

Hans Knot International Radio Report 2026(2)

Welcome to the spring edition of the international radio report in which the main subject 'Radio Atlantis notes' are, which I wrote down late 1973 and in 1974. Of course we've news from our readers and more.

Robbie Owen from England reflected on last report with: 'Dear Hans It's always wonderful to read your report. You do a great job of keeping the community connected.'

As you know, every year I try to do some in-depth interviews on my radio programme, and capture the spirit and motivation that drove these amazing people. I'm pleased to say that Ron O'Quinn was in fine form in January for our fourth link-up. His star burns so bright!

In this year's plan are Roger Kent of RNI (only his second interview, ever!), Steve England of Atlantis and Digby Taylor of the Voice of Peace.

All of them are archived on MixCloud for anyone to listen to. Here are two of the four with Ron:

<https://www.mixcloud.com/robbie-owen/the-jukebox-drive-in-for-11th-january-2026-hr3-live-interview-with-ron-oquinn/>

<https://www.mixcloud.com/robbie-owen/the-jukebox-drive-in-24012021-hr3-live-ron-oquinn-pirate-special/>

PLUS Bob Noakes:

<https://www.mixcloud.com/robbie-owen/the-jukebox-drive-in-for-18th-august-2019-hr2-live-bob-noakes-with-robbie-owen-part-1/>

<https://www.mixcloud.com/robbie-owen/the-jukebox-drive-in-for-18th-august-hr3-live-bob-noakes-with-robbie-owen-part-2/>

Graham Cooke (Peter Phillips):

<https://www.mixcloud.com/robbie-owen/the-jukebox-drive-in-for-21st-march-2021-hr2-live-pirate-radio-special-with-graham-cooke-pt2/>

<https://www.mixcloud.com/robbie-owen/the-jukebox-drive-in-for-21st-march-2021-hr3-live-pirate-radio-special-with-graham-cooke-pt2/>



Colin Peters:

<https://www.mixcloud.com/robbie-owen/the-jukebox-drive-in-for-29th-september-2019-hr3-pirate-special-with-colin-peters/>

Bob Lawrence ("Busby"):

<https://www.mixcloud.com/robbie-owen/the-jukebox-drive-in-for-20th-march-2022-hr3-live-with-bob-lawrence/>

Grant Benson:

<https://www.mixcloud.com/robbie-owen/the-jukebox-drive-in-for-23rd-feb-2020-hr2-robbie-owen-with-grant-benson/>

<https://www.mixcloud.com/robbie-owen/the-jukebox-drive-in-for-23rd-feb-2020-hr3-robbie-owen-with-grant-benson/>

Martin van der Ven:

<https://www.mixcloud.com/robbie-owen/the-jukebox-drive-in-for-28th-february-2021-hr3-pirate-radio-special-with-martin-van-der-ven/>

And Hans Knot:

<https://www.mixcloud.com/robbie-owen/the-jukebox-drive-in-for-10th-september-2023-hr2-offshore-radio-special-with-hans-knot/>

Roger Kent:

<https://www.mixcloud.com/robbie-owen/the-jukebox-drive-in-for-15th-march-2026-hr2-live-pirate-radio-special-with-rnis-roger-kent/>

<https://www.mixcloud.com/robbie-owen/the-jukebox-drive-in-for-15th-march-2026-hr3-live-pirate-radio-special-with-rnis-roger-kent/>

Best Wishes, Robert "Robbie" Owen

Another reflection came in from Phil in the USA who wrote: Hans old boy. Nice to hear from you, as always. How you say...."Greetings"? I'm always happy again to partake of the old' HKIR Report.

As usual, anticipation reigns. The "passings" always disappoint but, as we all should regard, the memories of what they were to us is the perfect salve for wounds of loss. And recordings will stay with till it's our turn to be memories for those "we" knew.

Thumbsucker Soudan? Got quite a smile out of that one, I did. Enjoy reading? I always do! I appreciate you, friend Knot. Thank you. Phil in good ol' Minneapolis.'



Regarding Jacques Soudan on Radio Dolfijn, a brief addition was received from Look Boden, who also worked at Radio Dolfijn: 'Soudan was dismissed after only two weeks because he advertised his own chemists without prior agreement.'

Two updates in our photo archive Offshore Nostalgia on Flickr.

Nick Catford visited the Ross Revenge in Dover harbour in 1992 and made 58 photographs.

<https://www.flickr.com/photos/offshoreradio/albums/72177720332364758/>

Nick Catford also gave us permission to take 32 photos he made in August and September 1974 about Radio Atlantis and the Jeanine:

https://www.flickr.com/photos/offshoreradio/albums/72177720332356938

Next Andy Cadier from Kent: 'It's many years since I was involved with the music industry and offshore radio, then out of the blue I came across this commemorative bench on Folkestone's Leas, a clifftop park.

John Gething was a local businessman who with his wife ran a record shop and a photography business in the town centre. He was also the director of KING Radio and had a similar position with Radio 390, both based on Red Sands fort during middle 60s. KING Radio had an office in Oxford Terrace, Folkestone (now demolished) and Radio 390, under the name of Estuary Radio Ltd, had offices at Queen's House (now flats) in nearby Guildhall Street.

