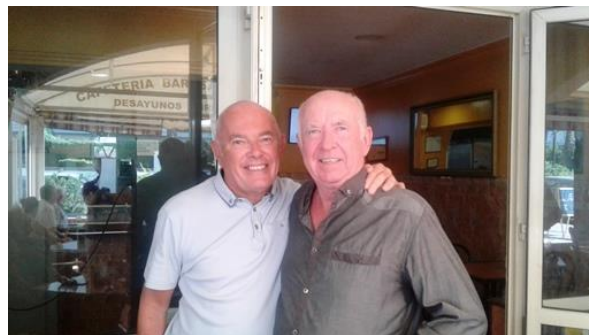


## Hans Knot International Radio Report December 2017



Welcome to the December edition of the report and thank you for all the response which came in after last issue. In this edition a special about a very early 'radio project', for which we go back to 1928 but first e mail time:

The first one came in from Bob Glen: 'Hi Hans, on October 4th I had the pleasure of meeting up with former RNI programme director and DJ Brian McKenzie.



### Bob Glen and Brian McKenzie Photo collection Bob Glen

On a beautiful sunny morning in Spain we drank coffee and reminisced about those great days on board and off the MEBO 2. It was also a great pleasure for my wife Kathryn and Brian's wife Jean to get acquainted and become friends.

We spoke of many things and told stories, some of which had been forgotten and some never heard before. It was a great end to a great vacation. Thank you Brian.'

Well Bob it was great to see you enjoying meeting up with one of the

great ones on RNI. I remember so well he was playing a request for me a week or two after arriving with the station. It was 'It might as well have rained until late September' from Caroline King.

Next one came from the USA and a person I missed in London on August 14th: 'Hi Hans! Sorry to say I was completely unaware of the reunion. I could not have gone in any event. While hospitalized in Seattle a few years ago, my apartment was broken into and my passport stolen. I still haven't gone for a replacement, which tells you a lot about my international travels these days. At the moment I am enjoying my new role as first-time grandfather to my daughter's 9-month-old son. She's had quite a year: graduating law school, having a baby passing the Washington State Bar Examination all in the space of a few months.



Sorry the photo came in a bit scrambled.

I'm hoping to have a sort of Diamond family jubilee in the San Francisco Bay area next June for my 75th birthday apt because our late beloved maternal grandmother was named Julia Diamond at birth. Best wishes for a happy holiday season and terrific 2018! Jack Curtiss.'

Well thanks a lot for the update Jack and I hope you will enjoy Christmas period as well a very happy 2018!

November 11<sup>th</sup> Radio Caroline was testing for the first time on 648 kHz. Reception here in Groningen was fair to poor due to a lot of computer and other interferences, but congratulations to Peter Moore and his team. First one to reflect was one of my readers on the isle of Guernsey:

'I hope your tuned to 648 KHz AM, it looks like Radio Caroline have at last started their AM /MW transmissions on 648 KHz. The broadcast is very loud with oldies and jazz mixture of songs, no I-dents or announcements as yet or anything on their website announcing tests either, just hope it's them and not someone skylarking around with a TX. I emailed the station via [studio@radiocaroline.co.uk](mailto:studio@radiocaroline.co.uk) but had no confirmation as yet! Mr. Robert Stanley Clancy.'

Mike Terry was second: 'A test signal with continuous music and announcements reported today. Reception reports on Facebook from the UK, Holland, Belgium, France and Austria. Some reports from mainland Europe refer to a co-channel Romanian or Slovenian station. I think this is at a lower power than the permitted 1 KW. Much excitement in anorak circles!' Thanks to Robert as well as Mike Terry and yes a lot of the old portables were taken out of the cabinets again to get the AM sound back on the tranny.

Here, as told, reception in Groningen is poor although 12 kilometer Southwards with Marcel Poelman in Eelde reception is good using a professional antenna-system.

Good reception reports came from main parts of Southern England, Hull, Guernsey, Belgium, main part of the Netherlands mainly due to 'empty' mediumwave.



Website Radio Caroline on the next Sunday: 'Radio Caroline is now testing on 648AM. Taking in to account the power that we are allowed, reception at this moment seems good.'

These are engineering tests and will only continue for a short while, but we would appreciate reception reports. Full tests and full programming will commence in due course and will be announced here, along with tips on how to get the best AM signal. For now, dust off your Medium Wave radio in preparation.'

Here another reception report from Germany: 'Hello, reception on Saturday around 17 CET was incredible strong for a short while. But mainly is weak and is a fading in and out in change with the Slovenian transmitter. At 23 CET last night station announcement was good audible in parallel to other signals, like the Manx programmes coming in here at night time. Sunday around noon nothing, but after 16 CET again like Saturday. Jan Sundermann Erkrath.'

Keep informed versus their internet site:

<http://www.radiocaroline.co.uk/#home.html>

Mail time again this time from Robb Eden: 'Hans, as usual an action packed edition and much appreciated. It was interesting to read that Morocco was considered an ideal base for offshore radio in the '60's. Two decades later I made a number of trips to Morocco and following these we were close to agreeing a base in Tangier. Whilst there I met many high ranking officials including Mr. Spy (yes, Mr. Spy) who was head of the secret service at the time. Nothing changes!

It's ten years since I started North Cotswold Community Radio here in the Cotswolds. Quite an achievement considering the nature of the business these days. Lots of community stations have fallen by the wayside but we're still going strong!

<http://northcotswoldonline.com/>

Hoping to get over to Holland next year. With best wishes to yourself and Jana, Robb Eden.'

Well Robb good to hear again from you after a long time and good to see you're back in business after health problems. Also congratulations that the station is still running strong. Have a good time with Christmas and whenever in Holland feel free to drop into Groningen. Greetings from us, to Nicky and yourself.



**Flashback time 1973 Robb Eden. Collection Monitor Magazine**

As usual our man from California is here again: 'Hi Hans, I'm glad to see you're not slowing down! Thanks for the video posting! D-Lux Radio is looking good and a whole lot of adult deejays will surface. Well done Tony Prince. (He no longer has a social life!) Launching a behemoth of that size is hands on 24-7 work! 2018 is going to be fun for deejays. I hear of lots of changes coming!

I am also reminded of the work it took from climbing that lamp post you posted, it was hard! EMP Rosko.'

Thanks Rosko and I will see if there's any other picture to show you.



**Fans mob Rosko. Collection: Rosko.**

Anyway information about D-Lux, where many big names including DLT will be doing radio shows, will be found on: <http://d->



[luxradio.co.uk/](http://luxradio.co.uk/) Official start March 1<sup>st</sup> and tests are wonderful in my ears.

