

HANS KNOT INTERNATIONAL RADIO REPORT MARCH 2011

Welcome everybody to another edition of the Hans Knot international radio report. Thanks everybody for your e mails and memories and ideas. We start this time with some internet tips provided by several members. First a internet site with access to several jingles:

<http://www.jingles.org/downloads.html>

On the next site you'll find information about the MV Bellatrix, the largest tender to the Ross Revenge in the eighties. It's scrapped recently

<http://koopvaardij.web-log.nl/koopvaardij/2011/02/bellatrix-gesloopt.html>

For those interested in AFN and AFRTS the next ones are of interest:

<http://www.4shared.com/dir/9526898/57e9909c/sharing.html>

<http://afrtsarchive.blogspot.com>

<http://www.livestream.com/afneurope>

One thing is very sure this month and that is that you don't forget to see the update from Chris and Mary Payne and their Radio London site: 'All Roads Lead to Rome'. In part 15 of Ben Toney's memoirs, 'All Roads Lead to Rome', Ben tries to make it in the movies but finds himself labelled 'too tall' and 'too young'. He also reveals how the Galaxy was to be recruited by the Greek Royal Family, but was barred from the Mediterranean by NATO.

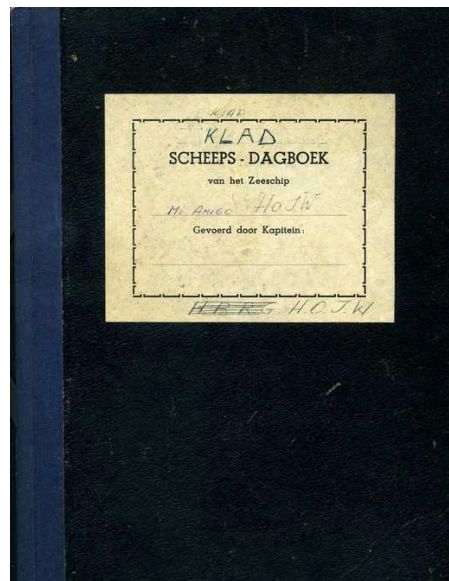
www.radiolondon.co.uk

From Down yonder I got the next e mail from New Zealand and David Miller, who wrote: 'Hi! I thought this might interest you. On Friday I purchased a Limited edition of 2 CD's by a New Zealand Rock Band called Shihad. On the album Ignite what caught my attention was the forts and I think they are the "Red Sands" or "Shivering Sands". Have a look at the album cover by going to Wikipedia and going to Shihad and then look for the picture of the album "Ignite"



[http://en.wikipedia.org/wiki/Ignite_\(Shihad_album\)](http://en.wikipedia.org/wiki/Ignite_(Shihad_album))

It was most interesting to find on line two pictures from one of the ships log book from the MV Mi Amigo from the sixties. It was for sale on EBay but far too expensive. You see the cover as well as one of the pages with information. With thanks for the info to Jan Hendrik Kruidenier.



naar *Maan* dag, de *6 juni* 1966

AANTERKENINGEN VAN VOORVALLEN, LODINGEN, ENZ.

Kiecht helder *Andersicht helder*
Deining omveranderd

BRAW 4 u. log

Stieg hi hem Andersicht op
Deining omveranderd

5 u. log

Bewakke licht *Andersicht op*
toenemende wind *Deining omveranderd*

12 u. log

12.15 - 1.00 Offshore (Lampyris, Laccophilus, Barycentrus) 7 helde
12.00 - 1.00 - - - - - met koming

Bewakke *Andersicht op*
Deining omveranderd

16 u. log

Stelen *Andersicht op*
Deining omveranderd

20 u. log

20.30 - 1.00 (Kade van 360)
20.30 - 1.00 (Kade van 360) 1.00 - 1.00 (Kade van 360)
20.30 - 1.00 (Kade van 360) 1.00 - 1.00 (Kade van 360)
20.30 - 1.00 (Kade van 360) 1.00 - 1.00 (Kade van 360)

Andersicht helder *Deining omveranderd*
BRAW 24 u. log

BRANDSTOFVERBRUIK.

Rentanz gastere op de middag tonnen
Verbruikt in dit etmaal tonnen
Rentanz helde op de middag tonnen

Maan dag, de *6 juni* 1966
De Kapitein. *Northcliffe*

A new web station - The BEACH HUT, has an interesting daily evening sequence - 7pm UK time SODA POP (From the Jive to the Twisy), 8pm The Motown Hour, 9pm The Pirate's Cove. 10pm The Great 208 and 11pm Midnight Surfparty (from the Atlantic, Stax, Stateside, Sue and Chess labels). 24 hours a day, The BEACH HUT on Radionomy.com
Information provided by Bob Preedy.

