

Hans Knot International Report October 2014

Welcome to the October edition of the report. What a wonderful last week of August where, in the Netherlands, a lot of radio stations paid tribute to the fact it was 40 years ago stations like Veronica, Atlantis and RNI closed down due to the fact Dutch Government had made changes in the law. But it was not only radio that made a short tribute. Even a radio ship, normally in the harbour of Harlingen, was outside in national waters. During a longer period the ship transmitted live programs from Radio Waddenzee as well as Radio Seagull with a lot of surprises. Elsewhere in the report you will find a link to a lot of photographs.

In Hook of Holland two days of celebrations with special programming from Radio 192 were held in the Rock Art Museum. We were there too and met a lot of radio friends as well seeing the very nice collection of the Museum, which has now the old board studio from the Norderney, the Veronica vessel. It's completely restored by a technical team as well as they rebuilt one of the land studio's. It works 40 years after the close down.



Still there, the studio Veronica used at the Norderney. Photo
Vincent Schriel

In Hofstede, Oud Bussum - Naarden we were invited two days later for a lunch and tour around the studios of Radio 100% NL as well Radio 10. These are in the same buildings as were in the seventies RNI had the land based studios. Thanks to Herbert Visser for the invitation and you had invited the wright mix of persons for that party. Photo link is also elsewhere in the report for the above two happenings.



Photo: Martin van der Ven

In the afternoon of August 31st we were invited in a closed party from former Radio Noordzee people in a pub in Hilversum. It was a reunion where a lot of big names from RNI days were together. A new book on the history of RNI was presented and tells the story by Ferry Bosman and Marc van Amstel. And yes, further on a link to the photos, which are taken there, will follow. Last to mention is a reunion for former Veronica staff members, which was held on August 30th in the former Veronica building, nowadays a hotel at the Utrechtseweg.

Also this month I received an enormous amount of e-mails from all around the world, starting with one from Henk de Boer in Dokkum, which is in the Netherlands. He was reminiscing and wrote down his thoughts to share with the other readers: 'I don't know how you succeed every time to get so many pages with information. During in the past few days we had a little holiday at the Veluwe and visited real AM-freaks. It was a birthday party and most of the people who were there had a AM transmitter in the past. Of course memories were flooding back to the sixties and seventies and we talked about the offshore stations. They told me that reception from RNI and Veronica during day time hours were not good in that part of middle-east of the Netherlands. During evening hours the sound of RNI 220 was strong. When Veronica was still on '192' it was possible to listen to the station; when it changed to 538 it was impossible as Veronica was blown away by a German station.

It seemed that most of the people there tuned to 208. Even they were listening in the sixties during daytime to the Dutch service of Radio Luxembourg. Of course we talked about other stations and strange enough they had never heard from Radio Atlantis and Radio Delmare. Laser could be received but came in very fair on the Veluwe, were almost all houses are built on sand. Recently I also heard the last two hours from RNI, which were retransmitted on Shortwave by KCBC and I must say that I was again very sad - like 40 years ago when they took away my favorite RNI. The feeling I had with that station will never come back again!

Thanks a lot Henk for sharing those memories with us. The next message came in late August so too late for last report so I shared it on FB with many people: 'On August 31 it will be 40 years ago the Dutch offshore radio stations due to changes in legislation. Many fans still mourn the loss of their beloved stations in 1974. Peter John from DX Headlines on the Mighty KBC reminisces: "I personally still remember exactly where I was when they pulled the plug on

Veronica and RNI.

PDOARI Arie Rietveld from Giessenburg, The Netherlands will be operating the special callsign PD538RNI from August 28th until September 19th. 538 in the callsign stands for the last frequency the offshore radio station Veronica used, and RNI stands for Radio Northsea International, the name of the other station that had to stop now 40 years ago.

Radio Northsea International with their psychedelically painted ship the MEBO 2 seized to exist all together after their offshore days ended. The more on music with Dutch origins targeting Radio Veronica became a station in the public radio and tv system of the Netherlands, and subsequently went commercial again as soon as it was possible. Today the name Veronica is still affiliated with a commercial TV channel and Radio Veronica is also still operating."

Peter John for the DX Headlines on the Mighty KBC can be heard every week from Saturday on Sunday in Eric's show between 0000 UTC and 0200 UTC on 9.925 MHz in the 31 meter band. At the end of August he will pay attention to the fact it's 40 years ago those two stations went off the air.



Well during that day several readers wrote to me, including Henk from Dokkum, that they worked that special day with Arie. Here's another one: 'Just to let you know I worked the pa40vrron on 14.170 1200 UTC on Sunday. Nice very weak but in the log ☺ cheers roger vk3fz Roger Stafford.'

On the internet some photos have appeared which were taken by people from the Home Office in the seventies. They have lent the photographs for an exhibition. It reminded me on stories which were told to me by Marc Jacobs and so I took contact with him: 'This week, Hans sent me some pictures made by the British Home Office in 1978. Yes, I remember that every now and then the Vanquisher would visit us. We knew, that the boat was hired by the Home Office, so most of us stayed inside. And the ones that went outside were sure to be photographed, so they were always in disguise. Except our beloved Samatha because she couldn't care less and often even lifted her shirt in front of the cameras. It gave us a good laugh and the guys from the Home Office some really nice pictures for private use.'



Now the purpose of taking those pictures was to get crewmembers on film for later prosecution and secondly to inspect if the ship was still seaworthy. If they decided that was not the case, by international sea-law, the authorities would be allowed to cut the anchor-chain and tow us in. How we knew this was government business? That's a fun story. One of the first times the Vanquisher came to visit us, summer of 1976; these guys came alongside, but made no actual contact with our ship. (In contrast to all other visitors, who usually came aboard for a cup of tea). That stroked us as a bit odd and suspicious. However, they started friendly conversation with our crew and handed over piles of old magazines. Saying "these are for you, so you've got something to read". Once they left and we got a closer look at the magazines, they all had a stamp on the backside "This magazine belongs to the Library of the British Home Office". So from then on we knew the Vanquisher people were not to be trusted. BTW the pictures taken on that first occasion were later produced as evidence in a court case.



Thanks a lot Marc for sharing your memories and those two excellent photos. We keep in touch! Next I want to pay attention that we have this massive photo archive on Flickr. Not only Martin and I have done a lot of scanning of our own archive but also a lot of others liked the idea to have their photographs there too. At the time of writing this part of the reports it is September 12th and there are already 11.150 photographs there in 125 different albums. Of course everyone can download those photograph and we ask(ed) respect regarding copyright. <https://www.flickr.com/photos/offshoreradio/sets/>

On Facebook suddenly several photos appeared taken from the archive without mentioning the source and so I took the task to take contact with the persons breaking the rules. One of the answers I got back I want to show you:

'I find it strange that there appears to be an obsession with copyright on 40 year old pictures when in fact the pictures of the stations we know and loved never paid a penny or (guilder) in copyright fees to the music industry at the time. If I had pictures of any of these stations I personally would not care who used them 40 years on. It does seem a bit hypocritical.'

