

Hans Knot International Radio Report June 2014

Welcome to the new edition of the international radio report and at the time of writing the first pages of the June issue it's a very warm and relaxing weekend. It brings to my mind that it's almost summertime and so the report will be published not every month up till September but irregular at moments you're not used to be. Anyway thanks a lot for all people who send an e mail with questions, memories and more. Most of them are answered by mail; others will be in the report. I would like to start to thanks a reader in England, Dave Simpson, who did sent some cd's to my address after he read on facebook (Hans Knot) my story about Tony Allen. Recently I uploaded some recordings from Tony, who's one of my favourite deejay from the seventies. So thanks Dave for the marvellous recordings you've sent! Perfect.

After months not being number one we've again Rosko on top!



'Quick to say, you just appeared on my screen I must be the first to reply, Yeaaaaaaaaaaaaaaaaaaaaa Ok, just to prove I am always watching out for you in the idea department. Why not have your next radio day in California? In that way everyone gets a nice holiday as well as the memories! I promise to show up! Well what would you say?'

Well probably Rosko still want to come to a RadioDay because he never made it to Amsterdam. Of course he had read the stories how it was in March and now he regrets he didn't come. Anyway, we still communicate versus the report and so he has more to say:

'May I pass my thanks to all at Radio Caroline North for the warm reception I got for our celebratory show? It was my first time on the North! A virginal experience one might say. It was also carried on *RoskoRadio* at my website www.emperorrosko.net
Warmest greetings Emperor Rosko.'

Here's one which reminds me of the good time in radio for Ireland as there's a new radio station started in Paphos, Cyprus. Ring any bells? How many stations with the same name are now on the air worldwide?



In March on the Radioday we also met Paul May, aka Paul Dean. He worked on RNI in the seventies as well as on Laser 558 in the eighties and I loved to listen to him to during the RNI period. Next to his presentation he had also wonderful production skills and always remembers me to one of the longest jingles in the history of the station 'when RNI goes 24 hours a day with music ...' Well on this photo Paul May is watching, together with me and my wife Jana, his personal photobook. In this not only photos from his time on RNI but also a visit in 1972 to the harbour of Zaandam - where the MV Mi Amigo was at that time - and photos of the MV Galaxy in Hamburg.



Photo: David van der Ven

Well I succeeded in scanning most of the photos and Martin had put them in our Offshore Revisited Archive on internet:

Paul May RNI

<https://www.flickr.com/photos/offshoreradio/sets/72157644604539646/>

Paul May Hamburg

<https://www.flickr.com/photos/offshoreradio/sets/72157644245258040/>

Paul May Zaandam

<https://www.flickr.com/photos/offshoreradio/sets/72157637642763263/>

Here's an e mail from one of the visitors to the Radioday from Sweden: 'Dear Hans, it was a pleasure to attend the Radioday in Amsterdam in March and meet with yourself, Martin and some of my favourite DJ's plus seeing all the people involved with Radio Caroline and all the others. I also got the opportunity to say hello to Bob Le-Roi and Ian Biggar. I had had some e-mail exchange with the latter about some recordings of Radio Scotland that I made back in 1966. It was my first such event, and I enjoyed it all.

Now, back in January 2014 I mentioned to you about the copies of 'Pop Weekly' that I found in the house here some time ago. There were some 60 issues of Pop Weekly from Anno BC (Before Caroline) from the end of 1963 until the end of 1965. Like I said, it struck me that there is not that much written about Radio Caroline, the magazine focuses on Luxembourg.



So during almost a week I skimmed through these issues looking for 'Radio Caroline'. Caroline was first mentioned on the 6th of June

1964 under the headline 'Reader's Pop Shop Talk' and it read 'Radio Caroline greatest idea since The Beatles'. Wow! That was all. Later there were some occasional talk about the pirates, later followed the programme schedules and Britain's Top 30 and Northern Top 20 and Southern Top 20 - perhaps in relation to Caroline North and Caroline South? Then on the 12th September 1964 there was a whole page dedicated to Radio Caroline: 'Caroline, the Champion?'.
All the best from a rainy Stockholm.'

Well thanks a lot for the mail and sharing the file with the old magazine pages! Keep in touch. We now go to Paul de Haan, who's an avid follower of Offshore Radio since the sixties and has an interesting story to share:

Does this "ding ding" ring a bell? Ever since April 1964 I am aware of a certain bell that "dingdings" at the top of the hour, although you must tune into certain places to actually hear this bell, first heard on 199, she later moved to higher numbers.....259, 319,389,576 and even 558, yes kHz and meters AM/Mediumwave.

I don't think there's any other radiostation in Western Europe that has a more known top of the hour signal, than the famous Radio Caroline Bell. There's confusion about the origin of the bell in the call-sign. If you have a look at this film you might think that the legendary radioship Mi Amigo was the place where the bell was "dingdinged" for the first time.

<http://www.britishpathe.com/video/radio-caroline> After about 4 minutes into this amazing video from British Pathé you'll see Tony Blackburn onboard the MV Mi Amigo < the bridge of the ship> back in 1965 doing "the bell". All this was just and only for the film that was made onboard the Mi Amigo in 1965.



MV Fredericia Archive Paul de Haan

As a matter of fact the first use of the bell I heard was in April 1964 from the original Radio Caroline onboard Fredericia anchored off the Essex coast. So the Mi Amigo bell was never used as the famous top of the hour signal on Caroline, it always was the Fredericia bell.



A model of the Fredericia. Photo: Archive Paul de Haan

I never gave it any further thoughts till I came across an article, in a Dutch ships forum, where someone wrote that his father used to be a ships engineer on the MV Mi Amigo in the sixties of last century, right until the end in March 1968. Furthermore he wrote that his dad took the Mi Amigo ships bell off the ship during her long stay in Amsterdam between 1968 and 1972.

All this was written by Jan G, who was the son of the Late Mr. G. Apart from the bell Mr. G also took about a hundred records of the Mi Amigo. His son Jan now has these records on You Tube, it seems its stuff from the early days from Radio Caroline South, to me they are the Crawford records, the plug records that had to be played on Caroline South. Have a look for yourself:

<http://www.youtube.com/watch?v=9SGbLegKl80&list=UU9J8Hmdiggodf1EPZnaluoA>

Now back to those famous Caroline bells, first of all the Mi Amigo bell, now claimed by Jan G that he has that bell at home in Tanzania. Before I got any further into this I asked Radio Mi Amigo's Marc Jacobs if he had ever seen a bell onboard the Mi Amigo between 1976 and 1980. "No" was his answer. So, the bell was indeed removed from her old position onboard Mi Amigo on the starboard side of the bridge. Also Mr G sr. took a number of 2 track reel to reel tapes to his home and so Jan also has these. No idea what's on it. Hans Knot and Vincent Schriel from the Internet radio café are now trying to at least get the tapes to Holland; perhaps Jan can be persuaded to throw in the bell as well!

