

## HANS KNOT INTERNATIONAL RADIO REPORT JULY 2011

A very warm welcome to this July edition of the Hans Knot International Radio Report. A lot of people have sent their memories, some photographs and stories. So let's start with the first one, which came from Alex van den Hoek. He was scrolling through his photo albums and found a picture which is totally offshore radio. He wrote: 'How young we were in those days with from left to right a Club Veronica t shirt - which came from the Veronica Club which was housed in those days at the Pier in Scheveningen. In the hands a Veronica Magazine. Then in the middle a Veronica t shirt with the Borkumrif, a single from Veronica 538, the 'Give us a change' single and on the step also a sticker for RNI's 'Keep it on the air' action. Little nice has grown all the years with the radio and in later years she became floor manager at 'Langs de Lijn', which is the most important sport programme on Dutch public radio.'

Thanks Alex for sending it and this is really pure offshore radio nostalgia.



Photo collection Alex van den Hoek

Just before the last issue of the report was published, it was Don Stevens who send us a long story filled with memories from his Caroline days.

'The story of our adventures in France and Belgium, the police chases and our arrest and confinement in Boulogne Castle, have appeared elsewhere over the years, but, I will write a definitive article here which could come in a book in the near future. Clearly, we still ...could not get to Radio Caroline, and, with Tony Allan furious still at Simon Barrett we came to a crossroads. Tony did not want to work with Simon, and decided to leave Belgium for Amsterdam, inviting me to go with him. Seeing my surprise, Tony said perhaps I was right, and added it was better to go out anyway. 'Here's the money, less travel expenses, do what you two can.' My aim was to get out to the ship any way we could, so, I told Simon we go back to Boulogne, and try again from there. He clearly was not keen, but, we had to get out, the lads on the ship had been out there for over 11 weeks.

We arrived back in Boulogne by bus, they are usually full, the trains are virtually empty and the police would have spotted us straight away, on a bus, we get into the town centre without. From the bus station, we sneaked back to Alain's cafe; he jumped out of skin when he saw us. Alain quickly hustled us in to the back, and told us we should not be in France; he had already had a hard time by the Police. Finally, after much debate, he agreed to get the boat to sail in the morning. We had to stay hidden in the café; all was fixed for the morning. As it was late afternoon, Alain showed us his 'passion room' upstairs, and Simon and I went to sleep on the huge King Size bed. I was roughly shaken, the room was dark, Alain was shaking me, and whispering for me to get up and come downstairs, no lights. I got up, shook Simon, and grabbed our bags of records and shuffled downstairs, almost falling down the stairs. In the café Alain had placed some rolls and coffee, and exhorted us to eat up quickly, the car would come soon.

I noticed it was 3am on the clock. I wolfed down rolls sipping coffee between bites, I knew that being at sea on an empty stomach is a bad idea, fill up, and avoid being seasick. Simon finally came down, but did not eat as much as me, the car had arrived. Out we crept, put everything in the car, and off to the harbour, well, to the very end of the harbour to a small group of fishing boats, this was the stop point. Out we bundled, to the edge of the quay, and I found myself staring at what was virtually an inshore launch. The skipper raised his arms up for the bags, I passed them down, warning of their weight and he nearly fell into the water when he got purchase on the handle.



Don Stevens (Photo: Martin van der Ven)

We came down the quay wall ladder, and on to the boat. No sooner were we aboard than the skipper fired up the diesel and pulled away, he had unhitched the boat while we were boarding. All was dark in front, behind us, Boulogne was aglow with lights on the streets and the ships. The skipper lowered his aerials and masts to avoid detection by radar, and he opened up the motor to about 25 knots. It was very cold, this was February, the last week of the month, and we were lucky that it had been a wet month so; it was warmer than it might have been normally. We hugged the French coast and then Belgian coast and then, at about a position just north east of Dunkirk the skipper turned north and began our journey to the Thames Estuary, and asking us if we knew the location of the ship. I thought he had been there before, but, he had not, he was a smuggler who usually ran illegal immigrants for Alain to England, this was a completely new ball game for him. Simon had a radio in his bag, so, I asked him if we could use it to 'find' the ship. Simon thought I was crackers, but the skipper liked the idea, and we put it in his little cabin and I tuned into Caroline, which was now broadcasting the first hour of Radio Mi Amigo. Turning the set physically until I reached the weakest signal, we followed the direction of the radio. The skipper was anxious about an hour later, and I soon saw why, we were very close to open expanses of sand, and the skipper decided to turn east and head for deeper water toward Belgium. We had been beside the Goodwin Sands, a grave for many a ship over the centuries, but, back in deeper water, we were being bounced all over the place.

Sunrise and we were back 'DF'ing' Caroline and the sun behind us, it was now about 8am, and suddenly, in the distance, we could see a small sliver of white on the horizon, reflecting the sunrise. Closer we moved, and then we could make out a mast, it was the Caroline, we were delighted, but the skipper, he was ecstatic, it seems, we were low on diesel and he was afraid we were going to get stranded at sea. He had not calculated the diversion on the Goodwin Sands or that Caroline was so far north in the Thames Estuary and he was hoping to get some fuel from the Caroline. Closing in now on the ship, the skipper circled at a distance to make sure we were not being watched, we listened for aircraft, no sound, and the only ship was the lightship, on the horizon, so we steered for the starboard, the senior side, of the ship, putting the ship between the lightship and us. Our manoeuvring brought a reception committee up on the deck, it was a mild morning, the sun was bright and quite warming, and the sea had become calm.

I saw a very tall man in chef's whites, a shorter stockier man wearing overalls and a lean, but muscular, man with a sharp eye and bald with his hair cropped and a seaman. I soon learnt that the chef Joost, the second guy was ships engineers. A quiet man; the sharp-eyed dude was the Captain and he was hailing us now. Once he was satisfied we were from Caroline he began to unchain the entrance and indicated us to come alongside and come aboard. Our skipper pulled in close and came up on to the wall of tyres that protected the ship and I was amazed to see how low the ship was in the water. We virtually stepped across, from our launch to the ship, and Simon went first, he was known to the Captain. Simon's Afro hairstyle convinced the Captain we were friendly. I passed the bags of albums across to Simon, one at a time, the Dutch guys grabbed them, and then I came aboard. I was finally going realise a dream I had nourished since 1964, I was going to stand on the deck of the motor vessel Mi Amigo, one of the most famous radio ships in the world, and the home to more radio stations than any other ship. I thought to be respectful, so, I extended my hand to the Captain and introduced myself, he had an amused look on his face, but, he shook my hand and welcomed me aboard, I thanked him, and he began to stare at my feet. Was I wearing jackboots, and I replied they were US Cavalry pattern boots from Canada, he remarked that I might like to tip toe round his ship, and gave me an amused look. After explaining the skippers need for diesel to the Captain, Joost, introduced himself, the engineer had gone to get the diesel, and he turned out to be a very amiable giant of a man. His beard made him

look older than he was, but I reckoned he was in his early twenties, but a very tall blonde man, he would have made a great Thor.



