

HANS KNOT INTERNATIONAL RADIO REPORT

APRIL 2012

Welcome radio friends to the April edition of the report. Good to have seen so many people reflecting on last issue and as always I have taken some of them to publish in this edition. Also we have some surprises including a request from someone in Spain for my memories about a visit to the Ross Revenge in the mid- eighties. So let's go and see what I found in my mailbox.

First of all, while still sending away many e mails, the incoming alert mentioned that the first mail as an answer on my mail was bouncing in from far away as the USA: 'Hi big guy, just when I thought it was safe to relax here comes the world's most authoritative bloggers! Nice plug, nice picture last month! I wish I could still fit in that outfit! Your report is the only one that continually makes me late, as I need to scan for obits and info! Who could top that photo of Tom Lodge and the Fab4! Outstanding. Perhaps Tony Prince will on a good day. I have been planning new projects for new places but until they are signed and the checks cashed must remain secret. Watch this space. Great report and talk to you as soon as I can give you some new news!'

Well the insiders know that only one person could have written this: The Emperor himself! And he has made it to number one once again, after a long period of absence at the top.



Rosko as fashion model. Archive OEM

As from March 24th, Radio Seagull can also be heard on Shortwave on 6150 kHz in the 49 metre band. Broadcasts will be increasing up to 24 hours a day. Starting Sunday April 1st 2012 Radio Seagull will be back on 1395AM. In spite of the date, this is not a joke. Every day, from 7 am 'till 7 pm, Radio Seagull programmes will be going out via 1395AM. From 7 pm until 7 am, Radio Seagull will be on 1602AM as normal. The stereo webcast will also remain unchanged running 24 hours a day. The transmitter site is the last remaining radioship in the world. We wish Radio Waddensee as well as Radio Seagull good luck with the longer transmission hours as well as more wavelengths.

Than very sad news: This was posted by Tom Lodge's son, Tom on Sunday March 25th. **My dear father has left his body, r.i.p. dad April 16 1936 - march 25 2012.**

Tom Lodge one of the famous Caroline deejays as well as program director in the sixties, who worked both on the South as well as the North station. Tom, who had cancer during the past years, was very open about his heavy time. Up till the last issue of the report he sent me information. I wish all related strength to carry this lost. Soon on the Pirate Hall of Fame a tribute to Tom will be placed: www.offshoreradio.co.uk



Tom Lodge 1995

Tony Prince wrote the next e mail on the morning of the 26th: 'I have just posted this on my Facebook page. I met Tom just as I joined Caroline South in December 1965. When I went to Caroline North a few weeks later, Tom had moved into Chesterfield Gardens offices and was involved with management, unfortunately for him and I at a time when Phil Solomon got his nasty grasp on Radio Caroline. After this time we never again met but Solomon did give Tom the job of sacking me (I'd been persuaded by Chris Moore to leave the Solomon agency if I were to get the job). When Ronan finally reinstated me, Tom had

left. Tom was a mainstay on the ship in those exciting early days. I'm sure he felt like we all did, privileged and extremely lucky to have been one of Ronan's chosen few. God bless you Tom. Say hi to Daffy Don, Mike Ahearn and Stuart Henry for me and here's to meeting again when the good Lord calls time-up. Tony Prince. (Radio Caroline South & North - 1965 - 1967).'

A French tribute is on line at:

<http://www.offshoreechos.com/FRANCERADIOCLUB/FRANCERADIOCLUB/INFOS%20OFFSHORE/Infos%20Offshore-1.htm>

Also more can be found here:

<http://www.lfpress.com/entertainment/2012/03/26/19550621.html>

Peter Tegethoff from Germany is the next one: 'Hi Hans, here` s a model from the Mebo. Tschüss Peter.' I went back to Peter for more info and he sent me the e mail from Gerd Krause who answered my question with: 'Hallo Hans, Modelboat Mebo II is built by 'Modellbaclub Moormerland;'

<http://www.mbc-moormerland.de/>

<http://www.mbc-moormerland.de/galerie/Radio%20Nordsee%20Galerie.html>



I advise you to go to the above links as the ship is wonderful including captain, deejays and crew and a long-haired 'Grasilda' too!

In last issue there was a long e mail from Jan Sundermann in Germany in which he talked about a few subjects including the special night time programmes on certain television stations. Two reflections came in from two deejays from the eighties. First Ric Harris from Laser 558 and the Herbert Visser, former deejay with Radio Monique.

'Hans, Jan Sundermann's theory is great. It may be true in some cases, but I think that most of the people 'direct marketing' stuff on the cheap late night TV and radio channels do really fulfill orders for the 'great deals' they offer. In the States we have stores called 'As Seen On TV', and they stock only that wonderful stuff you wanted but failed to 'call now to get...' Ric Harris

'I'd like to respond to Jan Sundermann's comment about nighttime-television in the March Radio Report. Although this has nothing to do with 'radio' in general, Jan wondered whether the 'massage chairs' advertised on TV in the middle of the night really could be bought by customers. He didn't think so. His theory was that the organisation, behind the nighttime ads, were 'shadow-organisations of the TV-owners, which are laundering money made from illegal operations like drugs. And according to Jan Sundermann, legal commercial broadcasting stations could be ideal vehicles for money-laundering. Well, if Jan ever would have ordered a product advertised on TV at night, he would have gotten it! These companies that hire airtime throughout the night on commercial TV-stations to sell shady products to viewers who are still up late, really exist and they really deliver the stuff they're selling to their clients. These companies are not directly or indirectly owned by the broadcast stations, and they've got nothing to do with money-laundering.

First of all, also commercial TV- and radiostations 'enjoy' regular checks by the tax-authorities. All the money, that comes in or goes out, needs to be justified and documented. Besides that, TV- and radio are also heavily controlled by the media-authorities. And it's even literally written in broadcast-licenses that they can be revoked in the event the license's being used for illegal activities. I don't think any broadcaster would be willing to put its broadcast-license at risk.

And just for the sake of it; what is the real business model of these

'massage chair-advertisements' on nighttime TV? Well after midnight, the TV-audience has so much dwindled that advertising agencies no longer are interested in buying airtime during these hours. The TV-station could repeat shows during those hours, but for many shows fees need to be paid to the intellectual owners of the format or the movie- or soap-opera producers each time it's being shown on TV. Commercial TV-stations, like radiostations, have to fight for every euro of income, so you don't invest in nighttime programming if it doesn't generate any revenue.

What could be done is taking the station off the air, but that doesn't save money as the infrastructure (cable, satellite, etc.) remains on 24 hours a day. So, TV-stations rent out the nighttime airtime for very low prices to third parties, who are using the airtime trying to sell Jan Sundermann a 'massage-chair'. With these low prices for the nighttime airtime, only a couple of products need to be sold to turn the business into a small profit. And it still generates a little bit of extra cash for the TV-station, the station wouldn't have had if it would just have showed a testscreen.'

