



HANS KNOT INTERNATIONAL RADIO REPORT CHRISTMAS 2011/JANUARI 2012

Hello and welcome to the last report for this year, which is published earlier than other months. Through the years I've always tried to bring one for the Christmas period and so again this year you've some memories to read during the warmest period of the year. Thanks a lot for the many Christmas and New Year wishes which already came in. In this issue part three of the Carl Mitchel files and a lot of other things sent in by some of the readers.

First we go to the USA and a former boss of Carl Mitchell, Larry Tremaine, who wrote: 'Hans, thanks for the Carl Mitchell stories. I thought I remembered all the stories but hearing the stories told by Carl get me thinking. I read the story about getting lost at sea. Carl said the boat was being lifted out of the water? The speed boat was tied with a rope off the back of the ship. The rope broke and we went after the boat. Yes we drifted away and were lost and I thought I was going to die. Yes an East German ship tried to tow us but the water did go over us and they stopped and took us on board and did take our clothes and gave us fresh underwear and a shirt. I think I still have them. Yes we were picked up by the British lifeboat and they took us back. Then they came back and wanted us to come off and the captain said no! What a day, so many great stories.

I really liked Carl and he was a great DJ to work with. I must say he was very talented and one of the better talents to work with. Spangles and Mark were the strongest personalities and all the guys had talent so I got to work with some great people. Keep up the great work. Larry (Tremaine) Steinman.'

Well Larry thanks a lot for sharing your memories and if you've more don't keep them for yourself but send them to me at HKnot@home.nl



MEBO II seen from the tender
Archive: Freewave Media Magazine

Next a very interesting and informative e mail from Ramon, in which he advice the reader first to go to the next link to see what Martin van der Ven published one of the many ships in the Radio Fleet.

On <http://www.offshore-radio.de/fleet/first5.htm#FP47> you mention: 'We mentioned that the "Apache" had a co-traveler, a little vessel known as the FP47. Let's look now at the story of this lesser known sea traveler which was in reality another radio broadcasting ship.

And: 'The purpose for the radio ship, the FP47, was to be a subordinate radio ship to the "Apache". The Morse Code transmitters sent war news and dispatches to the "Apache" for onward transmission to the United States. The FP47 was a communication vessel for use by newspaper and radio correspondents, whereas the "Apache" was a radio broadcast station and a navy communication facility.

While they did often appear together FP-47 was anything but a "subordinate radio ship to the 'Apache'" as FP-47 was the operational communications ship for operations and Apache was a host for news people. I recently added extracts <http://patriot.net/~eastInd2/SWPA%20CP%20Ships.htm> from the official history to be linked from my webpage <http://patriot.net/~eastInd2/army-sc.htm> that has the following text you might use to correct that mistake:

General Akin himself had no doubt of the value and necessity of Army communications ships in SWPA combat. On 21 March 1944, he set up in GHQ SWPA Signal Section a separate Seaborne Communications Branch to plan for extensive communications afloat and to provide a more adequate CP fleet. The first task was to obtain ships more suitable than the *Harold* or the *Argosy*. Such a ship was the freighter passenger, FP-47, acquired by Signal Corps in March 1944, at Sydney. The Army had built her in the United States in 1942, a sturdy, wooden, diesel-driven vessel only 114 feet long, but broad, of 370 tons, intended for use in the Aleutians. Instead she had sailed to Australia as a tug. The Signal Corps fitted her with Australian transmitters and receivers, also with an SCR-300 walkie-talkie, two SCR-808's, and an SCR-608, plus power equipment, antennas, and, finally, quarters for the Signal Corps operators. The Australian sets were intended for long-range CW signals operating in the high frequencies; the SCR's were short-range VHF FM radios for use in the fleet net and for ship-to-shore channels. Armed with antiaircraft weapons and machine guns (served by 12 enlisted men of the Army ship and gun crews), navigated by a crew of 6 Army Transport Service officers and the 12 men already mentioned, the FP-47 was ready for service in June. Her Signal Corps complement consisted of one officer and 12 men.

The facilities of FP-47 were needed immediately at Hollandia to supplement the heavily loaded signal nets that could hardly carry the message burden imposed by the invasion and the subsequent build-up there of a great base. Arriving on 25 June, she anchored offshore and ran cables to the message centers on land. Her powerful transmitters opened new channels to SWPA headquarters in Brisbane and to the advance headquarters still at Port Moresby. At Hollandia, and at Biak, to which the FP-47 moved early in September, this one ship handled an average of 7,000 to 11,000 code groups a day.

Before the Philippine invasion, the CP boats acquired shipboard antrac. Four Army communications ships, PCE-848, 849, and 850, and the *Apache* (primarily for use by news reporters), arrived at Hollandia on 2 October 1944, as the Southwest Pacific headquarters readied for the invasion of Leyte.

Later in the Philippines:

The three PCE's constituted the CP fleet for the Leyte operation, along with two others, the FP-47 (the only holdover from Signal Corps' first communications ships in the New Guinea fighting) and the *Apache*. The *Apache* was something new in Signal Corps experience. It was a communications ship specifically and solely intended for public relations work. General Akin's Seaborne Communications Branch had gained enough experience in shipboard Army signals so that when the SWPA public relations officer asked for a correspondents' broadcast ship to send press copy to the United States (there had been difficulties getting press copy through Australian Postmaster General Facilities), the Signal Corps men answered "Yes." They acquired the *Apache*, a 185-foot, 650-ton ship, which had served first as a revenue cutter, then as a Coast Guard vessel. Because of her age, fifty-five years, she had been sold for scrap just before World War II. Resurrected by the Maritime Commission, she was used for a while by the Navy. Then, in the somewhat sour words of her skipper "Like everything else that nobody wants, she was turned over to the Army."