Next I would say a big thank you so much in name of our readers to Brian Goolding from Stevenhage who saw also the importance of my work. Some weeks ago he wrote me an e mail in which he stated that he had a whole bunch of booklets, newsletters as well as newspaper cuttings going back to the good old days of Offshore Radio in 1968. He didn't want them store anymore and has offered me all those for further use. And therefore I would like to thank him too versus this report!~

Now we go to a very special story written on the Shetland Islands by Ian Anderson, who worked both on Radio Caroline and RNI in the seventies of last century.

The entire RNI English Service staff May 1973

This picture, part of the Don Allen collection, is quite an important one to me. It is also a relatively rare type of picture in the history of offshore radio. That is because it includes all of the on-air staff of the English service of RNI at a particular time. Of course there are other group pictures of an entire offshore station on-air staff. However those were usually taken before the radio station started or at the end. At other times air-shift personnel would be unavailable for a group picture with some on-air in the studio, others sleeping in their cabins and others on shore leave.

This picture was possible because the entire staff had been ordered to be on board the Mebo II on this particular day, Saturday 12 May 1973, a day set aside to publicise RNI. That explains the RNI T-shirts we were given and being worn by three of us. This is the day that the Mebo I came to the Mebo II, taking out those that were on leave (see Eva Pfister's hand-written DJ rota). Also coming out on the Mebo I were the station's owners and operators and their families, a TV film team and the German singer Juliane Werding with her team to make what we would now call a music video for the song "Wildes wasser" ("Wild water" but originally the Moody Blues song "Nights in white satin").



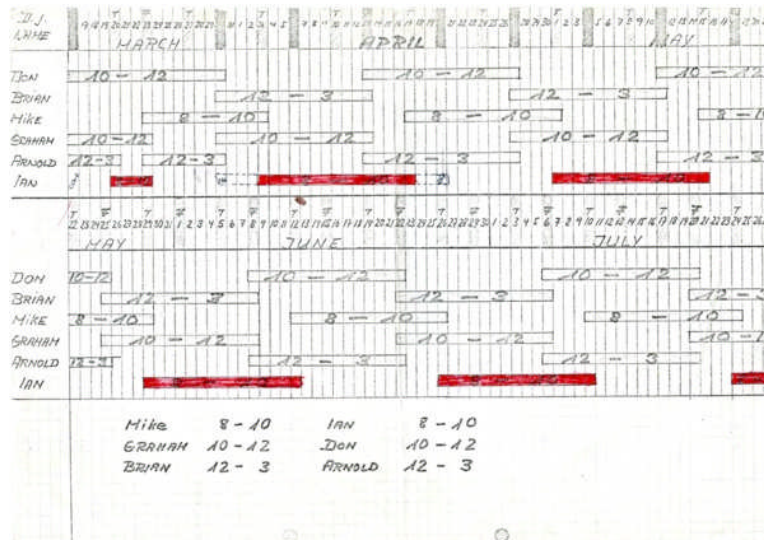
Everyone in this photo presented shows on the English service of RNI. Those in the photo also formed a mini-United Nations, representing five countries. On the left is Brian McKenzie from Ayreshire in Scotland and former DJ on offshore Radio Scotland. At the time he was assuming programme controller duties from Don Allen. He was one of RNI's longest servicing and most loyal employees. He said about this time that he would never work for any of the smaller local stations being planned for the UK, only for something bigger, like a London station or a national station. In fact he remained with RNI to the end and that was the also effectively the end of his on-air broadcasting career.

Next is Steve Berry, an engineer and occasional DJ on RNI from Hollywood, California. This was his last day on the Mebo II - hence the drink in his hand! After leaving RNI on this day, via the Mebo I, he went to work in television engineering for NBC based in Berlin. We met up in Edinburgh three years later when his TV unit was covering golf at Saint Andrews. The detail of Graham Gill's broadcasting career is well known. He is one of only five in the picture that have spent most, if not all, of their work careers in radio and TV broadcasting. He was born in Melbourne in Australia but he lived the greater part of his life in the Netherlands.

Next is Arnold Layne, otherwise known as Roger Scott or by his real name of Greg Bance. He was born in Tottenham in London, remaining based in the family home until fairly recent years, while working as an announcer in TV and radio throughout the UK. Sheila and Mike Ross are next. Sheila was not a staff member but she came on board and she co-presented programmes with her husband from time to time. Mike, born in Chiswick in London, was an engineer as well as DJ, covering work on the transmitters and studio equipment, with a new studio mixer being built and tested at this time.

Second from right is Don Allen, who also needs no introduction for a radio career which started in Canada and ended in Ireland. He was born in Winnipeg in Canada but spent most of his life in the Isle of Man and Ireland. Out on left field, at least from where the others were standing is me, born in Shetland, north of Scotland. In the 8pm to 10pm programme on RNI this particular evening I briefly mentioned the events of the day and people visiting the Mebo II and in the 4am to 7am Skyline programme the following morning I mentioned that Steve Berry had left. Both programmes are

available online.