First, when I read this comment I got very angry so I waited a few hours before answering: 'There is no obsession. If you go to <https://www.flickr.com/photos/offshoreradio/sets> you will find for instant more than 11000 photographs which are taken by several people, who partly are professionals. They have the rights on those pictures and we put them together in one archive, Another example: I've written since 1980 44 books on music and radios history. What, when you would make a copy of it, put it on the internet without mentioning my name? With the photos, articles and books and documentaries on radio's history you've to know that those are mostly made by a small group of people who kept offshore radio live for many years. If they didn't do that you and many other people wouldn't have so much to see and read as much as is available now. So

respect for copyright. It has nothing to do with offshore stations not paying copyright. By the way, RNI as well as Radio Veronica paid to BUMA, the equivalent to PRS in England.'

To protect the writer of the email I don't mention his name, but he came back with: 'I accept and stand corrected on copyright fees by RNI and Veronica . My point being that Caroline, Mi Amigo, Laser, and all the UK 60's offshore stations did not yet; we supported and revel in their existence. So a blind eye is used for that misdemeanour. I don't put pictures on the internet Facebook etc. but if I did and there was a name of the photographer then it would be totally fair to acknowledge who's picture is was. However I'm not sure by doing that it constitutes permission in law. As there are so many pictures available just by a search it would be very difficult to trace who may have taken them bearing in mind they are at least 40 years plus in age. On a FB site like this it is not for monetary gain but for interest only. If people had to search for permission each time we would see no pictures at all. I'm afraid that if people place pictures on the internet without blocking the copy option then they will be used as they are all the time. I do, of course, except you point of view.'

After the comments from my side on Facebook some other people also wrote in like Mike Barraclough: 'If you use Google Image Search, just download and then upload the photo to their search, takes less than a minute, this one gives you a link to Han's RNI photo album on Flickr where both these last two photos are, and position on further use of them is explained.'

Someone else reflected with: 'Best if they get out a bit more then worry about a dam photo.'

Mike came back with: Well that's up to you but I have a lot of respect for the people who have spent their time scanning and uploading their personal photos, seeking permission to use others

that are rights managed, which means there's a commercial charge for them unless they choose to waive it, to all the excellent websites. I see nothing wrong with common courtesy for re-use rather than taking the credit yourself.'

Anyone who wants to comment on this subject feel free to do so:

HKnot@home.nl

A copy of the next DVD set was with the post recently and I can tell you I had some amazing hours watching it and listening to the stories told by the good guys who worked on Radio Caroline through three decades. As one of the organisers of Radio days I know how difficult it is to get the right persons in the same panel. But the organisers of Radio Caroline '50th Birthday Party' really succeeded in doing so.

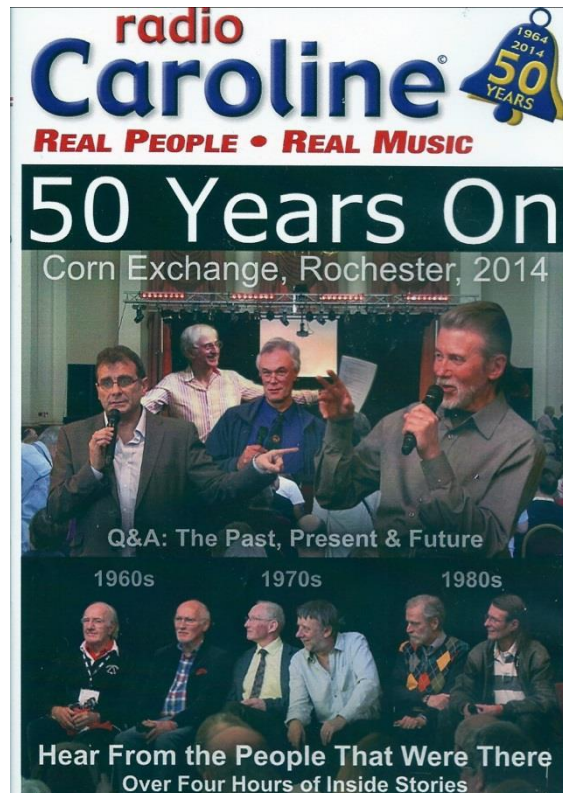
Radio Caroline's '50th Birthday Bash' party was held on March 8th 2014 at the Corn Exchange Rochester. If you were there, or if you were unlucky and missed it, this is the DVD set for you.

The daytime featured Radio Caroline legends from all the Offshore eras, hosted by Roger Twigg Day, Bob Lawrence and Peter Philips, followed by Q & A on today and the future with Peter Moore.

The presentation finishes off with Charlie Dore and her guest choir with a unique presentation of her hit 'Pilot Of The Airwaves' It was the last song played on Radio Caroline from the International Waters of the North Sea on 5th November 1990. ['The Final Hour' is available on our 'Listen' Page.](#)

All captured in High Definition for you to keep, from this one off event to celebrate 50 years passed and that Caroline Continues...

Disk 1: 1960's & 1970's: Disk 2: 1980's then Questions & Answers
(Past - Present - Future) In all just over four hours on two DVD's -
PAL



Here the link where to order the CD set:

<http://rcsocietyales.co.uk/watch.html>

Another photo, which is telling me a lot as not only has it showed a lot of nice old cars but also a segment of a temporary mast from the Mi Amigo. And what are all those people doing there? Well it was May the 4th 1973 and these were only a part of the 450 people who got together from several countries to make a trip out to sea. The late Rob Olthof and I had organised the trip and we hired several ships from ship-owners at Scheveningen harbour, like Jacques Vrolijk. However the weather conditions were too bad to go out to the radio ships in international waters. A week later we went successfully, although with not the same amount of people. Also it was that same May 4th 1973 that the double LP History of RNI, produced by Jacob Kokje and me, in cooperation with Nico

Steenbergen, Mike Ross and Ferry de Groot, was sold for the first time there in the open air from Scheveningen. I have still my 2 copies, which one is totally mint!



Photo: Hans Knot



New book about radio's history

In an age when the airwaves were tightly controlled by the authorities, pirate radio was the illicit and illustrious haven for music-lovers across the nation. From the first broadcast in 1964, the cowboys of the radio world fed their listener's desire for pop and rock music and, by doing so, changed British radio forever. Through

more than 100 crisp, black-and-white photographs, *Pirate Radio: An Illustrated History* brings to life the 'golden years' of pirate radio. Featuring pictures of the crew - including famous DJ Tony Blackburn and founder Ronan O'Rahilly - the boats and the fans, this book takes the reader on a journey from the formative years of Radio Caroline, through its political persecution and beyond. Written by former Radio Caroline DJ and current BBC Radio host Keith Skues and with photographs by David Kindred, *Pirate Radio: An Illustrated History* is a unique and beautifully appointed account of the age when the pirates ruled the airwaves.

