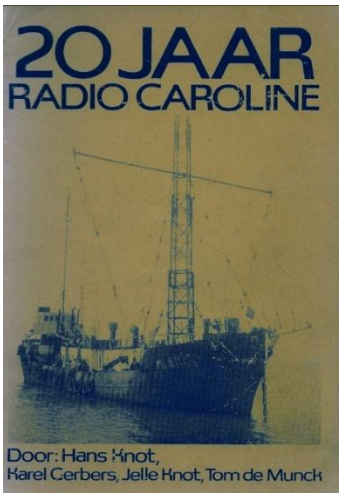


Hans Knot International Radio Report 2026(5)

Thanks a lot for the enormous response on the special summer edition. It was largely an adaptation of a number of chapters from the book '20 jaar Radio Caroline', which was published in Dutch in 1984 and was written by a team comprising Jelle Knot, Karel Gerbers, Tom de Munck and Hans Knot. It was supplemented with relevant information that came to light later. In future, more sections from Dutch-language books will be published in English via the report.



Some of the comments I want to share with my readership. First Hendrik de Boer from Friesland who wrote: 'Hans, oh Hans, I've just read the whole story about Radio Caroline. Blimey! It's a real pleasure to read.

The ship headed out to the open sea and the other group were standing on the pier! I can just picture it – it's almost unbelievable, Hans! They were too late and the Mi Amigo dropped anchor right next to the MEBO II.

What's always stuck with me about Caroline: The Line Up with Ton van Duinhoven on Hilversum 3! I was sitting in the living room doing my homework and also listening to Radio Caroline on my bike on the way to and from school (LTS Dokkum – Boerderij Genum).

This was when Caroline suddenly came through on 389 meters and could be heard perfectly well in North Friesland! Oh yes, the 'Link Up' with RNI over Christmas 1973 – I remember something of that too. Not that I listened to Caroline day and night back then. I did listen to Radio Noordzee, though; I didn't have much of a signal with Veronica (after the 'bomb', almost nothing at all). At the end of each August, I still find myself thinking about the final days of Radio Noordzee. The fact that they handled it so cheerfully back then – I still think that was very well done of them.

Still, it does annoy me a bit sometimes, Hans that Veronica and Radio Noordzee are often mentioned as having had to stop broadcasting. Unfortunately, people often forget about Radio Atlantis! I used to love listening to that in the evenings – it really had a swing to it!



Steve England who worked for Caroline as well as Atlantis

Photo from his own collection

Right I think I'll read your whole Caroline story. I'll read it again soon; perhaps I've missed something. On a second read, I'm sure I'll spot something like that!

Bill Pryor in Linton is the next one: 'Best one ever, brought back many memories of that period, I remember it well. Make a great film!

Henk Kruize: 'A wonderful article – I read it in one go and it took me right back to that time… If only I had a time machine…My heartfelt thanks.'

Mike Grant: This is fascinating reading and I look forward to part 2. Thank you, as always, Hans.'

Rob van Dam (Marc Jacobs): 'Hi Hans, what a beautifully written piece on radio history – I read it with particular interest, as the MV Mi Amigo was to become my 'home' not long afterwards. Thank you for all the work you've put into this special summer edition of your International Radio Report.'

Ian Godfrey: 'Many thanks for the Summer Special - quite a surprise! - at least, as far as I can remember, the first time

you've featured a photograph, of any sort, as a form of introduction, and also being devoted to one particular station.

I have many vivid, but some more vague, recollections of those momentous events of the period covered. The front cover of the 9 Sept 72 issue of Record Mirror was highlighted by an article on the imminent return of Caroline - possibly the only time I read about the Bell Commercial Broadcasting Company, until reading about it in your Report! I don't think there was any mention in that article of the fact that the Mi Amigo had actually dropped anchor a week earlier.

Billboard 30-9-1972

Dutch Pirate to Be Back in Business

AMSTERDAM—Radio Caroline the "pirate" radio station will be back in business in less than two months.

This news came from Holland last week just after the old Caroline South ship, the Mi Amigo, was taken from a Dutch harbor to a position about a half mile north of the existing pirate ships, Radio Northsea International and Radio Veronica.

It is understood that the ship is now owned by a company calling itself the Bell Commercial Broadcasting Company which has been registered in Amsterdam, and at the moment the ship is being fitted out in preparation to begin broadcasting on 259 metres in English daily, as well as on 270 metres in the medium wave band with middle-of-the-road music programs in Dutch on 270 metres.

Decoy

The station will broadcast as Radio Caroline International and may well use some of the old Caroline disk jockeys. Our man on the spot says that the ship was fitted out some months ago with the owners telling people that they intended to construct a museum of pirate radio to show the public what life was like on board the pirates in their heyday.

However, this turned out to be a decoy to fool the authorities and the ship was recently towed out to its offshore position—to everybody's surprise.

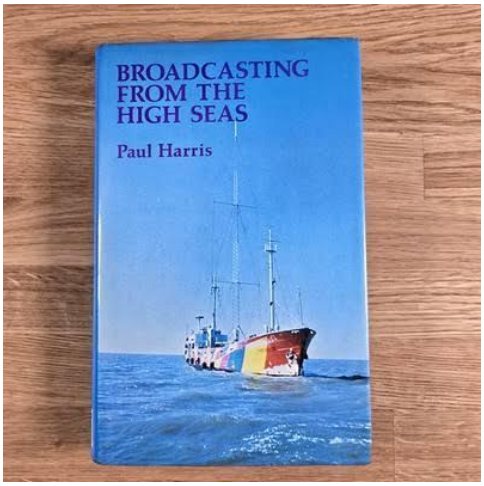
A spokesman for the British Ministry of Posts and Telecommunications said this week: "Any sort of illegal transmission which would interfere with broadcasts on legal stations will be monitored. If this station starts up we will monitor their broadcasts. That's all we can say at the moment."

I also heard Chris Carey suggest to listeners that they add 39 to RNI's frequency etc. That was the catalyst for me, as possibly every day I'd tune to '259.' Around midday on the 30th, I was curious to see if Radio 1 were celebrating their 5th anniversary. I didn't give it more than a few seconds,

being hopeful of something substantial three channels away! I was elated by a strong, variable test-tone, which I later regarded as the Chicago trademark. Apart from a few short breaks, I listened till late evening. Signal strength and audio quality were quite impressive. I switched to '192' soon afterwards, and was amazed to find RNI 2 in progress! It was clearly weaker than Veronica had been, and breakthrough from '220' was quite noticeable. The first thing I noticed about the Veronica 538 signal was that it was slightly weaker than on '192' but with a wider bandwidth. Another surprise was to discover Veronica on '259.' Attempts by Veronica and RMI to silence Caroline were inevitable, but there was no hint of any animosity over those nine days; probably not surprising with the completely different focus. I seem to remember that, for at least one day, there were separate programs emanating from each frequency. Living in Southend until Sept 1974 was a real bonus! I'm a bit vague about the November tests on 259. I made a lot of notes of nearly all the tests, but disposed of them, plus several other cuttings etc., when moving flat 40 years ago. I remember noting that Caroline's signal rapidly faded out in the early evening of 13 November. I think round 19.30. Was this the time that the first mast collapsed? Your coverage implies this could have been the case. The '199' signal was disappointing, mainly due to the heterodyne (audible from about 15.00, but within half-an-hour unlistenable!)

One point about the Caroline Special I forgot to mention was the Candy sex shows. After reading the article I

imagined the reactions it was likely to have had! - including mass newspaper coverage, and probably much-needed publicity for Caroline! Reading about the events around Christmas 1972 the key factors that occurred to me are the stoicism and determination to keep Caroline on the air. Over the last few days I've been reading Broadcasting From The High Seas, courtesy of the local mobile library service! I've almost at the end of the chapter on Capital Radio - another real battle against the elements, not forgetting the bottomless pit financially!



Script (no 3) gave a pretty good account if the dramatic events of 28 Dec 1972-2 Jan 1973, but it was another 40 years before I read a more detailed account, and your feature must be the most comprehensive.'

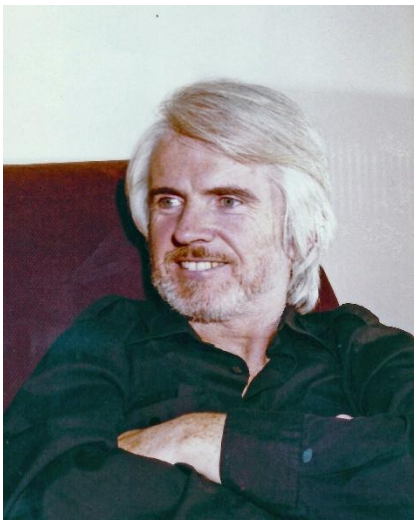
Stephen Raindle: 'Thank you so much for the Special Summer edition of your radio report. It should be compulsive reading for anyone with an interest in pirate radio and especially Radio Caroline. With so many twists and turns, more ups and downs than the North Sea on a stormy day and a treacherous plot that at times became somewhat

difficult to accurately follow due to its complexity and which would have even given the "Schleswig-Holstein question" a run for its money. Somehow despite odds that even compulsive millionaire gambler would have risked taking on, Radio Caroline struggled through and remains with us to today and in what must be very much calmer waters than it sailed upon in the days of 1972-73 as highlighted in your report.