Here's another puzzle: in the late seventies of last century Hans Knot and I travelled to Viane in the county of Zeeland in the south-western part of Holland and talked to Mr. van der Marel sr., who owned the scrapyard where not only the Comet <Radio Scotland> and Magdalena <Radio Mi Amigo 1979> was scrapped but also the legendary and beautiful Fredericia <Caroline North>.

We were told by Mr. van der Marel sr. that he had the Fredericia bell, the original "ding ding". Wow, what a story. Now, 2014 it seems as if Mr. van der Marel sr. rescued another bell from another ship, but not the Fredericia bell. Via son van der Marel jr. we learned that the Fredericia bell is not with hem. It seems the original Fredericia bell is now owned by a family called Maddrell, a Mr. Harry Maddrell used to be the skipper of the tender Essex Girl on the Isle of Man.

Have a look at the picture, so that's the famous bell indeed. Now two things should be done: first of all we would like to know how this tender skipper obtained this legendary bell. secondly: Please "dingding" that famous bell and record and upload it on to You Tube.

Paul de Haan

www.marinebroadcasters.com



Wonderful story Paul and hopefully we learn more. And readers don't forget to visit the above interesting internetsite from Paul and his son Mark.

From the Netherlands we go to the eastern neighbours Germany with the next very nice e mail: 'Dear Hans, dear Jana, in the meantime I returned from my journey to The Netherlands. Yet, another fantastic Radioday in Amsterdam, as well as stay in your country. I met once again so many good old friends and radio personalities, but I met some new friends too. Of course I understand your and Martin's decision to cease or lower your activities in preparing future RadioDays. I would like to thank you, Martin, Jana and all your other supporters for the excellent organization of the Radioday 2014 and for your hard work to organize the former RadioDays as well.



Christian Bergmann in 2002
Photo Martin van der Ven

This year I attended the Radioday for the 20th. time. 25 years ago I would never have believed that it could be possible for me to meet so many Offshore Radio personalities ever in my life - unbelievable! I will never forget all those exciting events. I'm very grateful for the possibility to get to know you and quite a number of my broadcasting heroes.

I hope there will be some other activities or radio related meetings, enabling me to meet you and all my other friends again in the future. I wish you and Jana all the very best. It would be nice to stay in contact with you. I would also like to thank you very much for sending me your International Radio Report April 2014 and the link to download the great "50th Anniversary Concert by The Beach Boys". I remain with kind regards, Christian Bergmann.

Thanks Christian and of course we will be in contact and meeting each other somewhere someday!

Ad Roland sent me some interesting links about Pirate Radio in the USA. When you watch these on you tube on the right side line more videos about this subject

<https://www.youtube.com/watch?v=pqg-FxTJT50>

<https://www.youtube.com/watch?v=SRnkpG15kPk>

https://www.youtube.com/watch?v=FR6G1ClFceA&feature=em-sub_digest-vrecs

Nickname time again with one from Caroline North we did not list before: 'Laughing Don Allen'. And the complete list you can find on www.hansknot.com

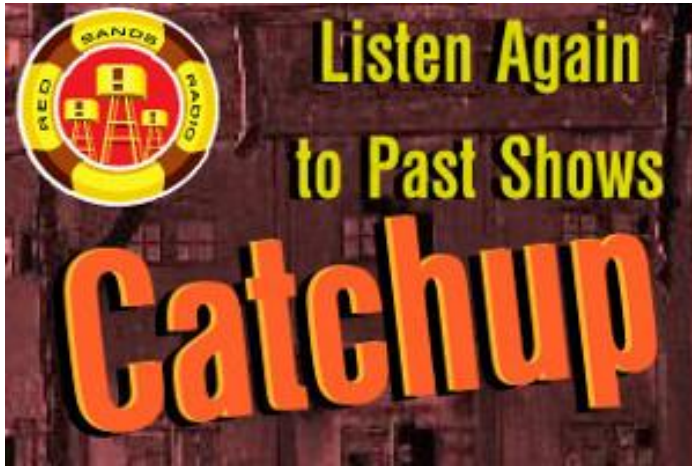
Next here's a press release from England: Trawling for Oysters

Red Sands Radio plans to catch a few Oysters when it returns in July for its annual summer broadcast. One of the stations mainstays Roy

Gooderson of RG Electronics, Oxford Street said: "Red Sands Radio actively promotes everything going on, both in programmes and our twice hourly 'What's On Guide. This year out broadcast will take in the whole of the Whitstable Oyster Festival, so we'll be providing listeners with a flavour of the event, and encouraging people from further a field to come to Whitstable".

Radio Red Sands launches on 7th July 2014 on 87.9 FM & on-line at www.redsandsradio.co.uk Red Sands Radio, Whitstable, Kent, CT5 2PF 07711 512 991

Bob Le-Roi - Founder MD Programme Director



Thanks Bob and have a really good time in July!

Herman from Gent has made a new forum and says he really enjoys this and has already 'met' a lot of interesting persons there;

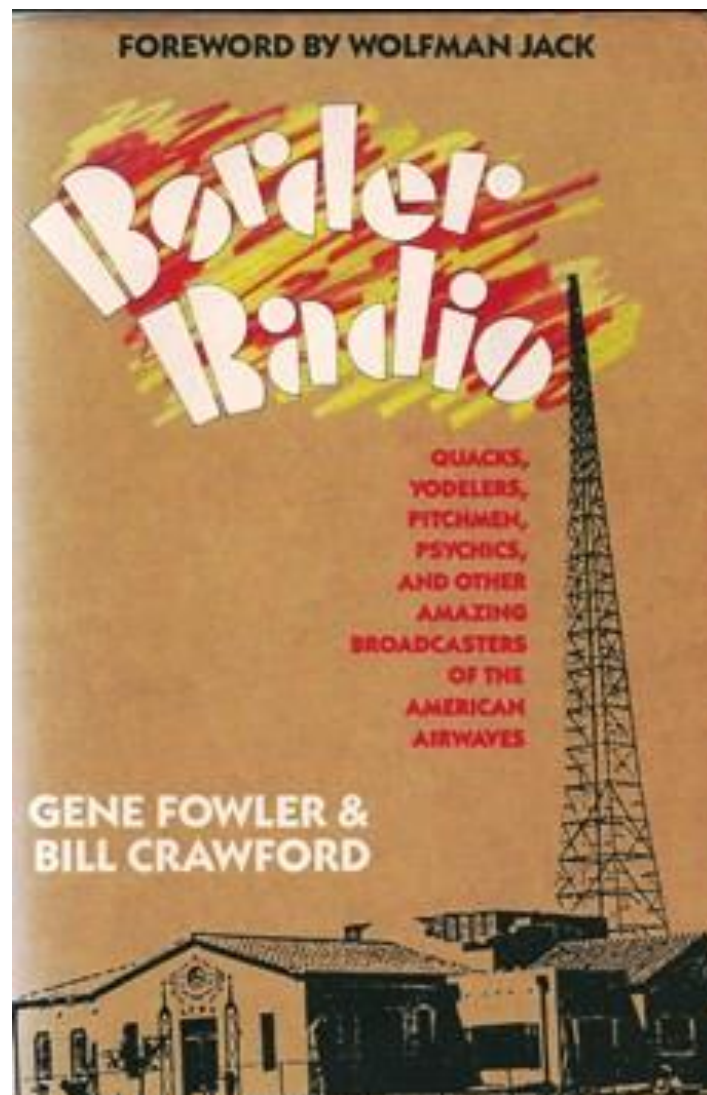
<http://www.last.fm/user/music-offshore>