In July 1944 her conversion to the best known vessel of Signal Corps' CP fleet began in Sydney harbor. By dexterously combining various pieces of equipment, the Signal Corps installed a 10-kilowatt voice-modulated transmitter—a shortwave radiotelephone that could reach the United States directly. Radio relay, AN/TRC-1, was added to provide circuits to shore terminals. A variety of antenna rigs, a studio, and a control room completed the floating broadcast facility for war correspondents, who could now sail close into the theaters, pick up reports and news from shore over the VHF radio relay, and prepare and broadcast programs home quickly and directly. With a Signal Corps detachment of three officers and eleven enlisted men and with a ship and gun crew similar to that aboard the FP-47, the *Apache* was readied and sailed to Hollandia early in the autumn of 1944.

Designated Task Unit 78.1.12 by the Navy, the five ships of the CP fleet were readied in October at Hollandia: the PCE-848, 849, and 850, the *Apache*, and the FP-47, which also served press needs. Aboard the PCE-848, General Akin occupied a cabin along with one of his staff officers who handled General MacArthur's messages (MacArthur himself sailed in the USS *Nashville*). Aboard the 848 also was a VHF team to operate radio relay equipment. The PCE-849 carried General Akins's assistant, more Signal Corps men, and an intercept team of the 978th Signal Service Company. The duty of the latter, a group of a dozen officers and men under Capt. Charles B.

Ferguson, was to intercept enemy broadcasts and to receive messages from the guerrilla radios in the Philippines. The PCE-850 carried Colonel Reichelderfer and his Signal Corps assistants serving General Krueger's Sixth Army headquarters. Still other Signal Corps men worked communications circuits aboard the *Nashville* and the *Wasatch* serving Generals MacArthur and Krueger, respectively, using an assortment of radio relay and portable radio types.

The *FP-47* often assisted in the transmission of news from the *Apache*, as operational requirements allowed, but was primarily the operational communications ship with Apache being for public relations/news.
Ramon Jackson

Well a very in depth history on the Apache which happened decades ago very well described by Ramon, thanks a lot for that Ramon!



It's wonderful to see, how still old offshore radio ship mates do meet each other in several parts of the world. Next mail comes from Australia and the photo was taken in the USA: 'Hi folks. Sorry to be so tardy with these but I've been a bit off balance with health issues since returning. Things are improving now and for that I am really thankful. I hope your holiday went well. Here's the sidewalk shot (Cherl in the reflection) made in the USA were I did meet up with my old shipmate Harry Puttman aka Johnny Dark from Swinging Radio England and Britain Radio days. Cheers: Jack Curtis.'



Some tips to watch videos on internet. First the Wartime radio movie
<http://www.eafa.org.uk/catalogue/5108>

And next the Caroline movie made in the sixties by Paul Kramer
<http://www.eafa.org.uk/catalogue/1030>

It's some time ago we had an update from Norway but here he is, Svenn Martinsen: 'Dear all, my best regards for Christmas and the New Year! In this email today first some interesting photos of what was the radio ship *Laissez Faire*, earlier *Olga Patricia* and the US Navy Ship *Deal* (FS-263/AG-131/AKL-2). As you know, it is now called the *Earl J. Conrad Jr.* (call sign WYZ9562, IMO 6501393) and is sailing the waters of Chesapeake Bay. My latest information is that it had its registration extended in 2011. For how long, I don't know. It is very much changed, but it is indeed the same ship as was broadcasting the late Don Pierson's stations Radio England/Britain Radio/Radio Dolfijn (lease) Radio 227 (lease) Radio 355 (lease) through two Continental transmitters of 50 kW. The newest found pictures of the vessel (painted blue) are from Norfolk, VA in February 2010 in connection with a wharf visit.

See also my essay on Don Pierson's stations.

http://northernstar.no/gamle_sider/chapter10.htm

Please note that the present owners of the ship (Omega Protein Inc.) may not be interested in any contact with radio people. Then, very interesting footage found from Maths Lindgren (ex- Radio Syd, *Cheeta II*) when he visited Radio 355 (ex Britain Radio) 845 kHz on the *Laissez Faire*, Radio London 1137 kHz on the *Galaxy* (RCA transmitters), Radio Caroline South 1187 kHz, the *Mi Amigo* (also using Continental transmitters) in the summer of 1967. Watch John Aston (the clip is also mentioning Clement Shaw, indicating May, 1967)

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

plus Ed Stewart (sound clip from just after 12 noon Sunday August 13th, 1967) and 'Marshal' Mike Lennox (clip presumably from May 1967).

Also Johnnie Walker on the air. Before that there's also a short sound clip of Mike Ahern. The footage may stem from July 1967 and may be the last film of the *Olga Patricia* in Europe, before it went back to Miami.

<http://www.youtube.com/watch?v=XH8kDs8LdXI>
http://www.youtube.com/watch?v=dpESC87z_Xw

I am still interested in any input you might have for my historical work!
Take care, regards Svenn in Norway
www.facebook.com/svennm

Well Svenn wonderful to get an update again and thanks for sharing with my readers too. And from Norway we go to England again with this time an e mail from former Caroline deejay Tom Edwards:

'Hi Hans, I hope you are well and good. A bit of news here for you my friend. David Clayton the editor of BBC Radio Norfolk has for a long time wanted Keith Skues, Andy Archer and myself all together for an unscripted unrehearsed chat in the studio. Well we did all meet up at The Forum on Tuesday the 22nd November with David at the helm and we chatted and chatted for I think a total of an hour and 58 minutes. This was followed by a fine dinner. I only wish we were still being recorded around the dining table! There were so many anecdotes. I think we could have chatted all night if it wasn't for me having to get back to my home here in Heckington, Lincolnshire. It was a fabulous day out. It was a fast five hour trip back home to my birth place Norwich and as always received a genuine welcome from all my friends at BBC East, where I went to work just weeks after leaving Radio Caroline in 1967.

David now has to edit it all down to whatever he has in mind for transmission. I will keep you posted. So good to see so many smiling faces, especially Messrs. Skues and Archer and the boss man of course David Clayton. A tad early, but have a very Merry Xmas and a good 2012. Best wishes, as always Hans, Tom Edwards.'

