

Hans Knot International Radio report 2026(3)

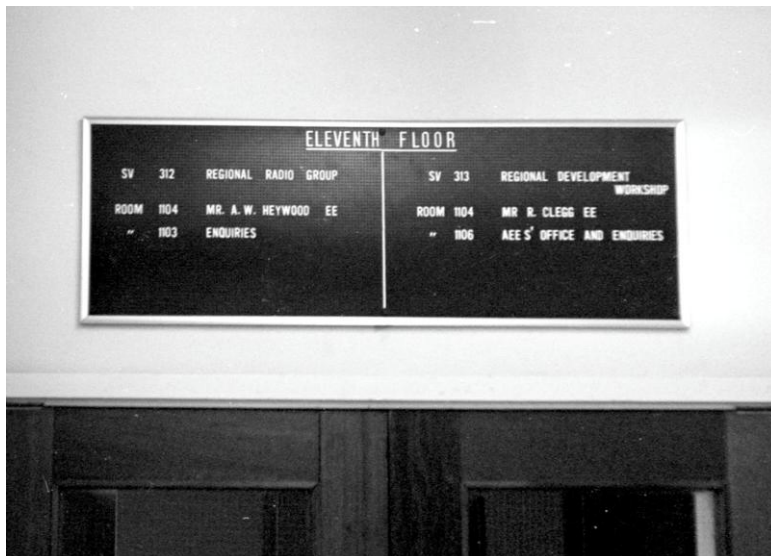
Welcome and as it's almost summer I decided that this issue is for longer articles. Thanks for all comments, questions and more and please let them come to HKnot@home.nl

Nick Catford shares the following memory with us: 'This might be of interest to the large number of pirates here. Radio Jackie's first official broadcast was from my house in Sutton during the evening of Wednesday 19th March 1969. It wasn't long before we launched a regular Sunday service on 197 meters (1525kHz) medium wave. We soon attracted the attention of the post office radio interference engineers who were tasked with tracking land based pirate radio stations. The raiding team was led by Stanley William Smith (Assistant Executive Engineer), Eric Arthur Gotts (Technical Officer), Victor Arthur William Frisbee (Technical Officer) and Brian Charles Williams (Technical Officer) Smith and Gotts in particular were thugs, often going further than their authority allowed. Under the 1949 Wireless Telegraphy Act they weren't allowed to confiscate an unlicensed transmitter although they often did. All they were able to do under the Act was to test the transmitter and report the operators. It was then up to a court to order confiscation.



Post Office van parked outside their office. Roger Allen (right) was a school mate and one of the founder members of Radio Jackie. Richard Dale is on the left.

Early on we discovered where they were based. They were on the 11th floor of an office block in Bunhill Row in London, EC1. One Saturday three of us caught the tube to London to take a look at their office. There was a Post Office van outside so we knew we were in the right place. The front door of the block was open so we went in and called the lift and took it to the 11th floor. There was a sign above the door indicating that AW Heywood (Executive Engineer) had an office there.



Sign above the door on the 11th Floor. AW Heywood was Smith and Gotts' boss.

To my surprise the door was open so we went in and I called out "Is anybody there?" There was no reply, the office was empty. I located Room 1104 and we went into Heywood's office and I sat at his desk. I looked through the files sitting on his desk and some of them were about pirate radio stations. While I was reading them I had a couple of custard creams from a packet in his desk drawer. After a few minutes I slipped some of the files into my bag and left.

Before calling the lift, Roger Allen and Richard Dale unscrewed the 11th Floor sign and another sign from the wall and took them as a souvenirs. I still have the 11th floor sign today. There was of course no CCTV in those days. I hope by admitting this I am not about to get my collar felt but it was 57 years ago!



Richard Dale removes another sign and the sign is no longer screwed to the wall on the 11th Floor

And early May brought some personal news: Another fine recognition

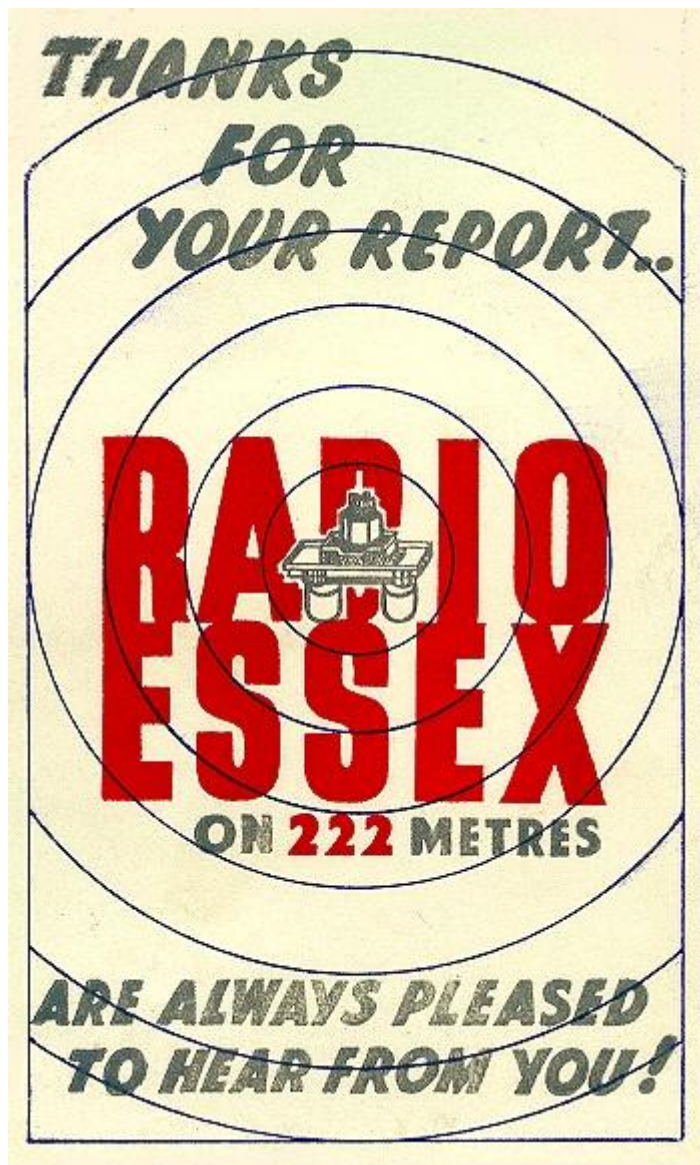
It all began in my teenage years, when I became fascinated by everything to do with radio's history. I was fortunate that, from 1960 onwards, offshore radio stations were frequently in the news and thus also featured in the newspapers. A pair of scissors and scrapbooks did the rest, and I collected a great deal, without really knowing what I would do with it in the future.

