

Hans Knot International Radio Report 2025(5)

Welcome to the last edition of the international radio report for this year. As usual a lot of interesting items but also the loss of radio friends during the past few months.



Martin van der Ven researched a very interesting topic: By the summer of 1964, seven offshore radio stations were already broadcasting in Northern and Western Europe. Rumours about further radio ships were constantly circulating. The Hamburg nightclub owner and founder of the legendary Star Club, where the Beatles had also performed in 1962, caused a particular stir. Manfred Weissleder wanted to use a Norwegian freighter with a 150kW medium-wave transmitter to entertain listeners in northern Germany and Denmark with lively music.

Here is the story: <https://offshoreradio.info/star-club-en/>

Question time: Dear Hans Knot,

My name is Mareike Warmenhoven, and my father, Hans Warmenhoven, was the presenter of the "Hans Himself Show" and later "Gold Mine" on RNI. He passed away in 2015, and not a day goes by that I don't wish I could hear his voice again.

I know you have spent decades preserving the history of offshore radio and have contacts with collectors and archives. I am writing with hope in my heart that perhaps recordings of my father's shows still exist, and that there may be a way for me to listen to them.

Hearing him again, even for just a few moments, would be incredibly meaningful to me. Any guidance, leads, or assistance you could offer would mean the world to me.

Thank you so much for taking the time to read this and for the work you do preserving this important part of radio history.

With heartfelt gratitude, Mareike Warmenhoven.

So if you've a recording or photo please respond to HKnot@home.nl

It was October 25th a sad message arrived from several sources, including from Margaret Flo McEwan, who made excellent photos from everything concerning the former Thames Estuary Forts. Late in the evening I found her sad message: 'This evening we lost a much loved broadcaster and British radio presenter known for his work on pirate radio stations Radio City and Radio Caroline in the 1960s, as well as his later career with BBC Radio 1, BBC Radio 2, and various television networks. It was an absolute pleasure to accompany Tom Edwards on the Waverley Paddle Steamer last year to reunite him with Shivering Sands Fort - the home of Radio City.

RIP "Tatty".



Tom Edwards Radio City 1966 Photo: Martin Stevens

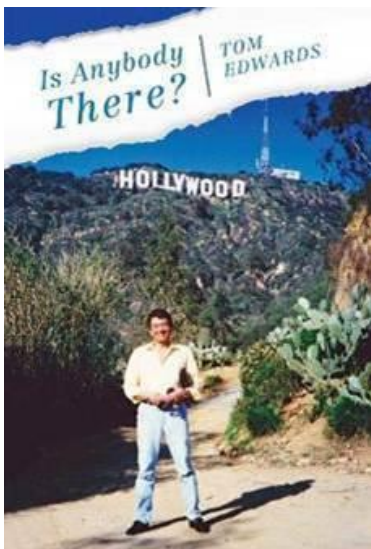
For the younger generation readers who do not remember Tom Edwards I bring the info from the Pirate Hall of Fame and Jon Myer. 'He was born in Norwich on 20th March 1945. He first appeared on the air at the age of 18 when he was the announcer on a Border Television programme *Beat On The Border*. In 1964 he was working as a 'blue coat' at a Pontin's holiday camp when he heard Radio Caroline, which had just started broadcasting off the coast. He began to play requests for holiday makers over the camp's Tannoy system. He sent a tape of one of his shows to Radio City, who gave him a job. Tom joined City in September 1965 and eventually became senior DJ.

He was known as "Tatty Tom" because he was always so immaculately dressed, even when on a rusting anti-aircraft fort miles from civilization. He used a couple of different theme tunes during his time with the station: *Wigwam* by the Ted Heath Orchestra and *Skyliner* by the Mitch Murray Clan. When Radio City was taken to court and closed down in February 1967, Tom joined Radio Caroline South where he stayed until August that year and the passing of the Marine Offences Act. On Radio Caroline his theme tune was *Las Vegas Scene* by Wes Dakus and the Rebels.

Following his time at sea Tom became a regular on BBC local television and radio in East Anglia. This was followed by BBC Radios One and Two for many years as well as shifts as a continuity announcer on Thames TV. There are a number of clips of him appearing on Thames available on the TV Ark website.

Despite some well publicised problems with alcohol which interrupted his career, he fought back with help from Bob Monkhouse and was heard on five series of the comedian's TV show *Wipeout*. At New Year 2004 he presented programmes for BBC Radio Norfolk and Saga Radio and in April later joined in the fun on Pirate BBC Essex.

In June 2004 The Pirate Radio Hall of Fame received an email from Tatty Tom: "Hi guys, into week 9 of having this pc so still learning my way around! Your info is amazing. Came across the Shivering Sands pics being built in Gravesend. Fascinating stuff. They were my 'home' for a long time as Radio City of course. When filming for Anglia TV for the 40th anniversary I said to the crew 'if only I could do it just one more time'. My wish was granted with going out on the LV18 to do a show for Pirate BBC Essex. What with the Caroline reunion and then broadcasting was a weird, wonderful experience which I would not have missed for the world, right? Especially out in the North Sea. Seeing faces and hearing voices from my distant past was awesome. So what goes around ... comes around, just like the vinyl we played sometimes in a storm force ten.



My long awaited book *Is anybody there?* is creeping up the publisher's pile. Started writing it back in 1995 and I pull no punches in both my personal and professional life. In other words a case of the good, bad and, at times, very ugly. Name names too. These day I live a 'slowed-down' life in a small village called Heckington in Lincolnshire. When the phone rings it could be Nottingham, London, the North Sea or Hollywood; well travel is the best form of education right? I only work now when asked to. Made a welcome

return home to Norwich to do a New Years Day show for Radio Norfolk.' With thanks to Jon Myer.