Ronan was a master at survival when it came to his Caroline project but I often wonder how much money his organisation(s) owed to suppliers, tug companies, port authorities, mast riggers, DJs, crews, electronics companies, transmitter suppliers, unfulfilled advertisers and probably a whole lot more.'

John Hogg: 'Thanks for the Special Summer Edition reliving the dramas aboard the Mi Amigo 1971-73. At the time I had to rely upon news/ rumour etc in the weekly pages of Record Mirror but your account gives many extra details of which I was not aware. I also recently listened to Carl Mitchell RNI 1970 via your Nostalgia site. Great to here 1970 (my favourite RNI era) RNI output again.

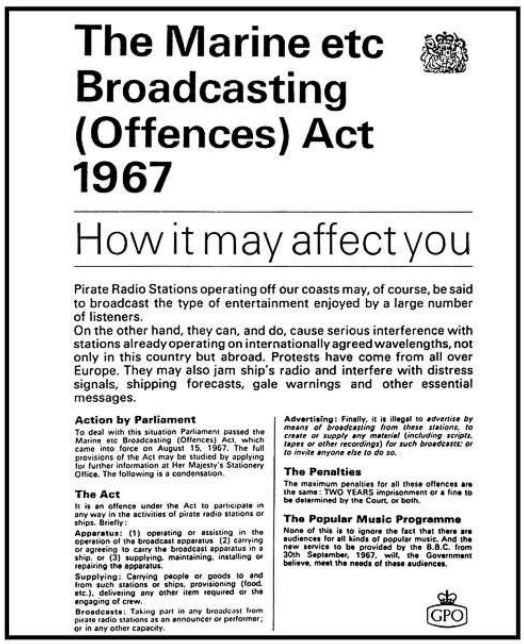
Ending with a strange comment on the more than 50 pages long article came from a person in Zeeland who only wrote: 'Can you make a Dutch translation for me?. I had to answer the question with: 'Yes, at an hourly rate of 80 Euros. But all joking aside: anyone can use Google Translate or deepl.com to translate page by page.



Ronan O'Rahilly Photo: Ronald 'C' Pearson

What's more, it would have been nice if you'd said 'thank you' and included your name at the bottom of the email. Kind regards, Hans Knot.'

One year after the introduction of the Marine Offences Bill



The Marine etc Broadcasting (Offences) Act 1967

How it may affect you

Pirate Radio Stations operating off our coasts may, of course, be said to broadcast the type of entertainment enjoyed by a large number of listeners.
On the other hand, they can, and do, cause serious interference with stations already operating on internationally agreed wavelengths, not only in this country but abroad. Protests have come from all over Europe. They may also jam ship's radio and interfere with distress signals, shipping forecasts, gale warnings and other essential messages.

Action by Parliament

To deal with this situation Parliament passed the Marine etc Broadcasting (Offences) Act, which came into force on August 15, 1967. The full provisions of the Act may be studied by applying for further information at Her Majesty's Stationery Office. The following is a condensation.

The Act

It is an offence under the Act to participate in any way in the activities of pirate radio stations or ships. Briefly:

Apparatus: (1) operating or assisting in the operation of the broadcast apparatus (2) carrying or agreeing to carry the broadcast apparatus in a ship, or (3) supplying, maintaining, installing or repairing the apparatus.

Supplying: Carrying people or goods to and from such stations or ships, provisioning (food, etc.), delivering any other item required or the engaging of crew.

Broadcasts: Taking part in any broadcast from pirate radio stations as an announcer or performer; or in any other capacity.

Advertising: Finally, it is illegal to *advertise by means of broadcasting from these stations, to create or supply any material (including scripts, tapes or other recordings) for such broadcasts; or to invite anyone else to do so.*

The Penalties

The maximum penalties for all these offences are the same: TWO YEARS imprisonment or a fine to be determined by the Court, or both.

The Popular Music Programme

None of this is to ignore the fact that there are audiences for all kinds of popular music. And the new service to be provided by the B.B.C. from 30th September, 1967, will, the Government believe, meet the needs of these audiences.

GPO

A look back at August 14th 1968, exactly one year after most offshore radio stations, which targeted Great Britain with their programs, had gone off the air to avoid prosecution. Radio Caroline had been an exception to this, but that organisation too, which at

the time operated two broadcasting ships, had folded in early March 1968 due to severe financial difficulties.

But, returning to the start of this retrospective, around August 14th 1968 there were also rumours circulating regarding possible future projects that might still breach the Marine Offences Bill. In England, there was now a land-based station that was flouting the rules and, following the example of the then offshore stations, attempting to attract a large audience. This was Radio Basildon in the county of Essex. The station had been founded by DJ Barrie 'the Baron', who was illegally using the lines of Rediffusion, the cable radio network in England.



In an interview, Barrie stated that the station had 120,000 listeners and provided a daily six-hour request program. It started at midnight. By dialing the number 'Basildon 22206', it was possible to request a song. He believed it was high time for a local radio station for Basildon, which the BBC had no plans to provide. The programme used old PAMS jingles from the Radio London package.

However, reports also appeared in the British newspapers suggesting that at around 11.55 p.m. on Tuesday 13 August, five minutes before the official anniversary of the Marine Offences Bill, a new radio station would go on air in international waters, using one of the forts in the Thames Estuary. The project's spokesperson was John Dane, who had been involved with various land-based pirate stations in south London before being caught by the GPO: "We want to prove that the Marine Offences Bill is ineffective. We will mainly be broadcasting programs produced by Britons. There will be well-known names from the history of offshore radio, and one of the BBC Radio One DJs will be joining our team."

Dane told David Hughes, a journalist for Disc magazine, that they would continue broadcasting until GPO officials proceeded with a seizure. "We already have capital of £1 million and many commitments from potential advertisers, both British and international companies. There will be two radio stations at the fort, Radio Marina 1 and Radio Marina 2. We will be using frequencies around 259 meters and around 390 meters. Both stations will play pop music and broadcast 24 hours a day, and there will also be news bulletins, including the weather."

And the imagination ran wild when Dane explained the reason why two similar stations were planned. There were simply far too many DJs, which meant they were forced to launch two stations. Finally, the spokesperson reported that they expected to be able to broadcast for at least six months. Would that have been worth the investment?

Around that time, reports emerged from West Germany that a former US Navy frigate was soon to set sail from Norway to anchor in international waters off the coast of Great Yarmouth in the UK. It was expected that the ship would arrive in mid-September and that no fewer than three radio stations and one television station would become operational on board. According to reports, several former Caroline DJs had been approached to get involved in this project. The organisation was said to have rented office space on the mainland, specifically in West Germany.

And it was only a matter of time: in mid-August 1968, rumours resurfaced that Radio Caroline, Ronan O'Rahilly's brainchild, was attempting to return to the airwaves. Ronan himself was unavailable for comment at the time. A few days later came the news that Ronan was to join forces with John Lennon to set up a radio station on a tiny island off the west coast of Ireland, which was owned by the Beatle. As a regular reader of my articles, you will understand that all these plans to launch a new offshore radio station in August or September 1968 were pure fantasy and speculation. It did, however,

become a fact that the law had already been in force in Great Britain for a year.

Hans Knot 2026

It was Graham Foy who reflected on the international report in June: 'Hi Hans, as usual another top notch International Radio Report. I was lead to understand by my Lloyds contact at the time that the Peace Ship was only insured for waters in the Eastern Mediterranean. So I don't think the proposal to broadcast to Northern Ireland had any merits it as unrealistic.

Sadly our Redhill meetings are struggling and I aim to drop them to bi-monthly. Shame that I sadly can no longer attend. I hope to meet Mark Dezanni next week. Kind regards Graham.'

Thanks Graham good to hear you enjoyed another edition of the international radio report. Of course when Abe Nathan could have made success in getting cooperation in Northern Island he could have changed the insurance but on the other hand I've thought in those days; here we go again, another wind up.



Studio door on the Voice of Peace

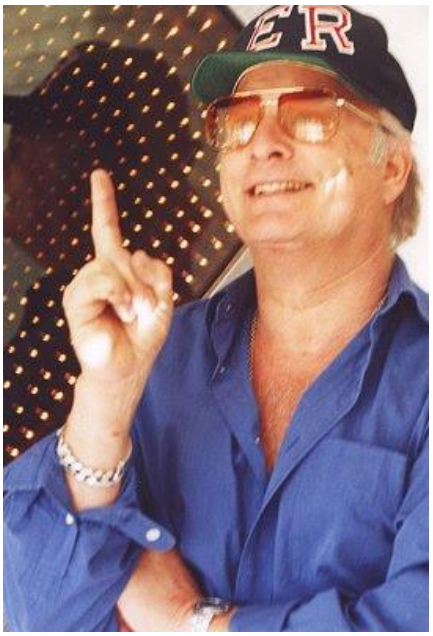
Sorry to hear the get together at Redhill are struggling. Of course attendees are getting older which may be one of the reasons.

