

Hans Knot's International Radio Report - October 2003



Hello everybody and welcome to the report

Just when I was sending away the last letter of the alphabet from last month's international report an e mail came in from Jon at the Pirate Hall of fame: 'Good news.

Please see the email below from Phil Martin. As you may know, my web site, the Pirate Radio Hall of Fame had reported that Phil died last year. I was sent some duff information. Because it came from someone with a newspaper's email address I believed his story and printed it in good faith. I have sent Phil my apologies for getting it so badly wrong and will be correcting the Hall of Fame as soon as possible. Best wishes, Jon (The Pirate Radio Hall of Fame at www.offshoreradio.co.uk).

'Hallo Pirate Radio Hall of Fame!

In the immortal words of Mark Twain: News of my death has been greatly exaggerated!

Phil Martin, ex-pirate, ex-hack is very much alive and well and living in Crouch End, North London. How do I know? I am that person and I am glad to report that I never felt better. Your biog of me is remarkably accurate until we get to the bit about working on the Daily Express in the 80's. I WAS on the staff of the Daily Express (in London, Manchester and Newcastle) from 1967 to 1978 working under the name I was born with, Philip Aris. I started using my pirate name Phil Martin again when I left the Express in Newcastle to join Radio Newcastle to do their morning show AM with PM in 1978. From 1980 to 1987 I was a reporter/presenter and then a producer with Tyne Tees, based first in Newcastle and then in London. I produced several series of the political series Face the Press. Since 1990 I have operated a media training business from

London, where I am now again based and living very happily indeed.

Of course I remember Roger Day and Rick Randall with real warmth. I'd better e-mail them to thank them for their kind words for my obituary. I well recall the incident in Roger's story. To anyone else who remembers those wacky days on the MV Olga Patricia, or all those fun broadcasts we did, I send warm greetings from the grave!! Good luck with your great website. Best wishes, Phil Martin'

Well Jon this could happen to anybody I suggest. And of course for Phil it's good to know that he alive and kicking.

Then an e-mail from a former staff member of Abe Nathan: 'Dear Hans: I all ways enjoy reading your newsletter. I like it better when there are other links to check out. You are keeping up the obvious romance of offshore radio, a.k.a. pirate radio. You are a most endearing historian of keeping these bold tasks recognised by new and old friends of such. I appreciate the anecdotes that still seem to generate regarding Abe Nathan's "Peace Ship" Those of us who knew Abe, have gleaned many good quotes from some of his steps along the way. It would be great to get a full continuity of all of the steps together for a permanent website. Abe would be shocked at the present temperature of the Middle East situation of today. Keep up the good work! Russell Dodworth.' Thanks Russell for your kind words. I know someone in Israel is planning a movie on the work of Abe. He's planning to come to Groningen, my hometown and the town where Abe bought the Peace ship in the late sixties. This to see what he can find in my archive on the VOP and I can assure you that there's a lot in documents, newspaper cuts photographs as well as recordings.



Then one of the many Mike's who do read our international radio report came with the following: 'Once again thank you for the ~brilliant~ monthly report which is a great way of keeping up to date with all the latest pirate and offshore news.

I wonder if through the monthly report I could throw out a couple of Questions. Firstly do you know the current whereabouts of former RNI DJ Brian McKenzie? It would be great to see a photo of Brian as he is today and or what he is up to!

After working in radio in Ireland in the Eighties Brian and his wife thought working hard was a thing of the past and emigrated to Spain, where they are still living. He still is in contact with some of the former RNI deejays of the international service and sorry Mike, no current photos available.

'And secondly (This old Chestnut has cropped up many times!). There were many reports back in the 70s that RNI transmitters were used for secret spy transmissions during the period of closedown overnight. Numbers stations have been mentioned. Does anyone have any info as to if this was true or not? Maybe one of the former engineers such as Bob Noakes or Chicago can shine a light on this? (Now that the cold war is over!!!) Please don't get me wrong, as I'm a big fan of RNI (I listen to my archive tapes of the station more often than present day radio!) This is something that makes the whole RNI thing all the more fascinating).'

In the newspapers was a report, way back in 1971, that a sacked deejay had informed a journalist of the spy activities. Without mentioning the name of the person here, I can assure you that he didn't tell the truth at that stage. Later on he did send an official excuse letter to the owners of the station as well as to the Dutch director John de Mol. But it already happened with a lot of bad publicity in

the press. But as nowadays also bad publicity counted as the station got more listeners. On this subject you can find a long article on www.soundscapes.info

Going back to Mike: 'on a slightly different note (or station!)...I have to agree with Jans comments in last months report that Radio Caroline is just not the same as when she was transmitting as a pirate. The heady days of the 60s and 70s/80s can never be recreated in a sterile land based studio environment. Maybe I'm just an old Anorak. I think Tim Hardins song 'Hang on to a dream' sums it all up for me. Keep up the fantastic work Hans LA, Mike.'

Steve Roberts wrote in: 'Thank you for a very interesting column, which I love to read each month. I would like to say that I agree with Jan's comments. To believe in the dream we have to see evidence of something happening. Unfortunately I gave up on the other dream we are told to keep alive and that is the return of the Ross Revenge to the seas. How many times will anoraks like me pay to use a premium telephone number to hear of the plea for paint or that some volunteers have spent the weekend scrubbing the decks. I long ago realised that the Ross was a focus for my dream of hearing the quality of music now lacking on the airwaves. But in actual fact it is just a boat and those who benefit from people like me donating pennies will never admit that as to do so would put the lid back on the honey pot. May I suggest that others may see the Communicator as a similar Honey Pot? What we need is drive and someone prepared to finance a radio ship out at sea not reports on the slow patching of rusting wrecks. Steve Roberts'

What has been a long time secret to most of the readers is that Peter Moore made a promise to the DTI when the ship was in severe problems in the early nineties that the Ross Revenge wouldn't go out and get on the air again in international waters. When he agreed they would help and tow the vessel into Dover. From that point on he knew our dreams would never be fulfilled again. And yes I do hope to that someday one day the millionaire will stand up so we once again can

enjoy really free radio. But wouldn't it be false hope?