Mike Grant has read a marvellous book: 'Hi Hans I have just read a wonderful book 'Border Radio' about the mainly English language Mexican border stations from the 1930s to 1980s that covered the US and much of the world on medium wave with power of up to 500kw (yes five hundred thousand watts) Wow! It also includes references to US stations, notably KLIF, with its pioneering Top 40 format, PAMS jingles, fast news etc. that crossed the Atlantic with Big L. We are so lucky to have heard that format in Europe from

1964 on. Details of the book here

<http://utpress.utexas.edu/index.php/books/fowbor>

They got their facts slightly mixed up regarding Gordon's involvement over here but it's still interesting reading. I have written to the publisher hopefully to contact the author (the other one is dead I think) and set the record straight in the next edition. Cheers Mike.'



Yes Mike, this is one of the non - offshore radio books I read more than once. Excellent and here's the cover of my copy which is from the first edition published in 1987. A tip for everyone to get their own copy!

After last report someone asked the question if I knew the company who produced certain jingles in the past, as his station would like to have the same ones. I've answered I would ask Steve England, as he had so many contacts in the jingle world. Steve answered me that the tracks used are from a company which doesn't exist anymore. A pity is that I don't remember who of the 4000 readers asked the question. Anyway you now know the answer.

Through the years I've published a lot of photographs of the wide selection of radio t-shirts in offshore radio. Do you have one, please send it to HKnot@home.nl to share it with the other readers. Here's one from around 1974 featuring Status Quo with one of the band showing his love for Veronica.



Photo: Archive Freewave Nostalgie

Once again a wonderful video to watch as Alex van der Hoek wrote me: 'Watching Radio, that's what we did again on the 19th of April in Amsterdam, live from The Norderney, the old Radio Veronica ship. Here's a short video report from that day'.

<http://youtu.be/X6EdILnuSHg>

News from the USA from A.J.: 'Hi Hans, thought you might be interested in the latest article from Radio Ink magazine about a pirate station, Touch 106, that was on-air for 8 years in Boston before the FCC recently shut it down.

<http://www.radioink.com/Article.asp?id=2782233&spid=30800>

What is really interesting is the website that keeps track of the pirate stations in Boston, what happens to them, and what doesn't happen. <http://www.bamlog.com/bostonlp2013.htm>

Here is another story that promotes pirate stations as a lifeline for immigrant communities

<http://www.wickedlocal.com/article/20140422/NEWS/140428919/12581/NEWS>

Might be a good item for the monthly newsletter, eh? Enjoy. AJ Janitschek.' Two days later AJ found another link of interest for you the reader: 'It seems there is more than usual about pirate radio in the US these days. Here's another article about a pirate radio station in Albany, New York with a link to the station and their live feed. Ciao. AJ.' <http://xjockalbanyny.com/2014/04/22/have-you-heard-the-pirate-radio-station-in-albany-yet/>

Well A.J. thanks a lot for sharing these links as many of the readers are also interested in that part of the history in radio. Keep them coming.

Martin van der Ven tracked down again very interesting video. What about a short special by a Middle East team about Radio Caroline and also a Spanish documentary about the history of the station.

<http://vimeo.com/90346199>

<http://vimeo.com/90315716>

<http://vimeo.com/89467272>

<http://vimeo.com/79141481>

<http://vimeo.com/79141482>

<http://vimeo.com/90581062>

BBC Radio Norfolk paid attention to Caroline and there were programs including Andy Archer, Tom Edwards, Ray Clarke, Keith Skues en Colin Nichol

<http://members7.boardhost.com/PirateRadio/msg/1398172506.html>

An e mail from Kees de Kok who's wondering if I knew already the next archive;

<https://archive.org> including recordings from offshore radio but also radio plays from the past like Gunsmoke, radio programs with Hitler and Churchill and many more

<https://archive.org/search.php?query=offshore%20radio>

I answered Kees I knew the archive but of course many readers haven't heard of it before. So enjoy!

14th RADIO TAG ERKRATH 2014 RADIO DAY ERKRATH

On Saturday, October 11th, we organise the 14th annual meeting for the free radio makers and listeners in the rooms of the observatory Sternwarte Neanderhöhe SNH, Sternwartenweg , D-40699 Erkrath. The event is scheduled from 14.00 to 20.00 hours, entrance is from 12.00 o'clock.

As already announced last year, we moved to a later date in the year as before. At first, always some people interested to come here had to follow their professional matters at Berlin Funkausstellung early September. Secondly, there will be no Amsterdam Radioday in November of this year. More about the programme and guests of the

day will be announced at a later stage. Your proposals on this are welcome!

The location:

From Düsseldorf railway station one can get there by train S 8, direction Wuppertal/Hagen. You leave at stop Hochdahl-Millrath and walk the road in direction of the train to small way on right hand named Hausmannsweg. After a few hundred meters you see the observatory. By car you leave Autobahn A 46 at exit Haan West to Erkrath, in the town the way is marked 'Observatorium'. The entrance fee is 12.- EURO including a welcome drink.

For any requests please contact radiotag@fastmail.fm

Phone: ++49 - (0) 171 - 492 5829 , Jan Sundermann.

John Piek wrote to me: 'In the days there was offshore radio a lot of claims of interference were made by several countries although in many cases this interference didn't existed. Nowadays there are complaints that transmissions from offshore radio stations are making interference on other stations, although those offshore radio stations doesn't exist.'

Really, I had to read at least 4 times what he wrote but reading on his e mail I learned what he mend to say: 'I heard in the International Radio Report on www.ckut.ca an item where was told that the Algerian Government has complained about heavy interference made by Spanish language radiostations, which are much more stronger than the stations in Algeria. It was told that the Spanish stations not only transmitted from land but also several were transmitting from ships, which were outside Spanish national waters. We all know better!

An interesting read is here:

<http://radiocaroline50.blogspot.nl/2014/04/queens-boss-tells-government-where-to.html>

Well let's see what Jon Myer brings us on his lovely internet site:
New for May:

- This month sees the thirtieth anniversary of Laser-558 bursting onto the airwaves. We have two pages of great Laser photos from the archive of the late Rob Olthof;
- there is the next page of our 'Eighties Supplement', featuring DJs from that decade with names beginning with J, such as Laser's Jonell and Caroline favourite Jay Jackson;
- there is more information about Swinging Radio England's Boom Boom Brannigan;
- and we have photos from the talk given recently by former offshore DJ Guy Hamilton on "50 years of pirate radio";
- if you missed 'The Pirate Port' documentary about Radio Caroline when it was broadcast on Easter Monday, we have links to both it and the interview with Jerry Leighton that producer Trevor Dann carried out for the documentary.

