleman and thank him immensely. I really had no idea you would put my words to print as I said, I was basically talking to you only assuming you would pick bits out. How amazed I am. I wish I had thought a bit more deeply though as to how I constructed the story rather than the 'slam it all down on a page' approach. Still I am flattered. Thank you. Geg.

During the past weeks I had a lot of e mails concerning Paul Ciesielski. He's the man who built several beautiful replicas from radio ships for those interested. Those who sent me mails got e mails back after writing to him and also last months report to Paul came back. I was wondering what happened to him, as some of the people were waiting for their ordered

replica. I got in contact with one of my connections in France, François Lhote. He did research for me and came back with: 'Hi Hans, Paul Ciesielskie has been involved in a car crash and spent three weeks in hospital. He is now back home but suffer from injuries due to the crash. While he was in hospital, he didn't pay his internet provider and his line was cut. He is recovering from his car crash and has started again working on models, although some delays are expected obviously. He is going to change his internet provider and leave Orange. So his previous email is not valid anymore. I'll let you know his new email when all will be settled on his side. Best wishes.'

Thanks a lot François for your help and I will for those interested mention Paul has contacted me again and when you want his address please write me at [HKnot@home.nl](mailto:HKnot@home.nl)

Next some attention for the work of the people behind Expats Radio: 'Peter Anstis: Here our site [www.expatsradio.com](http://www.expatsradio.com) where we still run 60's music! As an aside, expatsradio is adding more links to expats on a daily basis. We would be very happy to run a programme that linked those who remember free radio in the 60's. I don't know if this would be of interest but we might be the missing link. I first hit a studio in 1962 so am relatively a young person in this field despite my outward appearance! There are so many of us still enthusiastic about this audio medium that maybe it could produce an interesting regular programme. We'd be happy to produce it and get it to air. Best wishes from Dartmoor, Peter. [peter@expatsradio.com](mailto:peter@expatsradio.com)

So whoever is interested in presenting such a program can contact Peter at the above mentioned e mail address and for Peter good luck!

I try also to get an artist from the past in the report who visited the studios or ship from an offshore radio station. This time it's a special one as the lady on the picture featured is sitting next to an award she got from the Radio Caroline organisation. Here is Petula Clark, with the Caroline Bell.



If you have also a photograph and story relating to this subject, please send it to [HKnot@home.nl](mailto:HKnot@home.nl)

Next we go to California and Lerry Tremaine, former RNI program director from 1970: 'Hans, always great to hear from you. All is great here on the Western front. I am keeping Beverly Hills safe and sound. I have been doing a TV show selling Art and Jewelry in LA to keep busy as the art business is sloooow. If you go to [www.glwiz.com](http://www.glwiz.com) and look on the left side and scroll down to TM TV and click on it. A small screen comes up in the corner and you can go to full screen. Don't know what hours the show airs but is you go to the site around 9 am your time, maybe you will see the jewelry show and that's me with a beautiful model- co host! Check it out. All my best wishes to you and your family. And also to the great DJ's and their fans over the many years. It's 40 to be exact. Larry Tremaine "The Geeter"

Well Larry thanks good to hear from you again and I had a look at your program selling Art and Jewelry. And not that alone but with a beautiful co presenter too! So I advice you, the reader, to have a look at Larry, weekdays at [www.glwiz.com](http://www.glwiz.com) at 21.00 hrs. CET

I've added several nicknames to my long list which I heard in several old radio programmes or were partly also mentioned by: Andy 'Ada' Archer on Radio Caroline. Carl 'Carla' Mitchell on Caroline and on Radio London is was Ed 'Amen' Stewart. RNI in 1970 had John 'Napolean the short' Denny on the radio. Johnnie 'Joanne' Walker was on Caroline International as well as

Stevie 'Marjorie' Merike. And on another program on RNI 1970 Roger Day called himself: Roger 'Oké Face' Roger Day.' In the meantime the list with nicknames is enormous and can be found on [www.hansknot.com](http://www.hansknot.com)



Carl Mitchell and Stevie Gee  
Collection: Hans Knot

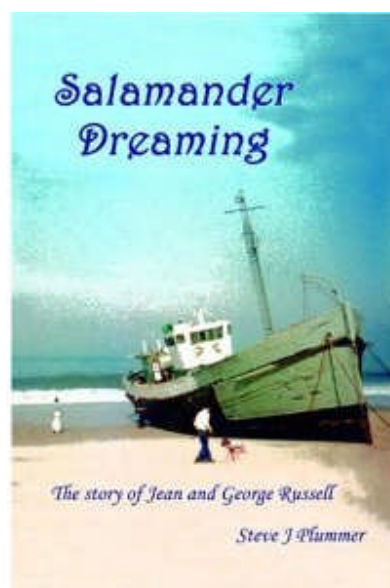
Well here's an interesting story send to Martin van der Ven, who forwarded it to me with the words: This has to be in the international Report.