Nice to hear also with the next one liner from the Emperor Rosko:

'Good as always' EMP

On September 16th the next message came in: 'Evangelist Garner Ted Armstrong has died of pneumonia aged 73. Armstrong and his father, Herbert W. Armstrong, were familiar voices on the British offshore radio stations in the 1960's with their programme 'The World of Tomorrow', which was broadcast on more than 300 stations worldwide. The Worldwide Church of God bought airtime on several offshore station, and helped to keep some of the smaller ones going. However, in 1978 the two Armstrong's fell out when Garner Ted denounced what he claimed were the church's lavish expenses. His father barred him from using church facilities and excommunicated him. He later founded two ministries of his own. After the split with his father, who died in 1986, Armstrong founded the Church of God International near Tyler and the Garner Ted Armstrong Evangelistic Association. He stepped down from the church in 1995 after a masseuse accused him of sexual assault. He denied her accusation. Armstrong founded the Intercontinental Church of God in 1998. 'I know that my dad fully expected that his work will continue, and we all have an enormous responsibility to make certain that his work has not been in vain, and that his voice will not be silenced', his son Mark Armstrong said in a statement. More recently, Armstrong had a television broadcast program bearing his name. Mark Armstrong, an editor and producer for the program, said it would continue. Mark Armstrong called the Intercontinental Church of God the "true" religion and said the beliefs were based on the Bible with base values rooted in the Ten Commandments. He said the church sought to eliminate pagan practices that had found their way into modern Christianity. Garner Ted Armstrong was born in Portland, Ore., in 1930, and grew up in Eugene. He spent four years in the Navy, some of them aboard an aircraft carrier during the Korean War. His wife, three sons and five grandchildren survive Armstrong.' With thanks

to Mr. Brennan in California for the report on this subject.

The third week of September brought the last weekday shows for Roger Day on Caroline. He told us why: 'As you probably heard me mention this will probably be my last weekday shows for a while as I have been lucky enough to get a job setting up and managing an internet radio station in Medway for young people. It is basically a training ground for new radio talent, and does there a desperate need for that. As it is a youth station I won't be doing any broadcasting just passing on tips on how not to do it. Of course I live in hope that a sponsor can be found so that I can pay the bills and get back to weekday shows on Caroline. Until then I hope that a slot can be found for me at the weekend. Needless to say I'll keep you informed. Boss Wishes Roger'.

Last month I did publish a photo of a tug, which was taken in August in the harbour of Antwerp. I suggested that this tug would probably be the one used by Ir Heerema and entrepreneur Kees Manders in their trial to hi jack the MEBO II, the radio ship from RNI in late August 1970. We all know the historical recordings going round on this subject but never saw a photograph, as there were no photos taken during the happening. I know Andy Archer and Larry Tremaine were on board the MEBO II that day and probably did remember the tug. The answer came from Beverly Hills in the USA: 'Great report as usual; what time you must put into it and a world of knowledge you are.. You asked about the Husky tug in last issue. Yes that is the same tug that tried to take RNI/Caroline back in 1970. Still have not given you a story or two to tell but I will do soon. Keep up the great work'. Larry Tremaine (Steinman).

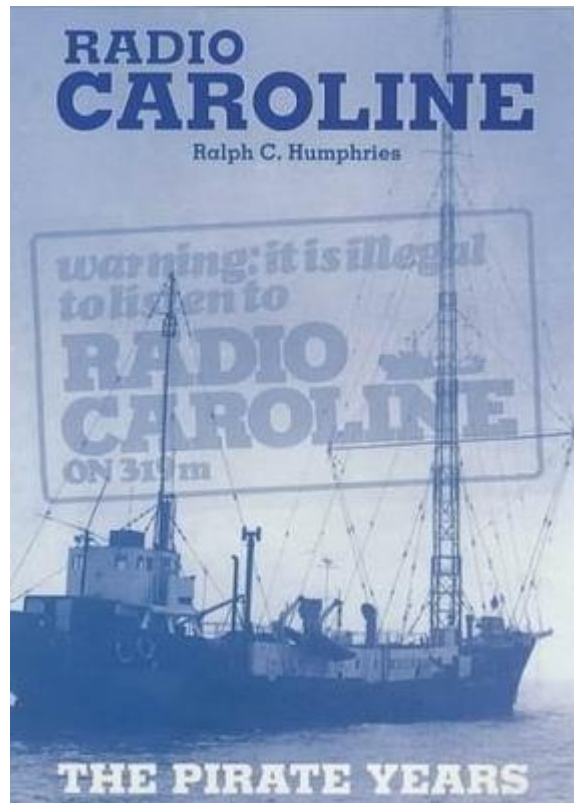
And talking about Andy Archer, the same day September 18th an e-mail from him came in. He was announced as main quest at the forthcoming Radio Day in Amsterdam. Here's what Andy wrote to us: 'I have just started a new job with a new radio station North Norfolk Radio and it is very unlikely that I will be able to take time off. We are now 'dry running' till going on air. Just remind me of the

date and the location and I will see what I can do. I am sorry I can't be more positive at the moment, but I am sure you will understand. You might like to know that Mike Ahearn will be presenting the breakfast show on North Norfolk Radio and I will be covering the mid morning slot. With all good wishes for now, Andy A.' Thanks Andy. Of course we do understand and we do see each other another time. Thanks also for the additional information and good luck with the new station. Give Mike A my regards too.'