Give my regards to Mark if you see him and take good care of yourself. Best greetings Hans

Next is Luc from Belgium: 'Hi Hans. Once again, a big thank you for all the research. In the meantime, I have gathered a lot of information about the Voice of Peace; it is interesting. Thanks and keep up the good work; it still fascinates me. Greetings from West Flanders. Luc Deleu.'

Next it's Rob Jones: Can't remember if I ever sent this link to you, but it's an online archive of soul music/soul radio histories. I don't know if it would be of interest to you, but I gave them permission to harvest all my old stuff and there a couple of interviews I did with Rosko where he speaks in-depth about his radio and touring experiences (one is a transcript of a radio interview). There is also a more recent interview Rosko and I did earlier this year. They are on the right side menu in the interviews section.

www.soulmusicarchive.com



In the June edition I went back to 1979 and Caroline, in which two columns from deejays in the Freewave from those days were re-published. It's Erik de Zwart, known as Caroline deejay Paul de Wit, who reflected on that item: 'Hi Hans, Read your report, always fun. I have a reasonably good memory and was a bit surprised by the so-

called diaries of the Radio Caroline DJs in the summer of 1979. No one from that team ever went to Marbella; most of them probably didn't even know where it was located. There was no office there either.

During that period, we were no longer being paid for our services, so Rob Hudson/Ruud Hendriks and I headed to Belgium to collect the outstanding wages ourselves from Danny Vuylsteke. The Dutch branch had absolutely no money left. Eventually, he couldn't deliver, so we took collateral: his car, full of Radio Caroline t-shirts.



Paul de Wit (aka Erik de Zwart) Photo: Menno Dekker

The next day, Danny suggested driving around to advertisers to scrape together the money. That trip ended in the Netherlands, with little result. In fact, that was pretty much our last involvement with Radio Caroline. We both did record a farewell program, though, to be honest, I don't know if it was ever broadcast. In the period that followed, I recorded many commercials for and with Ben Bode in his studio in The Hague. Ben always settled his accounts promptly and was already busy with the preparations for Radio Paradijs. I remember the studio he had had built, a copy of the Hilversum 3 DJ console.

By then, I was working at the Veronica Broadcasting Organization and had heard at the newsroom of the current affairs program about the impending illegal action by the State of the Netherlands. Ruud Hendriks was on his way to the ship with a camera crew; those are the only images of this adventure. I called Ben Bode and warned him, but he brushed it off. On Saturday, August 1, 1981, I was waiting for

the ferry to Texel for a Veronica drive-in show in Den Burg when I heard on the radio about the seizure of the Magda Maria.



The building where Ben Bode had his studio in the Hague. Photo: Ben Bode

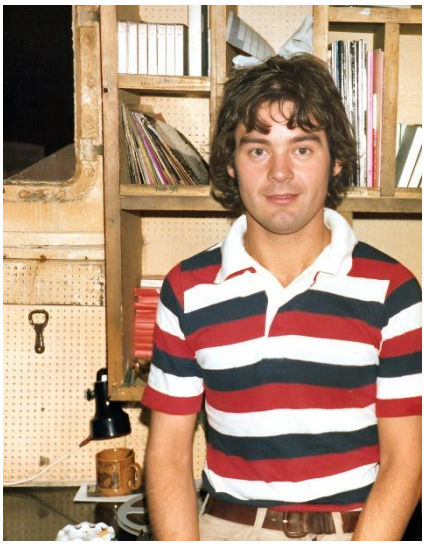
I continued to record commercials regularly for Ben and other producers for the Dutch land pirates. At that time, we had too little airtime at Veronica and plenty of time to spare. And it remained fun to contribute to piracy! Good luck with the International Radio Report! Kind regards, Erik de Zwart. '

Thanks a lot Erik for the reflections. Well the story of 'Marabella' was of course as a smoke curtain. Later in the years we learned that someone within the department RCD was a subscriber to our magazine and so they learned a lot from what was happening with the station(s).

An excellent story was released earlier this summer by Martin van der Ven. Nigel Harris – Radio Caroline's Rock in the Storm 50 years on the air at Radio Caroline.' Not only well researched and written but also beautiful illustrated.

'I have been listening to Radio Caroline since 1972 and, ever since, have hardly missed a significant chapter in the eventful history of this legendary radio station. Countless presenters came and went; some stayed for only a few weeks, others returned after many years away. One, however, remained an almost constant presence over

several decades: Nigel Harris, who during his early years with Caroline broadcast under the name Stuart Russell.



Stuart Russel Photo: Marc Jacobs

Few people embody the spirit of the famous Caroline Family quite as much as he does. On 15 May 2026, Nigel Harris quietly celebrated a remarkable milestone. Fifty years earlier, with the launch of Radio Caroline's 24-hour medium wave service on 192 metres (1562 kHz), Stuart Russell presented his very first programme for the station. What began that day developed into one of the most remarkable careers in offshore broadcasting history. Between 1976 and 1980 he spent a total of **2,221 hours** behind the microphone aboard the MV Mi Amigo, setting what remains a legendary record. Together with Roger Mathews, he even completed thirteen weeks and six days on board without relief.

Read more: https://offshoreradio.info/nigelharris/

Next some of the many reflections on above item:

Nigel Harris: 'Hello Martin, what a wonderful tribute! Thank you so much for putting it all together. So many memories, and so many friends made over the years. I can't believe so much time has passed - seems only yesterday when I first stepped onto the ship. Best wishes to you, and thank you for all you've done over the years.' Nigel

'I have known Nigel for 40 years now. Obviously I listened to him for some years before that. He has always been unassuming, competent and a superb broadcaster. Also, quite without ego which I can say for sure is very rare in this pastime. Caroline had other good broadcasters of course but who came with assorted 'baggage' that detracted from their skill. By my recollection Nigel was always trouble free and effortless to listen to.' Peter Moore

'I well remember, when in 1977, he and Roger Mathews, held the English service together. A true Caroline classic, that's Nigel/Stuart. Nigel's book is one of the best offshore radio reads ever, that captured the true atmosphere of life on the Mi Amigo. He will probably not like all this praise, but that's Nigel. However, Nigel was not the only one who strived so very hard for Caroline's continued Existence - Peter Chicago, also did much over many years. I'm sure there were many others, too.' Freddie Archer

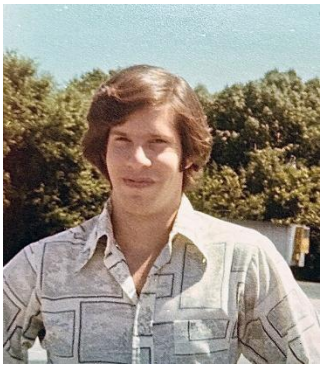
Next a new reader in Virginia, USA: 'Greetings, Mr. Knot. Eli Rosenbaum here, writing from northern Virginia in the USA. I have greatly enjoyed reading your amazingly informative offshore radio reports, from which I have learned a lot. Your reports also bring back a lot of great memories for me.

When I was in high school in the late 1960s and early 1970s, on Long Island, New York, my hobby was shortwave listening. I found the broadcasts fascinating and I frequently sent reception reports to stations in hopes of obtaining QSL cards verifying my reception. My all-time favorite shortwave "catch" was RNI, which came through often -- and surprisingly well -- where I lived (big thanks to the rooftop long-wire antenna that my late father kindly put up for me).



Following a December 9th, 1971 broadcast, I airmailed a reception report to RNI's offices. I still have a photocopy of my report and I also have the great QSL card that I received in return (it's the classic RNI color QSL card showing the psychedelically painted MEBO II ship.) I have attached a PDF scan of my reception report of nearly fifty-five years ago (!).

#
Radio Nordsee International
inttrnational Waters Eli M. Rosenbaum
638 Edgewood Dri v.e
Westbury, N.Y. 11590
Uni ted States of America
Gentlemeni
I heard your English-language broadcast on Thursday morning, December 9, 1971 (date according to Central European Time) from 0025 hours CET until 0306 hours GET (2325 hours Greenwich Nean Time until 0206 hours Greenwi ch Meen Time) on a frequency of 6,205 kilohertz.
If this report is correct, I would be extremely grateful for a QSI, verifïcation card.. I have enclosed hw International Reply Coupons for this purpose.
'1'he programming that I heard consisted :primarily of pop music with hourly news bulletins ("RNI World-Wide News"). Your signal strength here in New York was generally fair-to-good i however between 0230 hours
CET' and 0257 hours CET' (01 30Gmt' to 0157GMT) your transmission was almost entirely drowned out by an English-language broadcast from "Radio Tirana in Aibania. Between 0025 hours CET and 0100 hours CE~, some of the records I heard you broadcast were' "She ld Rather Be With Me", "Brand New Key"(this song' was dedicated to all the people who came out to help the MEBO II when she was "struggling for her life"), Eybody's Everything" "Respect Yourself", "Like Dreamers Do"(an "liI oldie but goodie"
record), "Gypsies, Tramps and Thieves ~, "Till", and "Eli l S Comin t ".
One of the announcers I heard was Dave Rogers. Nr. Rogers, at approximately 0206 hours GET (0106 GMT) thanked a listener for the handkerchief with the name "David" embroidered on it she had sent him. And so on….