My thanks, as always, to all the contributors. Best wishes, Jon
www.offshoreradio.co.uk

For those who also keen in reading the German language this site is a must to visit too, with thanks to Ingo Paternoster:

http://www.ndr.de/unternehmen/organisation/ndr_geschichten/chronik/radiowellen101.html

Martin added again a very nice series of photos to our Flickr Archive: Peter Harmsen's Radio Caroline Gallery (1983-85)

<https://www.flickr.com/photos/offshoreradio/sets/72157644674724476/>

Peter Harmsen's Laser 558 Gallery (1984-85)

<https://www.flickr.com/photos/offshoreradio/sets/72157644674724436/>

<https://www.flickr.com/photos/offshoreradio/collections/72157644>

314910449/

The Carlton documentary celebrating 25 years of commercial radio In the west country feature personalities such as David Fitzgerald, David Hamilton, CJ Monroe and many more. Really this is an interesting viewing.

<http://www.youtube.com/watch?v=W6CceQMLxEw&feature=share>
part 1

<http://www.youtube.com/watch?v=495nPhAxmGg> part 2

On Swiss television was a documentary about pirate radio including Radio London:

<https://www.youtube.com/watch?v=Do7o5FHoKiw#t=46>

On May 6th. the next prestigious price announcement was made: 2014 Gold Award Recipient and Additional Awards Partners Announced

**TONY BLACKBURN TO RECEIVE PRESTIGIOUS GOLD AWARD AT
THE 2014 RADIO ACADEMY AWARDS**

FIRST PERSON IN 32 YEARS TO RECEIVE THIS AWARD TWICE

<http://www.radioacademyawards.org/news/awards-2014/2014-gold-award-recipient-and-additional-awards-partners-announced/>

As this year it's 50 years ago the big offshore boom started in western Europe I've decided to take a dive in my archive to see what I've written for magazines and in books about the history of Radio Caroline. The next chapter was originally written in December 2003. So have a good read and give me your thoughts at HKnot@home.nl

THE TIME IN BETWEEN MARCH 1968 AND SEPTEMBER 1972

Next to thousands of newspaper cuts I've an enormous amount of diary notes, which I started to make since 1964. Let's see in this chapter some of the notes I made in the period between 1969 and 1972 - a period Radio Caroline wasn't on the air from her own ship(s). The 'Sound of the nation' only could be heard twice. First a one hour show on a foreign radio station and after that during the famous campaign backing the Conservatives in 1970, when they used the transmitters from the MEBO II. There was only made a station name change from RNI into Radio Caroline as this station name was more familiar to the listeners in Great Britain. In an earlier book, '25 Years Radio Caroline Memories' you can find back my memories from 1968, when there were some plans, including trying to get the former Radio 270 vessel for a restart of Radio Caroline off the South East coast of Britain.

Here's what I wrote down in March 1969: 'The Caroline Revival Hour was transmitted on Radio Andorra on 428 meters, which is 701 kHz. It happened on March 2nd from midnight up till 10 minutes past one. The program was a commemoration for Radio Caroline that went off the air a year ago, when both ships were towed away from international waters by tugs - which had been hired by the tender company Wijsmüller. Reason was that the station owners didn't pay their bills for tendering the Fredericia anchored off the West Coast of England as well as the MV Mi Amigo off the Eastern Coast. I've also heard that the program was a test for eventual further programmes as such. It was first announced in Spanish and later the microphone was taken over by Caroline deejays. I heard the voices of Don Allen, Bob Stewart, Bud Bullou, Bobby Dee an Steve Merike. The reception was very poor during the first 20 minutes in the Netherlands. There was interference from a German radio station, but afterwards the reception became better. The deejays led us back to the earlier days of Radio Caroline and many well-known records of those years were played. Also an air-check of the August 15th broadcast from Radio Caroline South was played. I heard some

advertises for the Free Radio Association and music papers. I read in 'Disc and Music Echoes' that this kind of programs can be expected soon between midnight and four in the morning soon on Radio Andorra.'

RADIO CAROLINE REVIVED

SOUNDS of Radio Caroline again . . . The first programme went out last Sunday for an hour from transmitters high in the mountains of Andorra (between France and Spain) and, all going well, there should be another on Thursday March 27. This is Caroline's birthday.

The Caroline Revival Hour is the idea of a young Frenchman, Yves Kuhn, who was a great fan of the free radio that was put off the air by the British Government.

He's a 23-year-old economics student who turned to acting and called his theatre group "259"—the wavelength on which Caroline broadcast.

Yves felt he should do something to keep the name Caroline and the idea of free radio alive. He went to the

Andorran authorities and they agreed to let him have an hour, if he could rustle up enough advertising to cover the cost.

The enthusiastic young Frenchman wrote to Caroline's founder, Dubliner Mr. Ronal O'Rahilly, and he was delighted at the idea.

Yves says that (in response to some notices in newspapers) he got a most enthusiastic reception for the idea of a Caroline Hour from thousands of the station's listeners.

But the response from advertisers was not so good. The first programme, with former Caroline deejay Don Allen (Daffy) in charge, was run at a loss.

"We are hoping for more advertisements for the second show on on the 27th," Yves Kuhn said. "If we get the necessary response, there will be further programmes on the pattern which made Caroline such a hit with millions of young people."

THE Caroline Revival Hour, with Deejay Allen, includes parts of

the theme tunes of some of the men who made Caroline famous, messages from these deejays, discs, and those well-known jingles which came over from the pirate ships.

The transmitters of Radio Andorra (from which it's hoped to keep putting out the Caroline Hour) are 6,500 feet above sea-level in the mountainous principality. The medium wave (with nearly 10 times the power of Caroline South) is on 428 metres, 701 kcs. The shortwave is 50.04 (5995 kcs.).

Transmissions may be heard all over Europe (including Britain and Ireland), and North Africa.

The first show was broadcast between 1 and 2 in the morning. It's hoped to have the next one earlier in the night.

Deejay Allen, who stayed with Caroline until it closed down, thinks the revival hour a great idea: "I jumped at the idea of doing the show. I shall be recording in Paris, from which it's sent down to the mountain transmitters. We hope you get us loud and clear."

It didn't happen and it would take some other years before Radio Caroline came back. Strange to see my own writing back, it looked like the station had already a long history. Of course they were on the air for almost four years, in which happened a lot. But this period was only 10% of the period we're now talking about as the station is 40 years of age in 2004.