People are always interested for things happening in the past. It was in 1964 that off the coast of Noordwijk the REM island was built. A structure owned by a consortium with Mr Verolme, Mr Brandel, Mr Heerema and many others included. The island was there with the idea to break the television monopoly of the Dutch government by bringing for some hours a day commercial television. Even a radio station was started on the island, called Radio Noordzee. The Dutch authorities brought in a law and on December 17th of that year police and marine raided the isle and brought an end to the transmissions. But, we're almost 40 years later and the structure is still there. Robert from England wrote in as he didn't see it during the several trips by plane from London to Amsterdam. Well I can assure you it is still there as Dutch authorities now use it for many years as a beacon at sea as well as a weather station. Boat or helicopter on a weekly base tenders the isle. He also asked me if a English version of the review, I did write on the book 'Caroline, the pirate years' is available. Well here's my very long review:

RADIO CAROLINE THE PIRATE YEARS

When you do take a look at the bookshelves from a intensive radio enthusiast you will maybe find about 10 books regarding the history of the offshore radio station Radio Caroline. Many have been published in thicker or thinner form. Especially around the 25th birthday of the station, way back in 1989, many were published. Next year it's 40 years ago the station made her maiden trip into radio and as a predecessor a book has been published in the English language called: 'Radio Caroline, The pirate years' written by Ralph C.



Humphries. Hans Knot did read the book for us.

As I did follow the Caroline Organisation from the early days, way back in 1964, it's very difficult to review a book by another person written about the history of Radio Caroline. Ralph C Humphries start, the 208 pages thick, book with the reason why is had been published. In the sixties he did listen a lot to the offshore stations including Radio Caroline. But after both radio ships from the organisation were towed away in March 1968 by towing vessels of the Wijsmuller company as a result of financial problems of the Caroline organisation, listening to them was not possible anymore.

Other options were taken and Ralph had a job with the Trinity House on several locations and one of his daily jobs was to make a weather forecast and sent it out to the Meteorological Institute. One day he heard a signal on the background, when sending the report and asked his opponent what kind of music he was listening to. It was 1976 and the answer was ' Radio Caroline'. So Ralph's radio was the direct solution to get the old lady back on the transistor radio. From that moment on he was fascinated by the station's history and

made many contacts all over Europe to discuss the history. During the first years he was a lot in contact with the late 'Buster' Ronald C Pearson in Benfleet, who was chained to his chair and bed to a live long disease and had followed Radio Caroline almost from minute to minute since it started, way back in 1964.

It was Buster who helped Ralph on his way to more new contacts, as he wrote in the introduction of his book. Reading the first chapter again the reason that is mentioned why Ronan O'Rahilly - Caroline's co-owner and director - started his own radio station. It was while he couldn't get his artists records played on the radio. He suggests already for almost four decades that he was the manager of several groups, including Georgie Fame and the Blue Fames. He tried to get their records played on stations like the BBC and Radio Luxembourg but they wouldn't play music from new artists. This maybe true but once thing isn't true and that is that Ronan was the manager for Georgie Fame. It was Rick Gunell who also managed artists like Zoot Money, John Mayell and Chris Farlowe.

Ronan was more like a record plugger but had also the luck that he had a very rich father who had his own harbour, well known friends and the ability to impress people. Yes, Radio Caroline was born from the MV Fredericia and came on the air with Eastern 1964. After the introduction about the start of Britain's first Offshore station Chapter One is titled 'The Baltic Pirates'. Strange enough is that in this chapter he also gives us a look on the birth of Radio Veronica and CNBC, the English language service of Veronica. Very confusing for the people who do read the history on Offshore Radio for the first time. Both stations, transmitting from the MV Borkum Riff in those days, were not transmitting from an anchorage of Scandinavia but from international waters off the Dutch coast.

When it comes to the reason of the quick closure, in 1961, of CNBC, the author writes that the commercial success of Radio Veronica was the reason to stop broadcasting English programs. Of course this is not the reason. On several occasions co-owner Bull (Hendrik) Verweij

told that the only reason CNBC closed down was the person, responsible for selling airtime in the Greater London area was not of any use as he spent more times in cinema's and pubs than with potential advertisers.

Next, the author, from whom I think he hasn't showed his chapters to an insider before going to a publisher which never published a book on the history on radio before, goes on with a chapter called 'The British Corsairs'. Of course he writes about the merger between Radio Caroline and Radio Atlanta, which was the second station which was fitted out in the same harbour in Greenore. But after the merger Ralph writes that the new organisation needed a bigger building, which they found at 61 Chesterfield Gardens. This small street is in May Fair in London and certainly there are no 61 buildings. It was 6 Chesterfield Garden. Typically a mistake of quick writing and I think he made the mistake while he also read in another publication the address Caroline North also used in the sixties in Liverpool, which was 61 Lord Street.

Next Humphries also brings us the competitor Wonderful Radio London, which first came on the air in December 1964. He tells us the station was on the air with a power of 17 kW. Well this is again information he did read elsewhere instead of checking it double. The station mostly used a capacity of 80% of their 50 kW transmitter, they had on board the MV Galaxy. And the '17' stood for the house number of the office, at Curzon Street - near Chesterfield Gardens in May Fair.