In last report I mentioned the perfect video shot by Alex and his crew on August 31<sup>st</sup> at Rock Art in Hook of Holland. Well the link didn't work properly so here's the one you can try now:

<https://www.youtube.com/watch?v=-GohkJtbADg&t=1532s>

Next e mail came from Fons Winteraeken, a super fan of the 1979-1980 period for Radio Caroline. 'Hello Hans. Thank you also for this month's Radio Report. Again it was very interesting to read. The review of the book *Pirate Gold* by Brian Lister was very interesting, also to mention propaganda techniques. Links as well as wrong background information. Reminds me of Framing texts, putting someone on the wrong footing by mentioning a few details of something you want to say and by associating the reader, so that he gets the picture of what the author wants to see, namely on the basis of the details. Always I find the linguistic things beautiful and interesting. I wasn't familiar with Veronica's and Caroline's stories either. It was very interesting to read about what was happening behind the scenes. And, we as innocent listeners, with our transistor radios, were lying under the blankets listening to the radio stations. Beautiful time it was.'



This one came in from the USA: 'hi Hans. As much as most know, going 'pirate' on America's airwaves can be costly, some still insist on trying. Here's one from Alabama less than a month ago. Wow; it cost them \$15,000! That's a lot of Douwe Egberts coffee (or Grolsch for that matter.) Have a good time. I will tip my Budweiser

to you both. Cheers. AJ Janitscheck' Dudley Do-Wrong: Radio Pirate Hit With \$15K Penalty

[http://www.insideradio.com/free/dudley-do-wrong-radio-pirate-hit-with-k-penalty/article\\_1c39ce3c-b3d5-11e7-be84-330632495588.html](http://www.insideradio.com/free/dudley-do-wrong-radio-pirate-hit-with-k-penalty/article_1c39ce3c-b3d5-11e7-be84-330632495588.html)

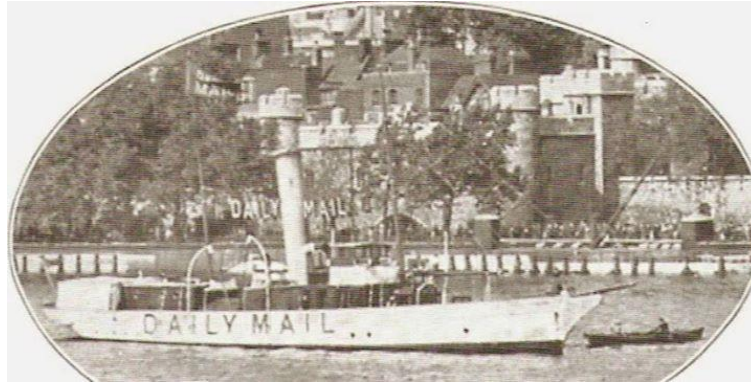
Yes radio as a pirate hobby can be very costly better have a KNOT beer. Cheers!



In last issue I published, on purpose, a wrong photograph to see if everyone was awake. Instead of a photo from the front door at 6 Chesterfield Gardens I published one from London's front door at Curzonstreet in Mayfair. 113 e mails came in stating I published the wrong photo. I would like to mention one of these:

'Dear Hans, most probably I am not the first reader of your excellent report, who discovered that the picture of the 'Caroline Office' indeed is that of Radlon London (Radlon Sales), easily noticeable at the house number '17'. Radlon had its offices at 17, Curzon Street. Yours Ulrich Mittag from Wuppertal/Germany.'

Well done you all wacky people. So now the main story for this issue, which I wrote about an project which wasn't really an offshore radio project.



Claimed to be offshore, Radio Daily Mail in 1928.

It's about a quarter of a century ago that I wrote a book about the little radio projects. That included those projects which never came alive as well as those stories from thumb suckers and dreamers. One of the very early ones mentioned in that book was 'Radio Daily Mail'. In 1928, a small luxury steamboat, once owned by Lord Iveagh - the then owner of the Guinness brewery - left the port of Dundee heading to the high seas.

Broadcasting Yacht, as baptized as the ship was, was to anchor just outside the then observed three-mile zone and broadcast commercial broadcasts to mainland Britain. Only sponsors as announced were the Daily Mail, for the newspaper of the same name, as well as the Evening News and the Sunday Dispatch. The programmes should promote these newspapers.

The project was led by Valentine Smith, to whom the idea could also be attributed. For the Daily Mail newspaper he was responsible as publishing company's director for dissemination and publicity. Not much more could be told at that stage as research on this subject brought me in those days not further.

By searching the archive many years later it's possible to bring many more facts. In the newspaper from June 23<sup>rd</sup> 1928 the readers were informed that the twin screw yacht, 185 tons, would on the next Monday begin the most remarkable voyage in her history. She had been chartered by the Daily Mail to cruise from resort to resort and entertain readers with music while they're on their holidays.



That day it was also mentioned that the ship was still in Dundee harbour while completed with the most wonderful loudspeakers in existence. Let's see what the Daily Mail announced that day. 'During its voyage around the coast this loudspeaker will be released at its full volume if necessary, but, at those who were at Olympia know, it has the peculiar property of not being overwhelming even those quite near the installation. It carries without being penetrating and will multiply many times an orchestra or giant organ without 'blast' or distortion.' Reading this now, almost 90 years later, we know it was not a radio station but must have been very exciting for those along the shores and in the visited harbours.

The owners wanted the project to be as glamorous as possible as they promised that during dark hours the yacht was to be illuminated and outlined in electric lights. The name of the newspaper, so they promised, would be displayed in red lights between the masts. Also a floating special broadcasting studio had been built on the deck and 'concerts' would be held on deck of the 'Ceto', as the real name of the vessel was.

Before leaving the ship the harbour it was inspected by the Lord Provost of Dundee, Mr. William High, his daughter Minnie High, and his lady Provost. Owing the necessary technical adjustment to complete its intricate equipment the ship did not leave on the Monday. They also mentioned that the Lord Provost was also interested in the specially installed plant, which would generate the electricity for the hugh 1500 volt valves there were. These valves were similar to those in use in broadcasting stations in those days.

The mentioned visitors also inspected the broadcasting studios and the Lord Provost stated that the undertaking was both unique and interesting. He added: "I am told that the Daily Mail will remind seaside visitors of the benefits of their vast insurance scheme. I'm also told that the Daily Mail will remind seaside visitors of the benefits of their vast insurance scheme."