In the diary from the month April 1969 I rewrote the next item: 'The Sunday Telegraph announced that there's a plan for a Beatles plane. John Lennon and Yoko Ono have agreed to appear in a colour programme for a television station which will be broadcasting to Britain from an aircraft over the Irish Sea. Mr Ronan O'Rahilly is the initiator and the station will be called 'Radio Caroline Television'. A lot of show business people have agreed to take part, when the station gets on the air. And strange enough the station won't break any law. The broadcasts will be between 6 in the evening and 3 in the

night the following day and Ronan has bought two Super Constellations, which will be transmitting in turn. I read in the newspaper that the organisation is discussing with a number of agency people about large contracts for advertising. Most of it will be bought and paid for outside Great Britain. Three countries have agreed to let the airplanes take off and land. The station's policy will be mainly light entertainment with the accent on old films. There will be also a serious program with reporters interviewing people in the streets. Swear words will not be censored.'

At the moment I'm writing this part of this chapter it's December 29th 2003 and Simon Dee makes his return to television today at Channel Four. And I read back in my personal notes from September 1969: 'I am extremely flattered about the invitation to do a program on Caroline TV and will consider joining Caroline TV very seriously. At the end of the year I will be a completely free agent. If Caroline TV has a normal, mature format, I see no reason why we should not be involved. I've heard it will be financed by overseas advertisements and the nerve centre will be in New York. But also offices will be opened in Switzerland and Holland. In the Bahamas is a co backer, called George Drummond, who is only 26 years of age. Ronan told me that the prices for advertisements will be 300 Pounds for 30 seconds compared to the 5500 Pound on ITV.

We're now 35 years later and I've written some articles on these ill-fated projects through the years in some magazines. And of course we know by now that all the plans for this television project was just one of the many dreams our Irishman had and made up to stay in publicity.

Going back to my diary in 1969 I found some lines in the agenda from September of that year: 'The Caroline ships Mi Amigo and Fredericia are still in Amsterdam and have been plundered by thieves and corrode from the influence of water and weather. Four tape machines and a television set have disappeared. The water police, so I

read in a newspaper, is now guarding the ships. It was stated that the owners of the ships are Kernan Corporation and Tesman Investments Inc. from Panama with an address in Liechtenstein. This company did not react on this. It has been reported in the newspaper that Ronan has visited the ships in Amsterdam at least three times and rumours are going that he wants to bring at least one of the two on the air again with Dutch and English programs. It has also been told that Mr. Nathan could buy the complete equipment of the MV Mi Amigo for 450.000 dollars, but the Peace ship left for New York, without the equipment.

Abe, in the meantime had already bought his own ship, the MV Cito, which was lying along the quayside of the Oosterhamrikkade, in Groningen. This was just 150 meters away from my home at that time. With help from volunteers the ship was partly repainted in Groningen and later in Amsterdam. With help of inhabitants of the Netherlands - who bought shares from the Peace Company, the ship set sail to New York. What has happened to the VOP is another story, where many Caroline people - including Bob Noakes, Tony Allen en Chrispian St. John were involved too.

But going back to my agenda from 1969, when I was 21 years of age, there must have been a strong believe in Ronan's power as I wrote down at the end of December: 'On December 25th there should have been a test transmissions of twenty minutes duration form Caroline Television on the UHF channel 25-30. Regular programs will commence during spring 1970 at some 20.000 feet altitude above the North Sea.'

In the meantime it became 1970 and two people from Switzerland, the then 33 year old Edwin Bollier and 32 year young Erwin Meister, both from Switzerland, had brought their own radio ship on the North sea. Much has been written about this station through the past three years in the section 'RNI memories', including the Caroline

participation, on the online Journal for Media and Music Culture
www.soundscapes.info

After the period RNI was renamed into Radio Caroline it took a long time before I used my diary again for writing down the word 'Caroline'. It was on December 18th 1970 that I found back the following: 'The formerly Radio Caroline radio ship MV Mi Amigo, now in Amsterdam Houthaven (wood harbour), was sinking today as a result of sabotage. A tap in the engine room was open and the ship listed. Crewmembers of a tug of the Amsterdam port authority saved the famous pirate by getting some pumps aboard'.



Mi Amigo Zaandam Photo: Jan Stolp

The British guard on the MV Mi Amigo, Dave Fletcher told me a few days later that Ronan O'Rahilly had come to Amsterdam to see if the ships were still suitable for broadcasting. He also told me that Ronan has plans to restart Radio Caroline when the rumours, that RNI is coming on the air again, are true. RNI closed down at the end of September 1970 to come back on the air in February next year. It would however take up till September 1972 before Ronan did it again, or should I write Chicago and Spangles did it again?

In the last week of May 1972 I wrote some lines again on both Caroline ships: 'The two Caroline vessels which were in Holland since March 1968 have been sold.' To go into detail I can tell that the Monday afternoon May 29th it was the shipbroker Frank Rijdsdijk, from Hendrik Ido Ambacht, who bought the Caroline vessel, we all know as the MV Fredericia, for an amount of 26.500 Dutch guilders. This amount was not only paid for the ship but also for what had left of the inventory of the Fredericia. The MV Mi Amigo was bought by ships agency Hofman for an amount of 20.000 guilders. He could not tell for whom he did buy the former Caroline South ship. The paid money was only a small fraction of what the ships and their inventory were worth, when entering Holland way back in 1968.

About the MV Fredericia I can be very short. Frank Rijdsdijk resold the ship to Rinus van der Marel in Ouwerkerk in the province of Zeeland and so her final destination would be the broker in a small place near Zierikzee. The arial mast was already taken down in Amsterdam harbour and on own power the Fredericia made her way through a part of the canals of the Netherlands and was also partly towed to a sand-bank near Ouwerkerk, called 'Het Keeten'. The 1350 hp motor seemed to be in good condition. During the month of July the Fredericia was still at the mud flat and the new owner had to wait until a period of very high tide would come, so the ship could be going into one of the small channels near the broker's place. Early August 1972 the first work on the Fredericia had been done by breaking down the upper decks of the ship, were once the studios were situated. It soon came out that it would be a heavy work to break down the Fredericia completely, as it has been a very strong built ship. It was formerly used as a ferry in Scandinavia, where during wintertime there's a lot of ice.

After the upper deck had gone the people decided, as they had seen that everywhere in the ship insulation material could be found, to set the ship on fire to get rid of the materials. What Van der Marel didn't know by then, was that on this ship as ballast heavy anchor

chains where used. Strange enough the work on the ship stopped after it had been set on fire and through the many years, that followed, Ouwerkerk became a new pilgrimage place for Anoraks who wanted to make photos of the former radio ship. I must admit I did too.

It would take up till late 1980 that the Fredericia had been completely broken up. Lucky enough the MV Mi Amigo got another destiny and soon after the auction it came out in the small world of Anoraks, a word which wasn't used in those days yet, that it was Gerard van Dam and a certain Rob Vermaat, who had asked Hofman Shipping Agency to buy the MV Mi Amigo.