Approaching the Mi Amigo Photo: Frank Kirk

The starboard side is the right hand side of the ship facing the bow. Joost took me in through the door in the white structure on the ship, and this lead into a hallway, with stairs to the immediate left, leading down below. To the right was a door leading into the dining area and studios. To the left, past the stair was the galley, which was Joost's domain. He was so tall he had to walk around with his head facing down and the ceiling brushing the back of his head. Simon has disappeared downstairs, he had a cabin form his previous visit, and he had gone down to wake up the DJ's we were replacing. Joost told me to leave my bag in the hall and go and visit the studio, one of the English guys was running the Radio Mi Amigo shows. I went in to the dining room, it was just as I had seen it in so many photographs over the years. I went to the far wall and faced the door I had just come through, and yes, it had not changed. The TV set was still on a shelf in the right corner, high up, the chairs were all as I had seen and the long table in front of me was as it had been on Radio Nord.

Suddenly the door to my right burst open, from the studios, and out bounced a guy with long curly blond hair and glasses, and introduced himself as Johnny Jason, I replied with my name, and he asked me to come in and take over the Mi Amigo operation. I entered the door, which was a corridor to

the large studio at the end. On my right was a studio with two turntables, a couple of NAB cart machines and two Revox A77 reel to reel tape decks, and seeing the radiator and porthole I knew that this had been the Radio Nord newsroom, the Radio Atlanta on air studio, and the first on air studio for Caroline, though it later became the newsroom. Johnny explained it was the live studio for Radio Caroline and for the first hour of Radio Mi Amigo and during the day, it could be used for production work. He then explained the system of recording some of your programmes to be played when you left the ship, and he showed me his tapes, which I was to play from that night to allow him time to re-enter Britain. Then into the large studio, which was formerly Radio Caroline South's main studio, now, it was the Radio Mi Amigo studio, but how different it was now. A Gates Studioette Mixer sat at the top of a 'U' shaped desk, with two Garrard 301 turntables with what looked like home brew arms. A Spotmaster record/play NAB cart machine sat above the mixer and on the left was a couple of Revox A77 tape decks. The real business was the two Bang & Olufson cassette tape decks, side by side on a rack on the left hand side, with a Revox tape deck below them. These played the programmes from Radio Mi Amigo, which were recorded at their studio's in Playa De Aro, Gerona, Spain, and were delivered by special tenders on a weekly basis. These tenders also changed the Dutch crew and brought water, fuel, food and provisions plus records, magazines and other details, but they worked for Radio Mi Amigo, Caroline did not use them.



Simon Barret and Don Stevens (Photo: Freewave Archive)

Johnny Jason, JJ, showed me the technique for changing programmes and how we had the 'Mi Amigo 'Lieveling' on the cart machine. (Lieveling roughly

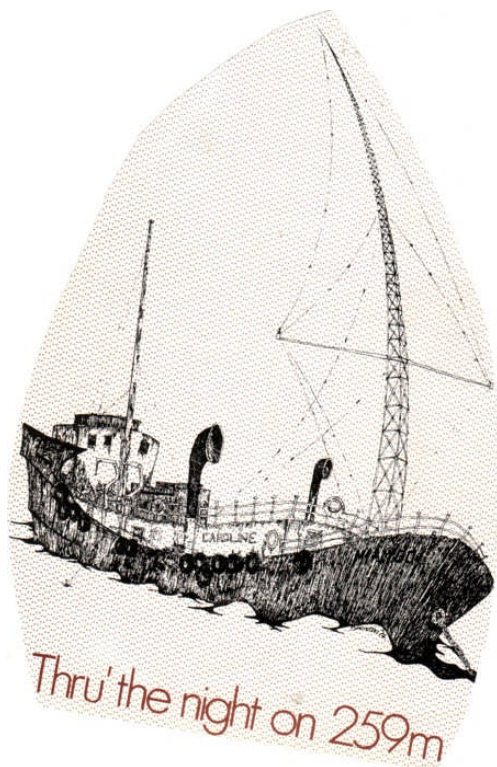
translates to my darling or dearest and is the name used for the stations pick hit of the week. It was this that made Donna Summer famous when Mi Amigo made her 'Hostage' a Lieveling) and as the cassette was ending, fade down, fire off the 'Lieveling' cue the next hour, 'Lievling' is finishing, fader up and start the next hour. Then, cue the next hour, and cue and have ready the next hour, just in case of a problem. Our 'Lieveling' that week was 'Love to Love You' by Donna Summer, this being February 1975. Radio Mi Amigo was always proud of the support they gave Donna Summer, and she confirms it when asked in interviews. She was a frequent visitor to Caroline and Mi Amigo offices in Holland before the Act was passed, in 1974 in the Netherlands.

With that, JJ had to dash off to pack, and then he skidded to a stop, and invited me to use his cabin while he was ashore. Fine with me so I followed Johnny through the dining room, grabbed my bag in the hall, and followed JJ down the very steep stairs. At the bottom was a corridor, turn left to the crew cabins, toilet and shower. Turn right, for more cabins and the ships record library, known as the 'discotheque', which was at the end of the corridor. JJ's cabin was the last one, on the right just before the 'discotheque, the starboard side. JJ slept up on top bunk, so, I suggested we leave it like that, I'll bunk below. That's DLT's old bunk, JJ told me, and when I lay down later I noticed graffiti carved into the wooden base that DLT had been there in 1966. JJ ran back upstairs; I threw my bag onto my bunk and followed him up. JJ remarked my boots were a trifle noisy and he said the Captain would prefer I tip toe at night, I told JJ that the Captain had already made that point.

Back in the dining room I was introduced to Bill Danse, the transmitter engineer, who maintained the rigs with Peter Chicago, who was on shore leave. I struck up an immediate rapport with Bill, we worked together for a number of years on The Voice of Peace, off Israel, but, that's another story. The skipper had been fuelled, but he was not too happy. He thought he needed more diesel then he actually got. And JJ and another guy, whom I had not met, jumped aboard the launch and waved to us cheerily, keen to get back to dry land and civilization, though the Captain was amused and remarked in Dutch that the launch was heading for England, that, is another story.



Bill Danse asked me if I'd like to see the transmitters and seeing my surprise he told me we had three on the ship, all made by Continental Electronics in Texas, good rigs for ship based broadcasting. Walking up the starboard side to the bow, and heading toward the mast, a huge structure in its own right, Bill went to the last door, which was open, and I felt a blast of hot air coming out of the door. Down the ladder we went, and there it was, on the right, the 50,000 watt Continental that came aboard in 1966, I had seen photos, but to stand in front of it, feeling its heat, the buzzing, the tinkle of the audio from the programmes, the roar of the fans and the tubes, huge tubes, all illuminated, I was speechless. I had dreamt of this whole day for years, and now, here I was, aboard the MV Mi Amigo, standing on her deck, and looking at her heart and soul, her transmitter. Bill then drew my attention to two other rigs, smaller, but also made by Continental, and these were rated at 10,000 watts each. Bill pointed out they were often run up, and were used, individually, as back up. He also pointed out that he could combine them, as they had been prior to 1966. Even though it was February, Bill was in a T shirt, and I was boiling in my coat. Bill suggested we go to the dining room as it almost lunch time, so we arrived there and I popped into the Mi Amigo studio to make sure everything was okay.