It was hardly necessary to tell the readers of the newspaper that this talk was only to gain more people for a proper insurance. On July 6<sup>th</sup> in the column 'by wire, air and wireless' people could read that in the afternoon of the 5<sup>th</sup> big crowds were entertained at Scarborough with music from the super loud speakers on deck of the yacht Ceto. A day later a big crowd in the harbour of Hull was attracted to the dockside by the music broadcast.

On July the 9<sup>th</sup> a larger report was in the Daily Mail again and first there was the announcement that on that day people in Felixstowe, Frinton, Walton and Clacton-on-Sea would hear a concert broadcasted from de Ceto, anchored off the shore. It was added that the concert could be heard at a distance between half a mile and a mile that was if the wind was not blowing from the land.

Much interest was aroused on Saturday at Cromer by the visit of the Ceto, which anchored near the pier.

During the morning band selections broadcast from the yacht were clearly heard by holiday-makers and others on the cliffs.

The Ceto entered Lowestoft Harbour last night shortly before 10 o'clock. She was followed along the coast from Great Yarmouth by a large number of people, and as she approached Lowestoft it was announced, "The Daily Mail yacht arriving. Gramophone records will be broadcast."

Crowds listened to the concert, which could be heard three-quarters of a mile away.

The article promised also special attention for the inhabitants in Margate: 'Tomorrow when the Ceto goes to Margate, the Golden Eagle is running a special excursion trip, leaving 2.30 p.m. to meet the Ceto and escort her to Margate. When the vessels meet the Mayor of Margate will go aboard the Daily Mail yacht and broadcast an address. Afterwards a concert will be broadcast.'

Further in the article it was mentioned what happened more on July 8<sup>th</sup>: 'The Ceto entered Lowestoft harbour last night shortly before 10 o'clock. She was followed along the coast by a large number of people as it was announced that by arriving in the harbour gramophone records would be played. Crowds listened to the concert which could be heard three-quarters of a mile away.'

July 11<sup>th</sup> brought the news that Margate was visited on the 10<sup>th</sup>, so a day later than promised. 'Delighted thousands of residents and visitors were there, with broadcast concerts in the afternoon and the evening.' Near the Tongue lightship, about seven miles out, the promised pleasure steamer, with 500 people aboard, the *Ceto* was met. The mayor, Tofts Fasham, inspected the yacht and did his message. Afterwards he sent out a wireless message to thousands of people who had assembled to greet the yacht.

In the evening of the 10<sup>th</sup> the yacht cruised between Margate and Broadstairs and the next day one could read in the newspaper: 'She was brilliantly illuminated with nearly 2000 lights, and created enormous interest, while the concerts she broadcast through her super loud speakers were thoroughly enjoyed.' At the end of the article it was mentioned that permitting the weather next Ramsgate, Deal and Dover would be visited.

Next there were a few days without finding back any announcement in the archives. The first small piece was in the newspaper from July 17<sup>th</sup> when one could read that on the evening before people in Southsea listened to the concert broadcast. Also a schedule for the following days was published: 'Thursday (so the next day) leaving for Bournemouth and arrive at 9 a.m. Friday; leave Bournemouth 3 a.m. and arrive at Torquay at 11 a.m.' On the Saturday a concert in Plymouth was on the list.

It was also in the archives mentioned that near Southsea the *Ceto* had steamed in to a berth near the shore when she noticed Morse signals addressed to her by H.M.S. *Furious*, an aircraft-carrier. These proved to be an inquiry asking at what time the *Ceto*'s entertainment began and on what wavelength.

The newsflash went on with: 'An engineer in the *Ceto* trained the yacht's search-light on the *Furious* and morsed the explanation that the music would be a direct by super-loud-speaker, and not by wireless. A message was added asking for a report on how the *Furious* received the concert, which was about to begin.' After a few

items were broadcast the Furious came back with the message that it was good received. This ship was at the time anchored two miles away from the shore.

A day later the readers of the Daily Mail learned that on July 20<sup>th</sup> residents and visitors at Torquay, Paignton and Brixham listened entranced to music 'that floated softly but with wonderful clarity over the sea.' Bathers especially enjoyed the sometimes merry dance music from the yacht.'

There were also readers who were not happy that they hadn't the change to listen to these special broadcasts. On July 23<sup>th</sup> there was a letter from a reader published. It was J. Line from Grove Cottage, Ore, near Hastings, who wrote: 'Sir how is it that the Daily Mail musical yacht Ceto has not been in Hastings and St. Leonards? Surely there are many here who would enjoy hearing the program.' No answer was given on the letter-content.

The same day it was mentioned in the Daily Mail that during the following days Dawlish, Teignmouth, Paignton, Falmouth, Ilfracombe and Penzance would be visited. Early August visits to Ramsey, Douglas, Peel, Blackpool and St. Annes - amongst others - were in the planning.

Another readers letter was published on July 24<sup>th</sup>. It was from Harry J. Snelson, General Manager Brighton Celebrity Concerts. It became clear that the concert in this town could not become successful as he wrote: 'Thousands did enjoy the free concerts of the Daily Mail yacht Ceto. But, speaking from my own selfish (perhaps) point of view, I hope the Ceto does not come to Brighton again for ever so long (at least not on a Sunday). We played to almost empty seats on Sunday with one of the foremost London attractions'.



Brighton in twenties of last century Photo: Pinterest

Well the next day Falmouth was taken and then the *Ceto* went indeed to Penzance where even three concerts were given and in the newspaper could be read: 'A good deal of dance music was given by special request, and it appeared that people would have been willing to dance all night if the selections had continued.'

On July 28<sup>th</sup> it was mentioned that in Ilfracombe the Capstone hill was thronged with residents and holidaymakers who, despite the rain, awaited the broadcast program from the yacht. 'The skies soon cleared however and many people put off in boats to see the *Ceto*.'

On July 31<sup>st</sup> the captain decided to bring in the ship into Milford Haven as a result of a too heavy sea. But a concert was given to the crowd in Milford who greatly enjoyed it. When in Milford Haven the ship was visited by a deputation consisting of the chairman of the Milford Haven Urban District Council, Mr. A.H. Codd, and representatives of the trade of the town and the port. Mr. Codd expressed his admiration of the enterprise of the *Daily Mail* in sending their musical yacht to the town. He also asked, following the report in the newspaper, if it would be possible to a return visit on August 11<sup>th</sup>, during Milford's annual regatta. In the evening the *Ceto* was taken into dock and a full musical program was broadcast, to the delight of a huge crowd which surrounded the dock and filled the promenade. At the end of the concert it was announced that the



next day they would give concerts at Tenby and the Mumbles, near Swansea, and on the Friday to Blackpool.