The RNI English Service DJ rota, compiled by Eva Pfister.

So where is everyone now? Brian McKenzie is retired on Spain, Steve Berry I don't know, Graham Gill is retired in Amsterdam, Greg Bance is retired in Canterbury, Sheila Ross I don't know, Mike Ross was last heard of in Great Yarmouth running a hotel and Don Allen passed away in Ireland 1995. And myself? Well, along with my wife Inga, I am still working at our family-owned local radio station in Shetland (SIBC), with no chance of retirement for some years yet. Ian Anderson, October 2010.

Next an e mail from Ron Bunninga, son of the late Captain Bunninga. He was first the captain on the MV Fredericia, the radio ship from Caroline North and in 1965 he went to work for Radio London on the MV Galaxy. Ron wrote: 'Recently is was to put in order some things and found three interesting photographs. One shows the Offshore 1 and on the backside of it was written: 'Anchored in Dublin Bay due to stormy weather, Tuesday 22 nd of September 1964.



On the backside of the photo showing the MV Fredericia was written:
'Arrival from Holland with the Offshore 1 near Isle of Man, 23rd of
September 1964.



The other photo taken from the upper deck of a ship has no transcript on
the backside. I don't know for instance who the blond lady is.
The person, who is seen on his back, is my father and the third person, from
the bottom seen, is Hans Angenent. He was the relief captain on the *Galaxy*.



Well Ron thanks a lot for sharing those wonderful memories with my readers. If you, as a reader, want to share also memories, please send them to HKnot@home.nl

Recently I visited the Docklands Museum in London's dockland and part of the exhibition tells the story of the Docklands during World War II. Part of this was the building of the Maunsell Forts, which were partly re-used in the sixties of last century by some of the offshore radio stations like Radio City, Essex and Radio 390. On the second floor of the exhibition building there's also a couple of models of the forts. The models were ready in 1946 and then used for 'The War Story of the Port of London' and owned by the Port of London Authority. The mentioned exhibition took place in Trinity Square during 1946. After that the models toured for many years through South Africa, Australia and New Zealand and believe it or not but they were returned to Great Britain in 1993 and are now part of the Docklands Museum



Then we go to Juul Geleick, one of the former technicians at Veronica and Sharp in his mind as ever: In last issue of the report (see www.hansknot.com) an interesting thing could be seen:

"But also official Reception Reports came in on self created 'log lists' or bought from certain DX Clubs. Esko Jukkala was club member 2415 from the Finish DX Association and came from Turku in Finland. He wrote such an official Reception Report to RNI." Next the report is shown but it was send by Esko Jukkala to PO Box 218 in Hilversum and that was the postal address for Radio Veronica. I asked myself if I ever saw it before and send it on to RNI as I was responsible in those days for answering the QSL letters for the Veronica organisation.

Than the guy who wants to be always number one. Let's go to California and the Emperor Rosko: 'First again must be me as the report just appeared on my computer screen.' It was the only thing he wrote and I went back to him with: 'Hi Rosko sorry to say no, well once again you're in section 'm' which is sent away as section 13. So, about 2000 mails have been sent out before I get to the letter M. (Michael Pasternak, which is Rosko's real name!). But keep it going man keep trying it. And how many months have you been in the report with your photographs? Should send an invoice one day! greetings Hans.'



Rosko at France RTL studios 1966 archive François Lhote

In the meantime Paul Rusling wrote: 'I have a message here from the gorgeous Sherri Lynn, who was formerly known as Brenda Pidduck, who ran the Beacon Records office in London when RNI operated out of there in 1970: 'There is possible good news on the way for the Emperor Rosko fans: He is planning on coming to the UK and going to France and Switzerland to do some gigs in June. Wouldn't it be great to see him again!! I will do what I can to get some gigs lined up so that we can!

Next it's time for one of the regular items, namely a photograph from a car with a radio sticker on it. This was sent in a long time ago, I don't remember by whom. It shows the promotion car from Holland FM near the former Veronica vessel Norderney, probably when it was on quayside in Leeuwarden, a long time ago.



Stuart Aitken and both Ron O'Quinn did send the next link to special sweatshirts:

http://www.cafepress.co.uk/+radio_englandbritain_1966_hooded_sweatshirt,37072903

Next link is send by Mark de Haan

<http://ezinearticles.com/?Offshore-Pira...id=5547480>

'Offshore pirate radio stations, like miniskirts, were big in the sixties - and died out after 1967's summer of love - right? It's an easy assumption to make, and the wrong one. If you were to visit Sotogrande on the southernmost part of Spain's Costa del Sol and tune into the FM waveband you'd find out that it's still going strong. Delta Radio International is based on the Motor Vessel Aquarius, an 80 foot long ex-trawler. She was found by Mitchell Morgan, her current owner, in a dilapidated state in Shoreham, West Sussex, on the south coast of England in the summer of 2009. The tanker was bought for \$25,000, a further \$15,000 was spent converting the hold into living quarters, building the studios.