Numerous stations were followed in this way; in many cases, it wasn't possible to listen to them in Groningen, but notes and clippings were kept nonetheless. This was also the case with Radio Essex, which broadcast programs from an marine fort located in the Thames Estuary and was taken over by Paddy Roy Bates and his team in 1965. It was believed to be in international waters, was unmanned, and was therefore seized. From October of that year until Christmas 1966, the broadcasts could be heard on the 222-metre medium wave. For a while, it could also be heard as BBMS, Britain's Better Music Station.

It was not until many years later, following exchanges with other radio enthusiasts, that I began listening to the programmes. Both

medium-wave recordings and studio clips were thus added to my archive, and as the internet became more widespread, I also came into contact with former staff members of the station.

At a certain point, legal issues arose regarding whether or not the station was operating in international waters, and Bates and his staff ceased radio operations, deciding instead to continue their activities at another former fort. Roughs Tower was built by the British in 1942 as part of the Maunsell Sea Forts. Its purpose was to defend the mouth of the River Thames against German air raids. It consisted of a concrete-reinforced deck resting on two hollow concrete towers, which in turn stood on a steel substructure.



Equipment from Knock John was transferred to Roughs Tower, but a resumption of broadcasts did not materialise at the time. Meanwhile, I mainly listened to the broadcasts of Radio Caroline and Radio London, or Big L. The introduction of the *Marine Offences Act* against the offshore radio stations by the British government brought an end to most of the activities of the radio stations targeting Great Britain on 14 August 1967.

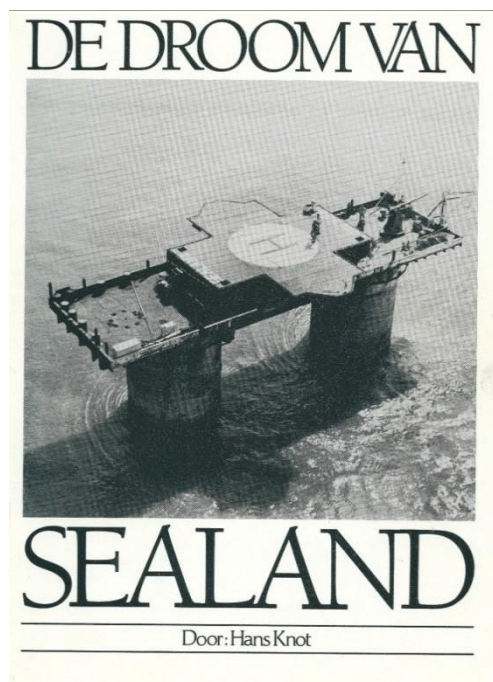
I myself was just weeks away from partial independence, as I turned 18 on 2 September 1967. Remarkably, it was also the day that Roy Bates chose independence and, together with his wife, son and daughter, proclaimed Roughs Tower to be The Principality of Sealand, the smallest microstate in the world. The flag was hoisted at the top of the fort and it was expected that the equipment of Radio Essex would be put back into use, which did not happen.

However, a guided tour of the fort was held for the international press. Up until that point, some newspapers had treated the Principality with derision, but it was taken more seriously following the guided tour. The possibility of having its own post office, stamps, coins, passports and even a driving license was raised. I myself regularly bought an English-language newspaper at the weekends, and that is where I came across various reports about Bates and his mission.

In the 1970s, I became involved with two magazines featuring articles on offshore radio stations, one of which was in English. This led to many new contacts who shared the same passion for free radio. In this way, my knowledge was greatly expanded, and for years I followed developments surrounding Sealand: a marriage, a tax haven, a second fort next to Roughs Tower. Foreign involvement, including that of Walter Leisner, and the appointment of a certain Alexander Achenbach as Minister of Foreign Affairs. The complete trust placed in the latter would lead to a genuine coup whilst Prince

Roy and Princess Joan were away. Hostages were taken and Sealand made the front-page news with the headline 'Operetta on Sealand'.

From that moment on, I began to follow developments surrounding this microstate more closely and to interview people who had been involved since the launch of Radio Essex. This culminated in the publication of 'The Dream of Sealand' in October 1988. A few months earlier, I had visited the Bates couple's flat in West Cliff-on-Sea to ask a few more questions. I had the proof copy with me and said to Prince Roy Bates: "Having described the entire history of Sealand, with all its ups and downs, and having heard you speak again today, I wonder if you are not living in a grand fantasy world."



Bates' eyebrows began to twitch and his face turned bright red, and he then snapped at me: 'Watch out, you little chap. How dare you suspect me of such a thing? I, with my years of experience as one of the most famous majors in the British Army. I, who have had millions invested in various projects and my various companies. Did you really think it was all nonsense?' Fortunately, Princess Joan calmed the outburst, and despite the anger, I was able to tell Paddy Roy Bates that the book would be titled 'The Dream of Sealand'.

Since then, I have continued to follow Sealand and have published a total of 47 different books, each focusing on a different radio station. In 2009, alongside my other activities, this work was recognised as a significant contribution to cultural history and was honoured with a knighthood in the Order of Orange-Nassau, by the Dutch Royal Family.



By then, the internet had already been around for many years, and in 2001 the Hans Knot International Radio Report appeared for the first time; it is still published regularly and informs readers worldwide about the present and, above all, the past. Michael Bates, the son of Roy and Joan, is the current head of state of the Principality. He is also a follower of my work through the International Radio Report. In April 2026, he approached me to ask whether I also had any audio and video material available regarding the aforementioned radio projects, as there appeared to be considerable demand for this via Sealand's social media.