More visits followed including August 10<sup>th</sup> Colwyn Bay Llandudno, where more than thousands of holidaymakers were enjoying the music. At Llandudno councilor Cheetham, in those days chairman of the local Urban District Council, and Councilor John Roberts, chairman of the Town Improvement Committee, visited the yacht. Robert spoke of the wonderful advertising pull of the Daily Mail, about which he said there could be no doubt: "We have advertised and we know no other paper can touch the Daily Mail. We get nothing like the results from any other source." Passengers in Wallasev, Ferry steamers, the crews of tug-boats and liners were also delighted with the music of the Ceto as she lay in the river Mersey.



It was silence in the archives till August 20<sup>th</sup> when information about the music was brought to the people on Weymouth esplanade and pier. Those were very surprised to hear the chimes of St. Margaret's, West Minster. Following the sound of the bells people were listening to Ave Maria, the lost Chord sung by Caruso, Händel's Largo, the Hallelujah Chorus and 'Softly Awakes my heart', a Kreisler violin solo.

The next day the *Ceto* was still in Weymouth: 'The lively dance music floated up the two main streets within a radius of half a mile, and added charm and novelty to shopping in the very heart of the town. In some of the big shops hundreds of girls were jazzing in spirit, if not in actual physical motion. When preparing this article I thought of the several places I visited so much during my many visits to England and thought: 'when was it that for instant Greenwich was visited?'

The answer came in the Daily Mail from August 30<sup>th</sup> 1928 when it was mentioned that the evening before the broadcast concert was so much enjoyed at Southend that the carnival officials asked for a special extra concert should be given the next morning. And it happened on the 30<sup>th</sup> and after finishing around 11.45 hrs. local time; the *Ceto* left the harbour just after noon heading for Gravesend where it arrived at 2.30 in the afternoon. And what was published in the Daily Mail: 'Soon after leaving Woolwich near Gravesend we commenced a concert. From factories and warehouses crowds flocked to the riverbanks and listened.' They had arrived in another area of the river Thames. Next they arrived at Greenwich where also hundreds of people listened to the concerts.

Also was announced in the Daily Mail what would happen next: 'Tomorrow morning we are cruising in the river from 7 o'clock onwards broadcasting selections. We expect to arrive off Tower Bridge Gardens about noon and will broadcast a concert from there. In the evening we shall return to Greenwich for another concert.'

It would be one of the last given in a long series. On September 3<sup>rd</sup> 1928 the last message regarding the *MV Ceto* was found in the archives and one may think that's the ending article as it was mentioned that after 10 long weeks the whole personnel of the Daily Mail yacht *Ceto* were entertained to dinner at the Holborn Restaurant after concluding a remarkably successful cruise round England.

## 300 CONCERTS IN 10 WEEKS.

The whole of the personnel of the **Daily Mail yacht Ceto**, which has just concluded a remarkably successful cruise round England, were entertained to dinner at the Holborn Restaurant, London, on Saturday evening.

Also was mentioned that Mr. Valentine Smith, of the Daily Mail, who presided, complimented the crew on the energy and enthusiasm which they had shown. Excellent cooperation had enabled them to visit 87 of the most important seaside resorts and coastal towns. They had kept to time wherever they went and had covered in the ten weeks of the cruise no fewer than 4000 miles. About 300 concerts were given.

Of course when reading this nowadays you can think what a lot of non- information as we have an un-countless amount of radio stations to listen to. In 1928 it was all an experiment and although we cannot speak about a real radio station we can think about the fact what a sensation it must have been for those listening to the special broadcasts from the MV Ceto.

Hans Knot @2017



Next it's time for, as promised, a second chapter from the publication by Albert Hood.

## Chapter 17

The next day being Friday 19<sup>th</sup> January was a dreadful day with heavy snow showers and strong easterly winds. Roy, my boss, sent us all home just after 3.30pm owing to the weather as we could not do much. I got home about 10 minutes later and thought of making a nice hot drink because I was cold, but as I went to put the kettle on the phone rang.

As I went through to answer it I wondered who it could be calling this time. All the people that I knew that were likely to phone knew I did not leave off work till 4pm and as it was only 3.45pm. When I answered I found it to be Stuart Russell and he immediately asked if I was still on good terms with the Thames Coastguard at Walton-on-the-Naze. I asked why and he then said a mate of his in the Netherlands had phoned and told him that he had heard in the Hilversum studios in Amsterdam that the Mi Amigo was taking in water and was sinking on her anchor and that a lifeboat had gone out to take everybody off.



### Stuart Russel 1979 Photo Archive Freewave Nostalgia

I just could not believe it but said I would phone them in Walton and I would ring him back. I then called a newspaper friend of ours at Walton thinking that if anything was happening out there he would know as I did not want to call the coastguard just in case it was true and they were busy. Ken, the newspaper friend, answered straight away and as soon as I had identified myself he immediately said 'So you have heard then?' I asked if he knew what was wrong and which

lifeboat had gone out. He said he did not know the details but he had heard that the ship was taking in water and the pumps would not work. He also said it was Harwich lifeboat that had gone out as Walton was already out on a call.

I must admit I was close to tears when I called Stuart back. I told him the bad news that it was true and the ship appeared to be sinking where she was, and that Harwich lifeboat had gone out to take them all off. We then made arrangements to meet up at the Rock Show which was playing at Witham that night and I asked if he had spoken to Robb or anybody. He said he had not, as everybody appeared to be out including Ronan. I hung up after arranging to meet up with him at Witham at 8pm and we could then drive down to Harwich together and meet the lads off the lifeboat.

I then phoned my wife's work and asked to speak to her urgently. I explained what was happening and that I was going straight away to pick her up and hoped she could get out of work at once. It was then that it got on top of me, the seriousness of what was going on and I broke down while still on the phone to my wife. She told me to pull myself together and she would be outside in about 15 minutes, so I immediately went to get her.

Fortunately the roads were not completely blocked by the snow, although in places they were only open to single lanes. When I got to her I again explained what I had been told and what my intentions were. I quickly drove back home where we had a meal and got changed then made our way to Witham.

The weather conditions had improved a little as it had stopped snowing, it was still very windy although it also appeared to drop a little and the road conditions had improved as well, so we made good time and arrived at Witham just in front of Stuart.

I ran into the hall where the Rock Show was being held and found Robb Eden and some of the other Rock Show crew. Robb appeared to be aware of the situation and asked what our plans were. I told him that Stuart Russell was on his way and we were both going to



Harwich to meet the Caroline crew off the lifeboat. Robb asked if I would ring him from there as soon as I had found out anything and how bad things were.