Simon was in the hot seat, and suggested I make myself at home, he would Mi Amigo, and the tapes for the night, and I agreed, but pointed out that maybe I could take over after midnight. Lunch was incredible; Joost had prepared a mixture of Dutch, Surinam and Indonesian food, which I tucked into, much to the amusement of the Dutch who were surprised to see an English DJ who did not complain about the food. Still enjoying the food, I laughed, and pointed out I was Irish, which really made my new friends laugh. I developed a close friendship over the many weeks that followed and pulled my weight as a crewmember (though I was not required to, radio staff did not do ships duties) when we were hit by storms and our anchor dragged. I spent many hours on the bridge, keep the ship facing the storm while our engine struggled to take strain off the anchor. The evening meal too, was a through cuisine meal, and my first night I sat in the dining room, watching a bit of television and soaking up the reality of my first day on Caroline.

Adjourning to my cabin, I noticed my air vent and suddenly realised that I was way below the waterline, and the cabin was not very warm, even though the heating was on. But, why worry, she had served many crews for many years, and she must have known I wanted to be here, so, why would she sink when a fan like me was here. With that, fully dressed, I lay on top of my bunk, took one last look at DLT was here and fell asleep, not waking till 1 am when I took over from Simon and became, what I had always dreamt of, a Radio Caroline disc jockey.

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A wonderful memory Don and later in the report there's another long memory from him about his days on the Voice of Peace. Now let's see what the recent info on The Radio Day 2011 looks like:



## The *preliminary* schedule for Saturday 12th November 2011

11:00	Opening
11:15	<u>The Story of Radio Netherlands' "Media Network"</u> A dialogue between Jonathan Marks and Andy Sennitt
12:05	Josje de Munck being presented with the prime copy of the <u>Laser 558 book</u> written by Hans Knot
12:15	Het <u>Gerard van Dam</u> interview (delen van de nieuwe video "Actum Agere")
12:30	<u>Het Radio Delmare avontuur</u> (onder voorbehoud)
13:30	<u>The forgotten stations from former wartime defence forts</u> A panel with Paul Freeman (Radio Essex), Colin Dale (Radio Sutch), Guy Hamilton (Essex), Bill Rollins (Tower), John Stewart (KING, Essex) and Dick Dixon [Dickason] (Sutch, Essex). Moderator: John Ross-Barnard (Invicta, KING)
14:30	<u>Op volle kracht: Herinneringen aan Radio Veronica</u> Een panel met o.a. Klaas Vaak, Tineke, Ad Bouman, Harry Knipschild, Jan van Veen, Bert Alting en Jan Herrmann. Gespreksleider: Juul Geleick
15:30	<u>Get Your Kicks On 266 - Radio London Memories</u> A panel with Ian Damon, Graham Gill, Dave Hawkins, Norman St. John, Ed Stewart and Ron Buninga. Moderator: Ray Clark
16:30	<u>The Radio Day 2011 Awards - presented by Robbie Dale and Hans Knot</u> An Outstanding Contribution to Offshore Radio" (3 winners), "Offshore Radio Top Technical Support" (1), "Offshore Radio Writers and Historians" (1), "The Radio Anoraks Award" (1)
17:30	Farewell
Radio Mi Amigo 107.1 FM will be broadcasting live from the Casa 400 hotel.	



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More info to be found at  
[www.radioday.nl](http://www.radioday.nl)



#### Graham Gill Archive Part 15

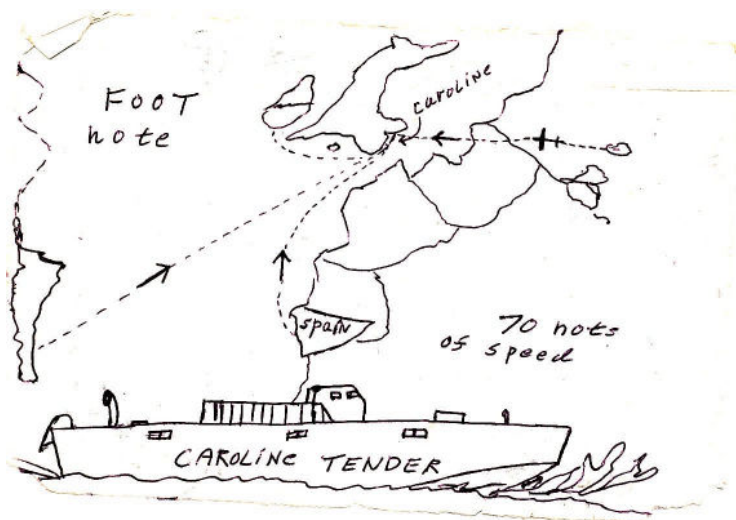
It is many months ago we were for the last time in the Graham Gill Archive to dive in the thousands of letters and cards he received from his listeners during the time he worked for stations like RNI, Caroline and Radio Netherlands. Again this time I dive in the cellar to see if I can find some interesting things to reveal after almost 4 decades.

Graham Gill, now 75 years of age, still has good memories to RNI days and so I picked first a letter from a female fan, Terry in West Cliff on Sea. She wrote in to tell Graham how good it was to have him, and his other RNI International deejays, on the air. This during a period she was not too well: 'I have had two operations during the past 15 weeks and it's a good job we've RNI to keep me happy. Graham, we will be lost with out you all in England. It is the very best station. I have two big photos above my bed and that is why I love you all on RNI. Please, please don't go away RNI we love you!' Terry had a second piece of paper included in the envelope being a simple request for two friends, who where also RNI lovers. First she mentioned Susan

Gregory and secondly Ray Anderson from Frinton on Sea. Where did we hear this last name before?

There were also listeners in those days, who wanted to express that mistakes were made in the RNI programs, and so they wrote to the station. Nowadays they would go on internet to write in certain newsgroups. Personal letters were written to the deejays in the seven ties, like the one dated April 1st 1974. It was Graham Cann from South Croydon in Surrey who wrote: ' I enjoy listening to RNI Toppers 20 every Friday Night and I have kept a record of the charts since last June in the days of the Top 30. I believe you have made several mistakes last Friday, March 25th, which made it rather confusing. The first record played on the show was 'Seasons in the sun', by Terry Jacks, followed by an explanation of the line-up for that night on RNI; after which you said that we, the listeners, had just heard the no. 20 sound, and then continued with number 19. The point I wish to make is that Terry Jacks turned out to be the number One record, and in the countdown number 20 was Genesis with 'I know what I like'. '

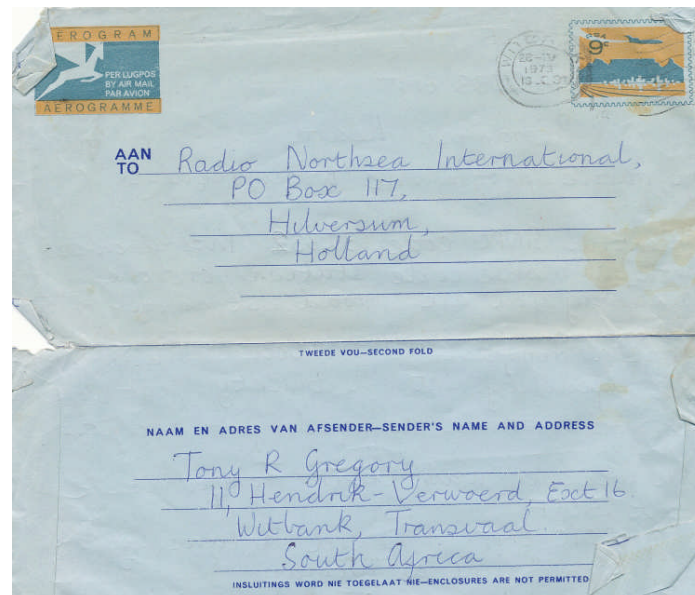
Letters were coming in during 1974 from people who were really concerned about the future from RNI but also that from Radio Caroline. The organisation behind Caroline had announced to go on after the Dutch MOA would become law. Next to that listeners to the station put in foot notes in their letters, for instant the one to Caroline from John Biles. He even made a drawing about the expected tendering for the MV Mi Amigo in the then future.