The last, vital part to be added to the station was the transmitter, costing almost \$1,300. The 200 watt FM unit was purchased off the internet and mailed to the pirate station's Gibraltar base. The transmitter can cover an area of about 25 miles radius - a fact that seems to be born out by reception reports. Delta Radio is, in part, a reaction to the Spanish government's crackdown on unlicensed radio. In January 2010 the Spanish radio industry group AERC complained that 3000 pirate stations are operating in the country and needed to be shut down. English radio serves an audience comprised of British Expatriates and tourists, and is largely unlicensed - but very popular.

However, the Spanish government overlooked a vital fact; unlike much of the rest of Europe, Spain has never brought in anti-offshore pirate radio legislation. This was probably due to the fact that Spain, unlike Britain, wasn't troubled by such offshore stations - until now. Currently Delta operates on automatic, with a computer pumping out the hits, while a skeleton crew of two keeps the boat afloat. The station broadcasts back-to-back oldies, aiming to gain an audience of 35-70 year olds who form the bulk of permanent resident expatriates on the Costa del Sol. The format is one that is largely dying out on radio stations around the world - oldies music is seen as being unattractive to advertisers - but the combination of hits from

the sixties and seventies and an offshore pirate radio station seems unstoppable.

Delta Radio International started broadcasting on November 1st, income is sought from sales of advertising time to British-owned businesses within the station's coverage area. However, currently most of the funding needed to keep the station afloat is earned by broadcasting paid-for religious programmes from the Garner Ted Armstrong Evangelistic Association twice per day. The next stage, according to station manager Morgan, is to recruit a team of DJs to keep the hits rocking from the high seas. Offshore pirate radio, it seems, is alive and well, and living just out of reach of the authorities on Spain's Costa del Sol.'

http://EzineArticles.com/?expert=Mike_Durose

Last month we told about Keith York's passing away, which gave us several responses. We mention the one which came in from Cyprus: 'Hi Hans, Once again thanks for putting together a great report. Steve Marshall his obituary for Keith York (Hunter) was particularly appreciated, as I knew Keith in his younger days on Radio Concord and Dynamite 235 and have fond memories of the night time transmissions on which I was a "lookout" for the station, this would have been around 1976-7 I guess. Keith also used my home location for one of the Sunday day time broadcasts for Radio Concord, I remember it well, as the transmitter caught fire and filled my bedroom with smoke, I don't think my antenna was suited to the very high power and frequency (it was normally used for 48m) and Keith was not very happy with the signal. The rigs built by Keith were amazing, I had never seen such high power used by a landbased free radio station, the power supplies were built on milk crates and the RF output stage was normally one or two 813 valves, so a 500W output was usual, most of us at the time used 807 valves which gave about 30W max.

At the time Keith was employed by the Post Office in the telephone department, he would regularly ring me at work and talk for hours, however there was always a bad time delay in the conversations, it transpired that Keith had routed our calls around the world via several countries exchanges to bankrupt the GPO!, he was working in the international telephone exchange at the time. This meant he was taking an extra risk with his radio

activities, as if he had been caught he would have lost his job as well as facing a fine. I wish I had kept in touch, a sad loss to the world of radio. Best regards Mark King (Aston), Larnaca, Cyprus.

Next is Tony Burns: 'Hi Hans. Thank you again for such a great bulletin, packed with information. Thought I would let u know my MP, Bob Russell has agreed to support the motion and has indeed signed it. Keep up the good stuff as so important to us Pirate Radio supporters! Best wishes. Tony Burns. Tony of course means the campaign to get an AM licence for Radio Caroline. We will get back to this subject further on in the report.

The following is a message posted by Paul Rusling: "Its likely some of you will start seeing mentions of a new radio station, using the project working title UK International (but it may well become called England International or even London International by launch time) and I just wanted to suppress some of the rumours before it gets discussed too widely in sensational terms. Our plan is to use 500 kilowatts on 648KHz. - now the BBC has confirmed they will stop using the frequency in 2 months time. The station will be owned by a group of UK and Dutch media folk and have a broad appeal, particularly to car drivers, and be a shop window for various products and services. It will be presented in the style of 'Top 40 radio, as we believe that is what will appeal to our target listeners. We have put in an offer to lease the facility at Orfordness, our preferred site, but if huge bureaucratic delays and problems are encountered we have a second site available. That's all I shall say about it for the time being; hopefully it will avoid silly speculation." The information was found on one of the newsgroups and RadioVisie and so I wrote to Paul for more info and he came back with:

'Last September, we heard that the BBC would be stopping 648KHz. AM. This is a good frequency with a strong transmission facility in place. It's a excellent opportunity for a good radio station. We have a good Business Plan that is not built around spot commercials, it is not a UK National station, or local, so it is not really a part of UK commercial radio. It does not need new legislation to be licensed, and we have been lobbying politicians and the regulator to make it happen. We understood that 648 would be announced maybe in summer 2011, and be available from 1 January 2012.