The caretaker at the venue was very helpful and gave us the hall phone number and said he would position the phone behind the bar so they would hear it and go and get Robb off the stage if need be. Stuart then walked in and after noting the hall number we quickly headed for Harwich.

Stuart followed in the van as he was not sure of the way, plus we thought an extra vehicle might be required. When we arrived at the Lifeboat Station I could see the lifeboat was already back, so I went and asked a bloke who appeared to be somebody to do with the lifeboat where the Mi Amigo crew members were. In his own words he said they had been taken to the 'Cop Shop'. I thanked him and went back to our vehicles and told Stuart and Georgena what he had said. Georgena went straight to the nearby phone box and phoned the local police station and asked if they were being released as we had got vehicles to take them home.



**Mi Amigo transmission mast 1979. Photo: Theo van Halsema**

While she was doing that I went back to the Lifeboat Station to ask them how bad it was and what the position was out there on the Mi Amigo. The person I spoke to earlier said he had not gone out this time, but pointed me in the direction of a person who had and he added that he also used to tender the ships in the early days. So I went and explained who I was and asked what the situation was like

out there and after confirming that I was from the Caroline organisation he told me everything I wanted to know, saying that in his opinion she would stay afloat for another 48 hours at least as she did not seem to be laying too badly, although she was listing slightly. He went on to say he had seen her deeper in the water when she was fully laden with fuel and water years ago.

He asked what our intentions were and I said either to save her and get back on the air or get a tug out to tow her in somewhere and then set her up as a free radio museum. He added that as far as he was concerned we only had one person to beat out there and that was the Home Office, but he and the others would do everything they could to give us more time. I slipped a ten pound note into his hand and told him to take the crew and have a drink on us and thanked him for his help.

He said that was alright and wished me and the organisation the best of luck and he also said that they were behind us if we were able to save the old girl and get back on the air and if we wanted any help at any time we only had to call. I thanked him again and said that it was a very comforting thing to know.

I then made my way back to the cars and by now Georgena had finished with the police and they had told Georgena that we were invited to the police station to join the party as all the crew would be released after the formalities were over.

I phoned Robb and told him to try and arrange a salvage party as soon as possible and that I was willing to help if need be. He said he would see what he could do and asked what our plans were and where were the crew. I told him that the crew were being questioned at the police station and we had been invited there as the crew were being released and we would then head back to the Rock Show. He said that sounded good and he would see us later.

We made our way to the police station and as we walked in the door we were besieged by press reporters and photographers as the

police had told them we were on the way to collect the crew from the Mi Amigo.

We were asked a few questions by them but unfortunately for them we did not give anything away as far as what our plans were concerning the Mi Amigo.

We did not have to wait long before they released the crew and we quickly got them into the cars and made our way to the nearest pub where we could talk to the lads. They were all very upset about leaving the old girl but felt they had no choice. I told them what the lifeboat bloke had said but they seemed to have their doubts, in fact they doubted whether she would still be afloat in the morning, so we had a quick drink then made our way back to Witham.

We arrived just as the show was finishing and the people were leaving. In fact we had to push our way in through the mass of youngsters that were coming out. Robb came and meet us and he soon asked Tony Allen what the situation like was out there and what their plans were.



Tony Allen photo: Jelle Knot

Tony told him that she was in a hell of a mess with water half way up the downstairs studio wall. He then said we would have to do something quickly if we were going to stop her from sinking.

Roger Matthews and Tom Hardy, two of the rescued crew, had gone straight to London with James Kaye who had been at the show and John Moss also went with James Kaye to London to speak to Ronan no doubt. Robb said he had been in touch with Peter Chicago and he was trying to arrange something for the morning, so I again said if they needed any help they knew my phone number and they only had to ask.

Georgena and I then made our way home after making sure all the guys that were alright and had somewhere to go. Stuart Russell offered to take the two Dutch guys who had been rescued and Robb said he would take Tony Allan back with him. The Road Show was at the Ipswich Corn Exchange the following night and we all arranged to meet there if I did not hear from them before. We then left and soon went to bed as Georgena had to be up for work the next morning. Luckily I did not work on Saturdays.

By the next morning the wind had died down to a force 4 to 5 and had gone round to the west. Robb phoned about midday to say Peter Chicago and Richard Thompson had gone out from Sheerness on a coaster and they had taken some diesel fuel and petrol and he hoped that they would be able to get aboard and get the pumps and generators started, pump the ship dry and repair the holes. I said I hoped they would be successful and did he know what time they would get there and did he know whether she was still afloat or not. His reply was that he thought I would know that better than him, but I said I had not heard from the coastguards or newspaper reporters but I would phone Walton and call him back if he wished. He seemed to think that it was a good idea.



Albert Hood on one of the tenders

Photo: Steve Gordon

I then phoned Walton straight away and they were very helpful. They said their last report said she was still afloat, although listing heavily, and it seemed like she was not now taking in water and that the conditions had improved a lot in the last 12 hours as the wind had dropped from a north-easterly force 8 to 9 and was now westerly force 5 and decreasing all the time. The seas were now moderate and were expected to be calm by morning but there was still a heavy north-easterly swell once you get three or four miles out and remembering what the conditions were like in the Knock Deep a few hours earlier it could still be unpleasant out there. My guess was that the swell out there would still be very bad and it would probably be impossible to get alongside the ship.

I then rang Robb as promised and told him what Walton had said and also my own feeling as to what it might be like out in the Knock Deep. He said he thought if they could get out there and the conditions were not too bad and the Mi Amigo was not too far gone, Peter Chicago would have a go at saving the ship. If need be he would swim over to her if they could not get close enough to actually put him on and he would then pull the supplies over on a line. I said that I hoped that they would be successful and Robb said he was sure they would be.

He asked if I was going to the show at Ipswich that night and I said I was. He said that was good and he would see me there and we would be able to talk much better there. I settled down to a hopefully quiet afternoon. I say 'hopefully' in that Peter would succeed in his task.

I went and collected my wife Georgena from work at 4.30pm as usual on a Saturday and she asked what I knew. I told her about Robb phoning and that I had called Walton to see what the conditions were like out there. I also told her about Peter going out to try and get on board and her reply was that she hoped he would be alright.



By now the wind had dropped to near nothing with only a very slight breeze.

We got home and Georgena quickly got changed and we headed for her parent's place in Clacton where we were going to spend the night. On the way we called at my sister in law's place to pick up our niece Rosemary who had also gone with us to Harwich the previous night. She was concerned about 'Wilson' the canary that was on the radio ship.