In earlier issues of this series I recalled that there were the so called 'long distance listeners' tuning in to the offshore radio stations. On January 14th 1974 it was Chia, who asked for a request to be played after midnight for her friend Chubby, because that was the time they could listen to the request show. The letter came in from former Yugoslavia, to be exactly from Ljubljana -which is nowadays the capital of Slovenia.

Another example of a far away response you see on the next picture file. It was a reception report from someone who heard RNI on April 23rd 1973 between 20.10 - 20.33 GMT. This was on one of the shortwave frequencies used by RNI, the 6205 kHz. In the report it was mentioned that the reception had a SINPO code 32332 as well as there was interference on the frequency by a so called Morse code station.

As a receiver a Tempest HF3 was used in cooperation with a twenty foot long wire antenna. The weather was clear with a temperature about 50 degrees F. Next the sender of the reception report mentioned which songs he heard as well as that it was a request program and yes, the reception report came far away as from Witbank, Transvaal in South Africa.



Former colleagues knew how to reach the ship in a quicker way than using the PO Box 117 in Hilversum. One envelope, I found, was addressed to 'Graham Gill aboard MEBO II, c/o Dick Roos, Treilerdwarsweg 8a Scheveningen Nederland.' Enclosed was a holiday card from Soest in Germany. Well the guy



who wrote the card was not on holiday but for other reasons there. He wrote: 'Dear Graham. Well, as you see I joined the army, already one month ago. With 11 more months to go, life is Oké, I hope you are having fun on the MEBO as well. Do give my best regards to all the lads on the ship. Best wishes from Pierre.' Well regular listeners to the shortwave service from RNI remember his name as next to AJ Beirens he was with Peter and Werner Hartwig assistant to AJ and so Pierre Deseyn was his full name.



Pierre Deseyn (Archive Graham Gill)

Also, next to the enormous amount of letters and cards many other memories were found. For example there is a very little photograph, which I've blown up a bit. It shows a deejay working in the studio of Radio Dolfijn, which was formerly used by Swinging Radio England. So it's photo taken late 1966.





Jos van Vliet (photo: Look Boden)

I've seen such photos before on internet and wrote to Look Boden if it was correct that it was Jos van Vliet on the photo and he came back to me within minutes to say I'm correct and also gave an internet address where more from the series could be find:

<http://www.offshoreradio.co.uk/album14.htm>

From Germany I found card written in as a sort of 'welcome' to Graham. It was KarlHeinz Pflundke who wrote: 'Dear Graham, nice to hear you back on the radio on March 27th. Being with Don Allen the last of the great DJ's from the 60's on the air at this moment. It's always again a thrilling experience to hear you on the air again. So many great deejays are silenced now like Tony Allen, Andy Archer, Roger Day and Robbie Dale. It's only RNI now which brings memories of the Roaring 60's. So have nice days on RNI and I'm hoping you will not be outlawed by the Dutch Government.' The card was written in March 1973 in Bochum, Western Germany. Not much later he sent a second card which included: 'Now at last RNI has got the right people to compete with '208' (Luxembourg), Tony Prince and Bob Stewart. However you need a Top 40 instead of a Top 30, because the Top 30 isn't enough to compete with 208. And don't forget to tell your engineer that on medium wave RNI is only number 2 behind '208' and on shortwave is it number One, that's powerwise.'

Sometimes people, who live in the radius of a transmitter cannot receive the station due to the fact another station, more nearby, is using a frequency near the one used by the first station. I learned from a letter written in April 1974 this was also the case with someone in Belgium. He wrote: 'I'm a former co-operator of the Belgian Free Radio Campaign. At the moment I'm an active member of the Free Radio Campaign Germany. As you already know, I'm a big Free Radio fan and I'm interested in all kinds of promotion material from the offshore stations. So, I collect every record from Free Radio Stations, I can lay my hands on. I have a small collection of theme records. And I'm still looking for 'We love the pirate stations' by 'Roaring 60's' A couple of days ago, your address was given to me by a friend. He told me that you would be able to give me more information on that specific record.

Do you know how I could get a copy of 'We love...'? Will you please write back to me Graham, because I can't receive RNI in my village due to the interference of France Inter on 210 metres? I live only 15 miles away from the transmitter from France Inter. I do hope that you can (and will) do it for me Graham. I can't say that I'm a very regular listener of RNI, but I love your station because it's an offshore radio station. I will take part in a North Sea trip on the first of June. A trip to the offshore stations and maybe I will see you on the MEBO II. So, I will end my letter, thanks a lot Graham! I'm still fighting for free radio! Good luck! Yes this letter did give me a big laugh was it was signed by the guy who not much later started the Baffle Magazine together with Frans Schuurbiens. Later this magazine was renamed in RadioVisie and still, in 2011, the man is still active as the big man behind the online daily media information magazine [www.radiovisie.eu](http://www.radiovisie.eu) Yes, no one other than Jean Luc Bostyn. Well I asked Jean Luc recently if he ever got an answer on his question. And he wrote back to me that he even didn't remember he had written the letter. He once got a Jacky Northsea Card from Graham and now he knows, after decades, why he got the card.

Geluwe, 12th April 1974

Hello Graham !

My name is Jean-Luc Bostyn. I 'm a former co- operator of the Belgian Free Radio Campaign.

At the moment I 'm an active member of the Free Radio Campaign Germany.

Sorry for my bad English Graham. I hope that you can understand my small letter.

As you already know, I 'm a big Free Radio fan. And I 'm interested in all kinds of promotion material from the offshore stations.

So, I collect every record from Free Radio stations, I can lay my hands on.

I have a small collection of these records. And I 'm still looking for "We love the pirate stations" by "Roaring 60".

A couple of days ago, your address was given to me by a friend. He told me that you would be able to give me more information on that specific record.

Do you know how I could get a copy of "We love..." ?

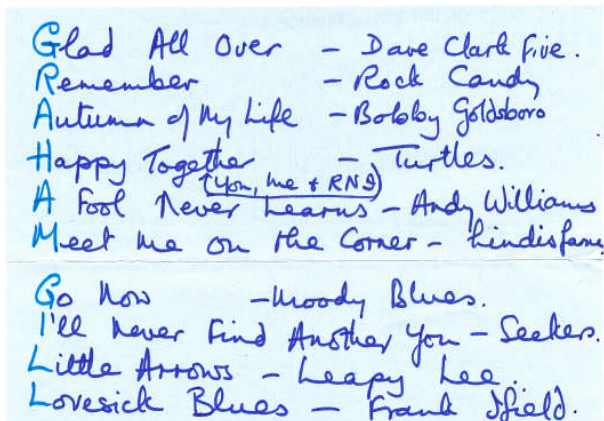
Will you please write back Graham. 'Cause I can 't receive R.N.I. in my village. Due to the interference of France Inter on 219 m. I live only 15 miles away from the transmitter of France Inter.