Page 31 brings us the first steps to the building of the REM isle. A structure built partly at a wharf in Ireland and partly at the North Sea, off the coast of Noordwijk in Holland. One of the important backers of the project get a constant renaming in the book: Verlome instead of his real name Verolme. After the official opening of Radio and TV Noordzee they bring English and Dutch language programs, the author tells us. Well maybe the series and movies were, but all the spoken words by the presenting team were in Dutch. The station

had no long living as the Dutch authorities brought in law into Parliament and mid December 1964 the law became act and so they could close down the station. When the author comes to this point he only mentioned the time in the morning when the boarding by authorities took place on The REM island. No date of the boarding has been mentioned (December 17th 1964 at 9 o'clock in the morning).

However there are also chapters in the book which are worthwhile to read. For instant there is a part in which a very good description has been given how a ship reacts on the anchor and anchor chain, while in international waters. Next a very nice inside story about the rebuilding of the MV Comet, the former lightship which would become the home of Radio Scotland. Exclusive photographs are enclosed with the story, which even brings us to the harbours of St Simpson, and St Peters port at Guernsey. It was there that my radio friend since 1971, Raymond Urquhart, told me some three years ago what he remembered of the radio ship there at the Channel Islands. Memories we do remember from the mid sixties, when Raymond didn't know that offshore radio would become an important part in his life.

Of course I won't break down everything in this book as Ralph brings also things we never have read so comprehensive before. Take the story of the Cheetah 2 off the coast of England. Britt Wadner offered her radio ship to Ronan O'Rahilly as the MV Mi Amigo, the other ship from Radio Caroline, had run aground and had to go to Holland for repairs and instalment of a new transmitter. Ralph gives a very detailed story of what has happened during that period with the radio ship and shows us photographs, which even I didn't see before. It's already spring 1966 at that time and the author goes on with describing the murder on Reginald Calvert, owner of Radio City. He's murdered (self-defence) by Olivier Smedley. And then the author again makes the mistake to rewrite other ones stories or by taking facts from other books without checking the reality. Humpries tells us that one of the reasons Calvert has been murdered

is that Crawford owned a transmitter, which was lent to Calvert and not given back. In fact it was the Caroline organisation, which was the owner, and Smedley was only one of the directors of the Caroline organisation.

Next all the other radio stations from international waters, which came on the air before August 1967, are described. He writes a well reading piece on all the things happening within Parliament and Government and their force to close down the stations as they're breaking the monopoly position of the British BBC. Also he describes the closedown of most of the British Offshore radio stations, excluding Radio Caroline South and Radio Caroline North, which would both be renamed into Radio Caroline International. When describing what happened after the MOB went into force in August 1967 the author wants to tell the reader several things, for instant what has happened to the radio ship which was used by Radio London. The MV Galaxy, he tells us, went to the harbour of Hamburg where the ship sunk in the eighties. It was in the harbour of Kiel, this did happen. On page 78 suddenly Tony Allan comes into the story to open Caroline International on August 31st 1967 from the Caroline North ship, MV Fredericia. Tony never worked for Radio Caroline before the end of 1972. As a 17 years old guy he went to work for Radio Scotland in 1966. But rewriting the history is very simple, just change Tony into Don and you've the right person on the MV Fredericia in 1967.

Of course Humphries also comes with the story that both Caroline ships were towed away from their anchorage in March 1968, due to debts to their tendering company Wijsmuller, from Soest in Holland. And again, we have a positive note for the author as he brings some exclusive photographs, which I haven't seen published during the past four decades.

Chapter Three is called 'The Dutch Era' and describes the period between 1970 and 1974. After a long introduction the author comes with the story that Radio Veronica's first radio vessel, the MV

Borkum Riff, has been left for a new ship, the MV Norderney in 1966. Really something we've have read in other books before but it happened in November 1964. I must say that the things happening to Radio Nordsea International, way back in 1970 are described very well. He doesn't forget the things happening round the name change into Radio Caroline, the interference problems and the jamming by the British authorities. Next the hijack attempts by entrepreneur Kees Manders and ir Heerema to get the MEBO II inside a Dutch harbour are mentioned on a correct way, as well as the first closedown for RNI in September 1970.

1970 brings us the start and speedy close down for another station Capital Radio, which is quite correct written but Ralph forgot to mention that the International Broadcasting Society was the owner and also what the aim was for the stations owners. When one of the most important facts in Offshore Radio happens, a bomb attack which had been done on the MEBO II, the radio ship of RNI on May 15th 1971, the author comes with a mistake he has done many times in his book: taking facts from other books. He writes that the fire ship Smitsbanks goes out of the harbour of Scheveningen for assistance. In fact this must the MV Volans. When Radio Veronica got in problems on April 2nd 1973, Caroline stood by to lent their radio ship. Veronica put new equipment on the ship and used it on a temporary base. Ralph tells us that a demonstration took place in The Hague on April 18th 1973 with some several thousands of attendees. It were more then 150.000 people taking a day off for taking part into the biggest demonstration ever in Holland until that day.

In 1973 another station hired airtime from the Caroline organisation. It was Adriaan van Landschoot from Adegem in Belgium. The station was planned to transmit on 385 metres. But on the day programs started there were severe problems and so the technicians on board changed frequency to 259 metres. And there Ralph Humphries makes again a mistake. He reproduces information he has read in other sources and brings Radio Atlantis on the air on 385

instead of 259. When he enters the story at the end of 1973 having Van Landschoot his own radio ship he comes with another surprise. He tells the reader that Adriaan has hired a transmitter from a record company instead of from Arie Swaneveld, an official radio amateur from Naaldwijk who had bought all the old REM island equipment years ago and would go to court to get the things back from Van Landschoot. Typical mistakes made by the author by writing facts from other books. And the worst thing is that nowhere in the book is a form of reference made. Every normal book, published, has a reference page but not in this one.