About the author

Keith Skues is a British radio personality who has been on the airwaves for more than 50 years. He was a pirate radio DJ for Radio Caroline, Radio Luxembourg and Radio London. Keith was one of the original presenters for BBC Radio One and can still be heard on BBC Three Counties Radio today. David Kindred has worked in professional photography for over fifty years. He was a staff photographer with the East Anglian Daily Times and Evening Star when he took these unique and beautiful photos of the pirate radio stations and their crew.

Contribution by Hans Knot

As you can see on the cover there are contributions from a few people including Hans Knot. I was invited to write the chapter 'Legacy of Offshore Radio' as well co-reading the book for history's sake.

Out now!

ISBN10 1445637634

ISBN13 9781445637631

<http://www.bol.com/nl/p/pirate-radio/9200000028150578/>

<http://www.amazon.com/Pirate-Radio-The-Illustrated-History/dp/1445637634>

Some more interesting links

<https://www.youtube.com/watch?v=dTq-KMf1OpQ>

Radio Caroline North Early Morning Prelude.

Played each morning at 5.45 am to warm up the transmitter. Kenny Tosh

Here an internet site where photos from several sources are regarding Radio Mi Amigo

https://www.facebook.com/radioplatjadaro/media_set?set=a.658835004166060.1073741833.100001187001876&type=3

E mail time again with Mike Leonard: 'Hi Hans. Many thanks for the updates for the Museum Library - I will get around to adding them soon. Just to let you know that as well as the updated Library pages I have recently added many updated history pages for Radio Atlanta, Radio Caroline and Radio Sutch with audio, video and various press cuttings. I will shortly be adding Radio City and Radio London expanded history pages. Kind regards Mike Leonard

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

The next video is really for people who lived in the UK during a small window of time. The quote below is from Wikipedia: "Pirate radio" in the UK first became widespread in the early 1960s when pop music stations such as Radio Caroline and Radio London started to broadcast on medium wave to the UK from offshore ships or disused sea forts. At the time these stations were not illegal because they were broadcasting from international waters. The stations were set up by entrepreneurs and music enthusiasts to meet the growing demand for pop and rock music, which was not catered for by the legal BBC Radio services

Mike Raven was heavily involved with pirate radio and in this unique interview, recorded in 1970, he explains all. The interviewer is Andy Finney. <https://www.youtube.com/watch?v=mEQb1Cf5PC0>

For my birthday I got a model from the King David, the former radio ship from Capital Radio. It was built by Paul Ciesielski and during the time he built the model he also made many photographs, which can be seen here:

<https://www.flickr.com/photos/offshoreradio/sets/72157646439385247/>

A.J. in the USA informed me on the subject 'Pirates in China'. AJ Janitscheck Hi Hans, just saw this one and thought, WOW! Hope you enjoy it. 73. AJ

<http://www.scmp.com/news/china/article/1580528/pirate-radio-stations-uncovered-mainland-equipment-seized>

Another series of photos in our archive is showing how and where I went on the road for radio's history:

<https://www.flickr.com/photos/offshoreradio/sets/72157644618324228/>



One of the photos in Knot on the Road was taken in 2003 in St. Katherine's Dock in London. Photo: Rob Olthof

Next an e mail from the USA: Congratulations to all people who were fans of Radio and TV Noordzee. I'm excited to hear that the former REM Island still exists and has found a new life. It was during the summer of 1963 that Ir. Pieter Heerema took contact with Inelco Benelux, the company I worked for. Inelco was the agent for RCA Benelux and had the office at the Arent Janszoon Ernststreet in Amsterdam South. He had - in our eyes - a strange proposal. He wanted to know if RCA was interested to cooperate with his company in designing and building of a radio and television station on a platform in international waters. Only a few days later I was thrilled to be sitting - together with the brothers Goemaere directors of Inelco - in the meeting room of Ir. Heerema to hear more about his fantastic plans. He was very serious and wanted us to act quickly. It became my project to work on for Inelco. At a later stage I was also involved in the building of the radio and television station as well as keep it operative. The rest is history, like we say here in the USA. It was an adventure I will never forget.

Antoon (Tony) Uyttendaele
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RETIRED

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Thanks a lot for sharing these memories from more than 50 years ago Tony. Very much appreciated.



Putting the sections together Photo: Freewave Archive

Another nickname found this time by Jan Fré Vos. He was listening to a recording from Radio Atlantis and spotted Derek 'Daisy Diesel' Jones. A long list with nicknames is on www.hansknot.com

Martin van der Ven took another trip out to the radio ship from Radio Waddenzee and Radio Seagull. Photos are here:

<https://www.flickr.com/photos/offshoreradio/sets/72157646796008771/>

Now we go to Mike who I asked to write a report about a meeting in England. I was invited too but due to other commitments I could not go. So I'm very thankful to Mike: 'Hello Hans I spent a wonderful afternoon and evening at a get together organised by Robbie Owen at his home in Hertford on August 24. After drinks, socialising and a barbecue, there was a showing of the recently completed English international version of 'The Voice of Peace - the Dream of Abie Nathan' in Robbie's garden.

The Nordeutscher Rundfunk documentary, shown on German national television in January, has already won many awards, including the

prestigious 'Grimme Preise' for best documentary and is now being promoted for screenings around the world. There has already been strong interest shown by Dutch and French television. The 7 disc jockeys/engineers, who worked on the Voice of Peace among the guests spoke of their experiences and Robbie then interviewed director Eric Friedler, producer Silke Schuetze and researcher Thomas Beyer about the development of the film.



Eric Friedler, Robbie Owen, Silke Schuetze and Thomas Bayer Photo Dave Randell

The film was superb, beautifully shot with an excellent soundtrack and fascinating archival footage. There were interviews with many people about Abie's life and commitment to non-violence including Yoko Ono, Shimon Peres, Zubin Mehta and Daniel Barenboim and Voice of Peace broadcasters Don Stevens, Alan Roberts and Robbie himself on the impact of the station 'somewhere in the Mediterranean' not only in Israel but in neighbouring countries.. At the centre of the film was the story of Abie himself and how he ignored government laws and disapproval, including a prison sentence, to take direct action to try to achieve the change he believed in as well as using the wealth he acquired for famine relief in Biafra,

Cambodia and Ethiopia, organising this himself rather than going through the large charities.

The film held my interest throughout, made me think and was quite moving. Hopefully many television stations will show it, Abie's life story and belief in how actions of individuals can facilitate change deserves a wide audience.

Robbie told us that the film had been shown at the Jerusalem Film Festival at the end of July. I found an interview online at indiewire.com with the festival director Noa Regev. The festival was held when there were regular air raid sirens in Jerusalem with the possibility of Hamas bombing the airport guests were landing in. In answer to the question "Is there any instance from the last week that jumps out at you where the art spoke to the people and they responded?" she replied: "In many ways it was not the festival we planned. There were many important and profound moments. For example, the screening of the film about Abie Nathan, ["The Voice of Peace"]. When it ended, all the people just stood and clapped. It's a very inspiring story and people reacted to it. It brought them to their feet. And right after the screening, we had an air raid siren; to remind us of what times we were living in"

Next it's Gary Lee in England:

Hi Hans, I still read your radio reports with interest. I've not written to you for quite some time, but still enjoy working in radio with programmes on various stations 7 days a week, I have been with Radio Seagull since it began, in fact 50 shows for Caroline NL before that. Also I have shows on River Gibbs FM (UK / USA), Radio Sylvia (Germany) and occasionally on Flash 1512 (Hampshire UK). Recently I was involved with the 4 day RSL in Harwich, Radio Mi Amigo from the LV18.