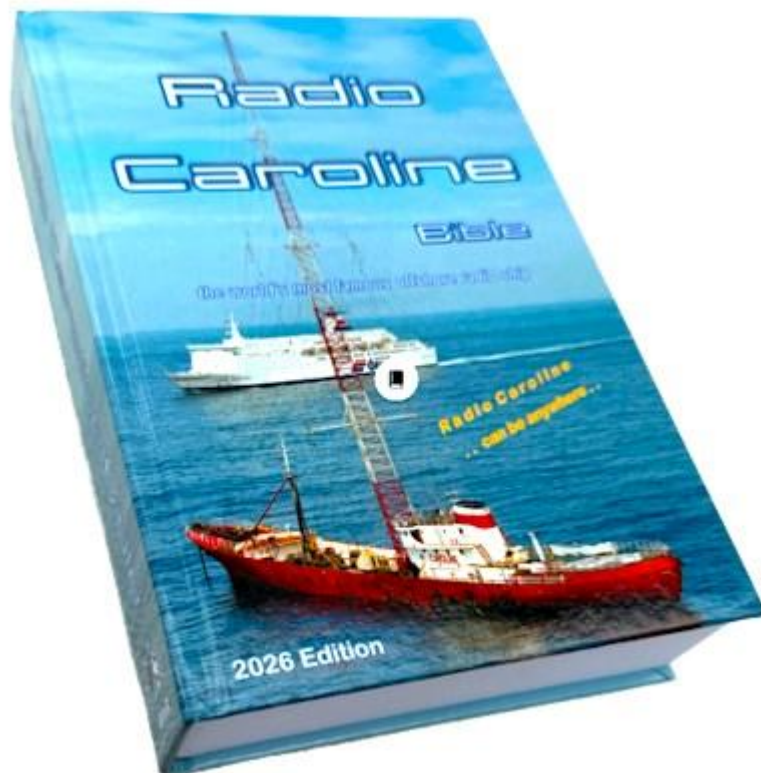
Oh what I vibrant and busy place this once was.'



Bob Le-Roi added: 'Maurice was a very kind gentleman and astute businessman. A prime mover he initiated having the Lee and Doughty mixing desk made locally in Sandgate. He ran both Guildhall Camera's and Hi-Fi. He was heavily involved with organising the Danger Man TV programme, some of which was filmed on Red Sands Another guy around then was Ron Leach he was an engineer who had a workshop at his Hythe home.'

A new edition of the Radio Caroline Bible brings the story of The Lady up to date with some of the events of 2026, including the Caroline Musical and the planned trip to the Alexandra Dock in Hull for repairs later in the year. The Bible explores the crowd-funding campaign which has now raised over half a million pounds - (£ 575,000) a process first tried by Caroline in the 1970s. The RCB is a collection of stories collected from most of those who actually ran Caroline including many of the backroom staff such as engineers, secretaries and the vital volunteers. read more:

<https://offshoreradio.info/caroline-bible/>



Next email time again and it's from John Hogg: 'Hi Hans,
Another superb edition of the International Radio Report. Thanks!
In your next issue could you include the following appeal?

CALLING ALL PIRATE RADIO (RNI) HIT PARADE ANORAKS

Over the winter months I browsed through my RNI chart logs that I kept meticulously from 1970 to 1974. I hardly ever missed a show on either the English or Dutch Services (with the help of a cassette tape recorder on occasions, or back up coverage from Ian Kellock and Mike Willis in Leominster.

I noted a few gaps and I am indebted to numerous internet sites for providing information (and correcting my Dutch!) These sites are great and I thank them all, namely:

Radiopedia.nl

Hitnotering.nl

Non -stop RNI TOP 50's (lokker. net)- excellent commentary/ diary
by Michael Downing

The Pirate Radio Hall of Fame

They are all top class- are there others ?

There is no official published record of the English Service Charts
and none of the internet sites have the following entries I am
seeking:

RNI INTERNATIONAL HIT 30---- MARCH 16 1973 no 24 (record
not on board at the time?). Can it be deduced from prior/ subsequent
chart?

RNI NIFTY 50 ----APRIL 5 1970 numbers 33/37/47 (some
confusion around some positions in this chart).

Anybody got a contemporaneous written note of these ? Finally, due
to intense jamming, I did not log the TOP 30 chart for 21 JUNE
1970 (Caroline Countdown of Sound) . Radiopedia has 3 entries only.
Again, has anybody got anything logged at all for this one?

I hope your readers can help complete these much valued (by me !)
books. Thanks for help given... Hans can supply my email address to
contributors.

John Hogg.

Next attention for an interesting article:

Radio Europa 80: An Offshore Dream on Dry Land

In the history of offshore broadcasting there are many well-known
stories—but also a number of lesser-known adventures that deserve
to be remembered. One such episode is Radio Europa 80, a
remarkable attempt by a group of Dutch radio enthusiasts to
combine a legal Italian station with plans for a new offshore
broadcaster for the Netherlands and Belgium.

The story unfolded in 1980, not at sea but in a small mountain village on the Italian Riviera.

A Dutch Radio Idea in Italy

In the early spring of 1980 a group of Dutch DJs came up with an ambitious plan. Their idea was to establish a legal radio station in Italy that would serve as a cover for a future offshore station broadcasting to the Netherlands.

At that time Italy already had a largely free broadcasting environment, with numerous private stations operating on the FM band. It therefore seemed possible to launch a station there without too many obstacles. At the same time, programmes produced in Italy could potentially be relayed from a radio ship positioned off the Dutch coast.

The project soon became known as Radio Europa 80.

Arrival in Perinaldo. The location chosen for the station was the small village of Perinaldo, situated in the hills above the Riviera dei Fiori on the Italian coast. With only a few hundred inhabitants, Perinaldo was a quiet place consisting of little more than a bakery, a small grocery shop, a butcher, a post office, a church and a bar. When the Dutch radio team arrived with their equipment and plans for a broadcasting station, the villagers were astonished by the sudden appearance of these energetic newcomers.

The initiative came from Tom van Eijk and Ferry Bosman, who also used the name Ferry Eden on air. Read more:

<https://offshoreradio.info/europa-80/>

OFFSHORE ECHO'S MAGAZINE 223

MARCH 2026

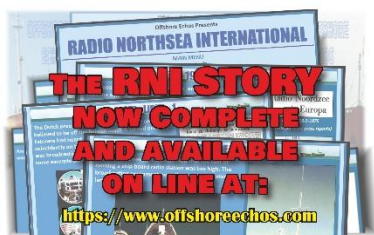
The latest edition of Offshore Echo's magazine, with full colour covers, includes: Norman Barrington interview Part 1 looks at how he joined the re-launched Radio Caroline in 1972, before the ship was towed in, and escaped back to sea a sort while after.