In 1964 twenty cigarettes cost 5s. 10d. (29p), and a pint of beer cost 1s. 2d. (6p). The Beatles had three No. 1s, and spent a total of 50 weeks in the Charts. Their great rivals, the Rolling Stones had two No. 1s and spent 42 weeks in the charts.

Radio stations had strange names like the Light Programme, the Home Service, and the Third. In the main, these stations played stuffy music, although Alan 'Fluff' Freeman had his weekly *Pick of the Pops* programme, and *Top of the Pops* had just started on television. In addition there were the nightly broadcasts from Radio Luxembourg but reception was often pretty awful, and Luxembourg only played part of a record.

'Radio Caroline on 199, your all day music station' these few words started a revolution in radio entertainment and popular music. All of a sudden pop music was being played all through the day, and then round the clock, 24 hours a day, instead of just one day a week!

More stations followed, to us the listener, it was fantastic, young men and women sitting on an old boat (or fort), playing what we wanted to hear, when we wanted to hear it. Sales of radios quadrupled, and interest in radio trebled.

Although most of us did not know it at the time, behind the scenes of these latter day buccaners there was a darker, more sinister side. Ultimately battles broke out between some rivals, which unfortunately (quite literally) led to death destruction, and mayhem. The Government closed down the stations, but then the highly successful formula was copied, using ex-pirate DJs and staff on the newly-launched Radio One.

Pirate stations came, and pirate stations went, but one name outlasted all of the others, Radio Caroline, Britain's first and last, offshore radio station. It survived storms, drifting, piracy, rebellion and the loss of her beloved ship, the *Mi Amigo*.

The Jolly Roger no longer flies, but the influence of Radio Caroline lives on. This is her story and the events that helped shape popular music radio broadcasting as we know it today

..... *Caroline Continues*
The book is to A5 format, it consists of 208 pages with more than 80 illustrations. It is printed on art paper throughout, with a colour laminated card cover with a square-backed spine.

On page 123 a research is mentioned from spring 1974 in which is stated that Radio Veronica isn't anymore the number one station in Holland but has reached number 3 and has been passed by the National Pop station Hilversum 3 and the Flemish Radio Mi Amigo. Indeed Veronica wasn't anymore number one. Already in 1971 Hilversum 3 got the number one spot. But Radio Mi Amigo on number 2? The author again did fall in a mistake of someone else, published earlier. What really is

mentioned is a research, which has been taken place in 1974 in Belgium, to be precisely in the Flemish language zone of this country.

Suddenly the oil crisis is mentioned to happened in 1974 in Holland.

The offshore radio stations came also in problem due to the fact oil was rationed. However this took place directly after the ending of the Yom Kippur War in the Middle East, in October 1973. A page late, Ralph Humphries is mentioning that all form of advertising of Radio Atlantis has been stopped in June 1974 due to a treatment from Belgium Government if they go on with airing them they will be closed down. Probably my own recordings, which I have intensively made during the last months of the station, have been manipulated, as there are every hour during daytime commercials in the programs.

From that point on the author goes to the closedown of the most offshore stations off the Dutch coast, excluding Radio Caroline and Radio Mi Amigo who would fight the Dutch law and re-anchor their ship of the British coast at the end of August 1974. When mentioning the programs of the last evening of the international service of Radio Northsea International he simply forgets to mention Bob Noakes in the line up. Also he tells us that the final hour of Radio Veronica was transmitted live from the Norderney, while the tape recording was brought to the ship, just hours before to be aired on August 31st 1974. The last hour was recorded at the Veronica building at the Utrechtseweg in Hilversum in the early hours of the morning.

Next the author tries to tell us about the illegal period of Radio Caroline and Radio Mi Amigo. He does mention that the Mi Amigo organisation already went to Playa de Aro in Spain in the month of June 1974. On September 2nd I did visit the private bungalow of Sylvain Tack at the mountain Maz Nou in Playa de Aro and can tell you that there was no sign at all of any activity for Radio Mi Amigo. When the BOB, the Belgium organisation responsible for searching for illegal activities, rolled up a studio building from Mi Amigo in a village called Oprokel, all activities were done at Playa de Aro. But then it was already for a long period 1975.

Of course I can go on writing some other pages with mistakes made

by the author. Those I didn't mention and those, which are on the pages, I didn't read anymore to get more annoyance. In the 34 years I'm writing on the subject 'radio' I've read many books on this subject and also written a lot of reviews. Only one time, in 1997 with the book 'From International Waters' by Frank Leonard, I had to be very critical by the many mistakes published.

Of course, the author has some points in favour. There are many beautiful photos in the book, which haven't been published before. Second one is the last chapter in the book, brought as an appendix. And really it is an appendix, as Ralph Humphries didn't write himself it himself. It's a very nice story written by Harry Spencer. This guy has been working on several radio ships doing the building of the equipment and masts, including the one on the Fredericia for Radio Caroline, the one on the MV Oceaan 7 from Radio 270 and the MV Comet of Radio Scotland. He brought in many new facts, which were not known until recently and surprised us with photos and drawings of the masts.

The book 'Radio Caroline, the Pirate Years' can be obtained from The Oakwood Press, PO Box 13, USK, MON, NP15 1YS Great Britain and the price is 15 Pounds.