Suddenly last Tuesday the BBC announced that 648 was to be closed in the new spending cuts, and we heard that it would be announced also that a new

station would launch on 648. Of course, there would soon be rumours it will be Radio Caroline, and we wanted to stop that rumour, so I made a short statement. I made the statement using an iPhone, while waiting at Schiphol for a connection - I think maybe I spoke too quickly. But that's is all that is happening right now, we made a case to the UK Government for us to be allowed to broadcast a new type of international radio station on 648, on a commercial basis, from Orfordness. Some Dutchmen and some Englishmen are on the team, but we don't want to make any more announcements right now until there is positive news. The RadioVisie report is correct; there are some Dutch and some British people in our syndicate. Some have radio expertise and investors are very well known in the music business. We did not choose any name yet, but the project has a working title of UK International, but recently one investor has used the name London International. That will not work though, because the last company to use that name were the manufacturers of condoms! I personally would prefer to call it Radio North Sea International - but that is the only real 'watery wireless' connection. With best greetings: Paul Rusling.'

Thanks Paul and let's hear when something is happening next.

There was no space for the next item in last issue. Sorry for that: 'Sad news: Caroline South, coming from the French Mediterranean coast is no more! See the announcement: 'The Rock of The Riviera on 88.4 which were relayed the Caroline programmes throughout the weekend on FM has ceased broadcasting. Also the rest of the continuous rock music was based on the format of the Caroline station, and was well appreciated from St. Remo to St. Tropez! It now appears that the station itself has become a 'Saint' and will not reappear again. (But only in the memories of those living along the French Mediterranean coast). Thanks a lot to all the people who were active for having served the station! On 30th of December 2010 Radio International reached an agreement to transfer its broadcast facilities to Radio Number One of Bergamo, Italy. The facilities of Radio International's sister station The Rock of the Riviera were also included in the transaction. English-language broadcasting ceased on all of our facilities on 2 January 2nd 2011. Thank you for your interest in our stations over the past few years.' With thanks to Oscar de Pater.

So time for nicknames again: During 1984 Blake Williams partly worked on the MV Communicator for Laser 730 and was heard by the Caroline Staff, which offered him a job on Caroline 819. During the summer of that year he made some high profile programs and it was Jay Jackson who gave him the nickname 'The naughty American'. Also I heard Blake Williams in one of his programs giving a nickname to Andy Johnson being 'Long haired lover'. In one of the Veronica programs it was Lex Harding calling Juul Geleick 'Arie de Rat'. Erin 'Boom Boom' Kelly is the last one which came up reading an old article in the Monitor Magazine.

For those interested in the Radio Antwerpen, which transmitted her programs from the MV Uilenspiegel, a lot of photographs can be found here: <http://beeldbank.zeeuwsebibliotheek.nl/>

It's time for another monthly update to The Pirate Radio Hall of Fame. New this month: Forty years ago, in February 1971, Radio Northsea International returned to the air, having closed the previous September. We remember the occasion in part six of The RNI Story; we have a picture of the Radio London racing cars and their driver Keith St. John. And there is another batch of City Sixty charts, this time from November 1966. My thanks, as always, to all the contributors. All the best,
Jon www.offshoreradio.co.uk

'Radio Seagull plans to broadcast a jingle programme on April 25th. (Easter Monday). There are two anniversaries in there, 60 years since the birth of PAMS and the anniversary of the first day of broadcasting from Caroline. Seems like a nice date for the TX.' More news to be found here: <http://www.radioseagull.com/>

Here a link to a something strange radio station in South Africa. <http://boervolkradio.co.za/>

Jan van Heeren sent the next photo, which shows a key that still has an original label attached. The word 'verfhok' is best translated into paint storage room and with the key it was possible to open the door of the storage room on board the MV Mi Amigo or the one of the Fredericia. Jan learnt that the key was taken from one of the radio ships when they were in

the Netherlands between 1968 and 1972. Maybe somebody would just have it as a souvenir.



In last issue there was a photograph showing the Voice of Peace van and it was Leen Vingerling who reflected on this photo by writing in: 'Even the shoe string offshore radio station Delmare had her own promotion cars. These were put on the road to promote the plans for a licenced station with the same name, as well as for promotion of the Delmare Magazine. Next to the promotional activities others worked hard on the MV Morgenster in those days. Well and the guy leaning on the car is of course Gerard van Dam, the main man behind the organisation.