Gerard van Dam, Mark Stuart and Paul May
Photo: collection Paul May

Gerard van Dam was already known from his other activities: While Radio Veronica was busy distributing and collecting postcards for the 'Veronica stays ...' campaign in 1971, some Dutch offshore radio fans were trying to organize the fan base. Mobilise all Dutch and Belgian Free Radio fans, was the idea of a young lad from The Hague in 1971. To this end, he formed the ISFRA, the 'International Society for the Promotion of Free Radio.' Together with Hans Verbaan, who in those days lived in nearby Scheveningen and who was the chairman of the

Dutch FRA and FRC branches, he wanted to make a front. By a written protest to the government, they wanted to make clear, that the ratification of the Treaty of Strasbourg would make it almost impossible for the Dutch offshore radio stations to continue their programming. This young man was also the driver of the car that in those days picked up the people of the RNI at their Naarden studio to bring them to the tender in Scheveningen harbour. He told a journalist: 'We simply have to try to get more members. At the moment, we've 1,000 members in Holland. In Germany and Belgium, we now have around 10,000 members and we hope that this all eventually leads to a total of 250,000 members. That would be fine.'

It is clear, that — just like the spokesman for the FRA in England — this guy really had not a good sense for numbers, though, he certainly had a good sense for drama. In the interview he said that the FRA stood for answering just this one question about Free Radio: "Going on or not going on as legal station." The journalist and this young guy next discussed the fact that the Dutch national pop station Hilversum 3 in the meantime, according to the results of recent polls, had recruited more listeners than Radio Veronica. These facts, though, didn't impress him at all. He even made some critical comments about the fact that the programmes of Hilversum 3 were not interrupted by commercials, by saying that commercials were an essential part of the attractiveness of any radio program. This man, who was the RNI driver and front man of the ISFRA, I can now reveal, was no other than Gerard van Dam, also known as Gerard van der Zee. Moreover, in many ways he proved successful in his love for Free Radio. He worked for Ronan O'Rahilly, bringing back the MV Mi Amigo to sea in 1972, next for Radio 199, Radio Caroline and Radio Atlantis. For his own station Radio Delmare, he brought several ships to sea in the late seventies of last century.

Gerard van Dam made a remarkable appearance in the press in July 1971, just after the MV Fredericia and the MV Mi Amigo were sold. The buyer of MV Amigo was Van Dam himself, and he successfully

tried to fool the press. Together with Hans Verbaan, he did send out a leaflet, revealing their plans with the ship as a temporary resort for nostalgic anoraks: 'After long talks with the owners of the former Radio Caroline South ship, the MV Mi Amigo, we have succeeded in making an agreement. For a short period of time, the ship will be kept away from the ship breakers yard. During the next few months, everyone will be enabled to visit the ship for as short a time as one day, or for as long a stay as is required. Food and accommodation on the ship are being arranged. Original studio guidance will come from a well-known deejay. In case the costs of ship are not being covered by the profits for next few months, the owner will carry out his original plans and scrap the ship. This fate has already befallen Radio Caroline North. So, make the most of this unique offer and use what possibly is your last chance to visit the first and last outpost of the golden age of British Pirate Radio.'

This evocative appeal was followed by an extensive price list, stating the costs of different arrangements for stays on the Mi Amigo. The leaflet was taken serious by several newspapers, which uncritically brought the news. The VPRO radio also made a nice small documentary about Van Dam's plans with the former radio ship. In fact, the leaflet contained an error. The MV Fredericia, the ship of Radio Caroline North, was not yet scrapped. It would be on dry land for a long time at the Van der Marel Ship Brokery in Ouwkerk, before the bell was taken away and the rest would be broken up. More important, though, was that Gerard van Dam was not really on the lookout for any paid visitors for his museum ship at all. Instead, the ship was towed into international waters. Equipment, stolen earlier from the ship in Amsterdam by Peter C. and Spangles M., were brought back on board.

Unexpected on Friday afternoon, September 1st 1972, the MV Mi Amigo was towed by a tug of the Iskes Company from Amsterdam through the Noordzeekanaal (North Sea Canal) to the harbour of IJmuiden and after passing the locks of the harbour the Mi Amigo

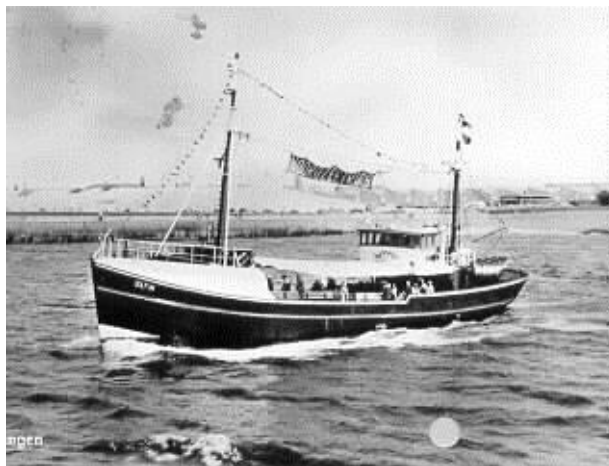
was towed to a position 4 miles northwest of the Northern Pier. By returning to the harbour the skipper of the towing vessel told to a journalist that he thought it very strange that the guys wanted to go out with the Mi Amigo as it was so unstable. And still the same afternoon it was Gerard van Dam in a newspaper telling everyone that the ship would go to England to be a pirate museum. During the night from 2nd to 3rd of September it was the towing vessel from Koos van Laar which towed the Mi Amigo to a new position. The next morning people on the MEBO II - off the coast of Scheveningen - suddenly saw the Mi Amigo anchored on a position 500 metres on the north side of the RNI vessel.

It was in the Sky Line program the next evening on RNI that Tony Allan told the listeners that another ship was anchored near the MEBO II whereby he told that the ship was empty and had no transmitters on board. Also mentioning the radio ship was on the news reports on Sunday afternoon on Radio Veronica and the Dutch NOS Journaal (News on the Public Broadcasters). The camera crew had taken a skipper with them to the Mi Amigo and this guy told that the people on the MV Mi Amigo were big amateurs and that the ship was anchored in the wrong way - whereby drifting could be expected. Also the Mi Amigo had no position lights on. An official warning was brought out to the captain by a vessel of the Dutch Navy, the same afternoon a pilot boat came out and brought a penalty to the captain. Some lights were brought on the vessel the same afternoon.

Confusion started with an article in the biggest newspaper of the Netherlands, Telegraaf, on September 4th 1972. They wrote that the Bell Broadcasting Company Ltd had bought the MV Mi Amigo and that a radio station would start at the end of that year or early 1973. The 259 as well as the 270 kHz were mentioned as well the power of the two transmitters (50 and 100 kW). The '259 spot' was planned for an international edition for Radio Caroline and the '270 spot' for a Dutch language version. Only the international service should carry commercials. It was Rutger van den Berg who came forward as

spokesman for the BBC Ltd in another newspaper. He mentioned that the station would start on September 6th, which was a totally different date than earlier mentioned in the Telegraaf. Soon after the second publication it came out that the Journalist of the Telegraaf was trapped by two practical jokers, Roel Koenders and Henk Meeuwis. Both from Amsterdam and radio addicted. Later on Roel Koenders became a well-known producer at VARA Radio and Henk Meeuwis became news reader for Radio Caroline on...the MV Mi Amigo.