Eli Rosenbaum 1970

Following the live nighttime sign-off announcement that December evening, the RNI studio audio stopped, but the transmitter was obviously still on, and after what I recall as a minute or two of silence, a short humorous recording of a male announcer (with a British accent, I believe) was aired, telling listeners that they have forgotten to turn off their radios and are wasting the batteries. (According to my attached reception report, the statement was: "Thank you for listening to our program and please don't forget to switch off your radio -- you're wasting the batteries." After that, a cuckoo clock was heard (I think). The shortwave transmitter was soon turned off after that, and the silence was replaced with loud static.)

I have greatly hoped, for many decades, to once again hear that "battery warning" message. I know that there are other devoted RNI fans who have the same long-held desire, as can be seen, for example, in the comments to a recording of an RNI sign-off that is posted on YouTube,at https://www.youtube.com/watch?v=80wy1Kn_-V0. I assume that most people who recorded RNI programming to the end of the broadcast day turned off their tape recorders after the live sign-off.

Do you, by any chance, have a recording of that brief announcement or know where I might try to find one? It would mean a lot to me to hear it again. Thanking you in advance for your kind consideration of my inquiry, and with *every* best wish, Eli Rosenbaum'.

Well I could help Eli Rosenbaum as I remembered we used this little gem when producing the RNI Double Lp in 1973 and I've send a digital copy to Eli. But I was wondering how he could find me after searching for the item for so many years.

2026 help is Chat GPT which he used:

Eli: In the early 1970s, the pirate radio station Radio Nordsee (Radio Northsea), anchored on international waters between the U.K. and the Netherlands, followed their nighttime sign-off announcement with a short humorous recording of a male announcer telling listeners that they have forgotten to turn off their radios and are wasting the batteries. Is there any recording of that short statement available anywhere?

ChatGPT:

I looked for this because it sounded familiar, but I could not find any evidence that the specific humorous "You've forgotten to turn off your radio—you are wasting the batteries!" announcement has been preserved online as a separate recording. However, there are a few promising avenues:

•The Campaign for Independent Broadcasting's Radio Nordsee International archive contains dozens of surviving RNI airchecks from 1970–1974. Many are complete or nearly complete broadcasts, and some include sign-ons and sign-offs. If that joke survives anywhere, this archive is one of the most likely places.

•The Pirate Radio Hall of Fame's RNI recordings page hosts many high-quality RNI recordings from the early 1970s, although I did not find any specifically identified as containing that closing gag.

Your description actually rings a bell. Several offshore pirate stations used little comedy tags after sign-off, especially when many listeners were using portable transistor radios. A reminder that listeners were "wasting the batteries" by leaving the radio switched on after the station had closed would have fit the lighthearted style of RNI perfectly.

My suspicion is that:

- it was not part of the formal sign-off announcement,
- it was probably recorded by one particular announcer,

• and because many surviving recordings were edited or started after sign-off, the clip has simply not become widely circulated.

One other possibility is that the recording survives in the collections of well-known offshore radio historians such as Hans Knot, even if it has never been posted publicly. [HKnot@home.nl]

I'm interested because this is an unusually specific piece of radio history. Do you remember any additional details, such as:

•whether the announcer had an English, Dutch, or American accent,

•the approximate year (1971, 1972, etc.),

•whether it followed the English-language service or the Dutch-language service,

•or whether the line was something like, "You've forgotten to switch off your radio. You're wasting the batteries!"?

Even a few extra words could make it much easier to identify the exact recording.

Eli: This recollection (shared by a few others commenting on YouTube who also yearn to hear it again) comes from notes that I made — and still have — after listening to the station's shortwave signal on December 9, 1971. A couple of minutes after the live sign-off aired (around 0205 GMT), the station was still silent, but the transmitter clearly remained on. My notes say the following recorded announcement then aired: "Thank you for listening to our program and please don't forget to switch off your radio -- you're wasting the batteries." A few seconds later, the transmitter was turned off (possibly after a cuckoo clock sound aired), and then I heard only static.

ChatGPT:

What you've described is exactly the sort of detail that makes me think your memory is accurate. The specificity is striking:

•You have contemporaneous notes from December 9, 1971, rather than a memory reconstructed decades later.

•The sequence is internally consistent with how offshore stations often operated:

1. Live closedown around 0205 GMT.
2. Dead carrier (transmitter still on, no modulation).
3. Short recorded "goodbye" spot.
4. Brief sound effect (possibly the cuckoo clock).
5. Transmitter switched off.

The wording in your notes—

"Thank you for listening to our program and please don't forget to switch off your radio – you're wasting the batteries."

—is exactly the kind of whimsical, self-aware humor that distinguished Radio Nordsee International from more formal broadcasters of the period.

What's interesting is that several other listeners on YouTube independently remember it. When multiple DX'ers remember the same obscure feature, that's usually a good sign it really existed. It probably aired night after night, becoming part of the station's personality.

Unfortunately, I have not been able to locate a surviving recording of that announcement. I searched the major RNI audio archives I'm familiar with, and none identifies an aircheck containing the post-sign-off message. Most surviving recordings end either:

- before the actual closedown, or
- immediately after the official sign-off, with the recorder switched off before the final recorded message.

That tiny extra minute simply wasn't considered important at the time.

One place I would still investigate. The Dutch offshore radio historian Hans Knot has probably assembled the world's largest private archive of RNI recordings and memorabilia. If anyone knows whether that announcement survives, it would likely be him or someone in his circle. He has helped identify countless obscure offshore recordings over the years.

[His 2026 report is here, among other places:

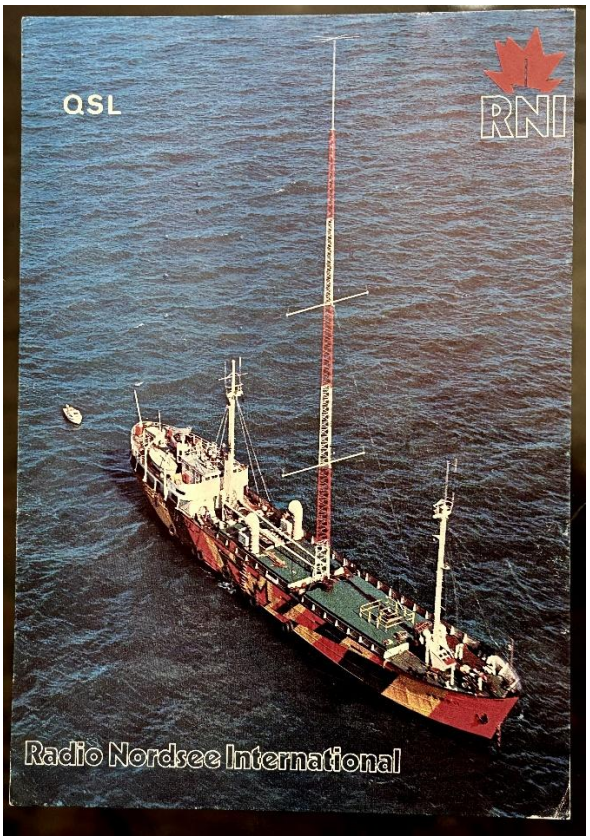
https://www.offshoreradio.co.uk/list20.htm]

Another possibility is the Facebook groups devoted to Radio Nordsee International and offshore radio. Many longtime listeners and former staff members participate there, and someone may have an unedited cassette that includes the final minute.

An intriguing clue

Your recollection of the cuckoo clock is especially interesting. RNI used cuckoo-clock jingles and Swiss-themed audio elements in several contexts. If the cuckoo sound immediately followed the battery announcement, that combination could serve as a unique fingerprint for anyone searching through old tapes.

I'd enjoy helping look further. Your notes provide something very valuable: an exact date (9 December 1971) and an approximate time (0205 GMT). That narrows the search enormously.

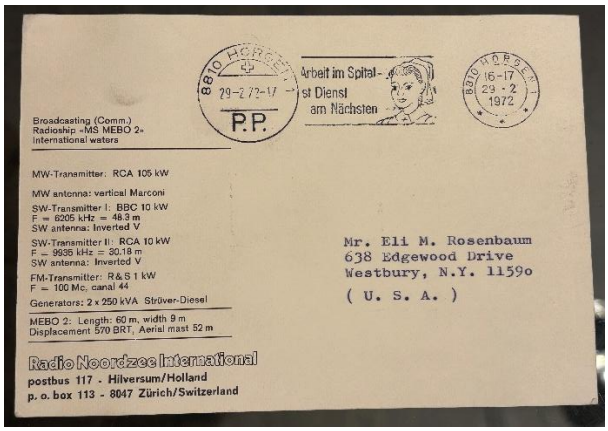


I'd be happy to help dig deeper. With a targeted search of surviving RNI logs, collectors' catalogs, and recordings from that specific date, we might be able to determine whether an unedited aircheck still exists—or at least identify the announcer who recorded that charming little farewell. Given your detailed notes, I think there's a better-than-average chance that the recording is sitting on an old reel or cassette in a private collection, even if it has never been uploaded to the internet.'