Thanks to you both and I must agree that the reasons Herbert brought in are most reliable. So really go for the chair Jan!

From TV commercials to Jack Curtiss who wants to share some personal things with us: 'Hi Hans. It's been a hectic February which I've left Australia for a rather long visit with my adult children in the U.S. At the moment, I'm at my son's place just outside Augusta in eastern Georgia near the South Carolina state line. Later this year, I'll be heading out to the West Coast to catch up with my daughter. Attached is a picture of us during a brief reunion in Washington, DC last September. I've also learned since arriving here that my daughter has resumed her interest music and song which fell by the wayside as she pursued a career in the business world after she graduated from Georgia Tech. She's got eight videos posted on YouTube including one with more than 16,000 hits. Take a look and let me know what you think.

<http://www.youtube.com/watch?v=h5UNaxBr2IY>

Meanwhile, I'll keep you posted of developments. Best regards, Jack Curtiss



Jack Curtiss with his children: collection Curtiss

Thanks a lot Jack and your daughter has a good voice. Hope you have a lot of pleasure together with both and so a nice time.

From Jack we go to Jon and the update for the Pirate Hall of Fame: 'Hi,

It's time for another monthly update to The Pirate Radio Hall of Fame. New for March:

- Grahme Wood has kindly provided some memorabilia collected by his late mother Pam, including newspaper cuttings from the time of the Radio Invicta tender tragedy and some interesting letters from broadcaster Ed Moreno;
- and one of the Radio London racing cars is up for sale.

The Pirate Radio Hall Of Fame went on-line for the first time on 14th March 2000. Thank you so much to everybody who has supported the site and provided information, photographs, recordings and memorabilia over the last twelve years. We are very grateful for your help. More next month. All the best, Jon www.offshoreradio.co.uk

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**

Here's an interesting toping brought by Oscar de Pater from the Netherlands: 'Dear Hans, thinking about the good old days of offshore radio, I asked myself if Ronan O'Rahilly had tried to buy the Mebo II from the Libyan authorities after the sinking of the Mi Amigo on 20-03-1980! That would have been much faster and probably cheaper than to build a new Ross Revenge! Knowing that the final transmissions in Lybia were on 04-01-1978 and that afterwards El Fatah came on the air from the same Mebo II until 11-01-1979, and that the brother-in-law of Bollier together with Robin (Banks) Adcroft stayed on the boat until 1980, it should have been obvious that the Mebo II had become (more or less) worthless for the Libyan government and that they could have sold it to

anyone interested in the ship! And better than to use it as a target for exercises of the airforce! Imagine what that would have given with those 5 transmitters on that ship: Radio Monique on MW and 49 band, Radio Caroline on MW and the 31 band, and the World Mission Radio on MW and SW later in the evening (after the programs of Radio Monique). Can you give me some information about this 'missed opportunity'? Kind regards, Oscar de Pater. '

Well Oscar, as far as I know there have never been plans to buy or hire the Mebo II after the MV Mi Amigo sunk in March 1980. I know that one person from Belgium went, together with a photo from a 'new ship' to several advertisers in Belgium and Holland to get money to buy the ship. However this was never realised by him. What was new were several jingles produced for the new deejayteam. Most of them never got a job on a radioship. And so the plans for the MV Imagine/MV Ross Revenge came in. But of course when someone else has other ideas on this subject, feel free to write in at: HKnot@home.nl



Robin Banks in the studio Mebo II used for the Peoples Revolution Broadcasting. Photo: Theo Denkcer

Now time for Martin Samuel from the USA who wrote: 'Thanks for the March radio report. Regarding: pirate radio connections, prior to being (as mentioned) the drummer in the 6-piece band Crew [a small part of the Emperor Rosko International Roadshow], I was the drummer in Heatwave (Bandcamp). Johnny Edward Flux (with whom I am also still in touch) was our agent / manager / song writer / producer way back when ~ he wrote, we played, Sister Simon b/w Rastus Ravel ~ released by Larry page on Penny Farthing Records 16th October 1970. On a side note, Terry Shea (founding Heatwave guitarist), dropped in last Tuesday for old times' sake, a cuppa and a natter (see attached photo) for the 1st time in 40

years! One of my (many) interests is, creating (greeting) cards and came up with the crazy idea seen at [Famous First Words](#) however, in my online quest for other cards, I came upon a little-known Liverpool cards / radio station called [Shellies Cards Radio](#). DJ Phil O'Brien was kind enough to post me on their front page! All the best, Martin Samuel.



[Martin Samuel and Terry Sea. Collection Samuel](#)

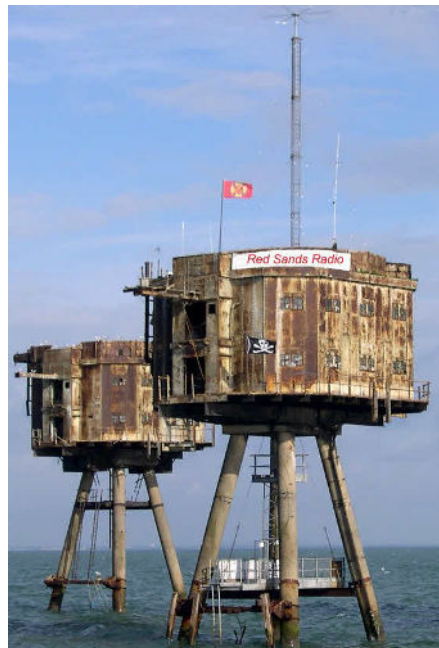
Another deejay from years gone by is a new reader to the Hans Knot International Report: A good read, I enjoyed it. Cheers, Paul (Burnett, Radio 270.) Well thanks a lot Paul and if you have memories to share with us feel free to send them in at HKnot@home.nl

February 29th 1972 Radio Veronica got an official world record as they organized at 20 hours long Beatles Day. Exactly 40 years later on 29th of February 2012 in Museum Rock Art in Hook of Holland a 24 hours Beatles Day was held. In cooperation with Radio 192 and Extragold the programmes could be heard. The studio equipment used was from the Foundation Norderney, and was originally used by Radio Veronica in the seventies.



Bert van der Laan during Beatles Day 2012

Then the next story, which was sent by Mike Terry from a local newspaper: 'A young Paignton skipper survived after his crewman drowned in a mysterious tragedy off the Kent coast. Fisherman Jason Madlin, 25, spent a night stranded alone at sea on one of the historic Red Sands Towers used by pirate radio stations in the 1960s. But his 21-year-old crewman Wade Berryman was found floating dead almost six miles away by lifeboat crews. Brixham harbour master Paul Labistour said the pair may have gone out to the tower for barbecue. A major air and sea search began after the little Brixham-registered potting boat was found unmanned, adrift with its engine running, without lights, in a major shipping lane on Saturday night. The body of 21-year-old Wade, from Weymouth in Dorset, was found dead 15 minutes later by a lifeboat. It wasn't until first light on Sunday that Jason was spotted by a passing boat. He had been trying to raise the alarm all night and was seen signaling for help from high up on one of the 20 metre tall World War Two anti-aircraft towers, 10 miles off Southend. He was winched to safety by an RAF Sea King rescue helicopter, suffering from the cold and hungry but otherwise unharmed.