Of course listeners were afraid that all stations would leave the air after August 31st 1974, when a Dutch version of the MOA would become law. Lucky for the Caroline and Radio Mi Amigo listeners, those two organisations decided to go on with transmissions. A regular listener, who also wrote many letters to Caroline as well as RNI, was Mary Warner. In one of her letters, written August 13th 1974, a topic was the closedown of the stations. She wrote to Graham: 'Johnny Jason mentioned last night that you are all going to keep on the air after September 1st, I don't know how you're going to manage it, but I do sincerely hope you will be able to as a great many people are going to be very sad and lonely if they have their favourite station taken away from them. I simply can't imagine not being able to tune into you and all the others at night. Nice to know you have friends playing music to you and helping you make it through the night.' In those days Caroline had organised the LA Festival at Stonehenge and Mary came back to that topic too in the same letter: 'They had Stonehenge on our TB last night, saying that all the people who are camping out there are going to be taken to court if they continue to camp there. So it looks as though Caroline's LA will have to come to and end there.'

Regular readers to this series of memories out of the Graham Gill archive know that I don't do the items in time schedule but take just another letter out of the big boxes, now coming to a letter written by a lady called 'Chris' number 2882548 at H.M.P. Parkhurst Road in London, so from someone in prison dated August 8th 1974: 'Dear Graham, As you can see by the address I am inside, but only in body. I am on the Drug unit and every one of us listens to Caroline every night; all 14 of us. We are all in single cells and when Floyd or Hendrix are on we bang on the wall to each other or call out. If someone's batteries have run out we turn the sounds up really loud so they can hear it, which can mean we lose our radio for a week. I got myself 2 years and I hit free air again next June. I want to try and get in touch with someone again as I know a lot of heads in East Anglia listen and I wondered if you would give my name, number, address out in a message. His name is Jacko and I first met him in my home town of Portsmouth when he was desperately to get out of the Navy. My husband and I last saw him at Lincoln Festival two years ago when he was dragged off by the Drug Squad there. So would you read out my name, number and address as it would cheer me up to hear from him again?' Next the letter went on with a lot of information

about the other girls in the same block as well as information which I don't dare to publish here.

Graham had many more female listeners as regular ones. Many of them wrote on regular base, including a lady called 'Olive' who even invited Graham in several letters to come to her place to enjoy the many strawberry fields she had. One day she send in a lit with request from which each song had a letter at the beginning forming the words: Graham Gill.



Glad All Over - Dave Clark five.  
Remember - Rock Candy  
Autumn of My life - Bobby Goldsboro  
Happy Together - Turtles.  
A Fool Never <sup>(You, me & RNS)</sup> hears - Andy Williams  
Meet me on the Corner - Hindisfame  
Go Now - Moody Blues.  
I'll Never Find Another You - Seeker.  
Little Arrows - Leapy Lee.  
Lovesick Blues - Frank Field.

Well the next e mail I sent out earley June: 'Gentlemen I've just found a long list in the Graham Gill pleasure box with names of the people who went out with a trip to the MEBO II on August 4th 1974 and included are a Brian Keith from London as well as a Ulrich Mittag from Wuppertal. From the latter one I now for sure it's the one I'm writing to but Brian I'm not sure. Well I want to write some memories of this trip into one of the reports during the Graham Gill segments and so I ask you to send in some memories and, if you have, a photo or two hope to hear from you, greetings Hans

It was Brian Keith who responded with: 'I now know for sure there a more than one Brian Keith as I was not on the MEBO II in August 1974'. Ulrich Mittag responded with: 'Dear Hans, thank you for your email.

But I cannot remember to have been on a trip to the MEBO II on 08/04/1974. I know that I took a trip to the radio ships on August 31st, 1974.



Mind you, that is almost 37 years ago - all I remember is, that I did not find an affordable accommodation in Scheveningen, so I slept that night (after all radioships, but the mi amigo, had fallen silent) in my old Renault R4'.

Next another e mail, this time from Paul Flannagan: 'I was recently sent your April 2011 Radio Report which I read with huge interest and delight at the wealth, (and depth), of information on pirate radio etc. Brilliant! (I got it From Stuart Clark a journalist on the Dublin based "Hot Press" magazine who used to work on Radio Caroline). I would like to subscribe to receive this monthly newsletter. For myself, I have no history with pirate radio, (only as a DX'er in my youth), but I did have a hospital radio programme many years ago and great aspirations in becoming a radio presenter. Back in 2004 Radio Caroline, (the Ross Revenge), came and anchored at Tillbury Docks, Essex - just down the road from where I live in Grays, Essex. Naturally, I couldn't resist the temptation to go and take a tour!

Several years later, when the movie 'The Boat That Rocked' came out I wrote this blog piece about the movie/my visit to Radio Caroline:  
<http://www.blogbypass.com/travel/the-boat-that-rocked-pirate-radio/>

Thanks again for the great read! Paul p.s. I sent your link to my brother Chris over in Ireland who just emailed me to say he'd contacted you and he is on your mailing list now. Small world, eh?'

Well a very welcome to those two and other new readers to the report and if you've memories to share feel free to send them to [HKnot@home.nl](mailto:HKnot@home.nl)

The next news comes from the Radio Caroline website: 'Radio Caroline has, after discussions with politicians and media practitioners, decided to change the objective of our Fair's Fair campaign. The station has been calling on Ofcom to treat the station as a special case and be allowed a licence to transmit our programmes on medium wave to the south east of the UK. Now we are calling on Ofcom to find a frequency and advertise its availability, giving us the chance to apply. Please go to the campaign website, by clicking the link below, for full details and how you can help.

[www.RadioCarolineOnAir.com](http://www.RadioCarolineOnAir.com)

Now it's nickname time again: First one for Tom Lodge as he was called 'the man with the crazy big hug'. It was given to him by Robbie Dale on Radio Caroline in the sixties. Also I heard Johnny 'double J' Jason mentioned on the same station in the seventies. On Radio Atlantis in 1974 it was Dave Owen who gave Steve England the nickname 'Sexy Steve'.

Next one is from a former guy working for the Caroline organisation in 1987: 'Hi Hans, I hope you don't mind me contacting you. I'm trying to find anybody who has any photographs taken of Radio Caroline during August-October 1987. You see this was the time I spent on board, but sadly there do not seem to be many pictures about of that period (which I consider to be the best period of her broadcasting, apart from the 60s). Also was it yourself or Theo Dencker who wrote a book about the station and listed everybody that worked on board up until (probably) 1990 or 1991. I have seen a copy of this book many years ago at John Burch's house and towards the back there is a list of names who worked there (including mine). I would dearly love to get a copy, if you know of any. Obviously I am willing to pay for it. Thank you for your time and I look forward to hearing from you soon. Malcolm Dunn (aka, Terry Reed, Mickey Gee).

Well I wrote back to Malcolm telling him that it was indeed me writing '25 Years Radio Caroline Memories', way back in 1989 and sadly there are no copies available after 22 years! He came back with: 'Thanks for the reply, I have attached a picture of me on the Ross Revenge, taken August-September 1987. I look very young there (it was 23 years ago). I'll have to try and find a copy of the book '25 years Caroline Memories', you never know one might turn up. Maybe John Burch might let me have his.