American radio airchecks and more, a internet tip from Herman Content in Gent in Belgium: <http://www.radiotimeline.com/>

Next was to be found in the Times on February 5th. 'At a cocktail party he met a man who said he had a puzzle for him. What size and specification of antenna mounted on a ship would be required to transmit radio waves over a certain distance? In spare moments over several days Williams worked out what would be required. Pleased, he wrote to the man with his solution and

was then annoyed to receive no acknowledgement in return. It was not until a while later that he realised he had worked out the technical specification for the pirate ship Radio Veronica, now one of the biggest TV networks in the Netherlands.'

These lines were part of a longer article, which is to read here:

Paul Williams, scientist, was born on March 16, 1913. He died on January 11, 2011, aged 97

<http://www.thetimes.co.uk/tto/opinio...cle2897168.ece>

News about HORIZON. Coming in the March April Issue 136:

The Caroline Medium Wave Campaign.

News of Bank Holiday Broadcasts from.

The Ross Revenge and photos from New Year.

'Where are they now' features Tony Prince.

'Elvis Birthday Tour' Caroline prize winner.

Mike Terry reports on a memorable trip.

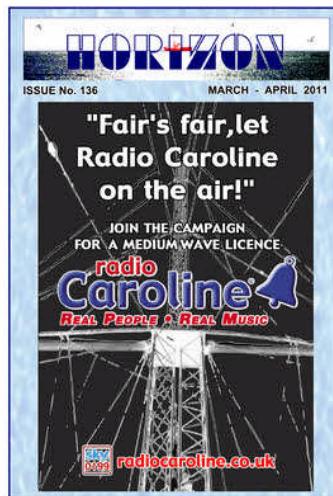
'A Call from The Boss' Andrew Austin recalls the first satellite broadcast from Maidstone.

All about Mondays 'Americana Show' on Caroline.

Visiting The Mi Amigo in the 1970's.

Caroline interviews with John Walsh and Dell Richardson

best wishes Bill Barnes and John Knight



HORIZON MAGAZINE and The Caroline Web shop www.radiocaroline.co.uk

Now just a short e mail from the people at Rainbow International
Hi! How are you? Supporters made these great video clips!

http://www.youtube.com/watch?v=-_BvluOhFP8

<http://www.youtube.com/watch?v=qSd1sIKi4wk>

In last month report I already wrote about the Campaign to get an AM licence for the Caroline organisation and I can mention that more 55 MP's have now signed. Caroline has released special car stickers which can be obtained. Let's see what Bob Lawrence wrote about that: 'The campaign car stickers are very specific, they have been made to encourage others to contact their MP, they are not specifically to promote the radio station (although obviously some of the people who see the sticker may not realise that we are still around so it will serve that purpose too). As people from outside of the UK can't contact their MP on this issue, it would make no sense for them to display a sticker. Budgets are very tight so we are appealing to you to be sensible about this, by all means have a sticker but if you get one, please, please, please make sure it goes somewhere visible to the general public - if you get one and put it in your scrapbook it's a waste of the sticker and eats into the budget. I hope that explains the reason for UK only? The details again are: SAE to Radio Caroline On Air, PO Box 318, SM6 6BE.'

Well reading the mail it brought to me some questions, so I wrote to Bob Lawrence: 'Dear Bob I follow all the coming and goings from the Campaign and congratulations that now more than 55 MP's have signed. However it for me like Caroline is only of the British Listeners. Of course I know it's not your fault but we, Dutch people, can write to our members of Parliament whenever we want wherever we live on each subject we want to write about and even if you're disagreeing with a certain subject, let's say the radio frequencies for sale in the Netherlands, than you can write to several specialist from the several parties we have in our 2nd Chamber. I can't understand why your organisation supplies only the mentioned stickers to people who want to display them on their car as well as only British inhabitants. Also the reason to say their elsewhere too expensive due to a low budget is really unintelligible. Be wise and asked those who want a sticker to send a SAE as well as a pound for costs. And for the people outside Great Britain, who want a sticker as a collector's item, let them send a 5 Pound note and send them 2 or 3 stickers for the money they've send. In that way Caroline is making some little money too. And, is it thought by the management that, if Caroline is getting a licence, that one source of money is falling away, which is the God's money as religious programmes cannot be broadcast anymore? It all has a good aim but I've thought a lot about the Campaign lately. If the organisation gets a licence and will be getting commercial income, I mean really income, will all those - who now doing everything for nothing - still be as happy as they are now? Well something to think about. I want to publish this open letter also in my newsletter to see how other people think about it. With greetings and succes Hans Knot

Bob came back to me with: 'We are asking the British authorities to be treated as a special case and allowed a licence to broadcast from the UK with a UK licence, the Dutch government can do nothing to assist us in this aim. Charging money for a campaign car sticker is not an option. It is very, very simple. For Dutch listeners to display a campaign car sticker would make no difference to the campaign that is the sole purpose of this sticker. For Dutch listeners who wish to display a Radio Caroline car sticker, they are available from the web shop. As for the current Caroline staff and whether they will have a future should our campaign be successful, I would assume that everybody would have an opportunity to come with us on the next phase of our fantastic voyage. Bob Lawrence.'