Gary Lee on air Radio Mi Amigo 2014 collection: Gary Lee

As always it was great fun and the positive feedback that came in from listeners was quite overwhelming. It was great to have everyone back together on board after 12 years, in particular the ABCD family. As the last time I saw them it was just Bart and Ada, with a rather large bump! There is talk of us doing another Mi Amigo broadcast in the future, but it's early days yet. When I'm not programming, I listen to many of the Dutch pirates on the end of the medium wave band. Radio Bluebird is always the strongest signal where I live in Essex. I can also hear Radio Calypso quite regularly, which is the next strongest signal. My favourite of all the Dutch pirates in Baroness. The station is always entertaining and plays an interesting selection of tunes. Unfortunately it has not been on air recently, somebody said something about transmitter problems. OK that's all for now. I hope you are well Hans. Sending best wishes from a cloudy England. Garry Lee. www.starshipoverflow.com



Earlier in the report I also mentioned the well-organised happening in the Rock Art Museum in Hook of Holland. I met and spoke to several people and for instant I was very happy to see again Captain Jan Hartevelde, who was one of the captains from RNI's MEBO II.

Photos taken in Rock Art are from Willem de Bruyn, Vincent Schriel and Martin Ven, which are in our Flickr Photo archive in a special album at:

<https://www.flickr.com/photos/offshoreradio/sets/72157646623683858/>

Next from Hanwell in Western London it's Chris Edwards:

'Many thanks for the radio report. I was amused to see myself in a group photo, taken at the bar in the Royal Festival Hall. I was there with Tommy Rivers and Stewart Turner/Ross. I think the get together was organised by Steve Conway.

I visited the new Pirate Radio Museum at Clacton, a few days ago. It's more of an audio visual display, but worth seeing if you are in

the area. Incidentally the Atlanta Building, which has been there since the 1960's and in which the museum is housed is named after Radio Atlanta. Apparently there was a cafe there in 1964 called the Atlanta cafe. Some photos of the museum will be in the new OEM, which came out middle of September. Probably John Burch had something to do with Festival hall meetings, along with Steve. There were several anorak meetings there, as they wanted a central London location for regular meetings. I only went to that one, where we met.'

Yes Chris I think you're right suggesting it was something organised by John Burch. Earlier in that week, years ago, I met John twice. First was to do a radio program together with him on one of the then satellite radio stations and he then invited me to the gathering in Royal Festival Hall. By the way, last month I didn't know the name of the woman next to Paul Rusling. It was Wendy Sheppard, in those days the girlfriend from Steve Conway.

From Belgium question time with Luc Deleu: 'Hi Hans, again congratulations to you with your monthly report, about mainly offshore radio history. It keeps interesting for me. I've a question and therefore I go back to the exiting early days from 1964-1968. From international waters off the British coast several stations were on the air from radio ships as well transmitting from forts. How was the reception of stations like Radio City, Radio 390, Radio Invicta, Radio Tower and Radio Essex?'

Thanks Luc and I can only answer from my point of view, which was the location where I've always lived: Groningen. Radio City was - during daytime hours reasonable to receive. We had a Sharp transistor radio in the kitchen and with different colors we made attention to the wavelength the offshore station were transmitting. The 299 had a red stroke. And after school hours I rushed home to hear weekdays the 'Five by Four' shows. Radio 390 had also a good signal during daytime and I must admit that I really loved the sound of the station and still enthusiastic when someone sends a rare

recording of the station to us. I can say that from the other stations transmitting from the towers I never received a signal here. But maybe other readers in the Netherlands can also reflect on this question. So go ahead and send your comments to HKnot@home.nl

Sad news came in on September 13th: 'It is with regret that I have to report the death of John Bennett, member of this group and administrator for 'Radio Caroline North Fun and Free For All' group on Facebook. John worked on the Israeli offshore station the Voice of Peace in 1980 and then joined Radio Caroline at the beginning of July 1986. He later worked on various local and community stations. His group was and still remains a lively and active group. He was very well respected by all who came into contact with him. RIP John I am sad to report that the founder and leading light of this great group "Sloopy John Bennett" has passed to the Pirates In Heaven. John had been suffering an terrible illness over recent months and had hoped for release from his pain. John brought radio fun to thousands, freely giving his time, expertise and talent as a homage to the memory of Radio Caroline North. He will be sorely missed. R.I.P. 'Sloopy'. Peter Madison.'

Thanks Peter for informing me about the sad loss of our radio friend John Bennet. I knew he suffered already for many months with his bad health but the last e-mail he 'hoped' that he soon would be in a little bit better condition. Sadly it didn't happen. Mary Payne has written a very good obituary, which can be found at: <http://www.radiolondon.co.uk/kneesflashes/happenings/2012julyon/july2012.html#news> I worked together with a lot of former Voice of Peace deejays to come to the book about the history of the station and as a tribute to John Bennet I will now republish the chapter John Bennet wrote for the book in early 2006. You're in our thoughts John!

REMEMBERING EARLY EIGHTIES

March 2006 Hans Knot suddenly got an e mail from a guy stating he was addicted listening to Radio Caroline North in the sixties and from there on wanted to be a radio deejay himself. He told in this e mail that he did stints on two offshore radio stations, Radio Caroline as well as The Voice of Peace, whereby he got the nickname 'Sloopy'. As a result of this first contact with the editor more mails were exchanged which led to this chapter with memories to the Voice of Peace, from John B Bennett.

'It must have been around the early part of 1980, because The Buggles had dropped out of the charts after killing radio stars. Not being a Radio Stormy self, I avoided the carnage. I was a much unseasoned radio deejay looking for some airtime. The MV Mi Amigo from Radio Caroline had foundered in the North Sea and VOP was the only radio ship afloat. I recall the deejays at the time on the station like Keith York, Nigel (Bagwan), Tony Mandel, who'd been on Knock John in the Sixties-Radio Essex/BBMS; and Eyal, an Israeli jock who spoke English and Arabic in addition to Hebrew.

On the engineering side there was Mr. Lewis (sure knew his stuff!), a succession of captains and Bill Bennett (no relation), more later. Growing up with Radio Caroline North intravenously dripped into my bloodstream, I was reared on a healthy diet of Daffy Don, Jerry Leighton and 'Murph The Surf', who not only sounded great but made sounding professional, so easy. I could sound like Super Leighton, couldn't I? Fall into the studio, do a show, fall out of the studio and then read, watch TV and sunbathe? Do you know that strange sensation one gets when one unintentionally bangs an elbow on something? The numbness in the arm and the need to pause until the some feeling returns to the arm?