Offshore Flashback, a new series looking at offshore radio's heyday and the busy year of 1966.

The Veronica Saga, continues the story in part 4, and the early days of the station.

Radio Northsea International A new series about the shortwave World service and programming, looks at 1972 in this second part.

Visit www.offshoreechos.com for more on Offshore Echo's, Radio features and a range of offshore radio merchandise.



THE RADIO NORTHSEA INTERNATIONAL STORY

Radio Northsea International was probably the most memorable and colourful of the offshore stations. An unsuccessful attempt to set up a German offshore station led to a new radioship. When the Mebo II arrived off the English coast in 1970, it was soon being jammed by British government. More drama followed with an attempted hijacking, a short lived closedown, and a bomb attack from a rival station.

Things eventually settled down, but following the Dutch MOA in 1974, the ship was sold to Libya.

The Radio Northsea story, covers the stations history, and includes pictures, airchecks, newscuttings and archive documents.

The RNI Story is now online at
www.offshoreechos.com

Click on the photo to enlarge!

Four new updates in our Flickr Archive. First The Erik Kjøie Collection:

<https://www.flickr.com/photos/offshoreradio/albums/72177720332654940/>

Also there is a new page with photos taken by Jan Hendrik Kruidenier:

<https://www.flickr.com/photos/offshoreradio/albums/72177720332677018>

Jeroen and Irene Knot-Tinga visited the Ross Revenge in 2023 and clearly you can see that his interest are with the technical side of the radio ship:

<https://www.flickr.com/photos/offshoreradio/albums/72177720332934671>

Veronicaschip 'Norderney' in april 2026. It as Rudi Koot who made a visit to the former Radio Veronica radio ship in Amsterdam on Easter Sunday

<https://www.flickr.com/photos/offshoreradio/albums/72177720332958619>



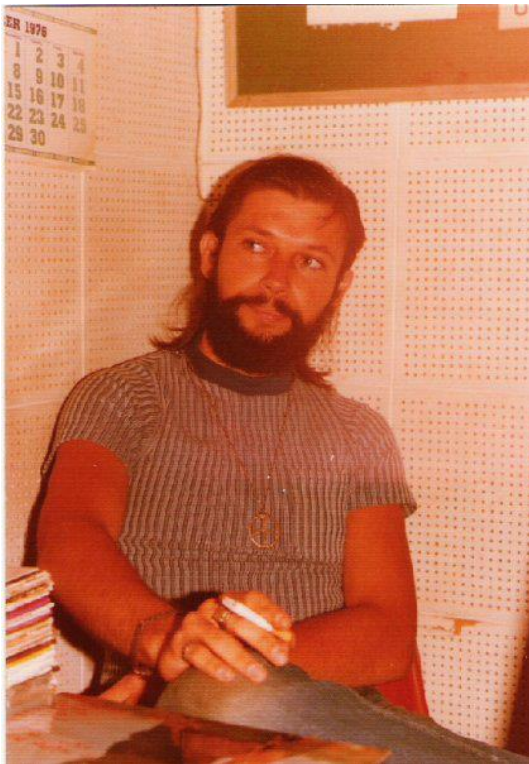
Don Stevens and Hans Knot by Chat Gpt

Don Stevens has another memory to share: 'As you may know I have posted replies to stories of my time in the Mi Amigo.

A recent enquiry was how did we know news stories that we could not have been picked up from radio news and must have a print source?

Well spotted, and the answer may be revealed now as time has passed by. The Captain of the Mi Amigo after arriving in the English anchorage soon noticed an off sea lanes regular visitor, an English dredger, appearing every three to four days near the Mi Amigo, and so seeking mental stimulation hailed the vessel, not expecting a reply as we were a pirate radio ship and illegal in the UK since 1967,

8 years ago, but, big surprise the Master of the English vessel replied and explained they were the MV Moderator operating out of Charleston Dock harvesting gravel for firm like Marcon (Irish) RMC. and used to build London.



Don Stevens collection Don Stevens

Out of this initial contact free a trade between the Moderator and the Mi Amigo using Royal Navy RAS techniques to pass to the Mi Amigo newspapers, confectionary, spare parts, groceries while the Moderator moved slowly passed the Mi Amigo, and her currency?

The Radio Mi Amigo tenders brought the Dutch crew a steady supply of magazines and needs from Flanders and Nederland. Highly prized by the English Moderator was the hardcore and high quality adult magazines, did the trade carry on after Simon Barratt and I left the ship in May 1975, but answers the question ...

Talking about Royal Navy RAS, Replenishment At Sea, a private company operated by crews from Netherlands, the operation was the height of efficiency. The supply ship would tie up while the hoses for oil and sweet water were quickly passed to the crew of the Mi Amigo and the pumping commenced. Then the hand ball of food stuffs and other supplies started and within an hour the operation was concluded, the pumps on the supply ship were very fast and powerful, I took part in three RAS while I was aboard ship as they arrived in the early morning while I was running Radio Mi Amigo so I was keen to do my bit in the hand ball element of supply. Sylvan Tack looked after us very well with reliable supplies and excellent food and other essential items.



Comparing it to the Voice of Peace it was easy in the beginning when Keith Ashton ran the VOP, he would send out a tender from Ashdod

with water and fuel for the ship and food and other items came out almost daily by speedboat from Tel Aviv Marina and that was a very slick operation , sadly stopped once Keith Ashton left and Abie took over the running of the station, and that was the beginning of the slow decline in the fortunes of the VOP especially as it was in competition with the new Government music station Reshet Gimel yet Abie insisted on going into Ashdod with the ship to bunker and turning off the transmitter instead of staying at sea and instead entered an Israeli power and exposing the ship to the risk of seizure by Health and Safety inspection and thus closing down, but the Israeli government knew they had the VOP cornered with the new pop music station and the loss of advertising on the VOP. Losing Keith Ashton was really a disaster for the station and as I have been interested in Logistics since the Fifties and it's still my hobby, I knew the path Abie was taking us down.