Two of the towers of Red Sands
Archive: Freewave Media Magazine

Mystery still surrounds the incident. It is understood they were not fishing. They had left Ramsgate at 9am on Saturday and one theory is they may have taken a day off and gone for a barbecue and tied up the 30ft Lisa K alongside the tower. Then, as the tide went out the boat broke adrift, at about 4pm, with the fishermen's mobile phones, flares and radio on board, leaving them unable to raise the alarm. Mr. Labistour said the Lisa K had not been fishing out of Brixham for some time. He said: "There are different stories about why they were on the towers. One theory is they had gone for a barbecue." A Brixham fisherman, who did not want to be named, said: "For some reason Wade decided to jump in and go after the boat. Maybe because it was a warm day he thought he would be OK. The weather conditions were perfect. "If he had stayed on the tower he would have been fine." A spokesman for the boat's owners, who did not want to be named, said they were too upset to comment at this stage. The owners did not know why the fishermen were on the tower. Thames Coastguard was alerted at 8pm on Saturday, February 25, after the Lisa K was detected by the Port of London Authority drifting north of Herne Bay.

A Coastguard spokesman said: "A search began for the skipper of the vessel as two people were believed to be on board when it left Ramsgate on Saturday morning at 9am." Whitstable, Sheerness and Margate RNLi lifeboats searched the sea as did the RAF rescue helicopter from Wattisham Airfield in Suffolk. "The skipper was not found during the night," the spokesman continued. "At first light he was seen by a passing vessel waving from high up inside one of the Red Sands Towers some 10 miles off Southend. "The rescued skipper reported that they had been on one of the Red Sands Towers which is nearly six miles from where the vessel was found drifting. "His crewman had gone into the water after their fishing vessel began drifting away from the platform." Jason was recovered at 7.30am and transferred to hospital by the helicopter from Wattisham, assessed for hypothermia and released later that day. RAF winchman Sgt Lee Clark said: "When we got to the area he was on a small boat which had picked him up. He was cold and hungry but had no injuries. "In that respect he was OK because he was not aware at that stage of the situation with the other crewman." The Brixham potting boat has been working out of Ramsgate for shell fishing for the last six months.

Whitstable lifeboat Helmsman Dave Parry said: "We launched at 8.46pm and located the fishing vessel about 29 minutes later, it was unlit and its engine was still running but there were no signs of anybody on board. "After about 15 minutes we located a man who was brought onboard the lifeboat and we attempted resuscitation but to no avail." He said the search continued with lifeboats, helicopter and coastguard but was called off at 12.50am. Kent police was advised at 11pm on February 24 that a body of a man had been retrieved from the sea in Margate, and was taken to Sheerness Docks. Police are not treating the death as suspicious and the incident has been referred to the coroner. Next of kin have been informed and an inquest is expected to be opened and adjourned next week.' with thanks to Mike Terry

We stay in England and are going back to the summer of 1978. 'Hi Hans I have scanned this picture, taken September 1978 in Buster Pearson's Garden. So the long haired one me would have been about 33. The quality is not brilliant as it was a polaroid picture. This was at a time when Buster was vulnerable so even his sticks on the floor had the edges covered. The previous night I think it was 'Delmare' had got into difficulties and he had recorded there SOS, which was done over 'war of the worlds' tune. The house was full of material, I wondered what happened to it on his death, and then of course Jeans (Penopele Page). It is all in the distant past now. The time is coming to sort all my stuff out. Best regards Peter Clayton.



Peter Clayton and Buster Pearson in 1978

Thanks a lot Peter. Well at one stage the house, where Buster, Jean and Don lived, would be repainted and more, so parts of the material went into

plastic sacks and were stored in the shed as well as outside. I was a regular visitor in those days and at one stage both Rob Chapman and I were digging in those bags and saved some unique recordings before they became completely wet. I think Chris Edwards of OEM saved a lot of newspaperscuts. In the nineties the address 31 Avondale Road was no more 'offshore radio related' as Don and Jean left for a new place in Wales. After Jean's death Don gave me the right to republish whatever I want from the legendary Monitor Magazine. People who subscribed to this magazine know that I wrote too for this Magazine in the eighties and early nineties of last century.

From Peter to Paul is just a little step. 'Hi Hans, thank you for more warm memories regarding your feature on Laser radio from the early 1980's. I recall the summer of 1983 well. That year the Sun newspaper ran a headline "Few what a Scorcher!", which became one of the decades major memorable headlines. During July or August I was tuned in whenever possible to Radio Caroline or Radio Monique, which on this coast was amazingly powerful and refreshing after some years without an offshore station. This was the year I left school and started work for a company near Woodbridge Suffolk. Along with the shock of the working world, I recall with warmth having some choice in what I could listen to. At the time BBC radio 1 was the main music provider, which in my opinion was dull, cringing and down market. At the time the FM bands were only used for Radio 3 (classical music) and Radio 4, or local providers. I recall reading a newspaper later that year. On one of the pages I read, new pirate on its way to the east coast. I read something of this in late 1983, but recall hearing no more for some time. I believe it was the early summer of 1984, when on another scorching hot morning I tuned my stereo around the AM bands and found a new station sandwiched between Monique and Caroline. In curiosity I tuned in with my communications receiver and long wire aerial and realised that this station was very close by, but had curious varying signal, even in daytime. The station soon announced in Dutch "Goedemiddag dit is een proefuitzending - vanaf het radio schip Communicator, in die internationale wateren op die Noordzee". I had heard through our local radio club that another pirate station had tested on MW, but this was the first time I had heard it. I later learnt from a friend's father, who worked on pilot boats out of Harwich, that the ships aerial was in fact a barrage balloon on the end of a length of copper wire,

with a sheet of metal strung beneath it and the ship was anchored in the Knock Deep channel near Radio Caroline.

I taped most of the days tests which were hosted by an American and a British DJ, who's names have become lost in my memory and although I kept the tapes and listened to them again over many years, I never lost sight of the historic importance of these tests, although have now lost the tapes. One of the features of the tests was the electrical clonks and static, which I assume were as a result of having to constantly re tune the areal on the ship. I was fortunate enough to get a lift some weeks later on a power boat and got near enough to both ships to get some photos on a trusty Russian Zenit camera. I listened to mainly Caroline, but occasionally tuned in to Laser over the next year or so, when it finally broadcast without a barrage balloon. As you say this was over 25 years ago and this has made me puzzle as to the way radio has gone. Would a new offshore pirate still get the kinds of audiences that Laser did in 1984? I somehow doubt it. Perhaps we have become more insular with digital I-pods and the similar shut ourselves off from the world listening. I wish the folks at Radio Caroline all the very best in getting on to 648 or 1265khz from Orfordness, and hope I can listen again without a computer. Paul Billingham (Ipswich UK).