We have gathered plenty of material and sent it to Sealand, including 12 videos from various countries relating to the project. As a token of gratitude for all our efforts, two documents arrived in the post, in which my wife Jana was appointed Dame, Officer of the Sovereign Military Order of Sealand, and I was awarded the title of Sir within the Knights of the Sovereign Military Order of Sealand.



The documents state that, in the event of threats or conflicts concerning Sealand or world peace, we may be called upon to undertake military duties. Naturally, we shall both fulfil our obligations with a wink.

Hans Knot, May 2026

Next it's Paul Fraser: Hi Hans, the piece by Don Stevens in the May Report is very interesting. I can add another angle to the bunkering topic. We had a seawater treatment machine on the Peace Ship. Radha showed me, in 1987 if memory serves. It was in a corner of the hold. By that time it had been out of service for quite a while. When running, it could supply water which was suitable for washing.

If it had been repaired or replaced, our sweet water supplies would have lasted much longer.

Set against the arrival of Reshet Gimmel, I do wonder if the bunkering decisions were influenced by government advice or pressure. Namely, to not be too good a rival to the new station. I am pretty certain that our change of format shortly prior to Reshet Gimmel's start was due to official pressure.

Repairs to the AM antenna would have made commercial sense. Our signal would have radiated better from a resonant vertical mast compared to the makeshift stump and sagging wires. In Winter, we would have been able to weather storms much better, staying on air on AM and FM. Again, a more threatening rival to Reshet Gimmel...

Thank you for continuing to 'write the story'. Best Wishes, Paul Fraser.'

Indeed another update to the VOP story with thanks to you Paul. Talking about Abe Nathan and his Peace project, here's an article I wrote some weeks ago:

Abe Nathan wanted to anchor the Peace Ship off the coast of Northern Ireland



Abe Nathan on the Voice of Peace SMC Archive

As is well known, my interest in the work of Abe Nathan and his Peace Ship dates back to the late 1960s. This article focuses on the year 1982. The content is an adaptation of a chapter from the book *The History of The Voice of Peace*, published in the Netherlands in 1992.

In January of that year, I wrote, amongst other things, about Nathan, who announced at the end of December 1981 that he would be suspending broadcasts of The Voice of Peace, which indeed took place on 1 January 1982. The reason was that Nathan did not consider it responsible to risk the lives of his volunteers during the winter months. Nathan also stated in a press release that he had not been granted permission to moor the broadcasting ship at a quay in the port of Tel Aviv.

On 24 December 1981, the ANP reported that private radio stations were being permitted in Israel. This was announced at the time by the Israeli Ministry of Transport. From that moment on, the same was also possible for private television stations. It was added, however, that the regulation would initially only apply to the distribution of signals via cable and that reception would require a subscription.

The then Prime Minister, Begin, had long wanted his own radio station with the aim of broadcasting propaganda, something that was not possible for political parties via the country's state radio and television. Furthermore, the workforce of the autonomous state radio and television service was dominated entirely by the Labour Party, which was in opposition at the time.

The broadcast ship was now moored a mile off the coast of Israel, off the beach at Tel Aviv, where the broadcasts continued. Loudspeakers had been placed on the deck so that people on the beach could hear the programme clearly. They would have preferred the ship to come even closer, but Nathan did not dare, as the navigation equipment was not working properly and he was afraid the

broadcast ship might run aground. The broadcasts continued until seven o'clock in the evening.

On 8 January 1982, the broadcast ship entered the port of Ashdod for necessary maintenance and to dispose of excess waste. After the maintenance period, the ship was anchored in the bay near Ashdod, where it would remain for weeks.

On 12 January, there was yet another extensive debate in the Knesset, the Israeli parliament, regarding the Ministry of Communications' proposals to grant a license to the VOP. The minister responsible, Mordecai Zippori, stated that a completely new version of the Broadcasting Act needed to be drafted, in which any organisation would be granted the right to obtain a commercial license, naturally subject to strict conditions. Nathan, who had held several discussions with the minister and had assumed that a license would be granted to the VOP, was thoroughly dismayed.

"I have worked with Zippori on a very confidential basis up to now and assumed that a decision would be made. His new proposals mean that we will have to fight all over again, even though we have proven ourselves over many years. I have no intention of getting down on my knees once more and begging for a license."

Abe Nathan, who had previously demonstrated a knack for juggling figures, added: "Over the past month, we have recorded a loss of 21 million guilders. We have lost all our advertisers. We had to pay as much as 2 million in salaries, mooring fees, oil, water, etc., whereas, had the government made a decision sooner, this money could have been used to help people in emergency situations."

Abe had previously stated that if no license were to be granted, the station would be closed down for good: "I think we will be bankrupt within a week, partly because I have already had to dip into the funds that were available for charitable causes. Perhaps there is still a small chance. Now that the government and parliament have

decided to draft a new version of the Broadcasting Act, they might grant us a temporary license in the meantime."

On 26 January 1982, the outlook for Nathan seemed to brighten when a special committee submitted proposals to the Knesset, the Parliament, under which Nathan would be granted permission to continue broadcasting VOP from a port. The condition, however, was that the broadcasts could only be directed at Israel. Furthermore, they would come under the supervision of the Ministry of Communications and be permitted to broadcast advertisements. Understandably, Nathan had no interest in this, given that the VOP's aim had always been to bring the message of peace to all countries in the Middle East.

Completely illegally, on 27 January 1982 from the bay near Ashdod, and thus well within national waters, a test signal was broadcast via FM with the aim of finding out how far inland this signal would reach. They passed through the whole of Tel Aviv and the surrounding area, the signal passed through without any problems. The following day, the crew and DJs set about a new task. The large quantity of sand, over 100 tones, which had previously been loaded into the broadcasting ship as ballast, was dredged out on the grounds that, should a license be granted, it would be easier to beach the ship on Tel Aviv's shore.



Sand as ballast photo Benny James

Not everyone was convinced that Nathan's idea of beaching the ship permanently would succeed. The Dutch captain, Aaldijk, was convinced that the ship would break in two on the first attempt to beach it. It would take until 5 February to remove all the sand from the broadcast ship's hold. On 1 February 1982, a representative of the coalition party stated that there was little chance of a license being granted to the VOP, given that significant opposition was expected during an initial vote on the proposals in the Knesset.