Next was Roger Day: 'I just got the saddest of news. Tom Edwards died today. He was the man who gave me my nickname of Twiggy. Being in his company was always a joy.'

Comment from Steve Ball: 'Another great friend lost. RIP mate. I can still hear his tones. Brilliant voice. I can highly recommend his book.'

Next the fb group Felixstowe and offshore radio: 'It is with sadness that we have learnt of the death today of 1960's Radio City and Radio Caroline South DJ "Tatty" Tom Edwards.

We had the pleasure of meeting Tom in 2017 at the Spa Pavilion Felixstowe, after he had hosted 'Music from the Boats that Rocked' featuring The Honeycombs and Tony Burrows to a sizeable crowd of offshore radio fans and locals.

As a tribute to Tom, here a photo taken in Ipswich '



Bob Le-Roi: 'Sad to hear news of the passing of Tom Edwards. Affectionately known as Mother on Radio City, he began his announcing career as an entertainment host at Holiday Camps. Born in Norwich Tom had been battling ill health for some years, and for over thirty years had lived in Heckington, Lincolnshire. Senior DJ on

Radio City I remember the crew congregating at Harold Wood's, 'Wall Tavern', collecting supplies from Tony Pine's General Stores and music and DJ's from the office, Eric Martin's Record Centre then to the harbour to board Fred Downs Harvester II for Shivering Sands. Coming ashore the crew would retire to Tom's Cabin at the rear of Stan and Floe's 'Guinea' to pick up their meagre wage. Tom was a pleasant easy going character and fine broadcaster, his passing marks another loss of the dwindling Radio City family

Ian MacRae: I don't know why but this has come as an unexpected shock. I really expected to eventually catch up with Tom somewhere, somehow. RIP Tatty one.'

From the Radio Caroline office: **FAREWELL TO 60S CAROLINE DJ TOM EDWARDS** 🙏



Tom aboard MV Mi Amigo Caroline South

We are sad to hear that one of the original 60s Radio Caroline DJs, Tom Edwards, died yesterday at 80. Tom started his pirate radio career on Radio City in 1965, moving to Radio Caroline (South) when City was closed down. He stayed with Caroline until the passing of the Marine Offences Act in August 1967 made it illegal to work for pirate radio stations.

Tom went on to become the youngest presenter on BBC Look East. During his long career he worked on BBC Radio 1 and Radio 2, and Thames TV Our thoughts are with his family and friends 🤍

Read more:

<https://www.offshoreechos.com/Tribute%20to%20Nigel%20Roberts.html#TOPPAGE>

Mary Payne's memories are here:

<https://www.radiolondon.co.uk/jocks/tomedwards/tomtribute.html>

And next was the death of Colin Nichol: Chris Edwards reports: Colin Nichol

Born in Perth Australia on 29th December 1936, Colin started his radio career at 6PM in 1957, becoming top announcer, before moving to 6KY. Like many Australians, he decided on a world tour, arriving in London in 1963. He joined Radio Atlanta, and was heard on their first day on air 12th May 1963. He stayed when the station merged and became Radio Caroline South. In 1966, he moved to Britain Radio/England, before a spell with Luxembourg. He then worked for the BBC and British forces broadcasting before returning to Australia.

Colin was recently diagnosed with pancreatic cancer, and sadly passed away on 28th October 2025.

<https://www.offshoreechos.com/Tribute%20to%20Colin%20Nichol.html>

Mary Payne's tribute is here:

<https://www.radiolondon.co.uk/jocks/colinnichol/colinobit.html>

After next report was send out by e mail Phil in the USA responded with: 'Oh boy. Another read. Love it! Great intro. I'll be getting to it later today. I once had a friend, {now deceased} John Anthony; {he called himself John Agony in self-jest; who was one of Robbie Dale's friends and I'm sorry I didn't get to meet Robbie.

maybe you'd like this article -> <https://tinyurl.com/bddyx9k7>

Have a great day and thank you for another read. Phil in Minneapolis, USA.'

An e mail came in from Norman Barrington: I saw this on the BBC and it struck a chord.

Sailing: Taking a job on a whim left me stranded at sea for 188 days - BBC News - <https://www.bbc.co.uk/news/articles/crev9y77njpo>

Although I was never stuck onboard for six months, I was more than once, stuck for six weeks. Sometimes no power, no cigarettes etc. low on food, in a small space, so I could identify with this story

When she looks up at the sky and asks for a sign, it reminds me of a song I loved to play on Radio Seagull, by the Incredible String Band called Seagull. I even made a promo with the closing lines.

Cold morning sun to show me where I spent the night

Sun can you find through porthole on the anchored sea? - me

Then I'm walking on the prom deck asking the sky

Oh someone won't you hear my cry

Come and stop my questioning, stop my lie

And maybe give me a sign to show me it's alright

Seagull come fly me your song your high song

It's very true there's nothing to complain of here

You know I've tried and not found an enemy to fear? - here

There's safety in the warm thoughts all around me

Adventure in the strange port quay

But still a questioning in the quiet of me

Why do I need a sign to show me it's alright

Seagull come fly me your song your high song

All right, out on the rolling, rolling sea

All right, out on the rolling, rolling sea

All right, out on the rolling, rolling sea

Now

<https://www.youtube.com/watch?v=4xiD9-9nGec>

Norman Barrington



The 23rd Erkrath Radioday

Saturday September 20th 2025

Martin van der Ven reports

Since 2017, the Erkrath Radio Day has been hosted at the QQTec Technical Museum in Hilden (North Rhine-Westphalia). Nevertheless, it still runs under the name "Erkrath Radio Day" and continues to attract an international audience.

The 23rd Radio Day, held on 20 September 2025, was attended by 50 participants who had travelled from all over Germany and, to a considerable extent, from the Netherlands.