Let's see what my response was to him: 'Dear Bob. Thanks for your quick reply. Well our system is totally different. Remember almost 250.000 people send in a 'veronica blijft als U dat wil' card to the station in protest of a then forthcoming law? They were brought to the Haig to show the government how people thought about it and I know for sure that also British listeners supported the campaign then.'

Of course dear readers I know Veronica also lost that step in their history but a few years later, on September 3rd 1975, got the official letter that they gained a so called candidate licence. Next also Peter Moore, Caroline's main man, came with an answer: 'Hi Hans. I am sure that your good wishes are well appreciated, but Bob has explained things well enough. This is a purely British attempt to get a frequency with which to broadcast to part of Britain. As we are aware, we may get nothing at all. Neither the Government nor our regulator Ofcom have to agree to our request and nothing that may happen in Holland, however well meaning, will put any pressure on them. The only pressure will come from British MP's who in turn have been pressured by people living in the area that each particular MP represents. Then there is pressure from the UK media as well. Any signal that we get (if we get it) may not even reach Holland so people there may feel they have campaigned for nothing of value to themselves. So we would prefer that in Holland, those people who are interested just watch and see what the outcome is, purely for their own interest. Of course I remember the Radio Veronica Campaign, as I remember the attempts to prevent the UK Government from passing the Marine Offences Act. Neither campaign achieved anything, our law was passed as was the Dutch law and Veronica as we knew it, closed down, as did all our pirates aside from Caroline. If we get a frequency which as a bonus does get to Holland (as 1395 just about made it to the UK), then we may well promote listening to a Dutch audience, but with the size of the country and with Holland having an almost total cable network and good FM coverage of such flat land it may be that nobody there is much interested in AM any more. Either way it will be an interesting argument as we keep being sent reasons why we cannot have what we want and we keep disproving those reasons. Yours, Peter Moore.

Next some internet sites to promote. Do you want to listen to old Radio 390 programs visit: <http://radio390replay.atspace.org>
And what about an other, but interesting, oldies station?

<http://www.playingtheoldies.com/>

Like almost a year ago I received again photos from Paul Ciesielski in France. This time he has built a perfect model of the MV Galaxy.



Paul can built also your personnel model of one of the former radio ships and you can contact him at: paulciesielski@live.fr

Well the name of the next lady was mentioned earlier in this issue by Paul Rusling and some days later she wrote herself to me: 'Hi Hans: I don't know if we ever met, but I used to plug pop records during the 60's and 70's and Larry Tremaine / Steinman and I used to work out of the same office (at Beacon Records) in London during the days of RNI. He and I were chatting on Skype the other night and Larry mentioned that you have a monthly newsletter about those days and has just sent me the link. He said I should ask you to please add me to your mailing list. I would very much appreciate it if you do. Is there a fee involved? I look forward to hearing from you and receiving your monthly mailing. It looks really good and great that you have pictures in color! Warm regards to you! Sherri Lynn.' PS: I used to be known as Brenda Pidduck, but have legally changed my name to Sherri Lynn.'

Well Sherri welcome to the readership and it's free of charge and so do enjoy it. Next an e mail from Clive Warner, who worked for various stations around the globe: 'Hello Hans! I'm slowly adding more bits and pieces to my memoir on the radio business. As you know it takes in a lot more than the anorak days. Anyway, I am working on the early part - the beginning - and I

thought, since this piece touches on how the early days were, you might like to see it. You have my permission to reprint if you wish. Regards, Clive

Today's youth can have no idea of the musical desert we faced in the 50's.

I really became interested in music at about age 11. I remain uncertain as to whether this is because of the domination of the airwaves by the BBC, or because I began to get 'pocket money' at that time, and thus, able to purchase my very first record. It's easy for me to describe that first musical purchase because I still have it in my record collection. It's an EP or 'Extended Play' 45 vinyl, and the artist is Howlin' Wolf. The 'A' side has the tracks Back Door Man and Who's Been Talkin'. I have the vague idea that it cost about 3s 8d, or about 15p in modern British pounds; of course, adjusting for inflation, it would be about £3.60 in modern money, for four tracks; you can see how the record labels have inflated their prices over the years—they're asking the same, per track, today. They promised us that CDs would last for ever, but most of my CDs are now ruined, while the vinyls will still play as well as they did then—or better, in fact, because I can use software audio processing to filter out the scratches.