Strange enough it was Gerard van Dam who came, in the second week of September 1972, with the news in the Algemeen Dagblad, that the Mi Amigo would become again a radio ship. He couldn't mention a name for the station or a frequency to be used in the then future. But more confusion came in when Dutch Telegraaf brought a big article on the front page on September 15th. Three days earlier they brought a photo on the front page on which the reader could see that the Mi Amigo was tendered by the MV Dolfijn, a tender from the Jacques Vrolijk tender company from Scheveningen.



MV Dolfijn Archive: Hans Knot

The strange ship off the coast of Scheveningen, according the article on September 15th, would not become a radio ship but an illegal casino. People visiting the ship could go ahead with gambling as it was planned in international waters and no action could be taken by

Dutch authorities. A spokesman for the Casino company - who told that he had already worked as a technician for Radio Veronica and RNI - was Anton Rabeljee from Groningen city. He told to the journalist of the Telegraaf - Bert Voorthuijzen - that all the transmitter equipment and other technical gear was taken off the MV Mi Amigo when it was still in Zaandam harbour. That this was not true would become known very soon afterwards.

Some days later, on September 18th 1972, it was RNI deejay Spangles Muldoon who mentioned in his program that he would soon leave the station to cross the street to another ship. And for those who didn't understand he told on RNI: Just count 39 and 220 (the RNI spot) together. We then knew that from the MV Mi Amigo the transmitter would be used on 259 metres medium wave band. And so it was on September 29th 1972 in the late evening that for the very first time since March 1968 a signal could be heard from a transmitter on the MV Mi Amigo; this time on 252.7 metres (1187 kHz) with nonstop music.

Subsequently, the MV Mi Amigo would host a whole range of stations like Radio 199, Radio Caroline, Radio Caroline 1 and 2, Radio Atlantis, Radio Seagull, Radio Joepie and Radio Mi Amigo. Those stations were all active somewhere between 1972 and 1980, the year in which the ship finally went down beneath the waves.'

Next time more about 50 years in history for Radio Caroline

Well the end of the Mi Amigo was in 1980, the end of Horizon Magazine in 2014. While writing this issue of the Hans Knot International Radio Report the very last issue of the Horizon magazine, a magazine related to Caroline, was published. I would like to thank John Knight and his team for the very hard work they did during the past decades. And wish them all good luck whatever they want to do in the future. Hopefully also it will be in good health. Thanks to you all for all you did in the past.



Offshore Radio Engineering

In the times before the commercial offshore radio stations in Europe, the main issue of this book, there had been already broadcasting stations on board of ships, mainly during and past WWII.

Organisations like the Deutsche Freiheitssender (Source1) did have the aim to provide most neutral information to the German population. Other stations, especially in the Pacific Ocean area and later during the cold war, worked with disinformation to keep the enemy unclear of the real situation. And this by broadcasting programmes in a most serious manner - and not in the poor kind of the 'Lord Haw-Haw' broadcasts.

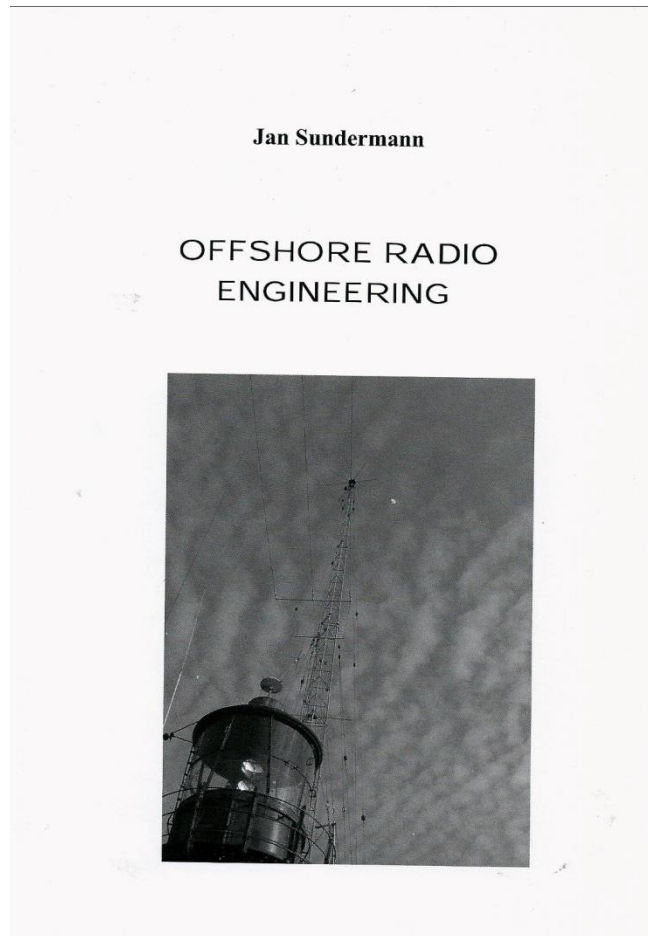
So not a surprisingly, some of the European offshore broadcasters did start with the help of engineers formerly working with transmitting equipment on board US Navy vessels. Without doubt, the aerial mast is the most eye-catching detail of a radio ship. The numerous projects, which already failed in a harbour by awaking the interest of authorities, are uncounted for. On the high seas, things are getting worse. Simply everything must fit together. Many projects came to a stop by simple causes quite soon after their start. Even if it was 'only' the anchoring, as was the case for example with stations like Capital Radio and Radio MiAmigo 272.

People of the offshore- and pirate-radio scene are still meeting each other regularly. There are specialists for everything: programmes, jingles, hit parades, formats, playlists, commercials, transmitters, microphones, record players and the wild and wet stories and media-politics. I believe, many of us have been interested in media politics at a time when that was not even named so.

The dilemma of the radio listener is: what does one prefer, 'flat' programmes in best audio quality or attractive programmes with a possible limited audio quality? The operators of offshore radio stations always have been convinced of the second alternative statement. As Peter Chicago said in a part of an interview:

Question: "Looking at today's radio scene how would you personally see any potential possibility for an AM broadcaster today, like for example the 1215 kHz in the UK; is it possible for them to survive with only an AM outlet?"

Answer: "I think people would still listen to an AM transmission if the quality of the reception is good and if the programming is good. In England more and more of the AM frequencies are being occupied by talk radio programmes, but still where the programmes are good and where perhaps the music is slightly different to what people can listen to on other frequencies, still a lot of people will listen on medium wave."



This book describes and honours the seamanship and technique that was used to allow independent radio stations broadcasting not only popular music from the high seas. And so it might be an addition to the well-known 'wild and wet stories' of DJs and crews from a world without computer and internet. But even then already a little bit against the Zeitgeist.