Captain Aaldijk and some deejays and crewmember Photo: Benny James

Likud representatives, in particular, felt it was unreasonable for Nathan to earn huge sums without the Israeli public broadcaster being able to share in the profits. On 9 February 1982, everything seemed to be going well during the first round of voting on the legislative amendments. With 32 votes in favor and 11 against, this round was passed. It was already late in the evening when the vote was held, which was clearly evident from the number of MPs present. The question, however, was how the final vote would go if all members were present.

In mid-February, it was announced that a final decision regarding a possible license for the VOP to operate on land would be taken on 16 February by Prime Minister Begin. Immediately after this announcement, a press conference was organised at which Abe Nathan once again stated that he no longer wished to put the lives of his crew members at risk in the harsh winter:

"Since 1973, we have done an awful lot of good things with the station. Not only have we provided radio programs, but we have also brought flowers to the warring peoples, transported the wounded from Lebanon, sailed through the Suez Canal, and so on. In August last year, I made the first attempts to obtain a temporary onshore license for the winter months. The Minister for Communications stated that if Begin were to give me permission, I could return to him to finalise the matter. From that moment on, I was sent from pillar to post, and the strange thing is that the Minister for Communications has always been positive about the plans towards me, but radically opposed to them in the Knesset."



Bringing flowers for Peace Photo VOP Archive Israel

Eventually, Nathan announced that on 18 February, the VOP would broadcast its final programs for good, from a location off the coast of Tel Aviv, and that the following day the ship would sail into port." On the evening of 18 February, the crew received a phone call from Abe in which he said he would be coming on board the following day. He did not tell them why he was coming, but they suspected that he wanted to sail the ship into international waters once again to resume broadcasting there. At half past ten on 19 February, the anchor was indeed weighed, and the broadcasts were then resumed in international waters. Abe himself appeared at the microphone at 5 o'clock in the afternoon to tell listeners that he was leaving and would try to work for peace in Ireland.

The DJs on the ship then told him that the MOA was in force in Northern Ireland, but Abe argued that the situation was quite different with the VOP, given that broadcasts would be provided via the Peace Ship. "I am ready to depart from this anchorage to bring my ideals of peace to other peoples. Perhaps it would be wise to start producing programs in international waters off the Northern Irish coast.

I am leaving for Belfast this week to explore the possibilities. However, this does not mean I am emigrating permanently. If the new plans prove unfeasible, I can always have the broadcasting ship sunk off the coast of Tel Aviv."

Nathan also stated that, if he could not find enough people in Ireland for his new project, the idea was to remove all broadcasting and studio equipment from the ship and sell it, with the proceeds going to charity. "The ship naturally belongs here, where it has carried out all its peace missions. However, we will not sink the MV Peace but give it a royal burial, and that in the very same place where it has been at anchor all these years, right here where I am speaking to you now. It will then form a part of this region forever. I will miss

you all. Good night, we loved you then, we love you now and will always love you."

At nine o'clock in the evening, the broadcasts were suspended. In the programmes, the DJs and Abe called on listeners to come to 'Kings of Israel' Square the following day to protest against the Knesset's refusal to grant him a landing permit. Abe had previously demonstrated his ability to organise mass demonstrations, and the police, having been informed that the people were once again being called upon to demonstrate, set off in a boat towards the broadcasting ship to take Abe away for questioning at the station, as he was organising a demonstration without the authorities' permission.



Ashdod harbour Photo Benny James

The following morning, the anchor was weighed once more and the broadcasting ship set sail for Ashdod again. The DJs then left for Tel Aviv and, to their surprise, 3,000 supporters of the station were already gathered in the aforementioned square to voice their protest. Reports appeared in many newspapers, both national and

international, the following day. The Jewish Chronicle carried an article on 20 February explaining why the Orthodox party Agadut Israel opposed a legislative amendment that would prevent the VOP from obtaining a license: "The station is not an Israeli station at all; there is not a shred of Jewish content in its programming.

It broadcasts only the worst cultural programming available in the country. Under no circumstances should the government grant a license to this individual, especially as he has, through the station, violated the Sabbath silence, week in, week out, year in, year out. Had the amendment to the law been passed, the coalition within the government would undoubtedly have collapsed, leaving the country once again without a government."

A day later, Abe flew first to London and then on to Ireland for a meeting with Peace Campaigners, to find out what they thought of his new plans. Buck, the technician, went on a job interview that same day, as he was convinced that the station would now definitely disappear from the airwaves. The very next day he returned on board with the news that he had got the job, without mentioning what he would be doing.

On 23 February 1982, Kol Israel reported that there was still a chance for the VOP, as a number of MPs wanted Nathan to remain in Israel and for the station to return to the airwaves. A day later, the crew members and DJs on board received word that Abe had held talks with representatives of both Protestants and Catholics in Northern Ireland and that they fully supported the idea of anchoring the Peace Ship off the country's coast, which, according to Abe, could be done without any problems.

On 1 March, Nathan, having returned from Northern Ireland, explained his plans to the DJs but also stated that the station would first return once more off the coast of Israel until the Israeli troops had withdrawn from the Sinai. The crew were instructed to prepare the ship for its 'new' task. On 4 March, the ship left the bay off Ashdod to take on water, oil and food in the harbour. On 7 March

1982, at half past eight in the evening, the broadcasting ship set sail for the open sea once more.

Two days later, they were back on air to broadcast programmes 24 hours a day. However, they regularly experienced transmission failures due to problems with the remaining Rolls-Royce generator. The Allis-Chamler generator had been taken ashore in Ashdod for maintenance.