And what happened next, after I've send Eli the long wanted recording? Well he was very happy that the recording was send to him after so many decades and told more about radio: 'Thank you so much! Wow, a great recording! Thanks too for the clarification about the "batteries" announcement. And I'm very, very glad to hear that Mr. Rogers and Mr. McKenzie are still with us. I well recall when the card arrived. It is postmarked 29 February 1972 in Horgen (Zurich), Switzerland. So it presumably arrived at our home in early March 1972.

I remember coming home from high school that day and being in an unhappy mood, because I had an appointment with my dentist a short time later. Those sessions were always painful, and so I dreaded them. But when I saw that the beautiful RNI QSL card had arrived, I was on the proverbial "cloud nine," totally thrilled. I recall that I practically flew down the few blocks to my dentist's office. Not even that session to adjust my braces could lessen the euphoria of receiving what remains my all-time favorite QSL card. I could hardly wait to get home to see it again. I must have looked at it dozens of times over the ensuing days.

My interest in radio revived in 1995, initially with the New York City Top 40 and classical radio stations and personalities of my youth, and I have hundreds of pertinent recordings. But that interest soon expanded to other U.S. broadcast markets and then to foreign broadcasters, including the offshore stations (especially RNI, of course). On the offshore side, I am fortunate that my "return to radio" happened in time for me to hear and record some of the offshore radio legends like Johnnie Walker and Tony Blackburn still working -- at the BBC -- and available for streaming live via the BBC's website. I am, by the way, astonished by the very large number of recordings that devotees of RNI made of its broadcasts. Are there more surviving recordings of any of the other offshore broadcasters, or is RNI the "champion"? I have in mind the very popular Radio Caroline in particular.



I see that you have written about Abie Nathan and The Voice of Peace. I will always admire the late Mr. Nathan for his unswerving commitment to peace and for the physical and economic risks he took in pursuit of that elusive and essential goal. As you know, there is at least one very important connection between Radio Northsea and VOP, in the person of presenter Tony Allan. Some years ago, VOP reemerged as a land-based FM station in Israel, and I recall downloading some of the station's programs. They had quite a few British presenters.'

More than 54 years (!) after I first used my beloved National Panasonic RF-5000 portable LW-MW-SW-FM radio to tune in RNI's 6205 KHz shortwave signal in my Long Island, NY bedroom, here I am today with that very same radio, in our home outside Washington, DC. And yes, it still works.



Although my wife doesn't permit me to "station" the radio in our bedroom, I can listen elsewhere in our home. Unfortunately, there

aren't many shortwave broadcasts left to pull in. But I have fond memories of Radio Nordsee to last a lifetime, and I thank you so much for helping me to rekindle those memories. Huge thanks to you and to everyone else who recorded RNI's great broadcasts and preserved them for all of us. "The Voice of Europe - The Sound of the World" indeed!

Yours, Eli

Thanks a lot Eli for sharing these memories with us and I am very happy that I was able to help you find the wanted recording after 55 years. Hope you can enjoy the love for radio too in the years to come.

Next an article I wrote in Dutch ages ago and now have an English translation for a wider public:

Radio Free America: Yet Another Failed Radio Project

At the beginning of the 1970s, an American clergyman also attempted to establish an offshore radio station. From 1965 until 1973, the Reverend Carl McIntire operated two radio stations in the town of Media, Pennsylvania: WXUR AM and WXUR FM. As he had failed to keep proper programme logs, he ran into serious difficulties with the Federal Communications Commission (FCC), the body established by the United States Government during the Hoover administration in the 1920s to regulate broadcasting and to supervise compliance with those regulations.

In essence, McIntire failed to comply with the requirement that, when controversial issues were discussed on air, both sides of the argument had to be given an opportunity to present their views. One of the allegations made by the FCC concerned a telephone talk programme in which listeners could call in. It had repeatedly occurred that callers were cut off in mid-conversation and subsequently insulted, behaviour that was considered entirely unacceptable.



Carl McIntire Photo: McIntire Family Archive

Despite various warnings from the FCC, McIntire refused to follow the regulations, resulting in the revocation of the licences for both stations. On 5 July 1973, both stations left the air, with the Reverend declaring in his final broadcast that he would return within fourteen days via an entirely new station to be called **Radio Free America**.

To this end he purchased the vessel *MV Oceanic*, which he renamed *MV Columbus*, intending to convert it into a radio ship within a matter of weeks. The conversion, however, took much longer and it was not until the end of August 1973 that he succeeded in anchoring the ship three miles east of Cape May, just inside international waters.

On the day the *MV Columbus* was anchored, McIntire held a press conference at which he announced that broadcasts on 1160 kHz would commence within twenty-four hours. This did not happen. Owing to serious problems with both the transmitter and the

generators, many days passed before Radio Free America finally reached the air.

Because an offshore radio station off the American coast was a highly unusual phenomenon, journalists soon appeared on the "pirate horizon" in order to be the first to report the story. The *Washington Post* described McIntire as a landlocked captain ruling from the shore over what he regarded as the *Moby Dick of Free Speech*. According to the newspaper, McIntire believed that by establishing a radio station more than three miles offshore he had freed himself from governmental control.

The then sixty-eight-year-old pastor of the Bible Presbyterian Church in Collingswood went so far as to declare that he was prepared to go to prison if necessary in order to prove his point.

During the preceding decades McIntire had enjoyed enormous success, although his empire had recently begun to crumble. Originally a minister in the United Presbyterian Church, he left the denomination after considerable disagreement and founded his own church. Within a few years he succeeded in persuading other denominations to join an umbrella organisation, the American Council of Christian Churches, which was soon followed by the International Council of Christian Churches. McIntire became president of this international body and thus headed two hundred fundamentalist churches in seventy-three countries.

Power suited him well, for the followers of these organisations were only too willing to contribute money for what they believed were worthy causes. The objectives pursued by McIntire, however, were often very different from what his supporters imagined. Within a few years he had built an empire consisting of a college, a hotel, a conference centre, three apartment buildings, extensive tracts of undeveloped land at Cape Kennedy, a weekly newspaper entitled *The Christian Beacon* with a circulation of 145,000 copies, and much more.



CHRISTIAN BEACON

SPONSORING 20th CENTURY REFORMATION HOUR

'COLUMBUS' DEDICATED

Manifesto of Freedom

By Faith. . .

Particularly during the 1940s and 1950s, McIntire was immensely popular among his followers because of his strongly conservative views. During the cultural revolution of the 1960s, however, his influence began to wane because he increasingly took positions contrary to prevailing opinion. Whenever there was a violent demonstration against the Vietnam War, McIntire organised large groups to demonstrate in favour of the war. He even flew to Saigon in an attempt to persuade South Vietnam's Vice-President, Nguyen Cao Ky, to visit the United States and address pro-war rallies in various cities. The Vice-President declined the invitation.

Immediately after the radio ship had anchored, FCC personnel took rooms in a coastal hotel so that they could monitor and record any signals transmitted by Radio Free America. An FCC spokesman stated that as soon as the first signal was detected, a judge would be asked to order the captain of the *MV Columbus* to cease broadcasting immediately.

McIntire responded by declaring that no resistance whatsoever would be offered if the FCC or the Coast Guard removed the station from the air, since his real objective was to force a legal test case.

"There are pistols and rifles aboard the radio ship," he said, "but they are there solely to defend ourselves against pirates."

McIntire's headquarters at the time were established in a hotel otherwise occupied largely by elderly residents spending their days in rocking chairs. He also made another remarkable statement:

"I do not believe my ship can be classified among the pirate radio stations, because pirates seize something illegally. Consider my ship instead as a refugee ship. I regard Radio Free America primarily as a political project from which listeners, from Maine to North Carolina and as far west as Ohio, will be able to enjoy opinions that are not regulated by government authority."

On board the ship were six crew members and two radio engineers awaiting the Reverend's instruction to switch on Radio Free America's 10 kW RCA transmitter.

McIntire informed journalists that part of the programming would be broadcast live from the ship and that guest speakers would be ferried out in small boats.

"Among those I shall invite is Jane Fonda, who is active in opposing wars. I have also sent invitations to Senators George McGovern and Barry Goldwater, as well as to Dean Burch, who, as you may know, is the current chairman of the FCC. Other programmes will be recorded on land, and the news bulletins will also be supplied from shore."

The 135-foot *MV Columbus* had originally served as a minesweeper. After leaving naval service, the vessel had been sold and converted into a deep-sea diving ship, operating mainly in the waters off Cape Canaveral, Florida. When one of McIntire's followers saw the vessel

for sale, some 400,000 dollars, almost entirely donated by supporters, was immediately made available to purchase and convert it into a broadcasting ship.

Appearing on a television talk show, McIntire declared that if the authorities ordered him to apply for an FCC licence, he would refuse to do so because such a licence was, in his opinion, unconstitutional, as no specific Act of Congress had ever been passed requiring licences for radio stations.



Besides his own radio stations, McIntire also reached his followers through syndicated programming. His programme, *The Twentieth Century Reformation Hour*, was carried by 610 radio stations across the United States, and in it he had always been highly critical of civil disobedience.