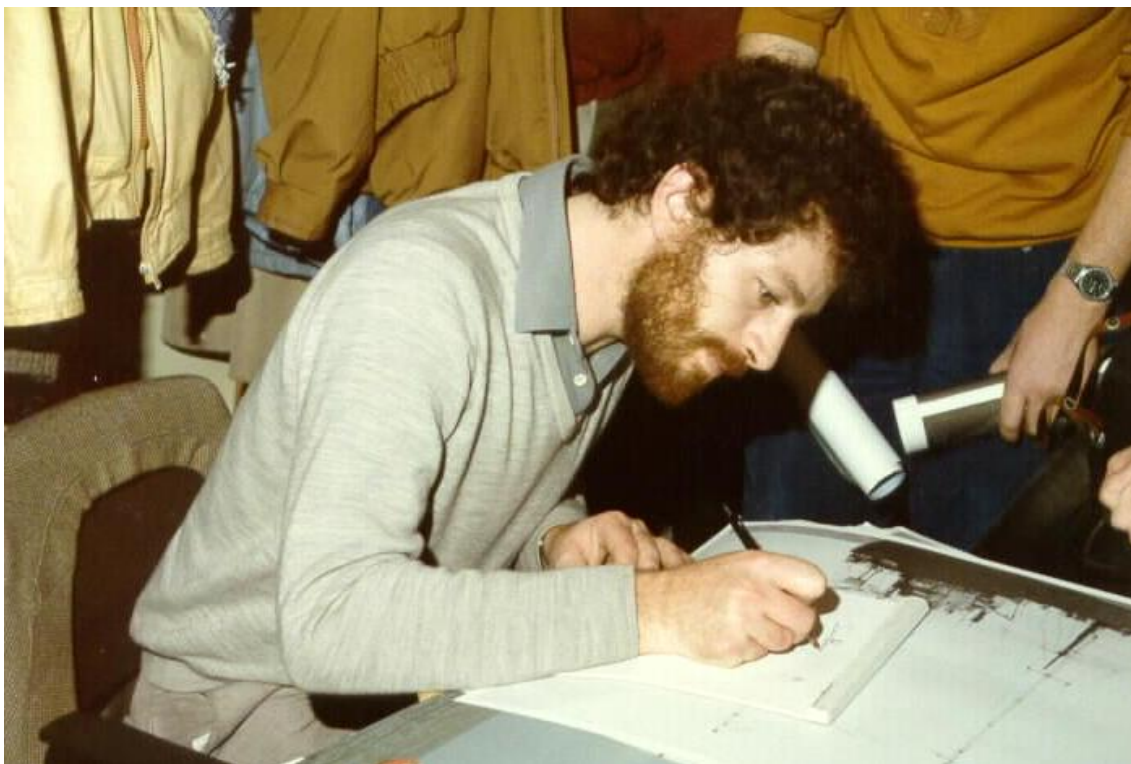


Don Stevens 2006

After retiring from broadcasting I went into the logistics industry and made a successful business with clients like Tesco, I worked on their Check Out Plus project nationwide and later with Marks and Spencer, Midland Bank, Alliance and Leicester, Halifax, Ford New Holland, MK Electrics, NATO and Just In Time to the aviation

industry and delivering urgent parts Airside nationwide to aircraft disabled by parts malfunction.

Don't forget we saved a Dutch couple in a vicious storm, sailing to England when taken by surprise, Mi Amigo Captain seeing the danger for the yacht, had one chance to capture and secure them, and running to Bridge, turned the Mi Amigo, side on to the storm, allowing the yacht to hit the starboard side of the radio ship and the crew threw three ropes and the couple threw a stern line to us and we walked the yacht to the stern of Mi Amigo allowing the yacht to face the storm and we saved Anka and her boyfriend, and Peter van Dam, quickly employed Anka to make voice overs for Radio Mi Amigo and Radio Caroline



Simon Barrett Photo: Rob Olthof

Within 5 days, the storm eased and we lost our wonderful couple who continue to be in the UK with a yacht that survived the storm ..

I wonder what happened to them??????

@ Don Stevens

The German-American radio presenter Rik DeLisle, better known to the public as 'Der Alte Ami', passed away on March 30th at the age of 79. Since arriving in Germany in 1978, he had worked as a DJ and programme director, initially at the American military radio station AFN, where his distinctive style of presentation stood out. In the mid-1980s, he switched to RIAS, which operated out of West Berlin, where he presented in German with a distinct American accent.

Dennis King (ex-Radio Caroline) worked with him together and became friend of Rik. Dennis wrote an obituary: 'Dear friends and followers. Life is bloody unfair and sometimes harsh. It always takes the best of us far too soon.'

I've said it many times before: in the industry where I worked for over 50 years - broadcasting - I had just one person and colleague who was also my friend in the truest sense of the word.

That friend is now 30 March away from us. For radio in Germany, he was a beacon of light, a rock in constantly shifting waves, and a person who lived for and loved radio.



We first met in 1982; he had just moved from Frankfurt to Berlin. We understood each other immediately; after all, we had both experienced radio as something far greater than what German stations made of it.

I have been on the North Sea airwaves with Radio Caroline since 1972, and he with the American Forces Network, including in Thailand and Frankfurt.

Air Force Sergeant Rik DeLisle and I became friends; after leaving AFN, he moved to RIAS, where I worked for a few years. I put him through his paces and scared him a bit - his German wasn't good enough.



As was to be expected, the man who hosted 'Old Gold Retold' on AFN and was a presenter at RIAS soon became a star: 'Old Ami' was born. But that alone was not what commanded my greatest respect.

Alongside his job at the radio station, Rik also raised two small children on his own: in the mornings, he was the funny Ami on the radio. Then he'd go home to change nappies and make breakfast for the children. Not exactly the glamorous life of a radio star.



