

Hans Knot International Radio Report Spring 2024

Welcome to the second edition of the radio report for 2024. A lot of news, questions and memories. And this issue is dedicated to Martin van der Ven, and you will discover quickly why!

Did you know that in the last 24 years 274 editions of the Hans Knot International Report were published? We, Martin van der Ven and myself, are proud to announce they are now all on line:

https://offshoreradio.info/international-radio-report/?fbclid=IwAR3n-IVd5mA-x399ZtaI5t5qwWXvpofp6Ja-BWijNC_YSAI8GgcigQBWtk4



It was an early rise on Saturday 17th of February for a team from museum RockArt, led by Jaap Schut. From Hook of Holland they travelled to North Drenthe. The aim of the trip was to collect a huge collection of records, including many 78 rpm vinyl's, made available by Marc Jacobs. The collection included a lot of material from the time he was active in radio, including with Mi Amigo, Caroline, RTL and RTV Noord.



Photo: Marc Jacobs

But it was not only the records that went with them to Museum RockArt but also, for example, all cassettes with original programmes from Radio Mi Amigo and Radio Caroline, which had been recorded on board the broadcasting ship at the time and have therefore now entered the archive in studio quality.

The showpiece is a Huizenga mixing desk, which Marc Jacobs (Rob van Dam) also made available. This mixing console also has a link to the offshore radio stations as it was used during the recording of various programmes by Marc at home for both stations. A worthy addition to the collection of Museum RockArt.



Huizenga mixer.

More photos: <https://offshoreradio.info/recent-releases/>

Remember Paul Fraser his memories of the late eighties and the Voice of Peace? After reading last report he reflected with: 'Hi Hans. Thanks for finding my memories worthy of inclusion in the Report.

For the sake of accuracy and future reference: the Nautel transmitter we had was an earlier version than the ND10 you wrote. Ours was blue, not white and the PA modules were set out differently. I will attach a photo of an Ampfet 10 like ours, installed at a station in Alaska.



Image source: <https://www.radioworld.com/tech-and-gear/alaska-am-station-installs-nx10>

Our Ampfet 10 was a significant leap forwards in technology, from our old Collins-based transmitter. Smaller, quieter and more energy efficient. I wonder where it is now?! 73s, Paul Fraser.'

From Germany is the next e mail and Harald Hummel: 'Hi Hans, thank you so much for your latest report. Tonight I can't stop reading and even got to your Carl Mitchel Story, which I hadn't read before. I had listened to him back in 67/68 on Caroline (as well as to Stevie Gee, by the way) and of course on RNI.

I have loads of recordings on spool tapes, especially of the night of the channel-crossing, which I haven't listened to for decades. Perhaps one day I will get them all put to mp3s. And I found that letter to Carl by Maureen of Colchester (11 Sept. 1970). Those three girls from Colchester went out to the MEBO II after Walter and myself had just returned from the radio ship on the 7th September 1970. It must have been around 10 pm when they succeeded to get another tender out there on the same day.

By the way: I still couldn't find a recording of our brief live-appearance on RNI some hours earlier. It must have been somewhat between 7 and 9 pm CET on that day (7th Sept. 1970). Even Hans Hendriks couldn't help me. Now, dear Hans, I just finished to read your report. Thanks again for all your work which is so important for us. Greetings, Harald Hummel.'

Thanks Harald for the information and it could be that the mentioned Maureen is the same as in our e mail system and so also a reader of the report.



Carl Mitchell in Amsterdam. Photo: Maurice Brown

Yes we, Martin van der Ven and I, still find interesting sites on the internet. With this one I was thinking about David and Jonathan with the sixties song 'Lovers of the world unite'. Well radio lover enjoy the contents of this marvelous site: Sixties City - Pirate Radio and Sixties Radio. <https://www.sixtiescity.net/Radio/PirateRadio.shtm>

And there are some interesting updates about the broadcasting fleet: <https://offshoreradio.info/boys-own/>

<https://offshoreradio.info/elisabeth-ii/>

And have also a look here: <https://offshoreradio.info/mislukte-radioprojecten/>

Another interesting new article is written by Martin van der Ven: The Sad Goddess of Democracy:

The 258-foot-long Gorsethorn, formerly known as Dido 77, was built in 1963 by Charles Hill & Sons Ltd in Bristol, England, and served as a cargo and surveying vessel. The now rust-brown-painted, 1,140-ton heavy freighter was adorned with massive Chinese characters in the spring of 1990. At the bow of the radio ship was a replica of the Goddess of Democracy, the symbol of the student-led Chinese democracy movement that was brutally suppressed by the army in Beijing in June 1989. The original statue, resembling the American Statue of Liberty, had been destroyed under the treads of a Chinese tank during the brutal crackdown in Tiananmen Square. Also painted on the bow of the ship, in clumsy letters, was the name "Déesse de la Démocratie" - Goddess of Democracy.



The "Déesse" was registered in Saint Vincent and had been overhauled by Marine Services Convoyages in La Rochelle. The future broadcasting ship was intended to broadcast radio messages from and for Chinese dissidents on June 3rd and 4th, 1990, the anniversary of the bloody crackdown on protesters in Tiananmen Square. Plans were made to put the radio transmitters into operation by April 27th, exactly one year after the initial Chinese unrest against the government.