Consequently, he did not regard the establishment of Radio Free America as an act of civil disobedience, arguing that he would destroy nothing and that his station would use a frequency not employed in the neighbouring states of New Jersey, thereby avoiding interference. The station's aim was to broadcast conservative religious and political programming.

During the last week of August 1973 there was a minor incident which McIntire regarded as a petty act of harassment by the authorities. A Coast Guard vessel boarded the *MV Columbus* and searched it because an oil slick had been observed nearby and it was feared that the ship had developed a leak. A Coast Guard spokesman

stated that it had merely been a routine inspection following the sighting of the slick by a helicopter crew member.



Photo: OPC.org

At 11.45 p.m. on 12 September 1973, Radio Free America was heard on the air for the first time on 1160 kHz (259 metres). The station transmitted only an unmodulated carrier until 12.50 p.m. the following afternoon. At 1.30 a.m. the next morning, another test was conducted, this time with music. After thirty minutes the test had to be terminated because of technical problems. The RF signal was not feeding properly into the antenna and part of the studio equipment had overheated, resulting in a small fire.

Further difficulties followed. On 14 September the ship dragged its anchor and had to return to Cape May for repairs, where a new anchor was fitted. Copper plates were also attached to the hull in an effort to minimise power losses and enable the full 10 kW output to be transmitted.

On the evening of 15 September the *Columbus* returned to sea, and during the following night another test transmission could be heard between 1.30 and 5.30 a.m. It became clear that only a few days remained before the station's official opening.

At 12.23 p.m. on 19 September 1973, Radio Free America officially commenced broadcasting. Curiously, the vessel was not anchored that day but continually changed position between Cape May and Avalon.

The station opened with the singing of a psalm, followed by a speech by McIntire, played from tape because the Reverend himself was attending a conference on church broadcasting. Initial reception reports were poor, but conditions improved after a few hours.



MV Columbus Collection SMC

At four o'clock that afternoon the first official complaint of interference was lodged by the management of WHLW, a 5 kW station in Lakewood, New Jersey, broadcasting on 1170 kHz. Weeks later it emerged that the station had experienced no interference at all and had already decided, two weeks before Radio Free America's first tests, to file a complaint as soon as official transmissions commenced.

Not wishing to encounter difficulties with the authorities, McIntire ordered the transmitter to be switched off at 10.14 p.m. In reality, however, the station's disappearance from the air was caused not by the complaint but by a fire on deck resulting from an overheated transmitter.

The following day a federal judge in Camden ordered the management of Radio Free America to cease all transmissions until 1 October 1973, on which date legal proceedings would begin.

Another complaint reached the FCC from KSL, a 50 kW station in Salt Lake City, no less than 2,000 miles from the *MV Columbus* in international waters.

An amendment to Section 301 of the United States Communications Act prohibited the operation of a radio station from an American-registered ship unless an FCC licence had been granted. Although fully aware of these regulations, McIntire neither registered the ship abroad nor flew any flag other than that of the United States, apart from a white flag representing his church.

It was therefore abundantly clear that under existing legislation his broadcasts were illegal and that both he and his crew could be prosecuted. The maximum penalty was one year's imprisonment and a fine of 10,000 dollars.

McIntire and his engineers decided that, if the station returned to the air, it would do so on another frequency. On the afternoon of 26 September 1973 a low-power test transmission was indeed heard on 1608 kHz (186 metres), while the ship lay moored in Cape May harbour. It was the last signal ever heard from Radio Free America.

A series of legal actions followed and, in March 1974, a judge issued an order permanently prohibiting the station's management from ever broadcasting again from the *MV Columbus*.

McIntire was utterly defeated and sold his remaining assets, including the aforementioned weekly newspaper and the broadcasting ship. The sale of the *MV Columbus* also persuaded the FCC not to take any further action against him. He was able to spend the final years of his life enjoying what remained of his considerable wealth.



Carl McIntire and his radio ship MV Columbus. Photo: Collection Jan van Heeren

This essay is taken from the previously published book *Historie van de zeezenders, 1907–1973. Over pioniers, duimzuigers en mislukkelingen* (*History of Offshore Radio, 1907–1973: Pioneers, Dreamers and Failures*) by Hans Knot. Amsterdam: Stichting Media Communicatie/Freewave Media, 1993.

Hans Knot
15 July 2026

Review

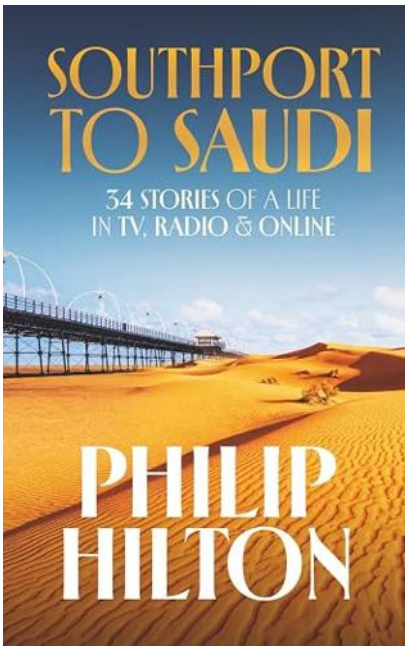
Southport to Saudi

34 stories of a life in tv, Radio & Online

Author: Philip Hilton

2026 77 pages, illustrated

https://www.southporttosaudi.co.uk/



A decades long career by Philip Hilton takes us in this booklet along several countries and places bringing inside stories of his several jobs. Strange enough the first chapter he tells about his last job in Saudi, where he was manager to a team of media producers. I presume he started with this item as it was his last job and he liked it the most.

His radio adventure started in the eighties of last century leaving England for Ireland. It was at Cavan Community Radio where he started, a station where famous Don Allen was also working. Interesting to learn how this station was run, but also had an enemy, 'Whammer the jammer'. A person who interrupted the FM signal of the station by putting his own transmitter on at the same frequency.

He worked there for 6 months but after a program policy change he decided to go for a new job on Radio West in Mullingar. There, too, Philip had some hilarious moments as the presenter of the breakfast program. The studio was in the same complex as the residential block, but the residents – apart from the owner, Sean – didn't have keys. You'd just ring the doorbell and the door would open. But not that morning when he went out to fetch the newspapers, as usual.

Ringing the doorbell on his return was pointless, as nobody was at home. The result during the first few hours of that day: 'the Sound of Silence'.

Third station in the row was in Dublin at Radio Sunshine. Market leader and famous through his Boss Robbie Robinson, aka Robbie Dale. This was a change to get his hands on. Production works first and then a night shift. In the chapter about Sunshine Phil Hilton tells us more about the side activities regarding running the station.

The experiences leading up to and during Christmas were particularly interesting, and I would have liked to read more about Phil's time at Sunshine, but in the book, he took us to the next stop: BBC Merseyside. Of course a different time than with commercial radio. Interesting are the stories about listeners holidays and exchanging programs with other BBC Local stations.

Philip doesn't shy away from talking about his failed auditions and recounts his unique encounter with Dusty Springfield. The book features numerous other memories from his career in the media, although I would have liked the content to have been much more detailed. Nevertheless, it's definitely worth buying.
https://www.amazon.co.uk/dp/1066744203?spcref=PRINT_LISTING

Hans Knot August 2026



Memories to a Sunshine Radio Event from the Robbie Dale files

Now time for Martin H. Samuel: 'Hello Hans, I hope all's well and many thanks again for all your International Radio Reports.

The story about the bands : Crew & Brinsley Schwarz, which I sent to the Editor of: Shindig! Magazine (UK), has nothing whatsoever to do with pirate radio. However, Emperor Rosko is mentioned, thus:

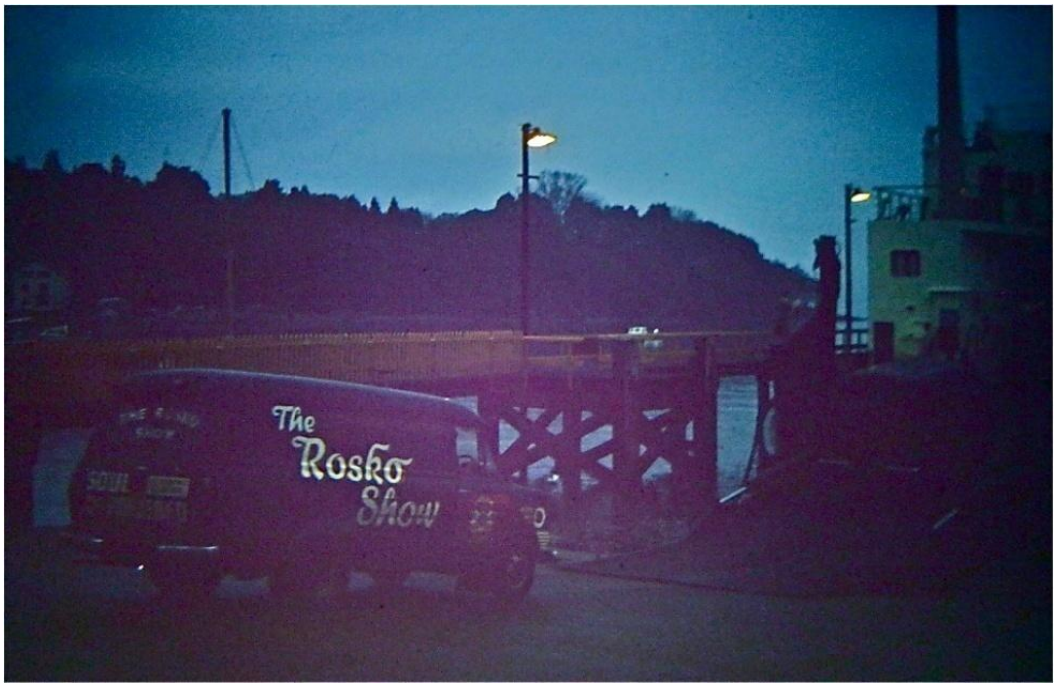
The Crew was signed to a management representation agreement with The Space Agency, 21 King's Road, Chelsea, London S.W. 3. As the world-renowned DJ, Emperor Rosko (Mike Pasternak), was signed to the same agency, Crew often performed alongside him, his roadie Nicky Horne, gorgeous go-go girls, a light show and a 1500-watt sound system, as part of the Emperor Rosko International Roadshow. 55 years later, The Emp and Samuel are still in touch. As The Emp so vividly recalled, 'We kicked some ass, back then!'