Malcolm Dunn (collection Malcolm Dunn)

The jocks on board at the time I was on there were Peter Phillips, Tony Peters, Chris Kennedy, Steve Conway, Jackie Lee and the engineers were Chicago and Mike Watts (not at the same time). I cannot remember any of the Dutch DJs. One of my first jobs was to peel the potatoes for the evening meal, imagine how many potatoes that was for a crew of 14. Most of my time was spent running the *God* tapes (Viewpoint 963). I will send you another e-mail later with some more info and stories, but for now thanks and look forward to reading the next news letter. Mal'.

Thanks a lot Malcolm and by coincidence a few days after your second mail came in, I met Steve Conway and he told me he did remember you from that period and thought you were doing some late night shows then.

Time for update from Jon at the Pirate Hall of Fame:

New for June:

- Caroline South's 1965 breakfast DJ, Paul "Nutty" Noble, brings us up to date with what he has been doing since his offshore days;
- Radio 270 "Wise Guy" Guy Hamilton provides us with a rare Radio 270 Top 40 from July 1967;
- we receive some sad news about the health of Radio Caroline's Tom Lodge;
- we hear about the recently launched Dave Cash Album Collection;
- there is an update to the page on advertising-sponsored shows with loads more audio memories;

- there is news of a magazine article about Caroline founder Ronan O'Rahilly;
- your chance to own a miniature version of RNI's Mebo II;
- and, following the death of sixties singing star Kathy Kirby, we listen again to her reviewing the new releases on Radio Caroline in December 1965 with DJ Keith Skues.

My thanks, as ever, to everyone who has contributed. More next month - including some great photos provided by Paul Noble. (Incidentally does anyone have a recording of Paul on Radio Caroline? I haven't been able to track one down.) All the best, Jon [www.offshoreradio.co.uk](http://www.offshoreradio.co.uk)

François Lhote from France sent me a very unique photograph taken way back in April 1961 on the Bon Jour, later known as MV Mi Amigo. The ship was then used by Radio Nord of the Swedish coast. The guy on the photo is Olle Sjogren, one of the engineers. When sharing this photo with Paul de Haan from [www.broadcasters.com](http://www.broadcasters.com) he came back with the comment: 'So this was the studio for the engineer in 1961, on the other side of the window the well-known studio with radiator, as seen in many pictures from the Mi Amigo period, this studio had the luxury of 2 portholes.'



Engineer studio Radio Nord 1961  
Archive: OEM

Recently I got an e mail with a request from Henk van Bruggen. In the eighties he worked for the first commercial satellite radio station in the Netherlands, Cable One. The station was, like the offshore days, banned by

the Dutch government. Henk started a memory lane for the station on internet and heard that I once did a video on the station and so I dubbed a copy and together with a lot of other memories to Cable one can now be seen at: [www.cableone.nl](http://www.cableone.nl)

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Jan Sundermann writing from Germany  
11th RADIO DAY ERKRATH Saturday 17 SEPTEMBER 2011  
On Saturday 17th September 2011, we organise the annual meeting for radio makers and listeners for the 11th time in the rooms of the observatory Sternwarte Neanderhöhe , Sternwartenweg , D-40699 Erkrath. The event is scheduled from 14.00 to 20.00 hours EST entrance is from 12.00 o'clock EST.

This years partners are Radio700 and ClassicBroadcast.  
Our special guest will be Bert Bennet. He is to many known of his broadcast on Radio Mi Amigo.  
The location: From Düsseldorf railway station one can get there by train S 8, direction Wuppertal/Hagen. You leave at stop Hochdahl-Millrath and walk the road in direction of the train to small way. On right hand named Hausmannsweg. After a few hundred meters you see the observatory.

By car you leave Autobahn A 46 at exit Haan West to Erkrath, in the town the way is marked 'Observatorium'. The entrance fee is 10.- EURO including a welcome drink.  
For any requests please contact: e-mail: [radiotag@fastmail.fm](mailto:radiotag@fastmail.fm)  
phone ++49 - (0) 171 - 492 5829

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Jan Broekema found another amazing video on the subject 'jingles' on internet and found out that 'myself' was included. Have a look at: <http://www.youtube.com/watch?v=OPpWp2pRpnU>

Next it's t shirt time and I found a special one this time in the archive of Graham Gill. Probably one copy has been produced of this one. Graham is seen on the back, while the other guy is Rob Bolland from the duo Bolland and Bolland. By the way the photo could have be used too in the category 'artists visiting the offshore stations'.



As promised earlier in this report, there's another memory from Don Stevens. This time he takes us to the MV Cito or the Peace Ship.

### An Eventful Day on the VOP 1540

'My goodness, its 5 am already, I really love being on a ship, I sleep so soundly, even better here on The Peace Ship as the sea is more sedate, a far cry from the North Sea and Caroline. Right, better get up, I have my first breakfast show to do thanks to Keith Ashton, I get my first shore leave today, its my birthday so Keith has me on breakfast, then Stevie Gordon will do my mid morning slot, the tender is due during my show, so, a shift swap.' The start of a new day for me and a new air shift, my first chance to do the breakfast show which was the most important of the day aboard the Peace Ship, the show had the most commercials, followed by Drive Time, so, it was our money mill. The huge profits were used by Abie to finance all sorts of undertaking, medical equipment for hospitals, financing whole wards for under privileged children, all from the Arab world, whose parents smuggled them into Israel via the deserts. Plus, Abie sent money to overseas charities and projects, and with the station making huge profits Abie was able to endow the projects with large cash sums, always cash, which brought Abie into conflict with the Israeli taxman.



Cito just after registration in Panama  
Collection: Hans Knot

Out of the cabin, mine was on the port side, toward the bows, right turn and into the wash and shower area, and today I can have a shower as it's my shore leave and we are expecting a water tender today as well. That comes out from Ashdod and is a strange looking vessel, about 200 foot long, about 70 foot wide and very low in the water, it is flat but for a small bridge toward the rear, painted blue it resembles a giant slice of bread, well, it's the only way to describe it. It is ungainly, and a move very slowly, takes hours for it to get to us. Showers are always restricted, you are allowed two a week, and all other washing is army style strip washing by the sinks. It's March 25th 1976, and at this time, the washing area consists of four shower cubicles, which are on the right as you enter the area from the port side which is open plan. Next to the showers are two large Whirlpool units, one an industrial size washing machine the other a matching drier. We try to avoid using the washing machine unless we need clean clothes for shore leave. I had already made a wash two days earlier and shared the machine with Jules and Ken, as they were going ashore today, so, we felt it only fair to save water and wash our kit together.



Stevie Gordon, Don Stevens and Crispian St.John  
Collection: Don Stevens

Turning around to face the bow, are two large sink units with a full length mirror across the wall behind them and a large strip light so you can see yourself very clearly. The shower was wonderful, so good to get a good lather going, but, I had to be quick, save water and still had to pick my records for the show which started at 6. By 5.30 I'm dried and in my clothes for shore leave, blue Wrangler jeans and a Radio Caroline T shirt and my US Cavalry pattern boots, very comfortable for long walks, which I hoped to do once I got into Tel Aviv. I came out of the wash area on the starboard side, stepping down and onto the deck. The wash area and the cabins are built six inches off the deck floor of the hold and is really a module, assembled on shore in New York and then lowered into the first hold, we had a main hold lower down.

This module, from the bow end and walking back to the stern consisted of the wash area, four cabins, six studio areas, two of which were cabins now, a third was a production studio and a fourth was now the record library. The on air studio and conference studio were unaltered. Walking up the corridor I past the on air studio which was the last door, so, I popped my head to see if the non stop spinner wanted a coffee, he gave me a thumbs up, so I closed the door and carried on to the stern, past our two huge Collins transmitters to the end of the hold and the steep steps up to the deck. This brought me up to the port side, turn left and the next door is for the mess room, long and with two tables in the middle, benches down each side of the wall. You could fit 16 diners in here.