The project was extremely ambitious, arousing huge expectations and global media interest. The goal was to disseminate the truth about the Chinese democracy movement, the massacre by the army, the suppression, and the terror. And about the resistance slowly rebuilding even within the People's Republic. Chinese dissidents who had fled the country in June 1989 were supposed to send their messages to China from the ship. One of the initial programs was to include a 20-minute prerecorded report by student Chai Ling. Leading dissidents Wu Er Kaixi, Shen Tong, and Yan Jiaqi were also planned to make their voices heard on air. In addition to radio broadcasts, the crew of the "Goddess of Democracy" intended to transmit television messages from international waters to the mainland. These were to be defiant calls for democracy, accompanied by rock music.

Read more here: <https://offshoreradio.info/the-sad-goddess-of-democracy/>

A few years ago, Ian Anderson wrote an interesting overview article about the various antenna masts on the broadcasting ships, which appeared in Hans Knot's "International Report". We have now republished the article on our new website.

<https://offshoreradio.info/the-offshore-radio-masts/?fbclid=IwAR1TFMZ2EHC7Y3D75rV4URDaccwgCkjo6fY0VRRj9NcURFkoRobJfZYs8lg>

And it was Ben Stinissen who sent us a series of photos featuring the Veronicavessel in the harbouw of Doesburg in 1982. You can see these now:

<https://www.flickr.com/photos/offshoreradio/albums/72177720314286367>



January 26th it was Mike Brand who mentioned a recent found special about Abe Nathan: Abie Nathan, known for his 'Voice of Peace' radio station, broadcasted music and promoted peace from a ship off the Israeli coast for 20 years. After serving as a pilot in the Israeli War of Independence, Nathan launched peace initiatives including a daring flight to Egypt, global humanitarian aid efforts, and a public meeting with President Yasser Arafat. Despite opposition and imprisonment, he played a crucial role in peace negotiations, notably influencing the Oslo Accords. However, lack of interest and funding led to the end of his radio station in 1993. Nathan passed away in

2008, his legacy encapsulated in the inscription on his tombstone: "Nissiti," or "I tried".

<https://www.youtube.com/watch?v=22cEL4yjEIs>

Also an update has been published in the roll of honour, listing of people who had a connection with offshore radio:

<https://offshoreradio.info/wp-content/uploads/2024/02/medewerkers.pdf>

Also the listing 'Pop Stars aboard' is updated:

<https://offshoreradio.info/wp-content/uploads/2024/02/Pop-Stars-aboard.pdf>

Don Stevens has send a memory he wrote early 2021: With the passing of Ken Dickin, which made me a bit depressed, good people always go before the bad folks, I spent yesterday looking for the Voice of Peace airchecks I have of him when he was the most popular DJ in Israel.

I remember he was going to a party while on shore leave in Tel Aviv just off Kikar Hamdina, and he had to leave his taxi because of a massive traffic jam, the cab driver said he had never seen anything like it, must be a funeral, so, Ken and his two VOP friends started walking to the address, as they got closer the traffic jam became crowds of people, standing in the road, on the sidewalk, and in the distance loud music.

Ken finally got near the building and made the mistake of saying to a group of people, 'Excuse me Mate' and the people immediately started shouting, 'he is here, here he is, Ken' and he got surrounded by so many fans. The traffic jam was for him, seems the guy who invited him to the party told all his friends at college and the result was half of the youth of Tel Aviv turned up to see this great broadcaster.



Abie Nathan, Robin Banks and Jules Retrot
SMC Archive

A lot of my success in Israel was also due to Ken, such a generous man, when it was my birthday he arranged for me to go ashore with him for 24 hours and Jules Retrot to a party in North Tel Aviv just off Ibn Gvirol, he and Jules had arranged it with their friend Esty, a great evening, met so many Israeli radio fans and many who, later on, promoted me in the media, Ken was delighted, he said he always avoided media, had too much of it back in Australia, but, as it is for Peace, and you being a good talker, promote the station and yourself all the way. I also met my girlfriend at this party, we went on to have a lovely daughter together who now lives in Holon.

Ken also gave me a number of tips on broadcasting to Israel, he pointed out to me the importance of diction and speech clarity, it helps students of English to learn from you. Ken was always clear and with that deep Aussie voice he attracted listeners. I told him that Keith Ashton had asked me to use 'Special English' which I did, having had two good Aussie's tell me the same thing, and I became the Top Foreign DJ in Israel 1976 thanks to the readers of LaHiTon magazine.