Thanks a lot Tom and nice to see you all got together after so many years. Knowing both Andy and Keith personally for decades I know they have a lot of memories to share. Hope to meet up with you one day!



Tom Edwards in 2004 Archive Freewave Media Magazine

Next one come from the Netherlands: Hi Hans, thanks again for your monthly report. Now there's another political climate in Libya, and we do hope it stays better than before, I asked myself if we could get more info about what happened to the transmitters, equipment and more from the MEBO II. Of course it's also interesting to know what the common position on the sea bottom is for the former RNI radio ship. As many of your readers know the ship has been used decades ago as a target for the Libyan Army. As an offshore anorak I get always bad feelings when thinking back to that. Maybe you've 'radio contacts' in that country to get more information. I understand that the big RCA 100 kW has recently been used on 675 kHz by Free Radio Libya, which gives a good feeling. Greetings, Jan Bulder Spijkenisse.'

Well Jan I know one of my radio friends has contacted the authorities in that country but as you may understand they've other problems than giving information about something happening decades ago. So I presume we won't get any answer these days. Here's an archive photo from the MEBO II in the 1976 in the harbour of Slikkerveen.





Photo: Ton Bodenstaf

Remember the question in last issue about a song about Frankie? Stuart Ross Turner came with the question and we got two answers. First the one from former Caroline deejay Stevie Gordon: 'Hi Hans! Was the song about Frankie by Sister Sledge? Now I think about it, the Sister Sledge song must have been mid-eighties; so that was too late for Radio Mi Amigo. All is well here, and at Radio Seagull. Very best wishes to you and yours. Stevie Gordon
PS: The Radio Geronimo film was very interesting.

Thanks for answering Stevie and good to hear all is well over there in Norway and we still do tune in to the Seagull programs from Harlingen. Next the correct answer to Stuart Ross his question which came from Sally Mens in the Netherlands. 'Well it must be a song by the Moone Brothers, called 'Frankie was a rebel'

<http://www.45cat.com/record/tgt114>

http://rateyourmusic.com/release/single/the_moone_brothers/frankie_was_a_rebel_i_still_love_you/

<http://www.stevemoone.com/Resume.html>

Hi Sally and thanks a lot for this answer. I think Stuart, who is a blind guy, is very thankful that you looked up the answer for him. If you have any question or memories to share, just write me at: HKnot@home.nl

Remember last time the question from Graham Newman about 'Time for Two in a Row on the Jack Spector Show" (and usually sound his horn with a spot

of reverbl!). Do any of your readers remember the title of the piece of music he used to use as a backing track to that intro? '

Well the answer came in from 'Sloopy' John Bennet and is 'Popping Popcorn' by Dave Baby Cortez. Of course I've sent the answer to Graham, who came back with: 'Thank you Hans so much for taking the trouble to post my query on the newsletter and SloopyJohnB for responding to it. That is indeed the track I'm referring to and I've managed to track it down on the internet. It was wonderful to hear it again! An early Christmas present - thanks to you both. Happy Holidays and best wishes for 2012 all round! Best regards, Graham L Newman.

And once again a reader made another one happy again! May I recall the entrance is still open to send your personal deejay to 8 to me as I want to make a total list in the future? So make the list and send it to HKnot@home.nl



Official opening Abie Nathan Boulevard

In last issue I mentioned the plan to open a special street in remembering Abie Nathan in Israel. I got a report from our reader Noam Tal: 'Dear Hans, I'm happy to send you this short report hope that you and Jana are oké. A street has been named after Abie Nathan. The Herzliya municipality has chosen to commemorate Abie Nathan by naming a street after him in the Centre of the city. The unveiling ceremony took place on Monday 21st of November at the plaza of Heychal Omnuyot Habama theatre. The Mayor of

Herzliya, Yael German, council members and friends of Abie Nathan from different periods of his life were present at the ceremony which began with an audio of Abie calling for thirty seconds of silence in memory of the victims of violence in our region and around the world. The Mayor of Herzliya mentioned Abie's work in promoting peace and helping people, his trip to Egypt, which took place fourteen years before the peace treaty with Israel was signed and his courage and many activities for the advancement of peace.



Party time in the evening with Noam on the right

Mr. Henry Alkaslasi spoke on behalf of Abie's friends and the 'Nathan' organisation which strives to give humanitarian aid following Abie's legacy. He thanked the Mayor for her decision to name the street after Abie and presented her with a picture of Abie at a refugee camp in Somalia. After the ceremony the participants walked to the square at the beginning of the street for the unveiling ceremony. Then, light refreshments were served and the guests used this occasion to share memories from the time of 'The Voice of Peace'. The Abie Nathan Boulevard is located in the Centre of Herzliya next to a few public buildings and a sports stadium. Herzliya is the first city in Israel to name a street after Abie Nathan. Prior to that, when Abie was 80, the Tel Aviv municipality unveiled a placard for the Voice of Peace and the Jewish National Fund planted a grove for him close to the village of Neve Shalom. A peace greeting is sent

to all of Abie's friends and veterans of the Voice of Peace worldwide.
Noam Tal.'

Well Noam always a warm feeling getting news from Israel and most appreciated that you took the time to write the story and share the photos. Here all is well and of course best wishes from Jana too! Also I like to thank Alex van der Hoek who sent me photos too.

Cherry Hughes went to the 208 reunion at the Radio Academy and wrote: 'Pete Murray was most amusing and his memory is razor sharp. There was a DJ from each era, Paul Burnett, Tony Prince, who always had to have the last word: ..not unlike someone else we know! Mike Read Timmy Mallett and Neil Fox. 208 was another era but it still evokes warm memories. And there were so many great deejays, who are no longer with us and whom I do remember. Jack Jackson, Sam Costa, Pat Campbell, Keith Fordyce, a long list. Nice to remember them too', for a couple of hours. I think it was the era of the gentleman deejay!' Well Cherry thanks a lot for sharing!