Jan Sundermann first congratulated the host, Dr Helmut Stein, on 25 years of the QQTec Museum. Visitors here encounter an

extraordinarily impressive collection of old radio receivers and television sets. Many valuable exhibits make every visit a highlight in its own right. A stage also provides space for regular musical events, particularly interesting jazz concerts.

Once again, this year's Radio Day agenda featured many treats for radio enthusiasts. Dr John Provan began with a lecture on the history of AFN Europe. The German-American, who lives in Hessen, is regarded as a recognised expert on the radio and television broadcaster of the American armed forces. With decades of accumulated expertise and countless collected photographs and recordings, he fascinated listeners with his captivating account. For each of the historical photographs shown, he was able to share engaging details, much to the delight of the audience.



John Provan about History AFN

Radio Monique was an offshore broadcaster that transmitted programmes mainly for Dutch and Belgian listeners from the radio ship *Ross Revenge*, anchored in the North Sea, from December 1984 to November 1987. The story of this remarkable station is full of

drama and anecdotes. Accordingly, the forum devoted to this subject—featuring three former newsreaders and DJs of the station—drew great interest. Ferry Eden, Elly van Amstel and Wim de Valk enthralled the participants with vivid tales that, even 40 years later, had lost none of their fascination. Via video link, Fred Bolland also joined in to recount his work behind the scenes and in supplying the broadcast ship.



André van Os, a Dutch member of staff of the former offshore station Radio Caroline—which still broadcasts today via the Internet and medium wave—spoke about the station's successful fundraising efforts. Thanks to these, its old radio ship *Ross Revenge* will be able to undergo extensive renovation in dry dock next spring. Numerous questions from the audience focused particularly on the station's medium wave transmissions on 648 kHz.

Last but not least, Dennis King took to the stage—an institution of German and international broadcasting. In conversation with Martin van der Ven, he recounted in a compelling way his experiences at the legendary offshore station Radio Caroline. Between 1972 and 1975, Dennis's task behind the scenes was primarily to raise the necessary funds for the floating station. As the right-hand man of station

founder Ronan O'Rahilly, he experienced wild adventures, which he described to the audience "without nostalgia and false romanticism" but with striking anecdotes.

Here are 160 photos

<https://www.flickr.com/photos/offshoreradio/sets/72177720329202040/>

Way back in early sixties of last century

Few people will be able to remember how, a year after Radio Caroline was founded in 1964, people talked and wrote about the station and more.

Hans Knot delved into the archives to compile an anthology, including rumours around the Dutch offshore project Veronica.

On Thursday, first of April 1965, the newspapers of the *Gemeenschappelijke Persdienst* (Joint Press Service), including many regionally focused ones, reported on the first anniversary of Radio Caroline. The broadcasts from the MV *Fredericia*, anchored in international waters off the Isle of Man, were particularly highlighted. When you read such an article more than six decades later and think you have followed the history of the legendary radio station closely, you are surprised to discover a number of new facts.

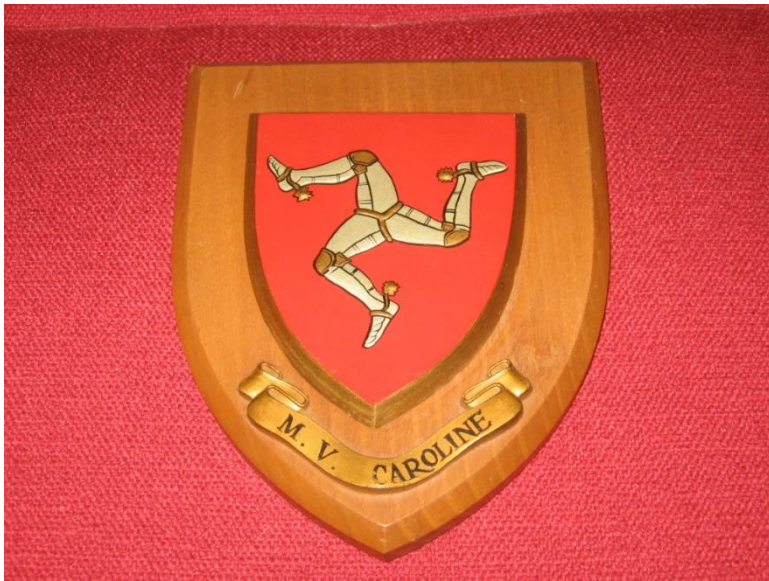


Caroline North MV Fredericia

The story began with the announcement that a few days earlier, the radio station's staff had celebrated its anniversary with a programme of extra exuberant music. There is no recording of this day on Caroline North, but it is clear that Caroline South broadcast all kinds of birthday wishes from well-known artists of the time between the music. Apparently, the GPD correspondent from London had been on board the Fredericia, because he went on to say: 'The Dutch captain, G. Kooger, and the crew, some of whom are also Dutch, are not concerned about a possible seizure or blockade of the ship or about their supplies being cut off on the grounds that England has signed the Strasbourg Convention, which declared radio pirates illegal.'

The crew was therefore under the leadership of Captain G. Kooger, a name that was previously unknown to me. Searching through various registers reveals that in 1957 he was employed as a captain by the NV Koninklijke Pakketvaart Maatschappij (Royal Parcel Shipping Company). This company mainly provided connections between the Netherlands and the Dutch East Indies and later Indonesia. The KPM had a fleet of 38 ships, with a combined tonnage of 205,766 GRT. In 1966, due to a merger, it ceased to exist as an independent company. Captain Kooger probably made an earlier switch to the Wijsmuller company in Baarn.

Further information revealed that earlier in 1965, he had been appointed by Wijsmuller as one of the temporary successors to Captain W. Buninga as master of the MV Fredericia. Captain Ko Walters was the other deputy master. Incidentally, when Captain Buninga left for Radio London, the crew of the Caroline North broadcasting ship presented him with a commemorative plaque bearing the coat of arms of the Isle of Man, which his son Ron Bunninga gave to me for the offshore radio collection about twenty years ago.