Ken was a very important part of Keith Ashton's relaunch of the Peace Ship especially as it was sitting idle in France and Abie had so

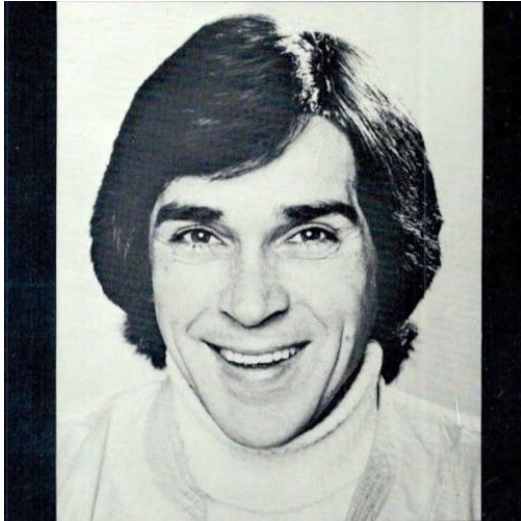
many people looking over the ship with a view to selling it. Keith Ashton (who could sell fridges to Inuits) persuaded Abie to leave France, let him run the broadcast side of the ship, and he, Abie, could spend the cash on all of his peace projects. Keith Ashton left his show on Capital Radio London, grabbed Ken Dickin, Phil Brice and Jules Retrot and set off to make a radio revolution, knowing the Aussie guys he had would know what to do once they got to Israel.

As soon as they arrived, the transmitters were turned on, and the 4GG format taken from that Australian station was implemented, which must have stunned the radio market in the region, it would have stunned London audiences

Keith Ashton went ashore having arranged meetings with advertising agencies from London and he ended up striking an exclusive deal with Tavas who had people with American radio experience and when they heard the Voice of Peace they replied 'we can sell that' and sell it they did.

Ken was integral to the 'sound' of the format as his bubbly style anchored the output, plus he was featured on many of the station idents as was the late Bill Mitchell who made many drop in's for the station free of charge because of his Jewish roots and his love of Free Radio, many of these were still in use 20 years later.

My move to Israel was prompted by Ken's desire to return home and Keith Ashton and Ronan O'Rahilly persuaded me to take up a position at the Voice of Peace, working with Ken and being taught by him in the ways of the 4GG format, allowing Ken to fly back to Oz and a fresh career in the industry he loved and loved him.



Ken Dickin Promotional Photo

I kept in touch with Ken sporadically until my PC crashed and I lost my address book, I back up everything now. So, Ken Dickin, what a guy, he brought a new air sound to Israel and allowed Keith Ashton to deliver his promise to Abie Nathan, a station that milled cash for good causes, and, we really did make the money. On Ken Dickin's shows (always full of commercials) he had Dubek tobacco, British Leyland, Stock Vermouth, TWA, Elite Coffee and chewing gum and a host of others like OK Beer and Maccabee, advertisers could not wait to pay premium to be on his show, why? he had the biggest radio audience in Israel and also a big following in Cyprus and Turkey.



As a man, Ken Dickin was a gentle guy with a big heart, no flash, no pose, he was a team player, always there to help and assist, and often served up good advice. His voice was amazing, how does a sound like that come out of such a small guy, but, it did, and he had a superb voice.

Now Ken Dickin is with the other pioneers of good radio, and, unlike most Aussie broadcasters he sits in the Pantheon of Pirate Radio Ship broadcasters, a true defender of Free Radio and Free Speech, our loss is The Great Makers gain.

Straight roads Ken on the rest of your journey, so lucky that I had the opportunity to work with you and know you too. '

Historical Photos from the Ross Revenge in Scotland. Robb Eden tells us more:

'To add to much of the historical information already published about the Ross Revenge I've sent you some interesting photos which were taken by me during our first trip to view the Ross in Cairnryan. On inspection by both myself and Chicago it soon became apparent that we had found the ship we had been seeking to replace the Mi Amigo. We had to act quickly as the ship had been impounded and was due to be broken up.

To set things in motion I contacted the High Sheriff's office in Glasgow to inform them of our interest and appointed Frederick Levine of Frederick & Co. to act for us. Following the purchase Koos van Duin and Leonis Troost became involved as their maritime knowledge and connection with offshore radio was long established. Koos and Leonis flew over from Holland and after picking them up from the airport they stayed overnight at our cottage in the Cotswolds before we drove up to Cairnryan the next day.



Before setting sail, a number of things had to be done, including purchasing supplies which I organised locally and items from Thomas Foulks, the chandlers in Leytonstone, London. This included a 10-man life-raft, extinguishers, fire blankets etc. The total bill came to £1,096.04. The ship was also registered to Grophan Steamship Lines Inc., Panama City.

Koos tried a number of times to start the main ship's engine but it soon became apparent that we needed help. I contacted Silas Oates in Plymouth, the former Captain and owner, but was finding it impossible to hold a conversation with him as he had been drinking. I managed to obtain the name of a former crew member, Brian Pierce and spoke to his mother. I can't honestly remember whether it was Silas Oats or Brian who came up to Cairnryan but monies passed hands, the engines were started and the ship sailed to Santander.

Leonis's ship, The Truman, was already berthed at the Astilleros de Santander therefore, on arrival, the Ross Revenge had immediate phone and telex contact as these were already established for the Truman. If you look carefully at a couple of the photos you will see the Ark Royal in the background. Another shot shows the Ark Royal side onto the jetty. At the time it may not have seemed relevant but when Nicky Horne interviewed me for Thames Television he asked whether we had already bought a new ship to which I replied "there's no truth in the rumour that we've bought the Ark Royal".



Ross Revenge 1981 Photo: Robb Eden

To establish the facts, I would like to emphasise that working for Radio Caroline often meant robbing Peter to pay Paul especially after the Mi Amigo sank. The roadshow money dried up but bills still needed to be paid. It was sometimes difficult for those not in the immediate circle to understand this, especially since most thought nothing was being done. As we near Caroline's 60th anniversary I hope the beneficiaries of our endeavours, the current crew and listeners, appreciate the work we put in to ensure that the Caroline name lives on.