Well Paul thanks a lot, I don't think a new offshore station has any change of having an audience. Although last year in my country listening figures for radio listening went higher than in the years before, we have to deal with too much providers in radio. The people you heard during the testprogrammes of Laser 730, early 1984, were Johnny Moss (Lewis), Blake Williams and Young Paul Rusling, who tried his best to be bilingual in his program.



Paul Rusling during tests Laser

Collection:Paul Rusling

Again this month a personal deejay Top 8, this time from Belgium and Emiel Clarijs, who listed the next deejays:1 Johnny Walker,2 Tony Allan, 3 Roger Day, 4 Jay Jackson/Crispian St. John, 5 Andy Archer, 6 Charlie Wolf, 7 Robbie Dale, 8 Steve England. Well Emiel thanks a lot and very good to see that from several periods in offshore radio you've chosen the favorites. It's clear you're a listener who was gloomed to the tranny at an early stage. For everyone who hasn't send their personal list, the e mail is open at HKnot@home.nl

England again and an e mail from Allan Smart, who wrote: 'Hi Hans. I've just read the latest radio report and this sentence jumped out of the page:- This time a photo taken at Dutch broadcast museum, May 1994. It was at the official opening of the exhibition 'Dutch Offshore Radio Stations' and on the photo you see Willem van Kooten aka Joost den Draaier and Hendrik, Bull, Verweij - one of the three Veronica directors -.

My wife (to be) and I had taken a few days holiday in Amsterdam, and we decided to venture outside of the city on the Saturday to go to Hilversum. I had been on a training course at the Phillips factory some years earlier. We stayed at the Mercure Arthur Frommer hotel, and in our room was a 'micro guide' listing TV programmes [for TROS from memory]. Inside the guide was a discount coupon for the exhibition, so we cut it out and took it with us. On arrival, the discount coupon caused some confusion as the reception staff was unaware of them! It would be confusing if 2 Dutch people had turned up with one, but the fact that we were the first, and English as well, seemed to complicate matters. However, all was swiftly resolved and we went round the exhibition. If I recall correctly there were pictures, models as well as videos - the most striking one was an RNI engineer waiving a fluorescent light around near to the aerial insulator. Anyway, a good day out. When I got home I called Media Network at Radio Netherlands and the item was broadcast on the Thursday show. Thanks for the newsletter. Allan Smart.'

Let's see what Thom has to tell us from the USA: 'There are some neat things happening. A 1981 visit with Charlie Tuna. Larita Shelby did a

Powerpoint on her work with AFRTS that you really have to see. Pictures: Ed Autry in Turkey, AFKN Taegu 1971, the Hitmakers with 1956. Rebel Randall with 1951's Jukebox USA. If you haven't heard it yet there's the master of the AFRTS 70th birthday show. Great listening. Your memories are welcome. Tell a friend! Thom Whetston AFKN Korea 1976-77 SCN Panama 1980-83.'

<http://afrtsarchive.blogspot.com/>

The next one comes from Caroline North lover John Bennet: 'People ask me: "What is it about that particular station? It hasn't been on air for decades, forget it John, move on, and shut up." Well, I'll shut up about an "ancient" Radio station if you shut up about Jesus. She wasn't just a station; she was much, much, much more to me. It's no secret, now, that I had a horrendous childhood where every abuse, torture and indignity was heaped upon me, every day. A lot! To escape I turned to music and when I first heard Caroline it was love at first listen. The voices of Daffy Don, Tom Lodge, Jerry Leighton, Baby Bob, Gerry King, Ugli Ray et al, sounded so warm and friendly, often they were the only friendly voices I would hear, especially in school holidays. The DJ's made me feel "not worthless" to use a phrase from my thoughts at that time. They had this thing which was initially alien to me and I didn't understand it-humour, fun, laughter-they all sounded like the studio was full of champagne bubbles and laughing gas, and when I got me' head around it I would corpse with laughter at something they said. She was more real to me than most of the adults around at the time and I knew her as my personal friend and was a lot in love with Caroline. Most boys of my then age loved football teams, I couldn't get into that at all. I was lucky enough to hide most of this from my parents, as they would have taken my radios away if they knew the full story. When I found silence on 259, 'think it was a Sunday, I fiddled with the tuner, thinking I'd knocked it off station; when I couldn't get the 259 signal, I just thought she was off-air for some maintenance or equipment problem and she would spring back into life later on. It was later that day, towards evening that I saw the TV news saying that Caroline was finished, ended, and towed away. When I saw that RCS had also been towed from her anchorage down south, I then felt the finality of it all, rather like the slamming shut of a sarcophagus lid.



" Stop grumbling! When commercial land radio comes, you'll look back on this as a golden age of peace and quiet!"

I remember being in a true state of shock, I never thought she would end as I'd always believed she would at some point, be legalised, something so good and harmless and brilliant just couldn't be stopped. It was a harsh lesson in life learned at the age of 11. I had "Caroline" by the Fortunes, a few car stickers, and a T shirt, given to me by an uncle and I thought that this would be all that would ever remain of Caroline North. Later that year, June or July time, The Seekers disbanded and did a final concert on TV, which I watched at my uncle's house. Judith Durham forced her sad way through the song, "The Carnival Is Over", trying so hard not to cry but to keep singing the song as professionally as she could-I don't know how she managed it. There was a line, '...now the harbour light is calling.....our last goodbye.....I will love you till I die.' I instantly thought to myself: "This fits. This will be the song by which I will forever remember Caroline." My aunt was crying at the end of, The Seekers, as a group, my uncle was also rubbing an eye and saying, "I think I have a Cold coming on" and I for Caroline type reasons, started snuffling and hurriedly went to the lavatory where I shrieked like a little baby. I didn't know nor could have foreseen that four decades plus onwards, she would still be remembered, vaunted, honoured, celebrated and loved just so much. John Bennet. <http://youtu.be/nze8B39OB0k>

Next is Brian Keith who reports that, whenever he's at home on weekday mornings, he tries to listen to Radio Netherlands on 1296 kHz. Brian, who originates from England but lives in Holland, likes the program 'Onderweg'

(On the road). 'It's a very nice program for truckers and often Les Reed and 'Man of action' was played. Recently there was a lady in the program, who had worked in the on land studios for RNI in the seventies. Her name is Marion and she told that it was a nice time working for the station as well as that she had been on the MEBO II twice. During this program the listeners also could hear a small piece of the program in the evening from May 15th 1971, when RNI was on fire. It was Alan West with "Mayday mayday, this is Radio Northsea on fire." I was very sorry to hear that the Dutch service from Radio Netherlands will be shut down in May. Listeners of 'On the road' recently wrote they have an offshore radio feeling, while listening to the program. Presenters of the programme hoping that the show can have a restart on his own and have opened www.steunonderweg.nl to support their aim'.