Caroline Shield Captain Bunninga. Collection Hans Knot

Apparently, the correspondent had talked further with Kooger about possible problems, because he reported: 'If food supplies from England were to be stopped, one could always turn to Ireland and Spain, which have not signed the convention. Supplies by air are also a possibility. As long as it has not been proven that Caroline is endangering human lives by using ship wavelengths, there is little chance that the British Parliament will take action.' He did refer to the two occasions on which Caroline had accidentally used the wrong frequencies, but the organisation had given assurances that such incidents would not happen again.



Essex Girl Ramsey Bay

The correspondent's next step was a trip to the Isle of Man and a visit to the port of Ramsey. He noted that the population of the port town was enjoying the adventure of the Caroline boys, who were very popular among the inhabitants: 'Thanks to the entertainment they provide, the local hotel has never had such a good winter. When the deejays visit Ramsey every fortnight for their relief, the bars and cafés are full of teenagers hunting for autographs. Everyone in Ramsey sympathises with Caroline, especially when the weather is rough and people tune in to the station to hear if everything is all right on board.

Regarding the supplies for the MV Fredericia, which the correspondent described as a former steamship, he reported that supplies were delivered twice a week from Ramsey by the ship "Essex Girl" and, because the broadcasting ship was in international waters, the island's customs authorities did their duty strictly before the crew of the Essex Girl were given permission to sail, which was no different on their return. At that time, it had become known that the Panamanian government had decided to revoke the registration of the flag, which could cause difficulties for the Fredericia as a so-called flagless ship. But Captain Kooger had made it clear to him not to worry, as he was in possession of a sealed package that could only be opened in case of emergency. This, of course, referred to another flag and registration, which covered the crew of the Fredericia.

There was a clear difference between the leave periods of the radio operators on board and those of the crew members. Every fortnight, the radio operators were relieved, while the crew members stayed away from home for up to six weeks: 'Life on board is excellent and everyone gets along very well. There is plenty of work and enough time to go fishing. Everyone gets two cans of beer a day. No one suffers from seasickness; that is only a problem during the trips to and from the broadcasting ship.

The correspondent concluded by saying that the crew on the floating radio station derived a great deal of satisfaction from their work,

partly because they felt they were fulfilling a need to have a strong personal bond with their listeners.

In the meantime Dutch newspapers came three years earlier with a few announcements about an expected change of radio ship for Radio Veronica, which was active since April 1960 transmitting from the Borkum Riff. In these articles it was mentioned that using their radio ship it became too expensive. And so we could read: 'The ship Veronica is disappearing from the North Sea. The operation of this fifty-year-old lightship is too expensive for the management of the commercial radio station "Veronica". The broadcasts of this radio station are made from the ship, which, as is well known, is anchored off Scheveningen outside Dutch territorial waters.

However, the disappearance of the ship Veronica does not mean that the broadcasts of Radio Veronica will be discontinued. The operators of the independent station have purchased another old ship: the thirty-year-old trawler 'Michiel' Hd. 108 from the shipping company Brothers. Slot in Den Helder. This ship had already been decommissioned for fishing and was destined for the scrapyard. It is currently at a shipyard in Harlingen, where it will be converted into a radio station.

At the time, the operators of the radio station encountered great difficulties in equipping the Veronica with transmitting parts. On several occasions, parts of the transmitter were confiscated. Radio Veronica broadcasts near the so-called fishing band, which is also used to broadcast distress messages about ships and aircraft in distress.'



Strangely enough, nothing more was heard about this former fishing trawler in connection with Radio Veronica. However, not long afterwards, some information came to light about a student prank. It was the 'Vrije Volk' (Free People) which published on April 7th 1961 first about the fake excursion:

'A large number of students crowded into the wheelhouse and on the decks of the coastal vessel Superior Trader, moored in Scheveningen's inner harbour, this morning. The students, who were participating in the 25th conference of the Organisation of Natural Philosophy and Technology Faculties in the Netherlands, thought they were going on an excursion to Radio Veronica, were disappointed.



Photo Archive Foundation Marietiem

Serious doubts arose when two very old-fashioned dressed customs officers appeared on board the vessel. When they had set up a checkpoint that even laymen would find strange, Radio Veronica's broadcast was suddenly interrupted for an announcement to the students on board the coastal vessel. To great hilarity, the voice of the chairman of the conference committee, Mr. Schutte, rang out.

He asked how the students could have been so foolish as to believe that, in addition to excursions in the Netherlands, there would also be one abroad. To their relief, he then announced that the students would be allowed to continue their journey. As consolation, he invited the victims of the fake excursion to the boulevard for a cup of

coffee and to watch Radio Veronica through the telescope. The students were delighted with this consolation and enjoyed the coffee and telescope.

The next day Nieuwsblad van het Noorden reported: "The entire excursion to the radio ship is just a hoax," said Mr. Schutte, chairman of the conference committee, which is organising the twenty-fifth conference of students at natural philosophy faculties in the Netherlands.

On the occasion of this congress, which were held in Leiden from 5 to 8 April, various excursions to domestic sights were organised. However, the congress committee reserved the right to insert a fake excursion among all these genuine outings. So when the more than eighty chosen ones wanted to board the Superior Trader, two (student) customs officers promptly objected to this planned extraterritorial trip.

The message that Radio Veronica then broadcast gave the now doubting students the explanation for making these objections. It was added that those who still had an irrepressible desire to see the ship should go to the Scheveningen boulevard, where a telescope aimed at Veronica had been set up. A cup of hot coffee completely reconciled the students who had boarded the boat with this rather cold adventure.'