Also an e-mail came in from Roger Day, who did his last weekdays shows on Radio Caroline during the past weeks: 'Hard to say what I feel, but the last few months on Caroline have been some of the most rewarding times of my life. Not as good as 67/68, because nothing could ever be that wonderful, but the good news is that the magic is still there. This really is a radio station with a heart. Thank you for all the kind wishes and comments. For me it has been the most difficult period of my life and your words have been the light that has kept my faith in myself. For that I thank you. It is certainly something I do not want to lose for a second time so I will continue

to have some involvement. Hopefully it will be at weekends. The only disappointment was the break down in the internet service which meant many of you couldn't listen today. Although nothing to do with me, I apologise for that it is totally unacceptable. As I have said before there is an opportunity to take the station back to the top. Yes, it means getting cash but that doesn't mean changing our principles. We are a lot like George Best well loved but very unreliable. That must change. Rest assured I will be putting every effort into this. With money we can provide a reliable service and that is the only way forward, without it the station will become a distant memory and none of us want that. As Teddy Kennedy said. "Some men see things as they are and say why, I dream things that never were and say why not. Thanks again for the support see you soon at the weekends. Roger Day.

Someone who's very happy about a recent visit to Europe is Ben Healy, whom older readers do remember from Radio Scotland: 'Hi Hans, Your reports are just so interesting and contain a lot of detail that are so interesting to a lot of your readers. I just want to let you and Martin van der Ven know I had a great time on City Beat in Belfast on the Kenny Tosh show. Kenny and his friends treated me like royalty. Kenny sent me a beautiful framed picture recently of the Comet, The Radio Scotland ship with a lovely engraving in brass saying 'To Ben from Kenny Tosh at City Beat Belfast July 2003'. I hope sometime in the near future I will meet up with you and Martin as you are true friends of offshore radio. Hans, Keep up the great newsletter. Ben.'

Well thanks Ben, I do appreciate your very kind words and do hope there will be a time and place we could meet up and share our memories together. We keep in touch.

I was just this morning (Sunday 21st) updating some news with Jon of the Pirate Hall of Fame and told him that Andy won't join the Radio Day. He surfed the net and found the internet site from the new station Andy and Mike Ahearn are going to work for: 'I've just

done a quick search on Google and found their web-site. It's at <http://www.northnorfolkradio.com/index.php>

I see from their web-site that I know one of the directors. A woman called Angela Bond. She worked for the BBC for many years and in fact produced Kenny Everett in his early days with the Corporation. She later introduced the Selector computer system for music scheduling into Britain (and taught me how to use it). I will add the information about Andy and Mike Ahern when I update the Hall of Fame at the end of the month. Also on that update: more studio quality recordings from David Sinclair's collection, a 1965 student newspaper article about visiting Big L, more audio and, for the first time ever as far as I know, a picture of Kilroy the mysterious late night DJ from Caroline South in July 1967. Best wishes, Jon'

Have a look at the recent update at:

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

But there's more interesting stuff on the Internet. For instance on www.radio227.nl. There you can find an update on the latest news round the plan to restart this station as an easy listening project in The Netherlands. Also you can find a dive into the past of the radio station Radio 227, which did transmit from the MV Laissez Faire, way back in 1967.

Around September 20th former Caroline deejay Jeroen Woelwater, who's own name is Jeroen Soer and who worked for several projects during the past decennia and was also responsible that Radio10 started in the late 1980's, came in the news again. Earlier this year he announced that the station, he was director, would change format. Radio West, which is one of the regional stations in the Zuid Holland market, would change to 'News Talk'. A special organisation had made a report for the station and the board which would make the decision for the format change would not have got the right information about the possibilities for market shares when changing to the format. Even the organisation, which sent in the report had advised not to drop all the info. Soer didn't give the complete info and

backed completely the format change. Just two days after the station changed format Soer announced leaving the station as he got a new job as director for VARA, one of the public societies in Holland. It's there Jeroen Soer started his legal career in the eighties, when he had left Caroline. Radio West has lost a lot of listeners after changing the format to 'News Talk' and has a shortage at their budget of around 1.3 million Euro. In the meantime the station had brought in the music again into the programming.

Good news on September 25th as I did find someone who will replace Andy Archer on the Radio Day in Amsterdam. Just one month to go and thanks to Mike Hayes we have someone who can talk about the sixties. Nowadays living in Amsterdam, Mike started his radio career in the mid sixties on the former Scheveningen vessel Ocean 7. Radio 270 was the station broadcasting off the coast of Scarborough. He promised me to try to get Guy Hamilton to Holland too. Other quests will include the Caroline 73 team of crewmembers (Jan en Peter) and deejays (Bob Noakes and Paul Rusling). Also an video interview with the former owner of Capital Radio, Timmy Thomasson and I promise to have again some very rare vintage videos from which some never have been shown on the radio days. We see each other in Amsterdam.

And after hearing that Mike Hayes will come a truly Radio 270 fan wrote me: 'this makes it essential for me because Mikey-mo is one of the reasons I got into radio, he was probably my idol when I was but a young schoolboy and he gave me much encouragement which set the ball rolling, so I am sure that I have a lot to thank him for. What a big shame he left British radio. Gerry Zeeler - 'the wise guy' Hamilton - is also one of the original real 'good guys' too, still in broadcast advertising of course. I was talking to Mr Proudfoot about him only a few days ago.', was signed by Paul Alexander Rusling.