The Voice Of Peace, for me, was very much an experience of, 'banging my radio elbow', and from this I learned a heck of a whole lot. I marvelled at just how the Caroline North deejays, indeed all offshore jocks, made things sound easy. Being onboard a station-on-a-ship, brought with it intrinsically unique problems. What sticks in my mind, rather than the awful programmes I did, are those

occasions when things went wrong, the jokes we played on each other in order to deal with life onboard, and all the idiosyncrasies of the crew, particularly Abie Nathan.

When going through the process of applying to VOP much mention was made of the anchorage, 3 miles off Tel Aviv. Upon arrival, I found the anchorage was slightly different, being 3 feet from Haifa. The MV Peace/Cito was in dock undergoing a 'three week refit', which had lasted for about three months. The refit was in order to get the ship insured with Lloyds, London, which was being very particular about the work they wanted carried out before issuing insurance. The jocks had been scraping, painting, fitting and repairing for months and understandably, morale was not too good. I had escaped the major, filthy jobs such as chipping, however there was still back-breaking toil left to do over the next 4-6 weeks.



Arik Lev (Freewave Archive)

A large piece of kit came aboard that looked like the worst sort of DIY self-assembly kit from MFI. It transpired that this kit was the basic materials with which to build a corrugated iron shed of some sort, and we were told it was to eventually be the 'DJ's TV Lounge' We fell for it. Of course, we were keen to do something that should make our lives more pleasant, and once erected, Nigel (Bagwan) and I started to paint the interior of this thing. After painting for a while,

I started to become dizzy from the lead-laden paint fumes. "Nige' I'm gonna' open the door, it's intense in here" "No, leave it a few minutes," he replied. The temperature outside was in the 80's. I carried on for a bit, but had to ask again a little later about opening the door. Nigel held out for a reason I couldn't establish at that point and finally, I had to say, "Sod this, Nigel, I need some air." I turned around, and saw- Lucy in the sky with diamonds, the girl with kaleidoscope eyes, getting into a newspaper taxi under a marmalade sky whilst cellophane flowers of yellow and green towered over our heads. I awoke on the port deck. The cook was forcing water down my throat and I was being vigorously fanned with an LP cover. Bill Bennett appeared, looked at me and said, "Dickhead" before continuing to haul ass and I then saw Nigel, in the grip of a cosmic mind expanding experience, who asked: "Was it a far out trip?"

Finally, everything that could be chipped, sanded and painted; had been. Every tiny, insignificant and pointless job that chief engineer, Bill Bennett, could dream up had been done. However, the MV Peace stayed in port. The port fees combined with the loss of operating revenue must have been enormous. Toil went on-one day when Abie came aboard, he saw someone not doing anything particularly strenuous, and so harangued Bill Bennett, and issued 'Directive Number 1': "I will not have disc jockeys festering on my ship!!" Bill, of course then went into hyper drive and stormed around the ship telling every person he met to "Haul ass, haul ass!" This call to action was henceforth issued several times a day in order to prevent us jocks festering. This is when the jobs got even sillier. Tony Mandel and I were given brass cleaner to 'clean the compass housing' on the bridge-a shiny piece of brass being so important to maritime safety. I believe everybody was dejected by this point. I had joined VOP to get some vital broadcasting lessons and so far, all I'd learned to do was paint-and haul ass

Suddenly, we got a captain, who was Chinese. VOP languages were English, Hebrew, Arabic and French, and initially I thought the addition of a Chinese speaker would be of benefit. It was soon

discovered that the now captain could not speak English and when this drawback was realised another new captain arrived- a retired Dutch seafarer previously a captain of super tankers. He spoke great English, which seems to be a trait of Netherlanders - every Dutch person I have ever met, spoke fluent English, One day, in the late afternoon he said we were to sail that night. As we'd all heard the saying, "We're going tomorrow", said so many times, we didn't put much store in this announcement. However, the new captain sure knew his stuff! Frantic preparations were made, and one could almost feel the excitement as the main engines were started. The MV Peace, after so very long in Haifa, actually began to move and immediately the atmosphere onboard changed to a heady mixture of relief and exhilaration. Bill Bennett, the hard taskmaster who had us hauling our asses so much, showed a hitherto unknown side. He was now a jovial, happy guy, lots of fun, who regaled us with ripping yarns from his crusty career at sea. A nice guy in the end!



Captain Aaldijk Archive Freewave

The journey to anchor turned out to be both a thrilling and frightening experience for me in particular. I had wandered up to the bridge where the captain was busy steering the ship. The problems began when I asked a series of questions about maritime matters: What's the top speed in knots, how many miles per hour do knots equal, what navigation lights need to be shown? Etc. "Ah", said the captain "you like schepen (ships)?" I said something to the

effect that knowledge is seldom wasted and then I suddenly found myself at the wheel of the ship, steering it into the inky blackness. "Keep it on ze Sou' South West, always", and with that the captain started to hurry off the bridge. "Wait, I mean, Captain, what about other vessels and stuff?" I was worried about the possibility of running into one of the scores of tiny fishing smacks that dot the sea and, more alarmingly, the super tankers that dominate that part of the Mediterranean. Our ship was lit up like Blackpool illuminations during a power-surge and so human eyesight would not be able to see the lights of other ships, well not until it was too late. The captain shrugged his shoulders and scurried away for a large brandy and a cigar in his cabin.

I steered the MV Peace on 'ze Sou' South West, always', whilst telling myself that there are no icebergs in the Med. One of the ship's crew later brought me a mug of tea and I asked whether there was any radar I should be watching and if there was a telegraph/ring down mechanism to the engine room in order to stop the ship in an emergency. He was very helpful. He shrugged his shoulders and went below. I remember thinking that if a tanker the size of The Torrey Canyon appeared abruptly in front of the ship, then I would run out to the bow and shrug my shoulders - the time-honoured, nautical collision-avoidance signal. "What's that?" I said to myself. "Was that a light, ahead, Navigation light?" I had seen something ahead and to port in the pitch black night. Maybe the blackness wasn't night but the sheer, immense side of a tanker. A hundred thoughts surged into my brain in a micro-second: "If I turn to port, or starboard, will it increase the chance of collision? Can a ship be safely heeled over when at full power or, would such a violent manoeuvre bring the propeller out of water, causing it to sheer off? Will a sudden turn to side catapult anyone on deck overboard? The captain said: 'Keep it on ze Sou' South West, always' - according to maritime law I must do just that and nothing else.

It was then that I had an idea. I could warn the other vessel of our presence with the foghorn, the handle being just above my head. I

reflected whether a foghorn could be sounded when there is no fog; and decided that if there was a collision then I may have something a little more serious to reflect over. I yanked down the handle awaiting the massive bellow of sound. I got a click, and another click, and more clicks as I frantically pulled on the thing at least 20 times. The voice of Bill Bennett came wafting up from the foredeck where he was doubtless hauling ass- "Oy, stop playing with the f.....g deck light, Dickhead..!" I guess I hadn't seen navigation light after all, but instead glimpsed a bit of phosphorous.