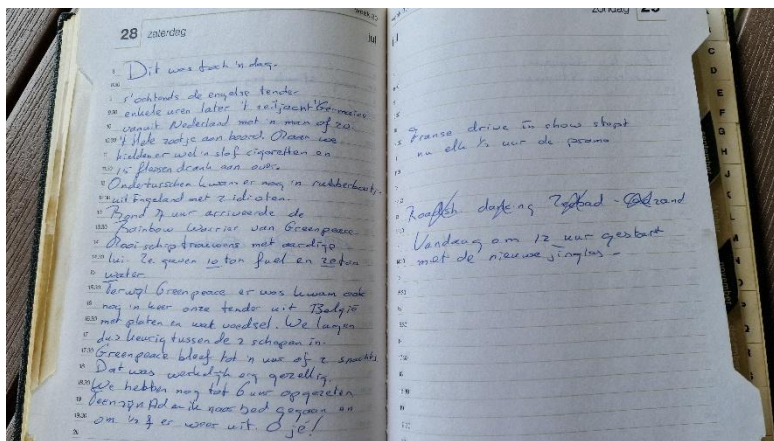
The account of the first weeks of 1982 concerning Abe Nathan and the Voice of Peace provides a wonderful insight into how, during the thirty years that the radio station was on air, they experienced the usual ups and downs and, above all, had to deal with a capricious Abe Nathan.

Hans Knot 2026.

Martin van der Ven has a brand new site: Excursus: Receiving the world via satellite (occasionally also former offshore radio presenters) "There is a very fine line between hobby and mental illness." [Quote by Dave Barry] . 71 photos and 4 videos:

<https://flic.kr/s/aHBqjCTVCd>

Diary: Memories of 1979



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Rob van Dam, also known as Marc Jacobs, recently sent two scans of pages from his 1979 diary, specifically from 28 July and 4 August of that year. Let's see what we at Freewave Magazine had to say around that time about Radio Caroline's Dutch service and more.

23 July: Rob Hudson has gone on holiday. René van Elst is now presenting the 19-tig show and Johan Visser the program Gangboord. In the absence of Tom Blom and others at the AVRO, Frank van der Mast is presenting the program 'Ha, die maandag' and Cees van Zijtveld 'Hollands Glorie'.



Caroline studio 1979 Photo: Theo van Halsema

24 July: Radio Caroline has a new jingle package as of today. At the time, the compilation of the Radio Logbook was in the hands of Jac Zom and Ton van Draanen. Both received tips from other editorial staff members at Freewave Magazine, which was published every three weeks at the time.

When Radio Caroline returned to the airwaves in 1979, the station's DJs provided updates on their own experiences. For instance, there was a column by Rob Hudson (Ruud Hendriks) which he wrote from his holiday destination: 'Just jotting down a few lines for Freewave from sunny Marbella. Radio Caroline is doing well, but you've probably already noticed that yourself if you've had your radio tuned to 319

recently. The first thing that stands out is our new Pepper-Tanner concept 3 jingle package. A package of 52 jingles, instrumentals, etc.

This makes Radio Caroline the first radio station with a complete package of fast, slow, up-tempo and all other types of jingles based on a single melody. The only pity is that the American vocalists had quite a few problems with the Dutch program titles and DJ names during the recording. That part of the package will soon be re-recorded by a Dutch group, but perhaps more on that later.

Another notable development, of course, is the temporary return of my English colleague Stuart Russell, who came back on board on 10 August after more than a year away. You may even have heard him speaking Dutch for a short while in recent weeks on 'Wekkerradio' because René van Elst was off the air.



Stuart Russel 1979 Photo: Theo van Halsema

Here in Marbella, Paul de Wit and I haven't been sitting still either. We've done a lot of production work and made programmes, but we've also made sure to enjoy the Spanish scenery.



Rob Hudson 1979 Foto: Luuk Meuwese

My rather long holiday is now almost over, and by the time you read this, I'll probably be back safe and sound on board our trusty little ship - and I can tell you, I much prefer that to producing programs on land. Personally, I prefer live radio more; you can, for example, tie in with current affairs in your program. But let's be honest, you can't always be on top form.

Other than that, there's little news. I could mention that the top of the mast has now been repaired by our very own Kees Borrell and that Kees is back cooking with us on the MV Mi Amigo. Of course, best wishes to all and, as always: Take care, Rob Hudson.'



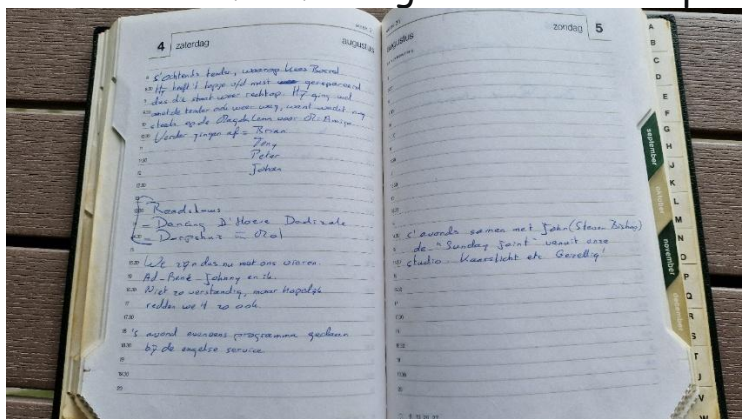
Mast Mi Amigo 1979 Photo: Theo van Halsema and Kees Borrell working in the top of the mast. Photo collection K. Borrell

His account of Kees Borrell returning to cook on the Mi Amigo is, however, at direct odds with the information on Marc Jacobs' diary page dated 4 August. It states that, once the work on the mast had been completed, Kees did indeed leave with the tender because he was still working for Mi Amigo 272 on the broadcast ship Magdalena. Later on he came back to the MV Mi Amigo.

Let's take a step back to the Radio Logbook, which reported, among other things, that on 29 July 1979 at 12 noon it was announced that various program changes would take place: 'In concrete terms, this merely means a name change for the program between 10 am and 12 noon presented by Ad Roberts; it is now called "Espresso" instead of "Between Kitchen and Galley"

31 July: Radio Mi Amigo and Radio Delmare are off the air, meaning Radio Caroline once again has a monopoly.

1 August: To conclude the on-location broadcasts, Radio Veronica has set sail again on the former laboratory ship the 'Bison', on which a small transmitter has been installed that can be heard via a relay transmitter in the NOS broadcast van at Hilversum 1. At 8.50 am, Bart van Leeuwen had a link-up with Radio Caroline's MV Mi Amigo on 'Ook Goeiemorgen' and spoke to Johan Visser, who was on air at that moment with 'Wekkerradio'. Between 7.15 pm and 8.00 pm, Caroline broadcast an interview with the Greenpeace activists, who had visited the MV Mi Amigo with their ship a few days earlier.