Photo: Cherry Hughes

Today December 2nd 2011, I received the sad news that on Friday November 25th Secco Vermaat died. During the last few years he already had severe health problems and his friend Peter Burghouwt mentioned that he passed away in a friendly way in his own beloved home. Secco will be cremated on

December the 8th in The Hague. And that was exactly the place I met Secco Vermaat for the very first time at the Van Hoogendorpstreet, where Caroline as well Radio Mi Amigo studios were situated in late 1972 and 1973. Secco presented his own programs for some time on Radio Mi Amigo. During the last decades Secco shared his love for all kind of information about his love for circuses and even had his own weblog during the past years at: <http://circussecco.weblog.nl/>



Here are Andy Archer's memories about Secco: 'I was very saddened to learn of the recent death of Secco Vermaat. I first met him in 1970 when Axel Nash and I went to the Marsbar in Den Haag, we were on shore leave from Radio Northsea International. Secco was the house disc jockey and the most welcoming of hosts. Three years later around the birth of Radio Mi Amigo, Secco had moved to The Boko Bar where he remained his charming self. At the time we were looking for disc jockey to present the early evening show on Radio Mi Amigo. I asked him if would be interested in recording a daily show at our studios in Van Hogendorpstraat. To my delight he accepted and very quickly adapted to radio. I had known of ill health for a while. A few years ago, we due to meet in his house in his beloved Mallemolen where he had lived for over 40 years. Sadly it had to be called off as he was not well enough to receive visitors. He will be sadly missed by his many friends and former colleagues. Rest in Peace Secco.'

THE CARL MITCHELL FILES PART THREE

Storms and more storms

Weather wise, the beginning and the end of the station saw the worse weather. Both times we were located off the Dutch coast. Ideally, it was better off Frinton as the area was protected by a series of sand banks further out to sea. Storms had little effect there. Off the Dutch coast, with its unprotected waters, the boat hardly stopped moving. Even the swell on a relatively calm day was enough to keep us in motion. The worse storm I ever went through was a gale force 9 in the beginning of September 1970. At one time I was on the bridge where there is a meter showing the degree of slant the boat is at. As we were broadside to the direction of the waves, we were going through the worst part of the storm which had lasted for some three days. Suddenly there was the sharp lurch. Everything that wasn't attached felt to the floor. A glance at the meter showed that we were over to one side by 32 degrees. It wasn't so bad when you consider that it takes a good 45 degrees slant before the ship doesn't bother to stand upright again. The condition of the bridge was usually the case throughout the ship. Records were everywhere, but where they should have been? Cabins looked like a tornado had passed through them. And no one really had the energy to tidy things up as they fell down again.

Walking and walking

You tried to walk around for several days swaying from side to side at that sort of angle and see how you feel. Nevertheless we tried to put out our programs. And if we talked about it often, you could hardly blame us. As on the bridge, anything not lashed down in the studios soon fell down, sometimes choosing a turntable which was in operation at the time. If we went on the air, usually we would be found in bed during the storm. It was both comfortable and calmed many a gusty stomach. We very rarely were actually sea-sick. I was one of the lucky ones with a not working stomach during stormy times. However, there were many times when it felt like I was in hell and prayed for calmer weather.

Reception in a special way

One day I got a very long letter from Joyce Crutcher, from Titchfield Common, in which she wrote a lot about herself, the love for RNI as well as how to improve the reception of the signals, which RNI was broadcasting on several frequencies: 'Carl, could you tell Chicago, whom I wrote a reception

report last week, that I have improved RNI shortwave 49 metres reception by earthing the earth wire in a beautifully flowering potted pink geranium? I still get some interference. I had been seeking some way to earth it then came up with that stroke of simply genius. It looks as though the radio is plugged into a potted plant. My brother in law came in this afternoon, to collect the kids who I look after my sister is going to work and him going home, and looked and took another look and said: "You've got the radio plugged into a plant". I sat on the settee and rocked I don't mind telling you and explained. He then reckoned I'm mad. Mind you there's some truth in that, in fact some more than that.'

But the conditions were sometimes good for fishing

Lucky enough we had also nice weather so we could go out to deck a bit. Some of us had the need to do a little fishing. There was no fishing at all off the British Coast. We were told it had to do with regulations and such legal considerations. However off Holland we fished a lot, basically because it was something else to do. We had two good fishing reels and often had contests to see who could catch the most. Spangles Muldoon and I once had a go at this. I can't really see how people can find much enjoyment in this sport fishing at sea when the herring virtually beg you to be caught. I believe the score in the space of 15 minutes was Spangles 11 and myself 9. There is one consolation, friendly caught fish tastes great.

Next to fishing: swimming

Swimming was quite possible one of the most dangerous things to do off the ship. Not only was the water deep and never very warm, but there was but for once during the day, a very strong current running along the ship. Even the strongest of swimmers would have found it difficult to battle against this current. Spangles Muldoon, Mark Wesley and Dave Gregory went for a swim one day during August and before he knew it, Spangles was swept away from the ship and more than 500 metres away before the life raft was lowered to pull him in. Since that time, the captain forbade us to go swimming. A few weeks later and a lovely day while the captain was supposedly asleep, we just couldn't resist. Splash! Up come the captain and a 100 guilders fine. Don't think I ever paid it so it was worth it.



Dreaming about listeners

Although an accurate survey was never taken on how many listeners RNI had, various indications, such as mail and response to the papers, showed a figure of five millions listeners. RNI, to me, for eight months, it was my work, my friends, my ups and downs, my life. To some five million listeners, it was a source of entertainment, a friendly voice, music to work to and music to have fun by, a part of their life. For many of those five million listeners, RNI was very close to their way of life. Many of those five million listeners generated an intense interest in the behind the scenes people and events which went into making RNI what it was. I know that RNI was unique, that we could communicate our way, or life to so many people. The only difference that might exist is of what you might have thought we were doing and what actually was happening.