'Hello Martin, It's been a long time since we were last in contact. I thought you might be interested in a fascinating little snippet I came across recently. I stumbled across a book on the internet called 'Salamander Dreaming', written by a chap called Steve Plummer. The book is based on the true story of a young family's misadventures. Jean and George Russell sold up their comfortable lives in Guernsey in the Channel Islands to take a journey in search of dreams. Their vehicle of choice, an ex-wartime supply ship and former pirate radio station. That was their first mistake. Carried through encounters with drug dealers, amorous sailors, irate police officers and Mother Nature's worst excesses, Jean recorded her daily calamities in her diary with innocent humour. The cover of the book includes an interesting picture - which I assume is the vessel Salamander Dreaming was written by Steve Plummer, who used extensive diaries kept by Jean throughout a seafaring adventure that changed their lives. The tale began when George and Colin went to view a 97ft boat in Belfast called The Deep

Diver. After a comical interlude in Customs, they found their dream vessel and renamed her Salamander. After a second trip, during which they bought her (and learned that the hotel in which they had previously stayed had been bombed by the IRA), they found themselves in possession of a boat that had been completely stripped. After days of cleaning and scrubbing and tinkering with the engines, they set off for Guernsey. It was from here that they headed away on their adventure in August 1979. The story tells how they survived the storms that claimed the lives of several Fastnet yachtsmen, how they ended up shipwrecked on the beach of Espinho, Portugal, and what they had to do to survive while marooned there. When the Salamander ran aground on the beach in Espinho, they learned from an English ex-pat, Yorkie (no not Paul Rusling!), that they would never sail her again. It was the highest tide in a century and would never get that high again in our lifetime. Their dreams of an early rescue were raised when a Portuguese Navy tug came around the coast. The tug stayed for half-an-hour, surveyed the scene, then turned and sailed off. Apparently the captain deemed the situation hopeless and rather than embarrass himself with a failed rescue attempt, he cut his losses and ran. Today, Salamander is still very much a part of Espinho's seascape. She supports a long slipway running from the top of the beach to below the low water mark. As it crosses the beach, the slipway's timbers have been built into Salamander - the perfect launch for local fishermen.

You can read more here:

<http://www.thisisguernsey.com/2006/09/02/chasing-the-dream/#ixzzOwmyufH9>



I have been interested in the history of the ill fated "Deep Diver" project for a long time. I heard about this from several sources, but most of what I learned came from Dick Palmer about 20 years ago. It had been thought that the ship had actually sunk off the Scilly Isles. However as you can see it obviously made it back to Belfast and survived to reach Portugal, but for a different purpose! You can now update your Deep Diver page on the Broadcasting fleet section of your web site! Best regards, John Burch.'

We all remember last years hype around the movie The Boat that rocked. The ship used in the movie is now for sale for an amount under 700.000 Euro. What about the idea that each of the readership does send me 200 Euro and I will go to buy the ship and try together to get it on the air. By the way, who has a transmitter for the project?

<http://commercial.apolloduck.co.uk/feature.phtml?id=126034>

From Southern Germany Hans van Warmenhoven informed me that two internet sites pay attention to the programs of RNI Norway, which were on the air in the nineties of last century. A must to grab some memories and fun/

<http://www.jetglobalbusiness.com/ossie/podcasts.html>

<http://www.ossie.eu/>

Now it's time for an item we try to bring in each issue of the report. Mainly hidden in secret places in the shed or in the attic the t-shirts related to our love for 'radio'. Lucky enough photos have been taken from those wonderful memories. This time we go way back to the time Johnny Lewis was just working at Radio Invicta, which had studio's at 15 Station Road East in Canterbury. I think it was around early 1988 I did, together with Rob Olthof, take a visit to the studio's and in the evening we went to another part of Kent to have a few very nice hours in The Fog in Whitstable where Johnny joined us together with a couple of other radio friends like Bob LeRoi, Nigel Harris and the late Dave the Fish. The later one was one of the tender people, who risked high punishment by tendering the Ross Revenge from Radio Caroline from small harbours from the Kent and Essex coast. It was a wonderful evening with some nice beers, including Lewis his favourite Guinness. That evening Rob Olthof made two photographs, which tells it all.



Johnny Lewis and Dave the Fish Photo: Rob Olthof

And that ends another 32 pages in this edition of the Hans Knot International Radio Report. Look out for the October edition, which will be out in a month. Keep sending your memories, photographs and more at my e mail address: [HKnot@home.nl](mailto:HKnot@home.nl)

Greetings Hans