The name of the ship that might be used rang a bell. In addition to radio, there has also been a great deal of interest in coasters for decades, with an emphasis on ships built in the province of Groningen. Regional Newspaper Nieuwsblad van het Noorden publish on November 29th 1960; 'Launching of M.V. SUPERIOR TRADER. At the Noord Nederlandse Scheepswerven shipyard on the Winschoterdiep in Groningen, the new motor coastal vessel Superior Trader, built on behalf of the Netherlands, was successfully launched. The Superior Trader is a flat-deck vessel, weighs 360 tonnes and has the following dimensions: length overall 46 m, length between perpendiculars 42 m, width 7.30 m and draught 3.07 m. Propulsion will be provided by a

399 hp engine. Construction is being supervised by Bureau Veritas and the Shipping Inspectorate for Atlantic shipping. The keel for a 900-tonne motor tanker, built for the Dutch market, will be laid on the vacant slipway. This ship will be equipped with a 1,000 hp engine.

Hans Knot September 2025

Here are some wonderful memories from Paul Krooshof by photographs:

1973: The Norderney on the beach of course I had to go to see the stranded radio ship early April 1973, like thousands other people did.



1974: When I attended the Graphic Design School in Utrecht, I cycled past Veronica's Lapershoek studio near the Hilversum-Soestdijkerstraatweg train station every day. At the time, I was busy with my MG hobby and was producing the club magazine for the MG club. I thought it would be nice to have a photo of an MG for Lapershoek.

On board the SS Waverley, I met Peter Chicago, whom I had met at Ellen's the year before. He offered me a beer in the ship's bar.



1997: Finally, the Communicator. One afternoon, I went to see the ship at the Markerwaarddijk and was invited onboard. It all looked beautiful.



I also noticed that if I came back one morning, the sun would be behind the mast, and I could take a special photo. A few days later, I went back and created a star behind the masthead. I find it

incomprehensible that this beautiful ship fell into such disrepair so quickly afterwards and was even scrapped.



Thanks a lot Paul Krooshof for these wonderful memories and pictures.

More Sad News came from Robert van Dam aka Marc Jacobs: Kees Borrell is no longer with us. Kees died yesterday, 9 November, in a traffic accident near his home in Thailand.

Kees first came aboard our broadcasting ship MV Mi Amigo in May 1978. As a cook. It soon became apparent that he had many more talents. He climbed the 50-metre-high transmission mast to carry out repairs at the top and was happy to service generators, to name but a few examples.

Above all, Kees was an ever-optimistic, caring colleague and friend. Together with his wife Kasia, he built a new successful life in Thailand, on the island of Koh Samui. Kees regularly returned to the Netherlands.

We kept in touch, almost daily. Until yesterday, when after 47 years, that warm friendship came to a tragic end. My thoughts are especially with Kasia, who is now on her own.

Photo: Kees on board the MV Mi Amigo, had made a cake to celebrate the 500th broadcast of our programme Baken 16.'



Photo collection Marc Jacobs

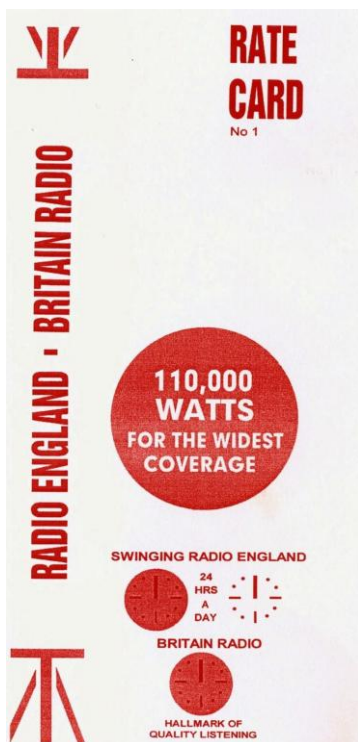
Some reflections: Tim Payne. This is awful and sad news. I know he was a very important member on board and a damn fine cook. God bless him.

Johnny Lewis: 'Kees was a great guy and always fun to be with on the Mi Amigo and when in Holland. A very sad loss, far too young to be taken. RIP mate till we blow the froth again in heaven.'

Roger Harvey: I was shocked and saddened to learn of the death of Kees Borrel last weekend. Kees was a chef and occasional DJ on board the mv Mi Amigo in the late 1970's, he was a very colourful and funny character with his unpredictable sense of humour, adding amusing dialogue on Radio Mi Amigo and on Caroline whenever he came into the studio's. Sending love and Condolences to his family and friends.

Wim de Groot: I worked with Kees in the summer of 1979 on the Magdalena for Radio Mi Amigo 272. Such a nice man.

Keith from Sittingbourne was an avid listener to Swinging Radio England and surely the signal came in loud and clear. He remembered that there was a huge party in London when the station came on the air in 1966. But he also remembered that there were rumours the bill for this party was never paid. So the question came in if we have more on that subject.



Well Keith a search in our archive brought us to July 14th 1972 when it was announced in 'the Orange Leader', a newspaper in Texas, as follows: 'Texan To Pay Big Party Bill-Texas businessman Don Pierson was ordered Thursday to pay a \$9,500 bill for a big party he threw in the London's Hilton Hotel six years ago. The 600 guests at the party, held in July 1966 to launch an offshore pirate radio station, consumed more than 1,000 bottles of champagne as well as other drinks and food. High Court Judge Sir Gerald Theziger upheld a claim by the Hotel owner that he was quite sure the Texan had given his personal assurance the bill would be settled.'

I found also more in the Daily Mail from the same day:

'A Millionaire Texan gave what was meant to be the party of the year. More than 600 people-mostly from show business-turned up at the London Hilton Hotel in Park Lane. They celebrated the launching of the pop pirate ship Radio England to the tune of 1,000 bottles of champagne.