The M.V. Ross Revenge in Cairnryan (Scotland) in the early eighties

<https://www.flickr.com/photos/offshoreradio/albums/72177720314817324>

Next e mail time with David Esp: 'Hi again Hans, and I hope you are doing well. Have you ever heard of Radio Barracuda, erstwhile (late (?) 1970s) medium wave pirate radio station in Wevelgem in Belgium?

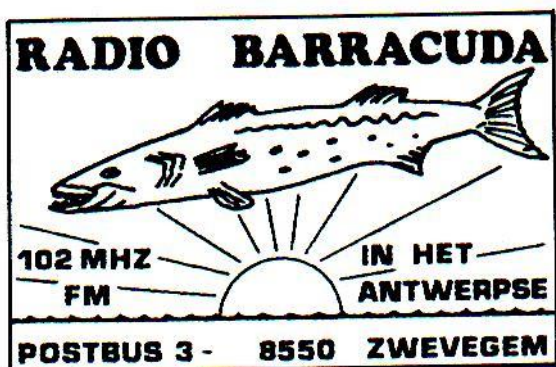
I discovered its (previous) existence in the autobiographical book "Stay Tuned..." by Ray Clark (of Radio Caroline fame). I web-searched but all I found were the following articles about the history of free/pirate radio in Belgium, that don't mention that station:

<https://www.brusselstimes.com/52939/from-the-low-lands-to-the-high-seas-belgian-pirate-radio-s-rise-and-demise>

<https://www.radioheritage.net/europe/countries-belgium.htm?ssp=1&darkschemeovr=1&setlang=en-gb&cc=gb&safesearch=moderate>

So here's a broader thought - how about your own article on Belgian pirates? I did a search for 'Radio Barracuda' in your own site but it returned nothing. Also I remember a weekend or possibly Sundays-only pirate on approximately 1374 KHz, whose slightly warbly (VFO) transmissions heterodyned against the Lille station on 1376. I wonder if that station was Belgian or Dutch or even French, presumably having chosen that channel as a form of protest- "jamming" against the "intrusion" of a French station? I am only guessing. I vaguely remember someone (a QSO pirate) saying it was a student-run pirate (may or may not be true). Any recollection of such a station? Regards, David. '

Well David I took contact with Jean Luc Bostyn, who I know for more than half a century. And he talked to some of the oldest people who have been active in Belgium as a pirate. The conclusion of it all is that there has never been an AM pirate with the name Barracuda in Belgium. However there was an FM pirate with that name. The station was active in the late seventies of last century from a location in Kontich, which is in Antwerp. They used an address in Zwevegem which is part of the council Wevelgen.



23 photos from the Maurice Brown and Byron Richard Collection are now online, bringing back memories to late 1967.

<https://www.flickr.com/photos/offshoreradio/albums/72177720315238280>



Budd Bulloo Caroline International from above mentioned collection

On the 4th of February, it was announced that former radio DJ and presenter, Jan van Veen, passed away at the age of 79, after a short illness. Van Veen was best known as presenter of the radio programme Candlelight. In it, he read listeners' love poems in his characteristic heavy voice. Jan van Veen started his radio career on 1st of September 1964 aboard Radio Veronica, where he later also became programme manager.

A joke that got out of hand where Van Veen read love poems on the radio led to thousands of poems from listeners, after which the programme Candlelight was born. This would eventually become one of the longest-running programmes on Dutch radio.

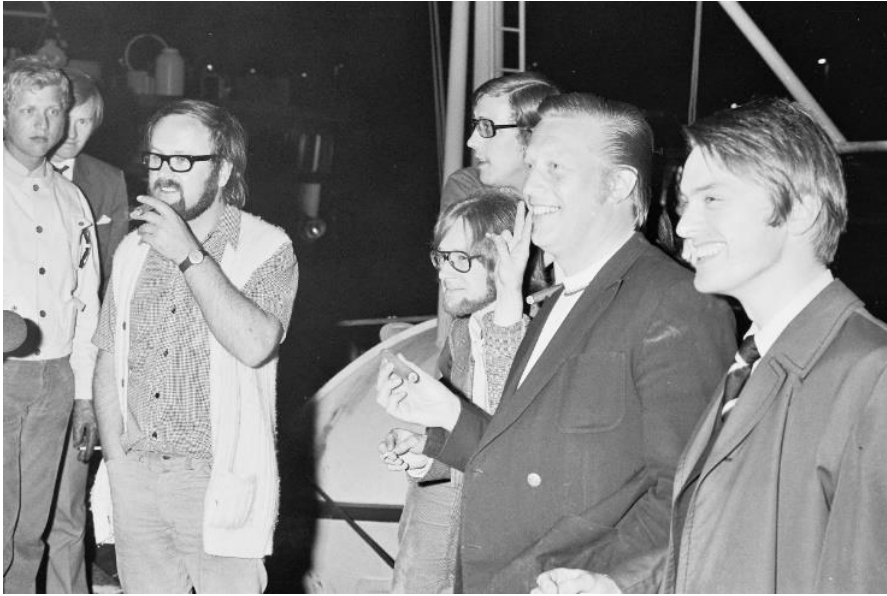


Jan van Veen. Photo: Douwe Dijkstra

After Radio Veronica, Candlelight could be heard on various stations, including AVRO on Hilversum 3, Sky Radio and 100% NL. In 2019, Van Veen briefly returned with the programme on NPO Radio 5. He stopped there after just one month because of a difference of opinion about the programme's content. He also had his own internet radio station Candlelight Radio.