Who does remember John Ford? Nowadays living in Ocean City (New Jersey) and working as an electrical engineer on bulk ships. In the mid eighties he was working on Caroline. He had a special mission in September to visit Europe for it was Tom Anderson's 50th birthday and so he, John, did visit Europe. He also presents some Jazz programs, which are transmitted on Radio Caroline in the night programming. See John Ford together with Mike Barrington on a photo shot by Leen Vingerling.



And talking about Radio Caroline there could be bad weather soon. This as WorldSpace came with a press report, from which I lent some lines: 'WorldSpace Corp. is shifting its business strategy and now intends to generate the majority of its revenue. This will be happening during the next few years through the sale of subscriptions to its international satellite radio service, the company's top executive said. The pioneering company, which entered commercial service in late 1999, began operations by providing free programming to listeners from broadcasters who lease space on its satellites. However, WorldSpace officials have concluded that they are better off bringing in regular subscription fees than serving listeners without charge, according to Noah Samara, the company's chairman and chief executive officer. Some channels will remain free, however.' 'This is our real path to profitability,' he said. WorldSpace is working to reach the most affluent people in the African and Asian countries able to receive broadcasts from its two satellites. The company's strategy is to bring in customers able and willing to pay \$3 or \$4 per month for a subscription, Samara said. Wherever it can, the Washington-based firm wants to work with local partners, he added. WorldSpace has calculated that it can reach a break-even point if it is able to sign up about 2.5 million paying customers across its entire coverage area, Samara said, suggesting that the company needs annual sales of about \$100 million to reach that financial milestone.'

That does remember me to a meeting with Peter Moore in a pub in Highgate last year, with the yearly 'drink session'. Our Caroline leader told me (it was needed in those days) that he had forgotten to pay for his subscription for World Space and for that reason he couldn't listen to his own station already for weeks.

Then an e-mail came in from Spijkenisse, near Rotterdam in Holland from Jan Bulder: 'I was reading in your International report something about the receiving range from offshore radio ships. I would like to tell a little bit more about this subject. The service area from a ship is in general better than from land. On shore you need an aerial and earth. To obtain this you must put many wires from the aerial in the ground to achieve a good earth. This takes a lot of work. On a ship the sea simply acts as earth. But there is more. The humidity of sea propagates the radio waves even further. For that reason I have a very good reception of English local radio stations in my hometown Spijkenisse.

Unfortunately the reception decreases further inland due to the effect of attenuation. The radio frequency itself also plays a major part in the reception. 192 meters uses the airwaves, while 538 meters has ground waves, which will increase the receiving range. And last but not least can a change in the atmosphere lead to a better reception. If the D-layer at approx. 100 km altitude disappears, the signal propagates much further and increases the range. This happens mostly at night. During the day the layer is back and is absorbing the radio waves from the lower frequencies up to the 80 meter band.'

Thanks to Jan and Leen.

And talking about Leen, he did sent in some weeks ago the UN rules whereby for him there's no space anymore for Free Radio from international waters. Justin from England wrote a response: 'I have read your postings about the UN laws of the sea and as tough as

they seem, I believe that governments have a lot more worries to deal with than an enthusiastic offshore broadcaster. And also it would require careful planning to raid such a broadcaster especially if the ship has a non EU crew and is registered in a country such as Panama. It really needs to be tested and as I have said before, I would like to see more low power offshore projects come on the air. There are enough of us who love offshore radio, we must do all we can to keep offshore radio alive...and we could do it in a similar way to Offshore 98...clandestine! 1 Kw of power from the North sea will still reach inland, and I think that with more of a testing of the waters with the laws we may be able to bring to life what we all so much want to hear...FREE RADIO! As with the land based pirates we must try to get the same thing offshore groups who are willing to take on the law and do what we all believe is necessary to bring offshore radio back to life. In a different form maybe, but it would still be free radio! I enjoy the radio report keep up the good work you do and I look forward to hearing from you soon.'

We all do remember John Peel. He came in May 1967 back from the USA where he worked on some radio stations at the West Coast. So he was influenced by the music of the underground world and brought us beautiful material to Europe. It was Oeds Jan Koster who did ask me to inform the readers of a very nice internet site with American promos and even some rare remixed Perfumed Gardens: www.pooterland.com/tree_art.html

On October 1st on WorldSpace a 6 hours broadcast has been transmitted from Radio Malibu. Included in their programs where interviews held at the German Radio Day, which took place at Erkrath in September. Of course it's too late to listen to but Reiner Palma, one of the guys behind the station, did attend on their site: www.radio-maribu.de/shows

At the end of September again not too good news from the Isle of Man:

'The hearing of the Petition of Doleance against the Communications Commission has been delayed still further and will not now be heard before November, following a request from the objector's advocate for a further adjournment as he is off work with shingles. Despite protestations from the Government Advocate and IMIB representatives Cains that the Petitioner's case should be ready and any advocate could present the evidence, and that the case should only take two days and not the four requested, the Acting Deemster has granted a further adjournment. The hearing will be re-listed as soon as a new date can be arranged. "We are very frustrated to be stymied yet again by this complaint, which has already been described in court as frivolous and vexatious" said IMIB's founder Paul Rusling. "The objector has been found to be not affected by our proposals and we don't understand his continued interest or his meddling in the matter. He has failed to communicate his fears to us direct, despite our invitations to do so, and we have placed in the public domain all the evidence that proves the fears are unfounded. Eighteen months have been lost as a result of this petition, costing not only our shareholders anxiety and delays, but also depriving the Island as a whole a powerful radio voice which could be useful in boosting its exports and raising its profile. We are however very determined and this extra delay will not deter us from pressing on," Mr Rusling assured the Company's shareholders. "We have now had thousands of messages of support and expressions of good will; the project has become much more than just a commercial project or yet another radio station. It has become a torch for many that believe in widening the choice of programme supplier and new innovative broadcast techniques. It also offers a unique opportunity for the Isle of Man. Everything else is ready to run and we are determined to launch the station at the earliest opportunity."