Around 4 a.m., the engines cut, and I guess we'd arrived at anchorage. I was able to go to the Mess and have five cups of tea, and (now the scary steering was over) brag to everyone how my 'navigational skill and expert seamanship', had got the Peace to her anchorage. To this day, whenever I hear someone say that they drive a bus or 50 feet long, 64 ton truck, I say, with some glee, "Hmm well the biggest thing I've driven was 140 feet long, and weighed 570 tons." It's a great memory.

Incredibly, the VOP was back on the air, 1540 AM, and, courtesy of the refit now on 100 FM with stereo, music for both ear holes. Keith York, Nigel, Tony Mandel and all were so experienced and thus sounded fabulous, I recall thinking that I could learn a lot from these guys. I think it was Keith York and Tony Mandel who worked hard on the station format and there was an excellent 'clock system' in studio. Whilst the clock ensured that listener/grabbing music was played, it had built into it that little bit of elasticity for a DJ to have some personal input into their own show - a small but most important thing that is so sadly lacking in the current UK stations. Twilight Time, a programme that was, and is, legendary in VOP terms, took to the air each evening consisting solely of MOR /easy listening tracks. It sounded like Radio 390 from the Sixties mixed with a hospital radio station in a coma. It was Abie's most favourite and treasured programme.

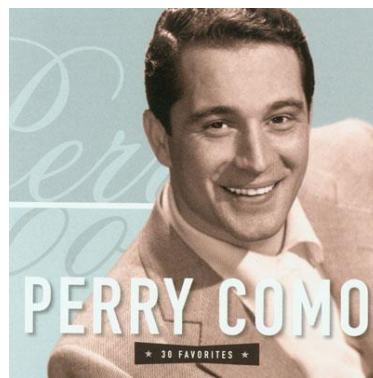
The refit had given the benefit of an FM signal. It had also facilitated the fitting of a Motorola style ship-to-shore radio, for

Abie's personal use. Suddenly, a 'Radio Watch' system had to be put into place, which meant that someone had to be on the bridge every minute of every day. This was not to monitor the marine frequencies, rather to monitor the Motorola used exclusively by Abie Nathan. It was rumored that he carried the handset with him at all times. Radio Watch was universally hated by the jocks, not because it was lonely and boring, rather because it was the source of some strange messages. Tony Mandel and Keith York had worked hard on the format and the station was sounding good. However, when a jock happened to play a track Abie didn't like e.g. anything faster than a waltz, the Motorola would burst into angry chatter, with: "Tell the boys to stop playing this boogie-woogie music!! Tell them to play, Perry Como, Perry Como, not boogie-woogie, play Perry Como and guys like that!" One would have to make a quick foray into the studio to let the on-air jock know about Directive number 2, and the jock would go off clock to play a Perry Como track.

Directive 2 was issued many times, over many weeks. One morning I was in the record library doing some cataloguing and the on-air jock came in to get a Perry Como track. It was then that I decided to change the MOR box section of the library by taking off the label, 'MOR', and substituting a new classification, called, 'Guys like 'dat'. I was on-air one day when the chap on Radio Watch came into the studio and I automatically said, "Tell the boys to play some Perry Como", and reached for the MOR pile. "No!" came the unexpected reply, "play some Joan Baez!" "Joan Baez? Joan Baez?" I stuck on some track or other-might has been, 'The Night They Drove Old Dixie Down.' The next month or so saw a very Baez-heavy output from VOP. I presumed it was some sort of plugging rather like Caroline and Major Minor in the Sixties. I think Joan had a new album out at the time.

I said to Keith something like, "How much are we (VOP) getting for plugging the stuff?" Keith burst into a paroxysm of laughter and looked at me rather strangely. I was then told that the Joan Baez tracks were being hammered not as a plug but because Joan had

recently visited Israel, met with Abie, and that he really fancied her. "Ah," I said, "a genuine case of 'Loving Awareness.....'" Keith looked at me impassively. A chance for some in-house radio humour there , but I could see he wasn't going to roll with it! Eventually things settled down and I was learning a lot from the other jocks and I think it's fair to say that VOP was sounding very, very slick-apart from my show that is.



Thirty different tracks to choose

Nevertheless, one had to be on guard against some of the practical jokes that were played. On the starboard foredeck was a strange looking thing that formed part of the bow. It was basin-shaped and had a pipe attached that ran down to just above the sea. Now I was told that it was a 'Deck Urinal', and in the MV Cito days, it was designed to save a member of deck crew from having to go down into the ship to use the Head (toilet), thus saving time. Everyone told me this story and I had no reason to disbelieve them-until one night when I had decided to take a stroll around deck to view the Mediterranean at night. Needing to P, I went to the basin and started urinating. Three deck-lights came on immediately and lit me up from head to toe. There were gales of laughter from the bridge and foredeck and I realised that, again, I'd been truly set up. The Voice of Peace, from 'somewhere in the Mediterranean' was pulling in some quite decent advertising and I was curious about a new ad that was on the commercial log. It was voiced by Abie (very unusual) and the ad said, in Hebrew: "Stu Myem, Myem, Stu Myem." I asked Tony

for the English translation and was told it was, "Drink water, water, drink water." The commercial was played a lot,

I think a few times an hour at that stage, and, having worked out that it wasn't a paid for advert, I remarked to Tony that Abie must be very health conscious by encouraging the listener to have the health benefits of lots of water. You know when you've dropped a clanger don't you!! Tony was in fits of laughter and said, "I've got to tell this to everyone", and hurried off to inform the guys that I'd done it again. It was only later that I was told that the reason for 'Stu Myem', was that a departed DJ had once insulted Coca Cola on air and that Coke withdrew their advertising. Abie was running these ads exhorting everybody to Drink Water, in retaliation against Coca Cola.

Throughout Radio, I've always had a thing, a fear, of The News. This started on VOP and has stuck with me. We stole our news from station, Kol Israel, which was rather like their Radio 2. Most offshore stations tape someone's news, chop it up and change it a bit, and then type it out as their own. The VOP, instead, had Kol Israel on a dedicated fader on the desk. The DJ had to start the VOP news banner at 20 seconds to the hour, and precisely on the hour bring up Kol just as the Kol news banner had ended and the Kol newsreader started the first news item. If it was mistimed and the jock accidentally included all or part of the Kol news banner, it was a black mark, and so the timing had to be exact. Coming out of the News was even more difficult! The Kol guy would say, "Ad can had-a-shot", which meant, "That's the News." As soon as this was said, we had to chop the Kol fader before they could get their jingle in, and hit our News out jingle to take its place-this way it looked like we had our own very pro and suave newsreader.