More and more Dutch music

As I had worked in Discotheques in Holland I was used to play music from Dutch groups. Around the time we were on the air in 1970 it was the Dutch Group Shocking Blue with the lovely Mariska Veres, which topped the Billboard Hot 100. So we played also a lot of real good Dutch groups including Focus, Golden Earring and Tee Set. The listeners were also happy with that, which was mentioned in their letters. I remember for instant the one which came in from Alan Farmer in Surrey: 'I am also glad to hear that you are playing quite a few records by Dutch groups, as I think a lot of these are as good, and in some cases better than a lot of English ones.'

Listening to Veronica

'Since Radio Caroline picked up a couple of years ago, I have listened to Radio Veronica a lot and have heard a lot of Dutch records. There are many good groups from Holland such as Shocking Blue, the Cats, Golden Earring, Bintang, Shoes, Tee Set and Earth and Fire; just to name a few. I particularly like records by the Golden Earring and have several LP's by them. Please could you play a track of them? I know you have their single 'Another 45 miles' on the station. Please make it on an evening programme as I'm working during daytime. And please keep playing Dutch records and

maybe people over here will start buying them as they did with 'Venus' and consequently more will be released in England.'

Visitors

During summer of 1970 a lot of visitors came out to the ship. For instant family from Larry Tremaine came on board the MEBO II. And from other deejays on the ship, as well as fan from the station took a visit. Afterwards they were very thankful. I found back a letter from Maureen living in Colchester. She wrote me on September 11th, 1970: 'Just a line to say how nice it was meeting you on Monday night on the MEBO II. We really enjoyed ourselves and it was lovely meeting you all. It was very nice of Captain Tom bringing us out there and it really made our holiday. Thank you very much for the LP's, it was really very sweet of you and I'm sure we will enjoy listening to them as it will remind us of all the nice people on RNI. Love from Maureen.'



Visitors to the MEBO II with the beard man Larry Tremaine

Kees Manders case

The most dramatic moment in the history of RNI regarding 1970, even more so than the closedown in September that year, must have been the attempted take-over by the Dutch millionaire club owner, Kees Manders. Here are the facts as we, on the ship, know them leading up to the confrontation. Mr. Manders had approached the owners of RNI with an

offer that he claimed would have made the station a financial success. He claimed to have represented a large number of business men who would invest advertising in the station should he made, in some way, a director. He was told by Bollier and Meister to return to them with a precise offer in the form of a contract.

Before discussions

Even before Meister and Bollier had a chance to discuss this contract, Mr. Manders had placed some large advertisements in various Dutch papers proclaiming him the new director of RNI. This was enough for the owners to reject his bid when the contract was finally brought around. Even more, so as the contract made him virtual owner of the station for a nominal sum to the actual directors. Quite obviously stung by this rejection, Mr. Manders started legal proceedings against RNI. First a writ was placed on the tender, MEBO I, so this could not be used and secondly, he passed information on to the police that the station owners had an illegal transceiver for communication to their ship in the room of the Grand Hotel in Scheveningen. This, along with several miniaturized 'bugging' devices, which their firm in Zürich confiscated by Dutch Post Office Officials.

Heerema

Apparently seeing this would not hinder the station from continued operation, Mr. Manders, along with a certain Mr. Heerema, approached the ship on a Saturday in August in Mr. Heerema's launch the MV Viking. What connection there was between these two men remains to be seen. However it had been rumoured that Mr. Heerema had likewise attempted to put money and control into the station. The launch pulled along side the MEBO II with a large tug boat standing off about 200 yards away. Captain Onnes of the MEBO II would only allow one person aboard, this being Mr. Manders. Both of them closeted themselves in a closed meeting in the captain's quarters where later we were told Mr. Manders said he had official confirmation from Meister and Bollier that the boat was to be towed into harbour for alterations and to sail out a week later under authority of Mr. Manders.

Nothing to show

However as he had no official document confirming this order, Mr. Manders was ordered to leave the MEBO II. Then action began. The tug boat met with the launch and a meeting obviously took place for further instructions.

They separated, both boats circling the MEBO II at a very close range. It was about this time that we started to appeal for help over the air. Andy Archer made the first announcement: "This is Andy Archer, sorry for the interruption of the Spangles Muldoon Show, but we have a very special announcement for our office in Zürich." Whereupon he named the two boats and men involved in the incident and requested listeners to inform the owners both in Zürich and at the Grand Hotel in Scheveningen. According to the reports, later, both exchanges broke down because they couldn't handle the large volume of telephone calls.

Ready to fight

Everyone on the MEBO II prepared for battle. The captain stood on deck wielding a rather large red axe. The ship's engines were started. Hatches were shut bolted tight. Doors were locked. And everyone armed themselves with anything which came in handy. The apparent aim of the men on the tugboat was to cut our anchor chain in order to tow us away. On their deck, an oxy-acetylene torch had been lit and grappling hooks were displayed. Several times they tacked in toward the bow terminal of the anchor chain, each time retreating in the face of our opposition. The most dangerous moment of the entire episode was when they tested a water canon in an obvious attempt to scare us away from the bow of the MEBO II. In the middle of all activity, a woman and a small child were observed on the deck of the tug. We immediately used this fact in our appeal for help. If they had turned the water canon on our boat, the high voltage of all the aerials would have most likely shorted back to their tug, electrocuting everyone on it.

September

When September started no one aboard knew it would become the last months in our first year of the station. The response from listeners to our programmes was still very good and we got a lot of mail from fans in surrounding countries. Lots of interesting mail, for instance from Scarborough from I Williams. He wrote: 'When listening to RNI recently I have noticed the following arrangement of records in an hour: 1: Top 10, 2 Hitbound, 3 Top 30, 4 LP, 5 Oldie, 6 Top 30, 7 Hitbound, 8 LP, 9 Continental, 10 Hitbound, 11 Top 10, 12 LP, 13 Continental, 14 Hitbound, 15 Oldie, 16 Top 30, 17 LP and 18 Hitbound. Why is such an arrangement necessary? Last week the deejays seemed to be ignoring it and programmes were much more

interesting, but when you know what sort of record is coming up next the shows are boring and all sound much the same.