1971, I was the drummer in Crew ~ this photo, of Crew & Brinsley Schwarz, was taken on Fishbourne ferry dock, Isle of Wight, Sunday morning, 19th December 1971. I'm 3rd from left..

.



As one of the 2 Crew Ford Transit vans had broken down, Emperor Rosko kindly loaned one of his for the overnight gig and seen here dockside, very early in the morning. Both bands had played a gig on the Isle of Wight the previous night and, having slept in their respective vans at the dock, the following morning, while waiting for the first ferry home, played a knock-about game of football to keep warm. Ian Gomm, of the Brinsley band, remembers, 'The photo was taken when the sea got too rough for the ferry to cross and we had to wait for ages.' The story was published on page 30 in the August 2026 Shindig! magazine.



Contents and relevant pages; 30 & 31, from the 100-page original... attached, Shindig! Magazine No. 178 – August.

A pdf of the complete magazine may be downloaded:
https://app.box.com/s/h6t0m86fy2jmimkadch1np13hlvnkkny

Earlier in summer Robbie Owen had a special in his program: Narrated by Peter Phillips, this is the story of how Radio Caroline found the Ross Revenge, acquired the vessel, and then fitted it out as a radio ship. Lots of detail from Peter Chicago and Charlie Taylor,

along with stories from former crew members of the Ross when it was an Icelandic waters trawler. Script by Ray Clark. Followed by some of the songs from Tom Anderson's August 1983 "Musical Journey" which re-opened the station.

Story of the Ross Revenge - Peter Phillips (30 mins)

https://drive.google.com/uc?export=download&id=1UN-9KlF4z3cfhO2pZbu-ejXJLIV78_tv

password: freeradio

August 15th the sad news came from Jon Myer at the Pirate Hall of Fame: 'Peter James, ex-Caroline South and Radio 390 - and my boss at Capital Radio some years after - has died. I think he was 84. Here more info: https://www.offshoreradio.co.uk/djsj2k.htm#james

Next an item brought in by Alan Perry: 'Hi Hans, Alan in London here. Just a note about the then socialist British government's attempt to block the teenagers from listening to 1960's pop music.

The fate of pirate stations in the 1960s was much like the current socialist British governments attempt to block teen access to the internet activities of today. The pirates DLT Tony Blackburn etc. were offered good jobs at the BBC in return for leaving Radio Caroline and Radio London.

All seemed fair until 1980s when under a new WOK regime running through the BBC, deejays were banned from playing much of 1960's music requested by the public listeners. The first DJ to refuse was dismissed Dave Lee Travis (DLT). It was clear these newly empowered feminist managers hated the DJ adoration which the BBC hadn't been replicated with their own DJs, equally the listeners choice of 1960's pop music was still being requested 20 years after being recorded, which was not the BBCs choice the very reason thus the pop pirates were established therefore to continuing to play sixties pop was considered toxic. The BBC audience continues to plummet in British popularity.'

The 24th Erkrath Radioday

Saturday September 5th 2026

On Saturday, 5 September 2026, the 24th Erkrath Radio Day took place. As usual, the venue was the QQTec Technical Museum in 40721 Hilden. Almost 70 visitors from Germany and the Netherlands came to Hilden to enjoy a varied programme devoted to radio, broadcasting history and the current media landscape.

Following the welcome by Jan Sundermann and Helmut Stein, Thomas Kircher and Kuno Taufenbach introduced the 'FM Kompakt' media portal.

Under the title 'From South Tyrol to Bavaria', Wolf-Dieter Roth then looked back at Jürgen von Wedel's Radio Bavaria International (RBI). This was complemented by an illustrated report from a member of the RBI Revival Team about the brief reactivation of RBI on the Schwarzenstein in August 2026.



Ferry Eden Photo: Martin van der Ven

The history of offshore radio was also represented: Ferry Eden presented his brand-new book about Radio Monique, which had been published just four days earlier.

Another broadcasting career was the subject of an interview with Helmer Litzke. Under the heading 'A Colourful Radio Career – from RTL Radio Luxembourg to Schwarzwald Radio', the interview explored the various stages of his career in radio.

Finally, Herbert Visser turned to the present day and reported on the current media situation in the Netherlands and Belgium.

Once again, the 24th Erkrath Radio Day successfully brought together radio history and current developments in the media world, while giving the radio enthusiasts present plenty of opportunity to meet, talk and exchange ideas.

Here are 130 photos:
https://www.flickr.com/photos/offshoreradio/albums/72177720335546171

September 22nd: Mike Terry announced the sad news: Sadly we have to report the death of Norman St John. In July 1966 Norman joined Radio London from Radio Caroline, where he stayed until the following February. Photo Tony Blackburn and Norman St. John in Harwich during BBC Pirate BBC Radio Essex 2009.

I'm shocked such a friendly person and excellent radio man. I had the luck meeting him on several occasions and he came to our Radio events in Amsterdam too.

Read more about his career here:
https://www.offshoreradio.co.uk/djssn.htm#stjohn



Tony Blackburn and Norman St John Photo: Martin van der Ven

John Leech: 'Norman was a warm, funny and quick thinking presenter. When I recruited him for Pirate BBC Essex, he was living on the other side of the world running his own company, but dropped everything and jumped at the chance to re-live and celebrate those pioneering years of "pirate" radio. He and we thoroughly enjoyed the experience. It was wondrous to see listeners meet him all those years after listening to him in the 60's. I feel privileged to have met him.'

Trevor Larkin: 'I remember Norman on Caroline doing a morning show early 1965 before he moved to BIG L RIP. another offshore radio legend gone who was part of my teenage 1960s years listening I am a fully fledged offshore radio fan from when Caroline started in 1964.'

Bob Glenn:

Very sad news indeed.
I met Norman a few years ago, and a nicer person you couldn't wish for. Always remembered, Never forgotten ❤️
RIP Norman.'

From his son: 'Norman Phillip St John (12/05/43 - 21/09/26) 'A wise man once said, if you want to know the truth from one of Dad's

stories, you'll need to cut his story in half, cut that in half, then half again, and only then will you have somewhat of the truth! Whilst Dad liked a good tall tale, the funny thing about this is the actual original story would have been incredible enough as Dad has done more in his life than most would dream of!

In the 1960's Dad left Australian shores to become an Entertainment Manager on an Italian cruise ship. While in London, he was asked if he'd be interested in becoming a Radio DJ, an offer Dad accepted. Dad then worked on Pirate Offshore Stations including Radio Caroline, Radio London, then Radio Luxemburg. Dad maintained contact with the original Pirate Radio DJ's, and returned back to the UK every now and again to retransmit their shows through the BBC.

After returning to Australia, Dad worked in both TV & radio in Townsville, then left the entertainment industry to get into aviation in many different roles including pilot, sales, management etc. After then leaving aviation, he continued in sales and management in many industries, but settled in 1983 in steel / fence wire manufacturing which he stayed in until retirement.

A passionate golfer, a good friend to many, and a very loving Grandparent, you will be missed. Now you can rest in peace.'



Norman StJohn on Radio London. Photo David Kendrid

September 26th

Sad news that broadcaster Tony Currie died yesterday at his home on the Isle of Lismore. Tony has been broadcasting for over 50 years. He was with Radio Clyde when it first went on air and of course he ran his own Radio Six International for decades (you may have been a listener to the Lively Lounge). He was an announcer for STV and BBC Scotland. Tony was also a collector of the Radio Times, a radio historian and a champion of light music.



Tony Currie also was panel chairman during our RadioDay in 2014. Here you can hear him on the Radio London RSL in 2001.

https://www.youtube.com/watch?v=qAc1_0H6XnE

Bob Glen found some memories back including this photo featuring the MEBO II and Don Allen. It was Dennis Hartley who, amongst others, responded:

Don Allen was my favourite jock on Radio Caroline North in the days when the Fredericia was anchored off the Isle of Man...