I was coming up to News one morning, and got into Kol Israel as per usual. The news rambled on and I wasn't taking too much notice, just waiting for the Hebrew out-cue, "Ad can had-a-shot." The News seemed to go on and on, far longer than usual and I thought it must

be a very heavy news day. The studio door burst open as though a stick of dynamite had exploded behind it. "Oy, Dickhead! Are you in love with Ben Gurion Airport or what!" It was the dulcet tone of Bill Bennett. "Uh? I replied. "You've missed the f.....n' end of the News and are broadcasting a bloody Kol discussion about a f.....n' extension at the airport. Haul ass! Haul ass! Get the music on Dickhead!" Somehow, I managed to get through that last hour of shift even though it really seemed to drag. Once off-air I had to report to Tony Mandel, and I apologized profusely for missing the News-out cue.



John 'B' Bennett in the eighties. Photo collection John Bennet.

It was such a basic mistake to make, as, all jocks were so used to the technique involved as we'd done it so many times. It really was an inexcusable clanger and I received a much-deserved telling off in my cabin, I brooded over my stupid mistake. We were all primed so much that within a micro-second of hearing, "Ad can had-a-shot", we would chop left fader with left hand and hit the fire tit on the VOP News out banner with the right hand. A knock came on my door and Tony entered with an immense grin on his face. "The News, it wasn't your fault." Seeing my puzzled look Tony explained that, the jock up after me had hit the same problem with the News, as I had. Kol Israel had realised we were pinching their Newsreader and had dropped the words, "Ad can had-a-shot" and their News out jingle in order to mess VOP up-it worked extremely well! For the next few weeks, VOP

and Kol played a deep game of cat and mouse with hilarious results and it became quite sporting and gentlemanly in the end.



John on deck Voice of Peace Collection John Bennet

Look who we have here: The Emperor Rosko:

Hi Hans, your report arrived on labourday weekend. Glad to see you are as always keeping us in the loop. I spent the 50th birthday party on a ship called the Marco Polo and it was chuck-a-block full of pirate radio fans> I had Dave Cash and Johnny Walker there as well. We pretended it was the good old days and relived them. The only thing missing was a mast and transmitter! It was three nights of good music and radio lore. I will try and find a snappie. Thanks again for the best newsletter out there.

My new promotion effort has started! The world awaits the return of the pirates! By the way, you should have been aboard!



Collection Emperor Rosko

Of course Rosko, you understand that after years of free plugs at least I get a year free rides in your cab!

From the USA we go to England: Hi Hans, it's Phil from Coalville in deepest Leicestershire, trust you are fine and well at your end, all is well here. Many thanks for the report got it ok at my new e-mail address very informative as usual. On the 14th of August our local radio station did have a special programme and all of the tracks played were from Radio Caroline and Radio Northsea International. The only thing wrong was that they didn't play any of the offshore jingles! Which was a shame, but it bought back some memories of some of the exciting times that we used to listen to the radio. Our local station is Hermitage fm based in Coalville, so give a listen to if you get the chance. All for now, please take care. Regards Phil



Thanks Phil and good to know the station paid attention to it. Now we go to Manchester and it's Alan with his memories:

'I really can't believe 40 years have elapsed since my best friend, Peter Barber, and I were holed up in a hotel room in Great Yarmouth listening to and tape recording the final hours of the Dutch offshore radio stations. We'd had a wonderful trip to the Netherlands the year before and been able to listen to the stations in superb quality, rather than some 300 miles away in Manchester, relying on suitable atmospheric conditions.

This time around, though, we couldn't afford the trip over to the Netherlands, so we did the next best thing, we drove to Great Yarmouth, which is probably as close as we could get to the offshore stations based off Scheveningen. I can still recall lugging a couple of big reel to reel tape recorders into the hotel with some radios and then trying to get hooked up. We had one spare power point in the room, so thank heavens for power extender boards that enabled us to run everything from that one socket!

Offshore radio had been a big thing for Pete and me, right from the very start of Caroline. We'd gone through the tribulations of the British Marine Offences Act in 1967; we'd even gone down to Trafalgar Square in London the following year on the first anniversary. By then the two Caroline's had been towed away, so Veronica became the station of choice. That changed in 1970 with the arrival of RNI, followed by its closedown and subsequent re-opening the following year with a mixed Dutch and English service. Caroline had reappeared. Then Atlantis came on the air and it seemed that once more things were starting to boom again. Just maybe, with a bit of luck.

But we suspected it was not to last. Indeed, by the time we had gone to the Netherlands in September 1973, the Dutch Government had

already proposed legislation to outlaw the offshore stations. There had been the massive demonstration organised by Radio Veronica. But slowly, slowly, the realisation hit us that we were faced with another reality, another MOA.

In those days, Peter and I didn't know any other offshore radio fans in our locality. While most young people applauded the arrival of Caroline, they were quick to accept the BBC's reluctant answer, Radio 1. Not so for Pete and myself.

What was happening meant something to us, which is why we'd made the trip down south to capture the last hours. We didn't know if it meant something to other people at the time, but of course, around 14 years ago, I discovered through the internet that there were still lots of offshore radio fans, eager to keep the memory of those halcyon days alive.

Ten years ago I'd made the trip to Southend to commemorate the 40th Anniversary of Radio Caroline at the Riga Bar - we even had the Fortunes on stage doing a spot which, of course, included their 1964 Decca single "Caroline". In 2008 I'd gone to the Isle of Man for a wonderful weekend commemorating Caroline North. Five years ago, I retraced the steps taken way back in 1973 by Pete and myself by going again to the Netherlands. But my best friend missed all that. Peter died from cancer in 2001 unaware of the strong offshore following and the wonderful Radio Days in Amsterdam hosted by Hans, Martin and Rob.

But here we were, armed with two radios, two tape recorders and boxes of reel to reel tape, switching continuously between Veronica, Atlantis, Caroline and RNI trying to capture as much as we could! Crazy! :-)) We shed a tear or two and when it was all over, to the accompaniment of the now silent airwaves, we drove the long journey back to Manchester.

I really can't believe it was 40 years ago today that we'd just finished listening to Rob Out closing down Veronica after 14 years! Where does the time go? Alan Milewczyk.'

Thanks Alan a very warm story, I think will read this and appreciate that you're shared those memories with us.

Almost forgot that Jon is around the corner each month: 'I have just updated The Pirate Radio Hall of Fame. New this month: The last Radio Caroline ship, the mv Ross Revenge, moved to a new home recently. We have pictures, courtesy of Ray Clark; Dave Rogers shares some photos dating from his time on Radio Northsea International and Radio Atlantis; we have the latest page in the ever-growing 'Eighties Supplement', remembering DJs from that decade with names beginning with L, including Laser's Brandy Lee and Caroline's Johnny Lewis; there is sad news about Ed Foster who many will remember as a popular Caroline DJ of the seventies; after hearing from Derek Spencer, chief mechanic for Radio London's motor racing team, we have updated the page on Big L's racing cars; the late John Peel is remembered on what would have been his 75th birthday; there is a new book on offshore radio on the way and a celebration of the pirates in Felixstowe; and we report the sad news that two members of the Caroline House staff from the sixties have died during August. Back next month with some Radio 270 charts. All the best, Jon www.offshoreradio.co.uk

Next we go to Sharidon Street in the Far East: 'Hi Hans Thanks for your newsletter. I have received from a radio amateur friend working in Iceland an address that he thought I would be interested in. I have not had time to read most of it, but as it's very detailed wondered if you may have seen it before. If so are the details a true record of events. I am passing the address over to you.