And indeed, you can see from the photograph dated 28 July 1979 that Greenpeace's Rainbow Warrior had come alongside and very kindly donated 10 tons of oil and 20 tons of water. Marc Jacobs was right to note in his diary that they were a very friendly bunch. Incidentally, the special was presented by Tony Allan.

I found further information about the visit in Monitor Magazine by Ronald C Pearson, better known as Buster Pearson: 'This year, the 'Rainbow Warrior' called at Radio Caroline en route. One of the organisers of Greenpeace, Peter Wilkinson, was interviewed by Tony Allan. Their conversation was broadcast on 3-1-9 on 1 August, from 18.17 to 19.02 BST/CET. Peter vividly described the horrors of modern whaling and the danger of whales becoming extinct, and Tony gave the address - Greenpeace, Columbo Street, London, S.E.1 - where anyone can send donations or help. 'Radio Caroline supports Greenpeace and hopes that you care enough about our planet to join in this support. Greenpeace is not only concerned with saving the whales; two other projects they are intensively involved in are stopping the annual hunt of 195,000 seals in Newfoundland and the dumping of radioactive waste into the oceans.



Tony Allan and the Rainbow Warrior Photo's: Marc Jacobs

'They are currently carrying out a feasibility study into cleaning up the Mediterranean Sea. You can find out more about these projects

and how you can help by calling Greenpeace in London on 01-633-0929.' "We have hope," says Peter, "that with the pressure people can exert on the world's governments, whaling will come to an end."

What else did the diary report up to and including 4 August? On 2 August: 'The Dutch team from Radio Caroline is presenting many non-stop programs today.' 3 August: The MV Magdalena of Radio Mi Amigo 272 appears to have broken its moorings and is drifting near Westkapelle, where the broadcast ship is being monitored by the navy.



Ad Roberts 1979 Foto: Theo van Halsema

On 'Baken 16' on Radio Caroline, Marc Jacobs sends his regards to the lads from Delmare and Mi Amigo and wishes them well as they laze about on their broadcast ships. Marc Jacobs said that they played Sister Sledge's single 'We Are Family' for the lads at Radio Delmare. He added that it was a rather strange station: "We sailed past it once. I thought to myself, 'You wouldn't dare live on this'. Knowing that our boat was as leaky as a sieve."

A publication by Fons Winteraeken provides further details regarding the 'leaky basket': 'During the broadcasting period, the Typhoon, a daily newspaper published in the Zaan region, ran an article on 13 August 1979 about Radio Caroline, featuring an interview with Ad Roberts. The editor on duty wrote in his introduction: 'The exterior consists mainly of rust and red lead, and the interior is also in a state of disrepair. A prolonged stay on the ship therefore seems no picnic.'

Ad: 'There wasn't much to do on that ship. It was just a small boat. Most of the MV Mi Amigo was taken up by living and working quarters. There wasn't much room to walk about. You could walk around the ship a few times, but that was about it. The bow of the ship was dangerous. You didn't want to be standing there, especially in stormy weather. We told the new people who came to work with us that too. You could easily touch the antenna wires, which was extremely dangerous.

Other than that, the only place you could go was up on deck. That was above the mess room, the galley and the studios. You could walk back and forth there. There were crates of lifesaving equipment and a dinghy. It was a lovely spot for sunbathing. But apart from that, there wasn't much to do on the boat. I worked there for a long time and really enjoyed it'.

And we could go on for a while about the state of the Mi Amigo, because many years later I had an interview with a technician through and through, Peter Chicago. He said: "Most of the holes were under the tanks. A small space that was difficult to access. I made sure that whenever I went to plug a hole, someone else held onto my ankles so that, if the hole got too big during the repair and too much seawater came in, I could be pulled back quickly. 'It was quite worrying'."



Peter Chicago Photo: Marc Jacobs

On 4 August, the Freewave Radio Logbook noted: 'Radio Caroline went off air at around 10 am because repairs needed to be carried

out on the transmission mast. At 1.15 pm, they were back on air with the Top 50, presented by Marc Jacobs, who can also be heard in English in the evening between 5 pm and 7 pm GMT.' And you can also read that last bit in the image of the page for 4 August from Marc Jacobs' diary. A programme called 'Sunday Joint', which he presented together with Steven Bishop - also known as Johnny Lewis.

To conclude this recollection, alongside those on the diary pages, is a column submitted by Johan Visser to Freewave Magazine entitled: Spanish Fisherman's Tales. 'Well, friends, it's been quite a while since Uncle Johan wrote a piece for this unrivalled magazine. This was due to very busy work commitments over the past few months. As you may have heard on 319 metres, since a week after Radio Caroline's return, I've had a regular hour-long slot on Sunday afternoons featuring genuine golden oldies: "The 19-TOEN Show". That hour is my hobby; they can take everything else away from me, but never that!

Besides, it was my only hour, until program director Herman de Graaf had to deal with a new addition to the family and yours truly had to take over 'Schoon Schip'. It feels strange, between 12 and 2 every day after such a long time. I've actually done that program before for a week or so, standing in for Paul de Wit and René van Elst. Now I'm doing it on a permanent basis, though for the time being only on weekdays. I don't actually hear much of my own program myself, as they're recorded in Marbella.

Fortunately, I'm not there on my own; our program director is based there with his wife and child, as is Ton van der Wal. We work together perfectly, although I'd already worked with Herman on board last year. In the sunny south, Ton produces the non-stop hours under the title 'Scheepsplaat'. But that's not all; he's also an excellent cook.

That comes in handy, as the Spanish kitchen staff have just gone on strike. What does Mr. Visser's daily routine look like? I usually get up at 8.00 am or a little earlier and then have a very substantial

breakfast. This habit—by no means one of my worst, I believe—takes about half an hour. After that, I tidy my room and go to the studio. There's usually someone there who's already made coffee.

Next, I gather the cassettes containing the adverts. I keep track of those adverts on a list that goes on board. That way, the lads on board know which message might still need to be included. That's what the famous 'time-fill' is for.