Rosemary was ready and waiting by the door when we arrived and after a quick chat with her mum and dad who were concerned about the ship as we were, we headed to Clacton. We got to Clacton with plenty of time to spare before going to the show. When we got there the first person I saw in the bar was John Moss, later to become known as Stephen Bishop. I asked him how he had got there from London and he said he had come with Robb. He then asked me if I would run him round to his home as he lived in Ipswich so he could get some of his things, as there was a salvage boat going out from Kent in the morning and Robb wanted him on it. I said of that of course I would and that I would not mind being on that boat in the morning. He said that Robb was going to ask me if I would go out with them to lend a hand.

We had a drink and headed off to see his dad and get some of the things he wanted. When we got back Georgena came up and said that I was wanted on the salvage boat in the morning if I would go. I told her that she knew damn well I would go. I asked her who had requested my help, and it had been Robb. She told him I would be very honoured to be asked and that she was sure I would go.

I went up on to the stage and called Robb as he was standing alone and looking a bit lost and he came straight over to me. I said that I would be very pleased to join them in the morning and do what I could. He said he was pleased about that and went on to explain what was happening and where we were going from. He then said Jim and one or two others had been shopping and had got a brand new small

petrol generator and also another new pump and they had also got some food and fuel to take. I asked what time I had to be at Ramsgate, which was where we were going out from, and he said 8am. He went on to say that they were all going to a party in Colchester after the show and they would be going straight to Ramsgate from Colchester the next morning.

We arranged to meet by Colchester North Railway Station the next morning at 4.30am, so I could follow them in my car and take John with me. I said I would go to Clacton and that I would leave Georgena and Rosemary there and pick them up when I came back. Robb wished us a safe journey and that he looked forward to meeting me in the morning.

I asked him if he had heard whether or not Peter had made it. He said he guessed he had as Peter would have contacted him if he had had to come back.

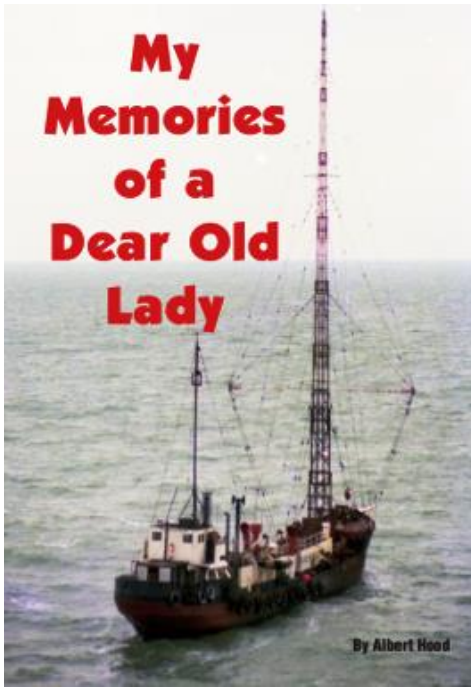


Steven Bishop ready to get on the Mi Amigo

Photo: Steve Gordon

Georgena, Rosemary and I then left and headed for Clacton and we arrived there about 12.30am. Georgena made a very welcome drink and I went straight to bed to try and get a couple of hours sleep before going to meet Robb and the others. I got up about 3.30am after a couple of sleepless hours. I was just laying there wondering what we would find later in the morning.'

Well there you are another exciting chapter and the last one in this series. You can order your own copy at: <http://rcsocietysales.co.uk/>



Nickname time as we missed in our long list Dave 'Fatboy' Richards on Caroline in the eighties. The long list you'll find on [www.hansknot.com](http://www.hansknot.com)

Next an e mail from Gerry Zierler who we met again last August in London too: 'Thanks as ever for the radio report. Attached are some photos you might like to see, from our voyage on the last sailing of the season for paddle-steamer Waverley, which took place in the first week of October.



Mrs. and Mr. Zierler Photo collection Gerry Zierler

These are of the Red Sand Towers, the old Radio 390/KING/Invicta base. The 'empty' shots with the ship's ensign does in fact have my old Radio Essex home, Knock John Fort, on the far horizon. Blow it up if you can (The photo, not the fort!).



Photo Gerry Zierler

Regards Gerry Zierler

Thanks a lot Gerry and in the meantime we've put all the photos in our Flickr Archive:

<https://www.flickr.com/photos/offshoreradio/sets/72157661319951438>

Then some comments I have after listening to a lot of programs broadcast by the BBC in September after BBC Radio One and Two became 50 years of age: At the end of September 2017, the 50th anniversary of BBC Radio One and BBC Radio Two was celebrated extensively with numerous programmes in which not only the prominent figures but also the smaller names were celebrated.

On BBC Radio 2, on both 26 and 27 September, a two-part programme, in which Johnny Walker was the presenter, could be heard. In my opinion, all the other voices were equally important to me, namely those of around 15 listeners who gave their opinion, whether or not they were bluntly, about the programme makers and the music that has been made on BBC Radio Two over the years.



If you consider 50 years of radio you should definitely take the time to do so, and the production team behind this program would certainly have done that because many beautiful phrases passed through in the two hours. I have listened very inspired by numerous comments, in which all kinds of memories - especially musical ones - emerged.

The first names of the voices that came up were mentioned at the end of the first hour and the people who had been interviewed came from all parts of Great Britain. I recognized a voice almost immediately when he heard his story because he had recently interviewed Bob Lawrence for the radio station he was working for. He was proclaimed Robert and we know him as Robbie Owen of among others The Voice of Peace.

In the program, it couldn't fail to happen, John Peel's name was often mentioned, and who first made a name for himself through Radio London in 1967 with the presentation of The Perfumed Garden, a program with deviating music if it was up to many listeners. But happy was that also a large number of listeners, who admired the bold trajectory of Peel at 266 metres. After the introduction of the BBC Radio One and Radio Two in September 1967 and the end of the BBC Light Program in September 1967, many former offshore deejays stepped into the front door of Bush House. It concerned the main building of the BBC, and of course John Peel was also at that party, who would bring progressive music to the listeners at 247 meters, the then AM frequency of Radio One.





It was by the end of the sixties of the last century that more and more radio stations dared to deviate from the much-loved Top 40 format and for a few hours a week to focus on the more progressive work from the music world. The battle that arose between the various stations in this way increasingly flared up in the following year.

It was the same BBC Radio One that by the end of 1970, every evening between 6 and 7 a. m., brought a programme with the best live groups for that time, such as Uriah Heep, Emerson Lake and Palmer and The Wallace Collection. The last formation was particularly remarkable as it was a Belgian group.