<http://www.flashesandflames.com/2014/03/how-a-radio-ship-and-7-men-shook-up-britain-50-years-ago/>

Thanks a lot Sheridan for sharing this with the readers.

Next it is very sad news from Ireland and Sean Kelly. A message I found on the special Ronan O'Rahilly Page on Facebook and was dated September 1st.

'I cannot understand how none of the love and goodwill poured out on this page did not translate into one single concrete offer to help him in his time of need. I have not seen Ronan O'Rahilly in months, he is now totally under the control of his very own midget Svengali. She moved him out of the beautiful sea front apartment in Bettystown and she has him stashed away in a flat complex used by asylum seekers in Dundalk. Why she moved him there is anyone's guess. His money is almost gone and to the best of my knowledge, he is not receiving medical care.'

Earlier in the report I've promised to mention the link to the photos which Martin took during our visit to Hofstede in Naarden where the Radio 10 and 100% NL studios are.

<https://www.flickr.com/photos/offshoreradio/sets/72157647161374735/>

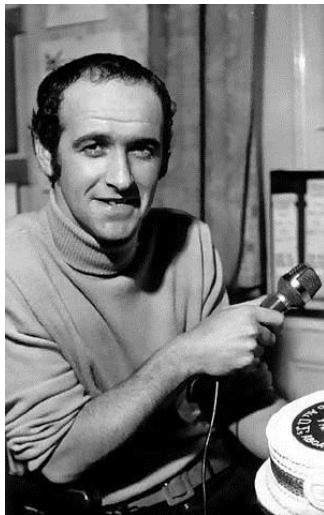
Later that afternoon on August 31st we went to a RNI Reunion in Hilversum. There was the presentation of the new book on RNI. Elsewhere in the report you read more about that.

<https://www.flickr.com/photos/offshoreradio/sets/72157647154006052/>

Next we show a photograph of the Radio Paradijs ship as cargo ship for grains. With thanks to Ben Bode, who sent the picture.



On my Facebook page this message was received on September 4th. 'Just Received this sad news from Ray Hocking "just to let you know my friend Bob Hogarth aka Bob Spencer passed away yesterday in Cornwall aged 77. Bob had a varied life including flying as a Pilot for Eastern Airlines. Another of yesterday's greats passes over to Radio Beyond, there must be some DJ line up there now, pity we can't receive it down here. Arthur Sunderland.'



Bob Spencer Photo: Bos Stevenson Pirate Hall of Fame

Of course thanks to Arthur and of course I went to the Pirate Hall of Fame to get more information about the late Bob Spencer: 'Originally from Newquay in Cornwall, born in 1939, Bob's first radio

job was on Radio City. This pop station, based on Shivering Sands Fort, had a tendency to take on new, inexperienced disc-jockeys, stick them on the air for a week, and then pay them off with £5. As a result, a large number of the inductees in The Pirate Radio Hall Of Fame got their first taste of radio on the "tower of power."

From City, Bob headed north, joining Radio Scotland, where he made a name for himself. In 1967 this station hit trouble. It was prosecuted for broadcasting from inside territorial waters and had to go off the air until the ship could be moved to a safe anchorage. Bad weather delayed this and, for a time, the ship moved to Northern Ireland. Unfortunately the radio signal from there was not strong enough to reach its Scottish fans. The delay in getting back on the air proved very costly and one of the station executives was fired over it. Bob, who by this time was Senior DJ, quit in sympathy. After a time skippering boats in Florida, he is now retired and living in the Helston area of Cornwall. (Many thanks to Arthur Sutherland of [The Ultimate Cockup and Virtual Boredom Site](#) for the information and George Morris for the photo. You can see more photos of Bob [here](#) and [here](#).) Of course there's an update available on Jon's site.

On August 31st 2014 it was forty years ago that the offshore broadcasting station Radio Northsea International closed down. Now there's a new book available containing unknown pictures and facts about the interesting and exiting story of RNI. Against all odds and despite of many bizarre situations, for more than four years, RNI managed 'to survive' broadcasting from sea. The book is published by former RNI deejay Marc van Amstel, who wanted it to be a tribute to RNI and his first professional radio job and also his Dutch colleagues. It was produced and written by former Radio Mi Amigo and Monique deejay Ferry Eden, who used to be an RNI-listener at the time.



On August 30th 2014 the book was presented to Edwin Bollier and Victor Pelli at MEBO Office in Zurich. It was also presented during the RNI reunion in Hilversum on August 31th 2014 and both former RNI Program Directors Joost den Draaijer (Willem van Kooten) and Tony Berk received the 'first samples' of the book there. It is written in Dutch language and called 'De gouden glans van radio' (The golden shimmer of radio) after a famous RNI jingle by Hans ten Hooge. It contains 160 pages with 175 pictures and about 75 illustrations. It is for sale on www.degoudenglansvanradio.nl and available for € 24,95 plus € 11 European Postal charges, total costs € 35,95 but within the Netherlands Postal charges are € 3,84, total costs € 28,79. For more information you can contact northseaferry@outlook.com

Last e mail in this report comes from Tim Chase: 'Hi Hans! Thanks for another fascinating radio report. Very sad to read the newspaper article on Ellen Kraal (Samantha Dubois), especially as she was born just one day after I was born, and far too young to be taken from us. I believe she was on board the MI Amigo when they changed frequencies from 259 to 319 metres, as her name was mentioned by Johnny Jason during the closing broadcast on 3rd March 1977. I have a recording of that show, and listen to it now and then. Also good to see a photo of my old mate Tony O'Neill. We were at school

together when pirate radio first started! Thanks again, Kind regards,
Tim Chase.'

Well in the meantime Tim has listened to the first time to three programs Samantha presented on Radio Caroline. Sad news comes just before closing time from Mary Payne: 'I was very sad to receive the news this morning that Tom Danaher passed away on September 12th. <http://tinyurl.com/pfo2fgp> I've added a notice to the Home Page and am in the process of compiling a full tribute page to Tom. Best wishes to you all, Mary Payne. More to read on www.radiolondon.co.uk

Finally in this edition of the report I want you to pay attention to a marvellous series of photographs which have been taken in the mid-sixties on board the Laissez Faire by Belgian technician Joseph Verbeke. In cooperation with François Lhote from OEM the are now in our Flickr Archive:

<https://www.flickr.com/photos/offshoreradio/sets/72157647770837131/>



Photo: Joseph Verbeke

Many thanks to you all for responding and there is more to come in next month's report. Sharing your memories, photos and more is possible by using: HKnot@home.nl