As I neared my teens, the only music available was "Luxy" or Radio Luxembourg, on 208 metres medium-wave. They had a transmitter over in the Duchy that was pretty monstrous in those days, with an output of around a megawatt. Its signal began to arrive in the evenings as the ionosphere reflection took over, but the mix of reflected waves from the sky, and the ground-wave, caused the signal to fade in and out, which caused me vast annoyance because it was around this time my dad bought a tape recorder.

The complete inventory of radio and TV equipment in my (1959) house doesn't take long to list:

Kitchen:

A battered Bush 4-valve Bakelite radio that during the day, played "Workers Playtime" a sort of upbeat musak for factory-line women, and during the evening, either mellifluous Palm Court musical meanderings, or — and for me this was the most vomit-inducing of all — "Sing Something Simple" a trio that sang songs for my parent's generation.

Lounge:

The TV. This was a nine-inch (I forget the brand) with a huge plastic lens in front, the "enlarger". If mum, dad, and I all wanted to watch at the same time, it got quite intimate, since the viewing angle was tiny. I discovered that the enlarger, stood on the back lawn and faced toward the sun, could set fire to newspapers. Unfortunately the wind got up and blew it over, and when it hit the lawn it cracked open, leaking a large quantity of mysterious clear oily fluid, that promptly killed several square feet of grass, making it difficult to deny involvement in the crime.

Dining Room:

In here was the radiogram, which was an early delight of mine. It had not only short wave bands, but also a ten inch loudspeaker powered by a "push pull" valve (US: tube) amplifier that could make all the glass ornaments vibrate off the shelves and fall to the floor, where...

The entire rest of the house had no entertainment whatsoever, except for my bedroom, of course. By now I had an ex-army "1155" receiver, filled with magically glowing valves, to which I connected my "long wire" aerial and uninated-earth ground system. Every night when I was supposed to be asleep, I was tuned in to Luxy or navigating the short-waves, listening to people jabbering away in tongues that turned the 1155 into the Wireless of Babel. And there were some nuggets to be found here, such as VOA's Jazz programmes, showcasing artists such as Miles Davis and Dave Brubeck.

In 1964 Radio Caroline came on the air off the south-east coast of England. For the first time I could pick up a pop music station other than Radio Luxembourg. Reception was pretty poor, so I constructed a radio-frequency preamplifier from a twin-triode valve. It was so selective that I was able to eliminate most of the interference. The BBC suddenly became a complete irrelevance. (As is typical for me, I later on decided to work for them.)

Not long after, Radio Atlanta, another pirate radio vessel, became the new Caroline South, and the MV Caroline set sail for the north of England. I eagerly listened to its signal as it rounded the coast, transmitting continuously. Incredible, weird, new performers filled the airwaves: just who was this "Bob Dylan"? How could someone with a voice that sounded like that be a singer? But those lyrics!

The time was ripe, because by now, following the invention of the first solid-state amplifying devices in 1959, we had "transistors" as the transistor radio became known. My dad bought our first one and I recall it vividly: an Emerson 6-transistor set about the size of a modern plastic pen-and-pencil box, in pastel blue. It had an internal "ferrite rod" aerial, and how wonderful it was to be able to take the music with you and annoy everyone else on the beach.

Radio Caroline took up position off the Isle of Man and now a completely new radio station had arrived, putting out what my generation wanted to listen to, and the signal didn't fade in or out, either; it was rock solid, in fact. Other ships were fitted out and soon a pirate armada was floating off the British coast. Dad, being a council worker, belonged to NALGO, the National And Local Government Officials union. NALGO was quite a power in those days, to the extent that it owned and operated a couple of quite large holiday camps. Members got a discount, so of course our family went on holiday for several summers at one of these camps: Cayton Bay, on the Yorkshire coast. I was delighted to find that when we arrived, in the year of the pirate ships, Radio 270 had already taken up position off Scarborough and was beaming a steady supply of exactly the kind of music that my parents despised into my best friend, the Emerson transistor radio.

Not only did I have the Emerson at Cayton Bay, but the ballroom had in its dressing room a Leak valve amp that fed some pretty big speakers. I'd brought my latest purchase with me—the first Beatles album—and soon "Please Please Me" and "Love Me Do" were heard blasting in daytime from the empty, echoing space while sensible holidaymakers were turning to pink lobsters on the sands below.

Clive Warner

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Well Clive thanks a lot for this wonderful memory. And if you've more please feel free to share.

This is the end of this months report and if anyone wants to share his or her memories, ideas, news and more please write to me at HKnot@home.nl

Till next time, all the best greetings from Groningen, Hans Knot