Midnight

Your midnight shows is usually very good, but when you're on from 3 - 6 pm why does you drop progressive material? The deejays have often told us how free they are to play what they want to play, so why was this rigid, crippling record arrangement? Another point which for me presents RNI from being totally enjoyable is the Top 30. Earlier you used a typical commercial radio Top 40 which was not based closely on the National Chart and was much more fast-moving. The Top 30, however, seems to be just slight variation on Britain's very slow moving Top 30. And therefore is not suitable for a go-ahead, fast moving station. We all get fed up with hearing records after they have been in the charts for over six weeks when they are played so much, so why not return to the very speedy sort of Top 40 Radio London and Radio 270 used to use in the past? On the other hand congratulations on giving us an excellent set of programmes on Sundays. With a return of the old RNI Top 40 (or Nifty Fifty), Sunday will be perfect, and if everyday could have some of Sunday's specials, RNI in general would be perfect too.

Andy Archer left

September 5th we saw a 'goodbye and farewell' program from Andy Archer, who was with the station from the early period on. He officially said goodbye to the listeners and it was the smaller tender, the MV Redder, which was used a lot in the first year, which came out from Scheveningen harbour to transfer him and some other colleagues to shore. No one knew at the time if Andy Archer would ever return to the station. But there were listeners who had their doubts, for instant Dolly Harris from Buntingford in Herts. 'Dear Carl, what a windy day on your first afternoon show. Well it's great to have you on the MEBO II again. I have listened to some of your evening shows, but in between I used to doze off. Well Andy's farewell does it really mean we shall have him back for good or just another break on land sometime. I hope not that he will be leaving us, as it won't be so good listening without him.'

Again Mary Warner

In the sixties and seventies an avid listener to the Offshore Radio stations was a British lady called 'Mary Warner'. Her name was mentioned a lot on

several radio stations and nobody knew who she really was until a letter was sent including a photograph of the lady. It was sent out to RNI's International Service and went as follows: 'Thought you might like to know how pleased I am you are going to be on the 3-6 PM show for a while. It seems such a long time since we had the pleasure of having you doing a daytime slot. Listening to Steven Ladd this morning I had the feeling that he will become a hit with all the housewives if he is allowed to stay on the morning show while Andy is off. He has the gift of the gab, so to speak, flattery will get him everywhere. I can't begin to tell you how delighted I was to hear Andy announce that he decided to stay after all. I gather from all your tributes to him that he gets on reasonably well with all of you. I have farewell program as well as all your tributes on tape, but they all seem rather senseless now.' And the letter went on some more pages and in the end Mary decided to enclose a photograph of her. Can't find out, who made the remarks at the top of the letter, must have been some in the staff of the station, who wrote the line: 'Feast your eyes on the dreaded Mary Warner, but make sure you are insured first.' I think 36 years after writing this, the person involved has to be punished by never be on the radio again. Also elderly listeners were listeners to be proud of.

Opening once again some of the letters I found some which were sent to Carl form Thornton Heath in Surrey. They were written by one of his former shipmates on the MEBO II as the sender wrote: 'Meant to write you before. I've been very busy since my return. No problems at immigration, but hours after my arrival home police called in connection with an unpaid fine. 'Further on in the letter the sender wrote some lines about 'Ampex equipment' 'As I told you the equipment is no longer in production and there will be a difficulty in obtaining a motor. The price I was quoted was 100 Pounds, this probably being higher than the original price because the supply demand situation. I also inquired about scrap equipment, but they were unable to suggest anything.'

Also the writer comes back to the topic of the piece of equipment by advising to sell the 'machine' for less than 40 Pounds as he's interested to buy it for that: 'I'm slowly collecting studio equipment and either of my own or perhaps with Spangles it could perhaps be put in well use. The most recent acquisition is a pair of RCA Microphones.' The sender has also good

memories to Hoodle as he wrote: 'Give my love to Betty (which is Hoodle's



original name), whom I meant to see before I departed. As usual my decision to return was made on the spur of a moment, when I was feeling somewhat depressed and not quite my irresponsible self. '

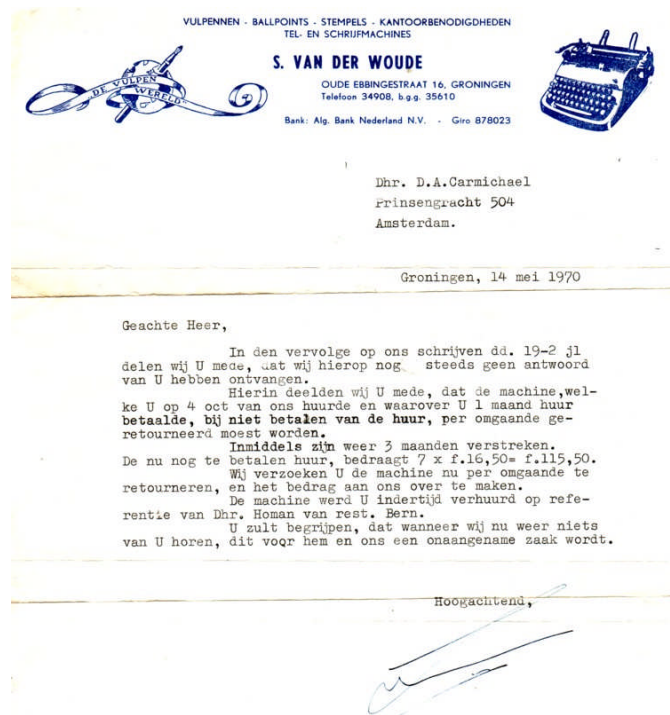
Deep thinking who it could be writing the letter undated to Carl and some envelopes later again the same person writing to Carl. This time I could mention that it was written on October 21st 1970. One of the lines was: 'I've tested the mixer and it's working OK. Also I had a look at the Spotmaster that plays back but it's not recording. I want to ask Spangles what he knows about the machines.'