On Saturday afternoon there was the show *Top Gear* with presenter John Peel, who was long considered the best supporter of progressive music. On Radio London he performed a lot of music, especially from the West Coast of America, where he himself had lived for a long time. At the time he repeatedly mentioned in his *Perfumed Garden* at the time that part of his LP collection had not yet arrived from the United States but that, if that part had arrived in England, it would certainly soon find its way to the *Galaxy*, the ship from where Radio London sent its programs into the ether.

He could also be listened to on the Sundays via a programme with a special title: 'Sunday repeated on Wednesday', it was a programme that also went live and thus a large proportion of the artists also performed live, such as Deep Purple, Humble Pie, Bloodwyn Pig and



the formation Yes. But the admirers of progressive music were much more spoiled and could, for example, adapt to the broadcasts of Radio Geronimo. In the morning 11 to afternoon 3 o'clock it was on the air and it was time to broadcast complete LPs with progressive music.

It was a station that received enormous publicity in a short period of time and of which some employees were supposed to be at the cradle of Radio Seagull a few years later, broadcasting from the MV Mi Amigo of the Caroline organization. Here you will find the necessary information: <http://www.radiogeronimo.co.uk/mmediareports.htm>



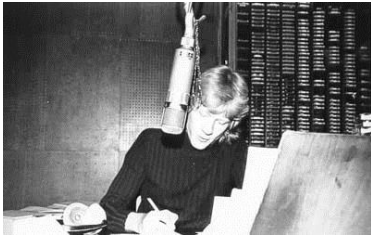
### Barry Everitt and Hugh Nolan Geronimo archive

The station could be listened to via the 205 meters and the powerful radio station of Radio Monte Carlo, where they had rented broadcasting time. They did not want to be a commercial radio station in any way at all, so they refused any form of advertising in the programmes. Instead, a mail-order company was run for the sale of, among other things, posters and LPs, to keep the station alive.

And of course, a Radio Luxembourg programme, broadcast at 208 metres, should be mentioned. In the night hours 'Dimensions' could be heard, which was presented by the Canadian deejay David 'Kid' Jensen. In those days Jensen received many records via relations from the U.S. and according to his fanatical followers he had without a doubt the best program. Others had problems with the amount of fading in Radio Luxembourg's programme reception.

Dave Jensen was the one who dared to devote extensive attention to a solo record by Neil Young, entitled: 'After the goldrush'. He was

so early on the radio that it would take another three weeks before Young's LP would be released in England. Veronica had her ' Pearls before Swine' moments but could only be heard in the evening hours in a small part of the Netherlands. I was aware of the programme but because I live in Groningen, it was never possible to listen in the late hours of a day.



David 'Kid' Jensen, photo: Dick Offringa

And then there was a radio maker in AVRO land that we should not forget to mention, Ad Visser. He had a progressive radio programme in the evening hours that on 15 May 1968 had her first broadcast via the then Hilversum 3, which was seen by many as a national pop station. But there was also a group of people who couldn't be counted as listeners since they saw Hilversum 3 as the alternative to the offshore radio stations. They therefore refused to adapt to the crushed pop station, which should not be mentioned as such.



Ad Visser, Alchetron Archive

Ad Visser's programme was called ' Super Clean Dream Machine' and continued until the last broadcast on 29 September 1980. And at Ad you could also go for the more progressive music from the late

sixties such as Country Joe and the Fish, the Jimi Hendrix Experience, the LP work of The Byrds, the Fugs, Circus Maximus and much more. There are listeners who listen to Ad Visser's programme from then on who are still trying to find out what music was played in many programs. The reason is that Ad Visser often had the habit of not telling anything at all about the twisted music. Take a look at this site: <http://www.scdm.nl/laatste-nieuws>

In conclusion, I can say that Dave Christian's programme, despite the late broadcasting hours, was my favourite programme on Radio Luxembourg and I kept the necessary recordings of it. I didn't keep following John Peel at the time, although it turned back to positive listening from the early nineties onwards. Consequently, after I was intensively single buyer in the sixties and early seventies, partly because of my work within the hospital radio stations in Groningen, since the early seventies I have been intensively focused on listening to and buying the better LP work. And still, despite all streaming possibilities, music from an LP or CD still has my absolute preference.

I advice you to watch and listen to the contents of the next video. It's going to rock again soon with a new station with well-known voices D-Lux radio. If you like the old 208 Luxembourg this will be a succes for you too: <https://vimeo.com/246295573?ref=fb-share&1>

Next we go to nicknames again: Related to the Voice of Peace with the source OEM november 1989 I found John 'uncle nobby' Mc Donald, Richard 'wild' West with the hairy chest' as well Mike 'Gloss Jub'



Linda Limowitz and John McDonald Voice of Peace

Photo: Collection Linda Limowitz

Around 25 interesting never published before little photographs were send to me recently. The photo roll was in a box for more than 44 years. The quality is not too good but there are some exclusive ones. The photos have been taken in spring and early summer 1973.

Of course we thanking Bob Noakes by sharing these unique photographs and they're on line too.



overview Mi Amigo



Young Paul Rusling and Robin Adcroft

Copyright: Bob Noakes and now can be found in our Flickr Archive at:  
<https://www.flickr.com/photos/offshoreradio/albums/72157687452334050>

After seeing the photos Paul Rusling wrote: 'My sincere thanks to Bob Noakes for letting us see his pictures - a pity there are no pictures of him on the reel. He shared my cabin for a few days; I think Dick Palmer split us up as we stayed awake all night talking (about technical stuff). Always a bundle of fun was Bob Noakes.



In his last live program from the MEBO II, way back in March 1974, it was Hans ten Hooge who had some nicknames for Meister and Bollier, calling them those two little men high up in the mountains of Switzerland. Almost singing he was mentioning Meister and Bollier while at 10 o'clock that Sunday morning the shortwave was put on the air again so they both could listen to their own station.





Photo: Collection Andrew Dawson

'Hi Hans, my old Radio Caroline shipmate Mike Hagler and his wife Pam came over to the UK a few weeks ago and we met up for a very enjoyable lunch. It was great fun recalling those madcap days on the Mi Amigo in 1974 and the great characters we worked with like Johnny Jason, Tony Allan, Robb Eden, Charlotte Ribbelink, Elija van den Berg, Mickey Mercer, Norman Barrington and Graham Gill and Ronan who Mike nicknamed "Ragnar the O'Radiant."

Thanks Andy as always appreciated and have a very nice Christmas. Now an email from an up till recently for me unknown lady

'Hello. Every once in a while I look up Liz West to read about her pirate radio days. She had some great stories. Liz and I worked together in Palm Springs, California. I began there in 1992, I think, and left in 1997. I enjoyed her company and insight more than I can explain. She was not in Palm Springs long - maybe a year or so (1995-1996?) The timeframe is a bit of a blur now). She was only there to spend a little time with her elderly Mom and planned to leave again soon.