Rik DeLisle and Dennis King. Collection Dennis King

This was followed by a brief, very unsuccessful marriage to a colleague, before Rik met Esther. Esther! A wonderful, tough woman who showed him that you don't have to be a loner in life. She has always been his rock and his home.

Together they had a wonderful marriage built on respect and togetherness, and raised their patchwork family as an example. I bow deeply to this woman; she gave my friend happiness—no, she saved him and his soul.

Personally, I cannot describe my state of mind at the moment; this all hits too close to home. Words cannot describe how deeply this affects me.

I mourn with you for a man who loved his profession with such intensity, who sought out his peers, a true friend through thick and thin, and a man who never gave up and always kept his feet on the ground.

If only we could have agreed that Michael McDonald was the better singer in the Doobie Brothers, then the world would have been perfect.

Wherever you are up there, Rik, I send you a hug and will never forget you; you live on forever in my heart. Thank you for your service, Air Force Sergeant Rik DeLisle.

Radio Atlantis from the Jeanine by Hans Knot. A summary of notes I made in 1973 and 1974.

In late December 1973 and early January 1974, Radio Atlantis began broadcasting from its own radio vessel. That is why we will look back to that time to revisit the ups and downs of this radio station. I am drawing on the information and interviews gathered for me for the booklet published in 1991: 'De kleintjes van de Noordzee deel 2' (The Little Ones of the North Sea, Part 2).

de kleintjes deel 2



**atlantis ^ condor ^ s.o.r.
seagull ^ carla ^ dolphin**



HANS KNOT

In October 1973, Adriaan van Landschoot, the owner of Radio Atlantis, purchased his own broadcasting vessel. Prior to that, he had rented three months' airtime from Ronan O'Rahilly, but ultimately preferred to have his own vessel. That opportunity arose when Stef Willemsen's funds for setting up Radio Condor ran out. Van Landschoot named the ship Jeanine, after his wife.

From the ship, he wanted to resume the Flemish service, as had also been broadcast from the Mi Amigo. He was approached by a couple of Englishmen, including Chrispian St. John, who offered to start the Flemish service recordings on board the ship, provided they were allowed to set up an English-language service in the evenings. They also offered to convert the ship into a fully-fledged broadcasting vessel. Van Landschoot was keen on the idea.

However he did not yet have any equipment, as what was on board was unusable. He came into contact with a certain Arie Swaneveld, who had purchased the former broadcasting equipment from the REM island of the Dienst Domeinen. The deal was: Van Landschoot would be able to use the equipment and, in return, Swaneveld would

be able to provide a second Dutch-language service from the broadcasting vessel during the evening hours. What he did not know, and only found out much later that month, was that Van Landschoot had already promised the evening slots to a group of Englishmen. Upon learning of this breach of agreement, Swaneveld demanded his equipment back, but by that time the Jeanine was already outside territorial waters. Van Landschoot would later say of this: "It wasn't a matter of me failing to honour agreements at all. He was to be given airtime, but suddenly he changed his mind and demanded rent for the transmitter, as much as 10,000 Bfr. a week."



On November 3rd 1973, test transmissions could be heard from the Jeanine on the 227-metre band. Three days later, on 6 November, the Jeanine broke anchor during a violent storm and the crew were evacuated. The Jeanine eventually ended up in the port of Cuxhaven to be refitted.

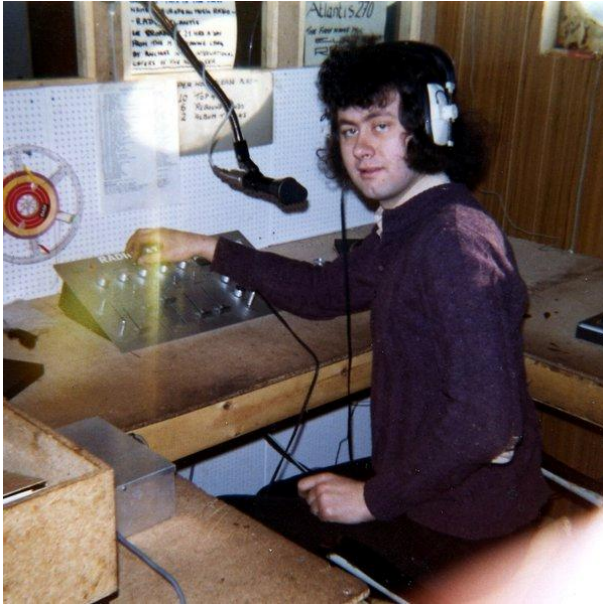
An interesting detail is that Van Landschoot had ordered a transmission mast for the Mi Amigo after the mast on that vessel had broken off. However, when the contract for the Mi Amigo was not renewed, Van Landschoot decided to have the mast fitted to the Jeanine instead. Insiders advised against this because the Jeanine was not suitable for such a heavy mast. In the end, it did not happen because the Caroline organisation approached the shipyard where

the mast was being built, paid the final instalment, and they took the mast to the Mi Amigo. It was an excellent mast: years after the Mi Amigo sank, the mast was still protruding above the water.



Adriaan van Landschoot in 2008. Photo: Martin van der Ven

The organisation brought in Andy Anderson to get the ship technically ready for broadcasting. He was pleasantly surprised by the ship's length. "At first I thought it was a very small boat. Later, however, I realised that the ship was actually quite large because the length of Radio Caroline's Mi Amigo was even shorter than that of the Jeanine." One of his first tasks was to create a replacement antenna for the transmission mast stolen by Caroline. He opted for an antenna stretched between the two masts. A period of testing followed, and on 24 December the restored transmitter - which had previously been on board Radio 270's Oceaan 7 and Capital Radio's King David - was put into use for the first time.



Andy Anderson photo: Steve England

DJ Chrispian St. John on that period: "Back then, producing programmes was actually a Herculean task. Upon arrival on board, it turned out there were no studios whatsoever. There was merely a simple mixing desk and two turntables. So there was absolutely no pre-production work, as I was used to at RNI. The evening before the start of the experimental broadcasts, I had to unpack the equipment from the cardboard boxes myself. I then secured the equipment to a table with nails so that I could at least put together a reasonably decent programme."