Well strange lines but mentioning Spangles and the equipment gave me the ideas the writer was mentioning equipment which was formerly on one of the Caroline ships which were caught by the Wijsmuller Company in 1968 and were in Amsterdam harbour and later Zaandam. It's known to me and many other people that some former Caroline deejays and technicians were so clever to visit both ships to get equipment from the ships for use when a comeback was possible. And the letters were sent in by Peter Murpha, better known as Peter Chicago.



When digging into the letters and other documents from David Carmichael aka Carl Mitchell many surprises can be found. He left Groningen town,

where he lived in an apartment at the Oude Ebbingestreet, early March 1970. At the same time he also has an address at the Bieschbosch in Amstelveen as well as he lived now and then at the Prinssengracht 504 in Amsterdam. Last address was the one where also other Caroline deejays stayed sometimes as well as Tom and Hoodle van Leeuwen. It was in Groningen - my hometown- that Carl Mitchell worked in the Discotheque Berenkuil. One day he crossed the street from his apartment and went to the special shop from S. van der Woude. Office equipment could be bought or hired there and Carl went for hiring a typewriter on October 4th 1969. With Mr. Van der Woude he arranged that he paid one month hire on forehand and would come back the next month to pay more. He lent the machine on his personal name David A Carmichael.



S. van der Woude sold his shop some 15 years ago to Henk Boonstra, a former class mate of mine. Yes, the world is filled with surprises. First a memory letter was sent to Carl at his Groningen address in December 1969 and then a next one was sent to Amsterdam in February 1970. In the third one, dated May 14th 1970, they reminded him about the hiring license and that the amount of money to be paid was already 115.50 Dutch Guilders (remember we're talking about 1970 and so a lot of money). The owner, Van der Woude, warned Carl in his February letter that not paying the bill and

bringing back the typewriter would be giving problems not only for Carl Mitchell, but also for Mr. Homan owner of restaurant Bern, who recommended Carl to the shop owner.

I also found a letter in which Van der Woude had contacted a debt collector. This was the 'Algemene Friese Informatiedienst' from Leeuwarden. They warned several times Carl to pay the bill and bring back the machine. On October 27th 1970 it was officially announced that if the bill wasn't paid on November 7th Carl his name and address would be placed officially on the black list and that a court case would be held against David A. Carmichael. This was the last letter which was in the boxes I found in March 2006 in Amsterdam.



Carl at the Berenkuil Groningen

At that time in November 1970 Mitchell had already left Amsterdam on the hide for debt collectors and maybe himself. Strange enough I did find also a photograph of the interior of his room in Amsterdam at the Prinsengracht, which tells you more.





Carl Mitchell next moved to Denmark. A hospital stay interrupted his career but he continued to work in clubs in that country and in Norway, before returning to the United States. At that time he lost touch with his radio colleagues in Europe.

In March 2004 Roger Day was planning Caroline's fortieth birthday DJ reunion. He started to make enquiries about Carl, hoping to invite his old ship-mate to the party. Unfortunately he discovered some sad news. Carl had passed away some years before. Roger told The Pirate Radio Hall of Fame what he had found out: "Carl returned to New York and resumed his broadcasting career under the name 'Steve Michaels'. He also wrote human interest stories for the local newspaper and was a local candidate for city hall. In the eighties he organised a Future Fuels Challenge rally, featuring alternative energy vehicles racing cross country. About this time he was seriously injured in a head on collision. He moved to Florida then Ohio where he opened up a restaurant. In 1991 he passed away after a long illness and spent his final months at his sister's in Monticello, NY. Carl was a genuinely nice guy with a wicked sense of humour and we are all better for knowing him."



Carl Mitchell at stage

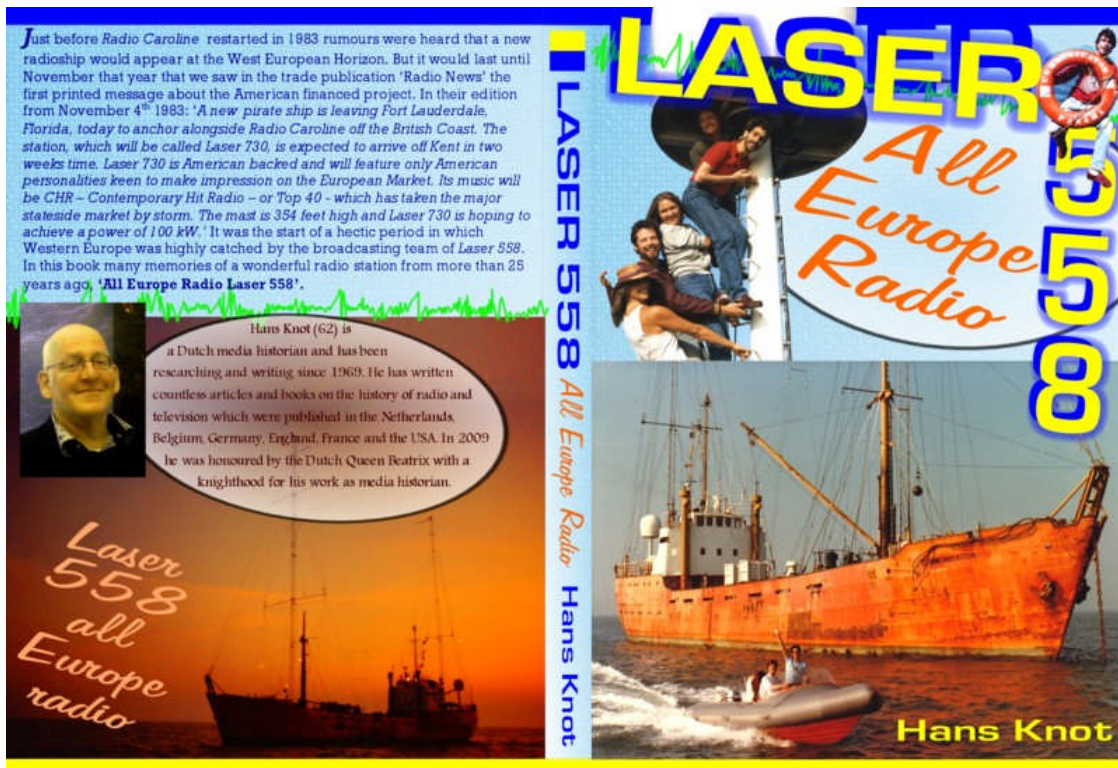
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Well I hope you liked this story in three parts. If you've a personal memory, please don't forget to send it to HKnot@home.nl