Thanks a lot for this report Brian and see you in November. Further on more about Radio Netherlands. Next we go to Denmark: 'Hi Hans! It was nice to see the information from Philip Champion on the Radio Review and the Scandinavian offshore radios in last issue. For your information: In Denmark the group Scandinavian Offshore Radio History is working on a celebration day on July 31 2012 - marking that it will be 50 years since the closing of Radio Mercur with the law against supporting offshore radio activities in the Scandinavian countries, passed by the national parliaments in summer 1962. Best regards Henrik Nørgaard

Thanks Henrik for your mail and also the information about the possible event. Keep us informed.



Radio Nord Last Top 20 June 27th 1962

Next he's back, Ian. He's one of the visual handicapped readers for the Hans Knot International Report who have extra possibilities which can be helpful for them: 'Hi Hans, many thanks for the February and March reports and the downloads. It's unfortunate because although most of the recordings look interesting I still can't access them as the web browser is apparently outdated. I received a CD today which I hope will provide the answer to this problem - fingers crossed! I'm also on the verge of buying a new computer; the most ideal one also has a hands-free option, which should provide a way round the muscle difficulty affecting keyboard work.

Thanks also to Dave West for the information about Classic Rock Radio. I've listened to it a few times over the past few weeks but haven't listened long enough to make a judgement. I've also listened to City FM Classic Rock a few times recently. Apart from occasional chart hits, classic rock-wise it's a bit disappointing as it's one of many stations which rotate the same Top 5 tracks. I'm surprised that there isn't an Internet station in Holland which actually plays Dutch bands such as Earth & Fire, Focus, Kayak, etc. I've just been listening to a Nederbeat show on Veronica 192 - 18.00-19.00 GMT every Saturday - which features a lot of album tracks, plus lesser-known singles. I'd be disappointed to

miss any of these shows. I had a listen to Radio 68 today and will probably add it to my list. I heard a fascinating chart on Radio 66 International ten days ago: 64 records were played - possibly from a Top 100. It was originally aired on WAYC, Baumont in February 1968. I'm now on the lookout for US stations which play lower Billboard entries and also feature similar charts. Every time I see or read the name Lucky Star it reminds me that the boarding, on 14th August 1962, had such an effect on the launch of British offshore radio. It seems pretty clear that Alan Crawford was on the verge of abandoning plans for Atlanta although I'm sure Ronan wouldn't have been any less determined to get Radio Caroline on the air!

I've found the DJ Top 8s - over the past two or three issues - pretty interesting. I've always found it difficult to compile a chart of any sort. The first DJs I looked forward to tuning into, from about the time of the 1967 Act, were Roger Day, Andy Archer and Carl Mitchell and even more so during the 1970 RNI. The only one I didn't warm to was Larry Tremaine. Stephen Ladd's shows took a bit of getting used to as I wasn't particularly interested in his choice of music but I stuck with him till the end as he was such a good presenter. CSJ/Howard Rose would definitely be near the top of my list, and ditto Tony Allen - what would they be doing today I wonder? I'd find a chart of favourite radio stations a lot easier. Veronica would be my no 1, due to generally slick presentation, a much more varied playlist than any other radio station. My memory is that they had enthusiasm, and often compassion, for every record played. Veronica 192, to me, has the edge over all the other offshore-related Internet stations. Very close behind Veronica would be the first phase of RNI, followed by Radio Caroline from 1976-1980, then possibly the first few years of Arrow Classic Rock. Then it really gets difficult!



I have a couple of other memories related to trips to the Mi Amigo, both of which I decided not to include in the previous email and, as far as actually visiting the ship is concerned, were both non-events for completely different reasons. The first one was in December 1977, when, again accompanied by Valerie, the young woman I mentioned in the previous email. I remember nothing of either outward or return journeys but we stayed at Albert and Georgina Hood's farmhouse at Royston, Hertfordshire. Early on the morning of the trip I remember looking out of the window, onto a frost-covered field. Everything seemed so peaceful and quiet but as soon as we got downstairs we heard that the trip was off, due to bad weather! Unsurprisingly we spent the morning listening to Caroline but, around lunchtime, Georgina and Albert's niece Rosemary called and suggested that she showed Valerie and I round the farm. I knew from previous experience that Valerie had a fear of straw, which she immediately made emphatically clear, so I was blessed with the opportunity of walking round a farm, on a crisp December afternoon, with an attractive young girl who wasn't much more than half my age and spending about ten minutes watching a cow being milked, something I'd never done before and haven't since. I suddenly thought what a contrast to a trip to the Mi Amigo! The other occasion was another trip organised by Albert, in September 1984. I made the journey alone on this occasion and again stayed at the Anchor Hotel in Brightlingsea. As we assembled by the concrete groyne around 08.00 there was hardly a cloud in the sky and the sea seemed so calm. We reached the ship in about three hours, much better than usual. As we drew alongside it seemed pretty clear that we were about to tie up but it was decided that the sea wasn't quite calm enough, which surprised me. The group the following day apparently had more success. It was the only time I saw the Communicator 'in the flesh.' I'd liked to have visited more of the ships. The only time I've actually boarded the Ross Revenge was in September 1995, when it was involved in an RSL, anchored at the end of Southend Pier. Very best wishes, Ian Godfrey.'

Well Ian thanks a lot for sharing your memories, always most appreciated and I hope many more will come in the future.



Ross Revenge on Southend on Sea Pier
Freewave Media Magazine Archive

A wing of New Broadcasting House from the BBC is to be named after John Peel, the late Radio 1 and Radio London deejay. The Egton Wing, which is on the site of Radio 1's former Egton House home in London's W1, will become the Peel Wing in tribute to the man who championed new music and anticipated new trends. 'John was one of the BBC's great radio talents,' judges Mark Thompson in an email to staff, 'broadcasting regularly on Radio 1 from its launch in 1967.' "Peel started out in pirate radio, but joined Radio 1 at its outset.



Promotional Picture John Peel at the BBC

His distinctive tone, dry wit and willingness to offer airtime to unsigned and underground talent soon made his programmes a must listen. They included the famous Peel Sessions - live performances by artists including Led Zeppelin, Jimi Hendrix, Bob Marley, Nirvana and The Smiths. Four thousand Peel Sessions were broadcast by 2000 artists. Peel also broadcast on the World Service, and attracted a new following from the nineties with his Home Truths programme on Radio 4. He made occasional forays into television, presenting Top of the Pops, the BBC's Glastonbury coverage and contributing to BBC Two's Grumpy Old Men. The DG describes Peel, who died suddenly in 2004, as 'a great ambassador' for the BBC. 'As we move into the BBC's iconic new home at Broadcasting House, the Peel Wing will be a fitting tribute to a man who personified so much of what the BBC stands for - quality, creativity and innovation.'