"These are the best days of our lives" said 'The Count' in a key scene before the dramatic end of the movie 'The boat that rocked'. Today we can find thousands of photographs and videos about the offshore

stations in the world-wide-web. For that reason here we did not reprint well known photographs yet another time. Also many details that are described here in the book are hardly to be found in previous published material. For example the real aerial arrangement on the MV Laissez-Faire was not well visible on most photographs published so far.

But on 'You Tube' you now can find Super-8 movies, where you can see such details, if you have an idea of what you are looking for.

The formulas and calculations shown in this book should not deter one from reading it! It does not matter if you just ignore them. But for the engineer, these are the basic daily tools and explanations by themselves. And these also demonstrate that proper design was possible without computers. All these calculations you can do with only a pencil and a piece of paper!

There is a special appendix explaining the various physical dimensions and their conversion. Offshore radio had its time, and this book takes a look only onto the interesting technical achievements made by excellent engineers and operators. A broadcasting vessel is a quite complex system, hence some matters you will find not only in one chapter, but in several others.

The list of sources and literature references is in no way exhaustive.

I wish all readers that they will find at least something new for themselves in this book, as I did in that full year of writing it.

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Some of your readers may be interested in our special 40 page issue of Radio Review 227 May/June 2014 which looks at how and why offshore radio began in the early 1960's in our special feature

"OFFSHORE RADIO HOW IT ALL BEGAN - *Looking Back to the birth of the offshore radio in the 1960's.*" We also review some of the various broadcasts that took place in the UK to commemorate the 50th anniversary of Radio Caroline and pirate radio. In particular, we review the Caroline Party in Rochester, the Radio Day in Amsterdam and the Caroline North RSL in Liverpool and, because of lack of space, our reviews of these special broadcasts and events will continue into the next issue 228 as well.

I always tend to think that there is little more that can be revealed about the history of offshore radio and that we've heard it all so many times before but, nevertheless, it continues to throw up new information and surprises and this is what happened when I started researching for issue 227.

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RADIO REVIEW

ISSUE NO.227 - MAY/JUNE 2014

OFFSHORE RADIO - HOW IT ALL BEGAN

LOOKING BACK TO THE BIRTH OF OFFSHORE RADIO IN THE 1960'S

First of all, I should like to welcome those new readers that have subscribed recently, having, previously, been readers/subscribers of Horizon magazine (aimed at supporters of Radio Caroline), which has just closed down after many years of publication and which originated as the voice of the Thanet Branch of the Caroline Movement (the organisation that I, myself, founded with others in 1978).

Although Radio Review is very different in style and content to Horizon, you couldn't have really picked a better time to subscribe, coinciding as it does with all the special events and radio programmes that have been taking place leading up to the 50th anniversary of the start of pirate radio and Radio Caroline on the 29th March 2014 and, of course, after that, the official anniversary which was over the weekend of Easter 18th to 21st April.



My hope was to cover nearly everything that has been going on recently, in terms of newspaper articles, features on websites, events, interviews etc. etc. However, in truth, there has been so much of it that it's been difficult to do justice to it all in one issue and I think it will spill over to some extent into the next issue 228 as well and I have had to leave a few items out of this issue - as Philip has said, "We've never had so much to cover".

In truth, I know I've missed some of the special broadcasts altogether, e.g. certain of the BBC local radio broadcasts, either because I've been out at the time they went out on air live, because they are out of my reception area altogether and I never got round to listening in later online on the BBC i player (within the usual 7 days that these programmes are available) or, simply, through being unaware of them! Of course, I do have to go out and, when I've been at home in front of the computer, I've been busy preparing this issue most of the time!

I think, mainly, it's been a lot of older people reminiscing about the memories of their youth - that would be the very easy way to sum it all up concisely! I don't think pirate radio means much to today's

The first point of interest, though, was being reminded that Radio Atlanta should have been on the air not just a bit before Radio Caroline but as early as the late summer of 1962 when the Mi Amigo/Magda Maria was first said to have been anchored in the Thames Estuary and ready to commence broadcasting. However, fate intervened and it changed the course of history - I do wonder what

would have happened if Allan Crawford's station had got on the air at that time. Certainly, Radio Atlanta would have been the pioneer of British offshore radio, not Radio Caroline but what would have happened, subsequently? Would Radio Caroline still have gone on to have this very long history and cult, fanatical following in the same way? We will never know.

Talking of cult followings, the period of the late 1970's when I set up the Caroline Movement was the period, for me, when "the cult of Radio Caroline" was at its very peak - although I think it was during the Ross Revenge era a decade later when anoraks really began completely taking over the station and fighting over who should run it and how! Personally, by then, I had other priorities and my interest in and passion for Radio Caroline was already in decline.

Just one of the reasons for following this station so closely in the 1970's and 1980's was its anti-establishment credentials, both in broadcasting and broader terms and not wanting to be told what radio station I had to listen to! That brings me to the other info. That came to light when I was researching about the early 1960's history of Radio Caroline. The focus always tends to be on the DJ's and those who were most in the public eye but those that may have been involved in some way "behind the scenes" have always had less attention and are unknown to most offshore radio enthusiasts.

An example of this is the actual people who put up the original £250,000 (the equivalent of £4.6 million in today's money) to get Radio Caroline on the air (and who, effectively, owned Planet Productions) - they are little known by anoraks. They were very much part of, not just the business world, but the British establishment. One of the main backers was an aristocrat whose family even had Royal connections and was a close relative of the current British Prime Minister's wife Samantha Cameron! The other main backer had run the family Fisheries company that went on to own a fleet of trawlers, including the Ross Revenge! More Recently, this second

backer's grandson has also been in the public eye because he helped set up a well-known mobile phone retailer some years ago that has helped him become a multi-millionaire and one of the richest people in Britain - he has also been involved with our current Prime Minister David Cameron (when the latter was still leader of the opposition) as a fund raiser for the Conservative party.

So, not only would Radio Caroline not have got on the air in 1964 without these establishment figures providing the initial capital to fund the project but this was the start of the family/friend links to the heart of the UK establishment that have continued into modern times - indeed, to the current occupants of No.10 Downing Street, the Prime Minister and his wife!

If you would like to read about the fuller details of these fascinating connections and much more, you can purchase issue 227 at a special price by going to our website at www.radioreview.org.uk and there are links on the *Payments* page to purchase this issue via Paypal and further details about the contents of issue 227 can be found on the *Latest News* page. I've also set up options for those that want to purchase three issues (i.e. 228 and 229 as well when they are published).

I know that some of those people that either worked as office staff or helped the offshore stations "behind the scenes" in some way have come forward to tell their stories over the years but I believe others never have (indeed, one or two former DJ's fall into this category as well) and I think, for me, that's the one remaining area of interest with offshore radio, i.e. to read the stories of these other people - the "unsung heroes" if you like.

Best Wishes,
Geoff Baldwin

(Editor of Radio Review/Founder of the Caroline Movement).

Well that's all for this month and remember, the next issue is somewhere between July 1st and August 31st. Have a good summer or winter, wherever you live. All memories, photos and more, please to HKnot@home.nl