Official programming began on 30 December 1973. Just before that, something went seriously wrong with the supplies. Chrispian St. John: "We'd received a new supply of oil on board and a first glance told us the oil was much thinner than usual. Further investigation revealed it was kerosene, normally used in airplanes. The organisation was immediately warned that we were in an extremely dangerous situation due to the presence of kerosene. Naturally, the entire load was pumped back into the tender and the tanks cleaned before a new supply of oil was brought on board." Despite having a power output of just 1 kilowatt, the station could be heard reasonably well during the day in France, southern England and Belgium.



Crispian St. John climbing aboard. Photo: Steve England

A period followed that did not go entirely smoothly. Poor reception, partly due to low transmission power, meant we had to search for better frequencies, and there were problems with the on-board generators. Meanwhile, the English service was performing well. The days of the English offshore radio stations from the 1960s were revived. Steve England on the format used. "I was quite strict about the composition of the playlist and every DJ received a list from me of music to play, compiled from the Top 40 hits, the tips and, of course, the golden oldies. In principle, the DJ had one free choice per hour. I knew this was a good format because when Caroline switched to playing only the better LP tracks, very few letters came in saying that people loved the LP tracks. On the other hand, we received a huge number of letters asking why Caroline no longer played Top 40 tracks. Reason enough for me to opt for a strictly Top 40 station aimed at an average age of 21, which meant that Atlantis did indeed receive far more listener feedback than Caroline - and bear in mind that Atlantis transmitted a considerably weaker signal."



Steve England 1973. Photo Hans Knot

Andy Anderson on the listening figures. "In the Netherlands and Belgium we had around 500,000 listeners, and there were plenty more in Essex and Kent. These were, after all, the die-hard radio listeners, who received our station's signal using special antennas. We were also listened to in London and the surrounding area. We were, after all, proper 'Sixties radio', modelled on popular Top 40 stations like London and Swinging Radio England, and so didn't come across as sedate as, say, RNI and Caroline. The brilliant atmosphere on board also made the station sound absolutely brilliant."

On 6 June 1974, there was a proper storm. First the antenna wire snapped, then the anchor. The Jeanine drifted twenty miles and ran aground on a sandbank. Andy Anderson. "We had by then contacted the tender company. They later sent the Jacomina, which pulled us off the sandbank and towed us back to our old position. On the way, we had re-hung the antenna wire between the two masts so that we could resume our broadcasts whilst being towed. We improvised quite a bit back then. Spare parts for the old transmitter were often no longer available or were too expensive. I remember that, when one of the main insulators failed, I smashed a washbasin and used part of it as an insulator. This, of course, much to the displeasure of the other

people on board. I also built a 'home-made' compressor out of all sorts of odd bits and pieces to try and boost the quality of the Flemish service's programme tapes a bit, as they were usually unlistenable."



Jacomina Photo: John Harding collection in the Pirate Hall of Fame.

One peculiarity was that, in the evenings, entire LPs would sometimes be played without any introduction or announcement. Debbie England recalls: "When we didn't have to present a programme ourselves, we could be found in the Kashba. This was a space on the bridge that we'd christened as such. We played all sorts of games there, had a drink and watched a lot of television. We had a television aerial fitted with a rotor so that, when the ship turned round the anchor chain, one of us had to adjust the rotor and thus the aerial. There were a number of programmes, including Star Trek, that none of us wanted to miss. Video recorders didn't exist back then, and since none of us fancied missing an episode, we made sure we had non-stop LP music and retreated to the bridge. We felt that this was perfectly acceptable on a station like Radio Atlantis."

In June, one of the studios in Oostburg was dismantled and the equipment went to the broadcast ship, along with two DJs who were to provide live programmes for the Flemish service: Rob Ronder and Peter de Vries. A newcomer to the English team was John Harding. Initially as an assistant to Andy Anderson, but he was soon allowed

to present his own programme. John Harding: "At the time, I thought the situation on the ship was one big mess, but the atmosphere among the crew made up for a lot. When Rob Ronder and Peter de Vries came on board, the mood deteriorated considerably. The two of them didn't fit into our close-knit team at all. Despite the ship being very small, I still had my own privacy and could retreat now and then. Because there weren't that many people on board, we all had our own cabin. I only had to share a cabin for one period. The food was also very good."



Radio Atlantis studio Oostburg. Photo: Menno Dekker

Rob Ronder on his experiences. "I was asked rather abruptly to record a large number of programmes quickly once I'd been hired by Van Landschoot. I had to do this during the night as there wasn't enough studio space in Oostburg during the day. This meant I could go home to Breda at 6 o'clock in the morning. The night-time adventure sometimes led to strange situations. One particular night I was so tired that I fell asleep at the mixing desk. At 9 o'clock I was woken up by one of the Flemish DJs. After recording programmes every night for the first week, I was asked to go to the broadcast ship for the live programming. I was due to go the next

day, but this was postponed due to bad weather. The following day, we set sail after all, and what I remember is that it was a rough trip. The tender could barely come alongside, and that same evening I got quite seasick on board the Jeanine.

I presented my first programme on board the following morning with a bucket between my legs. After three weeks on board, Peter de Vries was due to relieve me, but he had decided not to return to the station. As they couldn't find anyone else, I had to stay on board. After the second stint, I went to record the programmes in my own studio in Breda. At the beginning of August, I was finally due to leave the station to work as a newsreader on board the Norderney, Radio Veronica's broadcasting ship." Incidentally, a job that lasted no longer than a single day because Rob Out was dissatisfied with the former Atlantis DJ's presentation.