<http://www.bbc.co.uk/ariel/17225560>

One of the readers wrote to me from Spain asking if a video was available from a tender trip to the MV Ross Revenge, where - next to others - I was also attending the Ross Revenge. After dubbing the video to DVD I exchanged some e mails with the person concerned and one of the subjects we 'talked' about was how difficult it sometimes could be to tender a radio station in international waters under bad conditions. I then remembered I wrote a long story in the eighties of last century, long time before we all got excess to the internet and so I decided to give this story a re-publish in the Hans Knot International Radio Report.

How to spend ninety hours trying to visit the Ross Revenge

It started out so beautifully, but ended in enormous disappointment. I'm speaking of the visit I was going to make to the Ross Revenge, home at that time only to Radio Caroline, but later also to Radio Monique, Radio 558 and Radio 819. As soon as the radioship dropped anchor in the Thames Estuary, after years of preparation and several months in harbor, plans were made to pay her a visit. We, the editorial team of Freewave Media Magazine, decided to divide ourselves in two parties, the first headed by Tom de Munck and the second by myself, Hans Knot. Tom was to go with representatives of the weekly papers. I was to go with, amongst others, Henk Langerak, the TV and Radio Editor of Dutch

newspaper 'Algemeen Dagblad' that often had featured Offshore Radio in the past.

In the third week of broadcasting Tom de Munck managed to make his trip on the organisation's own tender. He found that the Ross Revenge was in very good condition. A week later it was my turn, together with Karel Gerbers and Peter de Vries, who'd been a Caroline deejay in 1979/1980. We started from Groningen, and within three hours we'd arrived in Flushing, from where the Olau Ferry took us to Sheerness. The voyage on the Olau line was very pleasant and relaxing. We arrived in the harbour on a Friday night and we were met by Fred Bolland and a bloke called Rusty, both of whom worked behind the scenes in the Caroline organisation. They'd arranged our accommodation for the night, which turned out to be in a very expensive 'bed and breakfast' place above a local pub. After drinking whiskey we decided to retire at 11pm, as we had to rise at 3am. The owner of the pub (who seemed never to wear a shirt; his body was covered with ointment) promised to wake us. We found it hard to feel asleep; not only because the tension of anticipation - previous visits had proved to be not without danger - but also due to the scrabbling of mice behind the wall-panels.

We were woken by the pub owner and our breakfast, a few greasy sandwiches, was ready. We left at 4am for Queensborough harbour. Don't think this is a big harbour; it was a small harbour in a dark, miserable place. We went there in groups, and had to wait near the quay for the Captain of the tender. Certain English people have a strange habit of not keeping an appointment and Captain Steve was one of those people. When he did finally show up we had quite a discussion about how we were going to board the tender. His idea was that we should walk to another part of the harbour, get into a rowing boat and row to the tender. Luckily we were able to convince Steve that none of us were very keen on this idea, and we took his alternative method, which was a walk across a railway yard to the quay where the tender was awaiting us.

Before Steve arrived, with us all standing around in the dark, a police car appeared. You are not allowed to go out to the radioship from UK, so our visit was in jeopardy, I had visions of being hauled before the Court at Sheerness, where offences against the MOA were tried! But in all

honesty, it is rather suspicious when a group of people each with a Dutch passport and a bag of clothing are sneaking around a small harbour in the middle of the night. We told the police that we were fishermen. They seemed to believe us, although non of use was carrying fishing tackle; I think they just wanted to avoid unnecessary paperwork.

After we'd walked to the other quayside we had to climb across three other ships to get on the tender. The first one had a very deep hold, but it was impossible to see that as it was very dark. Later in the day when I did see it and realised its inherent dangers my reaction was the cause of some hilarity. The tender itself was a nine metre long wooden boat with an open cabin that would shelter about four men. The visibility was good and we were expecting a voyage of about two-and-a-half hours. Very soon we passed a few forts and took lots of photos. Even Karel took pictures, although he was suffering from seasickness. Then the sea became rather rough, and it became difficult for our little boat to make progress. We sailed for hours without getting any closer to the Ross Revenge. Every time we asked, we were told that the mast would be in sight in about fifteen minutes! Unfortunately, we never arrived. The captain decided to return to port because so much fuel had been used we didn't have enough left to get us to the radioship and back. After all, putting ourselves in the position of having to call the Coastguards for assistance didn't seem like the best ideas!

After eight hours at sea, we arrived back in the little harbour, without having even caught a glimpse of the Ross Revenge. I was not too pleased at having to climb across those three ships again. On hands and knees I crawled from ship to ship, only to arrive at the quay wall and discover I had a fifteen metre high ladder to climb. I've suffered a fear of heights my whole life, so the others had to help me to climb it. This is one adventure I'll never forget! We went back to Sheerness, and arrived long before we could catch a ferry home, so we went to a Chinese restaurant. This was the first and the last time I visited this sort of establishment in England! The food bore no resemblance to the Chinese food we're used to in Holland; it looked like a hotchpotch of scraps and left-overs. It was difficult to find any signs of life in Sheerness. We ended up in a typical British amusement arcade, where some of us played several gambling games and lost a lot of money. A few local hookers tried to seduce us; we

told them we were not in the mood and asked them to leave us in peace, which they did.

The voyage back to Holland was once again very pleasant. Gloom set in during our 12 hours trip back to Groningen as we realised we had spent far too much money for an inadequate boat. We'd paid 230 pounds for the trip, most of which had gone into the pockets of Rusty and Fred; the Captain of the wooden boat had received only a small amount, so he told us. Our weekend had been ruined, and our first attempt to visit the Ross Revenge had failed.

In 1984 it was impossible for me to try to visit the Ross Revenge again, as I had so many other activities to attend to, including taking a well-earned family vacation. So I had to wait until 1985 before I could make my second attempt. We were asked by a few newspapers to arrange a trip. Because of what happened before we decided not to go to England first, but go with a so-called 'anorak-boat'. It was easy to make reservations through the Foundation Media Communication in Amsterdam, the organisation run by Rob Olthof and his friends. We had the option of a trip in June, and this time we had to travel to a harbour in Belgium. But around noon I got a telephonecall telling me the trip was off because of an impending gale.



Hans Knot and Johnny Lewis in 1986
Photo: Marcel Poelman

We were not very pleased, and anyway it proved to be ridiculous as the sea remained as smooth as a mirror and the Ross Revenge received

supplies and a new crew that weekend. Three other dates were suggested but none of the trips went ahead because of poor weather conditions. So there was no Ross Revenge for me in 1985, either. So far we had been ready to give five times and had wasted fifty-two hours. At least with this year's trip we'd had the cancelling 'phonecalls before we'd set out. But we'd become very fatalistic about trips being called off.