<http://www.longwaveradio.com/News.html>

As far as South West England, near Devon, the next comments came from John Burch. I do remember the last time I saw him, some 11 years ago. We did together a radio program on one of the first satellite radio stations in England. In the hour before we went on air

it was Chris England doing his program and that day he had a long talk about 'The Highgate Hitler'. Without going into detail about that one I can assure you that this program has also been documented for the radio archives. Burch wrote in: 'I decided it was about time I dropped you a line as you have been kind enough to add me to the circulation list for your news from Holland over the last few months and I find this very interesting and extremely useful. You probably know that I continue to operate my "Jaybee Infoline" on 0870 741 8699 as a link with my offshore involvement in the past. I understand that this service is the only one available to callers from the continent as UK premium service lines are not apparently accessible from outside the UK. I do still get a lot of calls from Holland, Belgium, Scandinavia and Germany as well as some from the USA too. I try and use the news you provide whenever I can as many callers in the UK still enjoy Dutch radio and want to know what is happening there. I myself listen very little to the radio these days. However I have re-kindled my "anorak" tendencies by discovering that Arrow Classic Rock can be heard down here in Devon on 675Khz AM in the evenings after dark. The crackly AM signal is very reminiscent of offshore broadcasts of the 70's and the music is very much to my liking. I must admit that the lack of presenters most of the time is a shame and the previous broadcasts from Radio 10FM on this channel did have more personality, but I am not complaining! One little point from your last news. You mentioned that Andy Bradgate / Colin Mueslibar's real name was Steve Satan. This is of course not so. Steve Satan was the name he created when on the RSL station in Bristol, which used the Caroline name and broadcast from the ship MV Thekla. He has since used the name on Caroline elsewhere, but his real name is Bruce (Richardson or Thompson or something I forget now?). By the way the MV Thekla is still moored in Bristol and available as a floating club / restaurant rather like the Norderney. Did you know it has another offshore link in that it was stored for some time in the 1970's in Sunderland Docks in the North East of England in the company of the MV Manor Park which was another failed offshore radio vessel? The Thekla was considered for use by this group, but was eventually acquired by

former Bonzo Dog Doo Da Band front man Vivian Stancial. I have photos of the two ships moored together in about 1979 I think when I was a student myself in Newcastle-Upon-Tyne. I also note with fascinating the many comments about the plans to rebuild the Communicator. It never ceased to amaze me how many people can run down such a project and state that it simply isn't possible. I should have thought by now that it was obvious that almost anything is possible these days! I for one think the Communicator has a place in history and am delighted she's been saved. I only wish I could assist myself. It would be very nice to think that the owners who seem based a little further West than the Caroline team, might consider a location down here in the West Country for her! I can think of a number of very good anchorages for the ship.' Thanks John and maybe there will be an opportunity again doing a radio show together!

A very strange photo came in from the Caribbean. No, the man is not trying a transformation into a woman. He only had a woman's dress on. This is someone who still likes fun as he did in the seventies on the radio. He did write in and promised that he has one price, which will be sent to one of the people who do give the correct answer on the question: 'Who's this maverick who formerly worked life from the North Sea?'



Of course you can enlarge the picture to get a better look at his (her) face. So do send your answer to my e mail address:
Hknot@home.nl

Jonathan Marks, which every radio addicted person knows from his long career at Radio Netherlands and Media Network, wrote in: 'I have now left Radio Netherlands as their Creative Director after several years in the international broadcasting business. I have started my own company, Creative Media Consultants, which is devoted to both production and strategic thinking, but working with

both commercial and non commercial clients.)' With an award winning background in audio, video and new media production, Jonathan Marks is a bridge builder between creative teams, senior management and those working in technology. In short, CMC advises and organises high-level corporate presentations designed to get a message across in a way that is different and memorable. CMC specialises in international commissions, where cultural sensitivity and awareness is important.



Born in the middle of the last century, Jonathan Marks has spent more than 25 years behind microphones and cameras practicing a life-long love for the media. After producing and presenting an award-winning media show for Radio Netherlands (www.medianetwork.nl), he now devotes most of his time to designing new formats to exploit the full potential of new and traditional media. He has held various production and senior management posts with organizations such as BBC, Austrian Radio and Radio Netherlands. He is a regular speaker at the European Broadcasting Union, the Asia-Pacific Broadcasting Union, International Broadcasting Convention and the Commonwealth Broadcasting Association. Recent clients are in both commercial and not-for-profit sectors; including the Canadian Broadcasting Corporation, NHK (Tokyo) and Spanish National Radio and TV. In recent months he has produced multimedia productions as part of a course he teaches on cross media. He has also organized large media conferences in Japan and Costa Rica on the subjects of New Media, the Rights of the Child and Culture for Peace. In July 2003, he organized the semi-final judging for the International Emmy Awards for Children's Television. In his spare time Jonathan enjoys writing, astronomy (the European Space Agency Technology Centre is not far away) and travelling. You can contact him at:
jonathan.marks@inter.NL.net

Ok folks it's now October and a part of us do see each other in 3,5 weeks in Amsterdam when we get together for the annual radio day.

For all the others, all the best and another report will probably published in the week before the radio day takes place in Amsterdam. Till next time all the best and as regular let your news, questions, memories or other things flowing into my mail-box which is: Hknot@home.nl

HANS KNOT



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