Liz and I worked at 93.7 KCLB, a rock station with touches of alternative and pop. The tag was 'The Valley's Rock'. I later worked for 96.7 KCAL, another rock station, but LA/Inland Empire station. I left radio in 1997. My name was Katie Brach.



Liz West Photo: Chris Edwards



Liz taught me much about radio, life, and surviving as a woman in radio. I was in my early 20s and Liz was 30-something. She left before I did, but I cannot remember when exactly. It was sudden, but she had told me she was looking for a big market job, so I was not surprised, just happy for her.

Liz was amazing. She was always having fun and never took herself too seriously. She was so kind and so cool to every listener she met. She immediately made strangers comfortable and to feel like he/she was the only listener that mattered. It was something that came naturally to her, and it was something most performers (radio/TV/film/stage, etc.) lacked. She was always recognized by her voice the moment she spoke in public. It did not matter if you were the lead singer in the 'It' band at the time or a guy who was down on his luck looking for work. You mattered, she cared about you, and you felt it.



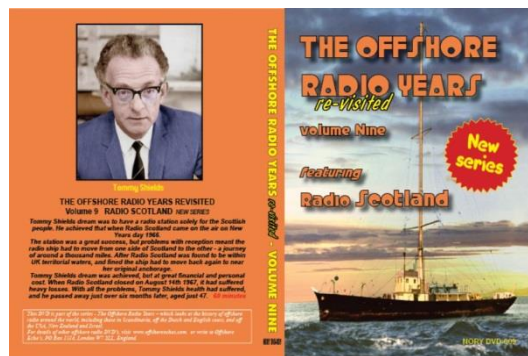
**Katie Brach Photo: collection Denise Judd**

Liz and I worked a few remotes together and we had a blast! During one remote we spent the whole night and most of that weekend in the parking lot of a new Target store in Palm Desert, encouraging people to stop by and donate food at our annual food drive. It was November (thanksgiving time) and it was super cold! So, she and I used rollerblades to keep warm (cruising around the parking lot) and chocolate covered coffee beans to stay awake.

Liz told me about her Mom, who lived in the area. She also told me she had brothers whom she loved but rarely saw. I had similar

relationships with my brothers and we talked about maybe seeing more of our families when we got older. About that same time my Mom had told me she was never close with her own brother until they were both retired. Liz and I thought it would be nice to reconnect like that. Respectfully, Denise Judd.'

Thanks a lot Denise for sharing these very warm memories with us about, what we know since some years, the late Liz West. Sorry we can't bring better news. Surely some of our readers, who were in the Laser team, do remember Liz like you do. Take care and best wishes,'



Above is the cover of another very interesting revised video from OEM. A new DVD/Bluray about Radio Scotland?

And the Offshore Radio Guide was very positive about the video: 'You might of course fear that there's not enough material to fill a whole DVD, as only sparse footage and a negligible number of pictures is commonly known. But despite every objection François, Chris and Bill have managed it (again)! Contrary to all possible expectations, this brand new product includes an exclusive compilation of countless pictures (lots of them in high resolution and never seen before), multiple press clippings, off-air recordings (several in studio quality), promos and tunes. And you will of course be amazed at doubtlessly every video snippet that has ever been recorded. Having watched those fascinating 62 minutes I was most of all impressed to feel the excitement, the love of radio which characterizes all deejays, crew members and technicians having worked for this unique offshore radio station. In sum a definite must-have for everyone being interested in offshore radio. Recommended by The Offshore Radio Guide as a five star product,

without doubt another collectors' item!

For more details how to order your own copy just go to their internet site at: <http://www.offshoreechos.com/Main%20page.html>

Well another update from Jon: 'Hi, I have just updated The Pirate Radio Hall of Fame. New this month:

- Former Radio Caroline executive Terry Bate provides more memorabilia from his collection;
- Ray Clark contributes some pages from a 1964 Caroline accounts ledger which contains some famous names;
- I have updated the pages on Christmas and New Year in international waters;
- there are details of the third part of Susan Moore's trilogy about her parents Reg and Dorothy Calvert, which is published this month;
- and sad news of the death of a Radio 270 crew-member.

My thanks, as ever, to all the contributors. Best wishes, Jon. '

Thank you very much Jon for the monthly update. A very nice e mail came in from Norman Barrington and as you can read it's also possible for the readers of the report, if interested, to get an own copy by downloading:

'Back to the subject of jingles (What else?). Well it so happens that I started this extraordinary hobby in 1967 taping off Radio London, SRE and Caroline (well they did have some nice edits). Collecting took off seriously around 1969 with jiffy bags arriving from the states, demos from the companies and samplers from our US pals.

So this year marks my 50 years or collecting, and I haven't got bored with them yet. Even now, the odd item of interest turns up, such as the original full package of Gwainsound's series #5 - the version done

for WIRK, which found its way onto early Radio London and thence to the Who Sell Out album.

Perhaps a bit silly but nice to have "Your a pussycat 'n you're where it's at" complete and in the clear and to find the original before the edits that were probably done by Kenny Everett, were just as I had imagined.

To stick with the tradition, I have produced a new 50th anniversary sampler, as a salute to all the jingle guys I have every had to pleasure to trade with and get to know. Yourself included of course. Indeed track #16 is a greeting by name using every one's personal cuts that I could lay my hands on.

I do hope you get a chance to listen through, I have tried to inject some humour as well as nostalgia in it, but some surprises too, and I guarantee there will be some cuts quite new to you. Perhaps any of your readers who may be jingle fans would be interested to give a listen, there is a sprinkling of less well-know offshore jingles included.

You can download your copy from:

<https://www.dropbox.com/sh/6ahlcwrg32di01i/AADn4mlatFSYsI4fw8Ruqz6ta?dl=0>

Or if you prefer the same files are now on Ted Tatman's "Jinglesamplers.com" - click [here](#) for the correct place on his website.

Well it is nice to say hello once more, do keep up the good work, I wish you, and yours, all the best for holidays and the coming year Best wishes, Norman.'

Indeed a very big thanks to Norman and I can tell you it's amazing to have a listen to the sampler and I wish Norman and his family all the best for the coming year.



And before ending I advise you to take at least time for the most interesting updates Mary has done with her award winning internet pages at [www.radiolondon.co.uk](http://www.radiolondon.co.uk)

May I wish you, also in the name of Jana, a very happy Christmas and all best wishes for 2018. I will be back around early February. And keep listening to the 'old' radio.

Hans Knot