Most recently, he could also be heard with the programme on Easy FM. Van Veen's warm and reassuring voice created a relaxing and intimate atmosphere. Listeners often tuned into Candlelight for a dose of nostalgia and to enjoy the heartfelt messages and poetry. When Van Veen recited his poems, the song Greensleeves could invariably be heard. In 2009, he was appointed a member of the Order of Orange-Nassau.

We should not forget that in 1971 he started working for the then new Radio Noordzee, an offshore station whose ship was anchored close to that of Veronica. He was also involved in the failed Radio Hollandia in 1978



Joost de Draaijer, Ferry Maat, Jan van Veen, John de Mol sr and Robert Jan Mijnaard Photo: Menno Dekker 1971 05 15

He also lent his characteristic voice to commercials and recorded records. For instance, with Patricia Paay and Willem Duyn, among others, he made a Dutch-language version of radio play 'The war of the worlds' by Jeff Wayne.

A pioneer he remained to the bitter end. In his last active year as a radio presenter, he applied artificial intelligence to generate Candlelight poems. "I get a lot of poems every day from people who have put their loves and sorrows on paper. Putting your feelings on paper is not for everyone. These new techniques show that now every Candlelight listener can write a poem," he told a Broadcast Magazine journalist in an interview.

Van Veen died of ALS in his hometown Hilversum. During his Veronica and Noordzee period, he also recorded records himself, such as the song 'Meer'(1974); and with fellow DJs Lex Harding and Rob Out had a hit with a Dutch-language version of the Steam,-success song 'Na Na Na Na Hey Hey (Kiss Him Goodbye)' that became a hit under the name Los Piratos. But also Het Lied Van De Sirene. Originally an Italian summer hit that was reworked again with Dutch lyrics voiced by Jan van Veen.



A collector's item. Van Veen is further known for the single: "Veronica" / "Jan Van Veen" (Park). Front cover was the tune of Veronica's lunch programme, sung to the tune of the gospel song "Amen". The back was a kind of poem written by Veronica fan Henry Francino from The Hague and this was committed to vinyl with the instrumental song "Greensleeves," the tune of van Veen's programme Candlelight, as background.

Jan and Ceessie: If I Were James Bond. Comical record sung by Veronica deejays Jan van Veen and Cees van Zijtveld. The song was, as Van Veen confirmed, a cover of the earlier and German-language "When Ich James Bond Wär" by British-German deejay Chris Howland. That was a brief overview of the many records made by Jan van Veen.

Juul Geleick his memories about Jan van Veen

'After a short illness, Jan van Veen died at the age of 79. Jan was one of the first real disc jockeys at Veronica. He kept himself busy with the pop music that was just emerging at the time. It could hardly be otherwise coming from Voorburg on the edge of The Hague. And Jan knew many of the bands there. He enlisted in September 1964 and was hired by Willem van Kooten, who had just become programme manager. Jan was in military service together with Willem.

His first programme was called Gouden Discotheek "Golden Disco". Soon Jan presented several programmes such as; Muziek bij de Lunch (Music at Lunch), Hits uit Zee (Hits from the Sea), and many others. But the most famous is surely the legendary programme "Alle Remmen Los" (All brakes off), which ended the daily broadcasts. There he could indulge himself, with the very latest records. At the time, Jan was an exponent of the DJ, who felt that every record intro had to be voiced down to the second. Yes, that was fashionable, and Jan mastered that like no other!

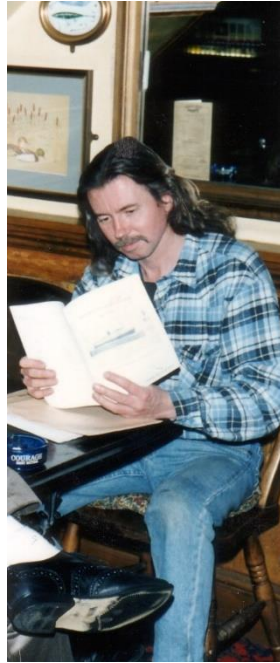
We sometimes said witnessing his "Hague" roots , "Jan was the ultimate representative of Beat city Number 1.... The Hague". In 1967, Jan started the programme "Candlelight". No pop music but late-night poetry readings from listeners. It became a huge success. Jan left Veronica in 1970 but still maintained warm ties with his former colleagues at Radio Veronica, the station where his roots lay. We will miss him dearly.'

A series of photos from the Radio Caroline Roadshows are now in our Flickr Archive with thanks to Theo Dencker and Mike Baron: The Caroline Roadshow:

<https://www.flickr.com/photos/offshoreradio/albums/72177720314797215>

Robb Eden:

I am writing to your trusted newsletter as over the years I have read various articles and books criticising the way that Caroline was run in the late '70's which led to the Mi Amigo sinking in 1980. With that in mind I was disappointed to read the article written by Peter Moore for the Radio Caroline Support Group January 24 newsletter.