Twice during the Alarm Clock Radio program, at 7.45 and 8.30 am, the colleagues on board have the opportunity to play those adverts after a specific jingle. I take this into account by: 1). Leaving a one-second silence on the tape; the crew on board put the tape on 'pause'. 2). Setting the studio clock 90 seconds ahead.

Part 1 of Alarm Clock Radio starts at exactly 7.30 am, part 2 (and the 19-TOEN show) seven minutes past the hour. My colleagues on board need those seven minutes for the news and the Caroline Shure Shot track, which we can't play in Spain because it's chosen at the last minute by the on-board team themselves. That's why!



After this little digression, back to my daily routine: sorting through records and the like means I start recording around 10.00 am, and how long I carry on depends entirely on my mood (and the temperature!). Usually until about one or two o'clock, and then a bit more in the evening. In between, I sleep, sometimes in the studio, or

I go out with a lovely young Spanish lady. I could write a book about that young lady right now, but I don't think that sort of thing belongs in Freewave! Greetings from the sunny south and see you soon! Johan Visser.'



Marc Jacobs Photo collection: Marc Jacobs

Not long after the dates mentioned in the appendices, Marc Jacobs returned to shore: "A larger boat wasn't always used to collect or deliver the crew to and from the broadcast ship. Increasingly, motorboats, sailing vessels and the services of Greenpeace were also utilised."



Johan Visser Photo: Marc Jacobs

Fred Bolland and Paul de Wit had sailed to the Mi Amigo on a pleasure yacht and took Marc back to the Netherlands. The return journey did not go so smoothly, as evidenced by his account in a

recorded letter that was sent back to the MV Mi Amigo the following week. "Got back on Saturday. Don't ask how it went. It was unbelievable. We left you at about half past midnight. That was Wednesday evening, wasn't it?"

We didn't make it back until midnight the following evening. We had to battle our way through a north-westerly gale force 9, spring tides and a lifeboat. We spent the whole day sailing into a north-easterly headwind in a small boat, without a radio. We fired 12 flares. Rescue was impossible; we were staring death in the face. Fred did most of the steering. I took over for a bit when things calmed down. We were then in the mouth of the Oosterschelde. Then the engine cut out.

We had run out of fuel oil. We had to be rescued near the Neeltje Jans work island. Once ashore, we drove on to where Fred lives. I went with Paul and stayed the night at his place. The next day we went to 'd'n Belgique', to visit our good friend. Various matters were sorted out there. No need to worry about that, the money will all come through."

You can assume that the friend in Belgium was a certain Danny. But back to the memories: "At one point there were four naval vessels surrounding the Mi Amigo," Marc recounted during RadioDay in 2008. "It was a coordinated operation by Belgium, the Netherlands, England and France; for two weeks we ate nothing but tinned white beans in tomato sauce. The aim of the operation was to ensure that no boat would dock alongside the Mi Amigo. A case of good old-fashioned starvation, a siege, and then they'd give up of their own accord. And they actually managed it. We'd run out of cigarettes, the beer and the last bottle of whisky."

When I confronted Marc with the concept of this article, he told me: 'As for the last part about the "siege" by four naval vessels to starve us out, I do remember that we were indeed almost out of supplies. I can't recall whether we were still on the air, but the

mission of those naval vessels was very troublesome. However, it didn't stop the station from operating.

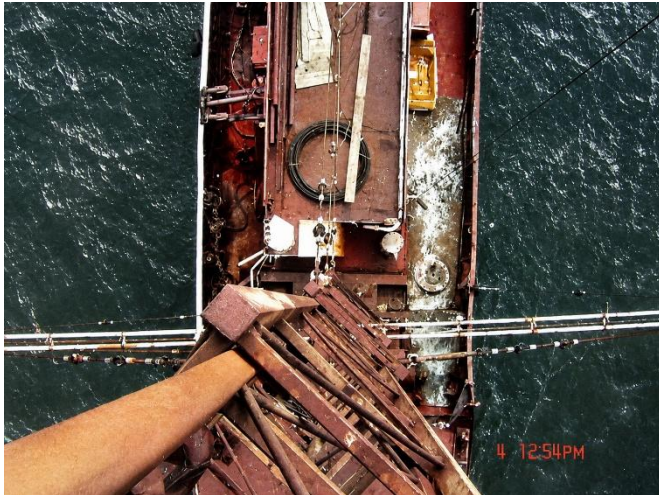


Photo taken from the top of the mast by Kees Borrell

On the day we decided to 'surrender', the four naval vessels had suddenly left. And so we were able to pass on the signal 'all clear' to the boys on land. I also remember that the following night a tender arrived, which refueled us with water, diesel, food, etc. etc.

I can still clearly remember sitting there in the middle of the night, tucking into beef steaks, fresh vegetables and a good glass of wine. How delicious that was after that period of food scarcity. All that was left were white beans in tomato sauce and sour gherkins.'

Behold what the memory archive brings back to us following the period described by Marc Jacobs in his 1979 diary.

Thanks also to Ronald C Pearson, Martin van der Ven and Fons Winteraeken

Hans Knot May 2026

Next is Jon Myer: 'Hi, I have just updated The Pirate Radio Hall of Fame. This month: We have the sad - and belated - news that Woolf Byrne (of Radio City, Britain Radio and Radio 390) died last year;

Ray Clark interviews Caroline and Atlanta engineer George Saunders; and we have some Caroline Countdown charts from 1966. My thanks, as always, to the contributors. All the best, Jon at The Pirate Radio Hall of Fame

www.offshoreradio.co.uk

Early June Mary and Chris Payne informed me: 'We learnt only recently that Radio City, Britain Radio and Radio 390 DJ, Woolf Byrne had passed away a year ago. I had sent Woolf an email, but received a reply from his daughter Lizz telling me the sad news. Our tribute to Woolf is now on the Radio London website.

<https://www.radiolondon.co.uk/jocks/woolfbyrne/woolfobit.html>

Recently I got an e mail from Dganit in Israël as he is searching for the Hebrew version of the station jingle from the Voice of Peace. This has been produced next to the English, Russian, French and Arabic versions. I've send him my jingle tape with VOP material and although there is an enormous amount of spots, the wanted one is not find. So who ever has this Hebrew version, which is only played a few times following the words of Dganit, please let me know versus

HKnot@home.nl

It was however very nice to read what Dganit wrote as I never heard of him before. 'I really appreciate your meaningful work in keeping the memory of those good old days alive. Thank you very much for your kind help. In any case, you touched me deeply, you are doing blessed work. All best wishes, Dganit.'