An avid pirate radio enthusiast, Paul de Haan, visited the Jeanine in the summer of 1974 along with a number of other interested parties. It immediately struck him that the Jeanine was not a particularly imposing vessel, with small masts and a sail designed to keep the ship facing into the wind. "The boat looked quite neat inside, in contrast to the outside. Andy Anderson showed us round the ship's transmission room, which contained just a single rack housing the transmitter. You weren't allowed near it; sparks were literally flying off it. What also struck me was that the whole thing had been built right in the hold, and that very dirty, oily seawater was floating on the floor. I then decided to go on an adventure and visited the studios. On the bridge, I bumped into Dave Rogers, who looked absolutely filthy with greasy hair, just like a zombie, and was busy recording the BBC World Service news to rewrite it later for the Atlantis News Service. The studios also looked very basic, but if you listen to Steve England's programmes today, they still come across as very professional, bearing in mind those studios from that era."



1 September 1974 was approaching, the month in which amendments to Dutch legislation came into force, as well as the Strasbourg Convention in the Netherlands. Rob Ronder. "The station's final days were very turbulent internally. I often had to go without sleep for days on end due to meetings with the DJ team, the lawyer and, not to mention, Adriaan van Landschoot. People had realised that Radio Atlantis had only a few weeks left and that after that, broadcasting on the 312-metre band would be over for good.

What Veronica had been seeking for years, Atlantis wanted to achieve within a period of just three weeks. They had always maintained that they would continue broadcasting if a law came into force. As short-sighted as the staff had always been, they became wide-awake in the last few weeks. Something had to be done, they felt, without knowing exactly what. Frank van Leeuwen thought he had the solution and proposed broadcasting from the microstate of San Marino. More ideas followed: moving the studios to Luxembourg. However, this country had already signed the Strasbourg Convention at a very early stage. Weeks filled with foolish plans then passed, and eventually the final plan seemed to be in place. The ship would no

longer be needed, as we were going to broadcast from an old British lighthouse."

On the Sunday before the month in which the legislative amendments came into force, Radio Atlantis's Flemish service ceased broadcasting. What followed was a week featuring only the International service. A week that brought to mind the golden age of British offshore radio stations in the 1960s.



Studio building Radio Atlantis Oostburg

Photo: Menno Dekker

After the station closed on 31 August 1974, the tender arrived at a quarter past four the following morning to take the ship to the port of Flushing.



Atlantis ship arrived in Flushing. Photo Walter Galle

Over 1,000 fans boarded the ship; a few days later, it was laid up. It was a bailiff acting on behalf of Arie Swaneveld who seized the vessel and demanded a sum of 60,000 guilders from Van Landschoot. On that same day, 5 September 1974, Van Landschoot and three of his employees were summoned to appear in court for breaching the Radio and Telegraph Act. He was ultimately sentenced to pay a fine of 750,000 Bfr., over 40,000 guilders.

Meanwhile, preparations were underway for the station's return. The plan was for this to take place from an old lighthouse, six miles off the British coast. The tower was situated in international waters, but the British Home Office retained the right to inspect the tower at any time, which is exactly what happened. They could not intervene directly, but they could make supplies difficult to get to the tower, and ultimately, as it proved impossible to get the necessary equipment into the tower, the plans to bring the station back came to an end.

Rob Ronder, who had remained employed by Atlantis during his brief stint at Radio Veronica and had been seconded by Van Landschoot, on what happened in December 1974. "There had been several meetings in which it was decided, among other things, to set up three studios. A team was to record the programmes there. All the studios had been set up in Ghent. The programmes, which were recorded under my responsibility as programme director, were never broadcast. A few days before the official launch date, I received a telegram stating that the people who were to broadcast the programmes from a former lighthouse off the British coast had been raided by the British authorities. All the equipment already present had been confiscated.

The intention was to fill seven hours during the day with Dutch-language programmes via a transmitter with a power of 10 kilowatts. We were due to go on air on Christmas Day 1974. Unfortunately, it was not to be. After that, there were all sorts of other plans,

including renting airtime via Radio Andorra with a power output of no less than 1,200 kilowatts, but those other plans never came to fruition either."

And the Jeanine? After Van Landschoot and Swaneveld had reached an agreement, the seizure was lifted. The Jeanine remained in the port of Vlissingen for another six months and was then scrapped at Van Marel in Ouwerkerk.

Radio London tribute by Mary Payne
pp Chris and Mary Payne, Radio London Webmasters



Brian Nicholls of the Felixstowe and Offshore Radio page received the sad news of the death of Caroline's Gordy Cruse from Corey Miller. Corey informed Brian that his grandfather died suddenly on March 13th, 2026. He had not told the family that he was ill, but they had felt for some time that something was wrong.

Chris and I first met Gordon (known usually as Gord or Gordy) in August 2002, when, newly retired from 26 years at the Victoria

Youth Custody Centre, Vancouver Island, he came to London to attend our 35th Anniversary Reunion. This was fairly early days as regards the internet, but increasing numbers of ex-offshore personnel had been finding their way to both the Radio London website and the Pirate Radio Hall of Fame. The 35th Anniversary of most stations closing down and Caroline continuing, was the first major reunion that Radio London had organised. Gordy was eager to meet his old shipmates, most of whom he had not seen since he broadcast from Radio Caroline North in 1967. He arrived before any other guests and was delighted to be able to spend the day reminiscing with his North Sea friends. From then onwards, Gordy, who was proud to celebrate his pirate past, always attended any offshore radio gathering that he possibly could. It would be safe to say that Gordy attended more offshore radio commemorations than anyone else and probably attended more in the UK than anyone else who was based overseas.