Peter Moore. Photo: Hans Knot

I have great admiration for the way Peter has pulled the station up by the bootstraps but must take him to task when he states that "the operation of the station was chaotic". It may have seemed chaotic to outsiders but one of the reasons we survived was that it was organised chaos. True to Ronan's philosophy no one person knew what the other was doing and therefore any thought by the authorities of stopping one area of operation would cause problems in the short term but would not stop the radio station broadcasting.

When taking on the management of the station in 1977 I had to quickly assess what was working and what was not and quickly came to realise that the guys on the ship were incredibly aware of what needed to be done to keep things going under extremely difficult circumstances. With that in mind I then looked to see how we could increase awareness whilst keeping a firm eye on what the authorities allowed us to get away with.

One of the ways we did this was to launch the Caroline Roadshow as a way of testing the water. At the time, we honestly thought the authorities would act but we had one trick up our sleeve which may

have stopped any attempt to raid us. Ronan asked me to include Simon Dee in the line up as he was destitute. Initially, I wasn't happy about this as Simon's history was well known. It was also difficult to see how Simon would fit in as he wasn't a fan of the Caroline format. That said, I quickly concluded that having Simon on board may well stop any action being taken.



Robb Eden Caroline Roadshow: photo Jan Hendrik Kruidenier

As we know, the roadshows went from strength to strength and for three years we played to packed houses everywhere from Bangor in the north to Folkestone in the South. Roger and Carol Carr were the backbone, lining up the bookings and then spending days in advance putting up posters, organising security and ensuring that everything would run smoothly on the night.

On the ship front their dedication was matched by Albert and Georgina Hood who organised most of the tenders, bought essential supplies and the fuel to keep the generators turning. To keep one step ahead I sometimes had to come up with different methods of supplying the ship. Perhaps the most innovative of these was to call upon our friends at Greenpeace who agreed for their ship, the Rainbow Warrior, to come to our aid.



Tendering by Greenpeace. Photo: Marc Jacobs

Despite what Peter says in his article we were all aware of the fragility of our situation as the Mi Amigo was well past her sell by date. The search for a new ship started as early as 1978 with many aborted attempts, some thwarted by unscrupulous solicitors and agents who realised why we needed to purchase a ship. After numerous contacts with shipping agents and trips to various ports, I heard, through a trusted and reliable agent, that due to the depression in the market, there were several ships for sale in Grimsby. Whilst there I became interested in the Ross Tiger which was berthed nearby. I struck up a conversation with one of the crew who mentioned that another of the Ross fleet was sitting in Cairnryan and about to be scrapped. The rest is history.

It's easy, in hindsight, to find fault with what I consider to be entrepreneurial and innovative thinking hence I also disagree with many of Peter's comments about Ronan. Yes, many of the projects failed but in some cases this failure came about because of vested interests and the political power of those who just didn't want things to happen. Seeing the faces of the family earmarked to live in the

Caroline Home in Hackney was a testament to the vision and forward thinking that had the potential to help solve the housing crisis.

The "engine that ran on water" was also ridiculed but now everyone is taking hydrogen power seriously. You don't need to try to convince me that Ronan's Kennedy documentary was a dud. I tried, unsuccessfully, to obtain a UK release for Christopher Lee's *Gandhi* but the powers that be just didn't want it to happen, it was a political hot potato, cinemas wouldn't touch it. Subsequently, it was released on DVD but the damage was done. Christopher was passionate about his work and he, like me, felt let down by the industry that should have been there to support him. Failure is usually associated with a lack of success but sometimes failure is orchestrated by others who just don't want you to succeed.

Yes, I regret that, over the years, I may have failed to obtain licences for various radio projects but can look back with pride, particularly our application for a Greater London FM license. With my good friend and colleague, Greg Edwards, we put forward what we considered to be an outstanding application, backed by the Zomba Group of Companies, called LFM (The Soul of London) but the Radio Authority were swayed by the vested interests who, time and time again, have held back innovative, forward thinking which could have dramatically changed the radio landscape for the good. Just so you know, Melody Radio was awarded the license and look what happened to them!

On reflection I can pluck out two words that sum up the very people I've been talking about 'dedication' and 'passion'. Despite Peter's comments I believe that he is one of these people. At a time when network radio has decimated radio across the globe Peter has held firm. Caroline has always been different, is different and, I believe, is once again showing others how it should be done. In 1983, if Peter had made his feelings known, we may well have got together to persuade Ronan that copying others was not the Caroline way.



Mi Amigo 1979 Photo Marc Jacobs

At a recent Caroline reunion, Jon Myer suggested that I write a book. I can't see that happening as it seems that everyone is an author or a DJ these days but what I can tell you is that, as part of the Radio Caroline 60th anniversary celebrations, I will be revisiting the Ross Revenge at Easter, with Johnny Lewis and again in August with Bob Lawrence. I hope you'll join me.'