The liquor bill alone was £1,800 and the total account was £3,960. The party was on May 25th, 1966. Then came the hangover. For the Texan, former banker Mr. Donald Pierson, refused to pay the bill. But in the High Court yesterday Mr. Justice Thesiger upheld a claim by Hilton Hotels against Mr. Pierson, of Texas, for settlement of the account. The judge said that the party was ordered by Mr. Pierson's publicity consultants. Peter Rendall Associates, of West London.



Radio England ship Laissez Faire collection Joseph Verbeke

Mr. Pierson contended he never gave them authority to book the party on his behalf. The judge said Mr. Pierson was a shrewd businessman who, was quite sure, had given his personal assurance that he would pay the bill. Last night Mr. Rendall said: 'It was the craftiest, wildest event I have been at, but it was just a free beano for showbusiness types. 'I advised Mr. Pierson against it but he

insisted on going ahead. He said he wanted the show biz set to endorse Radio England, and this was the way to do it.'

'But in fact the station was having great transmitting difficulties at that stage and it was the wrong time to bath Radio England in a splash of publicity. At the party, when four long - haired musicians were refused entry Mr. Pierson cabled Conrad Hilton in America and demanded they be let in. cable (telex) came back from the great man allowing them in. After that he was regarded as a kind of god by some of the pop fraternity. But it was all money down the drain.'

Late September I published this wonderful picture from the Martin van der Ven collection on our SMC FB Group.



It was Norman Barrington who could tell around which time the photo was made: 'This picture from Martin, is a very rare photograph, since it shows a complete 'de Kerf' mast with top pole in place.

I can narrow down the date from 11th July to 17th July 1973. This is because the mast had already been up for a few months but without the top two sections. It was during this period we had the two frequencies of 773khz and 1187khz. - 389m and 259m.

During this time sections above the top crosstree had no guy support, a rather worrying state of affairs. However as someone else mentioned we had a generator failure, and this gave us a window of opportunity.

So on 10th of July three of us plucked up the courage to finally get the last two sections in place together with guy wires to the very top. Me, Robin Adcroft and Bob Noakes. We deserve to be mentioned by name since a mast had never been completed at sea before, what we did was a first, and very daring, in fact the most risky thing I have ever done in my life.

The reason I can fix that date is because it happened to be Steve England's birthday. Dick Palmer with Jaap, had tried this construction back in May and the top two sections collapsed under their own weight. Thus he refused to ever try it again.

The three of us learned from earlier mistakes, used a much lighter gin pole, and made sure that each of us stayed on one of the three sides of the mast thus balancing out our weight as we pulled up the two final sections.

Things were much safer now. So on 11th July, Dick and Jaap de Haan scaled the now steady mast, and inserted the top pole complete with flimsy capacitance hat. However the 773khz sausage had to be moved to make way for the new top to galley guy wire.

No matter how Chicago tried, he could no longer get both frequencies tuned. Ronan would not allow him the extra time needed to get it fixed, because we were about to get a money stream from Radio Atlantis.

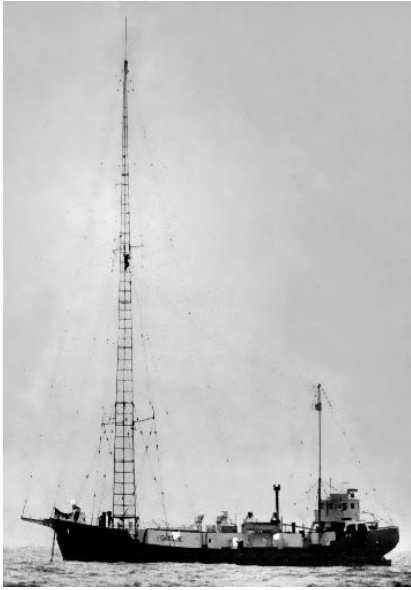
Thus he instructed both the 10kw and 50kw be tuned to 1187khz. The 10kw would now be a backup rather than the 773khz 389m service.

One week later, Bob noticed the 50Kw had gone out of tune. Puzzled, we looked outside, and spotted that the pole that Dick had put up had fallen off in the night. Must have fallen into the sea, since we heard nothing.



But that is why this photo is so rare and that I can narrow it's date to just the one week from 11th July 1973. It is ironic that the essential completion of the mast resulted in the loss of our 389 service. But only because Ronan did not consider it important enough, did not give us enough time, keen to get income which he spent on other projects, not us. It needs to be said, he starved us of necessary funds to better maintain the ship.

This story repeated itself in December 1973 with the new telescopic mast, but this time with the money stream from Sylvain Tack, again not spent on the poor Mi Amigo. So we were never to have two stations ever again.'



Picture of Dick Palmer descending having installed the top pole and capacity hat on 11th July 1973

It was Bernhard Beck who responded with: A professional VHF mast builder told me that the mast would have had problems on land in storms too: The mast would have moved. The crossbars, because they weren't made from a single piece, wouldn't have stabilized it, and they were at the wrong attachment points. He also told me that for these reasons, the mast would not have been approved for construction on land in Germany. At sea, he considered the number of just three stays fore and aft to be too few; even if the mast had been positioned amidships, the guying would have been insufficient. At first glance, the mast on the MEBO 2 looks similarly guyed, but that's deceptive. It's positioned amidships on a wider boat, and the guying is much more solid. I suspect that professional riggers weren't involved on the Mi Amigo. That's why I find it fascinating what you managed to achieve 52 years ago without any outside help! You have my utmost respect!

But there was also a short comment from Ton Polderman about the condition of the radio ship Mi Amigo by writing: 'Floating coffin'.

Not the best way to have a comment on a radio ship which brought us so much joy. And his words took Norman Barrington again to write an

answer: 'During the 20 odd years that this ship was home to sailors, engineers, technicians, producers, and DJs, not once was there a serious accident or fatality, which is surprising, all things considered. I always felt she looked after us, even though the worst of storms that the North Sea could throw at us.