Read more here:

<https://www.radiolondon.co.uk/jocks/gordcruse/gordobit.html>

More updates on their internet pages you can find here:

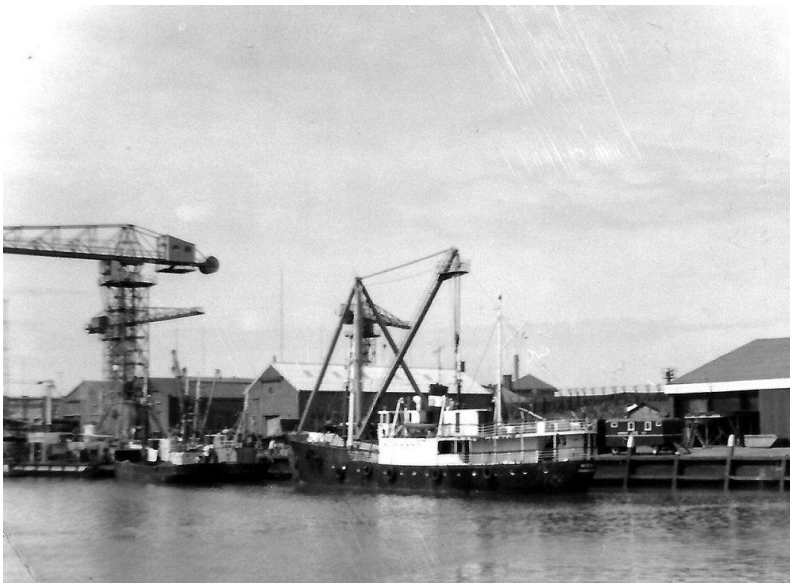
<https://www.radiolondon.co.uk/kneesflashes/happenings/2012julyon/july2012.html>

The towed-away tender 'Linda'

I recently came across an old newspaper in the archives, dated 24 February 1971, which contained a story about a disgruntled skipper, the then 37-year-old C.J. de Ridder from Urk. His ship, the 'Linda', had been moored in the port of Scheveningen for almost a year, and he had already been warned several times by an official from the Port Authority that mooring a vessel in the port of Scheveningen was virtually impossible without a permit, which clearly stipulated that the vessel in question was to be used for specific activities relating to trade centred on Scheveningen and The Hague.

As De Ridder failed to respond at all to the official's request to leave and find a berth elsewhere, in the third week of February, in the dead of night, a tugboat - operating on behalf of Rijkswaterstaat - was instructed by The Hague City Council to tow the cutter 'Linda' out of Scheveningen harbour. According to a spokesperson for the Department, De Ridder did not have a permit to moor his vessel there and was therefore staying there illegally.

Initially, the 'Linda' was used, like many vessels operating out of Scheveningen, for fishing in the North Sea, but was also deployed for other purposes. Earlier that month, it emerged that the MEBO I, which had been used in 1970 to supply Radio Nordsee International's MEBO II, was still moored in Scheveningen harbour. The seizure had been ordered by the Panama Overseas Shipping Company, a firm set up by Mr. Heerema. This company claimed to have a claim against MEBO Ltd, the parent company behind RNI and owned by the Swiss nationals Meister and Bollier. Details were not disclosed. Heerema, together with his friend Kees Manders, among others, had been responsible for an attempted hijacking of RNI's broadcasting vessel in August 1970. Manders also had a claim against the Swiss, but it was reported that he had reached a settlement with both men.



MEBO I in Scheveningen harbour. Photo: Rob Olthof

In the second week of February 1971, it was announced that RNI, which had ceased broadcasting at the end of September 1970, intended to broadcast a series of test programmes shortly, before commencing broadcasts in Dutch and English. To this end, Exploitatie Maatschappij Noordzee N.V. was established, of which the music publisher Basart was one of the partners. The target date for the launch of RNI in 1971 was stated as being between 20 February and 1 March. As the broadcasting ship, with its limited crew, was still anchored in international waters off Scheveningen, it had to be resupplied at regular intervals.

For this purpose, the company used boats belonging to a number of shipowners from Scheveningen, as well as De Ridder's vessel. Before the ship 'Linda' was towed away, the skipper had regularly supplied the MEBO II for two weeks, something which had also been noticed by the port authorities. Via a very long detour, the 'Linda' ended up in the Laakhaven in The Hague from Scheveningen. The ship was towed from Scheveningen via Hoek van Holland and the waterway to Rotterdam, then via inland waterways, to The Hague. The director of the Port Authority, Mr. W.C.A. Riem Vis, stated that De Ridder did not have a licence to carry out activities from Scheveningen. The tow was carried out during the night of 23 February to cause as little disruption as possible to shipping on the inland waterways and to avoid attracting attention.

Nor did they deem it necessary to inform the owner, who had left the ship at half past midnight, in advance. Riem Vis said at the time: "He has been warned long enough. He knew this would happen if he had not left by the twentieth of this month. We therefore do not consider it necessary to notify him. Besides, he has never been in touch." In the early hours of the morning, De Ridder reported the theft of the 'Linda' to the police. Riem Vis responded to this as well: 'Theft? That's not theft. It's the removal of a vessel, which is permitted under a regulation. He'll just have to pay the costs.' The costs were estimated at the time to be around 2,000 guilders.



Scheveningen harbour in the sixties of last century. Source unknown

In hindsight, De Ridder had seen the Rijkswaterstaat boat sailing in the area that night, but hadn't realised what its purpose was: 'If I'd known that a short while later they'd hijack my little boat, I'd have stayed put and they'd have had a right row on their hands. But they're not done with me yet. I don't like that sneaky business. I've hired a lawyer to sort this out for me.' A spokesperson for The Hague City Council stated that the surplus vessels in Scheveningen harbour had already been the subject of discussion on several occasions and that the situation in the harbour was becoming increasingly chaotic, so action had to be taken to provide moorings for the vessels that did have a licence.

De Ridder disagreed with this statement and argued that Scheveningen was a free port and that any vessel approved by the shipping inspectorate was permitted to enter. The municipality of The Hague, however, took the view that the port was primarily intended for the people of Scheveningen and that one had to demonstrate that one was engaged in trade or fishing. It is true that, at that time, many yachts also had a berth there due to a decision made in the past. It is unclear how the matter was ultimately resolved, as nothing more was heard of Skipper De Ridder and his 'Linda' after those few reports in February 1971.

@ Hans Knot

Well that end the second edition of the Hans Knot International Radio Report for 2026. Response, questions, memories and more are welcome at HKnot@home.nl

Best greetings from Groningen
Hans Knot