Excellent contribution Robb and there was a response on FB by Chris Garrod who wrote: 'A very interesting read. I lived in the Folkestone area and still do. I went to many of the Caroline Roadshows, in the Stour Centre in Ashford and the Leas Cliff Hall in Folkestone. I also attended the Caroline Fun Bus when it came to Folkestone. I got involved in a couple of supply runs from Ramsgate as well. I got to know Robb Eden, Rob Day and Harvey the Rabbit very well, and still have some of the Caroline Roadshow posters they gave me. I knew Harvey the Rabbit because at the time I was living in Hythe and his

parents lived just up the road from where I lived. From my side yes it did look chaotic but as Robb said it was organised chaos, and for good reason. One question that always puzzled me, in all the years Ronan lived in England not once was he ever questioned that I know of by the Authorities.'

There are some excellent updates on the Broadcasting Fleet compiled by Martin van der Ven: <https://offshoreradio.info/the-broadcasting-fleet/>

February 23rd: Andy Archer on the Remembering Radio Orwell 257 FB page, of the death of Keith Martin, aged 90, who was involved in offshore stations which never made it onto the air in the early 1960's, before joining Radio Atlanta in 1964 and then Radio Caroline South after the merger of the two stations. He later joined Radio 390 as Gary Courtney.



Here is a photo of Keith taken at the Radio Caroline 50th anniversary event in Rochester in 2014.

RIP Keith. (with thanks to Brian Nichols)

Excellent memories from Keith Martin are on the Pirate Hall of Fame:

<https://www.offshoreradio.co.uk/keith1.htm?fbclid=IwAR1CBAZDRWR-P6AEkTcz2dWRQL0yNzPG5jEGYIRCyjIOmIThREPUINIsq7U>

Sad message from Martin van der Ven: On February 6th I received the sad news that our radio friend Peter Och from Blankenstein in

Thuringia (Germany) had passed away. Despite his handicap (he was blind), Peter had run his own law firm for a long time and was known in offshore radio circles as an ardent supporter of Radio Caroline. He was repeatedly mentioned in the satellite and internet programmes as an enthusiastic listener who often called into the studio and also came up with constructive suggestions. I first met him in August 2000 on the Norderney in Leeuwarden and then again at the first German Radio Day in Erkrath in September 2001. I remember him as a particularly likeable, attentive and friendly person. I'm sure that in the radio heaven he only listens to a certain radio station from morning to night...'



Peter Och to the right (Leeuwarden August 2000) - photo Martin van der Ven

A most interesting historical article researched and written by Martin van der Ven:

A Capuchin priest, a hospital ship and Radio Cod

Radio Morue, the offshore radio station for Newfoundland fishermen, operated in the Grand Banks, a cluster of underwater plateaus southeast of Newfoundland on the North American continental shelf,

renowned for its turbulent seas. In the depths of 25 to 100 meters, the cold Labrador Current converges with the warm Gulf Stream. The Atlantic waters off Newfoundland were celebrated for their copious cod population, serving as the foundation for stockfish.

Established in the late 1930s, Radio Morue broadcasted programs from the hospital-sailing ship Saint-Yves. The vessel had been equipped by the Société des Œuvres de Mer and navigated the Newfoundland coast to aid French fishermen. This offshore station was initiated and managed by Father Yvon (Yvon de Guengat), a Capuchin priest affectionately known as the "Apostle of the Sea".



The Saint Yves (photographer unknown)

The Société des Œuvres de Mer had the objective of providing "material, medical, moral, and religious support to French and foreign vessels, particularly those engaged in the grande pêche, through the operation of hospital ships." During that period, the grande pêche (great fishery) referred to cod fishing along the shores of Newfoundland, Iceland, Saint-Pierre and Miquelon, and Greenland.

About 300 sailing ships, known as terre-neuvas or terre-neuviers, stationed in continental France or Saint-Pierre and Miquelon, were crewed by more than 10,000 sailors. Father Yvon referred to them as "the convicts of the sea" due to the challenging nature of their maritime existence. **Read more: https://offshoreradio.info/a-capuchin-priest-a-hospital-ship-and-radio-cod/?fbclid=IwAR3fdO4s2lmjYLruPnHdtJ9FOG8VupNRX25juP49DuN9X_GFopKzh_GhVCO**

But there is more from Martin van der Ven: Radio Diego-Suarez from the HMS Winchester Castle. The Shipboard Radio Station of the British Landing in Madagascar

Following the signing of the German-French armistice in the Compiègne Forest on June 22, 1940, due to the German Western Offensive, France was divided. The northern part with the capital, Paris, was under German occupation, while the unoccupied south, including the spa town of Vichy in the Allier department, became the seat of a new French government from July 1940. This government controlled about 40 percent of French territory, including the colonies, and had an army of 100,000 men. Henri Philippe Pétain, celebrated as the "Hero of Verdun" in World War I, assumed nearly absolute power as the head of state of the "État Français," replacing the previous Third Republic.



The HMS Winchester Castle. Photographer unknown

At the beginning of 1942, the British had concerns that Madagascar, a French colony with authorities loyal to the Vichy government, could serve as a refuge for Japanese submarines. "Operation Ironclad" was initiated to occupy the island of Madagascar controlled by Vichy France during World War II. It began on May 5, 1942, and concluded with the surrender of the last fighting French units on November 8, 1942. Read more: <https://offshoreradio.info/radio-diego-suarez-from-the-hms-winchester-castle/>

It is Don Stevens sharing a memory with a photo: Nick Richards and Tony Allan at the launch party for South Coast Radio's RCA BTA10 transmitter in Henchy's. The transmitter had been started the night before and was testing as Radio Caroline with DJ Hertz van Rental on the microphone, who was in fact Tony Allan. The date, April 1st 1984.