Further back and the last room on this deck is the galley, the domain of our French Chef, Charlie, a real character and very possessive of the kitchen. If Charlie caught you in there without his permission you would be for the high jump, and Charlie's cabin was starboard of the mess room, so, he could hear everything in that section of the ship. I went up to the water boiler, by the second door into the mess room and the door Charlie used to access the galley, all on the port side, and made the two coffees. Nipped back downstairs with them, gave one to the spinner, and then I went to the record library, walking along the front of the transmitters and then right turn into the record library, I could see the spinner in the on air studio through the glass wall. I grabbed a couple of good compilation albums of hits of the day, and then selected other albums of 1960's artists for my 'own choice' spots and then back to the on air studio.

I checked the commercial log, which was very busy, the first spot at ten past six, had four commercials, and by the time I was on the last spot that hour at then to seven I had six commercials. So I was hoping everyone had let the carts fully cue, with just two cart machines it was common to stop a cart to load in the next commercial, some jocks forgot to re-cue and this meant a commercial did not go out. That really upset Tavas, our advertising agency, so, I got the first four carts and recued just to be on the safe side, I could do the others during my show. We had a very good studio by pirate radio standards, very American, it was the sort of set up you would find on a typical North American AM station. All the studio gear was Gates, including a Gates Diplomat Mixing Panel, very wide, with lots of inputs and outputs. Two Gates NAB Cartridge Machines on the left of the Mixer, and on the right, side by side, two Gate Turntables, idler wheel driven with Mercury switches to get an instant start, and two Gates Arms with Shure Cartridges. Most of the jocks used the switches, but some, like myself and I think Stevie and Ken would slip start the record, by switching on the deck with thumb and holding the disc with your fingers as the deck played. It gave you immediate playback, no gaps, I always preferred that way of playing the records.



Frans de Wolff and Keith Ashton  
Hans Knot Archive

We did not have news today, so I played our Main Ident at the Top of The Hour, I don't why, but no news, maybe Kol Israel was on strike, they were often on strike which was good for us. The Main Ident was always in two languages, which rotated, so if you started with the Hebrew and English, the next hour it would be Arabic and English and the third would be in French and English, as, at that time, French was still an official language in Israel, and was widely known and spoken in Lebanon, Syria and Egypt, countries our signal reached. Our main French competitor was Radio Monte Carlo with a huge transmitter on Cyprus and was audible all over the region, but, thanks to our sea location our signal was more than a match for them. Bill Danse, our Transmitter Engineer, told me he ran our two Collins transmitters at about 38kW which meant they ran well within their design tolerances, though, I noticed that as we got into Winter, Bill seemed to up the output. Well, in theory, they could run at 50kW, I know Yorkie ran them at that power in 1985 with Bob Noakes assisting.

'Una Saut a Salaam' so, I was starting with the Arabic Main Ident and then went into English with Phil Brice doing the voice over. Phil had left the Ship a few weeks earlier and was up in the British Midlands on Beacon Radio, he still lives in that part of the world. The show went well, no problems, I re-cued all the commercials during my show, we were fully self operating, which means no engineer or producer, you did all that yourself, you ensured the commercials went out on time, you operated all the controls and watched your own levels, even though we had an audio limiter and process unit

between the studio and the transmitters it was still wise to watch you did not over modulate. Plus you cued all the records and played the decks and cart machines and opened and closed your own microphone, this was typical on North American radio, but, on European stations, all that was done by a Technical Operator or TO and a Producer or two would watch the programme. If you were lucky you might have some input apart from your voice links, a situation that still applies today on a lot of stations.

Charlie had dropped in just after 7 with a cup of coffee, and sat in on part of the show, he was very keen to learn about the studio, and, as we got on well, I was happy to have Charlie in the studio. He was never volatile with me, but, I had seen him lose his temper, and what a temper he had. The coffee was nice, and Charlie asked me a number of very sensible questions about the show and the equipment. He ended up spinning some shows too, which he loved, poor fellow, he was a virtual prisoner aboard ship, no Passport, so, no shore leave, though, we did smuggle him into Tel Aviv once or twice, much to Abie annoyance. The show finished at 9, and Stevie Gordon took over the mid morning show, big mug of coffee in hand, he was a great friend and is now back at sea with Radio Seagull on the Jenni Baynton as Programme Director, he would be on air till 12 noon.

Up on deck, and the Sun was bright as usual, always is in Israel from March to November, and the sea, reflecting all that sunshine, meant you could get a really good sun tan aboard ship. I went to the stern and into the mess room and Charlie had made me breakfast, fried eggs, salad and toast, beautiful, and he joined me and we talked radio, and he gave me a list of items he wanted from shore, and passed me a roll of Israel Pounds. I suggested he pay me later, I did not want to have other cash on me, and maybe I could not get all the items, so, Charlie was happy to leave it at that. Finishing breakfast, I strolled up to the anchor locker and then went up to the bow itself and checked the anchor chain, everything was okay so I reported to the bridge and Captain Donald was in his day room reading a book, he loved reading, and the room was stacked with books. I gave Donald the report on the ship and the anchor, and then went down the steps and along to the forward hatch cover to sit in the Sun.

Most of our bathing was done on the first hatch, near the mast, and closer to the galley and the steps to the studio and transmitter hold. Below that

level was the lower hold, a huge expanse that took up a lot of the length of the ship. Here were the relaxation facilities. The TV, a couple of huge four seater sofa's, a table tennis and magazines and newspapers. At the other end was our emergency food store, filled with tinned goods, mostly fruit, I found loads of tins of Apricots, which I consumed on a regular basis, plus all the John and Yoko 'Hair Peace' posters, which I found out years later, no one knew they were there, so, they are probably at the bottom of the sea.

At night, this hold was always full of the on air staff and the ship's crew and this was enlivened by a Maccabee beer or four, beer kept the ship going, though you had to buy your own cigarettes. The Captain had Marlboro, the radio man's cigarette of choice, but, I was developing a taste for Israeli cigarettes and so I brought my own cartons of 'Time100' aboard. I should have got Tavas to do me a contra deal, we advertised a number of cigarette brands on air, all made by Dubek, the manufacturers of 'Time' and 'Time100'. The tender arrived at 10.30, I went down below to Ken's cabin and gave it a good knock, and Ken opened the door dressed and ready, Charlie had gone down the rear steps and alerted Jules who preferred the proper ships cabins used by the crew at the stern and location of the ships Head, or toilet, a monstrous thing, set up high on a pedestal with handle bars to grip in high seas and flushed by sea water via a very noisy pump. I went up on deck with my small bag, no need to bring a suitcase ashore, I brought enough for seven days on land, underwear, socks, a few T Shirts, anti-perspirant (essential in Israel) and a large bottle of Paco Rabanne, also essential. Ken and Jules were travelling light too, so, we were up on deck and ready to go.