I think the Mi Amigo deserves a better description than the one you have given. I have no idea why you felt it necessary to post such a negative, distasteful, two word comment.

Those of us lucky enough to have lived on her decks and in her cabins, would definitely think of something far more charming to describe that dear old ship, that gave such pleasure to millions.'

Ton came back with another one-liner: 'Legendary Yes. But the state was pitiful.'

Ending with Norman again: 'Sorry I cannot see your point. At sea since 1922 in various configurations, it's hardly surprising there would be some rust!

But you underestimate the thickness of the steel hull, which was built to cut through thick ice in northern waters. The refits, scraping and painting - hard work - annual removal of barnacles by divers. (Tom van der Linden of Delta Diving, during my time)



Were you ever on board? This is how she looked during my two years, taken in 1973, she was already over 50 years old, yet I see a proud and dignified ship.

My advice to you, when posting, try to consider other people's feelings, shipmates always have special feelings for their ship, that's why sailors call their boats 'she'.

I certainly felt hurt on her behalf. So by all means say something interesting, informative, constructive and kind, or keep quiet.'

October started with sad news from Bob Le-Roi

It's with sadness I report the passing of Tony Pine at a rest home in Folkestone on 1st October 2025 aged 89 (30th April 1936 – 1st October 2025)

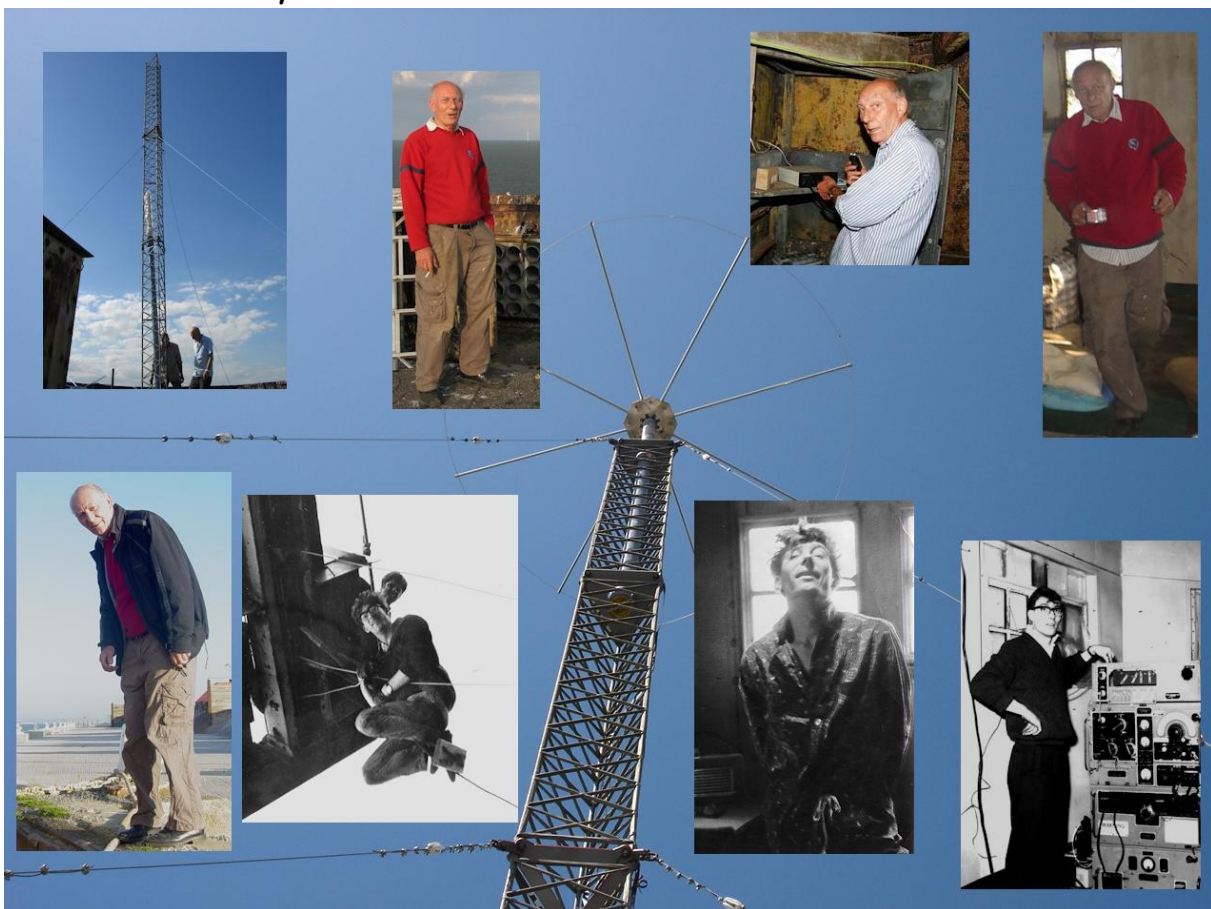
Tony was a leading light working tirelessly in the back ground from the infant days of Radio City on Shivering Sands Forts. Tony one of the first to venture out to the Fort when a plea for essential supplies from Radio Sutch was heard at the Record Centre, 20a Oxford Street, Whitstable, later the Radio City Office.

Unlike today with Whitstable sprawling outwards and invaded by what locals we call DFL's (Down from London's) In the early 1960's Whitstable was nothing but a sleepy little fishing town, best known for Whitstable Native Oysters. Hardly a backdrop for shenanigans on WWII abandoned structures on the high seas, but that's exactly what occurred in the true spirit of British grit and broadcasting legend.