In early spring 1986 we once again picked a date; after a little discussion we decided to leave for Belgium on 8 August. This was to be our last attempt. In early July, we were surprised to discover that it was impossible to utilize the big tender and that we would have to make the voyage on a small ship. Remembering the first trip, it occurred to me that I'd better convince the others how dangerous it could be to make a trip to the English coast on a small vessel. Not only we were risking our own lives, but we all had a family to consider. We 'phoned Rob and he told us that there was just one chance left to make use of the big tender, which would be on 22 August. This boat was at least twenty meters long, he assured us. As we had been told by those who had been on the small boat that it wasn't suitable for the conditions on the North Sea, we decided to go on August 22nd.

On 22.10 on the evening before we left, we were told that we had 70% chance that the voyage would go ahead. The final decision would be taken at 15.00 the next day. We had to leave by then, as it's a long trip from Groningen to the harbour in Belgium. From a restaurant in Meerkerk, north of Breda in Holland, we tried to contact the person in charge of the trip, but he didn't answer his 'phone. But the weather forecast was good, so we didn't worry about it. At 16.50 we finally got the message that the trip would go ahead. We were told to go to a car-park close to the border. More and more cars arrived and in the end there were seventeen of us to make the voyage. We went in just a few cars to the harbour, leaving most of the cars at the car-park. Two blokes from Utrecht decided to take their own car, an old DAF. After crossing the border they took off ahead at full speed and disappeared. At 22.45 we arrived at the harbour. Our luggage and cameras were taken onboard the small tender. It was no longer than fourteen metres. Still, it was encouraging to be reassured that there were sleeping accommodation for everybody.

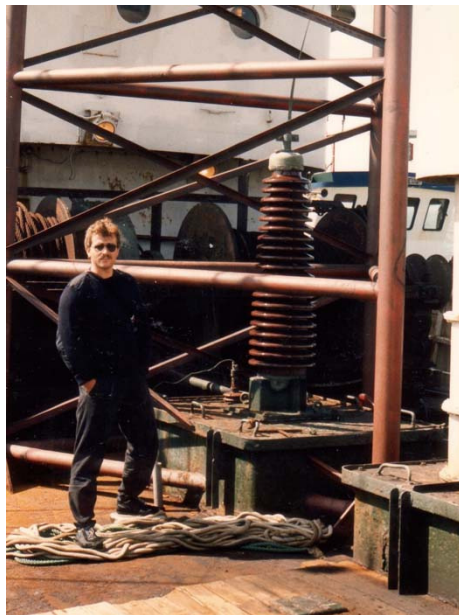
We were concerned about the occupants of the old Daf. The still hadn't arrived, and the Captain told us that he'd only delay his departure for them by ten minutes. They arrived just in time; they'd gone to change their money and had then gone to the wrong harbour! Soon afterwards we set sail. Crossing the harbour was no problem at all, but when we came to open sea it proved to be not as smooth as we had expected. After we had been at sea for forty-five minutes, the first shadow appeared from the forecandle. It was certainly that this person wasn't scanning the horizon for a tall mast while he was hanging over the side! The behaviour of the seventeen passengers was very predictable.

In the forecandle there was sleeping accommodation for eleven persons, therefore eleven persons immediately went to bed without consideration for the other six and we didn't see them again. The other six didn't want to sleep, but sat up reminiscing about the best parts of Offshore Radio history and earlier anorak-trips. We had a few drinks, too. At around 2.30 we decided we'd better get our heads down too, as we'd arriving early in the morning. Marcel and Maarten lay on the benches whilst the rest of us went downstairs. After three hours we were hit by a storm, which gave Maarten and Marcel a bad time. Everything was flying around; ashtrays, empty beer-cans, bags; everything started to have a life of his own. Maarten was lucky as he could prevent himself from falling by holding on to the table with his arms and legs whilst lying on the bench. Marcel was the unlucky one, but he was OK. He'd served in the Marines for years and had no idea what sea-sickness was, of which he was very proud. Those in the forecandle didn't stay there very long; sea-sickness became epidemic! There was first a force five breeze and around 04.00 we had a thunderstorm. When the lightning crashes close to our little boat you realise what sort of precarious adventure you're part of.

Our Captain, Danny, stayed calm in all this chaos. Leaving the auto-pilot to do his job for him and he went outside to prevent the life-boat and other life-saving equipment from falling into the water. I cat-napped; my bed was next to the engine room and it was an awful noise, but I got used to it. At 7.30 a few of us awake and saw a ship coming towards us. Danny was listening to the radio and discovered that it was the Monique tender, the Windy, returning to the harbour. I awoke at 08.10 and heard sounds coming from above. Looking through the porthole I found out that we had

arrived. Quickly I took my camera and bread (there is often not enough food on board a radioship!) and was the second person to jump on board the Ross Revenge.

Without feeling any fear! Normally, I would be afraid, but it only took me three seconds and without thinking about it, it seemed easy. I was greeted by Arie Swets and Johnny Lewis and we were happy to see each other again. It was weird to see one guy, let's call him Rene, actually quiver when he shook hands. Rene was a real freak. Throughout weeks of preparation he was always afraid that he would never see and touch the, to him, holy Ross Revenge. Before, at our meeting place on the Belgian Border, Rene - who was in his mid-thirties, asked me with fear in his eyes and quavering voice if perhaps it would be possible to actually go on board the ship? I'd told him that I wouldn't agree to merely circling the ship a few times.



Marcel Poelman on deck Ross Revenge
Photo: Hans Knot

Arie Swets suggested a sight-seeing tour of the ship, and everybody was allowed to look around as long as we promised not to sneak around in the crew's cabins. We went to the transmitter room first. There we were told that Rob Olthof - known in the Offshore Radio World as 'The Ayatollah' - was personal responsible for putting Radio Monique off the air fourteen

days earlier. His camera-bag had got stuck behind the door of the transmitter cabinet, the door had flown open and Monique's transmitter switched off automatically! Rene did not join us any longer, for we decided to go our own way to make a video, and at this time he was still standing under the aerial mast. He joined Marcel and I again later when we went to the generator room and with his mouth open and many awes in his voice he asked us if these were the Caroline transmitters!

It was by the time we got to the generator room that I realised that the stories, which most anoraks refuse to believe, are really true. The Ross Revenge was at that stage a very dirty and rusty place. The forward deck was filled with chains, wires and other spare parts. We also saw a room containing a lot of wood. The freezers were in this room too. They were fully stocked with food, so I took the bread I took with me myself. I was very surprised when a few months later only non-stop music was being played because there was not enough decent food on board. Also other rooms were stored with food.