EUROPARADE		
1	WE DON'T TALK ANYMORE (B-GB-NL)	CHiff Richard 1
2	I WAS MADE FOR LOVING YOU (NL-D-B)	Kiss 3
3	GOTTA GO HOME (NL-D-B-ZW-O)	Boney M. 2
4	BEAT THE CLOCK (B-O)	The Sparks 16
5	RING MY BELL (NL-D-B-ES-DM-ZW-O)	Arta Ward 5
6	TU SEI L'UNICA DONNA PER ME (IT)	Allan Sorrenti 4
7	DON'T STOP (E-NL-B)	Michael Jackson 9
8	WHEN YOU'RE IN LOVE (D)	Dr. Hook 13
9	GLORIA (ES-ZW-O)	Umberto Tozzi 8
10	LE COEUR GRENADINE (H)	Eric Charden 15
11	SUPER SUPERMAN (ES)	Miguel Bosé 12
12	FORSE (ZW-F)	Pupo 14
13	MESSAGE IN A BOTTLE (E)	The Police 27
14	VOULEZ VOUS (B-GB-NL-D)	Abba 6
15	DON'T BRING ME DOWN (NL-B)	E.L.O. 10
16	ANGEL EYES (E)	Roxy Music 11
17	QUIEREME MUCHO (NL-B-F)	Julio Iglesias 7
18	HI HI SAYLOR (D-DM)	Baccara —
19	I DON'T LIKE MONDAYS (GB-B-NL)	Boctown Rats 18
20	VIDEO KILLED THE RADIO STAR (E)	The Buggles —
21	BRIGHT EYES (D-ZW)	Art Garfunkel 20
22	ARE FRIENDS ELECTRIC (NL-O-B)	Tubeway Army 28
23	SHOW ME YOU'RE MAN ENOUGH (F)	Caron Cheryll 22
24	SAIL ON (E-NL-B)	The Commodores 23
25	THIS IS MY LIFE (NL-B)	Shirley Bassey 29
26	DREAMING (E)	Blondie —
27	JE REVE (F)	Francis Cabrel —
28	GOODBYE STRANGER (F)	Supertramp —
29	WE BELONG TO THE NIGHT (NL)	Eilen Foley —
30	A WALK IN THE PARK (D-ZW-O)	Nick Straker Band 17

Now time for a special Hitparade and Hans Blaauwbroek: 'On May 27, 1976, TROS launched the Europarade on Hilversum 3. This international chart started with the national charts of six countries and was gradually expanded to eleven countries.

The Europarade was broadcast not only in the Netherlands, but also on RIAS Berlin (Dennis King), SR1 in Germany (Wilfried Eckel), Metro Radio Newcastle (Giles Squire, Steve Randall), Radio London 206 (Colin Maitland), Radio 2 Ireland (Barry Lang), and for a time, the Europarade countdown was featured on BBC's Top Of The Pops.

I am currently working on creating a book about the Europarade. A total of 919 Europarades were compiled, and over the past few years, I have digitally recorded all of them along with all the information. It will be a kind of Guinness World Record British Hit Singles book that also includes background information about the Europarade. I hope to have the book finished after the summer.

In 2008, various threads were started on www.ukmix.org by a group of chart collectors/followers. I also contributed to this behind the scenes, and recently all the missing pieces have been filled in, as I managed to get my hands on all the original material. I already had all 604 lists from the TROS, because I was on the mailing list and received them weekly. I was allowed to scan the 315 lists from SR1 (the TROS stopped broadcasting at the end of 1987).



To obtain information as complete as possible, I am trying to find out the following information about the mentioned radio stations:

On which day and at what times was the broadcast? Did that change over time, and how?

Were there other regular or substitute fellow DJs besides the mentioned DJs?

During which period was the Europarade broadcast?

Are there any funny things worth mentioning that stuck with you as a listener?

Regarding the Dutch stations, SR1, and Metro Radio, I already know a lot. I look forward to your responses via email at hans.blaauwbroek+++gmail.com (replace +++ by @) Best regards, Hans Blaauwbroek Drachten The Netherlands.

NB. A few more facts.

In the Netherlands, the Europarade was the most listened-to radio program in 1977 with 3,237,000 listeners. These numbers are unimaginable today.

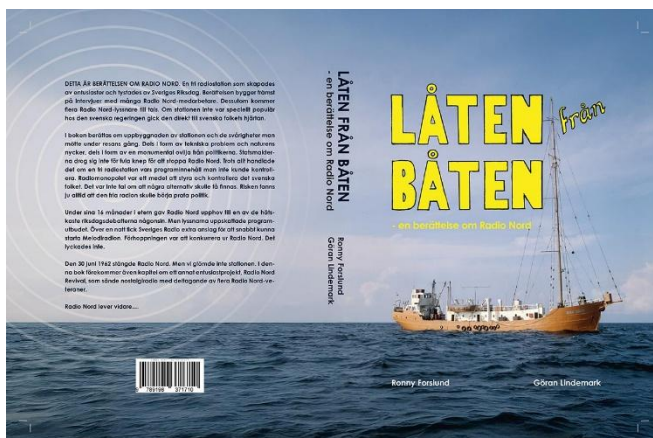
On Radio Netherlands Worldwide, the Europarade was also broadcast on shortwave in five languages from 1985 up to and including March 2013. Additionally, in Spanish, they reached more than 35 million listeners on 900 local radio stations, mainly in South America, with a monthly one-hour program.

By the time you read the report the new edition of the OEM will be out. In there another part of Norman Barrington his memories regarding his time with Caroline and more.



<https://radionordboken.com/>

Excellent new book about Radio Nord



That brings me to mention that later this summer there will be a very special edition of the Hans Knot International Radio Report in which I will dive into what was happening to the MV Mi Amigo after March 1968 and June 1973. And keep memories, photos, questions and more coming versus HKnot@home.nl

Hans Knot