The tiny Radio Sutch had begun initially as a publicity stunt developing into Radio City, abandoned and pillaged from 1958 conditions on the Fort were poor. Tony Pine a good all round electrical and general engineer who also owned Pines General Stores on Island Wall that provisioned the station. Tony's known to have often forsaken pay in favour of keeping the station on-air and was very much an integral part of the Radio City Team. Later when we brought back Red Sands Radio from the Fort, Tony again threw his energy into helping erect the antenna's and make the Tower habitable, staying involved over the eight years of the station that was to evolve into Maritime Radio. I've known Tony since the early tempestuous days of Radio City and always appreciated his encouragement, support in what for me has been a long broadcasting career

Rest in Peace my friend: Bob Le-Roi



Photos archive Bob Le-Roi

A vast archive of relevant photographs and audio can be found at www.radiolondon.co.uk drop down to Red Sands Radio

Next a response on last report from Ian Godfrey: 'Hi Hans. Many thanks for another fascinating Report. I read it yesterday - on what is, to me, one of the most significant days in offshore radio history - 30 September. I listened, for a total of about four or five hours, to that first test transmission, the only downside being that I was only able to make a written record of the music played. I was really impressed by the quality and signal strength. Also yesterday I read the transcript of the Ray Clarke/ Chicago interview - including a great account of his experiences of the Mi Amigo in the May-September 1972 period. I was a bit disappointed though that Radio Caroline wanted, probably for time-limitation reasons, to move on to Chicago's time with the Ross Revenge - completely glossing over the 1970s.

Chicago's recollections, in the Report, of the state of the Mi Amigo in the 70s was some consolation though. Before the feature in the Report, I knew very little about the Manor Park. It's possible that Ventura/Free England could have been on air before the demise of the Mi Amigo. Radio Delmare never seemed viable. I remember feeling sure I'd picked it up one morning, in early 1979 I think, in Shepherd's Bush.

Regards, Ian Godfrey

A 'PIRATE'

Jazz for teenagers from ship at sea

By PETER STEWART

THE HAGUE, Saturday.

DISC jockey Paul Hollingdale, 26, arrived here tonight to start a "pirate" radio programme beamed through the night to British teenagers.

Transmission starts on February 1 from the 457-ton converted German light vessel Veronica, which is anchored in international waters five miles from the Dutch coast.

The 280,000 Anglo-Dutch plan has been negotiated secretly between the British Commercial Neutral Broadcasting Company, of Rolyat House, in London's Dean-street, and three Dutch businessmen led by Mr. Dirk Verweij, of Hilversum.

'We won't say'

As test transmissions were beamed to listening stations in South, East and Central England and the London area, Dutch post office authorities ordered legal and diplomatic moves to seize the ship and stop the broadcasts, already being put out in Dutch.

The legal moves resulted in the ship being detained in a Dutch port and changes in registration and flag.



JANNA HILL . . . She will produce women's programmes.

British representative of the firm, Mr. Doug Stanley, 27-year-old announcer from Clapham South, said "We are not saying what the new flag is because moves have been made against us."

Jazz, beauty, and home feature programmes and newscasts will be beamed to Britain from 6 a.m. to noon, 11 p.m. to 2 a.m. every weekday and from 8 a.m. to 1 p.m. on Sundays.

Women's programmes will be produced by actress Janna Hill, who will work from London, said Mr. Stanley.

It was in 1961 that Veronica announced that English Language programs would start soon. It became the short-lived CNBC. In the British press Doug Stanley, one of the announcers, told that Jazz Singer Janna Hill would become presenter of special programs for women. But she was never heard on 192. CNBC never came into the London area due to low power. Veronica had a power of 6,5 kW in those days. Cutting thanks to OEM.

October 14th an e mail from New Zealand and Ian Ferguson, after I had congratulate him with his birthday: 'Hans Knot thank you. Always nice to hear from you, and I know that you still keep in touch with many radio people around the world after their 'pirate' days have long gone. I hope you are keeping good health Hans.'



Nigel Roberts in the middle at Driftback 20 in London

Photo: Hans Knot

The same day sad new versus David Clouter: 'I am so sorry to report the death yesterday morning of Nigel Roberts, known for his work on the Voice of Peace, Caroline Overdrive, and later the Rock Radio Network where he was known as Skull and which he co-founded with Tommy Vance and myself.

Nigel had been ill for some time and was in and out of hospital at least three times. He was posting on his timeline as recently as September, and complained of breathlessness.

I was alerted to his death by Rocker Kev who used to work with us at RRN. By the way, Tommy Vance once said that we had recaptured the atmosphere of the pirates at RRN, which made us both proud as that had always been our (unstated) aim.'

Read more:

<https://www.offshoreechos.com/Tribute%20to%20Nigel%20Roberts.html#TOPPAGE>



Rick Crandall, who we know from SRE days in the sixties, recently was guest in a radio program: WMNF studio shot with, left to right, show co-host Joe King Carter. Local musician and my friend Mike

Baluja, me, and primary show host Mario Nunez. This was a lot of fun in "The Conversation" on WMNF 88.5fm in Tampa at Noon today (Wed, Oct 15). '

click and go to Listen on Demand...to the October 15, 2025 episode.

<https://www.wmnf.org/events/the-conversation/>

Ending this edition of the report with an update from Jon Myer: Hi, The Pirate Radio Hall of Fame has just been updated.

New this month: We have the final batch of Martin Ransom's collection of press cuttings, these dating from 1967-8; Since the last full update we have added a tribute to Colin Nicol; we also have one of Colin's interviews with a former Caroline ship-mate, Peter James; a number of former pirate DJs have shows on Boom Radio this Christmas; and sadly we have the deaths of more offshore radio-related people to report.

My thanks, as always, to everyone who has contributed.

Back with another update at the end of the year. In the meantime, I hope you have a great Christmas.

All the very best, Jon

www.offshoreradio.co.uk

Well ending this super edition of the International Radio Report. Hope you will have all a wonderful Christmas and Year ending. Next report will be around late February. Best greetings Hans Knot.