Then of course, in the 1970's I enjoyed hearing him again on RNI...

Whilst I know he was a Canadian, he also had a connection with my home city of Leeds, in West Yorkshire, when he worked, not as a DJ/ Presenter, for a few years at a Leeds company called. EJ Arnold who were publishers and printers.. I understand that he had a country show slot on BBC Radio Merseyside.. and I think he was last heard on the airwaves in the Republic of Ireland at a town called Tullamore ...

A talented presenter sadly missed.'

Chris Garrod came September 26th with the news that the since 1980 missing Caroline tender Hosanna: ' A team of Divers using some information provided by myself have now found the wreck of the Hosanna Z592 in the English Channel off the coast of St Margaret's, nr Dover, Kent England. Near the CS4 traffic BOUY (formerly CS2 Buoy). We have underwater photos of the wreck, and hopefully I should be receiving some more taken this past week.

We have also tracked down the last owner of her Joseph Anthony O'Connor, who is still alive in his 70s and still up to his old tricks. They have just broke the news in Belgium and Holland. I was contacted by the Diving team in July, and met up with one of their members, and exchanged many messages over the past few months. In one of the forthcoming reports an in depth story will be published.'



Hosanna Photo: H.J. Backhus

Next the latest info from Jon Myer: 'I have just updated **The Pirate Radio Hall of Fame**.

New this month:
We have an archive interview with the late Radio Caroline North DJ Mick Luvzit; another batch of *Record Retailer* Top 50s from 1966 showing offshore radio chart positions; and we pay our respects to Norman St. John, formerly of Radios City, Caroline and London, who sadly passed away on 21st of September.
With thanks to everyone who has contributed. Best wishes,
Jon

www.offshoreradio.co.uk

Although I have documented a great deal about the history of Radio Caroline, every now and then a report comes across that at first I had absolutely no recollection of. This was also the case with an article dated 1 February 1986. It reported that Radio Caroline's broadcasting ship had broken loose from its anchor and was drifting off the east coast of England, whilst at the same time 'the captain' of the ship, 'Toni', was safely ashore in Pieterburen, Groningen.

I thought I'd have a quick look in the archives of the old Freewave Magazines to see what we wrote about it at the time. I found it in issue 126 of 10 March 1986:

January 31st: A severe north-easterly storm with wind force 10 caused the Ross Revenge serious difficulties. As early as 1 am, the programmes reported problems, and over the following two hours, the so called numbers were broadcast in both English and Dutch for the organisation. It later transpired that the broadcasting vessel had broken loose from its anchor and was drifting towards Ramsgate. They had been unable to deploy the emergency anchor and were also unable to start the engines.

There were fears of entering territorial waters and possibly running aground on a sandbank. At 3 o'clock, assistance was requested from the coastguard, after which both transmitters went off the air. The coastguard dispatched two lifeboats and a tugboat set out to provide

assistance. The news was covered extensively on BBC television, by the BBC World Service and by the ANP.

The tugboat and one of the lifeboats remained near the broadcasting vessel, where they managed to start the Ross Revenge's engine. By midday, the ship was back at its old anchorage. In the meantime, it transpired that there had been quite extensive damage on board. For example, the wire between the insulator and the aerial mast for the 319 signal had snapped, and the studios were in disarray.

Between 4.30 pm and 4.50 pm, non-stop music was broadcast on 558, after which Peter Chicago said: 'Radio Caroline apologises for the loss of transmissions, due to damage sustained during severe weather conditions. Regular transmissions will resume at the earliest possible opportunity.' This was followed by a series of tracks, after which he bid farewell on behalf of the entire crew, and Radio Caroline went off the air once more.

Furthermore, we found the reporting in the Joint Press Service (GPD) rather vague regarding the so-called captain. Further information revealed that this was a fisherman from 'Walton-on-the-Naze', who also occasionally supplied the broadcasting vessel.

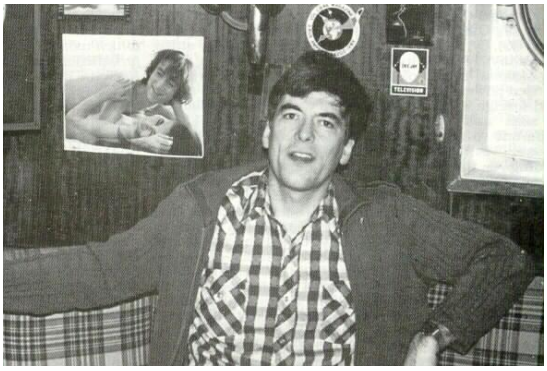
And what was this 'Tim' doing in Pieterburen? He had taken the injured seal Greta there, which had turned up in his brother's garden in the seaside village of Walton on the Naze near Harwich. Greta was released off Rottum in September 1985 by Lenie 't Hart of the Seal Sanctuary.

The GPD also reported that, whilst staying in the coastal town in Groningen, Toni was worried about his ship and its 12-strong crew. Toni, who refused to reveal his surname, said, incidentally, that he did not believe the Ross Revenge would have been seized had it, against all odds, ended up in territorial waters.

The newspapers also reported that Toni wished to return to the vessel as soon as possible: 'Last night, he therefore flew back to

England. The vessel in distress was not left to its fate. Immediately after it became known via the ship's radio that the trawler had broken its anchor, two lifeboats were dispatched to assist the pirate. Although the engines had overheated, they started up again just before the lifeboats arrived.'

Finally, it was noteworthy that the article in the GPD newspapers was accompanied by a photograph of the MV Mi Amigo. This broadcasting vessel had previously served Radio Caroline.



Peter Chicago 1989

Paul Rowley was one of the many people who attended a special cruise on October 10th. He wrote on Facebook: 'The ashes of 1960s offshore pirate Tom Edwards have been laid at sea in the Thames Estuary near the wartime fort Shivering Sands, home of Radio City where he was chief DJ. Former Caroline colleague Roger Day carried out the ceremony aboard the world's last remaining working paddle steamer the Waverley.

Tom who died a year ago aged 80 was also on Radio 1, Radio 2, Thames TV and Look East. There are also plans to put a plaque on one of the legs of the fort saying "Tom Edwards - The Party's Over". The song by Shirley Bassey was the last record played on the Tower Of Power when it closed in February 1967 after the station was prosecuted under the Wireless Telegraphy Act.

Radio City was already in turmoil after killing of its owner Reg Calvert in June 1966, shot dead by Major Oliver Smedley in a dispute

over transmitter equipment. He was charged with manslaughter but was cleared by a jury on the grounds of self-defense, a verdict disputed by Reg Calvert's family.

His daughter Candy was at today's event. The killing hastened the Government's decision to outlaw the pirates with the Marine Offences Act coming into law six months after the closure of Radio City. During the ceremony Roger thanked Tom for christening him "Twiggy" a nickname which he uses to this day. Today's event was organised by Steve Scruton and Ian Wyatt, the men behind the excellent Pirate BBC Essex broadcasts.'

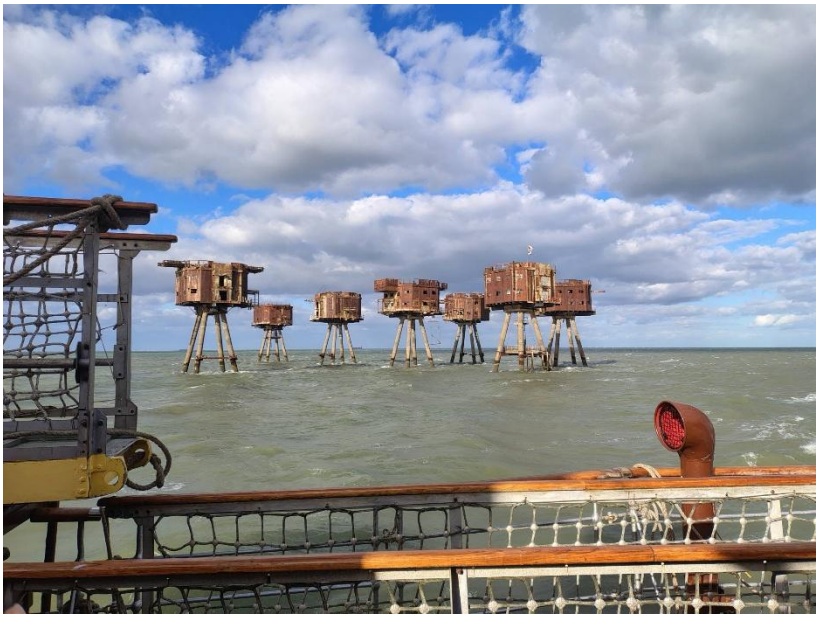


Photo taken during the special cruise by Chris Cooper

Well this is the end of another bumper edition of the Hans Knot International Radio Report. Long enough to go into the history as the longest edition ever. It will be also the last one for 2026, so next one early 2027.

In the meantime the request to send memories, photos, questions and more to HKnot@home.nl

We wish you a wonderful Christmas time and good luck for 2027

Hans Knot



From the Robbie Robinson collection