Photo collection Don Stevens

A memory from Dick Offringa from Emmeloord in Holland: 'In October 1966, the broadcasts of Swinging Radio England suddenly featured Dutch-language spots. The issue was that the station was going to be changed to Radio Holland and that they were looking for Dutch-language disc jockeys. So I wrote a letter. At the end of October, I received a reply. I had to report in a building on a canal in Amsterdam at 18:00 on Saturday 29th of October 1966.

Inside were several people who were just as nervous as I was. Who all were there I don't remember but they included Look Boden, Jaques Soudan and Jos van Vliet. I think Lodewijk den Hengst was not there at the time although he later claimed to me that he was. There were three men from the station present; two I still remember: Jack

Curtiss and Basil van Rensburg. We had to read an advertising text in both Dutch and English (Coca Cola) and then break to a record because it was supposedly going to storm so we had to improvise.



Photo Press conference with the presentation of Radio Dolfijn.
Photo collection Jack Curtiss

I don't think I did much of it. But ended up on the spare bench anyway. It eventually became Radio Dolfijn (easy listening); later Radio 227 (pop). Sometime in July 1967, I was able to listen to the tape we were all on at Look Boden's place in Dordrecht. By then, Radio 227 and Radio 355 had stopped transmissions too. Regards, Dick.'

Next it's Marcel Strücker from Rotterdam: 'Dear Hans, Today I found out through reports from the regional broadcaster Omroep Zeeland that the Veronica sailing race still exists. The sailing competition was first held in 1970. Sailboats departed from Zeeland towards the Norderney, circled around the radio ship, and then had to make their way back to Zeeland as quickly as possible to cross the finish line.

After Radio Veronica went off air, the sailing race naturally took on a different character, but the name was deliberately kept. Partly because of its history, I guess, but also because the Veronica Race remains a significant event in the province of Zeeland.

The article - in Dutch - about the sailing race can be found at <https://www.omroepzeeland.nl/nieuws/16270341/zeilwedstrijd-veronicarace-na-9-jaar-weer-terug>

In the article, organizer Stan Wulffaert makes the remark that the race did not directly have anything to do with Veronica. I suppose he means the Norderney was only used as a turning point in the sailing race and that there was no organizational connection between Radio Veronica and the organizers of the sailing competition. As far as I can remember Radio Veronica did air some promos about the event, but I'm not 100% sure about that.

A reference to the Veronica Race can indeed be found in Rob Out's book (Veronica, 1 year later). This year, the sailing competition celebrates its 54th anniversary.'

Thanks for this contribution Marcel and yes there were promotional spots for the Delta Week with the Veronica race too:

<https://www.google.com/search?client=firefox-b-d&q=Veronica+zeilrace#fpstate=ive&vld=cid:42e78f49,vid:rQsBLEgOJzU,st:0>

February 14th other sad news: DJ Steve Wright, who presented programmes for BBC Radio 1 and Radio 2 for more than four decades, has died at the age of 69. By Steven McIntosh:

His family confirmed his death "with deep sorrow and profound regret" in a statement on Tuesday. Wright joined the BBC in the 1970s and went on to host the afternoon shows on Radio 1 and Radio 2. He also fronted television programmes for the BBC, including Top of the Pops.

Wright was last on air on Sunday, hosting a pre-recorded special Valentine's Day edition of his Love Songs programme. The DJ died on Monday. In a statement, his family said: "It is with deep sorrow and profound regret that we announce the passing of our beloved Steve Wright.https://www.bbc.com/news/entertainment-arts-68287707?fbclid=IwAR2I6dKGGKoabvxpFrhEr4jB_HtiHIKi3WZZ56vwFPgbKlGISBpv1I7NEOno

A tribute to Steve by Paul Gambaccini:
<https://www.youtube.com/watch?v=AWyrbsrmSJE>

In Our SMC FB group on a regular base unique photos are published, but also former Offshore deejays are publishing these, like the one Look Boden did recently. It's Thijs Liefferink one of the original presenters from Radio Dolfijn in 1966.



A nice comment followed by Andy Cadier:

'I always wondered why the air con, with its whooshing noise, was placed in front to the microphone rather than well behind it. Surprisingly, even down there in the hold it became very warm if it was switched off. Great stations on the Laissez Faire with good studios too.'

In the month of February it was Harm Koenders who cleaned a series of photographs from Martin Green (Groenhorst) which the latter took during his time on Radio City. The photos were published, one by one,

in the FB Group remembering the station. But now they are all together in one file in our Offshore Photo Archive:

<https://www.flickr.com/photos/offshoreradio/albums/72177720314872045>

And that brings us to the end of the second edition for 2024 from the Hans Knot International Report. I hope you've pleasure in reading it and feel welcome to send your personal memories, questions, photos and more to HKnot@home.nl

The report will be back in May. Best greetings Hans