After a few photos outside I went back to the transmitter room and the studios. I met Captain Mike Barrington on the first floor. He'd just got up and was being accosted by two females, not because of his beauty but because of anorak intrigues. Both ladies were taken to the Caroline news studio to cool off and the news-room was then put of-limits. I continued my walk to the studio and on the way stopped at the toilet. I wished I hadn't! The toilet hadn't been cleaned for weeks and looked a happy home for all sorts of nasty germs to breed. I had the same impression of the kitchen; everything was very dirty and not all fit for its purpose. I was sure it would have been impossible for me to stay for more than a few days in a filthy place like that; you may think this is a very negative attitude, but why shouldn't I tell the truth?

Of course, over the years Caroline has been a springboard for a lot of talented deejays who've ended up on the BBC and ILR circuit, but don't forget that whilst working for Caroline they almost never earnt a penny in the seventies and eighties. The rest of the time on the ship I spent with my good friend Johnny Lewis, sampling the GBH (brewed on the Ross Revenge) and digging up old memories. Meanwhile the Caroline tender had brought new deejays who were now preparing their programmes in the

record library where Johnny and I were sitting. Suddenly Rene appeared, a full-grown man yet collecting autographs. He even asked the new deejays who were just out for their first stint and had never yet done a Caroline programme. They were not used to this kind of stardom! At times like these I'm glad that objectivity is one of my stronger points. Some of the people, who have this hobby, are 'freaks' wearing blinkers. They really think that everything is perfect and don't accept reality.

Around three in the afternoon we left the radioship. I'm not sure how I got onto the tender unscathed! It was stormy again and I don't like the idea of jumping, but I found myself on the tender without knowing how I got there. During our trip back we had to stop because something had gone wrong with the cooling system in the engine room. I was glad it hadn't happened on the way out; it could have been a reason to return to port. When we arrived in the harbour we were told that during the night a ship had disappeared and later we heard that two members of the crew had lost their lives. That was a most awful experience. Over the past twenty-three years I have made several journeys to different radioships. Most of them were pleasant trips, but the same can't be said for my 'visits' to the Ross Revenge! (September 1986).

Jonathan Marks reported on one of his websites: 'Media Network web editor Andy Sennitt announced that their international [media news blog](#) is closing down as of Saturday March 24th 2012. Andy is retiring. Radio Nederland Wereldomroep (Radio Netherlands Worldwide) is heading off in a very different direction in the future. So it makes sense to bow out knowing that a job has been well done. Several thousand people a week have relied on Andy's sharp eye in spotting international media developments and their implications for those who work in the business of international story-telling. I understand the plan is to keep it online as a reference, since it's a searchable record of media stories over the last decade that has more than academic value. That's good news.

I hope you'll join me in thanking Andy for great time and effort he put into editing the on-line version of Media Network. There are over 15,000 stories on the blog going back to October 2003 and he's continued the tradition of international media reporting in fine style. That can only come from someone who is fascinated by the medium - it's not a job - it's a passion. As you can hear in our Media Network [vintage radio archive](#), Andy

was a regular contributor from the very start of the programme in 1981. I particularly remember that show we did about the offshore radio days. Andy has spent his career following the media, especially radio. He worked for BBC Monitoring in Caversham Park, UK as well as becoming Editor of the **World Radio TV Handbook** in Denmark. He moved the HQ of the WRTH to Amsterdam and Diana Janssen recruited him to work on a web-version of the radio programme. It's not going to be possible to replace the Media Network news blog. But I will increase the frequency and focus of this Critical Distance blog to include more international media stories. I have been playing around with the Storyful platform, which allows you to mix video and audio clips to add to the traditional text and photos. So if you're interested to follow what we get up to, visit the blog (if you're not already there), subscribe and contribute to the next stage of the journey. We're also on Facebook. I hope we can persuade Andy to drop by from time to time. But for now, Andy we salute you. Big time! Andy isn't on Facebook (and only by accident on Twitter). So if you want to contact him with wishes and memories of his time at the wheel, the address is medianetwork@rnw.nl

Thanks a lot Jonathan and of course I did already thanked Andy for all his work he did in so many years for so many listeners and readers world wide. He can be met again on the RadioDay in November.

Talking about the RadioDay 2012: This is the preliminary programme for 2012:

**Het sluitstuk van het Nederlandstalige Radio Luxemburg
Colourful Radio Luxembourg - The Great 208
Vlaams op z'n best - Radio Mi Amigo
Europe's Best Music - Caroline 558
Boven Water (details op een later tijdstip)
Yorkshire's Part of The Beat Fleet: Radio 270
Woelige radio tijden: Een interview (details op een later tijdstip)
The Big Wide Wonderful World of Radio Caroline North**



Also in this issue we have, as in most of the reports, attention to the radio t-shirts. This time a photo from the late seventies, this has been on my hard disk for a very long time. It shows the English Caroline studio aboard the MV Mi Amigo. I don't know who the deejay is, wearing the Caroline Roadshow t shirt. I can only add that Thomas Schülin made the picture.



Next Willem de Bruin who wrote that he was very surprised seeing the You Tube song featuring good old Simon Barrett. 'That's something I really like. I remember, when Simon started on Radio Caroline in 1974, he played a request for my then girlfriend Yennie. Simon had good and bad

times during his stays on the Mi Amigo and the Ross Revenge in the seventies and the eighties of the last century. And of course the bad times were not his faults but really bad weather conditions.

Ray Anderson interviews John Ross Barnard followed by a 30 minute documentary, Broadcasting from the Thames Estuary Forts, shown on Red TV Pirate Night August 14 2008 can be found at the next link:

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

Next mail came from Anthony Platten in Great Britain: 'Good afternoon Hans. I thought you might like to know that I have just bid and won a copy of your early publication '25 years Radio Caroline Memories 1964 - 1989. Will be looking forward to reading that. Best wishes Anthony'.

Well Anthony I hope you had, in the meantime, read some of the chapters. Going back in time I can say that I know Anthony already since the early seventies when he was a member of the Pirate Radio News, the monthly I edited from 1971 - 1976.

BBC Radio Norfolk brings the next news: Over Easter 'Pirates on Parade' will air on Sunday April 8th and Monday 9th, between noon and 1300, with Keith Skues, Tom Edwards and Andy Archer reminiscing about the more broadcastable of their Watery Wireless experiences. The programmes are the result of Radio Norfolk boss David Clayton inviting the three ex-renegades to a get-together last November where he recorded their chat. Tom said, "We did 'yak yak yak' for about an hour and 58 minutes! As always with my dj pals of so many years, we just pick up our conversation, where we left it. Amazing!" The 'yakking' will be interspersed with the music of the era.

Don't forget to have a look at Mary and Chris Paynes memorial internetpages for more: www.radiolondon.co.uk

Well another long issue but I hope you enjoyed all the news, memories and more. Next month we're back with another issue. In the meantime keep sending your memories to HKnot@home.nl

Have a nice Eastern! Greetings Hans Knot