Next another reflection on the RadioDay held in November: 'Hi Hans,

It was a pleasure to attend the RadioDay, and I will certainly be at the next one. It was also good to finally meet Peter Chicago - I had arranged to meet him in the Centre of Amsterdam a few years ago, but it was a busy Sunday and I couldn't find him amongst the crowds. I enjoyed reading your Laser 558 book. I was in Denmark in the 1980s, so I only listened to Laser 558 when I visited the UK. A lot of the information in the book was new to me - I knew they had some technical problems, but I never realised just how often they were forced off the air. Kind regards, Andy Sennit.'

Thanks a lot for that Andy, most appreciated and till November 17th 2012. And while talking about the Laser book:



It did not mean a big surprise as the *Radio Caroline* radio vessel *MV Ross Revenge* arrived in the Thames Estuary to seek for an anchorage and to start broadcasting programs for the new *Radio Caroline*. It was August 1983 and after 42 months the station was back on the air. Some years earlier it had to stop transmissions (March 1980), when their former radioship *MV Mi Amigo* sunk in a heavy storm.

The new sound of *Radio Caroline* was for many avid listeners very boring as less talk and too much nonstop music tracks were played. It wasn't the family station we were so fond of. In those days I wrote for *Buster Pearson's Monitor Magazine* and the *Freewave Media Magazine*. A third person I have to mention is the late Tom de Munck, who also wrote for the *Freewave Media Magazine* and incognito as John Wendale for the *Free Radio Magazine*. Along with others we followed the offshore scene to bring reports for the readers. The three of us worked closely together in the eighties and succeeded in presenting our work not only to the readers of our magazines but also to several newspapers, magazines and radio stations, who were interested in the intensive work we put into the Laser scene. Now after more than a quarter of a century I dived into our archives to edit this 'All Europe Radio, Laser 558'.

Just before Radio Caroline restarted we already heard rumors' that a new radioship would appear at the West European Horizon. But it would last until November that year that we saw in the trade publication 'Radio News' the first printed message. In their edition from November 4th 1983: 'A new pirate ship is leaving Fort Lauderdale, Florida, today to anchor alongside Radio Caroline off the British Coast. The station, which will be called Laser 730, is expected to arrive off Kent in two weeks' time. Laser 730 is American backed and will feature only American personalities keen to make impression on the European Market. Its music will be CHR - Contemporary Hit Radio - or Top 40 - which has taken the major stateside market by storm. The mast is 354 feet high and Laser 730 is hoping to achieve a power of 100 kW." I hope this book will bring back a lot of memories to you with the happenings of a wonderful radio station from more than 25 years ago, 'All Europe Radio Laser 558'.

Groningen, Hans Knot, October 2011.

So, there it's the introduction to my new publication, which just came from the printer and is now for sale. It's a 192 pages book, with also many photographs, including 8 in full colour, many not published before. How to order the book: **The Price is 21 Euro, including package and postage. For people from the Netherlands payment can be done at account number 4065700 or 988940301 on the name of Mediacommunicatie, Amsterdam.**

For ordering from outside the Netherlands you can use either 4065700 or 988940301 adding IBAN NL85INGB0004065700 BIC INGBNL2A

Or you can use paypal: rob@mediacommunicatie.nl

Please inform also the author when ordering the book and giving your complete address where the book can be send to at **HKnot@home.nl**

And what should we think about the next internet link?

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

Just give me your thoughts about it.

Mike Terry found something very interesting to share: 'Going way back I found this at Keith Knight's excellent Wireless Waffle website, it makes fascinating reading: If you would like to see a full Radio Times from the 1937 period please click on the link below:

<http://downloads.bbc.co.uk/historyofthebbc/RT0682-LON-72dpi.pdf>

More details at <http://wirelesswaffle.wordpress.com/>

Thanks a lot Mike for this one and now time for Jon and the Pirate Hall of Fame:

I have just updated The Pirate Radio Hall of Fame. New this month:

- Bud Ballou and Andy Archer have very kindly explained some of the more obscure references in Carl Mitchell's notebook such as "Harry The Mouse" and "The Wijsmuller Song";
- we have more items from Carl's collection - some photos of his friend, former Radio City DJ, Alan Clark;
- Morris Brown, who was an engineer on Caroline South, working alongside Andy, Carl and Bud, has added some memories to his previously published photos;
- we have two pages of pictures from the recent Radio Day in Amsterdam;
- there is news of a strong ale named after a sixties offshore radio station;
- and we have added yet more audio to the traditional pages on Christmas in International Waters.

The next update will be on New Year's Eve. In the meantime I wish you and yours a very happy Christmas. All the best, Jon www.offshoreradio.co.uk



Next link brings you the latest news about Big L and the ending of the cooperation with KBC: <http://blogs.rnw.nl/medianetwork/eric-van-willegen->

[leaving-bigl-at-the-end-of-2011](#)

And probably the shortest offshore movie brings us Hauraki in 13 seconds

<http://members7.boardhost.com/PirateRadio/msg/1323342099.html>

This brings me, also to a question I asked before. Probably it was around 2001. Who knows where a copy of the movie '1111 days at sea' featuring the history from Radio Hauraki. All answers can go to: HKnot@home.nl

This will end the January 2012 edition of the report and of course Jana and I want to give our wishes for the coming weeks and we come back to you in February.