Don Stevens on the tender  
Collection: Don Stevens

The tender came around to the port side, and we dropped the ladder down the side of the ship, which was riding very high out of the water. We needed fresh water and also fresh supplies of diesel, a tender for the latter would be out later in the week, the fresh water, that afternoon. Passing food and supplies up to the ship from a tender when the ship was so high was a very tricky procedure. From the water line to the deck today was 15 or 17 foot, so, a crewman had to go down the ladder to pass up the stores while holding on to the ladder with one hand. No hoist or basket, just the old fashioned 'hand balling'. Shore leavers did not assist in this, but, we got stuck in on top, moving each box away to the hatch cover and giving the crew room to move. After half an hour of this, we climbed down ladder and into the tender, a large motor boat that had arrived from the Marina in Tel Aviv.

I was surprised at how long the journey was to the city, we could see Tel Aviv from the Ship and it looked close, but the skipper of the motor boat said we were about 8 miles off the shore and he said we would be in the Marina in 20 minutes. Sure enough, we arrived in the Marina, met by the VOP driver, we went straight from the Marina into the car, no passport control or police check. Jules and Ken looked very conspiratorial and suggested if we use the Marina again we should bring Charlie, give him a break. We made that a plan. Arriving in the office which was halfway up the Shalom Tower in

downtown Tel Aviv and the tallest building in the city, Abie could keep an eye on us from up there, we picked up our pay packets, in cash, and Abie asked us to check in with him every day just in case.

Keith was in great form, popped in to his office, he and the Aussie guys really enjoyed each others company. Keith said we might only be on shore for three days as a film crew was coming and Abie wanted all his staff on the ship. We arranged to meet Keith that night in Schmulicks Bar on Ben Yehuda. This was the local bar for ex pats and UN soldiers on leave and Schmulick was very good at catering for foreigners, he had British and Scandinavian foods available, so the Swedish and Irish UNIFIL troops loved his bar. A lot of British aircraft workers also used the bar, and British musicians, like John Banks of The Merseys who lived in Israel, and also ran a bar off Allenby. In these times, Israeli's did not drink beer, so, it was rare to meet Israeli's if you stayed in the bars. The best thing to do was go to the beach. The beach was an important part of Tel Aviv's social life, sit on the beach, with a bottle of Maccabee, and you would soon meet lots of folks. Another favourite watering hole was the BBC, Bernie's Bottle Club, a large bar in North Tel Aviv that catered for ex pats too.

Bernie was a formidable lady, the life and soul of the place, she kept very long hours, and the bar had windows, so you could look at the life of the city. Schmulicks Bar had no windows; John Bank's bar was the same, no windows, and the BBC was open on Shabbat Afternoons, when everything in Tel Aviv stopped, except the taxis. We had a party to go to as well, up on Ibn Gvirol, Ken and Jules had been invited and as it was my birthday I should come and enjoy myself too, so, I agreed. We went to the Sheraton to put our bags in our rooms, and I found myself in an apartment by the pool area, with a diving board at eye level to my bed, that was very entertaining. We met up in the bar, a huge bar that covered the whole of one side of the room; it was over 100 foot long with 8 barmen on duty, fantastic. Keith joined us and was keen to get Ken and Jules to renew their contracts, but Ken had already made his mind up to return to Australia, Jules was going to London, in the end he was in Libya working on the Mebo 2, and so Keith asked me to learn as much as I could about the format from the lads. I agreed, and the lads were pleased to advise, but, not that day as we had a party to go to and a birthday to celebrate.



Now here's Emperor Rosko with a report from Switzerland: 'The International Radio Festival (IRF) returned for its second year from June 9th-19th at the Papiersaal in Sihlcity, Zurich, Switzerland, and you were '**Knot**' there!! We all expected you! I am willing to bet you won't lack for photos of the pirates day! A million photos were taken and a good time had by all. We shifted studio's for my show and it was very funny, nothing was happening until ten minutes before we were due to kick off , I did the first 35 min waiting for the equipment to arrive from the previous show at the other location! It brought back memories of the chaos once so normal! A little bird told me that you have the programs so imagine it all happening. Two CD players were there, no headphones etc! And take no prisoners!' I also did not see anyone mention that 'Not for Sale' on 45's were there so the promos were not sold to the public! We used to get them by the caseload! Many a PD/MD made the drinking money at the stalls. I would think in this day and age collectors would prefer them stamped not for sale. Have a good Radio Day and catch ye late! EMP.'

Thanks a lot Emperor. Well I knew on forehand that I couldn't be there as I had other commitments that week at the University. And I told Larry Tremaine weeks before I couldn't join in. June is one of the busiest months at my work for the University and hardly can find a spare moment. But in the meantime I've heard parts of the program and must conclude you must have all a wonderful time going back with memories so many decades. Thanks a lot to all and keep it going men. For those who didn't know this special day was in Zurich here the names of those who were on the air: Tony Blackburn, Ed Stewart, Tony Prince, Mark Wesley, Larry Tremaine, Paul Burnett and the Emperor Rosko. And if you want to listen to the programs you can find them at <http://www.azanorak.com/>

It was the Sunday at the end of the Festival that it became known that the Emperor Rosko, Michael Pasternak, has won the Lifetime Achievement award. The documents will be send to him from Switzerland. So congratulations Emperor, you deserve it. But the surprise became bigger and bigger when the message came in that the Emperor wasn't alone as the award has been given to all seven radio legends, who brought commercial radio and its popular music programming to Europe (of course with the help of lot of other program makers. So an award has been given to Tony

Blackburn, Mark Wesley, Paul Burnett. Ed Stewart. Rosko, Larry Tremaine as well to Tony Prince. Congratulations to you all.

During the past two weeks several of the readers wrote in that they heard a clear carrier testing on 1512 kHz during daytime and most of them were wondering from where it came. I presume it comes from a radio ship anchored at the Dutch Waddensee. On the ship is a 15 kW transmitter build with the Continental transmitter on the Mi Amigo as an example.



New AM Transmitter on Radio Waddensee  
Photo: Hans Knot

Two months ago I mentioned that Radio Monique, the internet radio station as follow up to the offshore Radio Monique, stopped transmissions. Now theirs is positive news about the station: 'Radio Monique 963 is looking for native English speaking presenters to join their line-up. Monique's long history started back in 1984, when Radio Monique joined Radio Caroline on the offshore radio ship the Ross Revenge. The AM frequency, on which Monique has broadcast, was 963 kHz. Within six months the popularity soared, with more than 1.7 million listeners every day! However, in 1989 both the British and the Dutch authorities put an end to the broadcasts from the North Sea.

Since 1999 a number of attempts have been taken to bring the station back on the air, but it's now finally and definitely going to happen, bringing the sound of the '80s Monique back. Or, as we say, back to the good old days! We are looking for new presenters to join our line-up of both seasoned presenters, who were there on the Ross Revenge, as new recruits. Currently the line-up is Dutch speaking and we would like to offer English speaking shows as well and that's where you come in!

You need to be a native English speaker

- to have some experience with radio
- to have a good microphone and the ability to record shows
- to be older than 18 years of age
- to have some affinity with music ranging from the 60s right up to the hits of today

If this sounds like you, please send a CV and a demo (not longer than 5 minutes) in MP3 to: [roger@radiomonique963.nl](mailto:roger@radiomonique963.nl)

Please note that this is a voluntary role! We're looking to start broadcasting very soon via our web site: <http://www.radiomonique963.nl>

Well that ends up this edition of the report. If you have something to tell or share, you know my address: [HKnot@home.nl](mailto:HKnot@home.nl) Till the next time all the best,  
Hans Knot.